

06 March 2019 at 7.00 pm

Council Chamber, Argyle Road, Sevenoaks
Despatched: 26.02.19



Sevenoaks Joint Transportation Board

Membership:

Chairman County Cllr Chard; Vice Chairman District Cllr London

District Council

Cllrs. Clack, Edwards-Winsor, Esler, Layland and Williamson

Kent County Council (KCC)

County Cllrs. Brazier, Crabtree, Gough Horwood and Lake

Town/ Parish Council (non-voting) representative from KALC

Town Cllr Richard Parry

Agenda

There are no fire drills planned. If the fire alarm is activated, which is a continuous siren with a flashing red light, please leave the building immediately, following the fire exit signs.

| | Pages | Contact |
|---|-----------------|-----------------------------------|
| Apologies for Absence | | |
| 1. Minutes To agree the Minutes of the meeting of the Board held on 4 December 2018, as a correct record. | (Pages 1 - 2) | |
| 2. Declarations of interest | | |
| 3. Matters Arising/Update (Including Actions from Previous Meetings) | | |
| 4. Applications for Disabled Persons (Blue Badge) Parking Bays | (Pages 3 - 8) | Jeremy Clark Tel: 01732227323 |
| 5. Statutory Consultation - Minor on Street Parking Proposals various locations - TRO 2013 Amendment 31 | (Pages 9 - 50) | Jeremy Clark Tel: 01732227323 |
| 6. Management of Utility Companies | (Pages 51 - 54) | Daniel Leslie Tel: 03000410467 |

7. **Highway Works Programme 2018/19**

(Pages 55 - 70)

Mike Payton
Tel: 03000418181

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 4 December 2018 commencing at 7.00 pm

Present: Cllr. Chard (Chairman)

District Cllrs. Clack, Edwards-Winsor and Layland

County Cllrs. Brazier, Horwood, Lake

Town Cllr. Parry

Apologies for absence were received from Cllrs. Crabtree, Gough, Esler and London

Cllrs. Dr. Canet and Dickins were also present.

14. Minutes

Resolved: That the minutes of the meeting of the Sevenoaks District Joint Transportation Board held on 11 September 2018 be agreed and signed by the Chairman as a correct record.

15. Declarations of interest

No additional declarations of interest were made.

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

The Committee welcomed Mike Payton, Sevenoaks District Transportation Manager, Kent County Council.

Access to Knole Park from Sevenoaks High Street and related traffic issues were discussed and it was noted this matter was currently being considered by The Sevenoaks Society and Sevenoaks Town Council. Members were advised the Buckhurst 2 Car Park, to be renamed the Sevenoaks Town Car Park was on schedule and due to open early April 2019.

Members agreed to invite a representative from Kent County Council to the next meeting to discuss the management of utility companies and associated works.

Agenda Item 1

Sevenoaks Joint Transportation Board - 4 December 2018

17. Applications for Disabled Persons (Blue Badge) Parking Bays

The Parking Engineer presented a report considering the representations received during the information consultation to disabled persons (blue badge) parking bays within the District.

Resolved: That

- a) the application for a disabled persons (blue badge) parking bay that did not meet Kent County Council's assessment criteria in Durant Road, Hextable as set out in Appendix 1, and would proceed no further, be noted;
- b) the representations received during the informal consultation with neighbours for the disabled persons (blue badge) parking bays which met Kent County Council's assessment criteria at High Street, Farningham and High Street, Peshurst and Officers comments be noted; and
- c) the application be approved and interim disabled persons (blue badge) parking bays be marked at High Street, Farningham and High Street, Peshurst as set out in Appendix 2.

18. Highway Works Programme 2018/19

Members' considered a report which gave an update on the identified schemes approved for construction in 2018/19. Members were advised that crossing works at Pembroke Road/High Street/Suffolk Way in Sevenoaks had been completed on 3 December 2018.

Resolved: That the report be noted.

19. Local Winter Service Plan

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

Resolved: That the report be noted.

20. Well-Managed Highway Infrastructure

Members considered a report which outlined Kent County Council's Strategy for implementing the new Code of Practice for Highway Maintenance Management which became fully effective in October 2018.

Resolved: That the report be noted.

THE MEETING WAS CONCLUDED AT 7.19 PM

CHAIRMAN

APPLICATIONS FOR DISABLED PERSONS (BLUE BADGE) PARKING BAYS

Sevenoaks Joint Transportation Board - 6 March 2019

Report of Chief Officer, Environmental and Operational Services

Status: For Information

Key Decision: No

Executive Summary: Information report on the applications received 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. Dickins

Contact Officers Jeremy Clark

Advice to Sevenoaks Joint Transportation Board:

That the report on the applications for disabled persons' (blue badge) parking bays to be provided within the District be noted.

Reason for advice:

The advice is aimed at providing better management of the public highway, in line with current legislation and the Highway Code.

Introduction and Background

1. Kent County Council (KCC) has the power to provide on-street parking places 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.

Agenda Item 4

4. The District Council administers local requests for DPPBs on behalf of KCC, and manages and funds their provision.
5. KCC 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. KCC has also produced assessment criteria for the District Council to use when considering applications, the details of which were reported to the meeting of the Sevenoaks Joint Transportation Board on 3rd September 2015.
7. The purpose of this report is to advise the Board on the locations of the latest batch of applications for DPPBs received from individuals that have been evaluated in accordance with KCC's assessment criteria. These are summarised in Appendix 1 of this report, and relate to the following locations:
 - KEMSING: Noahs Ark
 - RIVERHEAD: Scotts Way
8. Since neither of these applications met KCC's assessment criteria, and will therefore proceed no further, this report is for information only.

Key Implications

Financial

There are no financial implications to this report.

Legal Implications and Risk Assessment Statement

There are no legal implications.

Equality Assessment

The recommendation of this report has a remote or low relevance to the substance of the Equality Act. There is no perceived impact on end users.

Safeguarding Children and Vulnerable Adults

The report deals with the assessment of applications for disabled persons' (blue badge) parking bays, in line with KCC's policy and assessment criteria.

Appendices:

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

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 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' parking bays which did not meet
Kent County Council's assessment criteria

| Requested Location for Disabled Persons' Parking Bay | Reason Declined |
|--|-----------------|
|--|-----------------|

| KEMSING | |
|------------------------|---|
| Noahs Ark, near no. 73 | KCC's assessment criteria relating to receipt of appropriate benefits (e.g. higher rate of Disability Living Allowance, higher rate of Attendance Allowance or enhanced mobility component of Personal Independence Payment) not met. |

| RIVERHEAD | |
|------------------------|---|
| Scotts Way, near no.12 | KCC's assessment criteria relating to minimum carriageway width not met. Applicant's address also has off-street parking (driveway and garage). |

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STATUTORY CONSULTATION - MINOR ON-STREET PARKING PROPOSALS

VARIOUS LOCATIONS - TRO 2013 AMENDMENT 31

Sevenoaks Joint Transportation Board - 6 March 2019

Report of Chief Officer, Environmental and Operational Services

Status: For Decision

Key Decision: No

Executive Summary: The consideration of the 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 31) Order 2019 (known as “TRO 2013 Amendment 31”) received during the statutory consultation

This report supports the Key Aim of

- Caring Communities
- Sustainable Economy

Portfolio Holder Cllr. M Dickins

Contact Officer Jeremy Clark

Recommendation to Sevenoaks Joint Transportation Board: The Joint Transportation Board is asked to endorse the following recommendations, 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 31) Order 2019 (known as “TRO 2013 Amendment 31”) be noted;
 - (b) the relevant objections received to the parking proposal for Hartslands Road, Sevenoaks in Appendix 9 of this report be set aside;
 - (c) the Board advises on whether the relevant objections received to the parking proposal for Vine Court Road, Sevenoaks in Appendix 9 of this report be upheld, either fully or in part, or set aside;
 - (d) the relevant objections received to the parking proposals for London Road, Sevenoaks and Squerryes Mede, Westerham in Appendices 10 and 11 of this
-

report be set aside; and

- (e) the objectors be notified of the 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/Introduction

- 1 A statutory consultation was undertaken over a 3-week period from 24 January 2019 in respect of minor on-street parking proposals contained in 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 31) Order 2019, hereafter known as “TRO 2013 Amendment 31”.
- 2 The parking proposals include changes to existing and/or new waiting restrictions in the following roads, which are shown on the plans and are described in Appendices 1 to 11:
 - Appendix 1 - Dunton Green - Rye Lane
 - Appendix 2 - Horton Kirby & South Darenth - Montgomery Road
 - Appendix 3 - Sevenoaks - Eardley Road
 - Appendix 4 - Sevenoaks - London Road (A224) outside Station Parade
 - Appendix 5 - Edenbridge - Forge Croft
 - Appendix 6 - Sevenoaks - Mount Harry Road
 - Appendix 7 - Sevenoaks - Seal Hollow Road (B2019)
 - Appendix 8 - Westerham - Delagarde Road
 - Appendix 9 - Sevenoaks - Hartslands Road & Vine Court Road
 - Appendix 10 - Sevenoaks - London Road (A224) near Argyle Road & Eardley Road
 - Appendix 11 - Westerham - Squerryes Mede
- 3 The proposals also included the addition of Squerryes Mede, Westerham as area W4 to Schedule 44 (List of Streets or Parts of Streets for the Issue of Permits) of the 2013 Consolidation Order

- 4 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.
- 5 A link for making representations online was also hosted on the District Council's website.
- 6 During the 3-week statutory consultation period, which ended on 15 February 2019, objections were received in respect the following parking proposals:
 - Appendix 9 - Sevenoaks - Hartslands Road & Vine Court Road
 - Appendix 10 - Sevenoaks - London Road (A224) near Argyle Road & Eardley Road
 - Appendix 11 - Westerham - Squerryes Mede
- 7 The terms of reference for the Sevenoaks Joint Transportation Board allow it to provide advice to the Sevenoaks District and Kent County Councils, who will normally act in accordance with its views.
- 8 The purpose of this report is therefore for the Sevenoaks Joint Transportation Board to consider the relevant objections, together with Officers' comments and recommendations given in Appendices 9, 10 and 11 before TRO 2013 Amendment 31 is made, and to:
 - Endorse the recommendation to set aside the objections and implement the proposal for Hartslands Road, Sevenoaks in Appendix 9 and the parking proposals in Appendices 10 and 11 as drawn; or

Uphold the objections either in part or fully, reject the recommendation to set aside the objections, and formulate a new recommendation to modify or abandon the proposal for Hartslands Road, Sevenoaks in Appendix 9 and some or all of the parking proposals in Appendices 10 and 11; and
 - Advise on whether the relevant objections received to the parking proposal for Vine Court Road, Sevenoaks in Appendix 9 should be upheld, either fully or in part, or set aside, and hence whether the proposal should be modified, abandoned or implemented, as drawn.

(It should be noted that it is only possible to amend proposals by reduction. Any extension to the proposed restrictions or change of type of restriction would form a new proposal and require re-advertisement).
- 9 No objections were received in respect of the parking proposals given in Appendices 1 to 8 inclusive, and hence these can be implemented without a recommendation to the Board. These locations have therefore been included for information.

Other Options Considered and/or Rejected

- 10 The feasibility and desirability of upholding the objections to the parking proposal for Hartslands Road, Sevenoaks in Appendix 9 and the parking proposals in Appendices 10 and 11, either fully or in part, and amending or abandoning some or all of these parking proposals was considered. However, because the proposals are required to improve the safety and efficient movement of traffic, these options were not recommended.
- 11 The options, in the light of the relevant objections to the parking proposal for Vine Court Road, Sevenoaks are given in Appendix 9.

Key Implications

Financial

The costs incurred in implementing the proposals will vary depending on the decision, but if all the proposals in TRO 2013 Amendment 31 were taken forward, the estimated total cost would be in the region of £13,000.

KCC is funding the parking proposal given in Appendices 5, 9 and 10, through the Schemes Planning and Delivery budget. The estimated cost of these proposals is in the region of £5,500.

The parking proposals given in Appendices 3 and 6 are being funded by third parties at an estimated cost of £1,000.

The District Council can meet the cost of the remainder of the proposals from its parking account, at an estimated cost of £6,500.

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.

Any objections made to the TRO received during this statutory consultation (other than frivolous or irrelevant ones) that are not withdrawn are reported to the Sevenoaks Joint Transportation Board.

The terms of reference for the Sevenoaks Joint Transportation Board allow it to provide advice to the Sevenoaks District and Kent County Councils, who will normally act in accordance with its views. If the Councils were minded to act otherwise, no decision would be taken until after a discussion with the Chairman and Vice Chairman of the Board.

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 - For Information - Dunton Green - Rye Lane - Description and plan of parking proposal and Officers' comments

Appendix 2 - For Information - Horton Kirby & South Darenth - Montgomery Road - Description and plan of parking proposal and Officers' comments

Appendix 3 - For Information - Sevenoaks - Eardley Road - Description and plan of parking proposal and Officers' comments

Appendix 4 - For Information - Sevenoaks -

London Road (A224) outside Station Parade -
Description and plan of parking proposal and
Officers' comments

Appendix 5 - For Information - Edenbridge - Forge
Croft - Description and plan of parking proposal
and Officers' comments

Appendix 6 - For Information - Sevenoaks - Mount
Harry Road - Description and plan of parking
proposal and Officers' comments

Appendix 7 - For Information - Sevenoaks - Seal
Hollow Road (B2019) - Description and plan of
parking proposal and Officers' comments

Appendix 8 - For Information - Westerham -
Delagarde Road- Description and plan of parking
proposal and Officers' comments

Appendix 9 - For Information - Sevenoaks -
Hartslands Road & Vine Court Road - Description
and plan of parking proposal,
objections/comments received and Officers'
comments/recommendation

Appendix 10 - For Decision - Sevenoaks - London
Road (A224) near Argyle Road & Eardley Road
Description and plan of parking proposal,
objection received and Officers' comments/
recommendation

Appendix 11 - For Decision - Westerham -
Squerryes Mede - Description and plan of parking
proposal, objections and other comments
received and Officers' comments/
recommendation

Background Papers:

The Traffic Signs Regulations and General
Directions 2016
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

