

09 March 2021 at 7.00 pm

This meeting will be held virtually via Zoom,
and livestreamed here:

https://www.youtube.com/channel/UCIT1f_F5OfvTzxjZk6Zqn6g

Despatched: 01.03.21



Sevenoaks Joint Transportation Board

Membership:

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

District Council

Cllrs. Ball, Collins, McGarvey, McGregor and Roy

Kent County Council (KCC)

County Cllrs. Brazier, Crabtree, Gough, Horwood and Lake

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

Richard Parry
Geoffrey Kirby
Roger House

Agenda

	Pages	Contact
Apologies for Absence		
1. Minutes To agree the Minutes of the meeting of the Board held on 8 December 2020, as a correct record	(Pages 1 - 2)	
2. Declarations of interest		
3. Matters Arising/Update (Including Actions from Previous Meetings)		
Part A - Recommendations for decision by Kent County Council (KCC)		
4. Request for speed enforcement and road safety measures on the B2026 from north of Homestead Road to Swan Lane, Marlpit Hill, Edenbridge.	(Pages 3 - 10)	
5. Proposed Speed Limit Changes - Various Roads, Westerham, Sevenoaks	(Pages 11 - 22)	

6. **Proposed 20 mph Speed Limit - Various Roads, Otford, Sevenoaks** (Pages 23 - 34)

Part B - Recommendations for decisions by Sevenoaks District Council

7. **Statutory Consultation - Minor On-Street Parking Proposals** (Pages 35 - 64) Jeremy Clark
Tel: 01732227323

PART C - INFORMATION REPORTS

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

8. **Applications for Disabled Persons (Blue Badge) Parking Bays** (Pages 65 - 70) Jeremy Clark
Tel: 01732227323
9. **Highways Works Programme 2020/21** (Pages 71 - 92)

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.

Dates of forthcoming meetings:

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 8 December 2020 commencing at 7.00 pm

Present: Cllr. Chard (Chairman)

Cllr. London (Vice Chairman)

Cllrs. Brazier, Crabtree, Gough, Horwood, Lake, Ball, Collins, McGarvey, McGregor and Roy

KALC Representatives Mr Parry and Mr Kirby

38. Minutes

Resolved: That the Minutes of the meeting of the Sevenoaks Joint Transportation Board held on 15 September 2020 be agreed and signed by the Chairman, as a correct record.

39. Declarations of interest

No additional declarations of interest were made.

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

There were none.

41. Application for Disabled Person's Parking Bay

Members considered the responses to, and Officer recommendations for, the proposed disabled persons (blue badge) parking bays relating to The Meadway, Sevenoaks and Cyclamen Road, Swanley, received during the informal consultation period.

Resolved: That

- a) the applications for parking bays for disabled persons (blue badge holders) in Clarks Lane, Halstead and Top Dartford Road, Hextable (as set out in Appendix 1 to the report), which did not meet Kent County Council's assessment criteria, and will proceed no further, be noted;
- b) the applications for parking bays for disabled persons (blue badge holders) in The Meadway, Sevenoaks and Cyclamen Road, Swanley (as set out in Appendix 2 of the report), which met in Kent County Council's assessment criteria, be noted; and

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Sevenoaks Joint Transportation Board - 8 December 2020

- c) the feedback from an informal consultation with neighbours and local representatives on the successful applications together with Officers' comments (as set out in Appendix 2 of the report), be noted.

42. Highways Works Programme 2020/21

The Board considered a report which updated them on the identified schemes approved for construction in 2020/21 with the Sevenoaks District Manager (KCC) giving any relevant updates on the schemes listed. Members asked questions of clarification on the approved schemes.

The Head of Direct Services at Sevenoaks District Council, Trevor Kennett, was introduced to the Board as parking was now under the Council's direct services following the restructure.

Resolved: That the report be noted.

THE MEETING WAS CONCLUDED AT 7.25 PM

CHAIRMAN

PETITION – MARLPIT HILL, EDENBRIDGE, SEVENOAKS

To: **Sevenoaks Joint Transportation Board – 9 March 2021**

By: **Tim Read, Head of Transportation, Kent County Council**

Classification: **Unrestricted**

Electoral division: **Sevenoaks Rural South**

Summary: **This report provides an acknowledgement of receipt of the petition for Marlpit Hill, Edenbridge and outlines the actions being taken in response to the issues raised.**

1.0 Introduction and proposal

- 1.1 A petition has been submitted to Kent County Council (KCC) regarding concerns with road safety along Marlpit Hill, Edenbridge. Having reviewed the comments raised, KCC Project Managers within the Schemes Planning and Delivery (SPD) Team undertook a desktop study and attended site to observe the traffic flows and speeds. It was then agreed that investigation was warranted to gather further information.
- 1.2 A meeting took place between Edenbridge Town Council representatives and SPD Project Managers at the end of October 2020. The Town Council instructed this was a top priority for their Highway Improvement Plan. SPD Project Managers advised that traffic surveys would need to be carried out along Main Road to first ascertain the current speeds of vehicles so as to better determine what action is required.
- 1.3 Traffic surveys were programmed to be installed on Monday 4th January 2021 however, due to the Government announcement of the national lockdown these surveys have been postponed. It was felt that if the surveys were carried out during the lockdown period it would not give a true reflection of what is occurring at this location and therefore not aid in identifying appropriate remedial action.

2.0 Next steps

- 2.1 As part of the current surfacing works being carried out along Main Road, we will be extending the existing buff coloured high friction road surface further to a distance of 50 metres from its junction with Hillcrest Road and Hilders Lane. We believe this increased length will offer a better visual aid to highlight the junction to approaching traffic. The high friction surface will also assist braking vehicles reducing their speeds more efficiently.

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- 2.2 Traffic surveys are to be reprogrammed as soon as Government restrictions are eased. Automatic tubular surveys will be placed at three locations along Main Road and be in place for 1 whole week. The data will then be collected and provided in a report format.
- 2.3 The information gleaned from the surveys will help the Schemes Project Manager to identify what potential remedial action can be taken improve the highway. They will then work closely with Edenbridge Town Council to establish an agreed way forward based on the investigative evidence and the important local knowledge provided by the community.
- 2.4 Updates on the status of any proposed scheme will be provided on the Schemes Planning and Delivery Works Programme update presented at each JTB. Any formal consultations and start of work notifications will be delivered prior to construction works starting onsite. These will outline what works are to be carried out and how.

3.0 Corporate Implications

None known at this stage.

3.1 Financial and VAT

Costs will be determined when associated remedial action is identified and agreed.

3.2 Legal

All works will be within the publicly maintainable highway for which Kent County Council is responsible.

3.3 Corporate

None.

4.0 Recommendation

- 4.1 That the Joint Transportation Board agree with the proposed actions in going forward.

Contact Officer:	Rebecca Bailey, Schemes Programme Manager, Kent County Council, 03000 418181
Reporting to:	Tim Read, Head of Transportation, Kent County Council, 03000 418181

Appendices

None.

Background Papers

None.

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Statement - 'Road safety in Marlpit Hill, Edenbridge'

Our petition relates to the B2026 from the 30 mph sign north of Homestead Road to the railway bridge (740m), which has seen 31 accidents recorded since 2000. The 260m stretch between Homestead Road and The Row has seen 19 recorded accidents since 2000. Under KCC's Vision Zero Plan, this represents at least two 'cluster sites'.

For 20 years+, individual community members have raised concerns which have been ignored. In the 3 days following a serious accident on 25/06/20, 125 individuals wrote to Tom Tugendhat MP who has supported the initiative. The Marlpit Hill Action Group (MHAG) was formed representing some 400 local drivers.

The subsequent e- petition was supported by well over 1000 people after Elizabeth Bineham at KCC said that this section shows "no pattern of collisions." We strongly refute this.

CrashMap data shows **there is a pattern of collisions:**

- 17 collisions, with a further 2 as yet unrecorded serious recent collisions, in 160m between Oakfield Road and The Row since 2000, resulting in 29 casualties. Majority in fine weather.
- 12 of these accidents happened within 10m of each other on the junction with Hilders Lane and Hillcrest Road.

Looking closer there are immense concerns:

- 2 known fatalities: 1995 – Stephen Leech, 2001 – Ruby Kempton
- 4 serious accidents since 2000 totalling 5 casualties with life changing injuries.
- 15 *recorded* incidents listed as 'slight'. One of these (26/03/07) left the casualty with 3 broken ribs and a fractured sternum and another casualty with serious concussion and a large head wound.
- The Air Ambulance has been deployed for three of these accidents.

This road is a strategic through route into Edenbridge from the north and is a deceptive stretch of road with multiple visibility issues.

However as a community we know that the primary problem is speeding, in both directions.

Drivers pass Scamperdale Farm at speed continuing down the hill passing the 30mph still at speed, then pass Homestead Road and continue speeding up the hill past the flashing 30mph sign to the blind brow, leaving little time for drivers to react on approaching the road junction. Recent informal surveys show around 80% of drivers exceed 30 mph (some substantially) as they pass the flashing speed sign near Fairmead Road.

SpeedWatch was active at Fairmead Road until 18/12/18 and found 20-30 vehicles in each one hour session exceeded 35 mph, with speeds up to 50 mph. Drivers noticing high-vis jackets meant many braked hard, otherwise numbers exceeding 30 mph would be higher. The Fairmead Road site has been reapproved.

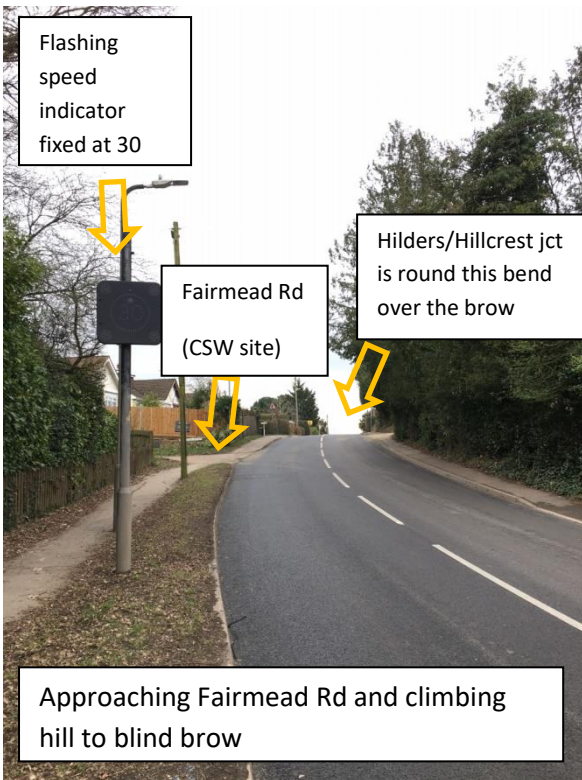
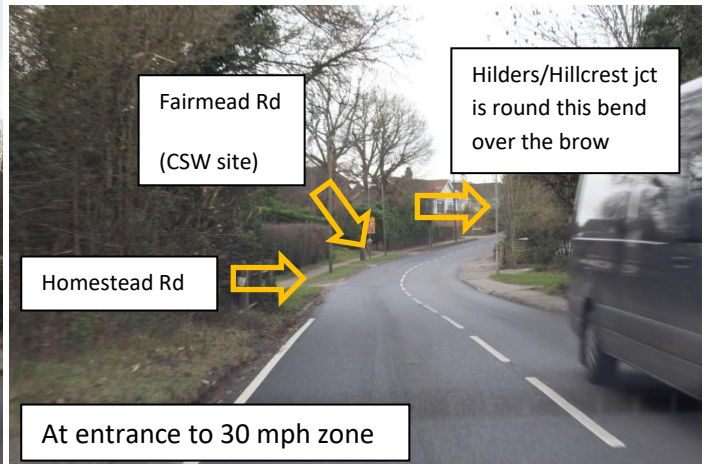
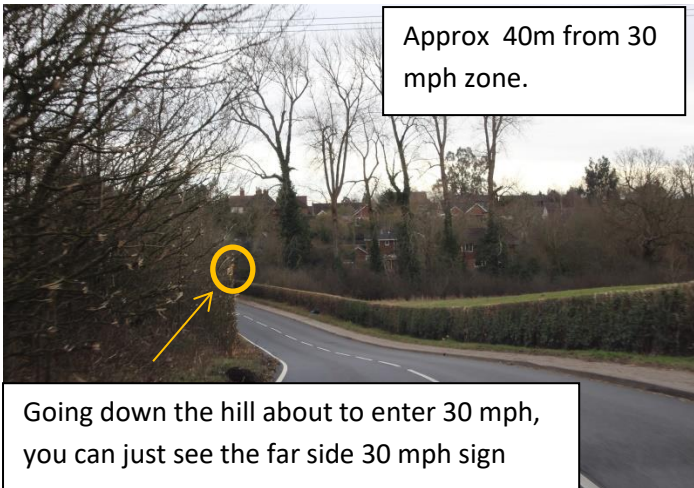
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There are higher traffic volumes over recent years with the advent of large stores and considerable residential development. The population of nearly 10,000 has increased from 8901 in 2011 and 7808 in 2001.

As this information shows, urgent action **must** now be taken. Community consensus is for a speed camera in addition to greater warning coming down the hill from the north, and any additional road safety measures deemed appropriate to ensure further life changing injuries are not sustained in the future.

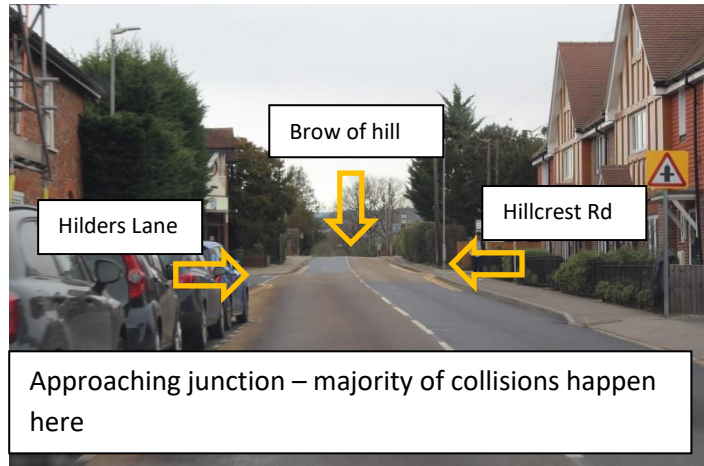
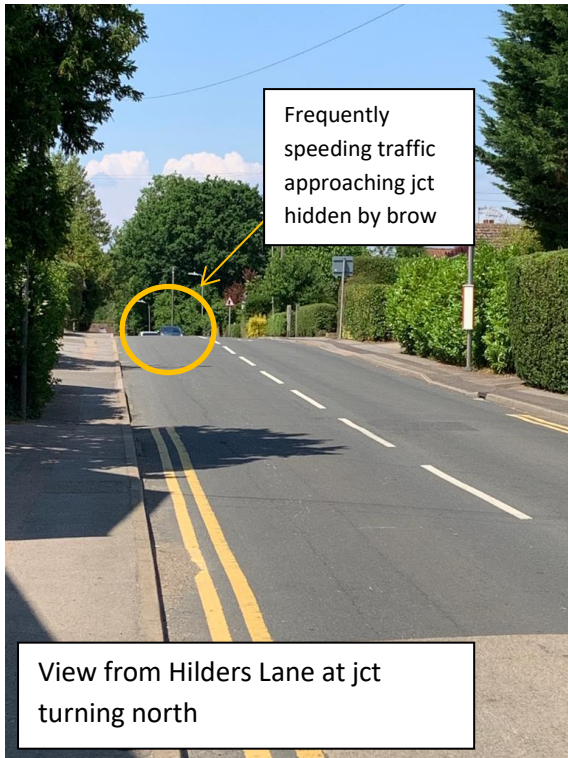
Photos to accompany petition statement in regarding 'Road safety in Marlpit Hill'

Driving into Edenbridge from the north heading south:



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Driving out of Edenbridge from the south, heading north:



**PROPOSED SPEED LIMIT CHANGES VARIOUS ROADS IN
THE DISTRICT OF SEVENOAKS.**

To: **Sevenoaks Joint Transportation Board – 9 March 2021**

By: **Tim Read, Head of Transportation, Kent County Council**

Classification: **Unrestricted**

Local Electoral Division: **Sevenoaks West**

Summary: This report provides details of the consultation that took place for the proposed reduction of current speed limits to various roads in Westerham (promoted by Westerham Town Council and Nick Chard, County Member for Sevenoaks West) and that the Board recommends implementation of the proposed 20mph and 30mph speed limits.

