

08 March 2017 at 7.00pm

Conference Room, Argyle Road, Sevenoaks
Despatch: 27.02.17



Sevenoaks Joint Transportation Board

Membership:

Chairman, County Cllr. Chard; Vice-Chairman, District Cllr. London

District Councillors

Barnes, Clack, Edwards-Winsler, Esler, Layland and Williamson

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

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

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

Parish Cllr. Robson (Reserve Cllr. Dilley)

Agenda

	Pages	Contact
Apologies for Absence		
1. Minutes To agree the Minutes of the meeting of the Board held on 6 December 2016, as a correct record	(Pages 1 - 8)	
2. Declarations of interest		
3. Matters Arising/Update (Including Actions from Previous Meetings)	(Pages 9 - 10)	
4. Informal Consultation - Parking Proposal - Grange Close, Edenbridge	(Pages 11 - 16)	Jeremy Clark Tel: 01732227323
5. Applications for Disabled Person's (Blue Badge) Parking Bays	(Pages 17 - 26)	Jeremy Clark Tel: 01732227323
6. Statutory Consultation - Minor On-Street Parking Proposals - TRO 2013 Amendment 21	(Pages 27 - 56)	Jeremy Clark Tel: 01732227323

7. **Sevenoaks Highway Works Programme 2016/17** (Pages 57 - 72) Carol Valentine / Julian Cook 03000 418181
8. **Sevenoaks Cycling Strategy Working Group** (Pages 73 - 76) Simon Taylor
Tel: 01732 227134

EXEMPT INFORMATION

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

If you wish to obtain further factual information on any of the agenda items listed above, please contact the named officer prior to the day of the meeting.

Should you need this agenda or any of the reports in a different format, or have any other queries concerning this agenda or the meeting please contact Democratic Services on 01732 227000 or democratic.services@sevenoaks.gov.uk.

SEVENOAKS JOINT TRANSPORTATION BOARD

Minutes of the meeting held on 6 December 2016 commencing at 7.00 pm

Present: Cllr. Chard (Chairman)

County Councillors Brazier, Crabtree, Gough, Horwood, Parry and Pearman

District Councillors Clack, Edwards-Winser and Layland

Apologies for absence were received from Cllrs. Robson, Barnes, Esler, London and Williamson

Cllrs. Dickins, Eyre, Mrs. Hunter and Piper were also present.

19. Minutes

Resolved: That the minutes of the meeting held on 13 September 2016, be agreed and signed by the Chairman as a correct record.

20. Declarations of interest

County Councillor Parry declared for minute 24 - Kippington Area Waiting Restrictions that he had a personal interest as he lived in one of the affected roads, however it was not a prejudicial interest and so he would still take part in its consideration.

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

The local County Councillor advised that a meeting had been scheduled for 22 December 2016 at the Brasted Pavilion with the Parish Council to discuss various issues relating to signage, speed limits and speeding on the A25 at Brasted.

A newsletter entitled Missing Link was tabled on behalf of the representative of the Kent Association of Local Councils who was unable to attend, updating Members on the development of the Brighton Mail Line 2 Project including that it had secured funding. Members noted the newsletter.

CHANGE IN ORDER OF AGENDA ITEMS

With the Board's agreement the Chairman took the additional petition (d) concerning Mount Harry road before petition (c), which was then followed by agenda items 6 and 9.

Agenda Item 1

Sevenoaks Joint Transportation Board - 6 December 2016

22. To receive any petitions

- a) Presentation of a petition by residents of Scotts Way, Riverhead concerning dangerous parking

Steve Lord, a resident of Scotts Way, Riverhead presented a petition signed by 40 people raising safety concerns about parking in the road and which he said had caused accidents. Vehicles had been parked on bends and across driveways, access for emergency vehicles was difficult and parking on pavement had forced buggies and wheelchairs onto the road

The Sevenoaks District Manager (KCC) advised that he would be happy to consider the petition and would report back to a future meeting of the Board.

- b) Presentation of a petition by local residents concerning parking in Dunbrik A25 layby

Mark Gravener, a local resident, presented a petition requesting restricted waiting times at the service road for Dunbrik. He raised concerns at how the layby was used, explaining that it had been involved with drug dealing and there had recently been a couple of accidents. The petition had received 97% support of local residents.

The local County Councillor explained that softer measures had been ineffective but that he had agreed to fund proposals drawn up by the Council. The Parking Engineer confirmed that the proposals would go to consultation and he expected that a report would be presented to the Board at its next meeting.

- d) Presentation of a petition by residents of Mount Harry Road, Sevenoaks relating to the extension of double yellow lines

Deborah King presented a petition requesting that the double yellow lines on Mount Harry Road, Sevenoaks be extended into the parking bay outside 1 and 2 Kirk Court, though this would reduce the parking by one bay. She explained that this was to assist her elderly mother. Her mother would be picked up daily but vehicles could not park close enough to the flat area of pavement as the vehicles in the bay blocked this. Her mother currently had to use the uneven part of pavement which made her unstable.

Resolved: That Officers carry out a consultation on the petition proposals to extend the double yellow lines on Mount Harry Road, Sevenoaks into the parking bay outside 1 and 2 Kirk Court.

- c) Presentation of a petition by local residents concerning parking in Gordon Road and Argyle Road, Sevenoaks

Harry Rogers, a resident of Gordon Road, Sevenoaks, presented a petition and supporting documents which had been circulated to residents of Gordon Road and Argyle Road proposing three options for additional parking restrictions in those roads and in South Park. They explained that 80% of residents in Gordon and Argyle

Roads had responded and 80% of those said that the current scheme was poor or very poor at protecting residents' and visitors' parking. They raised concern that residents could often not park outside their house or even in the road when the nearby Blighs car park was full.

Members agreed that this matter be considered further under Minute 23.

23. Sevenoaks Residents' Parking Zone A

The Parking Manager presented a report which updated Members on the parking situation in Sevenoaks Zone A Residents' Parking Scheme. There was pressure on parking across Sevenoaks town in the roads around the town centre and station. A more restrictive scheme would be less efficient and not serve the needs of the town and wider community. The schemes were "fit for purpose" and future development of a multi-decked car park in Sevenoaks could relieve on street parking in the town.

The Parking Manager explained that independent and internal studies had shown there was capacity available in all the roads throughout the day. A questionnaire survey of Zone A residents in March and April 2016 showed a majority believed that the scheme was either good or very good at controlling residential and visitor parking. Officers tabled the results of a further independent survey carried out on 15 and 17 November 2016. He explained that actions had been taken to increase the frequency of enforcement visits, to prevent re-parking within the zone and limit the abusive passing of vouchers.

Members discussed the proposals in the petition which had been presented to the Board at Minute 22. Members noted that the proposals had not previously been consulted on and considered whether existing spare capacity would be affected by partial residents only parking.

The Parking Manager explained that the petition proposals had not been drafted when the survey of residents had taken place. He added that the spare capacity in Argyle and Gordon roads was fundamental to the economic vibrancy of the town centre in relieving pressure until a multi-storey car park could be built.

The Chairman, noting comments from Members and Officers, indicated that the proposals should not be considered in isolation, but as part of parking in Sevenoaks town as a whole.

Members considered that the petition proposals for one hour non-residential parking would be too short for people to use nearby town facilities.

Resolved: That

- a) Officers be recommended to begin the process for consulting on further restrictive parking measures in Gordon and Argyle Road, Sevenoaks, as set out in Option A of the petition, except with visitor parking only to be limited to 2 hours; and

Agenda Item 1

Sevenoaks Joint Transportation Board - 6 December 2016

- b) Officers draft a report to consider parking provision in Sevenoaks town as a whole, in consultation with local Board Members who express interest, to be presented at the next ordinary meeting of the Board.

24. Kippington Area Waiting Restrictions

Members considered a report which explained that proposals for waiting restrictions in the Sevenoaks Kippington area had been advertised to address concerns of restricted access, obstruction and visibility arising from all day parking. A total of 174 responses had been received with 165 in support. If supported, works were due to begin in January 2017, weather permitting.

The local County Councillor advised that she and County Councillor Parry had also agreed to pay for the introduction of restrictions in Hopgarden Lane, with each of them to provide half of the cost. These proposals would be carried out after the main scheme had been implemented.

Responding to concerns from a member of the public, the Sevenoaks District Manager (KCC) confirmed that the impact of the proposals on the whole of The Rise would be reviewed 6 months after the main scheme and Hopgarden Lane proposals had been implemented

Resolved: That the Traffic Regulation Order relating to waiting restrictions in Oak Lane, Grassy Lane, Wellmeade Drive, Burntwood Road, Ashgrove Road and Turners Green in Sevenoaks be made and implemented as advertised and shown in the plans in Appendix 1 to the report.

25. Local Air Quality

The Chairman introduced a report, which explained that at the meeting of the Board on 13 September 2016 ten schemes were suggested which could be explored to help improve local air quality. At that meeting the Board had asked that further information and costings on these be provided, with four to be considered first. The report provided further information concerning the purchase of portable air quality monitoring equipment to assist in raising local awareness, the provision of electric vehicle charging points, the review of automatic traffic signals at the junction of High Street and Dartford Road, Sevenoaks and continuing to promote and expand the Air Alert scheme working with schools and community group. Funding would be met from remaining monies secured by Section 106 obligations and Defra Air Quality Grant.

The Chairman moved that the Board request that Officers implement the proposals, rather than note them.

Members discussed the role of Air Quality Management Areas and whether more needed to be done to act on their findings.

Resolved: That Officers be requested to implement the Local Air Quality improvement schemes for

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- i) the purchase of portable air quality monitoring equipment to assist in raising local awareness;
- ii) the provision of electric vehicle charging points;
- iii) the review of traffic signals at the junction of the High Street and Dartford Road, Sevenoaks, to “puffin” crossings so dispensing with the pedestrian phase if no pedestrians were present; and
- iv) continuing to promote and expand the Air Alert scheme working with schools and community groups.

26. Applications for Disabled Persons' Parking Bays

The Parking Engineer presented a report that advised the Board on the locations of the latest applications for Disabled Persons' Parking Bays (DPPBs) that had been evaluated by the District Council in accordance with KCC's assessment criteria. The report set out those applications which did not meet the criteria and would proceed no further and the informal consultation responses and Officer comments on those which did pass the assessment criteria. Members were asked to consider the objections and whether to uphold or overrule them. In cases where the objections were overruled, or cases of no objection, an Interim DPPB would be introduced with a view to undertaking the TRO procedure at a later stage.

Resolved: That

- a) it be noted the application for a parking bay for disabled persons' vehicles in High Street, Penshurst outside Forge Close did not meet KCC's assessment criteria and will proceed no further; and
- b) Officers proceed with interim bays with a view to undertaking the TRO procedure at a later stage for the following applications for parking bays for disabled persons' vehicles which did meet KCC's assessment criteria
 - i) East Hill, South Darenth; and
 - ii) New Road, Sundridge.

27. Statutory Consultation - Minor On-Street Parking Proposals - Crockenhill, Edenbridge, Eynsford, Halstead and Westerham

The Parking Engineer presented a report which explained that a 3-week consultation was undertaken which ended on 4 November 2016, following requests for new or amended minor on-street parking proposals for locations in Crockenhill, Edenbridge, Eynsford, Halstead and Westerham. The report set out the results of that consultation and the Board was asked to consider any objections received and Officer comments and to decide whether the proposals should be proceeded with.

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Resolved: That

- a) the results of the statutory consultation in respect of the parking proposals and the Officer comments and recommendations given in Appendices 1 to 5 to the report be noted;
- b) the parking proposal for Crockenhill (Green Court Road) shown in Appendix 1 and described in the table in paragraph 12 of the report be implemented as drawn;
- c) the objections received to the Farningham (High Street) parking proposals shown in Appendix 2 and described in the table in paragraph 16 of the report be upheld and the parking proposals be abandoned;
- d) the objections received to the Eynsford (High Street (A225)) parking proposals shown in Appendix 3 and described in the table in paragraph 19 of the report be set aside and the proposal be implemented as drawn;
- e) since no objections were received in respect of the Halstead (London Road & Old London Road) parking proposals shown in Appendix 4 and described in the table in paragraph 23 of the report, it be noted that these will be implemented as drawn;
- f) the objections received to the Westerham (Hosey Hill) parking proposals shown in Appendix 5 and described in the table in paragraph 27 of the report be set aside and the proposal be implemented as drawn; and
- g) the objectors be notified of the Board's decision.

28. Sevenoaks District Cycle Strategy

The Chairman of the Sevenoaks Cycling Strategy Working Group introduced the action notes from the meeting of the Working Group held on 15 November 2015. He highlighted that the Transport Planner (Cycling) (KCC) advised that the cost of a feasibility study for the part of Cycling Strategy Route 6 between Otford and Bat & Ball was £14,800, while the study for the full route to the Vine at Sevenoaks was £22,000. Informal discussions had taken place between Otford Parish Council and Sevenoaks Town Council on whether they could fund the studies from CIL monies they had received. The Transport Planner (Cycling) (KCC) was calculating what the costs of the study proportionally would be for each local Council.

Members noted the action notes from the Working Group.

29. Sevenoaks Highways Works Programme

Members considered a report which gave an update on the identified schemes approved for construction in 2016/17.

Resolved: That the report be noted.

30. Local Winter Service

Members considered a report which outlined the arrangements made between the Council and Kent County Council to provide a local winter service in the event of an operational snow alert in the District.

Resolved: That the report be noted.

THE MEETING WAS CONCLUDED AT 8.20 PM

CHAIRMAN

ACTIONS FROM THE MEETING HELD ON 6 DECEMBER 2016 AND UPDATES FROM PREVIOUS MEETINGS

	Action date	Description	Status and last updated as at 23.02.17	Contact Officer
1	(03.09.2015) 06.12.2016	The local County Councillor advised that a meeting had been scheduled for 22 December 2016 at the Brasted Pavilion with the Parish Council to discuss various issues relating to signage, speed limits and speeding on the A25 at Brasted.	Action resolved - officers from KCC have met with Brasted Parish Council, and are now in discussions regarding various proposals submitted by the Parish Council.	Julian Cook Tel: 03000 418181
2	19.12.16	Following the submission of the petition by residents of Scotts Way, Riverhead at the September 2016 JTB. Officers from Kent County Council have considered the issue of the petition.	Action resolved - officers from KCC have written to the lead petitioner advising them that following investigations that no safety issues were observed and that the current injury related crash record shows that there have been no crashes in the last 5 year period. There are no proposals to amend the current parking restrictions in Scotts Way.	Geoff Bineham Tel: 03000 418181

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INFORMAL CONSULTATION - PARKING PROPOSALS - GRANGE CLOSE, EDENBRIDGE

Sevenoaks Joint Transportation Board - 8 March 2017

Report of Chief Officer, Environmental and Operational Services

Status: For Decision

Key Decision: No

Executive Summary: The consideration of the results of an informal consultation in respect of parking proposals for Grange Close, Edenbridge

This report supports the Key Aim of

- Safe Communities (by improving road and safety)
- Sustainable Economy (by improving travel arrangements and reducing congestion)

Portfolio Holder Cllr. Matthew Dickins

Contact Officer Jeremy Clark, Ext. 7323

Recommendation to Sevenoaks Joint Transportation Board: That

- (a) the Board considers the results of the informal consultation in respect of parking proposals for Grange Close, Edenbridge and the Officers' comments/recommendations given in Appendix 1; and
 - (b) Officers be asked to undertake a statutory consultation in respect of making a traffic regulation order to cover the parking proposals for Grange Close, Edenbridge.
-

Reason for recommendation:

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

Introduction and Background

- 1 In early 2016, a petition was received from residents of Grange Close, Edenbridge, expressing concerns about problems caused by inconsiderately parked vehicles, many of which belong to non-residents, including commuters using the nearby railway station, and requesting action to address these parking issues.