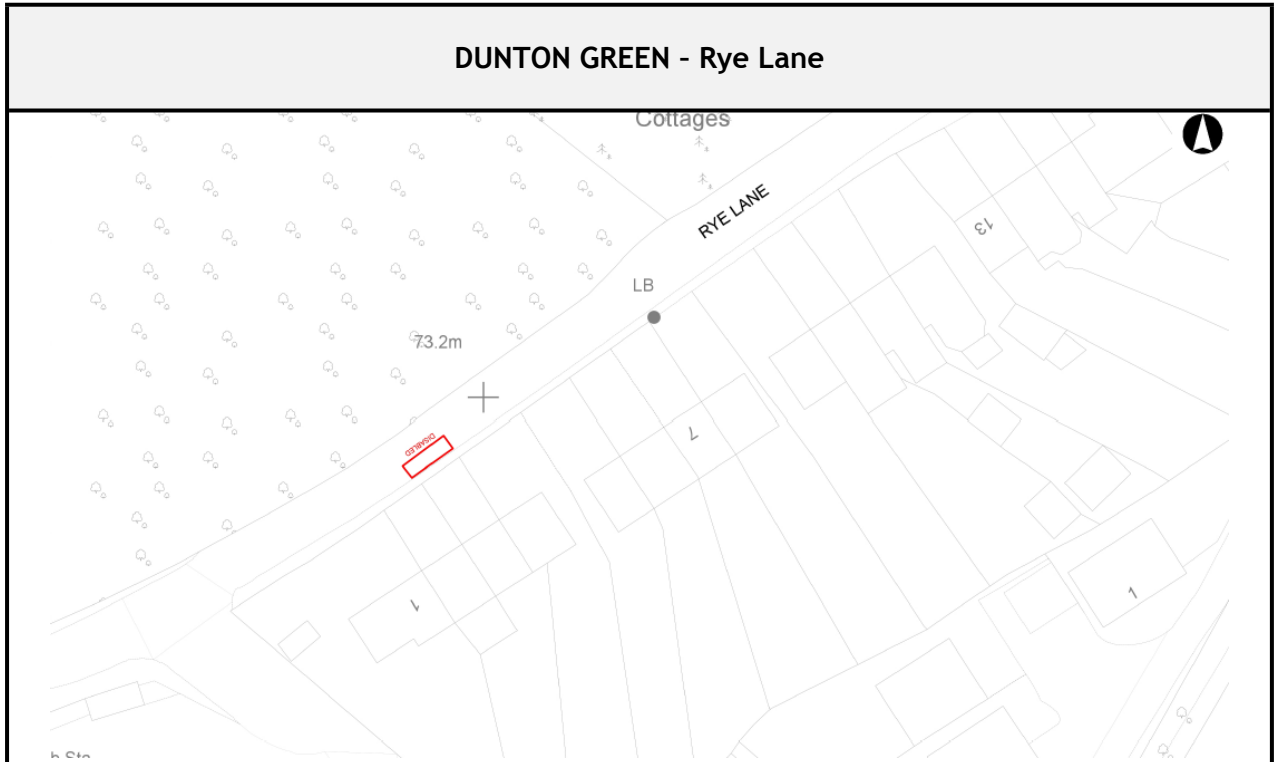
The Highway Code.
www.gov.uk/browse/driving/highway-code

Richard Wilson

Chief Officer, Environmental and Operational Services

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APPENDIX 1 - FOR INFORMATION
DUNTON GREEN - RYE LANE - PARKING PROPOSAL
 Description and plan of parking proposal, and Officers' comments



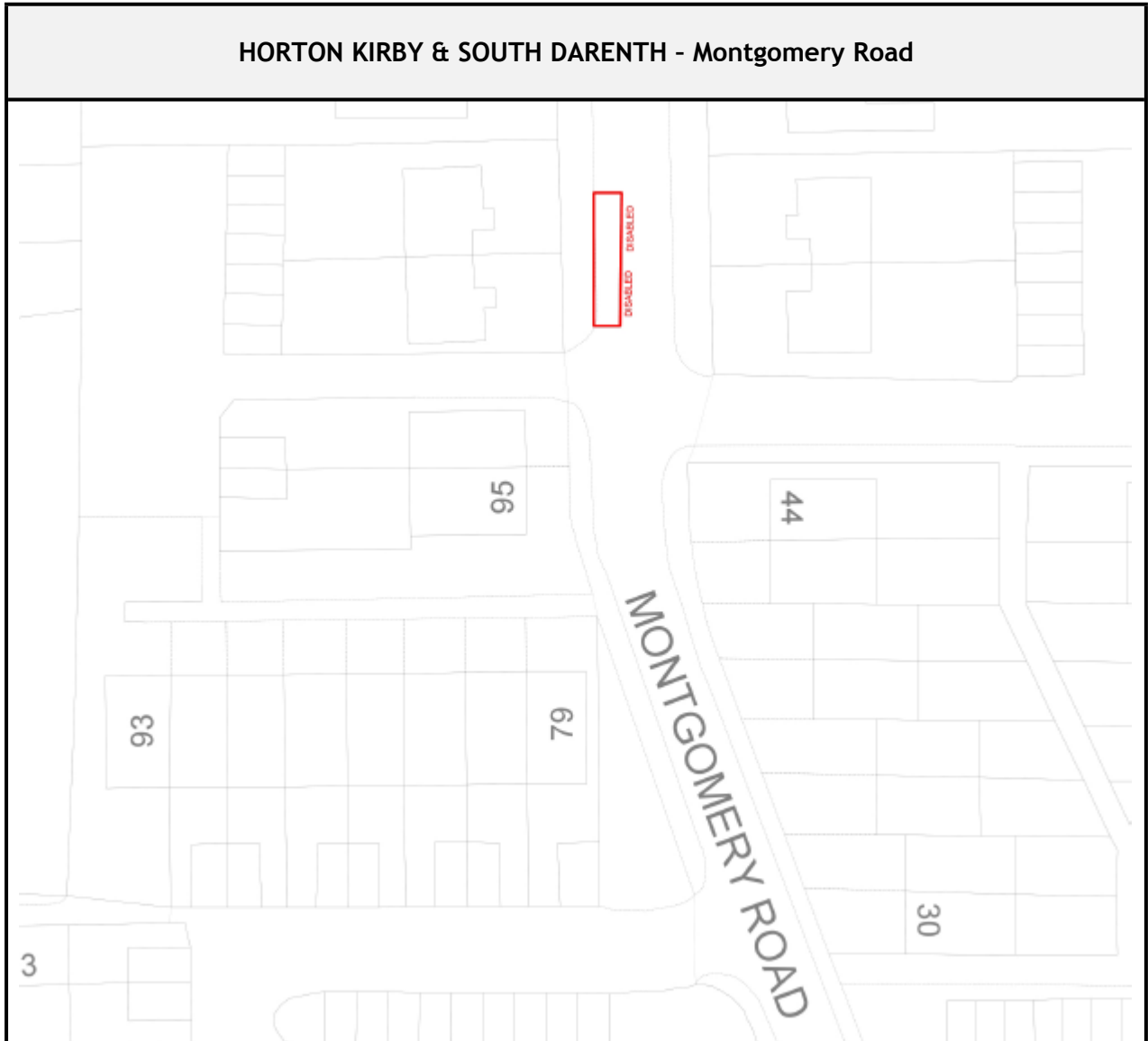
| DESCRIPTION | PROPOSED CHANGES |
|--|--|
| Southeast side, outside no. 3 Ryewood Cottages | Parking bay for disabled persons' vehicles only Note: The proposal is to include an existing marked parking bay in the 2013 Consolidation Order. There will be no material change to the parking bay. |

| OBJECTIONS/COMMENTS RECEIVED |
|------------------------------|
| None |

| OFFICERS' COMMENTS |
|---|
| Since no objections were received during the statutory consultation, this proposal can be implemented, as drawn, without the need for a recommendation. |

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APPENDIX 2 - FOR INFORMATION
HORTON KIRBY & SOUTH DARENTH - MONTGOMERY ROAD - PARKING PROPOSAL
 Description and plan of parking proposal and Officers' comments



| DESCRIPTION | PROPOSED CHANGES |
|---------------------------|---|
| West side, outside no. 99 | Parking bay for disabled persons' vehicles only Note: The proposal is to include an existing marked parking bay in the 2013 Consolidation Order. There will be no material change to the parking bay. |

| OBJECTIONS/COMMENTS RECEIVED |
|------------------------------|
| None |

Agenda Item 5

APPENDIX 2 - FOR INFORMATION

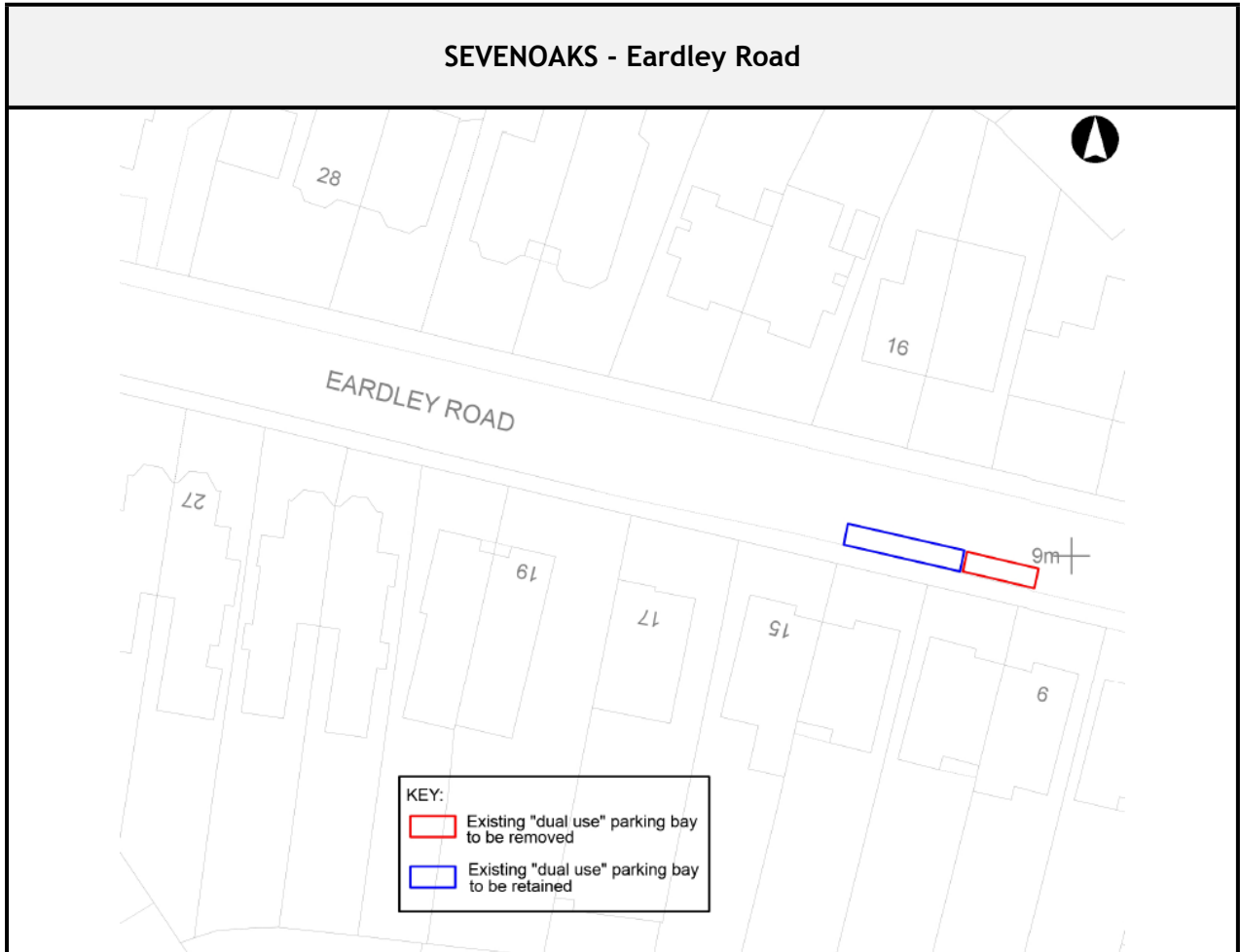
HORTON KIRBY & SOUTH DARENTH - MONTGOMERY ROAD - PARKING PROPOSAL

Description and plan of parking proposal and Officers' comments

OFFICERS' COMMENTS

Since no objections were received during the statutory consultation, this proposal can be implemented, as drawn, without the need for a recommendation.

APPENDIX 3 - FOR INFORMATION
SEVENOAKS - EARDLEY ROAD - PARKING PROPOSAL
 Description and plan of parking proposal and Officers' comments



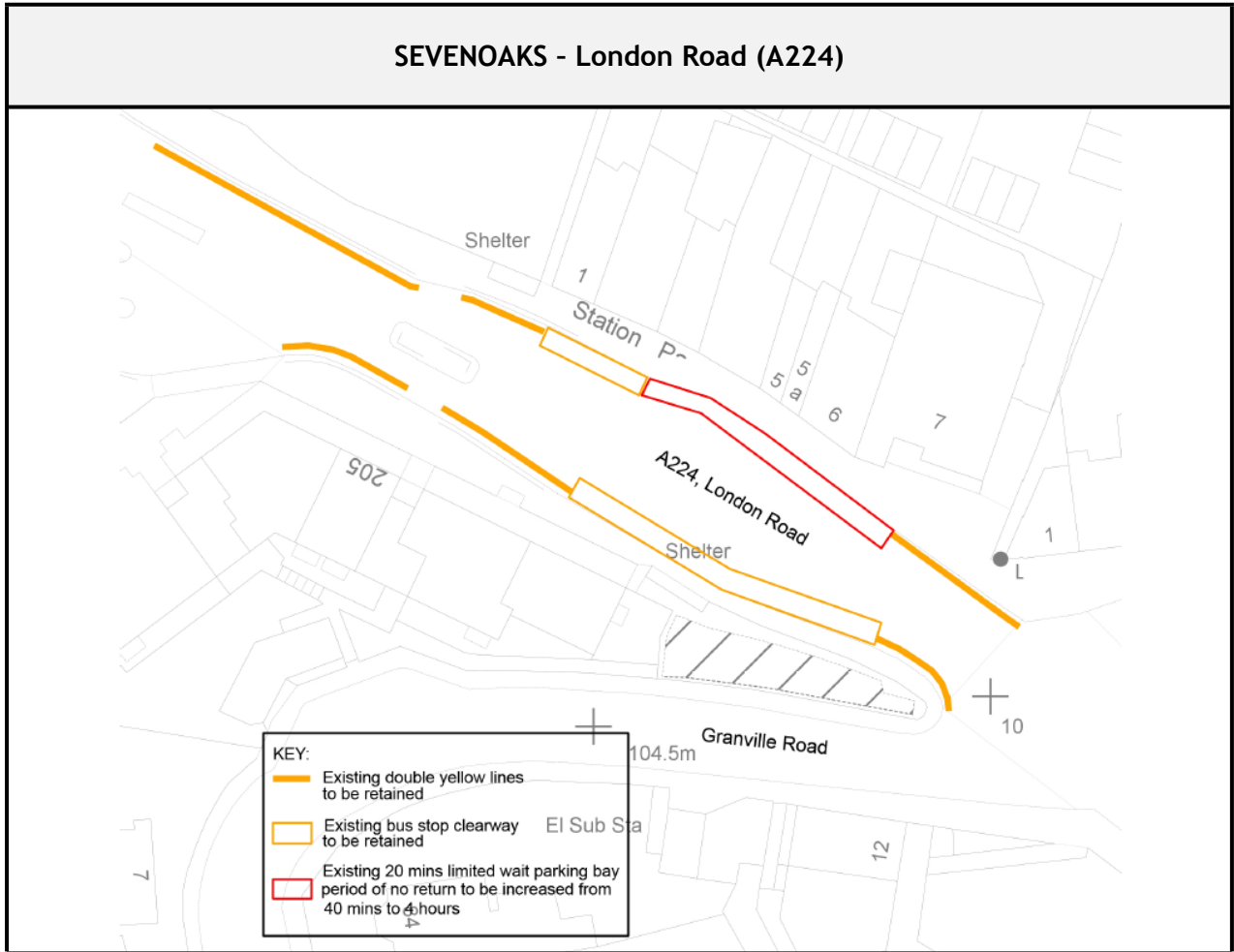
| DESCRIPTION | PROPOSED CHANGES |
|----------------------------|--|
| South side, outside no. 11 | Remove short section of "dual use" parking bay (Monday to Saturday, 8.30am - 6.30pm, 2 hours maximum stay, no return within 1 hour, except permit "A" holders) to accommodate a new vehicle access on to the highway |

| OBJECTIONS/COMMENTS RECEIVED |
|------------------------------|
| None |

| OFFICERS' COMMENTS |
|---|
| Since no objections were received during the statutory consultation, this proposal can be implemented, as drawn, without the need for a recommendation. |