For Recommendation

1.0 Introduction and Background

- 1.1 The objective of the scheme is to encourage driver compliance with lower speeds through the town therefore making the town safer for all methods of transport. The proposals see the speed limit lowered on the 4 main approaches to the Town
- 1.2 A location plan for this scheme can be found in **Appendix A**.
- 1.3 **Appendix B** lists the roads proposed to have a 20mph or a 30mph speed limit (Table 1 and Table 2).
- 1.4 The proposed scheme will:
- Reduce the existing posted speed limits on various access roads and local distributor routes in Westerham, using a combination of repeater signs and roundels road markings.
 - Entry points into the new speed zones will be highlighted by new entry speed limit terminal signs.
 - Existing signs will be incorporated into proposals to reduce street clutter.
- 1.5 The drawings used for the consultation Appendix B to this report have been subject to a Road Safety Audit.

2.0 The Consultation

- 2.1 A consultation with local residents and other stakeholders took place on Friday, 6 November until Monday 30 November 2020.

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- 2.2 At the end of the consultation a total of 67 responses were received 53 (79%) in favour and 14 (21%) objecting.

Of the sixty seven (67) positive responses received from the consultation, the overall majority support the: Lower speed limits promoting safer environments for vulnerable highway users - mobility impaired, wheelchair users, pedestrians, cyclists etc

1. Reducing the speed limit will help to lessen the air and noise pollution.
2. support proposals to reduce speed limit to 20mph on lengths of road in consultation because it will improve pedestrian safety.

Of the fourteen (14) objections it was noted that objections could be filtered into 3 main reasons for objecting. These are as follows.

- a. The 20mph speed limit will not be adhered to.
- b. Current speeds are acceptable.
- c. Lower speed limits will increase congestion.

- 2.3 **Appendix C** provides the objection comments and responses.

3.0 Corporate Implications

3.1 Financial and VAT

The estimated cost for the full proposals is £25,000 with Nick Chard contribution £15,000 from his Combined Member Grant and Westerham Town Council contributing the remainder should the proposals be supported.

3.2 Legal

All works will be within the Highway for which Kent County Council is responsible.

3.3 Corporate

None.

4.0 Recommendation(s)

- 4.1 That the Board recommends implementation of the proposed 20mph and 30mph speed limits.

Contact Officer:	James Gooderham, Schemes Project Manager, Kent County Council, 03000 418181
Reporting to:	Tim Read, Head of Transportation, Kent County Council, 03000 418181

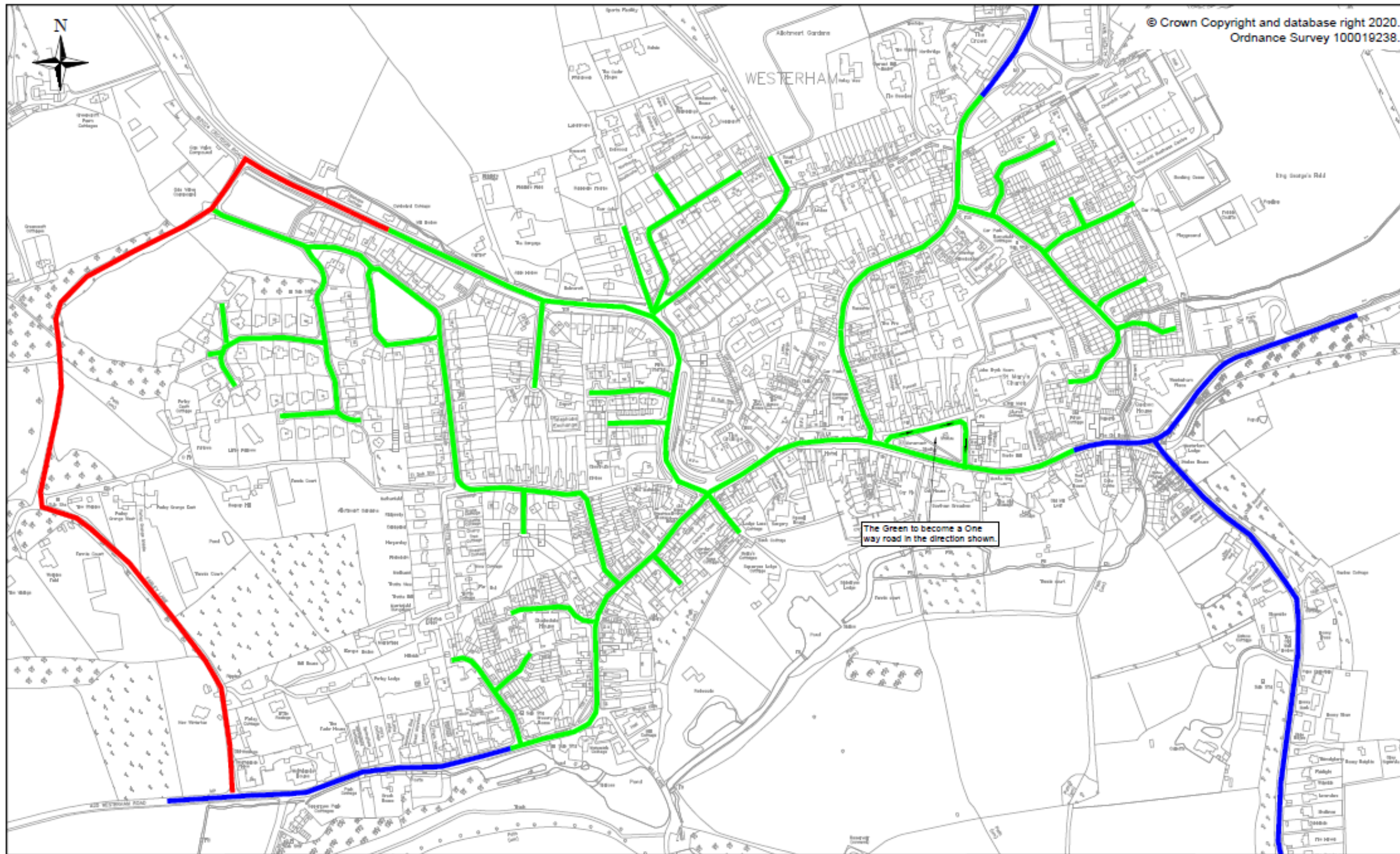
Appendices

Appendix A - Location plan

Appendix B - List of roads to have 20mph (Table 1) or 30mph speed limits (Table 2)

Appendix C - Consultation objections and responses

Appendix A – Location Plan and Consultation Document



<p> — Proposed 20mph speed limit — Existing 30mph speed limit — Proposed 30mph speed limit </p>		 Kent County Council Ashford Highway Depot Henwood Industrial Estate Ashford TN24 8AD Tel: 03000 418181	Project Westerham Town Centre Proposed 20mph and 30mph Speed Limits	This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.
			Drawing title 20/21-EXT-SE-15 Proposed Speed Limit Extents	Drawing status For consultation
			Scale NTS	Do not scale
			Drawing number 20/21-EXT-SE-15-10	Rev 0
0 Rev 05/10/2020 First issue	JOG	Drawn Checked App'd		

C:\Users\James Gooderham\Documents\KCC\Westerham 20mph\A25 Westerham.dwg

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Table 1: Existing Speed reduced to 20mph

Road Name	Notes
Atterbury Close	Entire Length
Bartlett Road	Entire Length
Black Eagle Close	Entire Length
Buckham Thorns Road	Entire Length
Costells Meadow	Entire Length
Croft Road	Entire Length
Darenth Gardens	Entire Length
Delagrade Road	Entire Length
Farley Croft	Entire Length
Farley Nursery	Entire Length
Granville Road	Entire Length
Hollingworth Way	Entire Length
Lodge Lane	Entire Length
Market Way	Entire Length
Market Square	Entire Length
Marwell	Entire Length
New Street	Entire Length
Quebec Avenue	Entire Length
Rysted Lane	Entire Length
Squerryes Mede	Entire Length
The Green	Entire Length
The Paddock	Entire Length
Wells Close	Entire Length
Westbury Terrace	Entire Length
Westways	Entire Length
Croydon Road	From its junction with High Street for a distance of 515 metres in a north westerly direction.
High Street	From junction with Black Eagle Close to junction with Market Street

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APPENDIX A – List of roads to have 20pmh or 30mph speed limits – Table 1 and Table 2

London Road	From junction with Market Square for a distance of 435 metres in a northerly direction
Vicarage Hill	From junction with Market Square to a point in line with eastern property boundary of Red Cow House.

Table 2: Existing Speed reduced to 30mph

Roads	Notes
Farley Lane	Entire Length
Quebec Square	Entire Length
Brasted Road	From junction with Quebec Square for a distance of 260 metres in a north easterly direction
Croydon Road	From junction with Farley Lane for a distance of 170 metres in a south easterly direction
London Road	From a point 50 metres south of junction with Beggars Lane to a point in line with the south western property boundary of The Crown
Vicarage Hill	From junction with Quebec Square to a point in line with eastern boundary of Red Cow House.

Objections and officer response

	Comments	Officer response
1	<p>I do not believe that a reduction of speed limits in such a blanket manner will be useful, nor will it be adhered to.</p> <p>Some roads that have been proposed to have their limits changed are already too difficult and too tight to navigate at much over 10mph as it is, this suggests to me that this proposal has not been thought through properly and will be throwing money at issues that do not really exist.</p> <p>A far better use of the same money could be to set up a couple of zebra crossings at strategic points in the town making it easier to cross for pedestrians and as such, slowing the flow of traffic through the town when necessary as opposed to constantly.</p>	<p>By providing a more consistent approach to the speed limits in Westerham, it is expected that driver behaviour will change and that lower speeds will be adopted throughout the town. Posting the speed limit even on routes that generally have lower speeds than the limit may help to encourage lower speeds.</p>
2	<p>I fully support the whole initiative, however, the change of speed limit is exactly outside my front door of Cathedral Cottage. It's a race track down Croydon road as it stands and having the change from 20 to 30 at that point will have cars accelerating and increasing the noise and pollution even more. I suggest that the change up happens after Farley Lane so that it's safer for all houses along that stretch and for people coming in on that accident bend from Westerham Hill.</p>	<p>By providing a more consistent approach to the speed limits in Westerham, it is expected that driver behaviour will change and that lower speeds will be adopted throughout the town. Currently the speed limit at this location is a change between 30mph and national speed limit. By reducing the speed limit changes in this location, it is anticipated that noise and pollution will decrease.</p>
3	<p>The current road speed seem acceptable. There is no fatalities or serious injuries to prove otherwise.</p> <p>The one fatality we did have in Westerham high st was through illness at the wheel and not reckless driving.</p> <p>We have to consider people's time and health too.</p>	<p>The proposed 20mph limit will help to ensure that accident numbers remain low. This approach is proactive and aimed at all users of the roads.</p>

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 APPENDIX C – Consultation objections and responses

	Comments	Officer response
4	I use these roads 6 days a week. Including the roads up to Churchill school. Agreed there are a few idiots but those people will still be idiots with 20mph limits or not. The vast majority drive through and around the town at a sensible speed. My business is in Croydon where they have introduced vast swathes of 20mph limits. Initially for the same reasons you have stated. Now of course it's turned into a revenue stream with people getting fined for doing 23mph in a 20 zone at 6.30 in the morning on a straight wide road. Even if this administration say they have no intention of doing this it will not stop a future one. There are better things to spend the money on other than a load of ugly unnecessary signs.	The scheme is proactively seeking to changing driver behaviour. The 20mph scheme is to promote safe use of the roads for all users and is not intended to be used as a revenue stream. Kent Police enforce speed limits not the local authority.
5	There are minimal road traffic accidents that happen in Westerham. The last I can think of was the car which drove in to Costa but that was due to the drivers old age. All this will do is cause more congestion in the town and surrounding roads.	The proposed 20mph limit will help to ensure that accident numbers remain low. Research has shown that the risk of a child being involved in an accident is reduced by about two-thirds where 20 mph zones have been installed. This approach is proactive and aimed at all users of the roads.
6	This will cause increased congestion. I also believe reducing speeds to 20mph on relatively clear and open roads, increases instances of overtaking and risky driving.	The majority of these roads are residential roads with parking. The main routes that are covered by this scheme are routes that are used by all types of users and so the 20mph scheme highlights this to motorists
7	I strongly believe that reducing the speed limit to 20 in almost all of the proposed areas will not help and could only slow the flow of traffic especially as westerham is used heavily as a bypass when the m25 is closed. Reducing the speed limit will only cause a larger build up of traffic and potentially cause more problems. The only road i believe should have a reduced speed limit is Rysted Lane due to the school being located there	By providing a more consistent approach to the speed limits in Westerham, it is expected that driver behaviour will change and that lower speeds will be adopted throughout the town.
8	I do not feel that a reduction in the	As well as providing safer roads for all, reducing

	Comments	Officer response
	<p>speed limit on these roads is necessary for the reasons stated in the public notice but I would be in favour of diverting heavy traffic around Westerham on a newly constructed by-pass. The damage being done to many of the houses on Vicarage Hill is purely due to vibration from heavy traffic travelling on the A 25. Furthermore in line with many other town by-passes in Kent and other counties a by-pass would increase the local trade in the High St and other shops in Westerham contrary to that which is purported by some town councillors.</p>	<p>the speed limit throughout the town vibration and possible damage to buildings may be reduced. Currently there is no funding available to provide a bypass.</p>
<p>9</p>	<p>A 20mph speed restriction would not reduce pedestrian accidents in Westerham. The vast majority of accidents have occurred at the top (town end) of Croydon road and also London road.</p> <p>We have adequate crossing facilities in Westerham. We have the mid road bollards allowing safer crossing on Croydon road near the fire station and also on The Green opposite the Grasshopper pub. We also have zebra crossings at the bottom of London Road and also in the town at Market sq.</p> <p>Due to the vast majority of accidents occurring off or away from the safer or designated crossing areas it would suggest that many in Westerham are too lazy to cross where safe. Reducing the traffic speed would increase a false sense of security for pedestrians whom already cross wherever they see fit.</p> <p>Westerham has limited access and i'm sure you will be aware of the congestion Westerham faces when the M25 shuts or is blocked for whatever reason. This would be the reality of a 20mph speed restriction with much higher congestion at the few junctions in and out of Westerham town causing gridlock with increased pollution via</p>	<p>By providing a more consistent approach to the speed limits in Westerham, it is expected that driver behaviour will change and that lower speeds will be adopted throughout the town.</p> <p>The proposed 20mph limit will help to ensure that accident numbers remain low and research has shown that the risk of a child being involved in an accident is reduced by about two-thirds where 20 mph zones have been installed.</p>

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 APPENDIX C – Consultation objections and responses

	Comments	Officer response
	<p>congested junctions for longer periods of time.</p> <p>I feel this proposal is unfit for the area, would have detrimental impact on the road infrastructure without reducing pedestrian/ vehicle accidents.</p>	
10	<p>Westerham is a main route, often the m25 is closed and traffic is diverted through onto the a25, slowing traffic to 20mph will make congestion worse for the high street and resident. Every week there are also roadworks in the surrounding villages again causing traffic to back up again. Many of these roads are not even near the school or even see traffic caused by the school, why can't the traffic be limited to 20mph during the school opening and closing times like in most other areas of the country.</p>	<p>By providing a more consistent approach to the speed limits in Westerham, it is expected that driver behaviour will change and that lower speeds will be adopted throughout the town.</p> <p>The 20mph scheme is to promote safe use of the roads for all users at all times</p>
11	<p>I lived many years in central London, and the amount of pollution due to the high amount of traffic and time consuming for people to get to places because most of the roads are 20 mph...</p> <p>I believe that roads 30 mph are a decent speed to drive in the country specially when there is no a high number of vehicles nor people on the streets. I personally, do not think is fair that people that enjoy driving or drive to work have to stuck to 20 mph. I realised in the neighbourhood a lot elderly people and mothers are the number one complaint, but let just say, some people I have seen when they were driving have been very close to accidents, not for speeding, but for carelessness. As well as, families not looking when they are crossing and children running without supervision crossing roads, which an incident can happen easily at 20 mph and 30 mph. It is not always the driver's fault. I personally think is not fair to put the guilt automatically on the driver's, as pedestrians and drivers are both</p>	<p>By providing a more consistent approach to the speed limits in Westerham, it is expected that driver behaviour will change and that lower speeds will be adopted throughout the town.</p> <p>The 20mph scheme is to promote safe use of the roads for all users at all times.</p>