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- 2 In response to the petition, an informal consultation was undertaken with residents in November/December to find out their views on parking proposals aimed at improving the parking situation.
- 3 The parking proposals are shown on the plan in Appendix 1, and consisted of the following:

<i>New Double Yellow Lines in Key Locations in Grange Close (shown in red on plan)</i>

<i>(i) In the turning head at the western end (outside nos. 16-18)</i>
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<i>(ii) Opposite the junction (outside nos. 13-15)</i>
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<i>(iii) On both sides of the bend (outside and opposite no.7)</i>
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<i>(iv) In the turning head at the eastern end (at rear of no.7)</i>
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<i>New Single Yellow Lines on the North Side of Grange Close operating for 1 hour in the afternoons (e.g.3-4 pm) from Monday-Friday (shown in blue on plan)</i>
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<i>(v) Outside nos. 18-21</i>

<i>(vi) Outside nos. 1-6</i>

<i>New Single Yellow Lines on the South Side of Grange Close operating for 1 hour in the mornings (e.g.9-10 am) from Monday-Friday (shown in magenta on plan)</i>
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<i>(vii) Outside the former bowling green site</i>
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<i>(viii) Outside nos. 8-13</i>

<i>(ix) Adjacent to no. 7</i>

- 4 A total of 19 responses were received to the informal consultation from residents, a summary of which is also given in Appendix 1, together with Officers' comments/recommendations.
- 5 It should be noted that Kent County Council has already introduced some temporary parking restrictions in the western arm in Grange Close outside nos. 14-21, to facilitate access for construction traffic to the new housing development on the former bowling green adjacent to no.15.
- 6 The traffic regulation order covering the temporary parking restrictions came into force in September 2016, and continues for 12 months, or until the construction work is completed, whichever is the earlier.
- 7 Hence, if the Joint Transportation Board were to approve the recommendation of this report, the aim would be to report the outcome of the formal (statutory) consultation to the next meeting in June 2017, for a decision. This would then enable the current parking proposals to be introduced to coincide with the

completion of the housing development, should after consideration of any representations received, the decision be taken to proceed.

Options

8 The options for the parking proposals in the informal consultation are to:

- (a) Abandon some or all of the proposals
- (b) Modify some or all of the proposals and progress the modified proposals to a formal (statutory) consultation
- (c) Progress some or all of the proposals to a formal (statutory) consultation

Key Implications

Financial

The costs incurred in implementing the proposals will vary depending on the Board's decision, but if all the proposals are taken forward, the total cost would be in the region of £3,000. This cost would be met by the District Council from its parking account operated under the agency agreement with the County Council.

Legal Implications

A traffic regulation order (TRO) must be made under the Road Traffic Regulation Act 1984 (RTRA 1984) to cover the proposed on- and off-street parking changes.

Section 1 of the RTRA 1984 states that a TRO may only be made for the following purposes:

- avoiding danger to persons or traffic (including for anti-terrorist purposes);
- preventing damage to the road or to buildings nearby (including for anti-terrorist purposes);
- facilitating the passage of traffic;
- preventing use by unsuitable traffic;
- preserving the character of a road especially suitable for walking or horse riding;
- preserving or improving amenities of the area through which the road runs; and
- for any of the purposes specified in paragraphs (a) to (c) of the Environment Act 1995 (air quality).

To meet one or more of the above, a TRO may prohibit, restrict or regulate the use of a road or any part of the width of a road by vehicular traffic of any class. It may have effect at all times or at specified periods or times. Specific classes of traffic may be excepted.

Before making a TRO, a formal (statutory) consultation procedure must be followed in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

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Any formal objections received during this statutory consultation would be reported to the Sevenoaks Joint Transportation Board for a decision to be made on whether to make the TRO as proposed, to vary it (by reduction) or to abandon it.

Equality Assessment

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

Risk Assessment Statement

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

Appendices:

Appendix 1

Grange Road, Edenbridge - Parking Proposals
Informal Consultation Responses and Officers'
Comments/Recommendations

Background Papers:

The Equality Act 2010

www.legislation.gov.uk/ukpga/2010/15

The Traffic Signs Regulations and General
Directions 2016

www.legislation.gov.uk/uksi/2016/362

The Highways Act 1980, as amended.

www.legislation.gov.uk/ukpga/1980/66

The Road Traffic Act 1988, as amended.

www.legislation.gov.uk/ukpga/1988/52

The Road Traffic Regulation Act 1984, as
amended.

www.legislation.gov.uk/ukpga/1984/27

The Traffic Management Act 2004, as amended.

www.legislation.gov.uk/ukpga/2004/18

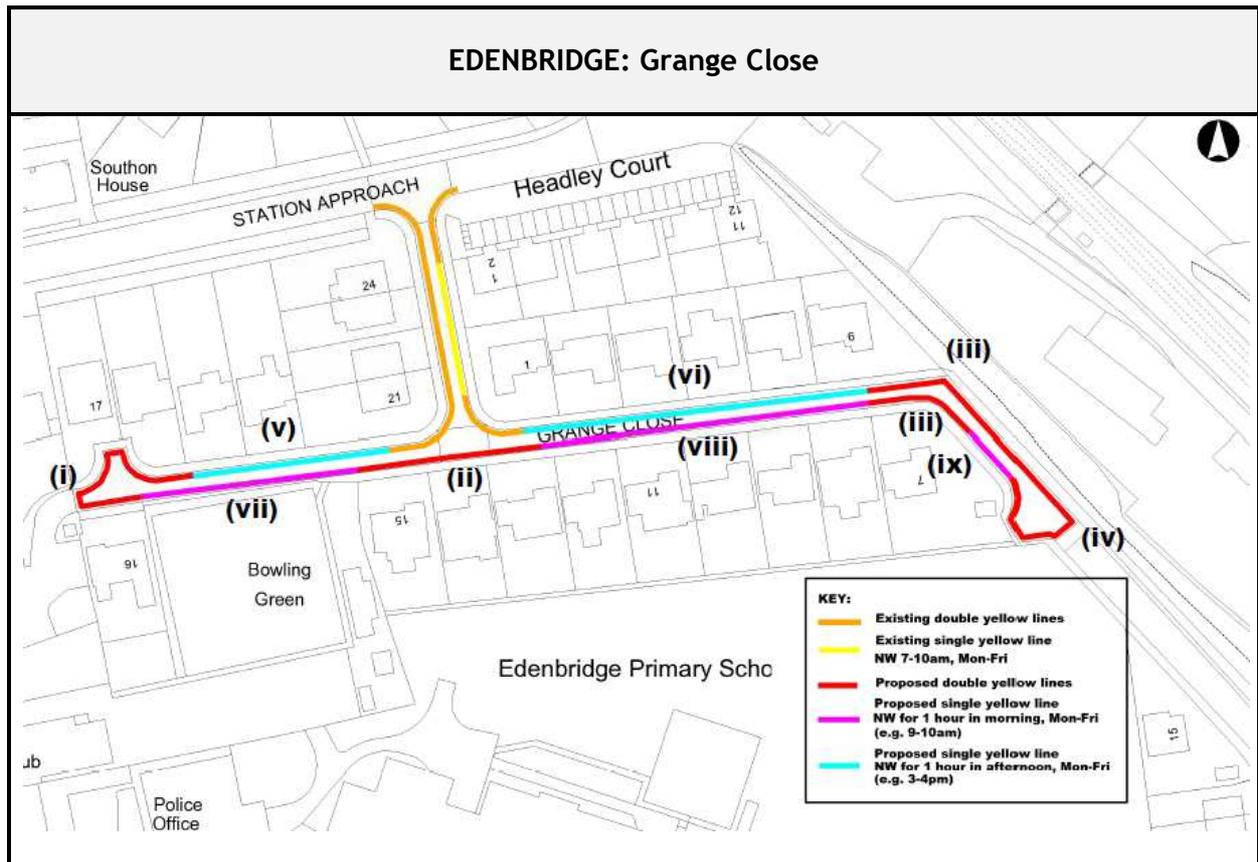
The Highway Code.

www.gov.uk/browse/driving/highway-code

Richard Wilson

Chief Officer, Environmental and Operational Services

APPENDIX 1 - GRANGE CLOSE, EDENBRIDGE PARKING PROPOSALS
 Informal Consultation Responses and Officers' Comments/Recommendations



PROPOSALS/LOCATIONS	Informal Consultation Responses		
	For	Against	No View
<i>New Double Yellow Lines in Key Locations in Grange Close (shown in red on plan)</i>			
(i) <i>In the turning head at the western end (outside nos. 16-18)</i>	9 (60%)	6 (40%)	4
(ii) <i>Opposite the junction (outside nos. 13-15)</i>	16 (94%)	1 (6%)	2
(iii) <i>On both sides of the bend (outside and opposite no.7)</i>	10 (63%)	6 (37%)	3
(iv) <i>In the turning head at the eastern end (at rear of no.7)</i>	8 (57%)	6 (43%)	5
<i>New Single Yellow Lines on the <u>north</u> Side of Grange Close operating for 1 hour in the afternoons (e.g. 3-4 pm) from Monday-Friday (shown in blue on plan)</i>			
(v) <i>Outside nos. 18-21</i>	12 (92%)	1 (8%)	6
(vi) <i>Outside nos. 1-6</i>	14 (93%)	1 (7%)	4
<i>New Single Yellow Lines on the <u>south</u> Side of Grange Close operating for 1 hour in the mornings (e.g. 9-10 am) from Monday-Friday (shown in magenta on plan)</i>			
(vii) <i>Outside the former bowling green site</i>	14 (93%)	1 (7%)	4
(viii) <i>Outside nos. 8-13</i>	13 (87%)	2 (13%)	4
(ix) <i>Adjacent to no. 7</i>	14 (93%)	1 (7%)	4

Agenda Item 4

APPENDIX 1 - GRANGE CLOSE, EDENBRIDGE PARKING PROPOSALS

Informal Consultation Responses and Officers' Comments/Recommendations

INFORMAL CONSULTATION WRITTEN RESPONSES	
1	I see no reason for additional restrictions there are enough already
2	Resident parking only would be a better solution
3	FYI Ambulance has to come pick up and drop me off 3 times a week. Will these new restrictions effect that?
4	I disagree with DYL o/s my house. I have had my van broken into on many occasions and need it to be in view
5	I support the single yellow lines but would have thought a single time restriction would be sufficient for both sides of the road and cheaper and easier to enforce by parking wardens
6	Commuters cause the problems. Also need limited waiting bays available for visitors.
7	Where will notices be. What arrangements will be there to enforce
8	Will the lines be outside my house?
9	My father and my sister have difficulty walking and I need access to park outside the house
10	Question 2 &3 The times should be 7-10am because commuters start parking from 7am
11	Possibility of disable bay outside my house or leave dyl & have resident parking only
12	Double yellow lines needed at entrance to Grange close. Speed humps and 20mph limit needed too.
13	1 hour parking is not long enough 2 hours would be better
14	New parking restrictions need to prevent the commuter parking as well as the drivers from the new housing development parking
15	Double yellow lines would be most welcome
16	Double yellow lines would be the best option

OFFICERS' COMMENTS/RECOMMENDATION
<p>COMMENTS: The majority of respondents to the informal consultation that expressed a view were supportive of the parking proposals. The proposed restrictions will help to prevent all-day and inconsiderate parking by non-residents/commuters, and by having a single yellow line that operates for different 1 hour periods on the north and south sides means that residents and their visitors would be able to park there all day on weekdays, albeit by alternating the side of the road on which they park. It would be difficult to justify a resident/permit parking scheme in this location, as most of the properties have off-street parking, so the take-up of permits would be very low, and the level of on-street parking that currently takes place there does not result in a significant loss of parking amenity for residents. Vehicles would be able to wait on the proposed double and single yellow lines for short periods whilst picking up/setting down passengers, and whilst loading/unloading is taking place. Vehicles displaying a valid disabled person's blue badge could wait on double yellow line restrictions for up to 3 hours, and would be able to park all day on the proposed single yellow lines.</p> <p>RECOMMENDATION: It is recommended that</p> <p>(a) the Board considers the results of the informal consultation in respect of the parking proposals for Grange Close, Edenbridge and the Officers' comments; and</p> <p>(b) Officers be asked to undertake a formal (statutory) consultation in respect of making a traffic regulation order to cover the parking proposals for Grange Close, Edenbridge</p>

APPLICATIONS FOR DISABLED PERSONS' (BLUE BADGE) PARKING BAYS

Sevenoaks Joint Transportation Board - 8 March 2017

Report of Chief Officer, Environmental and Operational Services

Status: For Decision

Key Decision: No

Executive Summary: The consideration of any representations received during the informal consultation to proposed for disabled persons' (blue badge) parking bays at locations within the District

This report supports the Key Aim of

- Caring Communities (by providing parking facilities for disabled people)
- Sustainable Economy (by improving travel arrangements and reducing congestion)

Portfolio Holder Cllr. Matthew Dickins

Contact Officer Jeremy Clark, Ext. 7323

Recommendation to Sevenoaks Joint Transportation Board: That

- (a) the Board notes the application for a disabled persons' (blue badge) parking bay that did not meet Kent County Council's assessment criteria, and will proceed no further, which is set out in Appendix 1 of this report; and
 - (b) the Board notes the applications for disabled persons' (blue badge) parking bays which met Kent County Council's assessment criteria and have been the subject of an informal consultation with neighbours, and considers any representations received and Officers' comments and recommendations, which are set out in Appendix 2 of this report.
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Reason for recommendation:

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

Agenda Item 5

Introduction and Background

Introduction

- 1 Kent County Council has the power to provide on-street parking place on roads within its area for which it is the traffic authority for the purpose of relieving or preventing congestion on the public highway.
- 2 This power is frequently exercised to establish disabled persons' (blue badge) parking bays (DPPBs) close to the homes of disabled persons who would otherwise have difficulty parking near to their homes.
- 3 An application process exists, through which a person can request that a DPPB is established close to their home.
- 4 The District Council administers local requests for DPPBs on behalf of the County Council, and manages and funds their provision.
- 5 Kent County Council has produced an application form and guidance notes for requests for DPPBs, which is available for applicants to download from the District Council's website.
- 6 The County Council has also produced assessment criteria for the District Council to use when considering applications. An overview of the main personal and locational factors that are currently taken into consideration when assessing applications were reported to the meeting of the Sevenoaks Joint Transportation Board on 3rd September 2015.
- 7 If the application satisfies the assessment criteria, neighbours who may be affected by the provision of a DPPB are then informally consulted.
- 8 If any representations are received at this stage, the proposals will be reported to the Joint Transportation Board, for a decision on whether to overrule or uphold the representations.
- 9 If the representations are upheld, the application will proceed no further.
- 10 If there have been no informal representations or the Board decides to overrule any representations that may have been received, the DPPB can be installed.
- 11 However, historically an interim DPPB is usually introduced in the first instance in residential areas on an "informal" basis, and without a traffic regulation order (TRO). This means that the DPPB can be marked on the road shortly after the application has been approved, but has no legal status and cannot be enforced.
- 12 Once introduced, a DPPB can be used by any vehicle displaying a current disabled persons' blue badge, and is not for the sole use of any person or vehicle.

- 13 Where there is a known pressure on parking, or the DPPB is abused by non-blue badge holders after its introduction, a TRO would be made, thereby making it enforceable.