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APPENDIX 4 - FOR INFORMATION
SEVENOAKS - LONDON ROAD (A224) - PARKING PROPOSAL
 Description and plan of parking proposal and Officers' comments



| DESCRIPTION | PROPOSED CHANGES |
|--|---|
| Northeast side, outside Station Parade | Replace limited wait 20 minutes maximum stay (no return within 40 minutes) restriction with limited wait 20 minutes maximum stay (no return within 4 hours) restriction |

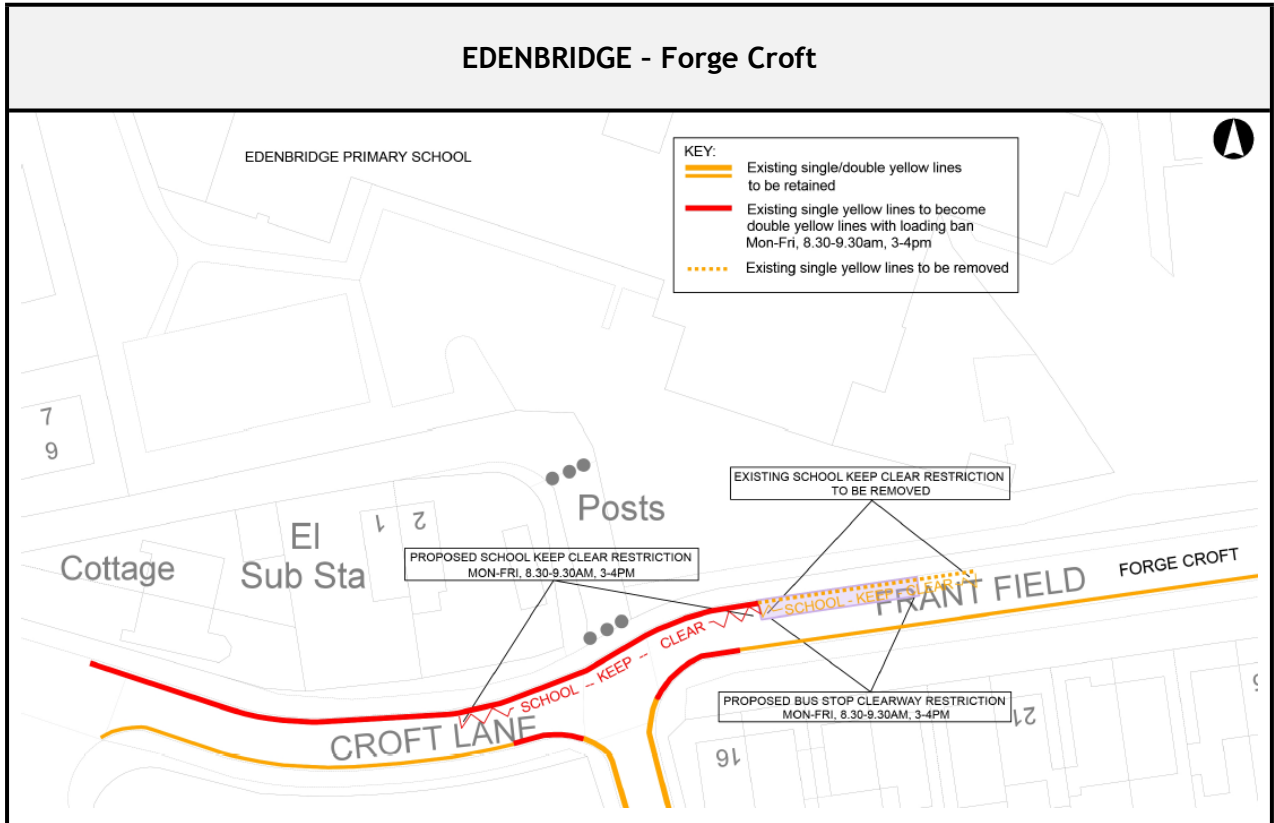
| OBJECTIONS/COMMENTS RECEIVED |
|------------------------------|
| None |

| OFFICERS' COMMENTS |
|---|
| Since no objections were received during the statutory consultation, this proposal can be implemented, as drawn, without the need for a recommendation. |

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APPENDIX 5 - FOR INFORMATION
EDENBRIDGE - FORGE CROFT - PARKING PROPOSAL

Description and plan of parking proposal, comments received and Officers' comments



| DESCRIPTION | PROPOSED CHANGES |
|--|---|
| North side, outside Edenbridge Primary School, at rear of 1 & 2 Croft Lane and outside Blacksmiths Lodge | Replace single yellow line restrictions (no waiting, 8.30am - 6.30pm) with double yellow line restrictions (no waiting at any time with no loading, Monday - Friday, 8.30am - 9.30pm and 3-4pm) |
| | Relocate "school keep clear" restriction (no stopping on entrance markings, Monday - Friday, 8.30am - 9.30pm and 3-4pm) |
| | New bus stop/stand clearway restriction (no stopping, Monday - Friday, 8.30am - 9.30pm and 3-4pm, except buses) |
| South side, at junction with Croft Lane (southern section leading to the Market Yard car park) | Replace single yellow line restrictions (no waiting, 8.30am - 6.30pm) with double yellow line restrictions (no waiting at any time with no loading, Monday - Friday, 8.30am - 9.30pm and 3-4pm) |

| COMMENTS RECEIVED | |
|-------------------|---|
| 1 | From Edenbridge Town Council Members support this proposal Council Feb 2019 |
| 2 | It's far too dangerous as it is now |

Agenda Item 5

APPENDIX 5 - FOR INFORMATION

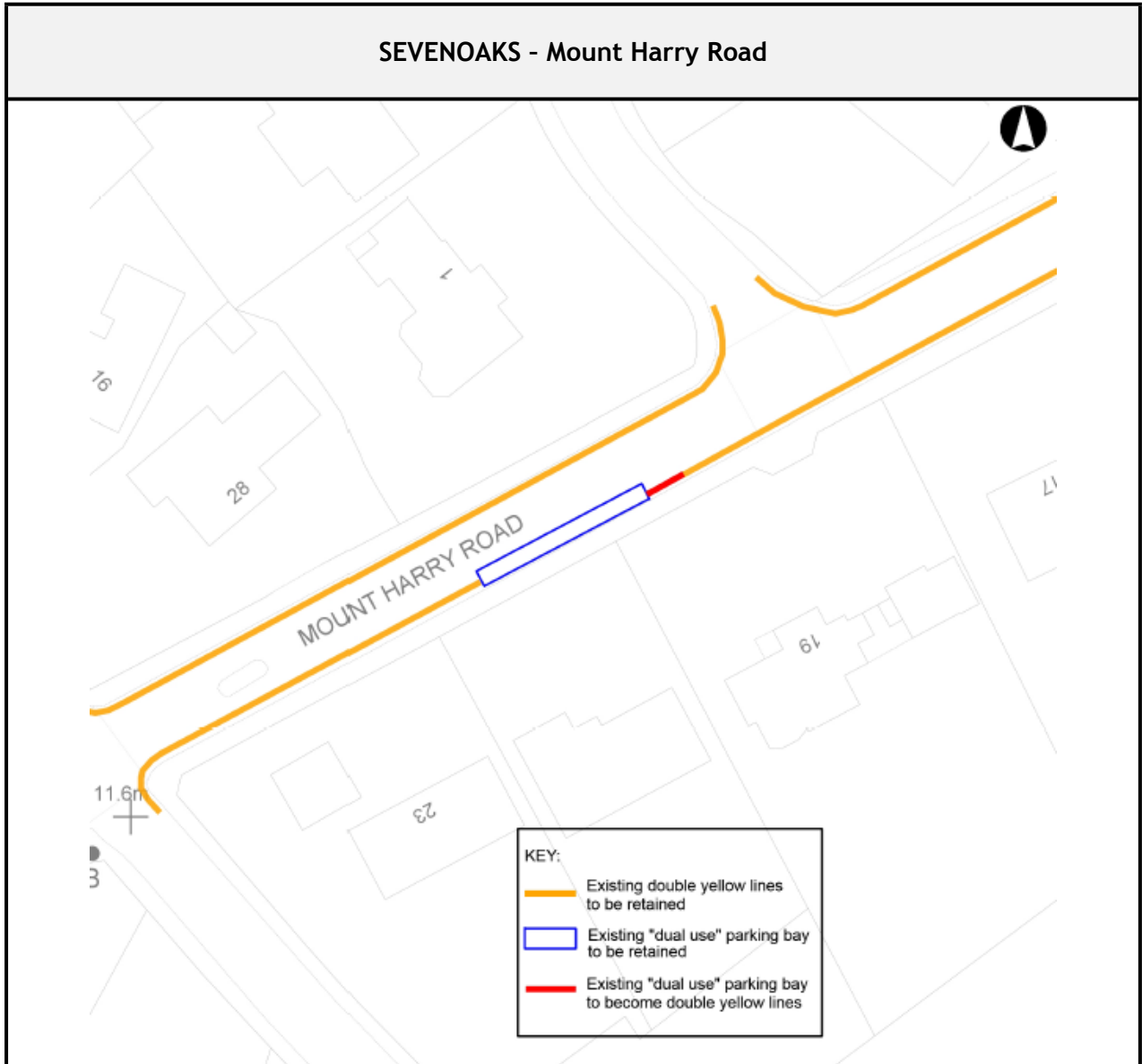
EDENBRIDGE - FORGE CROFT - PARKING PROPOSAL

Description and plan of parking proposal, comments received and Officers' comments

OFFICERS' COMMENTS

Since no objections were received during the statutory consultation, this proposal can be implemented, as drawn, without the need for a recommendation.

APPENDIX 6 - FOR INFORMATION
SEVENOAKS - MOUNT HARRY ROAD - PARKING PROPOSAL
 Description and plan of parking proposal and Officers' comments



| DESCRIPTION | PROPOSED CHANGES |
|----------------------------|--|
| South side, outside no. 19 | Replace short section of "dual use" parking bay (Monday to Friday, 8.30am - 6.30pm, 2 hours maximum stay, no return within 1 hour, except permit "M2" holders) with double yellow line restrictions (no waiting at any time) to accommodate a new vehicle access on to the highway |

| OBJECTIONS/COMMENTS RECEIVED |
|------------------------------|
| None |

Agenda Item 5

APPENDIX 6 - FOR INFORMATION

SEVENOAKS - MOUNT HARRY ROAD - PARKING PROPOSAL

Description and plan of parking proposal and Officers' comments

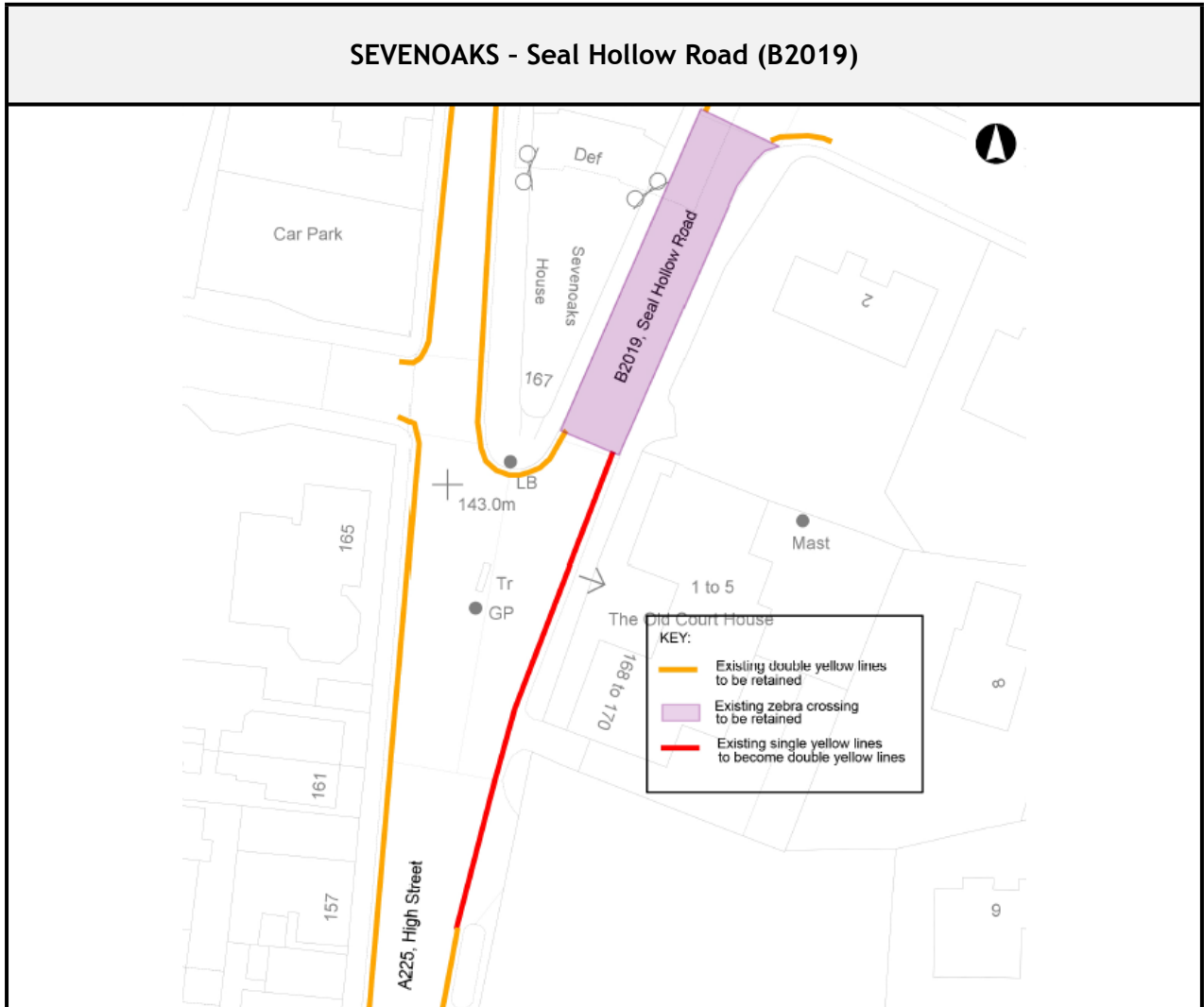
OFFICERS' COMMENTS

Since no objections were received during the statutory consultation, this proposal can be implemented, as drawn, without the need for a recommendation.