	Comments	Officer response
	responsible for their actions.	
12	<p>The extent of the 20mph limit seems excessive and not confined to the areas close to schools or nurseries. You have not provided any statistics to support your argument hence it is impossible to determine what improvement to accident rates/injuries might be expected. How many accidents/injuries have there been in the last three years in the Westerham area? There is a balance to be struck between sensible speed restrictions and past incident rates I feel.</p> <p>The proposed one way flow round the green looks impossible. How will any lorries or larger vehicles travelling from the West negotiate the tight bend at the end of the green where it re-joins the A25?</p>	<p>By providing a more consistent approach to the speed limits in Westerham, it is expected that driver behaviour will change and that lower speeds will be adopted throughout the town.</p> <p>The proposed 20mph limit will help to ensure that accident numbers remain low. This approach is proactive and aimed at all users of the roads.</p>
13	<p>1) Some people who disregard speed limits anyway will continue to do so. Reducing the limit to 20 will have no effect on them at all.</p> <p>2) Some others drive at a constant 45 mph whether the speed limit is 60 or 30, with no awareness of their surroundings. Again, changing the limit to 20 will make no difference to those people.</p> <p>3) Reducing the limit to 20 will cause through traffic to bunch up. This means that the "snake" of traffic passing through Westerham will not only be more densely packed, but will also take longer (because it is going more slowly) to pass through Westerham. The level of pollution - both noise and chemical - will go up, and last longer.</p> <p>4) Reducing the speed limit to 20 will increase frustration among some drivers, leading to reduced awareness of their surroundings. This will have a small impact on road safety, but it will make it worse, not better.</p> <p>5) The argument that a reduced speed limit will enhance the safety of school children is a thin one. School children walk along only a few of the affected roads, and only at limited</p>	<p>By providing a more consistent approach to the speed limits in Westerham, it is expected that driver behaviour will change and that more consistent speeds will be adopted throughout the town.</p> <p>The proposed 20mph limit will help to ensure that accident numbers remain low. This approach is proactive and aimed at all users of the roads.</p> <p>The 20mph scheme is to promote safe use of the roads for all users at all times and research has shown that the risk of a child being involved in an accident has reduced by about two-thirds where 20 mph zones have been installed.</p>

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 APPENDIX C – Consultation objections and responses

	Comments	Officer response
	<p>times. For the very limited time that they are exposed to traffic, the risk from frustrated drivers made to drive at 20 is arguably worse than that from drivers doing 30. And the speeders will take no notice of the limit anyway.</p>	
14	<p>The speed of traffic within and through the town is within current limits. Reducing the current limits would not bring any safety benefits, and would have a negative impact on air quality for local people as slower moving traffic would cause more pollution.</p>	<p>By providing a more consistent approach to the speed limits in Westerham, it is expected that driver behaviour will change and that more consistent lower speeds will be adopted throughout the town. The 20mph scheme is to promote safe use of the roads for all users at all times. Less accelerating / braking reduces particulates. NICE recommends 20mph without speed humps for better air quality, less noise, vibration and road wear</p>

PROPOSED 20 MPH SPEED LIMIT – VARIOUS ROADS, OTFORD, SEVENOAKS

To: **Sevenoaks Joint Transportation Board – 9 March 2021**

By: **Tim Read, Head of Transportation, Kent County Council**

Classification: **Unrestricted**

Electoral division: **Sevenoaks North & Darent Valley**

Summary: This report provides details of the consultation that took place for the proposed 20 mph speed limit on various roads in Otford and which is being promoted by Otford Parish Council.

1.0 Introduction and proposal

1.1 The objective of the scheme is to help support road safety and safer routes to schools in Otford Village by encouraging driver compliance with a 20 mph speed limit on sections of the following roads:

Table 1: Proposed 20 mph – Roads and extents

Road	Extents of proposed 20 mph
High Street	For its entire length
Pilgrims Way East	From a point 20 metres east of its junction with Shoreham Road to its junction with Beechy Lees Road
Row Dow	From its junction with Pilgrims Way East for a distance of 267 metres in a north easterly direction
Sevenoaks Road	From its junction with High Street to a point 20 metres south of the roundabout
Station Road	From its junction with High Street to its junction with Colets Orchard

1.2 A location plan detailing the proposed 20 mph speed limit can be found in Appendix A of this report.

1.3 The proposed scheme will:

- reduce the speed limit to 20 mph using a combination of upright repeater signs and roundel road markings
- entry points to the proposed 20 mph speed limit will also be highlighted by measures such as new terminal signs, coloured road surfacing and village gateway features

2.0 Consultation & Traffic Regulation Order

- 2.1 A formal traffic regulation order consultation with local residents and other stakeholders took place from Friday 13 November until Monday 7 December 2020.
- 2.2 At the end of the consultation, a total of 76 responses were received. 67 (88%) were in support of the proposed 20 mph speed limit, with 9 (12%) objecting.
- 2.3 The majority of respondents were in favour of the proposals for the following reasons:
- improved safety for non-motorised & vulnerable road users such as pedestrians & cyclists
 - enhanced quality of life for residents
 - collision reduction
 - easier access for school children and elderly people
 - promotion and encouragement of active travel such as walking and cycling
- 2.4 The reasons given for being against the proposed 20 mph speed limit can be summarised as follows:
- existing 30 mph speed limit is appropriate
 - concern that a lower speed limit will lead to an increase in congestion
 - general lack of speed limit enforcement
 - concern that a lower speed limit will make it harder for drivers to negotiate past cyclists
 - advisory 20 mph speed limit during school drop-off and pick-up times more appropriate

Each objection and the scheme promoter's response can be found in the following table:

Table 2: Objections and scheme promoter response

Objection 1	Scheme promoter response
<p>I strongly object to the reduction in speed for these areas to 20mph for the following reasons:</p> <ul style="list-style-type: none"> - No evidence of major accidents or injuries caused as a result of cars travelling at 30mph through these areas has been provided publicly as part of this review, therefore no justification to deviate from a normal 30mph urban speed limit. - Pilgrims Way is a country lane and not a built-up urban area. Drivers are responsible for adhering to the highway code, they do not need to be restricted to 20mph here - Traffic through these areas at peak times can often be very slow, with significant back up down Pilgrims Way. Decreasing the speed limit will increase the time it takes to travel through Pilgrims Way and Otford at peak times. - Additional pedestrian or zebra crossings should be installed instead if pedestrians accessing the schools cannot cross safely or improved signage. - c.95% of traffic through these areas during a 24/7 period will be outside of the school start/close times when children are coming and going. Why should all road users outside of these times be forced to slow to 20mph, even if travelling late at night or early morning for example. It is unnecessary. 	<p>"The research undertaken for the Otford Traffic Management Report (www.otfordpc.kentparishes.gov.uk/wp-content/uploads/2018/09/Traffic-Management-Study-Final-Report.pdf) identified the following in response to the comments you have raised:</p> <ol style="list-style-type: none"> 1) a) Section 2 (p.3) of this report summaries the history of accidents in Otford. The pattern of accidents identified has not altered since the report was written in 2018. The Parish Clerk, and the Police, continue to receive regular reports of pedestrian related traffic incidents, particularly residents (including small children) being hit by the wing mirrors of passing vehicles. b) Section 4 (p.9) of this report provides the research behind the decision to recommend a 20mph limit for some roads in Otford. The improvements to road safety and improved outcomes in collisions as well as other benefits are set out in the report. c) The traffic speed surveys carried out for the Parish Council in 2019 show that average vehicle speeds were in excess of the current speed limit with average speeds recorded at around 37/38mph in some roads. <p>2) Pilgrims Way East, where there have been two recent serious traffic incidents, is in the heart of the village and only a short distance away from the centre of the village. Residents along this road increasingly complain that it is too dangerous to walk or cycle to local amenities and are driving instead increasing the number of unnecessary short car journeys being undertaken by many residents who feel it is no longer safe to walk.</p> <p>3) Research and mathematical modelling show that optimal speeds for maximum urban traffic show that 20mph is more efficient than 30mph (www.20splenty.org/20mph_limits_save_time_and_improve_traffic_flow).</p> <p>4) As demonstrated above, road safety issues are not constrained to crossing the busy roads in Otford, pedestrians feel unsafe walking along our narrow pavements, or where there are no pavements. As already</p>

	mentioned, pedestrians are regularly being hit by passing vehicles. 5) Road safety issues are relevant to all road users at all times of the day and night, not just during school the school runs."
Objection 2	Scheme promoter response
<p>The stated reasons provide no evidence that there is a potential safety improvement, nor what or how much the proposed actions will improve the situation. Looking at the road traffic accidents in the area over the past 21 years on https://bit.ly/2S8IZVL, the risks do not seem to cluster in the identified areas, and where there are increased areas of risk, better junction layout would seem to be more appropriate, than using such blanket approaches.</p> <p>The proposed speed changes will also introduce new dangers to cyclists on some of these roads where, instead of being rapidly overtaken by vehicles, they will be forced to coexist for long distances with powered vehicles that are constrained to go slower than the cyclists can comfortably travel. The ensuing anger and confusion is likely to endanger some of the pedestrians that the proposed change is intended to make safer.</p>	<p>"The research undertaken for the Otford Traffic Management Report (www.otfordpc.kentparishes.gov.uk/wp-content/uploads/2018/09/Traffic-Management-Study-Final-Report.pdf) identified the following in response to the comments you have raised:</p> <ul style="list-style-type: none"> - Section 4 (p.9) of this report provides the research behind the decision to recommend a 20mph limit for some roads in the village (to include the village primary school on the High Street) and the benefits. The research is supported by all the major road safety organisations including the Royal Society for the Prevention of Accidents (RoSPA). - The Traffic Consultants appointed by the Parish Council explored all road safety options, including junction layouts, for the village alongside KCC Highways. The current options are the only options for available for the village. This is due to many technical reasons, average traffic speeds, as well as topographical issues. - There is no evidence to support the theory that 20mph limits increases road safety risks to cyclists. Sustrans UK (the charity for walking and cycling states that, 'a cyclist involved in a collision with a car travelling at 20mph had a 2.5% chance of a fatal injury, compared to a 20% chance if the car was travelling at 30mph.[23]. There was also, less chance of collisions when cars travelled at lower speeds, as they had more time to react to cyclists and take action to avoid collisions; there has been a 60% reduction in injury collisions in 250 existing 20 mph zones monitored'.
Objection 3	Scheme promoter response
<p>No evidence given that the current 30mph speed limit poses any danger. No alternative proposals put to improve safety and traffic flow.</p> <p>As we know, Department for Transport (DfT) data has shown that 80% of drivers ignore 20mph speed limits, so this is a waste of time and effort.</p>	<p>"The research undertaken for the Otford Traffic Management Report (www.otfordpc.kentparishes.gov.uk/wp-content/uploads/2018/09/Traffic-Management-Study-Final-Report.pdf) identified the following in response to the comments you have raised:</p> <ul style="list-style-type: none"> - Section 2 (p.3) of this report summaries the history of accidents in Otford. The pattern of accidents identified has not altered since the

And for those who will observe it, just a further slow creep towards a slower less efficient road network. A 20mph stretch of A-road is ludicrous.

But as always in these responses, the support of a few local residents and residents groups will be considered enough to justify it.

Where are your plans to cut journey times for road users?
Why not concentrate on road widening and further restricting parking along these roads to keep traffic flowing?

report was written in 2018. The Parish Clerk, and the Police, receive regular reports of pedestrian related traffic incidents, particularly residents (including small children) being hit by the wing mirrors of passing vehicles.

- The traffic speed surveys carried out for the Parish Council in 2019 showed that average vehicle speeds were in excess of the current speed limit with average speeds recorded at around 37/38mph and 40mph on Shoreham Road.

- The Traffic Consultants appointed by the Parish Council explored all road safety options for the village alongside KCC Highways. The current options are the only options available for the village. This is due to many technical reasons, average traffic speeds, as well as topographical issues.

- The DfT data states that 81% of cars travelling on roads with a 20mph limit travelled at 29mph or below, compared with 49% of vehicles on roads with a 30mph limit.

- Research and mathematical modelling show that optimal speeds for maximum urban traffic flow that 20mph is more efficient than 30mph (www.20splenty.org/20mph_limits_save_time_and_improve_traffic_flow).

- The 20mph limit is only planned for a section of A-road in the centre of the village to improve pedestrian road safety, there is no evidence to suggest that where speed limits have been reduced from 30mph to 20mph in an urban environment that this results in a less efficient road network.

- The current traffic plans are based on an extensive public consultation exercise which included a Traffic Management Questionnaire covering speed limits and traffic calming. This was completed by over half of Otford residents and showed significant support for slowing traffic speeds in the village with 87% agreeing that slowing traffic speed would be beneficial and 78% of those believing that 20mph is the appropriate speed for some areas of the proposed zone (results at: www.otfordpc.kentparishes.gov.uk/wp-content/uploads/2019/01/Public-Consultation-Results-final-V2-1.pdf).

- As demonstrated above, the traffic calming plans will have a negligible impact on journey times. Part of the wider traffic management plans

	include new parking restrictions for Station Road and the High Street. "
Objection 4	Scheme promoter response
<p>Too many roads now have an irrationally low speed limit.</p> <p>Only people that already obey the rules and drive sensibly will drive at the reduced 20mph --- The people who cause the problems by driving at high speed and generally like a madman will continue to do so --- Making this whole exercise worthless.</p> <p>I've seen no evidence to show a 20mph limit has improved the accident rate for any roads.</p>	<p>"The research undertaken for the Otford Traffic Management Report (www.otfordpc.kentparishes.gov.uk/wp-content/uploads/2018/09/Traffic-Management-Study-Final-Report.pdf) identified the following in response to the comments you have raised:</p> <ul style="list-style-type: none"> - The aim of the Otford Traffic Calming scheme is to introduce 20mph limits where appropriate in the centre of the village to improve road safety. - Research shows that 20mph limits do make a difference: DfT data shows 81% of cars travelling on roads with a 20mph limit travelled at 29mph or below, compared with 49% of vehicles on roads with a 30mph limit. Speeding penalties where drivers are more than 20mph over the speed limit increase considerably which is another factor to be taken into account with regards to compliance. - Section 4 (p.9) of the above report provides the research to show that 20mph limits reduce both the number of accidents and severity of collisions as well as other the benefits. The research is supported by all the major road safety organisations including the Royal Society for the Prevention of Accidents (RoSPA).
Objection 5	Scheme promoter response
<p>I'm quite puzzled that there are suggestions to reduce the speed in Otford. It's never been a problem as far as I'm aware. Reducing the speed and putting in extra roundabouts will cause chaos during busy times</p>	<p>"The current traffic plans are based on an extensive public consultation exercise which included a Traffic Management Questionnaire covering speed limits and traffic calming. This was completed by over half of Otford residents and showed significant support for slowing traffic speeds in the village with 87% agreeing that slowing traffic speed would be beneficial and 78% of those believing that 20mph is the appropriate speed for some areas of the proposed zone (results at: www.otfordpc.kentparishes.gov.uk/wp-content/uploads/2019/01/Public-Consultation-Results-final-V2-1.pdf).</p> <p>Due to technical difficulties the proposed mini-roundabouts were removed from the scheme. The proposed traffic calming scheme is designed to improve traffic flow and reduce local traffic.</p>

Objection 6	Scheme promoter response
<p>As the road currently stands there is better ways to increase pedestrian safety especially on Row Dow & Pilgrims Way E.</p> <p>Signage to dissuade lorries from using both roads would go a long way to easing congestion.</p> <p>A proper left & right lane for the exit of Pilgrims Way E on to Shoreham Road to prevent traffic build up during peak usage.</p> <p>A footpath that extends for the duration of Pilgrims Way E so as to provide somewhere safe for pedestrians to walk.</p> <p>Simply changing the speed limit will do nothing to increase pedestrian & public safety along those roads. This seems like a cheap cop-out and due to lack of camera's/police presence will not be enforced at all.</p>	<ul style="list-style-type: none"> - The Traffic Consultants appointed by the Parish Council have explored all road safety options possible or appropriate for the village alongside KCC Highways. The current options are the only options for available for the village. This is due to many technical reasons, average traffic speeds, as well as topographical issues. - New HGV signage is being reviewed for Pilgrims Way East and Row Dow. The Parish Council Traffic Group is also working with neighbouring villages to see what else can be done. - During the Traffic Study for Otford the junction of Pilgrims Way East and Shoreham Road was looked at extensively to see if it could be widened. Unfortunately, due to the buried BT fibre optic cable and insufficient public land this was not possible, we agree this would have been an excellent improvement. - An extension to the footway on Pilgrims Way East is being explored by the Traffic Group. - Research, supported by all the major road safety organisations, show that 20mph limits improve road safety and encourage more walking and cycling (www.rospa.com/rospaweb/docs/advice-services/road-safety/drivers/20-mph-zone-factsheet.pdf).
Objection 7	Scheme promoter response
<p>It is becoming increasingly difficult to drive safely whilst navigating the increasing number of cyclists using the road from Eynsford to Sevenoaks. By reducing the speed limit to 20mph how can cars successfully and safely manoeuvre around and between these cyclists? I fear there will be accidents arising as a result of this move to reduce the speed limit to 20mph and therefore object to this.</p>	<ul style="list-style-type: none"> - There is no evidence to support the theory that 20mph limits increases road safety risks to cyclists. Sustrans UK (the charity for walking and cycling states that, 'a cyclist involved in a collision with a car travelling at 20mph had a 2.5% chance of a fatal injury, compared to a 20% chance if the car was travelling at 30mph.[23]. There was also, less chance of collisions when cars travelled at lower speeds, as they had more time to react to cyclists and take action to avoid collisions; there has been a 60% reduction in injury collisions in 250 existing 20 mph zones monitored'.