Background

- 14 The purpose of this report is to advise the Sevenoaks Joint Transportation Board on the locations of the latest applications for disabled persons' (blue badge) parking bays (DPPBs) received from individuals that have been evaluated in accordance with the highway authority, Kent County Council's assessment criteria.
- 15 Appendix 1 of this report indicates which of these did not meet KCC's assessment criteria, and will proceed no further.
- 16 Appendix 2 of this report contains details of applications for DPPBs which met KCC's assessment criteria and have already been the subject of an informal consultation with neighbours.
- 17 Summarised details of any representations received during the informal consultation, together with Officer comments/recommendations are also given in Appendix 2, to assist the Board in deciding whether to overrule or uphold the representations.
- 18 In the cases where the representations are overruled, or none were received during the informal consultation, an interim DPPB will be introduced, with a view to undertaking the TRO-making procedure at a later stage.

Options

The options are to overrule or uphold some or all of the representations, where received during the informal consultation with neighbours, for the latest applications for disabled persons' (blue badge) parking bays detailed in Appendix 2.

Key Implications

Financial

The costs incurred in administering local requests for disabled persons' (blue badge) parking bays on behalf of Kent County Council and in managing their provision and ongoing maintenance are met by the District Council from its on-street parking account operated under the Agency Agreement with the County Council.

Legal Implications and Risk Assessment Statement

There is no legal requirement to undertake an informal consultation, and there are no legal implications to installing an interim disabled persons' (blue badge) parking bay on the public highway.

However, a traffic regulation order (TRO) must be made under the Road Traffic Regulation Act 1984 and a sign installed before the parking bay can be enforced,

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and to do this, a formal (statutory) consultation procedure must be followed in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Any formal objections received during this statutory consultation will be reported to a future meeting of the Sevenoaks Joint Transportation Board for a decision to be made on whether to make the TRO.

Equality Assessment

Members are reminded of the requirement, under the Public Sector Equality Duty (section 149 of the Equality Act 2010) to have due regard to (i) eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010, (ii) advance equality of opportunity between people from different groups, and (iii) foster good relations between people from different groups. The decisions recommended through this paper directly impact on end users. The impact has been analysed and varies between groups of people, in so far as the provision of disabled persons' (blue badge) parking bays helps to improve accessibility for disabled people.

Safeguarding Children and Vulnerable Adults

The report deals with applications for on-street parking facilities for disabled persons' vehicles, in line with Kent County Council's policy and assessment criteria for disabled persons' (blue badge) parking bays.

Appendices:

Appendix 1 - For Information - Applications for disabled persons' (blue badge) parking bays which did not meet Kent County Council's assessment criteria

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

Background Papers:

The Equality Act 2010

<http://www.legislation.gov.uk/ukpga/2010/15>

The Traffic Signs Regulations and General Directions 2016

<http://www.legislation.gov.uk/uksi/2016/362>

The 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 and Operational Services

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APPENDIX 1 - FOR INFORMATION

Applications for disabled persons' (blue badge) parking bays which did not meet Kent County Council's assessment criteria

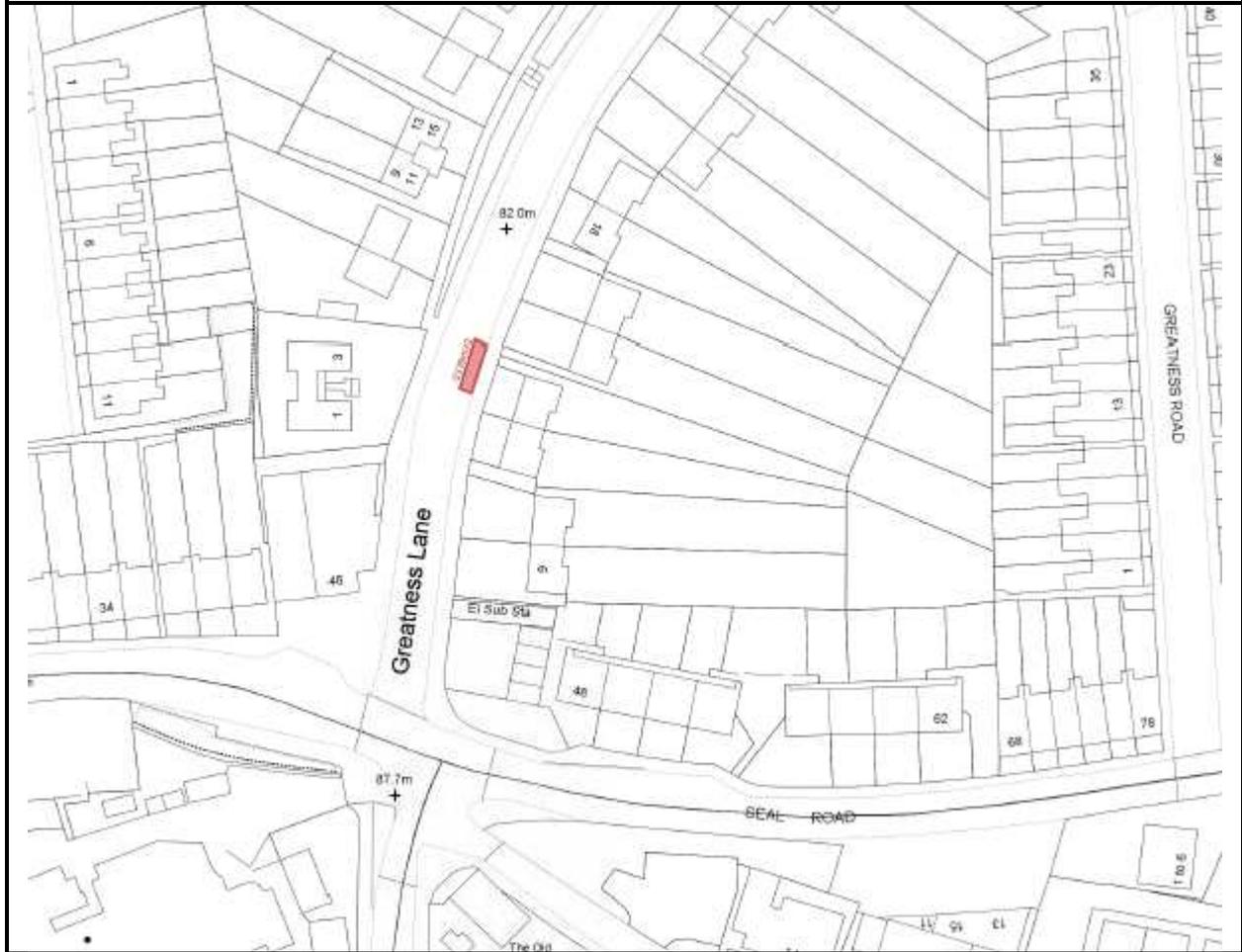
Requested Location for Disabled Persons' (Blue Badge) Parking Bay	Reason Declined
NEW ASH GREEN	
Penenden	The parking areas at the cul-de-sac end of this road near the applicants' home are on private land and are not part of the public highway. KCC is therefore unable to consider installing a blue badge parking bay at this location.

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APPENDIX 2 - FOR DECISION

Applications for disabled persons' (blue badge) parking bays that met Kent County Council's assessment criteria, including a summary of any representations received during the informal consultation, and Officer comments/recommendations

SEVENOAKS: Greatness Lane

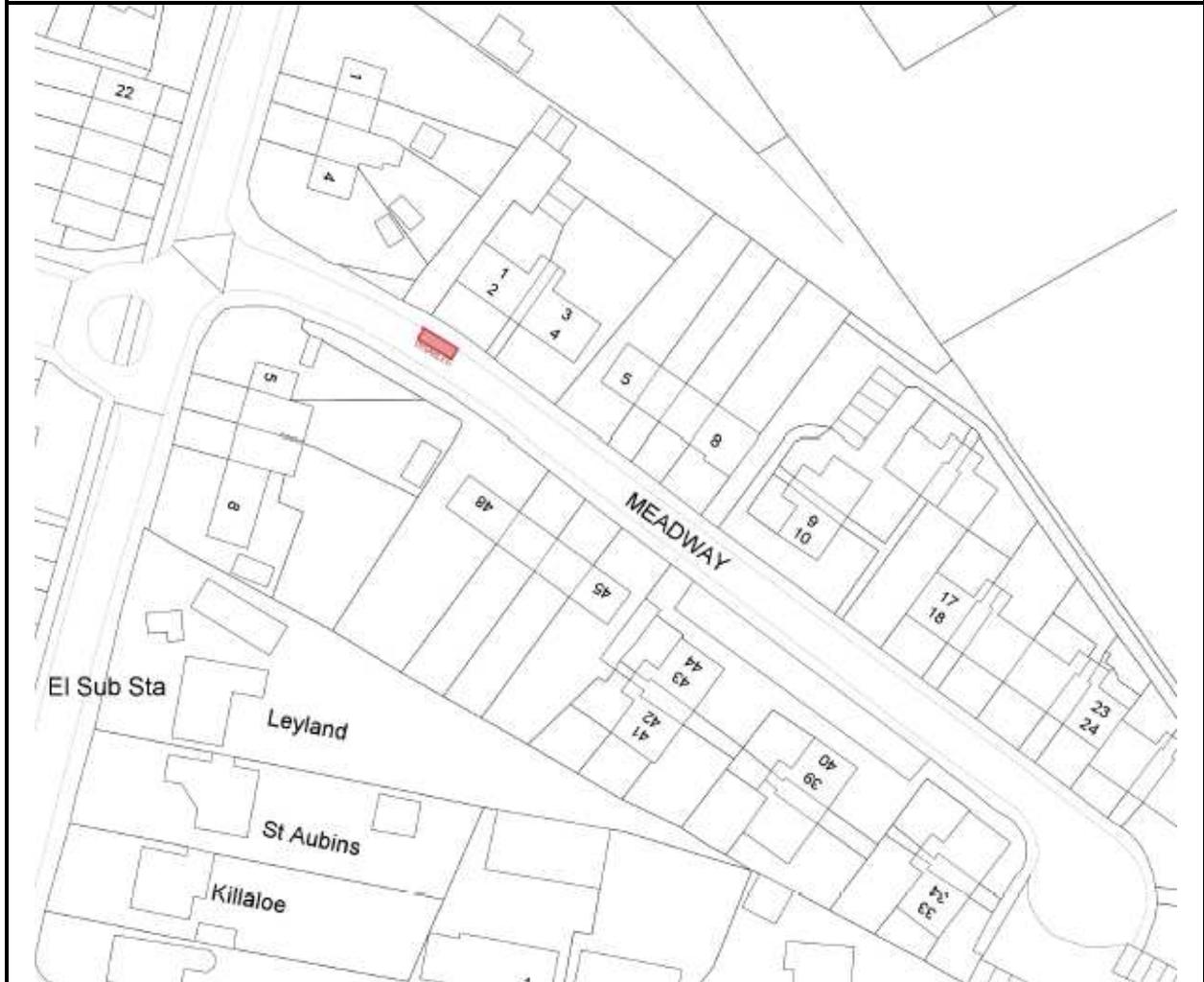


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APPENDIX 2 - FOR DECISION

Applications for disabled persons' (blue badge) parking bays that met Kent County Council's assessment criteria, including a summary of any representations received during the informal consultation, and Officer comments/recommendations

HALSTEAD: Meadway



INFORMAL CONSULTATION RESPONSES

None

OFFICERS' COMMENTS/RECOMMENDATION

COMMENTS
No responses were received to the informal consultation.

RECOMMENDATION
In the absence of any responses to the informal consultation, it is recommended that the Board approves the application, and an interim disabled persons' (blue badge) parking bay be marked.

STATUTORY CONSULTATION - MINOR ON-STREET PARKING PROPOSALS

VARIOUS LOCATIONS - TRO 2013 AMENDMENT 21

Sevenoaks Joint Transportation Board - 8 March 2017

Report of Chief Officer, Environmental and Operational Services

Status: For Decision

Key Decision: No

Executive Summary: The consideration of objections to the minor on-street parking proposals within The Kent County Council (Various Roads in the District of Sevenoaks) (Prohibition and Restriction of Waiting and Loading and Unloading and On-Street Parking Places)(Amendment 21) Order 2017 received during the statutory consultation

This report supports the Key Aim of

- Caring Communities
- Sustainable Economy

Portfolio Holder Cllr. Matthew Dickins

Contact Officer Jeremy Clark, Ext. 7323

Recommendation to Sevenoaks Joint Transportation Board:

It is recommended that:

- (a) the results of the statutory consultation regarding minor on-street parking proposals within The Kent County Council (Various Roads in the District of Sevenoaks) (Prohibition and Restriction of Waiting and Loading and Unloading and On-Street Parking Places)(Amendment 21) Order 2017 (known as “TRO 2013 Amendment 21” be noted;
 - (b) the relevant objections received to the parking proposals for Sundridge - Main Road (A25) and service road and for Westerham - The Grange in TRO 2013 Amendment 21 be set aside
 - (c) TRO 2013 Amendment 21 be made and the parking proposals therein be implemented as drawn;
 - (d) the objectors be notified of the Board’s decision.
-

Reason for recommendation:

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

Background

- 1 A statutory consultation was undertaken over a 3-week period during January 2017 in respect of minor on-street parking proposals in Riverhead, Sevenoaks, Sundridge and Westerham contained in within a draft traffic regulation order, entitled The Kent County Council (Various Roads in the District of Sevenoaks) (Prohibition and Restriction of Waiting and Loading and Unloading and On-Street Parking Places) (Amendment 21) Order 2017, hereafter known as “TRO 2013 Amendment 21”.
- 2 The draft TRO 2013 Amendment 21 also included a proposal to amend Article 5 and Schedule 34 and 44 of The Kent County Council (Various Roads in the District of Sevenoaks) (Prohibition and Restriction of Waiting and Loading and Unloading and On-Street Parking Places) (Consolidation) Order 2013, as amended, hereafter known as “the Consolidation Order”.
- 3 During the statutory consultation, relevant objections were received in respect of the parking proposals for Sundridge - Main Road (A25) and service road) and for Westerham - The Grange. No relevant objections were made to the other parking proposals
- 4 The purpose of this report is therefore for the Sevenoaks Joint Transportation Board to consider the relevant objections, together with Officers’ comments and recommendations, and to decide whether, before TRO 2013 Amendment 21 is made, to:
 - set aside the objections and implement all of the proposals as drawn; or
 - uphold the objections and modify (by reduction) or abandon the parking proposals for Sundridge - Main Road (A25) and service road and for Westerham - The Grange.

Introduction

- 5 On 5 January 2017, the statutory consultation commenced in respect of draft TRO 2013 Amendment 21, which included minor changes to existing and/or new waiting and loading restrictions in the following roads:
 - Riverhead - The Square (Chipstead Lane)
 - Sevenoaks - Bradbourne Park Road
 - Sevenoaks - High Street (A225)

- Sevenoaks - South Park
- Sevenoaks - Wickenden Road
- Sundridge - Main Road (A25) and service road
- Westerham - The Grange

6 Details of the proposed restrictions are shown on the plans and described in Appendices 1 to 4.

7 The draft TRO 2013 Amendment 21 also included proposals to amend Article 5 and Schedules 34 and 44 of the Consolidation Order, in the following ways:

Article 5 (Definitions - General Terms)

- Amended to provide a definition for “available for immediate hire” in the context of taxis on authorised taxi ranks

Schedule 34 (Exemption for Taxis Using Taxi Ranks)

- Amended such that it is requirement that all taxis on authorised taxi ranks described therein must be licensed by Sevenoaks District Council and be available for immediate hire

Schedule 44 (List of Streets or Parts of Street for the Issue of Permits)

- Amended to enable residents of London Road (A224) known as Tubs Hill, Sevenoaks that are currently eligible to hold resident and visitor parking permits for Area A to hold parking permits that are valid in Areas A and E

Statutory Consultation

8 For the statutory consultation, public notices describing the on-street parking proposals and inviting representations were published in the local press and were erected in each of the locations concerned.