APPENDIX 7 - FOR INFORMATION

SEVENOAKS - SEAL HOLLOW ROAD (B2019) - PARKING PROPOSAL

Description and plan of parking proposal, comments received and Officers' comments



| DESCRIPTION | PROPOSED CHANGES |
|---|--|
| East side, between its junctions with High Street (A225) and Plymouth Drive | Replace existing single yellow line restrictions (no waiting, Monday to Saturday, 8.30am - 6.30pm) with double yellow line restrictions (no waiting at any time) |

| COMMENTS RECEIVED | |
|-------------------|---|
| 1 | <p>We note from the attached site notice that there are plans to replace the single yellow line on the east side of Seal Hollow Road (B2019) with a double yellow line between its junctions with Plymouth Drive and the High Street (A225).</p> <p>This inexplicably leaves a short section (certainly less than 20 metres) of single yellow line on the east side of the High Street (A225), at its approach to the busy junction with Suffolk Way/Pembroke Road. Traffic approaching Sevenoaks from the north is</p> |

Agenda Item 5

APPENDIX 7 - FOR INFORMATION

SEVENOAKS - SEAL HOLLOW ROAD (B2019) - PARKING PROPOSAL

Description and plan of parking proposal, comments received and Officers' comments

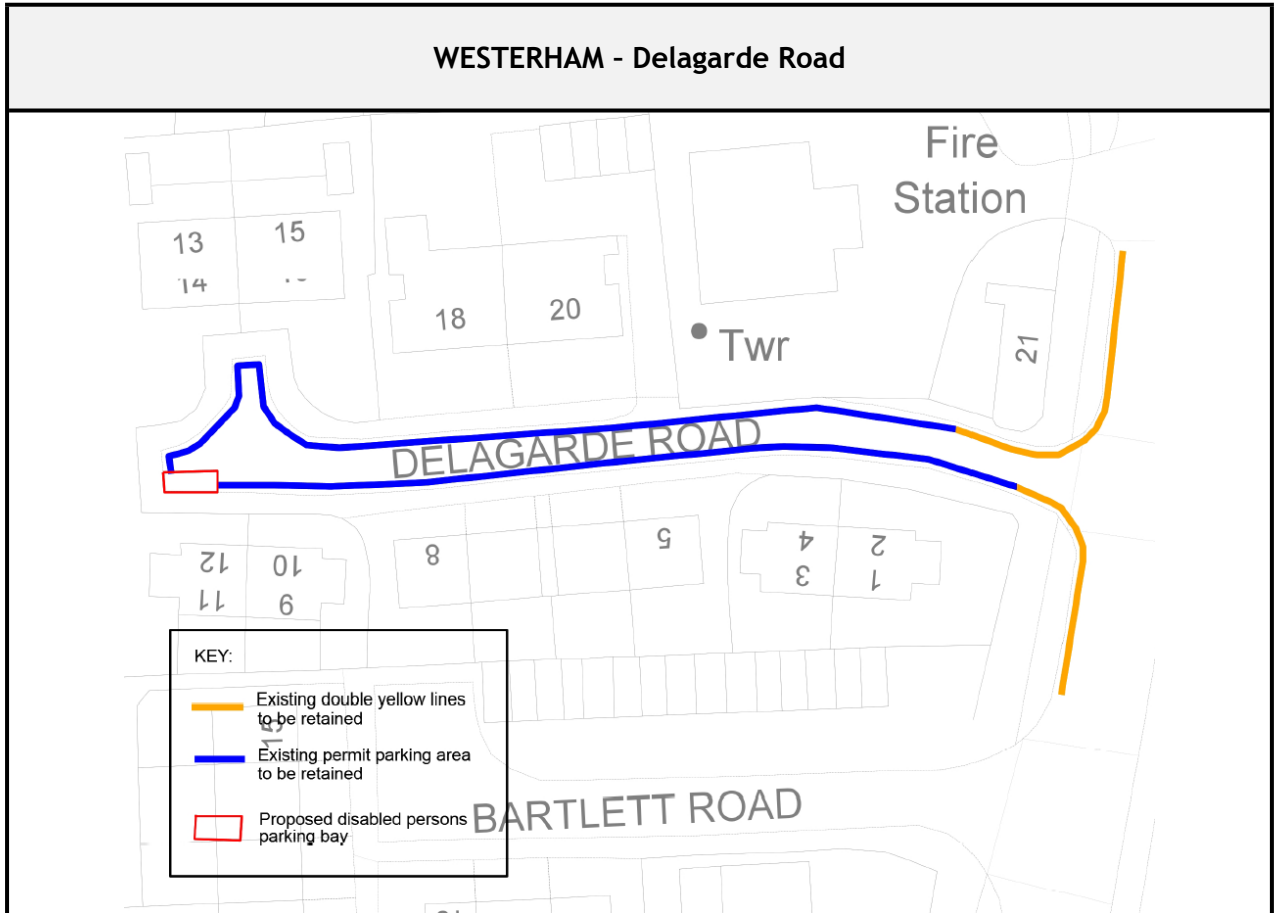
| |
|--|
| <p>heavy even outside of the restricted hours, so it makes no sense to allow parking at any time on this section of road.</p> <p>Moreover, the single yellow line crosses a currently unused entranceway into the derelict site of 166 High Street, and a single yellow line there permits drivers to park in this entranceway outside of the restricted period. This inconsiderate but apparently legal use of the entranceway (two examples of which are attached) often blocks the pavement, forcing pedestrians, buggies and mobility scooters out into the road at an extremely dangerous point.</p> <p>In the interests of pedestrian safety, as well as keeping the traffic flowing, we hope that you will consider extending the double yellow line to include the aforementioned section so that it is continuous from the junction with Plymouth Drive to the junction with Suffolk Way/Pembroke Road.</p> |
|--|

OFFICERS' COMMENTS

Since no objections were received during the statutory consultation, this proposal can be implemented, as drawn, without the need for a recommendation.

The section of the High Street outside the derelict site of 166 High Street should already be covered by double yellow line restrictions with a peak hour loading restriction. Arrangements will therefore be made for the single yellow line there to be changed as part of the current proposal for Seal Hollow Road, such that the double yellow line restrictions are continuous from Plymouth Drive to Suffolk Way.

APPENDIX 8 - FOR INFORMATION
WESTERHAM - DELAGARDE ROAD - PARKING PROPOSAL
 Description and plan of parking proposal and Officers' comments



| DESCRIPTION | PROPOSED CHANGES |
|----------------------------------|---|
| South side, outside nos. 11 & 12 | Parking bay for disabled persons' vehicles only Note: The proposal is to include an existing marked parking bay in the 2013 Consolidation Order. There will be no material change to the parking bay. |

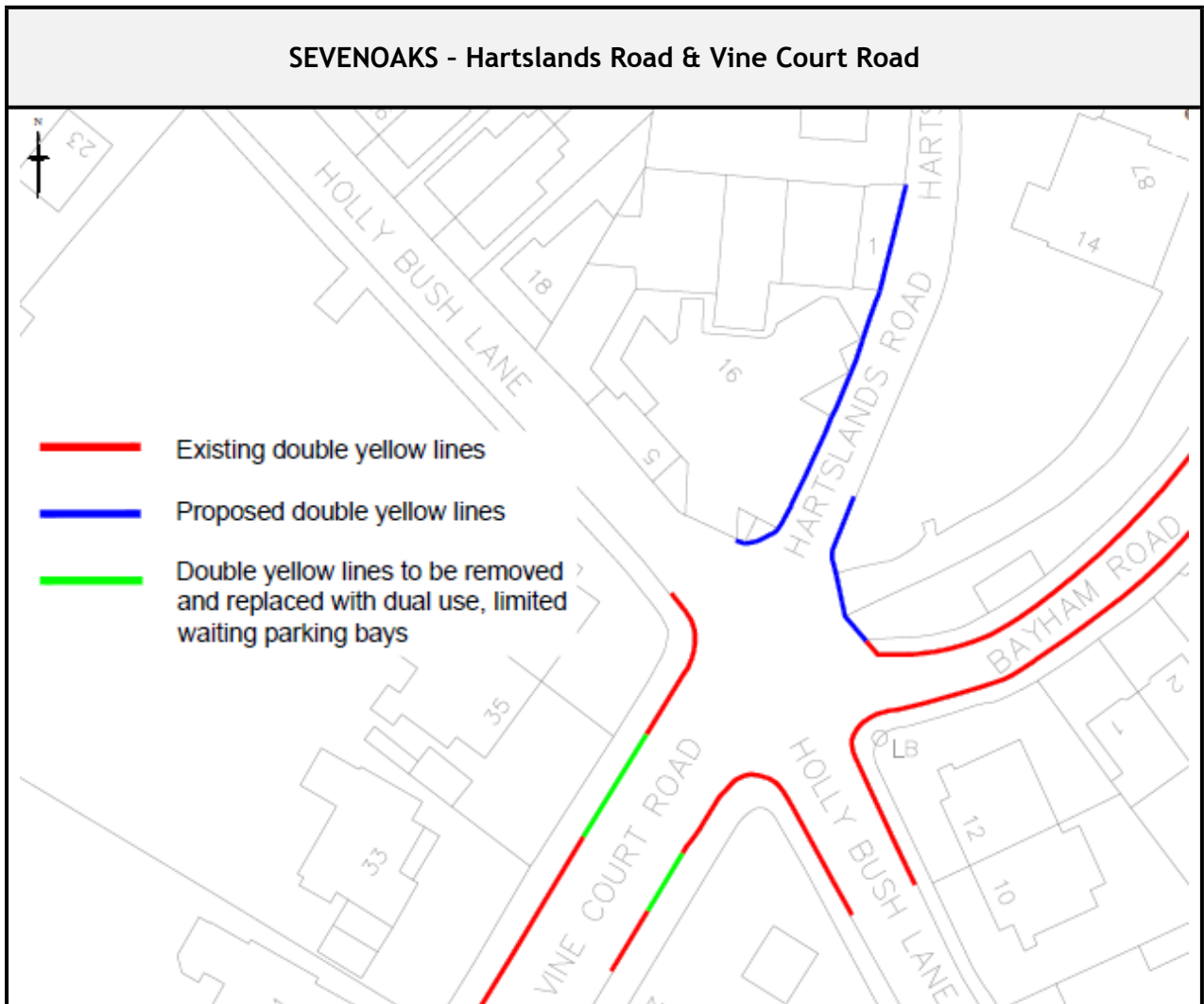
| OBJECTIONS/COMMENTS RECEIVED |
|------------------------------|
| None |

| OFFICERS' COMMENTS |
|---|
| Since no objections were received during the statutory consultation, this proposal can be implemented, as drawn, without the need for a recommendation. |

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APPENDIX 9 - FOR DECISION

SEVENOAKS - HARTSLANDS ROAD & VINE COURT ROAD - PARKING PROPOSAL
 Description and plan of parking proposal, objections and other comments received
 and Officers' comments/recommendation



HARTSLANDS ROAD

| DESCRIPTION | PROPOSED CHANGES |
|---|--|
| Northwest and west side, between junction with Holly Bush Lane and southern boundary of no. 1 | New double yellow line restrictions (no waiting at any time) |
| Southeast side, near junction with Holly Bush Lane | |

VINE COURT ROAD

| DESCRIPTION | PROPOSED CHANGES |
|--------------------------------|---|
| Northwest side, outside no. 35 | Replace short sections of existing double yellow line restrictions with "dual use" parking bays (Monday to Friday, 8.30am - 6.30pm, 2 hours maximum stay, no return within 1 hour, except permit "F" holders) |
| Southeast side, outside no. 28 | |

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APPENDIX 9 - FOR DECISION

SEVENOAKS - HARTSLANDS ROAD & VINE COURT ROAD - PARKING PROPOSAL Description and plan of parking proposal, objections and other comments received and Officers' comments/recommendation

| OBJECTIONS RECEIVED | |
|---------------------|--|
| 1 | <p>From Sevenoaks Eastern Ward Councillor Mrs E Purves</p> <p>Although I welcome the proposed parking restrictions in Hartslands Road, I have concerns about the proposal to remove double yellow lines in Vine Court Road and replace them with dual use, limited waiting bays. The house 35, Vine Court Road, would be severely inconvenienced by the removal of the double yellow lines. They are situated only 10 metres away from the five way junction , and so already experience difficulty entering and exiting their drive . If vehicles were allowed to park for a limited time, and this particularly applies to Walthamstow Hall School pick up and drop time, their visibility would be severely limited, making it hazardous. So, in total, I support the introduction of double yellow lines in Hartslands Road which would improve safety, but would request that the double yellow lines outside 5 Vine Court Road remain.</p> |
| 2 | <p>My husband, two children and I have lived in Vine Court Road since we purchased the property in 2013. We are very concerned by the proposed changes to remove double yellow line provision and replace it with 3 controlled parking spaces to compensate for loss of parking on Hartslands Road where it is proposed to increase yellow line provision. The current double-yellow provision on Vine Court Road is vital for pedestrians crossing the road and for us to safely exit and enter our driveway as we are in very close proximity (less than 10 metres) from a five-way junction. I will explain in more detail below the dangers of this five-way junction. In the time that we have lived at this property we have observed a significant increase in the volume of traffic travelling along the road and this is particularly evident at both the morning and afternoon rush hours as well as during the course of the day most notably Monday to Friday. Our house has a driveway onto Vine Court Road with a single entry path. The remainder of the boundary to the road is comprised of fencing and hedging. This means that one cannot fully see up or down the road when in a vehicle until the driver seat part of the car is on the pavement. The property is located within a conservation area whose focus is to preserve the historic street scape and my home is individually listed as a property of special historic interest. We therefore cannot easily change the frontage to our property not in the interests of preserving the essence of the conservation area would we seek to. We experience daily difficulties and stresses entering and exiting our driveway. I would start by clarifying that I consider myself to be a competent confident driver. By competent I mean I have had held a clean UK driving licence for over 20 years. By confident I have driven in many foreign countries (such as USA, Australia, France, Spain) without issue. I make this point as despite considering myself to be a competent and confident driver entering and exiting my driveway presents an on-going stressful situation. For a less confident driver the situation would be potentially even more stressful. I always assist any visitors to the house with exiting my driveway in their vehicles because of the inherent dangers.</p> |

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|---|
| <p>1 Proximity to 5 way junction.</p> <p>Our home is situated near a five way junction. This means that always when exiting the driveway even with the current double-yellow line provision I have to assess traffic coming from five different roads. This is very often stressful (with the possible exception of Sunday when traffic is generally quieter) It is stressful because of the number of possible variations of traffic converging onto vine court road and that the situation changes by the second. If there were vehicles parked in the proposed two parking spaces, my visibility to the five way junction would be critically diminished and I would not be able to make a proper assessment of the traffic converging onto Vine Court Road. I would have no visibility to traffic approaching</p> <p>In more detail:</p> <p>i) Bayham Road</p> <p>This road is used by vehicles to rat-run from seal hollow road through the Hollybush conservation area and onto the Dartford road. There has been a significant increase in the volume of traffic in the last five years. Visibility to traffic exiting bayham road is currently good due to the double-yellow lines outside of our property. The biggest challenge here is that at peak times there is nearly always a queue of traffic waiting to move onto vine court road. One is trying to assess whether each driver has seen that I am looking to exit my driveway and is going to give way or is going to accelerate at great speed onto Vine Court road. This has to be assessed at the same time as points ii) iii) iv) v) below.</p> <p>ii) Upper section of Hollybush Lane (coming around a blind corner). Vehicles travel down this section of Hollybush Lane indicate left to turn onto vine court road. Knowing that they are driving around a corner from a lane onto the much wider vine court road, vehicles frequently take this corner at some pace and by the engine noise pressing on the accelerator of their vehicles. From the driveway of vine court road there is no visibility to traffic coming from this section of Hollybush Lane due the fencing and trees around the edge of 28 Vine court road whose land borders onto Hollybush Lane.</p> <p>iii) Lower section of Hollybush Lane (coming around a blind corner). Vehicles travel up this section of Hollybush Lane indicate right to turn onto vine court road. Knowing that they are driving around a corner from a lane onto the much wider vine court road, vehicles frequently take this corner at some pace and by the engine noise pressing on the accelerator of their vehicles. From the driveway of vine court road there is no visibility to traffic coming from this section of Hollybush Lane due the shrubbery and trees around the edge of 37 Vine court road whose land borders onto Hollybush Lane.</p> <p>iv) Hartsland Road</p> |
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SEVENOAKS - HARTSLANDS ROAD & VINE COURT ROAD - PARKING PROPOSAL

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This road is by far the quietest in terms of volume of traffic when compared to the other roads that converge onto the five-way junction but still has to be considered when exiting driveway.

v) Vine Court Road

Vine Court Road is a far wider than average residential road. Due to the greater width of the road vehicles frequently travel along it at greater speeds compared to other local residential roads. There is also on the stretch of Vine Court Road between Holly Bush Lane and Avenue road approximately 30 parking spaces which are not subject to parking controls. These are currently used by commuters wishing to avoid paying for parking, and are always filled by 7am. BEFORE removing double yellow lines outside numbers 28 and 35 which serve as a massive safety measure for these properties I would urge the council to consider changing the uncontrolled parking spaces on Vine Court Road to controlled thus creating a further 30 parking spaces that would benefit the community & create revenue (from permit holders) rather than removing vital double yellow lines.