Objection 8	Scheme promoter response
<p>I do not feel it's is needed on a permanent basis. I believe speed restrictions need to be in place around school time but outside of this no. Flashing notification lights with a reduced speed limit during school times would be more than adequate for the high street. Due to the park cars on the high street you can rarely do more than 30mph along there during the day. This is the same with the pilgrims way, due to the narrowness of the road and number of lorries and large vans using this road you rarely get above 30mph so reducing it to 20mph seems silly.</p>	<p>"The research undertaken for the Otford Traffic Management Report (www.otfordpc.kentparishes.gov.uk/wp-content/uploads/2018/09/Traffic-Management-Study-Final-Report.pdf) identified the following in response to the comments you have raised:</p> <ul style="list-style-type: none"> - Pedestrian related traffic incidents involve all road users and are not restricted to the school run. The Parish Clerk, and the Kent Police, receive regular reports of pedestrian related incidents in many roads in Otford outside of school hours. - Section 4 (p.9) of this report provides the research behind the decision to recommend a 20mph limit for some roads in the village (to include the village primary school on the High Street) and the benefits. The research is supported by all the major road safety organisations including the Royal Society for the Prevention of Accidents (RoSPA). - As described in the traffic report, the decision to move to 20mph limits concerned the appropriate traffic speed for each road. The major road safety organisations no longer consider the 30mph limit the appropriate speed where vehicles and pedestrians mx.
Objection 9	Scheme promoter response
<p>I travel this route daily and have a good perspective of the issues.</p> <p>Pilgrims Way East is typically very congested at peak times due to the St Michaels traffic being gridlocked on Row Dow. Speed does not seem to be the critical risk factor. Resolving the lack of footpath on the proposed stretch of Pilgrims Way East would be a much better investment and allow people to walk to school safely. This would also support wider environmental goals. I know a number of families who only drive because there is no footpath.</p> <p>Changing the limit from 30 to 20 around Station Road will have minimal effect given that people do not adhere to the current limit. Enforcement of current limit with fixed (average?) speed cameras would be more effective. A pedestrian crossing to the</p>	<p>"The Otford Traffic Management Group is exploring the possibility of a footpath on Pilgrims Way East. Even if this were possible, the path would be quite narrow and our research, and the many letters from residents, show that where pavements are narrow slower speeds are required. Average speeds on the High Street for example are below 30mph, yet we still have a significant number of pedestrians being hit, as you mention. This is why the major road safety organisations no longer consider a 30mph limit appropriate where pedestrians and vehicles mix. A footpath with a reduced speed limit would be the best outcome.</p> <ul style="list-style-type: none"> - The Station Road 20mph limit will only cover the lower section from Colets Orchard, for the compliance reasons you mention. To ensure greater compliance with 20mph limits on the High Street and Pilgrims Way East traffic calming measures have been introduced, such as speed tables, road narrowing etc, to enforce the new speed limit. - The Traffic Group looked into widening pavements throughout the

school opposite the station appears necessary given the number of people struggling to cross the road there.

One of the biggest complaints on High Street seems to be pedestrians being hit by wing mirrors of cars driving close the pavement. Speed is not the issue here but extremely narrow pavements in areas with high pedestrian flow in both directions with parents needing to hold young children's hands means those pavements are simply not suitable. It would be better to understand how the pavements could adjusted to make the pedestrian journey safer. I would be supportive of a speed reduction on High Street alongside that, but without other measures it will ultimately be a waste of time and money. Again, I have never seen any traffic enforcement activity here."

village, unfortunately due to our narrow roads and a lack of space, this is not possible. Reducing the speed limit to 20mph, combined with the traffic calming measures, will slow traffic speeds and increase awareness of pedestrians and control of vehicles.

- Speed cameras were again looked into by the Traffic Group and are not possible for Otford.

I do hope that now you are aware of the traffic calming measures to support the 20mph limits that you may now support the traffic plans.

Agenda Item 6

3.0 Corporate Implications

3.1 Financial and VAT

The proposed 20 mph speed limit is to be funded by Otford Parish Council and delivered via the Section 278 process should the scheme be supported.

3.2 Legal

All works will be within the publicly maintainable highway for which Kent County Council is responsible.

3.3 Corporate

None.

4.0 Recommendation

4.1 That the Joint Transportation Board recommends implementation of the proposed 20 mph speed limit as advertised.

Contact Officer:	Paul Leary, Schemes Programme Manager, Kent County Council, 03000 418181
Reporting to:	Tim Read, Head of Transportation, Kent County Council, 03000 418181

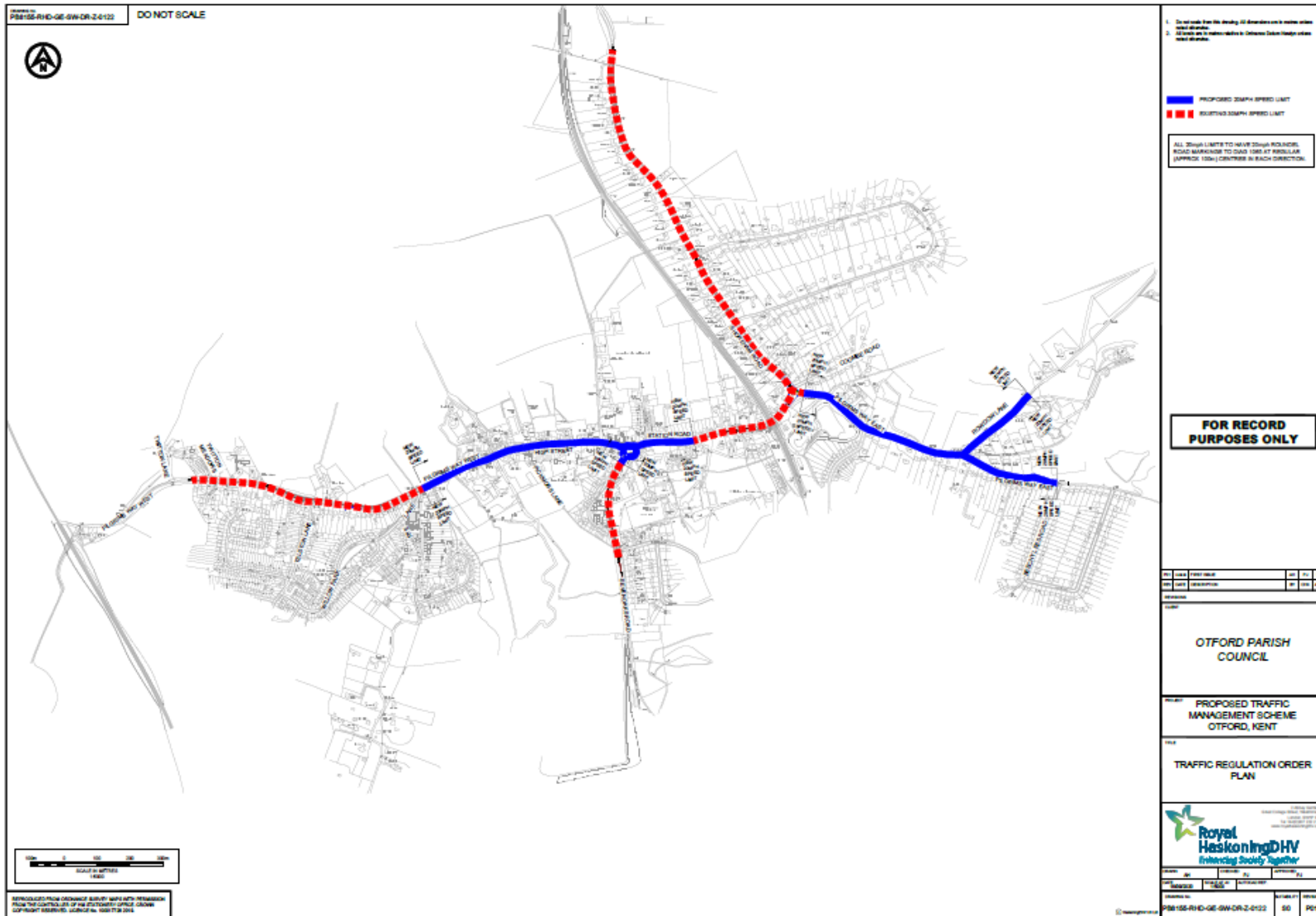
Appendices

Appendix A – Location plan of proposed 20 mph speed limit.

Background Papers

None.

Appendix A – Location plan of proposed 20 mph speed limit



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STATUTORY CONSULTATION - MINOR ON-STREET PARKING PROPOSALS VARIOUS LOCATIONS - TRO 2013 AMENDMENT 36

Sevenoaks Joint Transportation Board - 9 March 2021

Report of: Deputy Chief Executive and Chief Officer - Finance & Trading

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 36) Order 2021 (known as “TRO 2013 Amendment 36”) received during the statutory consultation

This report supports the Key Aim of:

- Caring Communities
- Sustainable Economy

Portfolio Holder: Cllr. Margot McArthur

Contact Officer: Jeremy Clark, Ext. 7323

Recommendation to Sevenoaks Joint Transportation Board:

The Joint Transportation Board is asked to endorse the following recommendations, that:

- (a) the feedback from the statutory consultation regarding the minor on-street parking proposals within TRO 2013 Amendment 36 be noted;
- (b) because no relevant objections were received to the parking proposals for Riverside, Eynsford, Main Road, Hextable and Church Road, West Kingsdown, detailed in Appendices 1, 2 and 8 to this report, it be noted that these proposals will be implemented as drawn;
- (c) the relevant objections received to the parking proposals for Permit Zone A, Bethel Road, and Greatness Lane, Sevenoaks detailed in Appendices 3, 4, and 5 to this report be set aside, and the proposals be implemented, as drawn;

Agenda Item 7

- (d) the relevant objection received to the parking proposal for London Road (A224), Sevenoaks, detailed in Appendix 7, be upheld in part, and the proposal be modified before implementation;
- (e) the relevant objections received to the parking proposals for Hartslands Road and Sandy Lane, Sevenoaks, detailed on Appendix 6 to this report, be upheld and the proposals be withdrawn: and
- (f) the objectors be notified of the decisions.

Reason for recommendations:

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

Introduction and Background

- 1 A statutory consultation was undertaken over a 3-week period from 28 January 2021 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 36) Order 2021, hereafter known as “TRO 2013 Amendment 36”.
- 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 8:
 - Appendix 1 - Eynsford - Riverside
 - Appendix 2 - Hextable - Main Road
 - Appendix 3 - Sevenoaks - Permit Zone A - Argyle Road, Eardley Road, Gordon Road, Granville Road, London Road (A224) & South Park
 - Appendix 4 - Sevenoaks - Bethel Road
 - Appendix 5 - Sevenoaks - Greatness Road
 - Appendix 6 - Sevenoaks - Hartslands Road & Sandy Lane
 - Appendix 7 - Sevenoaks - London Road (A224)
 - Appendix 8 - West Kingsdown - Church Road

- 3 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.
- 4 A link for making representations online was also hosted on the District Council's website.
- 5 During the 3-week statutory consultation period, which ended on 19 February 2021, objections were received in respect the following parking proposals:
 - Appendix 3 - Sevenoaks - Permit Zone A - Argyle Road, Eardley Road, Gordon Road, Granville Road, London Road (A224) & South Park
 - Appendix 4 - Sevenoaks - Bethel Road
 - Appendix 5 - Sevenoaks - Greatness Road
 - Appendix 6 - Sevenoaks - Hartslands Road & Sandy Lane
 - Appendix 7 - Sevenoaks - London Road (A224)
- 6 The purpose of this report is therefore for the Sevenoaks Joint Transportation Board to consider the relevant objections, together with Officers' comments and the recommendations given in Appendices 3 to 7 before TRO 2013 Amendment 36 is made, and to:
 - Endorse the recommendation to set aside the relevant objections and implement the proposals for Permit Zone A, Bethel Road and Greatness Road, Sevenoaks detailed in Appendices 3, 4 and 5 as drawn; and
 - Endorse the recommendation to uphold the relevant objections and withdraw the proposals for Hartslands Road & Sandy Lane, Sevenoaks detailed in Appendix 6; and
 - Endorse the recommendation to uphold the relevant objection to the proposal for London Road (A224), Sevenoaks detailed in Appendix 7 in part, and implement a modified version of the proposal; or
 - Uphold the relevant objections either in part or fully, reject the recommendation to set aside the objections, and formulate a new recommendation to modify or abandon the proposals for Permit Zone A, Bethel Road, Greatness Road and London Road (A224), Sevenoaks detailed in Appendices 3, 4 and 5; or
 - Set aside the relevant objections to the proposals for Hartslands Road & Sandy Lane, and London Road (A224), Sevenoaks detailed in Appendices 6 and 7, and implement the proposals 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).

Agenda Item 7

- 7 No objections were received in respect of the parking proposals given in Appendices 1, 2 and 8, and hence these can be implemented without a recommendation to the Board. These locations have therefore been included for information.
- 8 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.

Other options Considered and/or rejected

The feasibility and desirability of upholding the relevant objections to the parking the proposals for Permit Zone A, Bethel Road, and Greatness Road, Sevenoaks detailed in Appendices 3, 4 and 5, 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 local on-street parking availability and to improve the safety and efficient movement of road users, these options were not recommended.

Key Implications

Financial

The estimated cost of promoting and implementing the parking proposals in TRO 2013 Amendment 36 is in the region of £10,000.

Those given in Appendices 1 and 8 are being funded by local County Councillors from their Combined Member Grant allocations, at an estimated cost of £1,750.

The District Council can meet the cost of those given in Appendices 2 to 7 from its parking account, at an estimated cost of £8,250.

Legal Implications and Risk Assessment Statement.

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.

Risk Assessment Statement

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

Equality Assessment

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

Adrian Rowbotham

Deputy Chief Executive and Chief Officer - Finance & Trading

Appendices

Appendix 1 - For Information - Eynsford - Riverside - Description and plan of parking proposals and Officers' comments

Appendix 2 - For Information - Hextable - Main Road - Description and plan of parking proposal and Officers' comments

Appendix 3 - For Information - Sevenoaks - Permit Zone A - Argyle Road, Eardley Road, Gordon Road, Granville Road, London Road (A224) & South Park - Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

Appendix 4 - For Information - Sevenoaks - Bethel Road - Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

Appendix 5 - For Information - Sevenoaks - Greatness Road - Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

Appendix 6 - For Information - Sevenoaks - Hartslands Road & Sandy Lane - Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

Appendix 7 - For Information - Sevenoaks - London Road (A224) - Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

Appendix 8 - For Information - West Kingsdown - Church Road - Description and plan of parking proposal and Officers' comments

Background Papers

[The Traffic Signs Regulations and General Directions 2016](#)

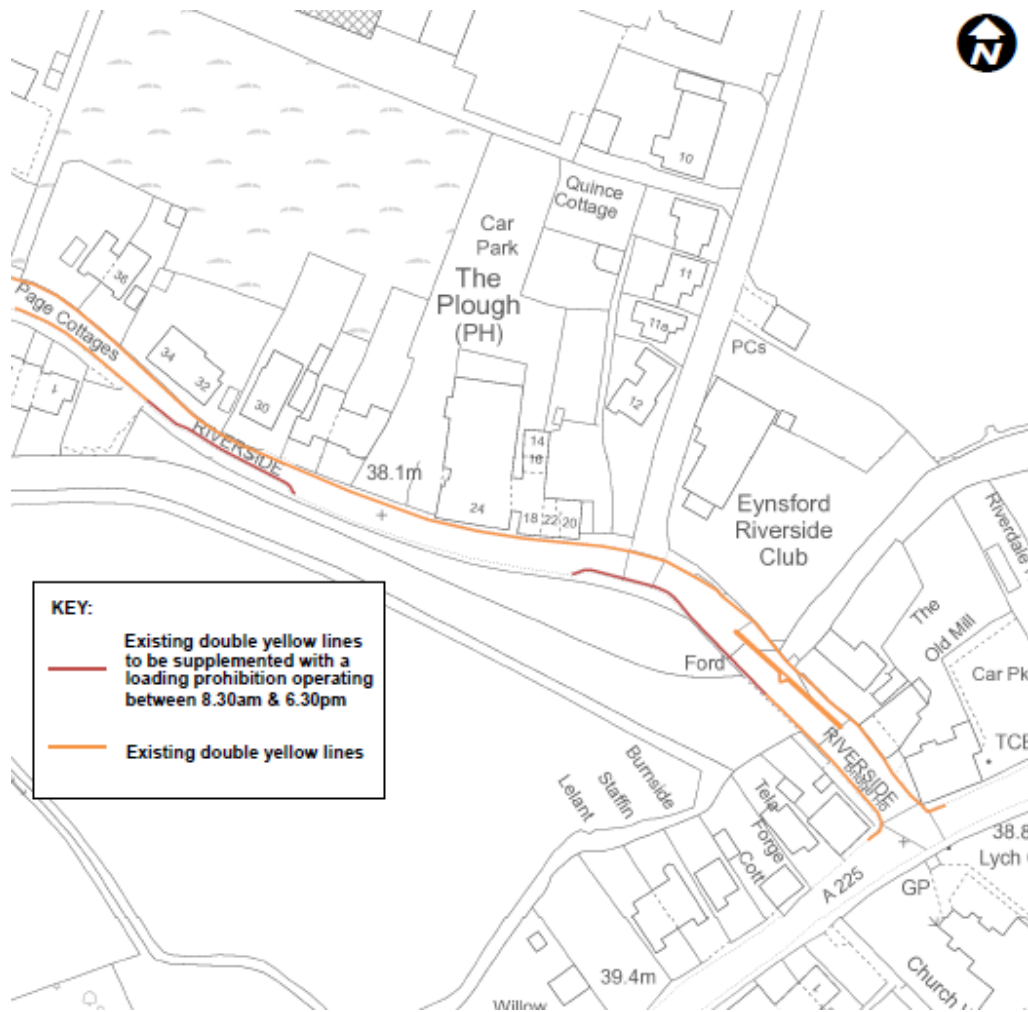
[The Road Traffic Regulation Act 1984](#), as amended.