9 In the interests of added publicity, information on the proposals Sundridge - Main Road (A25) and service road was also sent to local addresses

10 A link was also provided on the parking consultations page the District Council’s website, providing an online method of responding to the statutory consultation.

11 During the 3-week statutory consultation period, which ended on 27 January 2017, objections were received in respect some of the parking proposals.

12 However, based on the grounds for the objection to the Sevenoaks - Bradbourne Park Road and Sevenoaks - High Street (A225) parking proposals provided by the objectors, it was apparent that these had been misdirected and were intended to be objections to the statutory consultation for

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proposed variations to parking charges that was being conducted around the same time (see Appendices 2a and 2b for details). These objections are therefore considered irrelevant to the statutory consultation for TRO 2013 Amendment 21.

- 13 In the case of the objection to the proposed amendment to Schedule 44 submitted online, no grounds for the objection were given (see Appendix 5 for details), and hence this objection is also considered irrelevant to the statutory consultation for TRO 2013 Amendment 21.
- 14 The objections that were relevant to TRO 2013 Amendment 21 were in respect of the following parking proposals:
 - Sundridge - Main Road (A25) and service road
 - Westerham - The Grange
- 15 The purpose of this report is therefore for the Sevenoaks Joint Transportation Board to consider these relevant objections, together with Officers comments and recommendations given in Appendices 3 and 4 of this report, and to decide whether, before TRO 2013 Amendment 21 is made, to:
 - set aside the objections and implement the parking proposals as drawn; or
 - uphold the objections and modify or abandon the parking proposals for Sundridge - Main Road (A25) and service road and for Westerham - The Grange before making TRO 2013 Amendment 21.

(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.)

- 16 No decision is required from the Board in respect of the parking proposals where either no objections were received, or the objections received were irrelevant to the statutory consultation for TRO 2013 Amendment 21, but these locations have been included for information.

Riverhead - The Square (Chipstead Lane) - For information (see Appendix 1)

- 17 The parking proposals for Riverhead - The Square included in the statutory consultation for TRO 2013 Amendment 21 are described and shown on the plan in Appendix 1.
- 18 No objections were received in respect of this proposal, and hence, it can be implemented as drawn without the need for a decision from the Board, but has been included for information.

Sevenoaks - Bradbourne Park Road - For information (see Appendix 2a)

- 19 The parking proposals for Sevenoaks - Bradbourne Park Road included in the statutory consultation for TRO 2013 Amendment 21 are described and shown on the plan in Appendix 2a.
- 20 An objection was received to these proposals, a summary of which is given in Appendix 2a. However, based on the grounds of the objection stated by the objector, it is apparent that this objection was misdirected and was intended to be an objection to the statutory consultation for proposed variations to parking charges that was being conducted around the same time as the statutory consultation for TRO 2013 Amendment 21.
- 21 This objection is therefore considered irrelevant to the statutory consultation for TRO 2013 Amendment 21, and hence these parking proposals can be implemented as drawn without the need for a decision from the Board, and have therefore been included for information.

Sevenoaks - High Street (A225) - For information (see Appendix 2b)

- 22 The parking proposals for Sevenoaks - High Street (A225) are included in the statutory consultation for TRO 2013 Amendment 21 are described and shown on the plan in Appendix 2b.
- 23 An objection was received to these proposals, a summary of which is given in Appendix 2b. However, based on the grounds of the objection stated by the objector, it is apparent that this objection was misdirected and was intended to be an objection to the statutory consultation for proposed variations to parking charges that was being conducted around the same time as the statutory consultation for TRO 2013 Amendment 21.
- 24 This objection is therefore considered irrelevant to the statutory consultation for TRO 2013 Amendment 21, and hence these parking proposals can be implemented as drawn without the need for a decision from the Board, and have therefore been included for information.

Sevenoaks - South Park - For information (see Appendix 2c)

- 25 The parking proposals for Sevenoaks - South Park included in the statutory consultation for TRO 2013 Amendment 21 are described and shown on the plan in Appendix 2c.
- 26 No objections were received in respect of this proposal, and hence, it can be implemented as drawn without the need for a decision from the Board, but has been included for information.

Sevenoaks - Wickenden Road - For information (see Appendix 2d)

- 27 The parking proposals for Sevenoaks - Wickenden Road included in the statutory consultation for TRO 2013 Amendment 21 are described and shown on the plan in Appendix 2d.

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- 28 No objections were received in respect of this proposal, and hence, it can be implemented as drawn without the need for a decision from the Board, but has been included for information.

Sundridge - Main Road (A25) and service road - For decision (see Appendix 3)

- 29 The parking proposals for Sundridge - Main Road (A25) and service road included in the statutory consultation for TRO 2013 Amendment 21 described and shown on the plan in Appendix 3.
- 30 These parking proposals were a community request received via a petition, and are being funded via Kent County Council's Combined Member Grant.
- 31 During the statutory consultation 3 objections were received to these parking proposals, summaries of which are given in Appendix 3 of this report, together with Officers' comments/recommendation.
- 32 In addition to the objections, 27 responses were received in support of these parking proposals, summaries of which are also given in Appendix 3.

Westerham - The Grange - For decision (see Appendix 4)

- 33 The parking proposals for Westerham - The Grange included in the statutory consultation for TRO 2013 Amendment 21 described and shown on the plan in Appendix 4.
- 34 During the statutory consultation 1 objection was received to this parking proposal, which was from Westerham Town Council. A summary of the objection is given in Appendix 4 of this report, together with Officers' comments/recommendation.

Article 5 (Definitions - General Terms) - For information

- 35 The proposal is to amend Article 5 (Definitions - General Terms) of the Consolidation Order to provide a definition for "available for immediate hire" in the context of taxis on authorised taxi ranks.
- 36 The proposed amendment is required to supplement the proposed amendment to Schedule 34, to help to ensure that hackney carriages are not left unattended by taxi drivers on authorised taxi ranks in the Sevenoaks District.
- 37 No responses were received in respect of this proposal during the statutory consultation, and hence it can be implemented as drawn without the need for a decision from the Board, and has therefore been included for information.

Schedule 34 (Exemption for Taxis Using Taxi Ranks) - For information

- 38 The proposal is to amend Schedule 34 of the Consolidation Order such that it is requirement that all taxis on authorised taxi ranks described therein must be licensed by Sevenoaks District Council and be available for immediate hire.

- 39 The proposed amendments are required to help to ensure that hackney carriages on an authorised taxi ranks in the Sevenoaks District are licensed by the District Council, and are not left unattended by taxi drivers
- 40 No responses were received in respect of this proposal during the statutory consultation, and hence it can be implemented as drawn without the need for a decision from the Board, and has therefore been included for information.

Schedule 44 (List of Streets or Parts of Street for the Issue of Permits) - For decision (see Appendix 5)

- 41 The proposal is to amend Schedule 44 of the Consolidation Order to enable residents of London Road (A224) known as Tubs Hill, Sevenoaks that are currently eligible to hold resident and visitor parking permits for Area A to hold parking permits that are valid in Areas A and E
- 42 The proposed amendment is required to help to reduce parking pressures in roads close to London Road in Area A, such as Granville Road, by enabling eligible residents to park in less congested roads close to London Road in Area E, such as The Drive.
- 43 An objection was received to this proposal, a summary of which is given in Appendix 5. However, based on the grounds of the objection stated by the objector, it is apparent that this objection was misdirected and was intended to be an objection to the statutory consultation for proposed variations to parking charges that was being conducted around the same time as the statutory consultation for TRO 2013 Amendment 21.
- 44 This objection is therefore considered irrelevant to the statutory consultation for TRO 2013 Amendment 21, and hence these parking proposals can be implemented as drawn without the need for a decision from the Board, and have therefore been included for information.

Other Options Considered and/or Rejected

- 45 Officers have considered the feasibility and desirability of reducing the extent of or abandoning the proposals to which objections were received, but considered this to be inappropriate.

Key Implications

Financial

The costs incurred in implementing the proposals will vary depending on the Board's decision, but if all the proposals in TRO 2013 Amendment 21 are taken forward, the estimated total cost would be in the region of £5,000.

The cost of the proposal for Sundridge - Main Road (A25) and service road, which is estimated at £2,500, is being funded by Kent County Council from the Combined Member Grant

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The District Council can meet the cost of the other proposals, estimated at £2,500, from its parking account.

Legal Implications

A traffic regulation order (TRO) must be made under the Road Traffic Regulation Act 1984 (RTRA 1984) to cover the proposed on- and off-street parking changes.

Section 1 of the RTRA 1984 states that a TRO may only be made for the following purposes:

- avoiding danger to persons or traffic (including for anti-terrorist purposes);
- preventing damage to the road or to buildings nearby (including for anti-terrorist purposes);
- facilitating the passage of traffic;
- preventing use by unsuitable traffic;
- preserving the character of a road especially suitable for walking or horse riding;
- preserving or improving amenities of the area through which the road runs; and
- for any of the purposes specified in paragraphs (a) to (c) of the Environment Act 1995 (air quality).

To meet one or more of the above, a TRO may prohibit, restrict or regulate the use of a road or any part of the width of a road by vehicular traffic of any class. It may have effect at all times or at specified periods or times. Specific classes of traffic may be exempted.

Before making a TRO, a formal (statutory) consultation procedure must be followed in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Any objections made to the TRO received during this statutory consultation (other than frivolous or irrelevant ones) that are not withdrawn would be reported to the Sevenoaks Joint Transportation Board for a decision to be made on whether to make the TRO as proposed, to vary it (by reduction) or to abandon it.

Equality

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

Risk Assessment Statement

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

Appendices:

Appendix 1 - Riverhead - The Square (Chipstead Lane) - description and plan of parking proposals
For information

Appendix 2a - Sevenoaks - Bradbourne Park Road - description and plan of parking proposal, details of objection and Officers' comments
For information

Appendix 2b - Sevenoaks - High Street (A225) - description and plan of parking proposals, details of objection and Officers' comments
For information

Appendix 2c - Sevenoaks - South Park - description and plan of parking proposals
For information

Appendix 2d - Sevenoaks - Wickenden Road - description and plan of parking proposals
For information

Appendix 3 - Sundridge - Main Road (A225) and service road - description and plan of parking proposals, details of objections and responses in support and Officers' comments/
recommendation
For decision

Appendix 4 - Westerham - The Grange - description and plan of parking proposal, details of objection, Officers' comments/
recommendation and details of responses in support
For decision

Appendix 5 - Schedule 44: List of Streets or Part of Street for the Issue of Permits - Sevenoaks: London Road (A224) known as Tubs Hill - proposed amendment - details of objection and Officers' comments
For information

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Background Papers:

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

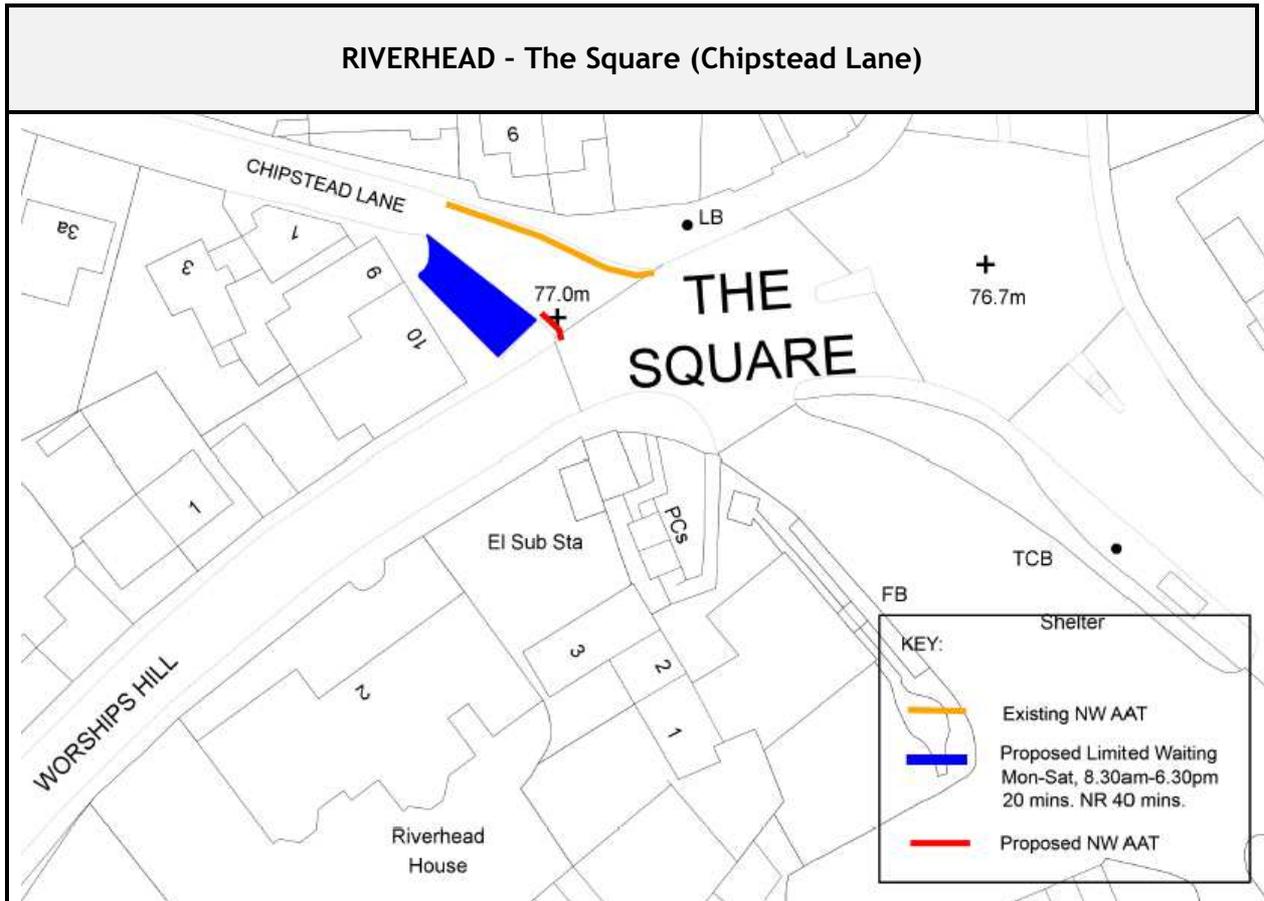
The Road Traffic Regulation Act 1984, as amended.
www.legislation.gov.uk/ukpga/1984/27

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

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

Richard Wilson
Chief Officer, Environmental and Operational Services

APPENDIX 1 - RIVERHEAD - THE SQUARE (CHIPSTEAD LANE)
 Description and Plan of Parking Proposals - For Information