2. Walthamstow Hall Senior School

I have been in on-going communication with the Bursar & Headmistress at Walthamstow Hall Senior School on Holly Bush Lane over a number of years (and as recently as December 2018) regarding inconsiderate parents who park on the double-yellow lines of vine court road between 35 & 28 Vine Court Road at 3.40-4.10pm every afternoon. These parents park their cars on the double-yellow lines despite repeated requests from the school not to do so. This is at precisely the time that I am leaving home to collect my own children from school. I continually have to get out of my car almost daily to ask them to move on so that I can assess the junction and safely exit my driveway.

Where these parents are parking on the double-yellow lines, not only does this impact my ability to exit my driveway but even more importantly it severely reduces the ability of the students leaving the school on foot to safely assess the junction as well as visibility up Vine Court Road. The school has recently become part of the Kent safer schools initiative and is looking at ways of working with the council to improve pedestrian safety within the local area.

It is an impossible situation and my only option is get out of my car and ask the parents to move on so that I can safely exit my driveway. If vehicles were parked him permanently this would be an absolute disaster.

Safety could be improved by widening the pavement on Vine Court Road outside numbers 28 and 37 so that traffic enters the road at less speed and cars travelling down the road slow on approach to the junction. If vehicles were travelling at less speed this would give pedestrians greater time to assess crossing the road, as well as with a wider pavement a shorter distance of road to cross. It should be noted that in

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SEVENOAKS - HARTSLANDS ROAD & VINE COURT ROAD - PARKING PROPOSAL
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| | <p>the last two years an elderly lady was knocked down whilst crossing this section of the road on foot. The police and ambulance services attended this incident.</p> <p>I urge you please to consider the points I have made and not proceed with the introduction of these three parking spaces outside 28 and 35 Vine Court Road. It would be inherently dangerous and there are approximate 20 or so uncontrolled parking spaces on Vine Court Road that could be converted to controlled parking instead.</p> <p>(Note: photographs were submitted with this objection, but these have not been included this report for data protection reasons)</p> |
| 3 | <p>Will obscure visibility on a really busy 5 way junction. Hazardous for residents, motorists, children from Walthamstow Hall crossing junction at Vine Court Road/Hollybush Lane. I suggest you visit during peak school drop off periods and see what a busy junction it is. The current double yellows are essential. NB. There have been a number of vehicle accidents near/at this junction over the last few years. It is essential you do not obscure this much needed space for motorist / pedestrian visibility with parking bays.</p> |
| 4 | <p>I am writing to you today to outline my views and objection on the proposal of the installation of double yellow lines on Hartslands Road. I totally object to these lines for the following reasons: 1) You actively encourage visitors and people to visit Sevenoaks and the surrounding areas this a problem with lack of parking and putting yellow lines everywhere to stop people parking. 2) My office borders Hartslands Road and this is one of the only roads surrounding our office that is currently yellow line and parking restrictions free. 3) We moved offices for the sole reason of parking as it was impossible and very expensive where we where before. 4) Parking permits are very expensive and waiting lists are ridiculous so nigh impossible to get one. 5) How do you expect businesses to function without adequate parking most buildings in Sevenoaks are very old and do not have carparks. 6) Most of the roads that border our office are residential and by putting in double yellow lines will make parking very very difficult. 7) The roads surrounding our office are not very well lit are in a bad state of disrepair and I am in work most mornings at 7am and this does not make me feel very safe at all if I have to park further away or walk in the road due to lack of pavement space. 8) Surely you should be encouraging businesses to the area by reducing the cost and the wait time on your parking permits not increasing the amount of double yellow lines or bays of up to 2 hours parking then having to move your car, This does not make good business sense i am pretty sure my boss will not be too happy if i leave my desk every two hours looking for a car park space! 9) Instead of penalising those that are bringing money into the area you should be encouraging and unfortunately you are not. 10) I really feel you need to do more by visiting people in their offices and find out exactly what their needs are how you can help i have to use my car to travel to work as i don't live or work in this borough but</p> |

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| | <p>you really are trying to make this the most impossible task by imposing as many traffic restrictions as humanly possible and i really think this is unfair.</p> <p>I have not ever encountered a borough like this with as many roads with yellow lines or parking restrictions. I really hope you take my views and opinions on board and realise how impossible you are making things for the travelling commuter.</p> |
| 5 | <p>I would firstly comment that the “Survey Monkey” portal to even be able to see the proposals for consultation is totally inappropriate, and will deter many people from commenting. Why should I have to enter my full name, address (including country!), email and phone just to be able to view the proposals? And then why can I only view and comment on one at a time, when I might want to view several? Additionally, it is totally unacceptable not to provide a bar-type scale on the plans as it is impossible to work out lengths of proposed changes, and hence numbers of cars that will be affected. As the plans are derived from an OS base, it is erroneous to state that they are “NTS”. It is also impossible to fully comment when exact details of proposed changes are not given. What exactly are “dual use, limited waiting parking bays”? Dual use for whom - especially as there are no residents permit schemes in the area? What limited waiting is proposed: 20 mins; 40 mins; 1hr; 2hrs; 4hrs; etc? It is essential the proposed waiting time is given so that consultees can make informed comments. Consequently, this consultation should be withdrawn and re-issued with clearer information. Please confirm that this will be done.</p> <p>Notwithstanding the above, to expedite comments now I will make the assumption that 2hr limited waiting is proposed in Vine Court Road. Please notify me if this assumption is correct or not. Yet again, SDC is taking a knee-jerk reaction to a particular perceived problem in one location and failing to take an holistic view. The Hartslands area has a chronic shortage of long-term parking for residents, plus people working in or visiting the area. The double yellow lines proposed in Hartslands Road look like they will remove 7-9 existing spaces, which will have a huge impact on residents and the office premises at The Old Laundry site. To give you an idea of the demand issues in the area, residents of Prospect and Cobden Roads have to park in Vine Court Road, as there is nowhere available nearer their properties at times: this being a full 200m+ from the starts of the roads. These Hartsland Road spaces will be “replaced” with what looks like just 3-4 short-stay spaces, for which there is absolutely no demand in the area. All the vicinity of Vine Court Road is no-time limit parking, and any new spaces created should be unrestricted waiting as well. Additionally, there is potential to remove much more of the Vine Court Road existing double yellow lines, and this should be done to create more long-term parking in the area. When SDC is spending £10million to create long-stay town centre parking, it should be creating this, at an infinitely lesser cost, for residents and workers in Vine Court Road / Hartslands. Please may I have a personal response to my comments: firstly to acknowledge they have been received and included in the consultation; and secondly to the specific points I have raised.</p> |

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SEVENOAKS - HARTSLANDS ROAD & VINE COURT ROAD - PARKING PROPOSAL

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| 6 | <p>Safety on Vine Court Road. This is a busy junction and visibility is already an issue. Allowing more cars to park at this end of Vine Court Road makes no sense. Also, the roads in this area get very congested at school drop/pick times, with cars parked (illegally) on the existing yellow lines. You only need to see the dangers this creates to appreciate how the proposed removal of those yellow lines makes no sense.</p> |
| 7 | <p>I would make the following observations on the proposals. I have lived in Vine Court Road for almost 20 years and am fully aware of the way the highways operate in and around this area both in terms of vehicular and pedestrian movement and also parking arrangements. I can fully understand and would support the introduction of restrictions on Hartslands Road because it is narrow and has during weekdays become constricted due to parking down one side. However, it is shortsighted to allow more parking on Vine Court Road for the reason I explain below, and I would object strongly to this element of the proposal. The junction of Vine Court Road with Holly Bush Lane, Bayham Road and Hartslands Road is a five-way junction, and as such it is a complex junction for both cars and pedestrians to negotiate. Nevertheless, it does work and as far as I am aware it has not been the cause, to date, of any major problems in terms of accidents, congestion, etc. This may be in part due to the existing arrangements including stop / give way signs that slow traffic satisfactorily to ensure road users take time to account for other vehicles and pedestrians at the junction. Importantly, there is adequate visibility for approaching vehicles especially on the road with the fastest traffic, Vine Court Road, partly as a result of the parking restrictions on the five roadways. This includes double yellow lines at the end of Vine Court Road. Allowing parking as proposed at the end of Vine Court Road is likely to be detrimental to visibility both for vehicles and more importantly pedestrians. This is particularly the case if large vehicles use the proposed bays. To my mind, allowing parking in this area of Vine Court Road purely to replace three car parking spaces is not at all sensible and can only make the junction less safe both for vehicles and pedestrians, which incidentally includes children crossing from several schools in the area including Walthamstow Hall. On a related note, if the council wishes to substitute spaces for those lost, it might consider restricting parking on roads in and around the area that is currently unrestricted and is used during weekdays as a glorified station car park. These areas could then be used for local residents, people working in Sevenoaks and people visiting to use neighbourhood amenities such as those at the end of Holly Bush Lane.</p> |
| 8 | <p>This dangerous and irresponsible plan has been put together without any thought for the safety of pedestrians - the risk to them would increase three fold. At present vehicles moving from Vine Court Road into Hartslands Road launch themselves across Hollybush Lane - the give way system does not work here because the sign is invisible and the white lines worn away without suitable care. During the week ends the speed is faster as there are no parked cars to indicate danger, and then edge to the left as Hartslands has a gentle curve leftwards over the first 100 meters - they can come closer than 50 cms to within our fence, exactly the route taken by the majority of the pedestrians. However cars and quite large vans feel they own</p> |

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SEVENOAKS - HARTSLANDS ROAD & VINE COURT ROAD - PARKING PROPOSAL Description and plan of parking proposal, objections and other comments received and Officers' comments/recommendation

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| | Hartslands and to hell with the walkers. I had a laughing women drive into me on my return from local shops. Another passerby gave me his telephone if I needed a witness-I reported this to the council office and also the police. You must, before any further action is taken consult with the people using Hartslands on a personal basis and provide a safety zone for walkers |
| 9 | My reasons for objection are I work in The mews and I find parking in Sevenoaks one of the worst I have ever experienced. You want to bring more business to the area but yet have so many parking restrictions double yellows reduced 2 hour bays or you have to be a permit holder, The problem with becoming a permit holder is not only the added expense but the length of the waiting lists some are over two years. Surely as a business you should be offering more support to us we are trading in your borough and paying our rates but yet can't or struggle to find parking spaces on a daily basis now you want to add more yellow lines and more bays that I can't use as I work 9-5 Monday - Friday I can't be moving my car every two hours not practical or not good business sense. Surely you need to come up with a scheme for businesses or provide more parking locally or cheaper permits for businesses. If you are adding more yellow lines then you also need to improve the lighting in some of these roads I am female on my own coming to work 7am in the dark and leaving in the dark and I'm expected to park miles away from my car and walk in poorly lit and unsafe areas. I really do think you need to take a proper look at this you are punishing the workers for your own needs and all I am trying to do is earn a living instead of worrying where I have parked the car or my walk to or from it daily. |
| 10 | It will reduce visibility coming along Vine Court Road to a busy and complicated 5 way junction. The junction is used heavily by both pedestrians and cars, particularly at school run times when parents and children travel to local schools (St John's and Walthamstow Hall Senior, especially). |

OTHER COMMENTS RECEIVED

| | |
|---|--|
| 1 | With reference to the proposed parking restrictions in Hartslands Road we wish to strongly support this proposal, the current situation which allows unrestricted parking to within 3 feet of the junction with Hollybush lane extending right down to 1 Hartslands Road creates a serious hazard to both pedestrians and cars approaching from either direction. There is no pavement and vision is virtually non existent for vehicles turning into the road from Hollybush Lane. The present position means that any large vehicle, for example the rubbish collection lorries, has to reverse back down the road as there is insufficient width to pass the line of parked cars. |
| 2 | Please answer this question," how would you prevent parking at the top of Hartslands Road when the car owners say that as there are no yellow lines they can park anywhere?". Whilst your proposed markings are a start they will only encourage people to park on the hedge (N/E) side all along past No 1 Hartslands making it |

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SEVENOAKS - HARTSLANDS ROAD & VINE COURT ROAD - PARKING PROPOSAL
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| | <p>impossible to get out of the drive. Only today a car parked outside the house and vans, cars, lorries had to reverse back up to and onto the crossroads. Is this a safe procedure? Never mind pedestrians dodging past. The dust cart had to reverse up from Sandy Lane to collect the rubbish. There needs to be double yellow lines on BOTH sides down to No 9 Hartslands Road. The argument that once the multi-storey car park is open the problem will go away is wishful thinking.</p> <p>Why should people pay when they can park for free in places like Hartslands? I say again there must be double yellow lines on both sides of the road to No. 9. I have spent 2 years fighting this battle and would like to know why you take such little notice of the people this affects??They do not go far enough. It is vital to have a designated pedestrian pathway on the west side, as solely double yellow lines on both sides will result in even more of a racetrack. The bad manners of drivers have already resulted in us being physically nudged by irate, impatient drivers when we walk out of my drive. Why not put double yellow lines down both sides like every other road has? With this plan the dust cart and lorries will still not get through.</p> |
| 3 | Cars parking in this area make both pedestrian and vehicular access dangerous |
| 4 | Dangerous for pedestrians to walk along with parked cars |
| 5 | The Hartslands Road junction with Hollybush Lane is currently very dangerous with numerous cars parking on the blind turning and along the side of the road until the first house. With no pavement on either side of the road it can be hazardous as a pedestrian as there is often no safe place to seek refuge from a passing car. Given this danger I would question why the double yellow lines are not extended along both sides of the road, given the lack of pavement and narrowness of the road once cars are parked on one side. |
| 6 | Commuters are parking at the end of Hartslands near Hollybush Lane making it dangerous for Pedestrians and drivers |
| 7 | Dangerous to pedestrians and motorists. |
| 8 | Current parking is extremely hazardous and dangerous; makes getting into Hartslands Road dangerous; current parking there makes it dangerous for pedestrians. Only concern is that double parking on Hartslands Road is pushed further down as is already the case. |
| 9 | The road is used by commuters using the nearby Sevenoaks station, which means that cars are parked along the road during the week. There is no pedestrian route through here and the parked cars narrow the road to the point where it's dangerous for pedestrians and drivers. The double yellow lines would ideally be extended on both sides of Hartslands Road further north, to prevent the issue just being moved down the road if possible. |
| 10 | Access to Hartslands Road for emergency and essential services has been impeded by inappropriate parking. Fire services vehicles are unable to pass the parked vehicles to respond to incidents; refuse collection services have been regularly disrupted. Additionally, some delivery services are unable to access addresses or refuse to risk |

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| | <p>attempts to pass the parked vehicles. With no pavement from the south end of Hartslands Road up to and including no. 9 Hartslands Road, parked vehicles have significantly increased the danger to pedestrians. I further request that the proposals be extended to add double yellow lines beyond no. 1 Hartslands Road north up to and across the driveway of no. 9 Hartslands Road, allowing sufficient overlap with the pavement there to facilitate access to the driveway when turning in from the road. This is because: (a.) Cars will still be able to park in front of no. 1 Hartslands Road, where the road remains narrow enough that an obstruction would be caused; (b.) No pedestrian pavement exists on Hartslands Road until the north side of the driveway of no. 9 Hartslands Road - a double yellow line to this extent would at least provide some security of space for pedestrians; (c.) Cars park daily outside no. 9 Hartslands Road. With no pavement opposite on the east side of Hartslands Road (at this end), a narrow road, and buildings built right up to the roadside, accessing the driveway is difficult when a car is parked considerably (not parking right up to or beyond the edge of the driveway) and impossible when a car is parked inconsiderately. Thank you for considering my request to extend the proposal</p> |
| 11 | <p>Parking at the top of Hartslands Road at the junction with Hollybush Lane is extremely dangerous for both vision when driving out of the junction and for pedestrians. I do have photographs if required to illustrate. To continue the double yellow lines down the road where it is extremely narrow restricting traffic to single lane will make the road safer and help traffic flow.</p> |

OFFICERS' COMMENTS/RECOMMENDATION

COMMENTS:

Sevenoaks District Council has undertaken this consultation on behalf of Kent County Council, who as the highway authority in Kent, have responsibility for tackling road safety and traffic congestion. These proposals aim to improve road safety and traffic flow, without impacting on parking capacity.