[The Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996.](#)

[The Highway Code](#)

APPENDIX 1 - FOR INFORMATION
EYNSFORD - RIVERSIDE - PARKING PROPOSALS
 Description and plan of parking proposals, and Officers' comments

EYNSFORD: Riverside



PARKING PROPOSALS FOR RIVERSIDE, EYNSFORD

Supplement sections of existing double yellow line (no waiting at any time) restrictions with a prohibition on loading/unloading operating between 8.30am and 6.30pm on:

- Southwest side, west of the bridge/ ford crossing
- Southwest side, opposite nos. 28-34

STATUTORY CONSULTATION FEEDBACK

No feedback supporting or objecting to the proposals was received during the statutory consultation

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
HEXTABLE - MAIN ROAD - PARKING PROPOSAL
 Description and plan of parking proposal, feedback from the statutory consultation and Officers' comments

HEXTABLE: Main Road



PARKING PROPOSAL FOR MAIN ROAD, HEXTABLE

Replace limited wait 20 minutes maximum stay (no return within 40 minutes) Monday to Saturday, 8.30am to 6.30 pm restriction with limited wait 1 hour maximum stay (no return within 2 hours) Monday to Saturday, 8.30am to 6.30 pm restriction on:

- East side, in layby fronting nos. 9-15

STATUTORY CONSULTATION FEEDBACK

COMMENTS RECEIVED IN SUPPORT

1. Cllr C Hudson - Thank you so much. Our elderly residents in Hextable will be so pleased with this news of the changes to parking restrictions in Main Road, particularly those using the Pharmacy.

OFFICERS' COMMENTS

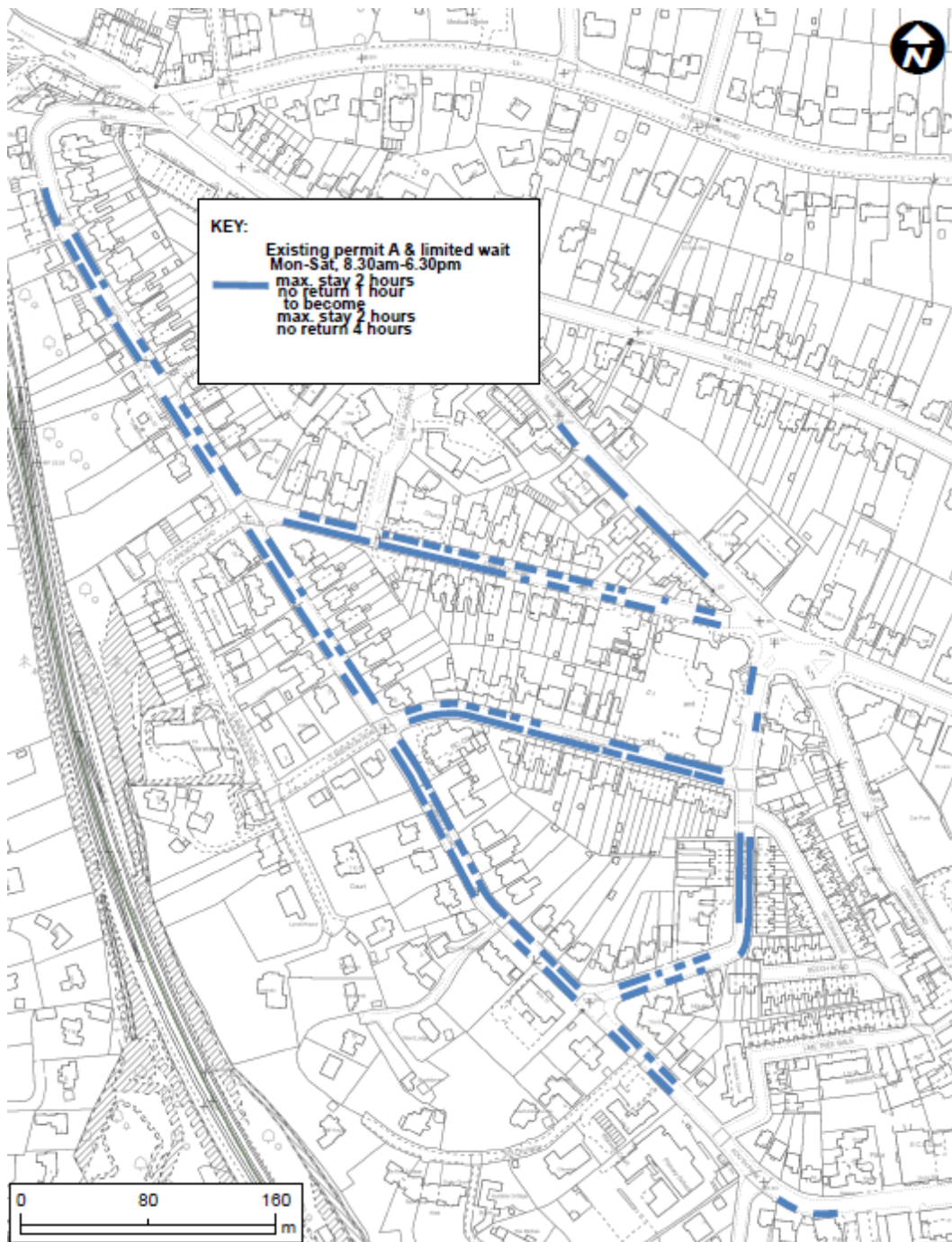
Since no objections were received during the statutory consultation, this proposal can be implemented, as drawn, without the need for a recommendation.

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APPENDIX 3 - FOR INFORMATION
SEVENOAKS - PERMIT ZONE A - PARKING PROPOSALS

Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

SEVENOAKS - Permit Zone A
Argyle Road, Eardley Road, Gordon Road, Granville Road, London Road & South Park



PARKING PROPOSALS FOR PERMIT ZONE A, SEVENOAKS

Increase No Return Period from 1 hour to 4 hours in all shared use parking bays (limited wait 2 hours maximum stay Monday to Saturday, 8.30am to 6.30 pm (except for Zone A permits)) in Argyle Road, Eardley Road, Gordon Road, Granville Road, London Road (A224 - known as Tubs Hill) & South Park.

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APPENDIX 3 - FOR INFORMATION SEVENOAKS - PERMIT ZONE A - PARKING PROPOSALS Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

STATUTORY CONSULTATION FEEDBACK

COMMENTS RECEIVED IN SUPPORT

1. Difficulty for zone A permit holders in being able to park
2. Ease parking congestion
3. Parking will be much easier for residents.
4. Should help to prevent the use of these residential roads for all day parking by simply moving a vehicle every 2 hours to circumvent restrictions
5. Seems very fair - 2 hours should be plenty of time to do a shop or attend an appointment and all residents can buy visitors permits.
6. To help ensure that residents can find a space and that others do not just move their car for 1 hour before re-parking.
7. I live on Gordon Road and it is becoming challenging to park on the road at certain points in the week due to workers parking on the road
8. It's a good compromise. People can still park but not abuse the systems and park all day for free like they are doing at the moment without any controls/sanctions happening
9. We live near the end of Gordon Road opposite the council offices and we rarely find a space in the street outside our house on either side of the road but have to park much further down. This is due to a lot of people using these spaces who do not live on the road.
10. Allows traffic wardens to enforce over stays by town shoppers. It supports residents who are often forced to find a parking space far away from their house.
11. Will help to reduce the use congestion and the use of the street for long term parking where people are moving their cars every couple of hours, still within zone A.
12. To free up parking spaces for residents
13. This will help ease parking pressures for residents by helping traffic wardens enforce over stays by town shoppers & others who abuse the system.
14. Local resident suffering from parking congestion due to local workers returning to vehicle & re-parking to meet current parking rule
15. Local resident suffering from parking congestion due to local workers returning to vehicle & re-parking to meet current parking rule
16. Proper enforcement should ease pressures on the on-road parking that at present cause numerous difficulties for residents.
17. To reduce the overflow parking from Council Office employees
18. This will make life easier for residents as people park and return so there are no spaces. It will also mean church goers can park for services
19. To prevent abuse of parking facility
20. To ease parking difficulties for residents caused by abuse of the current system.
21. Help traffic wardens and ease parking pressures.
22. As a resident who pays for parking on the road, this proposal will hopefully help prevent shoppers from abusing the system.

APPENDIX 3 - FOR INFORMATION

SEVENOAKS - PERMIT ZONE A - PARKING PROPOSALS

Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

23. Assuming it still stays as permit A in addition to increasing return time as this isn't 100% clear. In normal times it is difficult to park on Argyle outside our house between 6-9pm. It would be a reason to move house if we were to have kids. Parking should be encouraged at M&S, county offices or leisure centre.
24. May help improve the pressure on Zone A resident's parking, especially Gordon Road (as has overspill from Victoria Road, Council, shops, M&S, etc.). Should help Traffic Wardens when enforcing the rules too.
25. Hopefully would ease parking pressures for Gordon Road residents. Should help traffic wardens enforce the rules.
26. It will ease parking pressures for residents and allow traffic wardens to more easily monitor abusers of the system such as those that move their cars every 2 hours.
27. Pleased to see proposals aim to reduce irritating & dangerous situation in Granville & surrounding roads. Have always campaigned for abolition of double parking in Granville & Argyle. Hope one day we will see this.
28. This will help address the lack of parking for residents of Gordon Road in this case.
29. I support the change as due to living at the top of Gordon Road I'm constantly affected by people abusing the current system when I pay for a parking permit to be able to park in the road
30. Difficulty parking my car in the road I live in
31. To free up parking spaces for residents by preventing people returning to the road within four hours. This will stop people from parking all day in the road, or returning every two hours to turn their car around. It will enable the enforcement officers to 'catch' those people doing so, and abusing the system, including workers from West Kent Housing, and SDC.
32. It will make improve turnover and also make enforcement easier.

OBJECTIONS RECEIVED

1. As a resident of Argyle Road, a driver, and with a young family, it is already nothing short of a nightmare to find a parking spot in Argyle at most times of the day. The area is not managed enough so people are parking at leisure for far more than 2 hours already. They park so badly and selfishly as inexplicably, there are no marked out bays. It's enraging. It's unnecessary. There are enough car parks in town but people know Argyle Road is a soft touch. What on earth are we paying for a resident's permit for?!
2. Not enough parking for residents
3. Wholeheartedly disagree with this amendment. The fact that people in new builds cannot get permits is already an issue. Having to move my car every 2 hours is an inconvenience whilst I work from home and is very disruptive of my day. The no return within 4 hours makes the practicality of parking the car near on impossible, please have some consideration for the residents in this change.
4. Firstly there is no danger to road users etc. Secondly to increase the no return time to 4 hours is not enforceable. Thirdly when will the residents use their permits efficiently & park with due consideration of other permit holders. Lastly to publish this notice at this time of lockdown is underhand, as few road users

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APPENDIX 3 - FOR INFORMATION

SEVENOAKS - PERMIT ZONE A - PARKING PROPOSALS

Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

are around to respond. The town/ high street is dying on its feet, it would take a serious effort to encourage traders back to the town & a sympathetic thought to the local villagers to return also. There is hardly an accommodating public transport system to bring shoppers back without the need for parking let alone free parking. Much the same has happened in Tunbridge Wells, who wants to go there now!

OFFICERS' COMMENTS

The proposal to increase the no return period from 1 hour to 4 hours in all shared use (limited wait/Zone A permit) parking bays within permit Zone A was one of the outcomes of the Sevenoaks Parking Review agreed by Sevenoaks District Council's Cabinet at its meeting on 15 October 2020.

The main aim of the proposal is to improve parking space availability for residents and visitors by preventing spaces from being occupied throughout the day by vehicles belonging to non-residents that have been re-parked within Zone A after the maximum two hours stay period.

The proposal will also enable the limited wait parking restriction to be enforced more effectively by Civil Enforcement Officers.

There will be no change to the 2-hour period of free parking in the shared use parking bays in Zone A, and the proposal should therefore have little or no impact on non-residents that use the area for short-stay parking.

The statutory consultation for the proposal was undertaken in accordance with national regulations.

The current policy is that properties built or converted after resident permit parking schemes has been introduced are not eligible for permits, as the schemes reflect the circumstances and demands at the time of introduction.

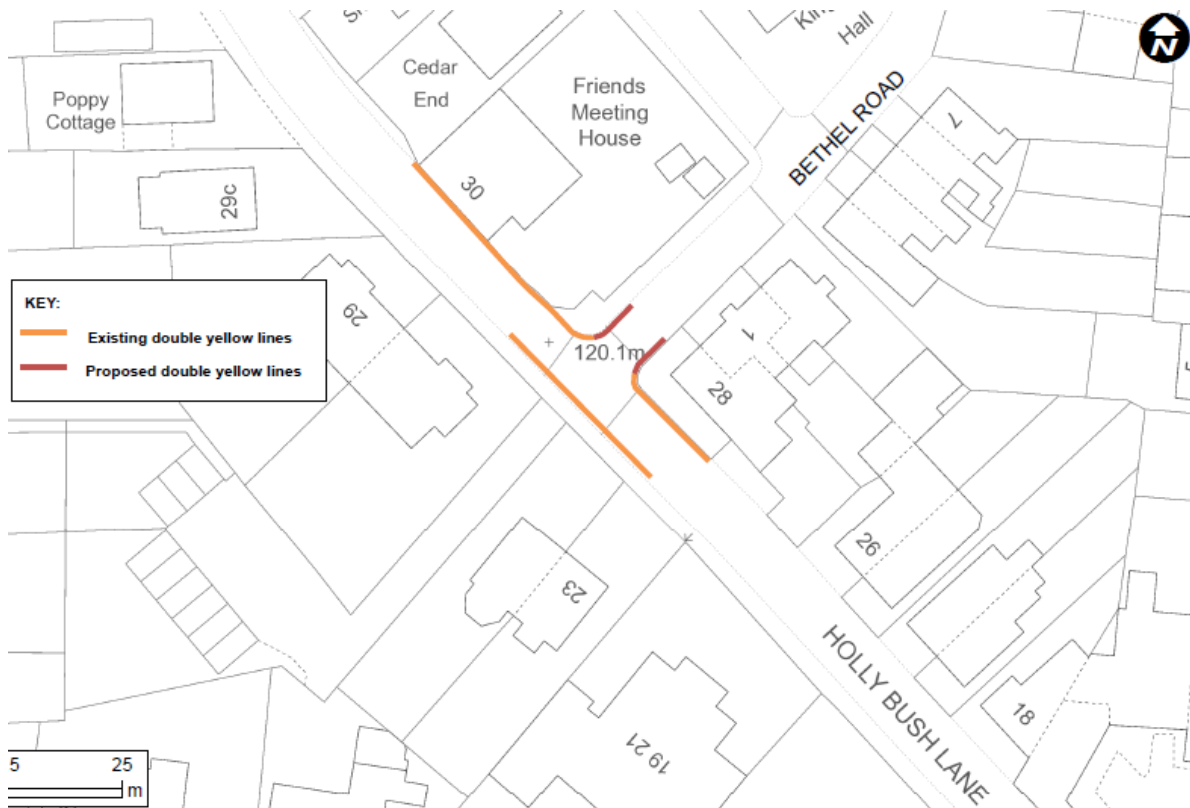
RECOMMENDATION

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

**APPENDIX 4 - FOR INFORMATION
SEVENOAKS - BETHEL ROAD - PARKING PROPOSALS**

Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

SEVENOAKS - Bethel Road



PARKING PROPOSALS FOR BETHEL ROAD, SEVENOAKS

New double yellow line (no waiting at any time) restrictions on both sides, at junction with Holly Bush Lane (adjacent to 28 & 30 Holly Bush Lane).