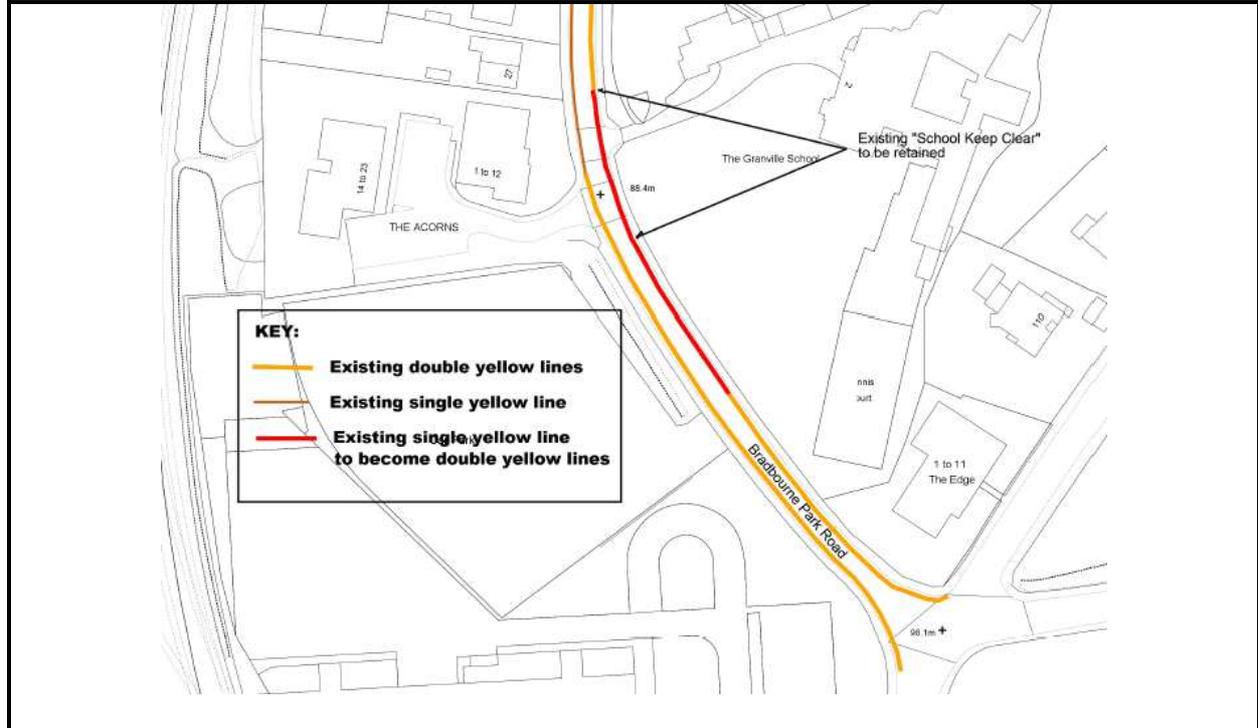
Description	Proposed Changes
Southwest side, from the north western kerb line of Worships Hill, north westwards for 3m	New double yellow line (no waiting at any time) parking restriction
Southwest side, from a point 3m north west of the north western kerb line of Worships Hill, north westwards for 14.5m	New limited wait parking restriction (no waiting for longer than 20 minutes (no return within 40 minutes) between 8.30am and 6.30pm, Monday to Saturday)
Number of Objections:	0

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APPENDIX 2a - SEVENOAKS - BRADBOURNE PARK ROAD

Description and Plan of Parking Proposals, Details of Objection and Officers' Comments For Information

SEVENOAKS: Bradbourne Park Road



Description	Proposed Change
Northeast and east sides, from a point opposite the northern edge of the entrance to Bradbourne car park, northwards for 41m	Replace existing single yellow line (no waiting between 8.30am and 6.30pm, Monday to Friday) parking restriction with a double yellow line (no waiting at any time) parking restriction. NOTE: Existing "school keep clear" no stopping restriction within this section is to be retained
Number of Objections	1

Details of Objection

1	I object to parking rises and paying on a Sunday! It will take business away from the town!
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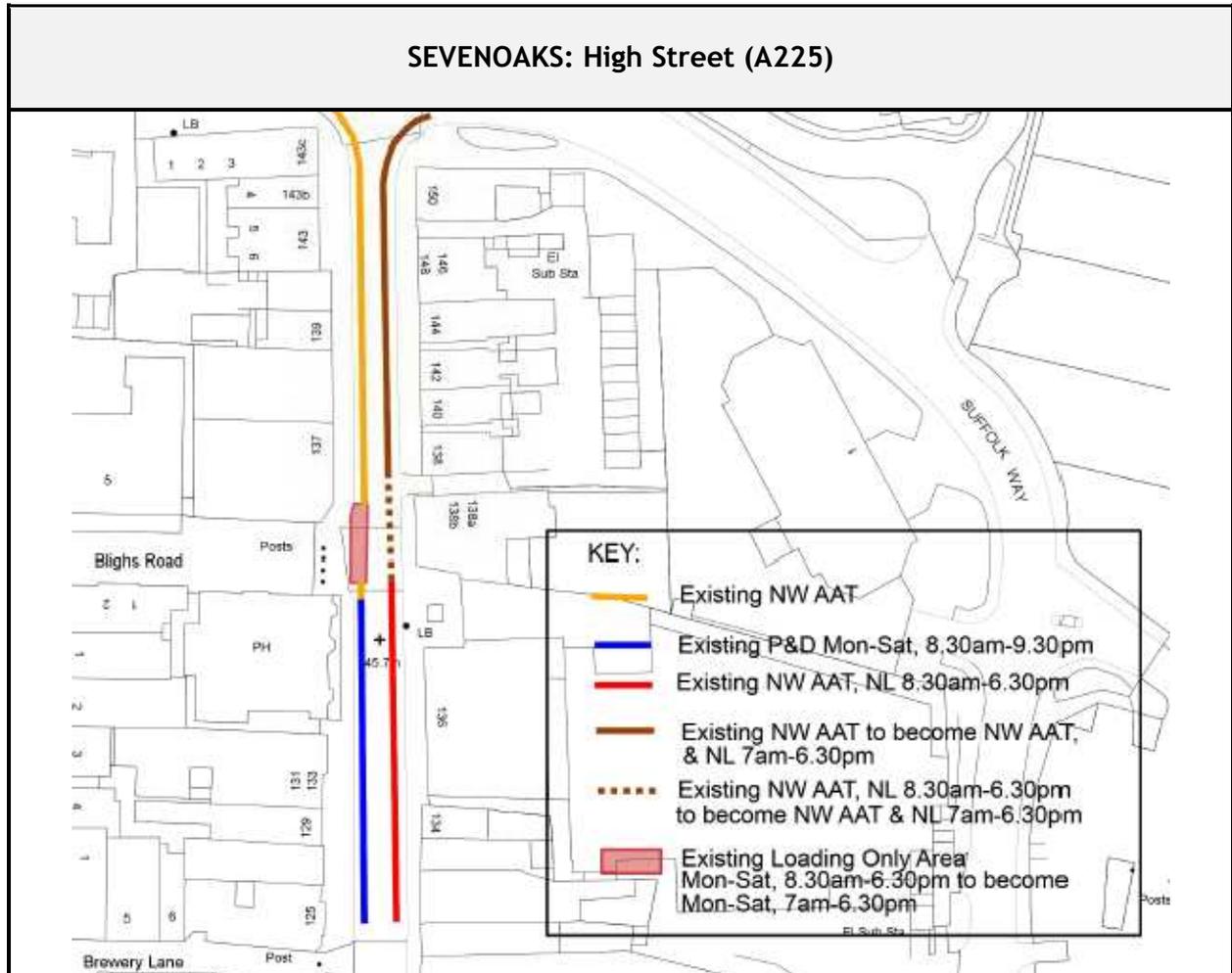
OFFICERS' COMMENTS

COMMENTS:
The details of this objection indicates that it was intended to be an objection to the statutory consultation for proposed variations to parking charges that was being conducted around the same time as the statutory consultation for TRO 2013 Amendment 21. This objection is therefore considered irrelevant to the statutory consultation for TRO 2013 Amendment 21.

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APPENDIX 2b - SEVENOAKS - HIGH STREET (A225)

Description and Plan of Parking Proposals, Details of Objection and Officers' Comments For Information



Description	Proposed Change
West side, from a point 59m north of the southern flank wall of 125 High Street, northwards following the kerb line to a point 2m north of the southern flank wall of 137 High Street	Change times of operation of existing loading area on Monday to Saturday from between 8.30am and 6.30pm to between 7am and 6.30pm
East side, a point opposite a point 59m north of the southern flank wall of 125 High Street, northwards for 19m	Retain existing double yellow line (no waiting at any time) restriction, and change times of operation of existing loading restriction from between 8.30am-6.30pm every day to between 7am and 6.30pm every day.
East side, from a point opposite a point 78m north of the southern flank wall of 125 High Street, northwards to the southern kerb line of Suffolk Way	The addition of a new loading restriction (no loading between 7am and 6.30pm every day) to the existing double yellow line (no waiting at any time) restriction
Number of Objections	1

Details of Objection	
1	It will kill the town off, with extortionate charges

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APPENDIX 2b - SEVENOAKS - HIGH STREET (A225)

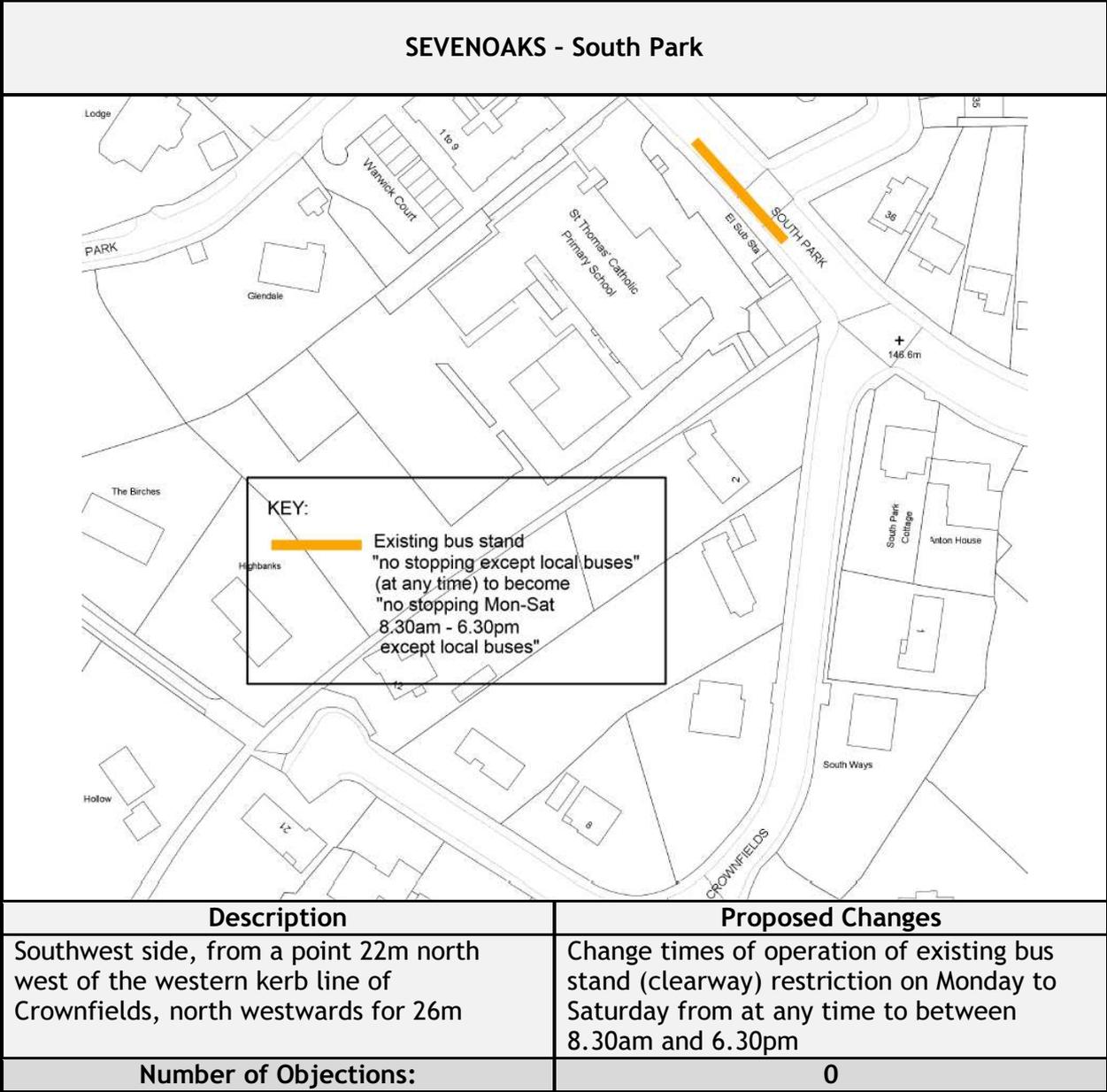
Description and Plan of Parking Proposals, Details of Objection and Officers' Comments
For Information

OFFICERS' COMMENTS

COMMENTS:

The details of this objection indicates that it was intended to be an objection to the statutory consultation for proposed variations to parking charges that was being conducted around the same time as the statutory consultation for TRO 2013 Amendment 21. This objection is therefore considered irrelevant to the statutory consultation for TRO 2013 Amendment 21.

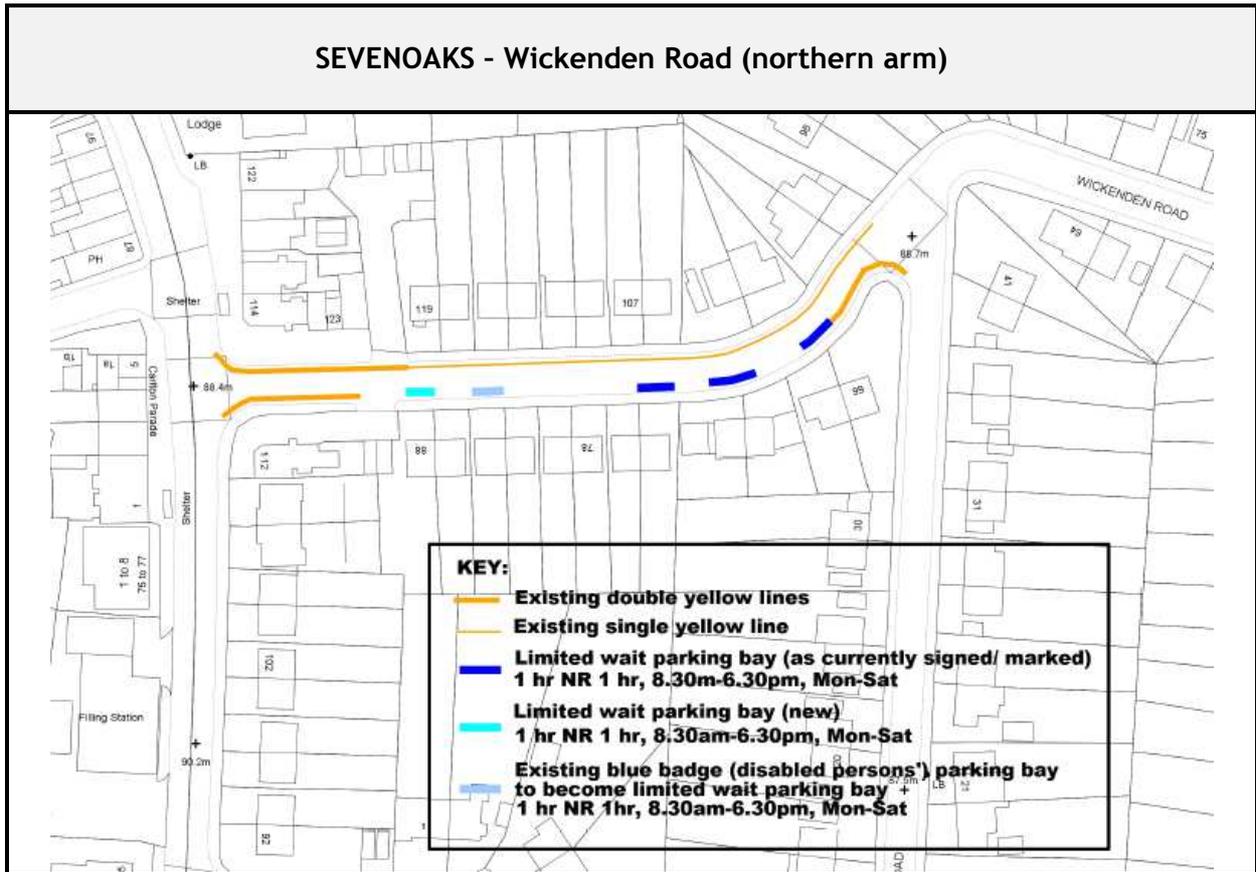
APPENDIX 2c - SEVENOAKS - SOUTH PARK
 Description and Plan of Parking Proposals - For Information