Hartslands Road

A majority of responses to the Hartslands Road double yellow line (dyl) restriction proposals supported these, some respondents recognising the safety benefits dyl restrictions would have on road users, particularly for pedestrians.

Some respondents considered that the restrictions could result in parking displacement, causing access difficulties and congestion. This alone would not be a reason not to proceed with the proposals. We would review and offer measures to deal with any resulting displacement.

Some of the responses to the Hartslands Road parking proposals were concerned about the resultant loss of on-street parking, especially for local workers. This would be offset by the creation of 3 new spaces in Vine Court Road (VCR).

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SEVENOAKS - HARTSLANDS ROAD & VINE COURT ROAD - PARKING PROPOSAL

Description and plan of parking proposal, objections and other comments received and Officers' comments/recommendation

Vine Court Road

Six residents and a local District Councillor objected to the additional parking proposed in Vine Court Road (VCR), on the grounds of road safety.

Placing parking at this location would accord with the parking arrangements along the rest of VCR, where vehicle crossovers are inter-dispersed with parking bays. The existing double yellow line restrictions in VCR extend for a distance of approximately 30 metres from its junction with Holly Bush Lane. The proposed parking spaces would be more than 10m from this junction and would have little or no impact on safety at this location.

VCR is around 10m wide at this location, and can therefore easily accommodate parking on both sides, whilst maintaining 2-way traffic. The presence of parked vehicles may even have a calming effect on the speed of through traffic.

The layout of parking bays and entrances to and from private properties in town centres can be something of a compromise, maintaining a level of on-street parking while considering the ability of drivers to safely access to and from private land. Whilst the presence of parked vehicles in the new spaces could affect visibility between drivers on VCR and those exiting driveways, with care, this can be achieved reasonably safely, as is the case in many parts of the District.

It is acknowledged that the new car parking spaces for VCR are proposed as short-stay parking and local workers would not be able to park in those spaces all day. However, the 3 additional spaces created would help to offset the impact on local parking provision of the parking proposal for Hartslands Road, which will result in the loss of 3 car parking spaces.

RECOMMENDATIONS: It is recommended that:

1. Hartslands Road

The relevant objections to the proposal for Hartslands Road, Sevenoaks be set aside, and the proposal be implemented, as drawn.

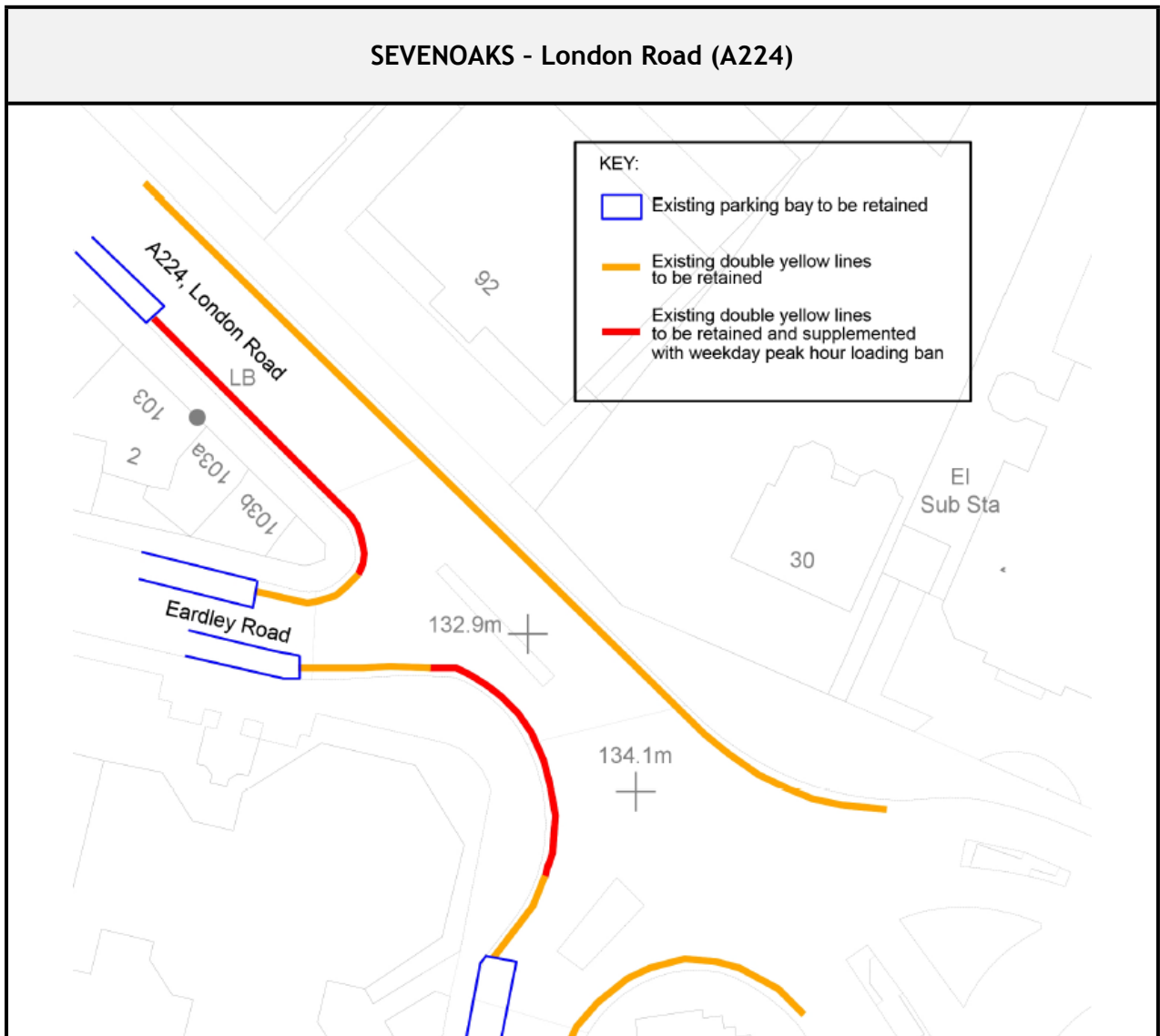
2. Vine Court Road

The advice of the Joint Transportation Board be sought on whether, in the light of the objections received to the parking proposal for VCR, to:

- Uphold the objections, and abandon the proposal;
- Uphold the objections in part, and amend the proposal; or
- Set aside the objections, and implement the proposal, as drawn.

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APPENDIX 10 - FOR DECISION
SEVENOAKS - LONDON ROAD (A224) - PARKING PROPOSAL
 Description and plan of parking proposal, objection received
 and Officers' comments/recommendation



| DESCRIPTION | PROPOSED CHANGES |
|--|---|
| Southwest side, near junctions with Argyle Road and Eardley Road | New loading restriction (no loading, Monday to Friday, 7am - 10am & 4pm - 7pm) to supplement existing double yellow line restrictions |

| OBJECTION RECEIVED | |
|--------------------|---|
| 1 | We are a very busy company on this road and we require drivers to have access to the office 24 hours a day. This would include dropping off and picking up car seats and packages for customers and customers that walk down from the town that would need to be picked up outside of the office. |

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SEVENOAKS - LONDON ROAD (A224) - PARKING PROPOSAL
Description and plan of parking proposal, objection received
and Officers' comments/recommendation

OFFICERS' COMMENTS/RECOMMENDATION

COMMENTS:

The existing double yellow line parking restrictions at this location are regularly abused, particularly by visitors to local businesses. At peak traffic times on weekdays this has a detrimental effect on the safety and efficient movement of traffic using London Road (A224).

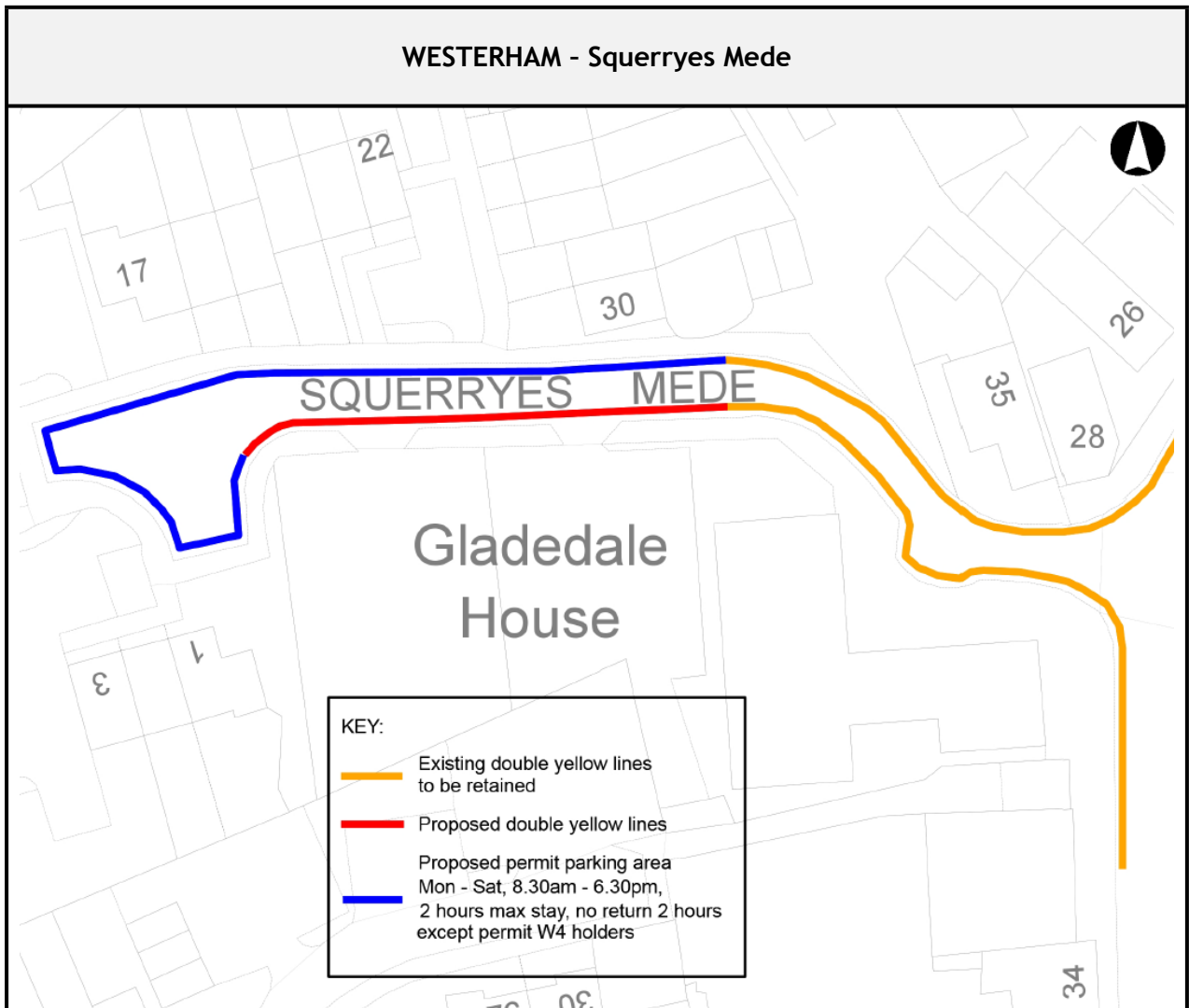
Supplementing the parking restrictions with a loading ban during these peak traffic times will improve road safety, reduce congestion, and facilitate enforcement. Alternative parking is available nearby for visitors and for loading/unloading activities.

RECOMMENDATION:

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

**APPENDIX 11 - FOR DECISION
WESTERHAM - SQUERRYES MEDE - PARKING PROPOSAL**

Description and plan of parking proposal, objections and other comments received and Officers' comments/recommendation



| DESCRIPTION | PROPOSED CHANGES |
|---|---|
| North and east sides, outside nos.16-22 & 30 | New Permit Parking Area (Monday to Saturday, 8.30am - 6.30pm, 2 hours maximum stay, no return within 2 hours, except permit "W4" holders) |
| South, east and west sides, in turning head in cul-de-sac | |
| South and southwest sides, outside car parks of Gladedale House | New double yellow line restrictions (no waiting at any time) |

| OBJECTIONS RECEIVED | |
|---------------------|---|
| 1 | We are a local business and situated just around the corner from this road. We have limited parking for our customers and therefore as staff we park on the surrounding roads. Our customers are often elderly or have difficulty walking long distances. Our business is ideally placed as it is all on one level and has the car park behind therefore not far for our customers to walk. We have added, to our customers since 2014 over |

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APPENDIX 11 - FOR DECISION

WESTERHAM - SQUERRYES MEDE - PARKING PROPOSAL

Description and plan of parking proposal, objections and other comments received and Officers' comments/recommendation

| | |
|---|--|
| | <p>2500 customers-Quite an impact for the town. These customers often go up into the town and enjoy the shops and cafes situated there, either before or after their visit. In fact, one of the shops has commented that their footfall has increased and recognise that a fair amount of people walking in are from our business -Small businesses are essential to keep towns such as Westerham alive. We definitely add to the hustle and bustle of Westerham Town but feel that we have a constant battle in being recognised and helped as a local business. We pay our business rates but benefit little from them. Being stuck at the end of the High Street means we are often overlooked. Applying permit parking to these areas is a real blow for us. I hope that you will consider us for permits in this area. We only park between the hours of 8am and 5.30pm approximately, we have 5 staff cars, usually less, this results in us being out of the way once the residents come home in the evening therefore impacting on their lives minimally.</p> |
| 2 | <p>As a local resident with a vehicle and two young children it is really important that we are able to park nearby our home, especially with a baby as it is necessary to carry him to and from the car. Parking in this area is already at a premium and the proposals will only make matters worse. We are not the only people who this will affect and I'm sure you will receive further contact in opposition to this. In my opinion the changes are not necessary or proportionate. I am unable to make it to Sevenoaks to read the reports and rationale into this proposition but cannot see a valid reason for the changes (I would be happy to read an online version). I often park in Squerryes Mede and as a shift worker the un-restricted parking is a Godsend. I have never had any issues with access into the road or heard of any of the residents complaining about illegal or selfish parking- even when all the building work was taking place last year (2018). I can only foresee further parking problems, complaints to your office, potential conflict with parking attendants, local businesses suffering losses, houses losing value, issues in other roads causing potential obstructions and even road traffic collisions and a danger to local residents. This can only be a bad thing. I am appealing to your office to vote against these changes and leave things as they are. Please don't change it for changes sake and cause my family and other families in this area huge problems with parking. I repeat that I believe that the works are not necessary and in fact a waste of local authority funds- money that could be better spent on other more important things like education, community care, policing etc.</p> |