STATUTORY CONSULTATION FEEDBACK

OBJECTIONS RECEIVED

1. There is huge unfulfilled demand for residents parking in the Hartslands area, so there should never be nett removal of parking spaces. Any removal of any space, as here, must be balanced by the creation of at least two new ones, which is easily possible if SDC holistically looks at the whole Hartslands parking issues rather than following its constant, micro-management, sticking plaster approach. Now the area is a 20mph zone, vehicle speeds are lower so there is less danger posed by on-street parking. An SDC application for double yellow lines in this location has been previously thrown out by residents, so it should not be submitted again by stealth. The main reason why SDC is seeking restrictions in this location is to allow it to send a too large refuse collection lorry down Bethel Road - the obvious solution is to send a smaller lorry, as is done in other roads. Also, pedestrians leaving Bethel Road to cross to the south side of Holly Bush Lane already have a blind junction to negotiate. The ever-presence of a parked car in this location slows vehicles turning into Bethel Road: removal of the parking space will endanger pedestrians and, yet again, have SDC place the

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APPENDIX 4 - FOR INFORMATION

SEVENOAKS - BETHEL ROAD - PARKING PROPOSALS

Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

demands of vehicle movement above the needs of pedestrians. Once again, SDC is asked to strike up constructive dialogue with Hartslands' residents about parking needs in the area, and not take a piecemeal, negative approach, as here. Pls contact me to start setting up fully inclusive dialogue meetings with local residents to take a holistic view of parking needs. Whilst this dialogue takes place, this double yellow line application must be refused.

OFFICERS' COMMENTS

One of the main reasons for the proposal to install parking restrictions in Bethel Road at its junction with Holly Bush Lane is to improve the efficient movement of traffic using the junction, especially large vehicles, such as refuse freighters and fire tenders, by protecting it from parked vehicles. This in turn supports the advice given in Rule 243 of the Highway Code about not parking on junctions.

There is also a dropped kerb on the northwest side of Bethel Road, which is regularly obstructed by parked vehicles, which would be protected by the proposed restrictions.

The proposal will also help to improve road-user visibility and reduce congestion.

In order to minimise the effects on local parking space availability, the proposal is to introduce a very short section of double yellow line restrictions at the junction. The section of Bethel Road concerned is too narrow to accommodate parking on both sides, and as such, the proposal would result in the loss of less than one car parking space, taking into account that vehicles should not be parking in front of the aforementioned dropped kerb.

RECOMMENDATION

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

**APPENDIX 5 - FOR INFORMATION
SEVENOAKS - GREATNESS ROAD - PARKING PROPOSALS**

Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

SEVENOAKS - Greatness Road



PARKING PROPOSALS FOR GREATNESS ROAD, SEVENOAKS

New double yellow line (no waiting at any time) restrictions Both sides, at junction with Seal Road (A25).

STATUTORY CONSULTATION FEEDBACK

COMMENTS RECEIVED IN SUPPORT

1. The way some people park at the top of the road would prevent larger emergency vehicles getting down the road. I think when you put it in that context, the idea that a fire engine wouldn't be able to get down the road, this shouldn't even been a consultation!
2. Provided that this is the absolute maximum length. Parking in Greatness Road is always severely compromised; resident parking permits, bays and a prohibition on long wheel base vans would improve this further. I'm supporting the proposal because of the risk that emergency vehicles cannot access the road. Refuse lorries regularly are unable to swing round, because of parked cars at the very top.

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APPENDIX 5 - FOR INFORMATION

SEVENOAKS - GREATNESS ROAD - PARKING PROPOSALS

Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

OBJECTIONS RECEIVED

1. Double yellow lines that are 10 metres long on both sides are totally unnecessary, and will take away what is already a very limited amount of parking for residents. I'm all for parking permits to stop non-residents parking in the road (and therefore not force residents to have to park so close to the top of it), but simply taking away space for four cars is unfair and unjustified. If double yellow lines are deemed necessary to stop cars parking right next to Seal Road, and make entering and exiting the road safer, then they need only be two metres long. Ten metres is just ridiculous.
2. They are unnecessary and will create parking issues elsewhere in the local roads.
3. Parking is already extremely difficult and limited due to the limited amount of space which is made worse by non-residents parking on the street, households that have multiple cars and that the users from the flats at the top of the street that have their own car parking also use the street. By imposing double yellow lines at least another 2-4 parking spaces will be lost. The council should make the street residential permit parking which is free for the actual residents.
4. I Agree parking at the very top of this Road is a danger, But I do not agree with the Proposed 10 Metre length of double yellow lines. This is excessive. All that is needed is a reasonable length of yellow line to prevent car owners from parking across the pavement on A25, and to allow vehicles to reverse in Greatness Road (refuse lorries). Shorter road markings would be sufficient, to keep cars away from the top of the road, and would still allow refuse lorries to reverse into the road (as they did this morning 4/2/21) without two cars spaces one either side at the top of greatness Road. Parking is bad enough, without parking spaces being taken. As I said before I would welcome lines at the very top of the road to prevent idiots parking and blocking the pavement running along A25, and allowing easier access for vehicles.
5. Parking is a premium and the loss of parking would make matters worse.

OFFICERS' COMMENTS

One of the main reasons for the proposal to install parking restrictions in Greatness Road at its junction with Seal Road (A25) is to improve the efficient movement of traffic using the junction, especially large vehicles, such as refuse freighters and fire tenders, by protecting it from parked vehicles. This in turn supports the advice given in Rule 243 of the Highway Code about not parking on junctions.

There is also a pedestrian dropped kerb in Greatness Road near the junction, which the proposed restrictions would protect from parked vehicles.

The proposal will also help to improve road-user visibility and reduce congestion.

APPENDIX 5 - FOR INFORMATION

SEVENOAKS - GREATNESS ROAD - PARKING PROPOSALS

Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

In order to minimise the effects on local parking space availability, the proposal is to introduce a very short section of double yellow line restrictions at the junction.

RECOMMENDATION

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

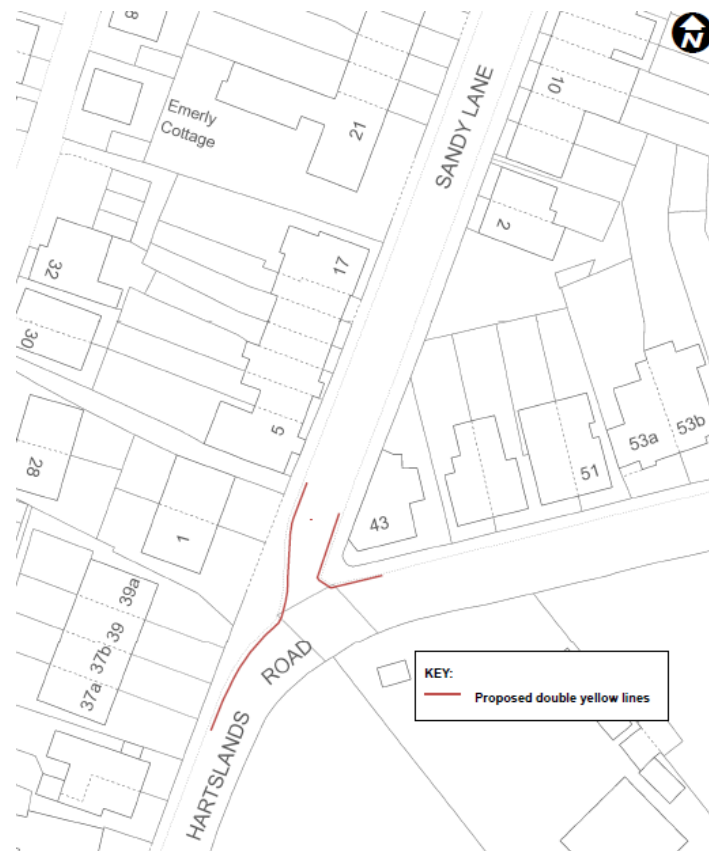
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APPENDIX 6 - FOR INFORMATION

SEVENOAKS - HARTSLANDS ROAD & SANDY LANE - PARKING PROPOSALS

Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

SEVENOAKS - Hartslands Road & Sandy Lane



PARKING PROPOSALS FOR HARTSLANDS ROAD & SANDY LANE, SEVENOAKS

New double yellow line (no waiting at any time) restrictions on:

- West and north sides of Hartslands Road, outside nos. 37a, 37b, 39a, 39b & 43
- West side of Sandy Lane, outside nos. 1/3
- East side of Sandy Lane, adjacent to 43 Hartslands Road

STATUTORY CONSULTATION FEEDBACK

COMMENTS RECEIVED IN SUPPORT

1. Parking there is dangerous and obstructs visibility.
2. It would be much safer for my children walking to and from school with better visibility.
3. We would also suggest that double yellow lines are put on the inside of the bend opposite Sandy Lane as cars are increasingly parking on the blind bend. One also needs to be careful that the double yellows do not extend too far east

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SEVENOAKS - HARTSLANDS ROAD & SANDY LANE - PARKING PROPOSALS

Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

along Hartslands Road to the extent of preventing two cars parking before the drive way of number 43 Hartslands. This will force cars to park on both sides of the road, which in our view makes the road dangerously narrow. We would also encourage the consideration of parking permits in the area.

OBJECTIONS RECEIVED

1. Increased danger to road users, loss of parking, unnecessary scheme and damage to Conservation Area
2. Safety - will push parking to other side of road on a blind bend. Cars already park there creating issues should emergency vehicles wish to access Hartslands Road. Parking - already high volume of cars in road meaning they will be forced elsewhere. Will restrict visibility on leaving/entering our driveway. We believe double yellow lines should be on the other side of the road which is where the greatest danger is currently. These proposed double yellow lines will create huge problems which we believe will be made worse once commuters return to the area.
3. I believe that with the 20mph limit in place the yellow lines as shown on the plans will only restrict residents parking which is already very limited. Instead yellow lines are needed on the southern and west sides of Hartslands Road to prevent emergency vehicles being unable to get through which is what happens when non residents park here forcing residents, many of whom have young children, to park there. Residents parking in this area is, as you are aware, a problem and more needs to be done, such as residents parking permits with a 2 or 4 hour limit for non residents. I recognise that this would increase the scope of work for traffic wardens and the associated costs but also believe that it would deter many from parking here all day which is the main problem.
4. One of the stated reasons for this proposal is: - improving local on-street parking availability and on-street parking for disabled people. However, in the Hartslands Road example, the proposal significantly reduces available on-street parking for residents in a road where parking availability for residents is already limited. Alternative measures should be considered including marked parking bays set diagonally to the pavement along the widest sections of Hartslands Road, a parking permit scheme for when the pandemic ends (and commuting restarts) and a one way system to facilitate diagonal parking taking up a greater proportion of the available space on the road.
5. I think this proposal is short sighted as a resident in Sandy Lane for the last 14 years. The parking in Sandy lane is already difficult and reducing the places people can park will only lead to congestion on the other main routes. The

APPENDIX 6 - FOR INFORMATION

SEVENOAKS - HARTSLANDS ROAD & SANDY LANE - PARKING PROPOSALS

Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

issue with access to the road exists with Hartsland and the huge van that parks here all the time although nothing is done. We are in a conservation area so I think this is also against the rules. Our children walk to schools and the thoughts of cars being crammed into a smaller area causes more worries. Equally Quaker hall lane needs the focus not this area.

6. I have lived in Sandy Lane for 20 years and we have never had a problem with parked cars blocking the end of the Lane. Parking is VERY limited in this area so removing so many spaces would cause a huge problem. The junction is wide and open. The traffic flows freely. There is no difficulty getting out of Sandy Lane into Hartslands Road. As far as I am aware there has never been an accident on that corner. At the moment, people ease around the corner from Hartslands into Sandy, but remove the parked cars and it'll become an even faster rat-run than it already is. No one takes a blind bit of notice of the 20mph limit which now covers our area. Reduced parking where Sandy meets Hartslands is not what we need. We need enforcement of illegal parking on the double yellow lines at the Quaker's Hall end of Sandy Lane and enforcement of the speed limit. I just can't see the sense in it. Two cars can pass on that corner of Hartslands even with cars parked there.
7. I am writing to register my objections to the proposal to install double yellow lines at the junction of Hartslands Road and Sandy Lane as set out in Formal (Statutory) Consultation - Minor Parking Proposals - TRO 2013 Amendment 36. My objections are based on the considerations below:
 - i) The proposal to install double yellow lines at this junction runs contrary to the Planning Guidance set out in the Hartslands Conservation Area Appraisal and Management Plan as approved by Sevenoaks District Council in 2011. The proposal does not meet the Core Strategy as it applies to Conservation Areas as a whole, the 'Saved policy' EN23 as it applies to Conservation Areas, and the particular requirements of the Hartslands Plan.

The Hartslands Area is described as being 'on an intimate domestic scale' with 'a strong sense of place and cohesion'. The junction at Hartslands Road and Sandy Lane is particularly important. It is identified in the map accompanying the appraisal document as being a significant view point. The Guidance makes clear that such public views should be protected (S.5.4). In respect of the property at 43 Hartlands Road, the appraisal document notes. 'The prominently located white painted corner building is an important feature within the street scene.' (S.4.3). Double yellow lines at this important corner could only be a jarring feature and thus detrimental to the public realm.

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SEVENOAKS - HARTSLANDS ROAD & SANDY LANE - PARKING PROPOSALS

Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

- ii) The proposal to install double yellow lines at this junction seems unnecessary. Given the angle of the junction, all vehicles need to be travelling slowly at this point whether turning into, or pulling out of, Sandy Lane. The recent (very welcome) decision to impose a 20 mph speed limit on both roads gives that additional legal force. Bollards previously installed at the western side of this junction already prevent pavement parking.
- iii) The proposal to install double yellow lines at this junction could increase traffic dangers. Anything that encourages vehicles to speed up at this point leads to an increased risk of collision given the sharp turn taken by Hartslands Road just before the junction. And anything that highlights the junction by outlining it in yellow might encourage vehicles coming from the south end of Hartslands Road to see it as a potential short cut to Quakers Hall Lane. Sandy Lane is a narrow lane not conducive to two way traffic, particularly at the lower northern end which is only the width of one vehicle. Currently it is a quiet road normally only used for access. An increase in through traffic would increase the risk of vehicles encountering each other at the lower end of the road. If this happens, one or the other has to back up the length of 10-12 houses or back out onto Quaker Hall Lane with all the risks that entails. For these reasons, I ask that the proposals be looked at again. I feel strongly that no decisions should be taken until the planning authority has taken a view on the impact on the Conservation Area. I look forward to hearing their views. A joined up approach is needed in this 'unique compact Victorian Neighbourhood'. The ad hoc imposition of double yellow lines does not provide an adequate solution in terms of the pressure of moving and stationary vehicles and would be very damaging to the Conservation Area as a whole.
8. There is huge unfulfilled demand for residents parking in the Hartslands area, so there should never be net removal of parking spaces. Any removal of any spaces, as here, must be balanced by the creation of at least twice that number of new ones, which is easily possible if SDC holistically looks at the whole Hartslands parking issues rather than following its constant, micro-management, sticking plaster approach. Now the area is a 20mph zone, vehicle speeds are lower so there is less danger posed by on-street parking. Part of the issue in this location appears to be cars being parked over residents' access/dropped kerbs to their property. A single solid white line should be used in these locations, not double yellow, as this allows those residents to park across their accesses, if they wish, which hence removes parking pressure elsewhere. Your Leader, Peter Fleming, has frequently derided his officers for making the mistake of using double yellows in these situations, rather than solid white lines, so please listen to your Leader, as well as local residents in this case. The double yellow lines proposed on the east (acute angle) side of

APPENDIX 6 - FOR INFORMATION**SEVENOAKS - HARTSLANDS ROAD & SANDY LANE - PARKING PROPOSALS**

Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

the junction are totally excessive and, apart from arguably a few metres on the actual corner, are not needed. They remove 3-4 on-street parking spaces, which cannot be afforded in the area. Similarly, on the West side, not all the length of proposed line is needed, as 1-2 cars can park perfectly safely against the build-out without affecting traffic flow or access to Sandy Lane. Yet again, this is SDC using a sledgehammer to crack a nut. I suspect the main reason why SDC is seeking restrictions in this location is to allow it to send a too large refuse collection lorry into Sandy Lane - the obvious solution is to send a smaller lorry, as is done in other roads.. Once again, SDC is asked to strike up constructive dialogue with Hartslands' residents about parking needs in the area, and not take a piecemeal, negative approach, as here. Pls contact me to start setting up fully inclusive dialogue meetings with local residents to take a holistic view of parking needs. Whilst this dialogue takes place, this double yellow line application must be refused.