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APPENDIX 2d - SEVENOAKS - WICKENDEN ROAD

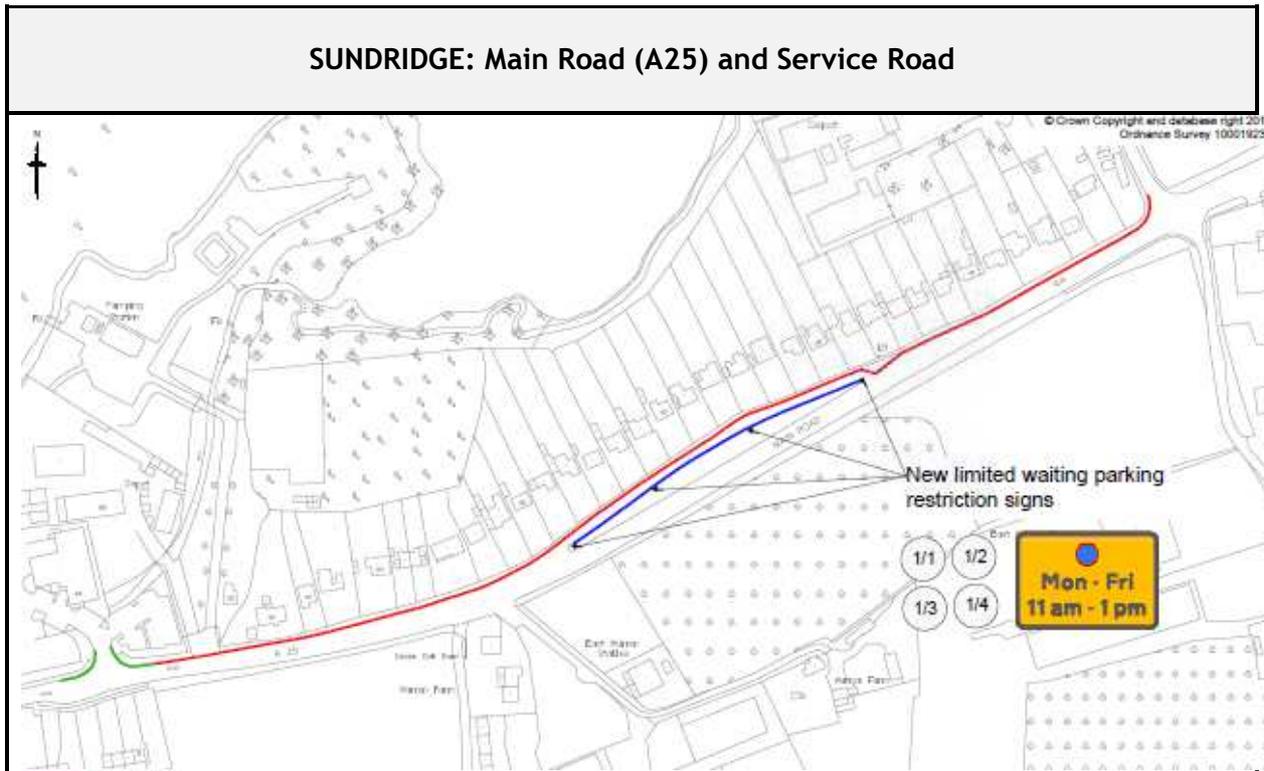
Description and Plan of Parking Proposals - For Information



Description	Proposed Changes
Southeast side, from a point 4m north east of the boundary of 66 & 68 Wickenden Road, south westwards following the kerb line for 8.5m	New limited wait parking restriction (no waiting for longer than 1 hour (no return within 1 hour) between 8.30am and 6.30pm, Monday to Saturday)
South side, from a point 1m west of the western flank wall of 72 Wickenden Road, eastwards, following the kerb line for 11m	NOTE: There will be no material change to the existing restriction as signed/ marked in Wickenden Road. This is a housekeeping exercise to ensure that the restriction is correctly described in the Consolidation Order.
South side, from the boundary of 86 & 88 Wickenden Road, westwards, following the kerb line for 6m	New limited wait parking restriction (no waiting for longer than 1 hour (no return within 1 hour) between 8.30am and 6.30pm, Monday to Saturday)
South side, from the boundary of 82 & 84 Wickenden Road, westwards, following the kerb line for 6m	Replace existing blue badge (disabled persons') parking bay with new limited wait parking restriction (no waiting for longer than 1 hour (no return within 1 hour) between 8.30am and 6.30pm, Monday to Saturday)
Number of Objections:	0

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APPENDIX 3 - SUNDRIDGE - MAIN ROAD (A25) AND SERVICE ROAD
 Description and Plan of Parking Proposals, Details of Objections and Officers' Comments/Recommendation, and Details of Responses in Support For Decision



Description	Proposed Change
Northwest side of service road, from a point 15m northwest of the access to nos. 84 & 88 Main Road (A25), north eastwards to the western end of the service road	New double yellow line (no waiting at any time) parking restriction
Northwest side, from the south western kerb line of the access road to Dunbrik household waste site, south westwards to the eastern end of the service road	New double yellow line (no waiting at any time) parking restriction
Northwest side, from its junction at its western end with Main Road (A25), eastwards for its entire length to its junction at its eastern end with Main Road (A25)	New double yellow line (no waiting at any time) parking restriction
Southeast side of service road, from its junction at its western end with Main Road (A25), eastwards for its entire length to its junction at its eastern end with Main Road (A25)	New single yellow line (no waiting between 11am and 1pm, Monday to Friday) parking restriction
Number of Objections	3

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APPENDIX 3 - SUNDRIDGE - MAIN ROAD (A25) AND SERVICE ROAD

Description and Plan of Parking Proposals, Details of Objections and Officers' Comments/Recommendation, and Details of Responses in Support For Decision

Details of Objections	
1	I object to the proposals as there is minimal disruption caused by parking arrangements currently in place, and added restrictions will remove safe parking places for all drivers. The proposals do not include alternative sites for drivers to take a safe break, and the added restrictions could just lead to problems elsewhere. I drive along the A25 in the direction of Westerham, and delays are caused by vehicles parking inappropriately directly on the A25 in Sundridge and Brasted. Restricted parking in the service road on Main Road will result in vehicles parking directly on the A25 leading to accidents and traffic delays. There is no problem to solve here; just a few residents promoting the 'not in my back yard' message. I am objecting to the proposals because the proposals do not provide alternative safe parking for drivers needing to take a break should further parking restrictions be put in place.
2	The service road currently causes very limited problems and vehicles generally park as directed by existing signage. There are very few places in the immediate area for drivers to take a break in safety. The service road provides a safe environment for all drivers, especially those drivers who have to take enforced breaks. Some of the residents have arranged for some restrictions to be in place for parking directly opposite their entrances; this appears to be effective. I object to the proposals on the basis that there is no overall need to alter parking arrangements in the area, and that the removal of a safe parking environment may lead to drivers parking dangerously elsewhere thus not solving any problems but just moving them on to somewhere else.
3	I am strongly against the proposal of both double and single yellow lines outside my property. We have carers regular throughout the day/evening and can often stay over three hours. Also other professionals. I have regular visits from family members. Plus it will devalue our property. As a resident for over 18 years we can not understand why it now needs to be changed be cause of new comers.

Officers' Comments/Recommendation
<p>Comments: These parking proposals were requested by the local community via a petition signed by a vast majority of the residents of the section of Main Road concerned. Even two of the objector's names appeared on the petition, indicating that they were originally supportive of restrictions. Most if not all of the properties fronting this section of Main Road have off-street parking, so the parking proposals will have little or no detrimental effect of parking amenity for the residents. However, residents have historically experienced difficulties using their driveways due to inconsiderately parked vehicles near the entrances. A scheme involving advisory white road markings at the entrances to the driveways that was introduced a few years ago to improve this situation has had limited success. The proposed single yellow line on the southeast side of the service road will only operate for a 2 hour period between 11am and 1pm, Monday to Friday. Outside of this period, parking will remain uncontrolled for vehicles under 7.5 tonnes maximum gross weight, and will be available for most drivers for taking breaks, for visits from carers, other professionals and family members. Based on the petition and the responses in favour, most residents are supportive.</p> <p>Recommendation: It is recommended that the objections be set aside, and the proposal be implemented, as drawn.</p>

APPENDIX 3 - SUNDRIDGE - MAIN ROAD (A25) AND SERVICE ROAD
 Description and Plan of Parking Proposals, Details of Objections and Officers'
 Comments/Recommendation, and Details of Responses in Support
 For Decision

Responses in Support	
1	Having lived here for over 20 years the access to and from our property has developed into a daily problem. This is due to day and night long term inconsiderate parking, even down to abandoned vehicles. We are in favour of the said proposal of restricted parking in the service road.
2	I live on the service road and am not happy with the number of people parking on either side, making access very difficult
3	Because some people park their cars there all day and go to work.
4	To stop cars and huge lorries parking across my drive or blocking me in! To also prevent people from parking up on the kerb right next to my drive entrance obstructing my view to the roads and making it very dangerous when I'm trying to enter/ exit in my car with my children.
5	I am a resident of the layby and the last few years have been absolutely awful to live here. I welcome all the changes that are proposed by the council
6	Stop parking across driveway.
7	I am fed up with people using the road as a car share car/van park for the M25. When friends and family turn up there is nowhere to park.
8	To enable easier access to our driveway which can be hazardous with cars and larger vehicles parked on the opposite side of the road. To stop fouling of the kerbside grass with waste matter and litter.
9	The proposals will provide access to our properties which is currently compromised sometimes by people using the road and slip road all day for parking. They even stop in the bus stop or block drives to look at phones or maps. We recently had a couple of burglaries where the vehicle used was parked on the main road. Restrictions might make it harder or more noticeable if burglars target the neighbourhood in future.
10	Drive fronts onto the service road, it is very dangerous to pull out onto the A25 when cars are parked as you can not see the on-coming traffic. In addition, the cars often park over the drive making access difficult.
11	Inconsiderate parking, restricted access, noise, litter, dumped cars, crime, public urination, verbal abuse, safety
12	Parked cars, often with two wheels on the pavement, often force me to walk in the road which can be dangerous. It is especially difficult/dangerous for people with limited mobility or pushchairs.
13	The proposals should the reduce risk of accidents on a (proven) dangerous bend. Parked vehicles significantly increase the risk.
14	The proposal will improve the safety of access to and egress from my property. Parked vehicles severely restrict visibility when joining a 40mph highway were the speed limit is frequently ignored
15	intolerable parking problems in particular restricted access to driveways
16	The situation in the layby is getting worse by the day. I had a car parked outside my house for about 2 months before Christmas without being moved. It was then moved outside my next door neighbours. The changes will prevent that happening.

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APPENDIX 3 - SUNDRIDGE - MAIN ROAD (A25) AND SERVICE ROAD

Description and Plan of Parking Proposals, Details of Objections and Officers' Comments/Recommendation, and Details of Responses in Support For Decision

Responses in Support	
17	Too many non-residents come in tom the area and use this area as a car park and often leave their cars for long periods of time, giving no consideration to those residents that do live in the area. Antisocial behaviour has increased with people often being rude and confrontational when asked to not obstruct driveways.
18	I have recently found great difficulty in exiting and entrancing my address due to parked vehicles either side of my gate. My car is used several times a day. With vehicles parked tight either side of the gate, I have no clear vision for entering the Main A25 road and have to edge out actually on to the road before either turning left or right. As most vehicles are well in excess of the speed limit, this is not a desirable action. Even less desirable is travelling back from the Sevenoaks direction and having to sit in the middle of the road for anything up to 2 minutes with fast traffic coming towards you and at the same time approaching from the rear in order for me to turn across the road and then stop double parked alongside the parked vehicle so that I am now taking up the eastbound carriageway in order for me to swing out and reverse down my path (I have no facilities for turning on my driveway). This is a downright dangerous situation to be in and should you think I am over exaggerating, I invite you or one of your officials to accompany me in my car so that you are fully aware of the seriousness of the situation. I fully support your proposals.
19	I have no real objection to the new parking restrictions as any visitors will be able to drive into my driveway as they do now. It is proposed that there be double yellow lines outside my property. I assume there is exemption for the post office van that delivers in Main road? I and my neighbours occasionally have goods delivered by courier; I assume the drivers will not be ticketed for a short stop & go. Road users frequently stop briefly outside 58-64 (if there are not parked cars). Mainly to use their mobile phones, sometimes to swap drivers, before they join the motorway system. Would the double yellow line prevent vehicles from stopping? I wonder if a single yellow line from 56 to 70 may be more appropriate? Is a restriction of 2 hours sufficient? Would 10am to 2pm be more effective?
20	Re proposed parking restrictions at Main Road and service road Sundridge, I confirm I am in full, agreement with your proposal my only reservation is that people will start to park on the Grass area between the service road and main road.
21	In response to the parking proposal on main road Sundridge, I wish to support this.
22	I wholeheartedly support the proposal, but fear that while it may prevent or deter some of the parking, it could well generate and/or cause parking on the grass verges opposite the proposed double and single yellow lined areas. Some of the parking in the lay-by is generated by occupants of the offices nearby, as staff often walk back to cars parked there for lunch, some is by residents, visitors and occupants of the bungalows accessed from the lay-by, but there are others that arrive in a number of vehicles, park and then get into one and drive off to their mutual destination, returning after working hours and thus saving traveling costs for the sharers, and some vehicles appear to be parked there almost permanently and rarely driven. The longer term parkers may well be tempted to use the verges and this has occurred in the past when workers parked on the verges when the offices were being developed. I am of the view that the proposed controls should be extended to provide double yellow lines along the verges opposite the new double yellow lines proposed.