OTHER COMMENTS RECEIVED

| | |
|---|--|
| 1 | <p>The addition of the proposed double yellow lines are a 'must' for the traffic to run smoothly and safely in and out of the car parks and up and down the road. There is no room for double parking. I also support the permit arrangement for fairness to the residents of Squerryes Mede. The residents of Squerryes Mede have had to accept big changes in the road over the last couple of years and I think it's time to give them something back. Also the building works that has and is still happening any chance the</p> |
|---|--|

**APPENDIX 11 - FOR DECISION
WESTERHAM - SQUERRYES MEDE - PARKING PROPOSAL**

Description and plan of parking proposal, objections and other comments received and Officers' comments/recommendation

| | |
|---|---|
| | road could be resurfaced when the double yellow lines are done?? The digging up of the road for building etc. has left it looking a right mess. |
| 2 | I support the proposals. |
| 3 | To give residents of Squerryes Mede more of a chance to park in their road. However the plan is incorrect, most of the 'turning circle' lined in blue for residents parking is actually entrances to drive ways and car parks which are part of the freeholds of the properties in the road and have dropped kerbs so will not be suitable for parking cars. The council needs to address this and ensure the spaces are clearly marked so entrances are not blocked. |

| OFFICERS' COMMENTS/RECOMMENDATION | |
|--|--|
| COMMENTS: | |
| <p>Amongst the 30 residential properties in Squerryes Mede, 3 supported the parking proposal at the statutory (second) consultation stage, and none objected. During the earlier informal consultation, 14 of the 19 residents who responded (equating to 74%) were in favour.</p> <p>Two objections were received at the statutory consultation stage; one from a business, objecting on a lack of employee and visitor parking, and one from a resident of the High Street, who often parks in Squerryes Mede.</p> <p>Dealing with these objections, long stay parking for local workers is available in the Darent car park which is a short walk from town. The proposal makes some provision for visitors with parking for up to 2 hours in Squerryes Mede during the daytime from Monday to Saturday (and all day on Sunday). Alternative short-stay parking is already available in the pay-and-display parking areas in other nearby streets and car parks.</p> <p>Certain existing residents of High Street are already eligible for resident parking permits, and where there is spare capacity to do so, consideration could be given to extending this to include residents of other sections of the High Street, subject to monitoring.</p> <p>Some High Street residents already have access to resident parking permits for the parking bays in Croydon Road, and this could be extended to include other High Street residents affected by this proposal.</p> <p>Additionally and subject to availability indicated by monitoring and take up of permits, affected High Street residents could be given access to the Squerryes Mede scheme.</p> | |
| RECOMMENDATION: | |
| <p>It is recommended that the objections be set aside, and the proposal be implemented, as drawn.</p> | |

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To: **Sevenoaks JTB March 2019**

Main Portfolio Area: Highways, Transportation and Waste

By: Andrew Loosemore, Head of Highway Asset Management

Subject: **Management of Utility Companies and Associated Works**

Classification: **For Information**

Summary: This report provides details of Kent County Council's highways street works function, how it works to co-ordinate street works, including utilities and other highway contractors with the aim of keeping the network flowing and Kent moving. Appendix 1 details the upcoming programme of works in the Sevenoaks district.

1. Introduction

1.1 Kent County Council operate a Permit Scheme, with Lane Rental, to manage all works taking place on the highway. As defined by the HAUC (*Highway Authorities and Utilities Committee*) (UK) National Guidance – Operation of permit Schemes:

A Permit is a means of requesting space to carry out work on the highway either as a statutory undertaker or as a highway authority (collectively known as work promoters). It provides details of location, type of work, duration, extent of highway to be occupied, traffic management required, any mitigation measures to be undertaken and any necessary conditions associated with the works. This information, in a standard form, is submitted as a permit application to the permit authority to assess, co-ordinate and grant, request a modification, or refuse. Permits therefore provide permit authorities with a tool to fulfil their network management duty.

2. Planned and Emergency works

2.1 There are two types of permits that can be granted; immediate (emergency) and planned works. The difference between immediate (emergency) works and planned works is that an immediate activity has already started when an application is received, while planned works are applied for in advance.

2.2 With planned works there is the time to review and coordinate the timing of the works to avoid conflicts and ensure that conditions are in place to minimise disruption as much as possible.

2.3 When emergency works are required then KCC must react to these circumstances, imposing conditions on the permit and reviewing options to delay nearby planned works where this would be of benefit in reducing congestion.

3. Coordination and Permit Conditions

3.1 Coordination of works and the conditions required are two key elements involved in the permitting process. When applications for working on the highway are received KCC Street works Co-ordinators will review permits for accuracy and conditions. The timing of planned works can be co-ordinated to ensure that they do not conflict with other activities on the

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highway network. The traffic sensitivity of the location and whether it is part of the Kent Lane Rental Scheme can also be considered so that the disruption is minimized.

- 3.2 The proposed traffic management would be reviewed and if needed mitigation conditions would be implemented to prevent traffic flows being impeded. The duration of the works will be considered to ensure that it is a reasonable period to allow works to be completed.
- 3.3 When an Immediate works application is received, consideration will be given to whether a planned activity will need to be delayed until the emergency works have been completed, or if it is possible for any works in progress, to be cleared or have additional conditions added to alleviate any clashes. As the works are already in progress KCC cannot refuse this type of application but can still challenge the duration to reduce days of disruption if possible.
- 3.4 The range of condition types available are; Date Constraints, Time Constraints, Out of Hours Work, Material and Plant Storage, Road Occupation Dimensions, Traffic Space Dimensions, Road Closure, Light Signals and Shuttle Working, Traffic Management Changes, Work Methodology, Consultation; and Publicity, Environmental and Local.

4. Public Engagement

- 4.1 It is the Works Promoters responsibility to carry out consultation ahead of any Major works. KCC expect them to contact businesses, residents, bus companies and Parish Councils affected. They should erect advanced warning signs two weeks ahead of any planned road closure and they may also do this for sites with significant traffic management. As part of the Temporary Traffic Regulation Order process, interested parties are notified ahead of the works.
- 4.2 It is possible for KCC to impose requirements for Consultation and Publicity as a condition of the permit and delay commencement until the required consultations have taken place.
- 4.3 During any works there must be an information board displayed on site, with details of the contractor carrying out the works, the utility company and an emergency contact number. Displaying the correct permit number is also a requirement.

5 Monitoring and Inspections

- 5.1 KCC Street works Inspectors carry out several inspections at various stages of works. Cat A for Works in Progress, Cat B for works completed up to 6 months old and Cat C for reinstatements nearing the end of their guarantee.
- 5.2 While the works are in progress, they will carry out inspections to ensure;
 - The site is set up safely in accordance with the Code of Practice for Safety at Street Works and Road Works.
 - The excavation and activity in the works area are safe.
 - Reinstatements are being carried out in compliance with the Specification for the Reinstatement of Openings in the Highway (SROH).
 - Permit conditions are being met.
 - They will also record whether the works are progressing at a reasonable speed (are there operatives on site).
- 5.3 Once works have been completed the reinstatement will be guaranteed by the works promoter for 2 years where the reinstatement depth is <1.5m or 3 years when the depth is >1.5m. If the reinstatement fails to meet the requirements of the SROH then the works promoter must return to carry out remedial works at their own expense.
- 5.4 The Code of Practice for Inspections allows Highway Authorities to use their Streetworks Register to select a random sample of utility works for inspection, at the various stages. The level of this sample is set at 10% of permits in each of the 3 age categories, (10% Cat A + 10% Cat B + 10% Cat C). The cost of these sample inspections is recharged to the utilities.

5.5 KCC carries out additional inspections, some randomly selected, others in response to reports from the other KCC teams and the public, so the total number of inspections that are carried out is not limited by the sample size.

6. Recommendation

6.1 Members of the Board are asked to note the contents of this report

| | |
|-------------------------------|-------|
| Future Meeting if applicable: | Date: |
|-------------------------------|-------|

| | |
|------------------|---|
| Contact Officer: | Daniel Leslie, Street Works Manager West Kent |
| Reporting to: | Carol Valentine, Highway Manager West Kent |

Appendices

| | |
|-------------------|--------------------------------|
| <i>Appendix 1</i> | <i>Upcoming Major Works</i> |
| <i>Appendix 2</i> | <i>Timing for Applications</i> |

Appendix 1

Upcoming Major Works, Permits granted.

| Road, Town | Location | Traffic Management | Dates | Works Description | Utility |
|------------------------|---|--------------------|-----------------------------|--|-------------------|
| Main Road, Sundridge | Outside 146 and Sunridge Medical centre | Road Closure | Sunday 24/03/2019 for 1 day | New Service connection | UK Power Networks |
| London Road, Sevenoaks | 55A | Road Closure | Weekend of 06 to 07/04/2019 | New connection | South East Water |
| High Street, Westerham | From Junction Croydon Road to Junction Lodge Lane | Multi-way Signals | 08/04/2019 to 30/04/2019 | Gas Mains replacement, including renewal of 3 connections. | SGN |

Appendix 2

Timing as set out in the *Statutory Guidance for Highway Authority Permit Schemes*;

| Activity Type | Minimum permit application periods ahead of proposed start date |
|---------------|---|
| Major | 3 months (Provisional Advanced Authorisation) followed by application at 10 days |
| Standard | 10 days |
| Minor | 3 days |
| Immediate | 2 hours after works commence (by 10am next working day if works started out of hours) |

To: Sevenoaks Joint Transportation Board
By: KCC Highways and Transportation
Date: 6th March 2019
Subject: Highway Works Programme 2018/19
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2018/19

1. Introduction

1(1) This report provides an update and summarises schemes that have been programmed for delivery in 2018/19

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

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

- **Section 278 Works** – see Appendix E1
- **Section 106 Works** – see Appendix E2

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 / Mike Payton 03000 418181

Contact Officers:

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

Carol Valentine
Mike Payton
Sue Kinsella
Earl Bourner
Alan Casson
Toby Butler
Emma Green
Jamie Hare

Highway Manager West Kent
Sevenoaks District Manager
Street Light Asset Manager
Drainage & Structures Asset Manager
Senior Asset Manager
Traffic & Network Solutions Asset Manager
Schemes Programme Manager
Development Agreements Manager

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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.

| Additional works on Carriageways and Footways. – Contact Officer Mr Mike Payton | | | |
|--|-------------------|--|---|
| Road Name | Parish | Extent of Works | Current Status |
| A25 Maidstone Road | Seal | From Crown Lane to Saxbys Lane Some full width resurfacing. | To be completed before April 2019 |
| A25 Maidstone Road | Riverhead | Riverhead Roundabout to Shoreham Lane – Carriageway resurfacing | To be completed before April 2019 |
| A25 Bradbourne Vale Road | Sevenoaks | Shoreham Lane to Lambarde Road Some full width resurfacing. | To be completed before April 2019 |
| A25 High Street/Market Square | Westerham | From Goodley Stock Road to Winterton House – Carriageway resurfacing | To be completed before April 2019 |
| A25 Westerham Road | Westerham | From County Boundary to Goodley Stock Road Some full width resurfacing. | To be completed before April 2019 |
| A25 Westerham Road | Chevening | From Springshaw Close to Cold Arbour Road – Carriageway resurfacing | To be completed before April 2019 |
| A25 Main Road | Brasted/Sundridge | From Brasted to Pelican Crossing in Sundridge – Carriageway resurfacing | To be completed before April 2019 |
| A25 Worships Hill | Riverhead | From Cranmer Road to Zebra Crossing - Patching of Carriageway | To be completed before April 2019 |
| A20 London Road | West Kingsdown | From Ash Road to Noth Fo property called Fairways. – Carriageway resurfacing | To start on 11 th February 2019 night work for 1 week |
| A20 London Road | Farningham | Lay-by and footway improvements on Farningham Hill | Started on 6 th February 2019 for 3 weeks |

| | | | |
|--------------------|-------------------|--|-----------------------------------|
| A25 Westerham Road | Westerham | From County Boundary to Farley Lane Footway reconstruction | To be completed before April 2019 |
| A25 Westerham Road | Westerham | From Darenth Car Park towards Brasted 2 sections of footway | To be completed before April 2019 |
| A25 Main Road | Brasted/Sundridge | From Brasted to Church Road Sundridge Footway reconstruction large areas, both sides of the road | To be completed before April 2019 |

Machine Resurfacing – Contact Officer Mr Byron Lovell

| Road Name | Parish | Extent of Works | Current Status |
|-------------------|------------|--|-------------------------------|
| A225 Otford Road | Sevenoaks | Cramptons Road to the Retail park. | Completed |
| Station Road | Edenbridge | High Street to Wellingtonia Way | To be programmed in June 2019 |
| A224 Polhill | Halstead | Otford Road to new surfacing | To be programmed in June 2019 |
| B2173 London Road | Swanley | St Georges Road to Goldsel Road Roundabout | To be programmed in June 2019 |

Footway Improvement - Contact Officer Mr Neil Tree

| Road Name | Parish | Extent and Description of Works | Current Status |
|----------------|-----------|--|----------------|
| Shoreham Place | Sevenoaks | Entire Length (Footway reconstruction) | Completed. |
| Archer Way | Swanley | Entire Length (Footway Protection) | Completed. |

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| | | | |
|--------------|---------|---------------------------------------|-----------|
| Dahlia Drive | Swanley | Entire Length (Footway Protection) | Completed |
|--------------|---------|---------------------------------------|-----------|

For members information:

All of Kent's footways are inspected at regular intervals by Kent County Council's Highway Asset Management Inspection team.

The inspection intervals range from monthly for high use areas, such as High Streets to yearly for footways of a more rural nature with far less footfall. Examples of this are shown on the table below.

FOOTWAYS

| | | |
|-----------|---|-----------------------------|
| Heavy Use | Areas that attract large numbers of pedestrians – major shopping areas, shopping parades, prime seafront areas during summer seasons, walks to schools, walking buses | Monthly Walked |
| Periphery | Medium to heavy usage routes feeding into primary routes such as shopping centres etc | Monthly or 3 monthly walked |
| Other | All other footways | Annual |

Should the Inspection team pick up any defects in the footway of around 20mm in depth, which after an on-site risk assessment are considered to be safety critical, they will raise a job for a repair which can be carried out in either 2 or 24 hours or 7 or 28 days.

If areas are identified which may require large scale works in the future but are not immediately safety critical, the Inspections team will raise an enquiry for the Operational team to assess which may then result in a request for a footway scheme being put forward to the Roads and Footway Surfacing team to consider funding in future years.

If members of the public identify defects which they feel require repair, they can record an enquiry on the website.

<https://www.kent.gov.uk/roads-and-travel/report-a-problem>

The website allows the exact nature of the problem to be logged as well as being able to locate the defect on a map and let us know of any other information which may be useful. For instance, "the footway damage is near to no 23 St Johns Road".