9. The proposed double yellow lines will create danger in the area by further restricting parking. We believe cars will park on the other side of Hartslands Road, on the blind bend (as already occurs). When this happens it is very difficult for an emergency vehicle to pass. The double yellow lines would be better situated on the opposite side to the proposed restrictions. We also believe that cars will park closer to our driveway meaning access and line of sight will extremely difficult and causing further danger. Again, due to the absence of parking in the area, this already happens. In our view these proposals should be rethought to avoid danger to life being caused by displaced parking.
10. By placing double yellow lines on the proposed part of the bend in the road on Hartslands Road it will encourage cars to park on the inside bend (opposite the junction) which is far more dangerous and will cause cars to swerve around cars parked on the inside of the bend.
11. Removing the ability to park along the Eastern side of Sandy Lane and around that bend into Hartslands Road will mean that parking is even more difficult outside of my house, as the cars that usually park there for Sandy Lane are forced to use Hartslands Road instead. However, I agree that the line along the Western side is a good idea.

OFFICERS' COMMENTS

One of the main reasons for the proposal to install parking restrictions at the Hartslands Road/Sandy Lane junction is to improve the efficient movement of traffic using the junction, especially large vehicles, such as refuse freighters and

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SEVENOAKS - HARTSLANDS ROAD & SANDY LANE - PARKING PROPOSALS

Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

fire tenders, by protecting it from parked vehicles. This in turn supports the advice given in Rule 243 of the Highway Code about not parking on junctions.

There is also a pedestrian dropped kerb at the junction, which the proposed restrictions would protect from parked vehicles.

However, the concerns raised during the statutory consultation about the impact of the proposals, particularly on local parking availability and the conservation area as a whole are acknowledged.

RECOMMENDATION

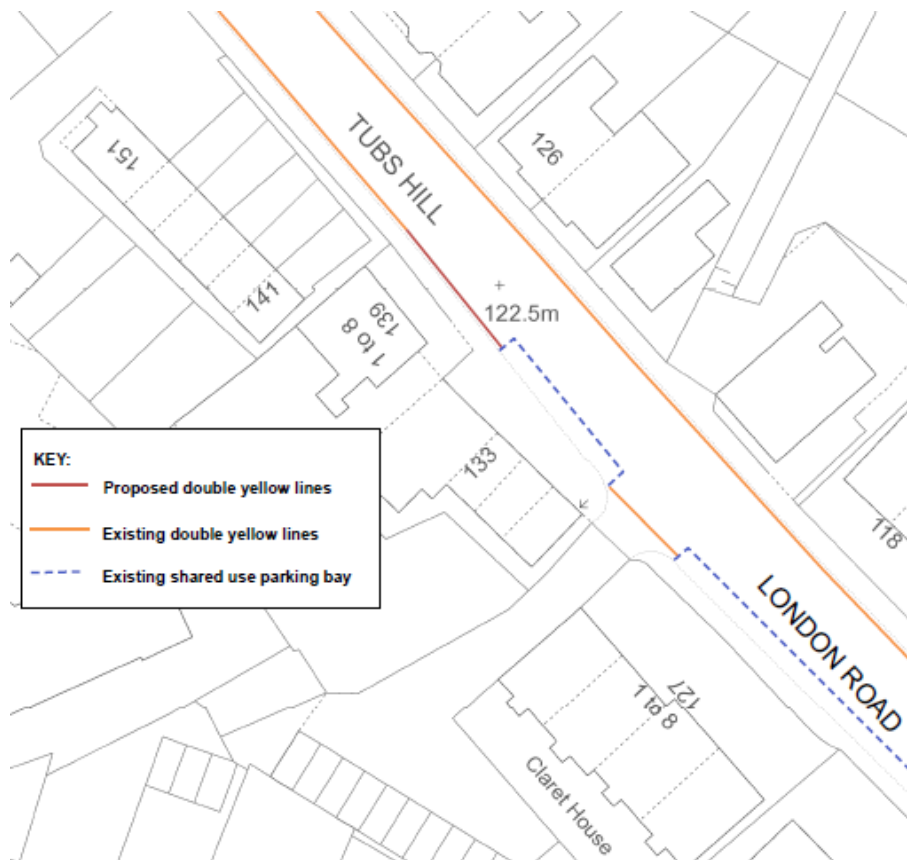
It is recommended that the objections be upheld, and this particular proposal be withdrawn

APPENDIX 7 - FOR INFORMATION

SEVENOAKS - LONDON ROAD (A224) - PARKING PROPOSALS

Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

SEVENOAKS - London Road (A224)



PARKING PROPOSALS FOR LONDON ROAD (A224), SEVENOAKS

New double yellow line (no waiting at any time) restrictions on the southwest side of London Road, outside no. 139

STATUTORY CONSULTATION FEEDBACK

OBJECTIONS RECEIVED

1. The parking bays in front of 139 London Road are required and used by residents of 139 London Road. The request for a parking restriction was directly in front of the driveway of 139 London Road not the whole length of the length of the building. Given we are not entitled to any parking permits removing these parking spaces negatively impacts residents.

OFFICERS' COMMENTS

The main aim of the proposal is to improve access to a new development, which is regularly obstructed by vehicles parked in the currently uncontrolled section of London Road immediately in front of the development.

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SEVENOAKS - LONDON ROAD (A224) - PARKING PROPOSALS

Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

The current policy is that properties built or converted after resident permit parking schemes has been introduced are not eligible for permits, as the schemes reflect the circumstances and demands at the time of introduction. Consequently, some of the residents of the new development have become reliant on the uncontrolled section for parking.

It would be possible to modify the current proposal to introduce double yellow line "no waiting at any time" restrictions in the uncontrolled section by reduction, to enable a small, shared use parking bay to be installed there, the same as those in other parts of London Road. Such a parking bay would at least enable those residents that are not eligible for a permit to park for up to two hours during the day and overnight from Monday to Saturday, as well as all day on Sunday, whilst ensuring a regular turnover of parking spaces for local shoppers and visitors during the daytime.

RECOMMENDATION

It is recommended that:

- the current proposal be modified, through the introduction of a shared use parking bay (limited wait 2 hours maximum stay (no return within 4 hours) Monday to Saturday, 8.30am to 6.30 pm (except for Zone A permits)) for one vehicle in the currently uncontrolled section of London Road a short distance to the northwest of the vehicle entrance to no.139.
- double yellow line "no waiting at any time" restrictions be introduced in the remainder of the currently uncontrolled section of London Road immediately in front of the development

APPENDIX 8 - FOR INFORMATION
WEST KINGSDOWN - CHURCH ROAD - PARKING PROPOSAL
Description and plan of parking proposal, and Officers' comments

WEST KINGSDOWN - Church Road



PARKING PROPOSAL FOR CHURCH ROAD, WEST KINGSDOWN

New disabled persons parking bay on west side, outside no. 22.

Note: The proposal is to include an existing marked parking bay in the 2013 Consolidation Order.

STATUTORY CONSULTATION FEEDBACK

No feedback supporting or objecting to the proposals was received during the statutory consultation

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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APPLICATIONS FOR DISABLED PERSONS (BLUE BADGE) PARKING BAYS

Sevenoaks Joint Transportation Board - 9 March 2021

Report of: Deputy Chief Executive and Chief Officer - Finance & Trading

Status: For Information

Key Decision: No

Executive Summary: The consideration of any representations received during the informal consultation to proposed disabled persons (blue badge) parking bays 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. Margot McArthur

Contact Officer: Jeremy Clark, 01732 227323

Recommendation to Sevenoaks Joint Transportation Board:

That the Board notes:

- a) the application for a parking bay for disabled persons (blue badge holders) in Madan Road, Westerham, which met Kent County Council's assessment criteria, set out in Appendix 1 of this report; and
- b) considers the feedback from an informal consultation with neighbours and local representatives on the successful application in Appendix 1 of this report, together with Officers' comments.

Reason for recommendation:

The disabled persons (blue badge) parking bay scheme is aimed at providing better management of the public highway, in line with current legislation and the Highway Code

Introduction

- 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.

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- 2 This power is frequently exercised to establish disabled persons' (blue badge) parking bays (DPPBs) close to the homes of disabled persons who would otherwise have difficulty parking near to their homes.
- 3 An application process exists, through which a person can request that a DPPB is established close to their home.
- 4 The District Council administers local requests for DPPBs on behalf of 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 personal and locational assessment criteria for the District Council to use when considering applications.
- 7 If an application satisfies KCC's assessment criteria, neighbours who may be affected by the provision of a DPPB are then informally consulted, and any feedback received is reported to the Joint Transportation Board, together with Officers' comments and recommendations.
- 8 If representations are received during the informal consultation, and these are upheld, the application will proceed no further.
- 9 In cases where there have been no representations or the representations received are overruled, a DPPB can be installed.
- 10 An interim DPPB is usually introduced in the first instance in residential areas on an "informal" basis, and without a traffic regulation order (TRO). This means that the DPPB can be marked on the road shortly after the application has been approved, but has no legal status and cannot be enforced.
- 11 A DPPB can be used by any vehicle displaying a current disabled persons' blue badge, and is not for the sole use of any person or vehicle.
- 12 Where there is a known pressure on parking, or a DPPB is abused by non-blue badge holders after its introduction, a TRO would be made, thereby making it enforceable.
- 13 The purpose of this report is to advise the Board on the location of the latest application for a DPPB received from individuals that has been evaluated in accordance with the highway authority, Kent County Council's (KCC's) assessment criteria.
- 14 This application satisfied the assessment criteria, and the Board is now requested to consider any feedback received to the informal consultation with the occupiers of neighbouring addresses, together with Officers' comments.

Background

- 15 Appendix 1 of this report contains details of latest application for a DPPB, which met KCC's assessment criteria and has already been the subject of an informal consultation with neighbours and local representatives. This application relates to the following location:
- Westerham - Madan Road
- 16 Redacted details of the feedback received during the informal consultation, together with a location plan, Officers' comments, are also contained in Appendix 1.
- 17 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.
- 18 The purpose of this report is therefore for the Sevenoaks Joint Transportation Board to consider the feedback from the informal consultation, together with Officers' comments, which are given in Appendix 1.

Options

In the absence of any representations during the informal consultation process, the application can be approved, and an interim disabled persons (blue badge) parking bay be marked, without the need for a decision from the Board.

Key Implications

Financial

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

Legal Implications and Risk Assessment Statement

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

However, a traffic regulation order (TRO) must be made under the Road Traffic Regulation Act 1984 and a sign installed before the parking bay can be enforced, and to do this, a formal (statutory) consultation procedure must be followed in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Any formal objections received during this statutory consultation would be reported to a future meeting of the Sevenoaks Joint Transportation Board.

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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 - Application for disabled persons (blue badge) parking bays which met Kent County Council's assessment criteria, including redacted details of the feedback received during the informal consultation, together with a location plan and Officers' comments

Background Papers:

[The Equality Act 2010](#)

[The Traffic Signs Regulations and General Directions 2016](#)

[The Road Traffic Regulation Act 1984, as amended.](#)

[The Traffic Management Act 2004, as amended.](#)

[The Highway Code.](#)

Adrian Rowbotham

Deputy Chief Executive and Chief Officer - Finance & Trading

APPENDIX 1 - FOR INFORMATION

Application for a disabled persons (blue badge) parking bay which met Kent County Council's assessment criteria, including redacted details of the feedback received during the informal consultation, together with a location plan and Officers' comments

WESTERHAM: Madan Road



INFORMAL CONSULTATION FEEDBACK

- 1 We have no objection to the application for a disabled persons parking bay outside no 59 Madan Road, but would request that the current disabled bay outside No 62 be removed as it is no longer used as owner has passed away. This would then free up another parking space.

OFFICERS' COMMENTS

COMMENTS:

This application for a disabled persons (blue badge) parking bay meets personal and locational assessment criteria.

In the absence of any representations during the informal consultation process, the application can be approved, and an interim disabled persons (blue badge) parking bay be marked, without the need for a decision from the Board.

The existing disabled persons parking bay outside no. 62 is no longer required, and arrangements will be made for its removal at the earliest opportunity.

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To: Sevenoaks Joint Transportation Board
By: KCC Highways, Transportation & Waste
Date: 9th March 2021
Subject: Highway Forward Works Programme – 2019/20 onwards
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2019/20.

Kent County Council has agreed a substantial increase in the budget for planned highway works over the next three years, and as a result we are still in the process of identifying and designing schemes for inclusion in our full Year One to Two (2019/20 and 2020/21) and Year Three to Five (2021/22 to 2023/24) programmes. Because of this, we have decided to publish an interim programme, and to publish the full programmes later this year. For some assets this interim programme covers approximately the first six months of 2019/20, whilst for others it includes most of the works planned for the whole year.

This programme is subject to regular review and may change for a number of reasons including budget allocation, contract rate changes, and to reflect KCC's changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase.

Road, Footway & Cycleway Renewal and Preservation Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Transportation and Safety Schemes – see Appendix D

- **Casualty Reduction Measures**
- **Externally funded schemes**
- **Local Growth Fund**

Developer Funded Works – see Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Member Fund – see Appendix H

Conclusion

1. This report is for Members' information.

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Contact Officers:

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

Richard Emmett
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

Appendix A – Road, Footway and Cycleway Renewal and Preservation Scheme

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged, and the residents will be informed by a letter drop to their homes.

Machine Resurfacing – Contact Officer Mr Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
B2026 Mill Hill	Edenbridge	Mead Road to B2028 Marsh Green Road	Programmed 23 rd February 2021
B2026 Main Road	Crockham Hill / Edenbridge	Dennettsland Road to Wellingtonia Way	<u>Phase 1</u> 11/01/21 to 28/01/21 <u>Phase 2 & 3</u> 29/01/21 to 22/02/21
A224 London Road	Dunton Green	Station Road to Lennard Road	To be programmed April 2020 onwards
B258 Goldsel Road	Swanley	From Station Road to M20 Overbridge	To be programmed April 2020 onwards
B2027 Tonbridge Road	Chiddingstone	From Bore Place Lane to 400m east	To be programmed April 2020 onwards
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Laburnum Avenue,	Swanley	Footway Resurfacing – Full length	Completed
Telston Lane,	Oxford	Footway Resurfacing – Full length	To be designed and programmed
Hever Road,	Edenbridge	Footway Protection – From the junction with Mill Hill to the property called “The Old Manse”	Completed
Sounds Lodge	Swanley	Footway Protection – Full length	Completed

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Surface Treatments - <i>Contact Officer Jonathan Dean</i>			
Micro Surfacing			
Road Name	Parish	Extent and Description of Works	Current Status
London Road	Westerham	Beggars Lane To Market Square	Complete
Cold Arbor Road	Sevenoaks	A25 To Overbridge To A21`	Complete
Cow Lane	Mark Beech	Cowden Pound Road To Station Road	Complete
Crowhurst Lane	West Kingsdown	Billet Hill To A20	Complete
High Street	Cowden	District Boundary (Kitford Bridge) To The Priors	Complete
Maplescombe Lane	Farningham	Donkey Lane To Botsum Lane	Complete
Pilgrims Way	Kemsing	Childsbridge Lane To The Landway	Complete
Tonbridge Road	Leigh	Penshurst Road To Compasses Road	Complete
Valley Road	Fawkham	Sun Hill To Scudders Hill	Complete
Watery Lane	Kemsing	St Clere To Chaucer Industrial Park	Complete
Watery Lane	Seal	A25 Maidstone Road To Broad Oak Lane (Saxbys Road)	Complete
Carters Hill	Under River	Underriver House Road To Fawke Wood Road	Complete
Wood Street	Swanley	Button Street To Church Road	Complete
Retread (Carriageway Recycling)			

Glebe Road	Sevenoaks Weald	(Road Surface Reconstruction) Windmill Hill to Hubbards Hill	Complete
Cowden Pound Road	Mark Beech	Whole Road	Complete
Walters Green Road	Penshurst	Central Section by Farm	Complete
Surface Dressing			
B2027 Four Elms Road	Edenbridge	From Swan Lane to Pootings Road	Complete
Shoreham Road	Eynesford	Castle Road to Preston Railway Bridge	Complete
Cockerhurst Road	Shoreham	Shacklands Road to Redlands Lane	Complete
Station Road	Halstead	Clarkes Lane to change of surface Cadlocks Hill	Complete