APPENDIX 3 - SUNDRIDGE - MAIN ROAD (A25) AND SERVICE ROAD
 Description and Plan of Parking Proposals, Details of Objections and Officers'
 Comments/Recommendation, and Details of Responses in Support
 For Decision

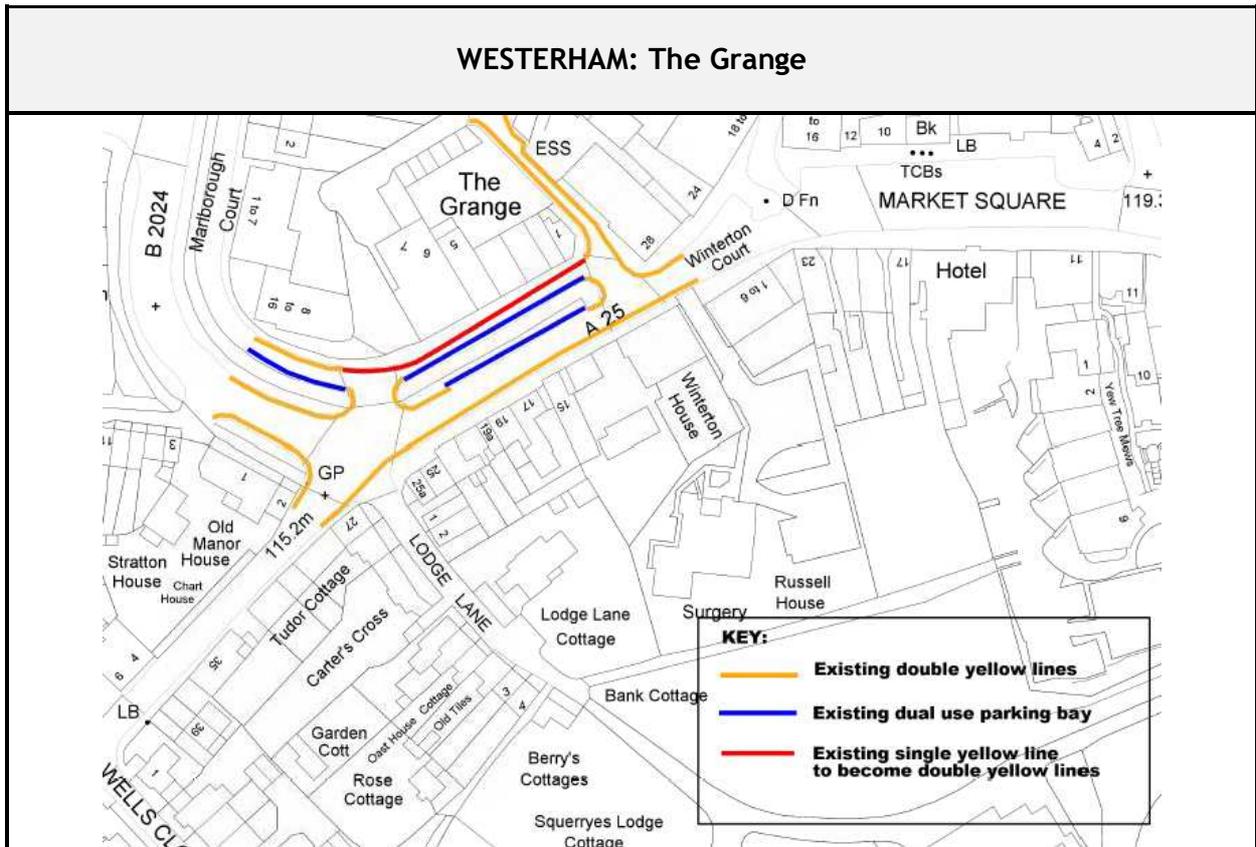
Responses in Support	
23	I am writing to confirm my support in relation to the parking proposal
24	I am writing to confirm my support in relation to the parking proposal
25	I am writing to confirm my support in relation to the parking proposal
26	I am writing to confirm my support in relation to the parking proposal
27	I am writing to confirm my support in relation to the parking proposal

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APPENDIX 3 - SUNDRIDGE - MAIN ROAD (A25) AND SERVICE ROAD
Description and Plan of Parking Proposals, Details of Objections and Officers'
Comments/Recommendation, and Details of Responses in Support
For Decision

Responses in Support	
27	

APPENDIX 4 - WESTERHAM - THE GRANGE

Description and Plan of Parking Proposals, Details of Objections and Officers' Comments/Recommendation For Decision



Description	Proposed Change
North side, from the unnamed service road leading off Croydon Road, eastwards, following the edge of carriageway, to a point opposite a point 10m northwest of the southernmost corner of No.28 Market Square	Replace existing single yellow line with new double yellow line (no waiting at any time) parking restriction
Number of Objections	1

Details of Objection	
1	WTC wish to object to the proposal of double yellow lines as they feel that the current single yellow lines are effective. WTC feel that the expense of double yellow lines is not justified at this place. We have spoken to local traders and they also see no point in the change or that the cost is justified.

Officers' Comments/Recommendation
<p>Comments: The section of The Grange concerned is marked on site with a "dual use" parking bay (permit parking/pay and display) on the south side and a single yellow line on the north side. However, the section is not wide enough to accommodate parking on both sides of the road without it being completely obstructed. According to the Consolidation Order, there should be a double yellow line "no waiting at any time" restriction instead of a single yellow line on the north side of this section, which means that the restriction currently marked on site is incorrect. The proposal is therefore effectively a housekeeping exercise to ensure that the physical representation of the</p>

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APPENDIX 4 - WESTERHAM - THE GRANGE

Description and Plan of Parking Proposals, Details of Objections
and Officers' Comments/Recommendation
For Decision

restriction is consistent with the description in the Consolidation Order.

If the single yellow line was to be retained, it would be necessary to install signs/posts indicating its times of operation, which would be significantly more expensive than the proposed double yellow lines.

Recommendation:

It is recommended that the objections be set aside, and the proposal be implemented, as drawn.

APPENDIX 5 - SCHEDULE 44 (LIST OF STREETS OR PARTS OF STREET FOR THE ISSUE OF PERMITS)

Description and Plan of Proposed Amendment, Details of Objection and Officers' Comments For Information

SEVENOAKS: London Road (A224) known as Tubs Hill



Description	Proposed Change
The proposal is to amend Schedule 44 of the Consolidation Order in respect of London Road (A224) known as Tubs Hill, Sevenoaks	To allow residents of that are currently eligible to hold resident and visitor parking permits for Area A to hold parking permits that are valid in Areas A and E
Number of Objections	1

Details of Objection

1	NOTE: No grounds for the objection were given when prompted to do so by the online survey.
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Officers' Comments

<p>COMMENTS: Because no grounds for objection were given, the objection is considered irrelevant to the statutory consultation for TRO 2013 Amendment 21.</p>
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To: Sevenoaks Joint Transportation Board
By: KCC Highways and Transportation
Date: 8th March 2017
Subject: Highway Works Programme 2016/17
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2016/17

1. Introduction

1(1) This report provides an update and summarises schemes that have been programmed for delivery in 2016/17

2. **Footway and Carriageway Improvement Schemes** - see Appendix A

3. **Drainage Repairs & Improvements** - see Appendix B

4. **Street Lighting** - see Appendix C

5. **Transportation and Safety Schemes** - see Appendix D

- **Casualty Reduction Measures** - see Appendix D1
- **Integrated Transport Schemes** - see Appendix D2
- **Local Growth Fund** - see Appendix D3

6. **Developer Funded Works** - see Appendix E

7. **Bridge Works** - see Appendix F

8. **Traffic Systems** - see Appendix G

9. **Combined Member Fund** - see Appendix H

10. Conclusion

10(1) This report is for Members information.

Contacts: Carol Valentine / Julian Cook 03000 418181

Contact Officers:

The following contact officers can be contacted on **03000 418181**

Carol Valentine
Julian Cook
Sue Kinsella
Kevin Gore
Alan Casson
Toby Butler
Jamie Watson

Highway Manager (West)
Sevenoaks District Manager
Street Lighting Manager
Drainage Manager / Structures Manager
Resurfacing Manager
Traffic Systems
Transportation and Safety Schemes / Combined Member Fund

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Jamie Hare

Developer Funded Work

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
None			
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Brattle Wood	Sevenoaks	From its junction with Garth Road to its junction with Beechmont Road. (Footway reconstruction)	Works Substantially Complete. Currently liaising with legal and local resident in regard to allergy issues for completion of last remaining section.
Quebec Avenue	Westerham	From its junction with Hollingworth Way to the end of the Avenue. (Footway Reconstruction)	Completed.
Darenth Gardens	Westerham	Entire Length. (Footway Reconstruction)	Completed.
Surface Treatments - Contact Officer Mr Clive Lambourne			
Road Name	Parish	Extent and Description of Works	Current Status
Main Road	Edenbridge	Micro Surfacing From Hole Lane to Swan Lane	Completed
Chafford Lane	Penshurst	Micro Surfacing From Bradley Road to B2188	Completed

Seal Hollow Road	Sevenoaks	Micro Surfacing Knole Park Golf Club to Clonmore	Completed
Beggars Lane	Westerham	Micro Surfacing A25 to London Road	Completed
Chequers Hill	Chiddingstone	Surface Dressing The Wheatsheaf Pub to railway bridge	Completed
Chevening Road	Sundridge	Micro Surfacing A25 to bridge over M25	Completed
Baileys Hill Road	Chiddingstone	Surface Dressing Bore Place Road to Bowzell Green	Completed
Bore Place Road	Edenbridge	Surface Dressing Bore Place Farm to Baileys Hill Road	Completed
Bowzell Green	Chiddingstone	Surface Dressing Baileys Hill Road to Bowzell Road	Completed
Bowzell Road	Sevenoaks Weald	Surface Dressing Bowzell Green to Hale Oak Road	Completed
Bayleys Hill	Sevenoaks Weald	Surface Dressing Bowzell Green to Wickhurst Road	Completed
Rabbits Road	Horton Kirby And South Darent	Surface Dressing East Hill to Canada Farm Road	Completed
Clinton Lane	Hever	Surface Dressing Five Field Lane to change of surface	Completed
Ensfield Road	Leigh	Surface Dressing Railway bridge to Hayesden Lane	Completed
Lingfield Road	Edenbridge	Micro Surfacing Skeynes Road to Kent boundary	Completed
Birchin Cross Road	Otford	Micro Surfacing Row Dow to Clarks Green Road	Completed
Tonbridge Road	Chiddingstone	Micro Surfacing Camp Hill to Compasses Road	Completed
Bower Lane	Eynsford	Surface Dressing A225 to Bower Park Farm	Completed

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Tonbridge Road	Sevenoaks	Surface Dressing Solefields Road to Weald Road	Completed
Betenson Avenue	Sevenoaks	Micro Surfacing From A25 Bradbourne Vale Road to Lambarde Road	Completed
Bradley Road	Chiddingstone	Micro Surfacing Chafford Lane to County Boundary	Completed
Ide Hill Road	Ide Hill	Micro Surfacing Winkhurst Green to Ide Hill viewing point	Completed
Upper Austin Lodge Road	Eynsford	Surface Dressing Eynsford Rise to Highways Boundary	Completed
Pootings Road	Crockham Hill	Surface Dressing Dennettsland Road to Four Elms	Completed
Tinkerpot Lane	West Kingsdown	Micro Surfacing Knatts Valley Road to St Clere Hill Road	Completed

Appendix B - Drainage

Drainage Works - <i>Contact Officer Kevin Gore</i>			
Road Name	Parish	Description of Works	Current Status
No Drainage works planned over £5000			

Appendix C - Street Lighting

Structural testing of KCC owned street lights has identified the following as requiring replacement this financial year. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

Street Lighting Column Replacement - <i>Contact Officer Sue Kinsella</i>			
Road Name	Parish	Description of Works	Status
Garrolds Close	Swanley	Replacement of 2 columns	1 complete, 1 transfer of service remaining
Kennedy Gardens	Sevenoaks	Replacement of 2 columns	complete
Selah Drive	Swanley	Replacement of 2 columns	complete
High Street	Sevenoaks	Replacement of 2 columns	Columns installed and working, embellishment kits and painting required to finish
Station Road	Swanley	Replacement of 1 column	Installed and working requires painting
Ashgrove Road	Sevenoaks	Replacement of 1 column	complete
Braeside Avenue	Sevenoaks	Replacement of 1 column	Planned for Feb/Mar 2017
Beechmont Road	Sevenoaks	Replacement of 1 column	Planned for Feb/Mar 2017
Coopers Close	South Darent	Replacement of 3 columns	Planned for Feb/Mar 2017
East Hill	South Darent	Replacement of 1 column	complete
Grassy Lane	Sevenoaks	Replacement of 1 column	complete
Hill Crest	Sevenoaks	Replacement of 1 column	complete
Holmesdale Hill	South Darent	Replacement of 1 column	complete
Oak Lane	Sevenoaks	Replacement of 2 columns	1 complete, 1 remaining

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Oakdene Road	Sevenoaks	Replacement of 1 column	complete
Oakleigh Close	Swanley	Replacement of 1 column	Planned for Feb/Mar 2017
Paddock Close	South Darent	Replacement of 10 columns	complete
Sea Hollow Road	Sevenoaks	Replacement of 1 column	Planned for Feb/Mar 2017
Shrubbery Road	South Darent	Replacement of 4 columns	Planned for Feb/Mar 2017
Soleoak Drive	Sevenoaks	Replacement of 1 column	complete
Stapleford Court	Sevenoaks	Replacement of 1 column	complete
St Lukes Close	Swanley	Replacement of 4 columns	complete
The Grange	South Darent	Replacement of 2 columns	Planned for Feb/Mar 2017
The Rise	Sevenoaks	Replacement of 2 columns	complete
Towers Wood	South Darent	Replacement of 3 columns	complete
Turners Gardens	Sevenoaks	Replacement of 1 column	Planned for Feb/Mar 2017
Weald Road	Sevenoaks	Replacement of 1 columns	complete
Claremont Road	Swanley	Replacement of 1 column	complete
Conifer Way	Swanley	Replacement of 1 column	complete

Appendix D - Transportation and Safety Schemes

Appendix D1 - Casualty Reduction Measures

Identified to address a known history of personal injury crashes

Location	Parish	Description of Works	Lead officer	Current Status
A25 Westerham Road junction with A21 slip roads and Homedean Road,	Chevening	Development of potential Crash Remedial Scheme. Our consultants, Amey PLC have completed an options report. Preferred option is to change the current junction layout to a	Geoffrey Bineham	KCC has briefed our consultants, Amey PLC to carry out detailed design. The scheme will be put forward for funding for

		roundabout.		construction in 2017/18
A225 High Street junction with A224 London Road	Sevenoaks	Development of potential Crash Remedial Scheme Our consultants have been briefed to compile an options report.	Geoffrey Bineham	Options report did not identify any options that could be justified as the cheapest feasible option was at least £193,000. Recent crash data shows a declining trend, therefore the road markings are to be refreshed and this location will continue to be monitored.
Ash Road, Hartley junction with Hottsfeld	Hartley	Development of potential Crash Remedial Scheme Additional warning and chevron signs for double bend.	Geoffrey Bineham	Scheme has been completed.

Appendix D2 - Integrated Transport Schemes

All other LTP funded non-casualty reduction schemes

Location	Parish/Ward	Description of Works	Lead officer	Current Status
A224 Polhill (Morrants Court roundabout)	Chevening and Dunton Green	Consultants are being commissioned to undertake a feasibility study to improve the roundabout for cyclists.	Katie Cullen	The consultants Amey have completed the report on alternative safety improvements with costings. The scheme has been added to all current major funding bids for Highway improvements and a decision on whether the scheme has received funding for construction

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				should be made by April 2017
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Appendix D3 - Local Growth Fund

Local Growth Fund programme update for the Sevenoaks District.

The Department for Transport (DfT) added £100m to the Local Growth Fund (LGF) pot in order to fund Local Sustainable Transport Fund Style schemes. KCC subsequently submitted four Local Sustainable Transport Fund (LSTF) capital bids 1) East Kent - A network for Growth, 2) Kent Thameside - Integrated door-to-door journeys and 3) West Kent - Tackling Congestion. The fourth was for Tonbridge Town Centre Regeneration, which included a highway improvements scheme in the Lower High Street as well as additional LSTF style measures. The objective of all of the capital bids is to boost economic growth by decreasing carbon emissions and reducing congestion.