Any report from the public will be fully investigated by a Highway Steward and if the defect is deemed to be repairable the works should be completed within the same timescales used by the Inspectors (shown above).

If the Steward deems that a defect is not repairable the customer will receive a call back to inform them of this and to explain the reasons behind the decision

| Surface Treatments - Contact Officer Clive Lambourne | | | |
|---|---------------|--|-----------------------|
| Micro Surfacing | | | |
| Road Name | Parish | Extent and Description of Works | Current Status |
| Marsh Green Road | Edenbridge | Extents from Village Gateway pad to Gate Way Pad | Completed |

Appendix B – Drainage

| Drainage Repairs & Improvements - Contact Officer Earl Bournier | | | |
|--|---------------|--|---------------------------------------|
| Road Name | Parish | Description of Works | Current Status |
| Swanley Lane | Swanley | Installation of new filter system to collect natural spring and channel into existing surface water system. Location – opposite jw Hawthorne Park. | Job raised waiting for programme date |

Appendix C – Street Lighting

Structural testing of KCC owned street lights has identified the following as requiring replacement. 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 – Contact Officer Sue Kinsella | | | |
|--|---------------|-----------------------------|---------------|
| Road Name | Parish | Description of Works | Status |
| Orpington Bypass | Shoreham | Replacement of 1 column | March 2019 |

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| | | | |
|--------------------------|---------------------------|----------------------------|---|
| London Road | Dunton Green | Replacement of 2 columns | 1 Complete, tree issues to resolve with 2nd |
| London Road | Farningham/West Kingsdown | Replacement of 2 columns | March 2019 |
| Seal Hollow Rd | Sevenoaks | Replacement of 1 column | Complete |
| London Road | Halstead | Replacement of 1 column | Complete |
| Robyns Way | Sevenoaks | Replacement of 1 column | Complete |
| London Road/A20 slip | Swanley | Replacement of 2 signposts | Complete |
| Caxton Close | Hartley | Replacement of 2 columns | Complete |
| Church Road | West Kingsdown | Replacement of 2 columns | Complete |
| Brambledown | Hartley | Replacement of 1 column | Complete |
| Gordon Road | Sevenoaks | Replacement of 1 column | Complete |
| Badgers Mount Roundabout | Badgers Mount | Replacement of 2 columns | Complete |
| Panters | Hextable | Replacement of 2 columns | Complete |
| Main Road | Edenbridge | Replacement of 2 columns | Complete |
| London Road | Halstead | Replacement of 4 columns | Complete |
| Westerham Road | Sevenoaks | Replacement of 2 columns | Complete |
| Aspen Close | Swanley | Replacement of 1 column | March 2019 |
| Mount Harry Rd | Sevenoaks | Replacement of 1 column | Feb/Mar 2019 |
| Moles Mead | Edenbridge | Replacement of 3 columns | Complete |
| Lambarde Road | Sevenoaks | Replacement of 1 column | Complete |
| Wellingtonia Way | Edenbridge | Replacement of 1 column | Complete |
| College Road | Hextable | Replacement of 1 column | March 2019 |
| High Street | Seal | Replacement of 3 columns | Feb/Mar 2019 |
| London Road | Farningham | Replacement of 1 signpost | Mar 2019 |
| Main Road | Sundridge | Replacement of 1 Column | March 2019 |

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 roundabout. | Geoffrey Bineham | The detailed design is partially complete. The current status of this scheme is on-hold due to insufficient funding to complete the design. The scheme will be assessed for further funding in 2019/20 |
| A20/A225 Farningham | Farningham | Development of potential Crash Remedial Scheme. The scheme is to reduce the national speed limit to 40mph following several KSI collisions on these roads. | Geoffrey Bineham | Scheme completed |

Appendix D2 - Integrated Transport Schemes

All other LTP funded non-casualty reduction schemes.

| Location | Parish/Ward | Description of Works | Lead officer | Current Status |
|---------------------------------|--------------------|---|---------------------|-----------------------|
| Solefields Road, Sevenoaks | Sevenoaks | Amendment to parking restrictions to prevent vehicles obstructing a recently installed dropped kerb | Geoffrey Bineham | Scheme completed |
| Bradbourne Park Road, Sevenoaks | Sevenoaks | Installation of dropped kerbs to assist vulnerable road users | Geoffrey Bineham | Scheme completed |
| School Lane, | Swanley | Installation of dropped | Geoffrey | Scheme |

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|--|--------------------|--|---------------------|---|
| Swanley | | kerb to assist vulnerable road users | Bineham | completed |
| Green Court Road, Crockenhill | Crockenhill | Installation of dropped kerb to assist vulnerable road users | Geoffrey Bineham | Scheme has been handed over to our contractors for delivery |
| Various roads, Chipstead | Chipstead | Installation of 3 x 20mph roundel road markings to support 20mph zone. | Geoffrey Bineham | Scheme has been handed over to our contractors for delivery |
| A20 Main Road, West Kingsdown | West Kingsdown | Installation of missing cycle lane signs | Geoffrey Bineham | Scheme has been handed over to our contractors for delivery |
| Location | Parish/Ward | Description of Works | Lead officer | Current Status |
| Various roads, White Oak Estate, Swanley | Swanley | Installation of missing speed limit signs for 20mph zone | Geoffrey Bineham | Scheme has been handed over to our contractors for delivery |
| Riverside, Eynsford | Eynsford | Removal of build out and priority signs to improve traffic flows | Geoffrey Bineham | Scheme has been handed over to our contractors for delivery |
| Kestrel Close, Edenbridge | Edenbridge | Installation of 2 x handrails to assist vulnerable road users | Geoffrey Bineham | Scheme has been handed over to our contractors for delivery |

Appendix E – Developer Funded Works

Appendix E1 – Section 278 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 signing and bollards to enable pedestrian access to new development. Also resurfacing part of Crowhurst Lane in vicinity of new development | Problems with S.38 element of agreement. Waiting for Housing Association to change unbound material on driveways. First Certificate not yet issued. A meeting was held in December 2016 with a contractor on behalf of the Housing Association to identify remedial works required. Have not heard back from Housing Association. Hills have confirmed they will be undertaking defects. Scheme is now progression and the developer has repaired all defects within Meadow Mews except the asphaltting as they plan to repair this as an when they get a permit for the section 278 works (40mm resurfacing full width full length of agreement) |
| SE 003029 | Old Ambulance Station, Moor Road | Sevenoaks | New Bellmouth and associated footway work's | First Certificate issued. Remedial works completed. Adoption information to be |

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|-----------|-------------------------------------|--------------|--|---|
| | | | | issued in due course. Second Certificate issued 29/03/18. |
| SE 003035 | Eglantine Lane | Horton Kirby | New access bell mouth and accommodation works to existing highway | First Certificate issued. Works currently serving maintenance period. Site Meeting arranged 22/08/18 with the view of issuing Certificate 2. Agreed defects on site and now just waiting for them to arrange the works. Defects complete, just waiting for RSA 3 then the job will be complete. |
| SE 003036 | Mill House, Mill Lane, Bat and Ball | Sevenoaks | New Footway and minor improvements to existing road | Final inspection completed. Remedial works required before start of maintenance period. This road is now adopted as certificate 1 and 2 have been issued. |
| SE 003040 | London Road and Ruxton Close | Swanley | New bell mouth entrance to rear of development off Ruxton Close and accommodation works including ramped access in grass verge off London Road | First Certificate issued. Works currently serving maintenance period. Cert 2 to be issued shortly. |
| SE 003048 | Grange Close | Edenbridge | New Vehicle Crossovers and associated footway works | First Certificate issued on 15/11/2018. Issued 2 certificate Jan 2019, we have now adopted this scheme. |
| SE003050 | Rowhill Road | Hextable | New bell mouth entrance for private car park to allow for school parking. Includes new pedestrian crossings with | Remedial works required but Gen2 unwilling to carry out works required. Matter has been elevated to Tim Read (Head of |

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| | | | | |
|-----------|--|-------------------|---|---|
| | | | tactile paving and keep clear parking restrictions. Additional minor footway improvements | Transportation) to resolve with counterpart in Gen2. |
| SE003051 | Old Fox's Garage Site A224 Orpington By-pass and Old London Road, Badgers Mount | Badgers Mount | 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. | Technical Assessment and Approval not yet issued. Works will start following technical approval. We are in the final stages of the technical approval, hope to approve soon. This has been approved and I am just waiting for a start date. |
| SE 003052 | Bradbourne Vale Road | Sevenoaks | New bellmouth entrance for private car parking area for new residential development. Includes minor improvements to pedestrian footway and relocation of Bus Stop markings and flag | First Certificate issued. Works currently serving maintenance period. 12/10/2018 end of maintenance Will arrange meeting with a view to issuing cert 2. |
| SE 003054 | Croft Road | Westerham | New bellmouth entrance for private car parking area for new residential development. Includes minor improvements to pedestrian footway | Technical Approval granted. Works have not yet started. |
| SE 003055 | Millfields, London Road | West Kingsdown | New Bellmouth entrance to residential properties and improvements to footway including tactile paving | Technical Approval granted. Agreement not yet signed. Works completed and put into a year's maintenance. |

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|-----------|---|------------|--|--|
| SE 003056 | Grassy Lane | Sevenoaks | New Bellmouth entrance to private drive with modifications and improvements to the footway and pedestrian crossing points | Agreement signed. Works should start in December 18. Works complete, RSA 1 booked in Feb with the view of issuing certificate 1 shortly after putting the scheme in maintenance. |
| SE003057 | New Crematorium London Road, Halstead | Halstead | Right turn lane and entrance into new Crematorium including central islands | Technical Assessment and Approval not yet issued. Works will start following technical approval in 2018. |
| SE 003058 | Station Road B2026 / Four Elms Road and minor improvements in St John's Way, Edenbridge | Edenbridge | New right turn lane and pedestrian islands on existing and new zebra. Includes associated road markings, anti-skid surfacing and road widening and speed cushions in St John's Way | Technical Assessment and Approval granted. Works will start following pre-start meeting and permit from roadworks. Works agreed on site with road works, should start in August 18. The works have been held up by BT and Virgin Media. |
| SE 003060 | 98-116 London Road, Sevenoaks | Sevenoaks | New bell mouth access and minor footway alterations | Technical Assessment and Approval granted. Works have started. Waiting for structures to approve a wall. Then the letter of agreement can be signed. Structures agreed the wall design, site has technical approval just waiting for the agreement to be signed. |
| SE003061 | 132 London Road, Westerham | Westerham | Extension of current turning head located at Oak Road and London Road. Install dropped | Technical Assessment and Approval not yet issued. Works will start following technical approval |

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|-----------|--|------------|---|---|
| | | | kerb and associated accommodation works including gulley and connection where necessary | in 2018. This job has now been closed. |
| SE 003063 | Old Peugeot Garage Site, Otford Road A225 | Otford | New Aldi Store including entrance into car park, alterations to Otford Road including new right turn lane and central reservation and a new entrance to parking area adjacent to A225 | Technical Assessment and Approval not yet issued. Works will start following technical approval in 2018. Works have been completed one side just waiting for the next set of drawings. Waiting for the RSA3 to then decide if the other side of the works is required. |
| SE 003064 | Pembroke Road/High Street/Suffolk Way, Sevenoaks | Sevenoaks | Alterations to the signalled cross roads at junction of High Street/Pembroke Road/Suffolk Way including minor modifications to the road layout and entrance to car park | Technical Assessment and Approval not yet issued. Works will start following technical approval in 2018. Currently on site working for a further 10 weeks. Utilities have held this site up, Chris Court hoping that Warren Civils can start works on the 05/11/18. Works are now finished. |
| SE 003065 | Westerham House, Fircroft Way, Edenbridge | Westerham | New bell mouth entrance to private residential development including footway alterations and tactile paving pedestrian crossings | Technical Assessment and Approval not yet issued. Works will start following technical approval in 2018. |
| SE 003066 | Mont St Aignan Way, Edenbridge | Edenbridge | New Access onto Mont St Aignan Way and closure of existing access that requires TRO | Technical Assessment and Approval not yet issued. Works will start following technical approval |

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| | | | | |
|----------|----------------------|------------|--|--|
| | | | | in 2018. Now in the maintenance period. |
| SE003173 | St Johns Way opening | Four Elms | New access onto St Johns Way from the Bellway site off Enterprise way. | Technical Assessment and Approval not yet issued. Agreement signed but no date for start of works yet. |
| SE003170 | The Moore Road | Sevenoaks | Minor Entrance Alteration Works | Technical Assessment and Approval not yet issued. |
| SE003131 | Mussenden Lane | Farningham | New Bellmouth | Technical Assessment and Approval not yet issued. |

Appendix E2 – Section 106 Works

| Location | Parish/Ward | Description of Works | Lead officer | Current Status |
|-------------------------|-------------|--|------------------|---|
| High Street, Edenbridge | Edenbridge | 20mph speed limit in the High Street, way finder signs and resurfacing | Geoffrey Bineham | Scheme has been partially completed, some remedial works required |

Appendix F – Bridge Works

| Bridge Works – Contact Officer Earl Bourner | | | |
|--|--------|--|----------------|
| Road Name | Parish | Description of Works | Current Status |
| | | Pootings No.2133 Bridge Culvert Reconstruction Pootings Road, Crockham Hill, Sevenoaks. | |
| | | Provisional Construction Phase from March 2019 for 5 months. Road closure and diversion route required. | |

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 |
| No traffic signal refurbishment work being carried out this year | | |

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 28th January 2019.

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 by contacting their Community Liaison Officer.

Roger Gough – Darenth Valley

| Scheme | Status |
|--|---------------------------|
| High Street, Shoreham - Parking proposals | Scheme has been completed |
| School Lane, Seal – Pedestrian warning signs | Scheme has been completed |

Nick Chard – Sevenoaks East

| Scheme | Status |
|---|---------------------------------|
| Shoreham Lane, Riverhead - Parking proposals | Scheme has been completed |
| Lodge Lane Westerham – Parking proposals | KCC to do informal consultation |
| Pootings Road Westerham- New village name plate | Scheme has been completed |

Peter Lake – Sevenoaks South

| Scheme | Status |
|--|---|
| Blowers Hill, Cowden - Parking proposals | Scheme has been completed |
| Chiddingstone Causeway - 40mph speed limit | Scheme has been completed |
| Lockskinners Chiddingstone – Salt bin | Sal bin now installed |
| High Street Edenbridge – Bollards | Order placed, to be completed before April 2019 |

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Margaret Crabtree – Sevenoaks Central

| Scheme | Status |
|--|---------------------------|
| Bradbourne Road/Camden Road, Sevenoaks - Parking proposals | Scheme has been completed |
| Weald Road/Lea Road, Sevenoaks - Parking proposals | Scheme has been completed |
| South Park Sevenoaks - Salt bin | Salt bin now installed |
| The Rise Sevenoaks - Salt bin | Salt bin now installed |

Michael Horwood - Swanley

| Scheme | Status |
|--|---------------------------|
| Pucknells Close, Swanley - Parking proposals | Scheme has been completed |
| Azalea Drive - Lining | Scheme has been completed |
| Hart Dyke Road – Salt bin | Salt bin now installed |
| Hilda May Avenue -Salt bin | Salt bin now installed |
| High Firs estate - lining | Scheme has been completed |

David Brazier – Sevenoaks North East

| Scheme | Status |
|---|---|
| Ash Road, New Ash Green – Pedestrian warning signs | Scheme has been completed |
| Fawkham Road, West Kingsdown – School warning signs | Scheme has been handed over to our contractors for delivery |