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - <i>Contact Officer Earl Bourner</i>			
Road Name	Parish	Description of Works	Current Status
A20 London Road	West Kingsdown	Rehabilitation of existing drainage system together with improvements to drainage system pipe layout. All soakaways have been fully cleaned out and have had deep bored soakaway liners replaced. Bund installed at field edge to reduce future run-off onto the highway. These works will significantly reduce flood risk to this location.	Drainage has been performing very well. One instance of flooding reported since completion but was due to leaves covering drain grids. Officer cleared leaves and flood drained away
Chevening Road/Homedean Road	Chipstead	Repairs and improvements to existing system at junction with High Street to prevent highway flooding. Job to be raised for lock down cover on manhole which is displaced during heavy rainfall.	Works programmed 22 nd Jan 2021 working collaboratively under RaFAT road closure.
St Marys Road	Swanley	CCTV survey to identify faults in drainage system causing frequent highway flooding at junction with Southern Place/Hart Dyke Road	Soakaway located in Hart Dyke Road, which is outfall to system. Job raised for soakaway cleansing, P5 RBD 10/04/21
Azalea Drive	Swanley	Soakaway has been cleansed and condition assessed; Contractors report soakaway may not be functioning correctly, further investigation required	Enquiry has been closed after confirming with Cllr Horwood that there had been no further flooding reports.
Hartfield Road	Edenbridge	Installation of one new gully outside Brook Street Farm to prevent private property flooding. CCTV survey of whole drainage system in vicinity of the same to identify any faults causing highway flooding	Site added to forwards works programme. No further update at present due to other safety critical and internal flooding sites taking priority

New Road	Penshurst	Kerbing works to alleviate flooding to private property at Burzes Cottages. Investigation ongoing to re-route exiting gully into culvert rather than discharging directly into garden of 4 Burzes Cottages.	Kerbing works completed Jan 2020. Further investigation ongoing re. culvert
Eynsford Road	Farningham	Ongoing investigation into flooding outside nos 3-8. System runs through private lane between Eynsford Road and Till Avenue and believe the blockage to be here	Kerbing, gully alterations and installation of 1no gully complete. Soakaway infiltration test postponed twice due to weather conditions. Put on hold until spring as there have been no further reports of flooding. Customer and Roger Gough aware and in agreement.
Valley Road	Fawkham	Completion of CCTV survey previously attended 23/04/2020 to identify any faults contributing to flooding at jw Sun Lane	Job raised for investigation of possible damaged pipe between gullies and soakaway, programmed for end of Jan 2021. 2no soakaways have been cleansed in Fawkham Green Road near junction with Brands Hatch Road/Valley Road.
Chevening Road	Chevening Sevenoaks	A previous survey has shown possible damage to drainage system. Another CCTV survey has been raised to assess the condition of the rest of the system to the outfall. Once the survey has been completed, it can be assessed for the need of any further work required. Chevening Road CCTV is the section leading to Chevening House.	Further discussions required with Team Leader on whether any further work is required, main line appears to be watercourse not actual highway drainage system. Line has a continuous flow through it.
Cranleigh Drive	Swanley	To investigate an existing soakaways condition. Ground around the soakaway appears to be starting to move.	Soakaway replaced and existing soakaway infilled. All works now complete.

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Watercroft Road	Halstead	<p>Surface and field water running through and around properties. Proposed alterations to kerb line, repairs and improvement to existing drainage as discussed with residents. KCC's Flood and Water Management Team are looking into measures to reduce field run-off in consultation with the landowner.</p>	<p>Drainage pond maintenance has been carried out, some silt still on site be taken to tip when dry enough and then fence reinstated. Contractor is monitoring it. Poor weather conditions have been hampering the drying of the spoil.</p>
Plymouth Drive	Sevenoaks	<p>Plymouth Drive in Sevenoaks, near junction with Knole Way ongoing flooding issues</p>	<p>Trial holes originally programmed the week before Christmas, did not go ahead due to crews isolating. Trial holes now programmed for Monday 18th Jan for up to the week. Trial hole info is required to assist new soakaway design.</p>
High Street	Eynsford	<p>Water showing at jw Bower Lane/War Memorial</p>	<p>Replacement of filter drain now completed. More recent report of water issuing out of private wall further down road. Inspection required for resolution.</p>
High Street	Farningham	<p>Works to undertake repair of defects in highway drainage combined with improvements to reduce risk of flooding to adjacent cottages from highway run-off.</p>	<p>Works substantially complete between River Bridge and Dartford Road. Additional minor drainage repairs to existing drainage between Dartford Rd & Sparepenny Lane being raised by engineer.</p>

Wellers Town Road	Chiddingstone Hoath	Long standing water showing on carriageway, initial investigation carried out 12/13 Oct 2020 identified land drainage pipe surcharging where ditch has been lost. Further works to install dished channels to restore flow of water to stream (historical outfall point).	Works complete.
Randles Lane	Knockholt	Ditch regrading/clearance to alleviate highway and property flooding.	Works complete however road has flooded again under extreme conditions. Risk assessment has been completed and discussed with Team Leader. No further action.
Orchard Close and Queens Drive	Sevenoaks	Flooding of residential property Identified issue with existing drainage. Assessment for repairs completed and works order raised.	Repair and investigation work on petrol interceptor in Queens Drive programmed 1/3/21 for up to 3 weeks under a road closure.
Cobden Road	Sevenoaks	Installation of linear aco drain in footpath in vicinity no. 30 to convey water from downpipe to carriageway to remove ice risk on footpath.	Works programmed for end of Jan 2021.
Swan Lane	Edenbridge	Installation of 1no new gully connected into existing surface water line at low spot near entrance to Allotments/Swan Lane Farm.	Job passed to contractor. RBD 08/03/2021.
Noahs Ark	Seal	Approx. 100m south of jw Honeypot Lane, drainage improvement works and ditch clearance to alleviate carriageway flooding.	Programmed for 18/01/2021.
Goldsel Road	Swanley	Flooding at the low point of Goldsel Road near roundabout junction with High Street	Drainage system inspected. Two of the five soakaways appear to be draining more slowly. Added to works programme for consideration of further works.

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Neal Road	West Kingsdown	Low area outside properties 101 & 99, Drainage improvement works required. Evidence of foul sewers overflow contributing to the issue reported to Thames Water.	Currently arranging a ground penetrating radar survey and bore hole tests to assist potential drainage improvement design. Thames Water informed foul sewers have been inspected and no issues found.
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Appendix C – Street Lighting

As a result of structural testing, the following street lighting assets have been identified for replacement in 2020/21. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

Street Lighting Column Replacement – <i>Contact Officer Sue Kinsella</i>			
Road Name	Parish	Description of Works	Status
London Road	Sevenoaks Weald	Replacement of 5 Columns	2 complete, 3 remain – access issues
London Road	Dunton Green	Replacement of 2 Columns	1 complete 1 remedial
Tonbridge Road	Sevenoaks Weald	Replacement of 1 Columns	On hold - Access issues
London Road	Dunton Green	Replacement of 2 Belisha Beacon Post	Remedial work left to complete
High Street	Edenbridge	Replacement of 13 wall mounted feed points, with 11 feed pillars and 2 columns	Work paused due to issues raised, being reprogrammed
Top Dartford Road	Hextable	Replacement of 4 pole brackets with columns	Waiting on further details from UKPN regarding removal of overhead lines in this area
Hillingdon Avenue	Sevenoaks	Replacement of 1 Column	Complete
Westerham Road	Jw A21	Replacement of 1 Column	due to be completed by March 2021
Little Julians Hill	Sevenoaks	Replacement of 1 Column	Delayed due to issues with access UKPN substation and tree roots
Kennedy Gardens	Sevenoaks	Cable over lay	Complete
Morleys Road	Sevenoaks	Replacement of 1 Column	Waiting to be Programmed
High Street	Otford	Replacement of Feed Pillar and Lit Bollard with Flecta	March 2021
Sevenoaks Road	Otford	Replacement of Feed Pillar and Lit Bollard with Flecta	March 2021

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Appendix D – Transportation and Safety Schemes

Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within Sevenoaks Borough, in order to meet Kent County Council's (KCC) strategic targets (for example, addressing traffic congestion or improving road safety). Casualty reduction measures have been identified to address a known history of personal injury crashes. Current status correct as of 10th February 2021

Location	Parish	Description of Works	Lead officer	Current Status
A25 Westerham Road junction with A21 slip roads and Westerham Road,	Chevening/Bessels Green	Development of potential Crash Remedial Scheme to improve the current junction layout and enhancements to the signage and road markings.	Whitney Gwillim	Scheme has been completed on site. Stage 3 safety audit reviewed and responded to February 2021. Road markings are to be refreshed using a more durable lining material.
A20 junction with Scratchers Lane, Farningham	Farningham	Development of potential Crash Remedial Scheme to improve the current junction layout and enhancements to the signage and road markings.	Whitney Gwillim	Scheme has been completed on site. Stage 3 safety audit reviewed and responded to October 2020. Drainage review has been carried out on site and no problems detected. This scheme is now complete.

Integrated Transport Schemes – all other LTP funded non-casualty reduction schemes

Location	Parish/Ward	Description of Works	Lead officer	Current Status
A25 Bradbourne Vale Road, Sevenoaks	Sevenoaks	Development of potential LTP Scheme to introduce a new pedestrian crossing point and narrow the carriageway through road markings to reduce traffic speeds.	Whitney Gwillim	Scheme has been completed on site. Stage 3 safety audit reviewed and responded to February 2021.
B2211 and Chevening Road, Chevening	Chevening	Proposed 40mph speed limit on the approaches to the junction and the entire	Whitney Gwillim	Works completed on site.

		length of Chevening Road to Chipstead village		
B2026 Hartfield Road, Edenbridge	Edenbridge	Installation of bend warning signs, enhancement to existing signs and SLOW road markings.	Whitney Gwillim	Works completed on site.
B2026 Hosey Hill, Westerham	Westerham	Hardstanding and signage for mobile safety camera unit	Whitney Gwillim	Speed camera warning signs have been installed. Works to be raised with contractor to reinstate missing bollards on the common.
Location	Parish/Ward	Description of Works	Lead officer	Current Status
A225 Sevenoaks Road, Otford	Sevenoaks	Replacement of incorrect 40mph speed limit signs	Whitney Gwillim	Works completed on site.
St Johns School, Bayham Road and surrounding roads	Sevenoaks	Introduction of a 20mph speed limit	Whitney Gwillim	Works completed on site.
Sevenoaks Primary School, Bradbourne Road and surrounding roads	Sevenoaks	Introduction of a 20mph speed limit	Whitney Gwillim	Works completed on site.

Local Growth Fund

Local Growth Fund programme update for Sevenoaks Borough

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

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

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

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

Scheme	Status
<p>Swanley Train Station - Forecourt Improvements</p>	<p>The Swanley Station forecourt scheme includes the refurbishment of the station building, improvement to the forecourt on the South Side of the station to improve the walking route through the forecourt onto the overbridge, extension of the North Side entrance to create a more visible station entrance improved cycle storage, signage and implementation of a one-way system on Station Approach (TRO to be progressed). Resurfacing of Station Approach to be completed as part of scheme. New tenancy premises will be created as part of the increased ticket office and booking hall area. The Tender for construction was issued to a number of pre-qualified suppliers with a return date of 21st February 2020. These suppliers provided tender submissions for the project in mid-February and a period of review ensued including interviews with the short listed bidders. The evaluation process was nearing completion in early March when the Covid-19 pandemic started to materially impact general business activities. On this basis, SE asked all bidders to confirm they remain interested in competing for the scheme and if so, how their original submission is impacted by the current Covid-19 restrictions in a number of areas including: their proposed methodology, impact on their proposed programme and the resultant impact on costs. The revised submissions have been received and reviewed and recommendation report produced. The Contract has been awarded to WPB Contractors Ltd and site set up has commenced with the site cabins delivered to site and hoarding erected, so the site is secure. Works to commenced early November 2020 and is progressing well and on track for a June completion. Resident have been sent a letter to update on programme. South Eastern to commission pre-scheme passenger surveys so monitoring data can be gathered pre-construction. South Eastern continuing to work on disabled access footbridge option with consultants, high level feasibility report to be issued in early 2021 (this will not be funded as part of the scheme). Monthly update meetings are held with all stakeholders.</p>

Appendix E – Developer Funded Works

Developer Funded Highway Works (Section 278 Works)				
File Ref.	Road Name	Parish	Description of Works	Current Status
SE003282	60 TO 64 Dawson Drive Hextable	Hextable	Stopping up of footway and relocation of footway, new bellmouth.	Cert 1 issued and in Maintenance
SE003323	St Mary's Road Swanley	Swanley	Bellmouth only	Remedial works required before they can go on maintenance.
SE003360	Trinity School, Seal Hollow Road Sevenoaks	Sevenoaks	Two new bellmouths	Works completed waiting Road Safety Audit 3.
Se003069	Oakley Park, just off Enterprise Way	Edenbridge	Connect to highway	Tie-in to section 38, Auditing drawings
SE003050	Rowhill Road	Hextable	New bellmouth entrance for private car park to allow for school parking. Includes new pedestrian crossings with tactile paving and keep clear parking restrictions. Additional minor footway improvements	Remedial works required but Gen2 unwilling to carry out works required. Matter has been elevated to Tim Read (Head of 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.	Works complete and in maintenance

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SE003298	Ryewood	Dunton Green	New Bellmouth within the adopted 38 land.	Bellmouth works completed, in maintenance.
SE 003055	Millfield, London Road	West Kingsdown	New Bellmouth entrance to residential properties and improvements to footway including tactile paving	Woks completed and put into a year's maintenance. Japanese knotweed discovered on site. Barrired off and is being reviewed for treatment.
SE 003056	Grassy Lane	Sevenoaks	New Bellmouth entrance to private drive with modifications and improvements to the footway and pedestrian crossing points	Still in maintenance period.
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	In maintenance
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. No further update.

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SE003413	Warren Court Farm Knockholt Road, Halstead	Halstead	Improve farm bellmouth by moving the radios kerbs.	Works on site.
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	Waiting for Phase 2 to start. Before phase 1 gets certificate 1, the site is yet to start its maintenance period. Phase two works on site Linked to SE003190
SE 003066	Mont St Aignan Way, Edenbridge	Edenbridge	New Access onto Mont St Aignan Way and closure of existing access that requires TRO	Now in the maintenance period. Waiting for development to finish so I can issue certificate 2 and adopt.
SE003173	St Johns Way opening	Four Elms	New access onto St Johns Way from the Bellway site off Enterprise way.	Works completed. In maintenance.
SE003131	Mussenden Lane	Farningham	New Bellmouth	Works Completed, in Maintenance
SE003075	Salters Heath Farm	Sevenoaks	Upgrade to a Bellmouth from Farmers exit.	In technical review stage.
SE003074	Force Green Lane	Westerham	New signage and one system on existing exits onto A233 London Road	In Technical audit stage and require a TRO first.

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Appendix F – Bridge Works

Bridge Works – Contact Officer David Aspinall			
Road Name	Parish	Description of Works	Current Status
Pootings Road	Westerham	Culvert replacement works	Construction works 2021/22

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 - <i>Contact Officer: Toby Butler</i>		
Location	Description of Works	Current Status
London Road/ Pembroke Road, Sevenoaks	Renewal of traffic signal-controlled junction	Completed October 2020
A25 High Street near Zion Street, Seal	Renewal of traffic signal-controlled crossing	Proposed February 2021

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Appendix H - Combined Member Grant programme update

Member Highway Fund programme update for the Sevenoaks Borough

The following list of schemes includes those which have been approved for funding by both the relevant Member and by Simon Jones, Director of Highways and is up to date as of 30th January 2020.

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 – Darent Valley

Scheme	Status
No current schemes	

Nick Chard – Sevenoaks East

Scheme	Status
Westerham 20mph speed limit and one-way around The Green.	Public consultation was held and closed on 30 th November 2020. 13 objections have been received to the proposal for a speed limit change and 1 objection to the proposal for a one-way system on The Green. A report is to be delivered at JTB.

Peter Lake – Sevenoaks South

Scheme	Status
No current schemes	-

Margaret Crabtree – Sevenoaks Central

Scheme	Status
St Johns Primary School and Sevenoaks Primary School. 20mph speed limit.	Works now complete on site.
Sevenoaks Town Centre – Cycle planters scheme	Locations for planters have agreed as High Street and London Road, Sevenoaks. Designs are progressing. Anticipated to be completed before the start of the new financial year.

Michael Horwood - Swanley

Scheme	Status
Swanley Lane, Swanley – waiting restrictions	The Traffic Regulation Order is being sealed on 18 th February and will come into effect 22 nd February.

David Brazier – Sevenoaks North East

Scheme	Status
No current schemes	

Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

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