The Kent Thameside, West Kent and Tonbridge Town Centre Regeneration bids were all successful. The schemes aim to:

- improve access to employment and services
- reduce the need to travel by the private car
- enhance pedestrian, cycle and public transport facilities
- improve sustainable transport connections

The following schemes have been submitted as part of the successful West Kent LSTF this financial year.

Local Growth Fund (Transport Innovations)		
Scheme Name	Description of Works	Current Status
Swanley Train Station improvements feasibility and outline design	Regeneration and improvement of station forecourt	Awaiting outcome of Swanley and Hextable Masterplan consultation before commissioning detailed design for the station redevelopment.

Appendix E - Developer Funded Works

Developer Funded Highway Works (Section 278 Works)				
File Ref.	Road Name	Parish	Description of Works	Current Status
SE 2083	Crowhurst Lane	West Kingsdown	Provision of traffic calming measures in Crowhurst Lane together with	Problems with S.38 element of agreement. Waiting for Housing

			signing and bollards to enable pedestrian access to new development. Also resurfacing part of Crowhurst Lane in vicinity of new development	Association to change unbound material on driveways. First Certificate not yet issued. A meeting was held in December with a contractor on behalf of the Housing Association who are currently assessing the costs involved before works can be carried out.
SE 2086	Four Elms Road / Station Road.	Edenbridge	Pedestrian improvement works comprising new footway on Four Elms Road including dropped crossing with tactiles either side and other minor alterations. A new zebra crossing on Station road. (the new zebra crossing in Station Road was installed by KCC using S.106 contribution money)	First and Second Certificate issued. This is a combined S.38/278 Agreement. Final inspection was held with Contractor in November. Contractor needs to complete remedial works before scheme can be adopted.
SE 003020	Old Sevenoaks Police Station, Morewood Close	Sevenoaks	Minor works to existing highway including new bellmouth into private development, footway works and tactile paving at junction with London Road includes secondary means of access for emergency services	First Certificate issued. Works currently serving maintenance period. Final inspection was carried out in December. Contractor needs to complete remedial works before scheme can be adopted.

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SE 003025	M&S Store, London Road and Pembroke Road	Sevenoaks	Various new entrances including vehicle crossings and a new bellmouth together with various Variable Message Signs in town centre locations	First Certificate issued. Works currently serving maintenance period. Final inspection was carried out in December. Contractor needs to complete remedial works before scheme can be adopted.
SE 003026	Junction of Powder Mills Lane and Hollow Trees Drive	Leigh	Alterations to bellmouth access to private street leading to new development including footway alterations in Powder Mills Lane	Waiting for remedial works to be completed. First Certificate not yet issued. Developer has conducted a CCTV survey and now needs to complete remedial works before scheme can be placed on a 12 month maintenance period.
SE 003029	Old Ambulance Station, Moor Road	Otford	New Bellmouth and associated footway works	First Certificate issued. Works currently serving maintenance period. Adoption due in April 2017.
SE 003035	Eglantine Lane	Horton Kirby	New access bellmouth and accommodation works to existing highway	Works have been completed but because of a massive fly tip some remedial works are necessary before scheme can be placed on to a 12 month maintenance period.
SE 003036	Mill House, Mill Lane, Bat and Ball	Sevenoaks	New Footway and minor improvements to existing road	Works have started and are due to be completed in February. The

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				works will serve a year's maintenance period before adoption.
SE 003040	London Road and Ruxton Close	Swanley	New bellmouth entrance to rear of development off Ruxton Close and accommodation works including ramped access in grassed verge off London Road	Highway works have now started and are expected to be completed by end of February. The works will then need to serve a year's maintenance period before adoption.
SE 003048	Grange Close	Edenbridge	New Vehicle Crossovers and associated footway works	Technical Approval has been granted. Agreement has been returned with fees. Works have now started.
SE003049	Morewood Close	Sevenoaks	SDC Temporary Car Park. Includes pedestrian crossings, tactile paving and vehicle crossing. Footway to be reinstated and vehicle crossing removed when car park is no longer required.	Technical Approval has not been granted. Not heard back from SDC
SE003050	Rowhill Road	Hextable	New bellmouth entrance for private car park to allow for school parking. Includes new pedestrian crossings with tactile paving and keep clear parking restrictions. Additional minor footway	Submission received. Technical Assessment under way.

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			improvements	
SE003051	Old Fox's Garage Site A224 Orpington By-pass and Old London Road, Badgers Mount	Shoreham	Minor highway improvements including kerb realignment and footway works in connection with conversion of old garage to care home. Also includes road surfacing in front of existing bus shelter in old London Road. Improvements to PROW funded by S.106 agreement.	Submission received. Technical Assessment under way.
TO 003075	Powder Mills Lane and Leigh Road	Leigh	Redevelopment of old Pharmaceutical Works - minor modification to existing carriageway and footway including new bus stop facility in Powder Mills Lane.	Works completed although remedial works are required. First Certificate not yet issued.

Appendix F - Bridge Works

Bridge Works - Contact Officer Kevin Gore			
Road Name	Parish	Description of Works	Current Status
No works planned			

Appendix G - Traffic Systems

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

Traffic Systems - Contact Officer: Toby Butler		
Location	Description of Works	Current Status
A25 Westerham Road / A21 Slip Road	Refurbishment of traffic signal controlled junction	Works completed August 2016

Appendix H - Combined Member Grant programme

The following list of schemes includes those which have been approved for funding by both the relevant Member and by Roger Wilkin, Director of Highways and is up to date as of 23rd January 2017.

The details below are for Highway Schemes **only** and **does not** detail contributions Members have made to other groups such as Parish and District Councils or list traffic speed surveys.

More detail on Combined Member Grant schemes can be accessed by each Member via the online database or by contacting their Combined Member Grant Engineer.

Roger Gough - Darent Valley

Scheme	Status
Horton Kirby - HGV signing	Scheme has been handed over to contractors for delivery
School Lane, Swanley Village - Installation of a new traffic island and village sign	Scheme complete
High Street, Eynsford - Proposed parking restrictions	Scheme to be implemented by SDC during February 2017
Green Court Road, Crockenhill - Proposed parking restrictions on eastern side of road	Scheme to be implemented by SDC during February 2017
Crockenhill Gateways - proposed gateway features at entrance to village	Scheme being progressed to design
Riverside - Eynsford - additional HGV warning sign	Works completed
A225 Eynsford - Enhancements to the existing speed limit gateway	Works completed
High Street, Eynsford - Dropped kerbs nr j/w Mill Lane	Works completed
Crockenhill 20mph zone - enhancements to existing 20mph zone	Scheme to be progressed by Highway Operations team

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Nick Chard - Sevenoaks East

Scheme	Status
Seal village - Proposed 20mph speed limit and right turn prohibition	Scheme has been handed over to contractors for delivery
Pilgrims Way East, Otford - Proposed safety scheme to enhance pedestrian warning signs and speed limit signage	Scheme complete
Underriver - HGV signing	Scheme complete
Morley's Road & Baileys Hill Road - cyclist beware warning signs, (similar to those used on Toys Hill)	Works completed

Clive Pearman - Sevenoaks South

Scheme	Status
Main Road, Edenbridge - Proposed safety scheme to improve junction visibility at Hilders Lane	Scheme complete
Main Road, Edenbridge (Marlpit area) - Proposed speed limit gateway enhancements	Scheme complete
Mark Beech crossroads - Minor sightline improvements & relocation of sign to assist with tourist traffic.	Works completed

Richard Parry - Sevenoaks West

Scheme	Status
Hosey Hill, Westerham - Proposed safety scheme to improve visibility of speed limit gateway	Scheme complete
Hosey Hill, Westerham - Proposed safety scheme to extend parking restrictions	Scheme to be implemented by SDC during February 2017
Hopgarden Lane, Sevenoaks - Parking restrictions (Shared with Margaret Crabtree)	Scheme being progressed to design

Margaret Crabtree - Sevenoaks Central

Scheme	Status
Kippington Area, Sevenoaks - Parking restrictions	Scheme has been handed over to contractors for delivery
Hopgarden Lane, Sevenoaks - Parking restrictions (Shared with Richard Parry)	Scheme being progressed to design

Michael Horwood - Swanley

Scheme	Status
St Marys Road, Swanley - 20mph speed limit signage enhancements	Scheme has been handed over to contractors for delivery
Pedestrian Safety Improvements - Series of bollards to segregate pedestrian vehicular movements adjacent to shops.	Scheme to be progressed by Highways Operations Team.

David Brazier - Sevenoaks North East

Scheme	Status
No known schemes	N/A

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SEVENOAKS CYCLING STRATEGY WORKING GROUP

Monday 20 February 2017 at 7:00pm

Conference Room, Council Offices, Argyle Road, Sevenoaks

Present:

Cllr. J. Edwards-Winser	Group Chairman (SDC)
John Morrison (JM)	Sevenoaks Cycle Forum
Andrew Michaelides (AM)	Sevenoaks Cycle Forum
Simon Taylor (ST)	SDC Planning Officer (Policy)
Katie Cullen (KC)	KCC Cycling Transport Planner

Apologies:

Cllr. A. Eyre	Sevenoaks Town Council
Neil Proudfoot	Sevenoaks Cycling Forum
Reg Oakley	Sevenoaks Cycling Forum

		Action by
42.	<p>Apologies for absence</p> <p>See above.</p>	
43.	<p>Notes from previous meeting</p> <p>Notes of the Sevenoaks Cycling Strategy Working Group on 15 November 2016 were received.</p>	
44.	<p>Matters arising/update (including actions from previous meetings)</p> <p>Since the last meeting of the Working Group, there have been some changes in the Sevenoaks Cycling Forum membership. Following their annual meeting, Reg Oakley and John Morrison will faze themselves out as representatives for the Working Group; Andrew Michaelides and Neil Proudfoot will now attend on behalf of the Sevenoaks Cycling Forum. The Group welcomed AM to the meeting.</p> <p>KCC Bikeability training - £1.4m has been awarded to KCC and some of it has been allocated for improving cycling training and education by KCC Transport Innovations. Further details will be announced later in the year. ST to contact and get some details about the project.</p> <p>JM asked if there was any further money available from the Bat & Ball contributions to help deliver more cycling infrastructure (i.e. Route 6 Otford to the Vine). KC confirmed that the full contribution for Bat & Ball junction has now been</p>	<p>ST to send previous meeting notes to AM, as well as any additional information.</p>

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	<p>fully spent.</p> <p>ST updated the Group on the developments of the KCC Active Travel Strategy, following the public consultation held last year. The Strategy intends to help links relating to walking and cycling between points of interest, encouraging walking/cycling for short journeys, as well as encouraging better integration in planning future developments. It is intended that a report will be presented to the KCC Environment and Transport Cabinet Committee later this year.</p>	<p>ST to circulate the KCC papers to the Group for information (once available).</p>
45.	<p>Cycling Strategy Route 1: East/West Cycle Route (Update)</p> <p>KC informed the Group that a bid has been put in for LGF funding to get the route feasibility study up and running. Following the feasibility study, then design work can begin. The feasibility study is still expected to cost in excess of £15,000 (2015 price). Cllr. Edwards-Winsor requested further clarification on the cost for the feasibility study.</p> <p>RM suggests that the District Council contributes some money towards the feasibility work.</p> <p>In principle, the route is mainly a school route for Knole, Trinity and the grammar annex which could encourage more people to cycle to school. This part of the route would be a preferred priority over western half of the route (Riverhead to Knole Academy).</p>	<p>KC to circulate the document that was prepared by Amey.</p> <p>Cllr. Edwards-Winsor agreed to raise this at the next JTB in March.</p>
46.	<p>Cycling Strategy Route 5: Off-road Route between Oakdene Road and Otford Road via Wildfowl Reserve (Update)</p> <p>Nothing further to add from the last meeting.</p> <p>Cllr. Edwards-Winsor mentioned the Northern Sevenoaks Masterplan and the potential connections for cycling and making use of the wildfowl reserve/Greatness quarry.</p>	<p>Cllr Eyre to update the Group of progress of the Northern Sevenoaks Masterplan.</p>
47.	<p>Cycling Strategy Route 6: Otford to Bat & Ball Cycle Route (Update)</p> <p>KC has found money to conduct the feasibility study and the route split into two parts (Otford/Bat & Ball and Bat & Ball/The Vine). The feasibility study is now under way and should be completed by the end of March 2017.</p>	

	<p>KC discussed this proposal with colleagues at KCC Transport and Highways. Delivery and construction of the project could come through the Local Transport Plan 4, as well as any CIL from Otford Parish Council and Sevenoaks Town Council. It was noted that discussions would have to take place between the parish/town councils and KCC before anything was agreed. This could follow on from the feasibility study, and having a clearer picture of costs for route design.</p> <p>Cllr. Edwards-Winsor asked whether the route will be on the footpath between Bubblestone Road to Sainsburys. KC confirmed that it would but it was dependent on potentially moving street lights on that part of the highway as well as raising the motorway bridge parapets to improve safety. The study cannot recommend reducing speed limits and will assume the speed limits remain the same here when designed.</p> <p>JM requested a site meeting to discuss the technicalities of the route on the scheme. KC to try and arrange some contact with the Forum and Otford Parish Council to discuss the proposals.</p> <p>CIL funding was discussed and the role of the CIL Spending Board. ST updated the position of CIL Governance and how the bidding process will likely look.</p> <p>Recognition that St John’s Hill will most likely be an issue as a result of this feasibility study.</p>	
<p>48.</p>	<p>Sevenoaks District Cycling Strategy Review 2017 - Initial Discussions</p> <p>Due to Officer time pressures and workload, a paper was not prepared for the March JTB. The Group agreed that the paper can be pushed back to a JTB later in the year. The Group agreed that the review should not be rushed but should be considered properly.</p> <p>There was a suggestion from the Sevenoaks Cycling Forum that the review of the Cycling Strategy should be handled by KCC and SDC Councillors and Officers, rather than the JTB.</p> <p>AM recalled the JTB endorsing of the Strategy in 2012. AM noted that he liked the principle but noted that there was no clear implementation of the Strategy as well as clear responsibility for delivery. These issues would need to be addressed in any future review of the Strategy.</p>	
<p>49.</p>	<p>AOB</p> <p>KC updated the Group on the Spa & Castle leisure route. It was recognised that a feasibility study would be required for the Penshurst to Poundsbridge section of the route. KC has</p>	<p>KC to circulate a summary of the designs/drawings</p>

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	<p>made a further bid for LGF funding to facilitate this work. KC also updated the Group on work for roundabout at Murrants Court at the foot of Polhill for safety improvements. The Group requested to see the designs for the scheme for information.</p> <p>School Travel Plans -the Group could write to schools within the area to discuss producing and implementing Travel Plans.</p> <p>JM noted that work on cycling is moving quickly in Tunbridge Wells. JM suggested that a West Kent Cycling workshop could be set up to discuss cycling issues across the area and share ideas. This could include a number of Cllrs/Officers attending from Tonbridge & Malling Borough Council, Tunbridge Wells Borough Council and Sevenoaks District Council. Representation from KCC would also be welcomed.</p>	<p>to the Group</p> <p>The Group to explore the possibility of setting up a workshop in the future.</p>
<p>50.</p>	<p>Date of next meeting</p> <ul style="list-style-type: none"> • The next meeting of the JTB will be held on Wednesday 14th June 2017. ST suggested that the next meeting of the Working Group should be held at the end of April. Discussions took place whether the next meeting should be held during the day or the evening. It was suggested that evening meetings could be better for Group members. • It was agreed that ST will discuss potential dates with District Cllrs. and town/parish councils to ensure that there are no clashes with other meetings. 	<p>ST to circulate potential details once a discussion with District Cllrs. and town/parish councils has taken place.</p>