
London Road, Swanley, Sevenoaks TRO consultation feedback

To: **Sevenoaks Joint Transportation Board – Mar 2024**

By: **Robin Chantrill-Smith, Senior Parking and Traffic Regulation Officer,
Kent County Council**

Classification: **Unrestricted**

Ward: **Sevenoaks – various proposed TROs**

Summary: **This report will show the feedback from public consultations for London Road, Swanley, Sevenoaks for both waiting restrictions and prohibition of traffic movement.**

For Information

1.0 Introduction and Update

1.1 The orders below are the orders sent to public consultation from 21 July 2023 to 14 August 2023

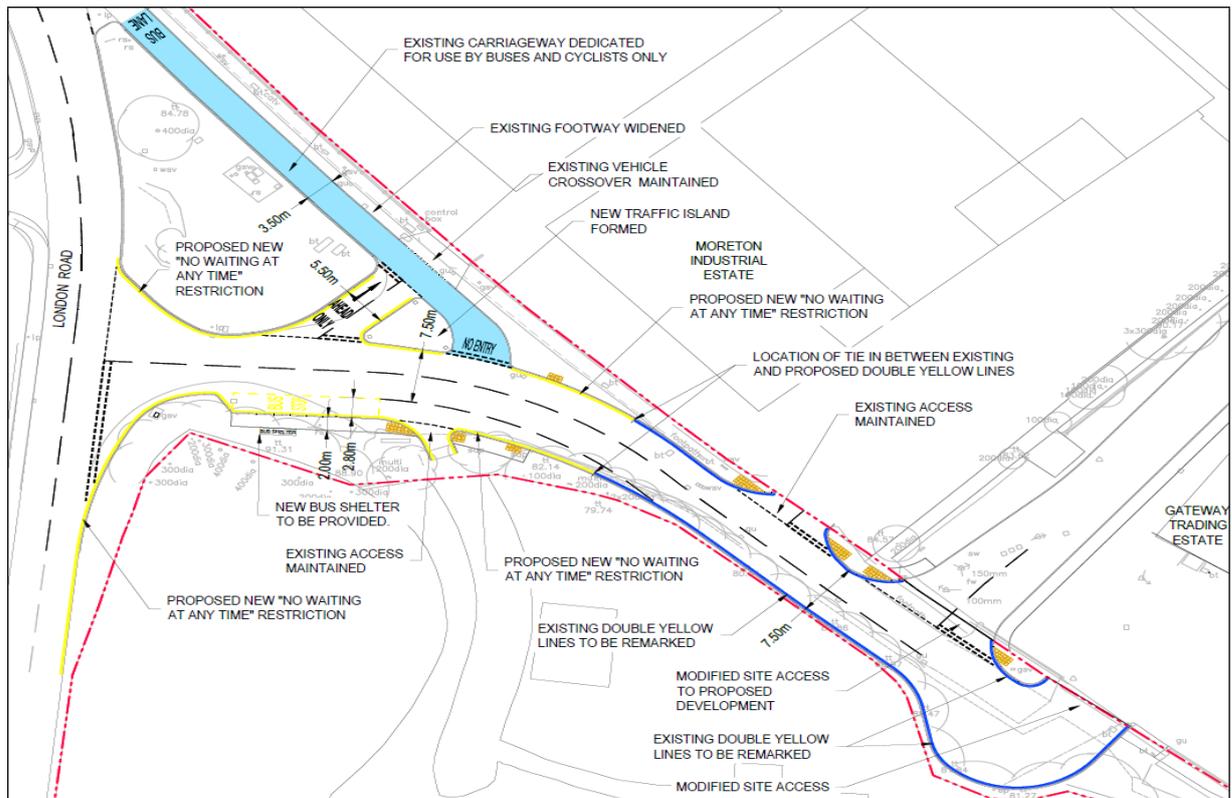
1.2 London Road, Swanley (Waiting Restrictions)

The effect of the proposed Order will be to amend existing waiting restrictions on the following length of roads:-

Roads in Swanley in the District of Sevenoaks

LONDON ROAD, (B2173) – DYL – (1) On both sides from its junction with London Road (southern junction entrance to Moreton Industrial Estate) for its entire length (including the side road into the new bus lane). (2) On the east side from its southern junction with London Road (southern junction entrance to Moreton Industrial Estate) for a distance of 31 metres in a southerly direction.

Existing waiting restrictions shown in dark blue and proposed waiting restrictions shown in yellow on the plan below.



1.3 London Road, Swanley (Prohibition of Traffic Movement)

The effect of the proposed named Order will be to Prohibit Motor Vehicles access (except bus's and cycles) in the following length of road.

Roads in Swanley in the District of Sevenoaks

LONDON ROAD, B2173 – From its junction with London Road (northern junction entrance to the Broomfield Works Industrial Estate) for a distance of 42 metres in a south easterly direction (extents shown by means of light blue hatching above).

2.0 Further information about the scheme from the developer.

2.1 The proposals that necessitate TROs result from Kent County Council’s requirements in relation to the planning permission for a commercial development on the Broom Hill Site, B2173 London Road, Swanley, Kent BR8 8GA (application number: 20/03825/FUL). Their requirements were as follows:

- 2.1.1 “The existing bus stop should be improved with the formation of a lay-by, shelter and pedestrian waiting area. Suitable crossing points to the bus stop should be identified. It would appear that sufficient highway land is available to accommodate this.”
- 2.1.2 “The existing access road to the north should be amended with a bus-only access off London Road and a narrowing to 3.0m. No exit onto London Road will be allowed and all access to the existing properties fronting that section of road will be from the main junction to the south. A Traffic Order may be necessary to implement this for which the developer would incur the costs.”
- 2.1.3 “No waiting restrictions should be applied to all roads around the “triangle” to prevent exiting obstructions and parking on the footways. This would be through a Traffic Order implemented by Kent County Council with the developer paying the costs. Whilst there can be no guarantee that such an Order can be implemented due to local objections, it is

considered that it is a necessary measure for highway safety reasons. The developer would be required under a planning condition to use their “best endeavours” to implement a parking restriction.”

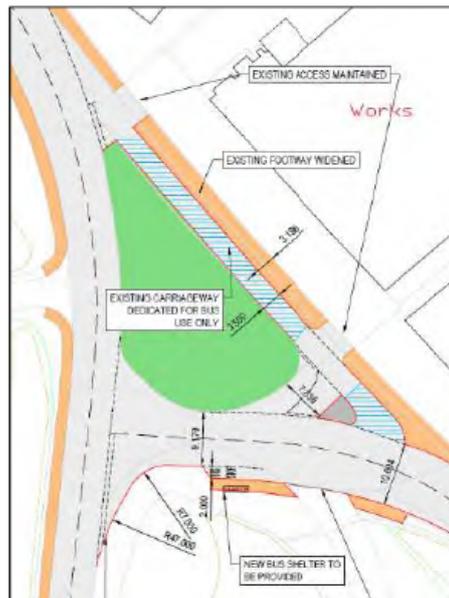
- 2.2 There is an existing bus stop serving the 233 service at the location where the new shelter is proposed, rather than this serving a newly proposed service. The highway improvements will accommodate bus movements, encourage the use of public transport and allow Heavy Goods Vehicles to negotiate the area safely.
- 2.3 Very few comments were received during the pre-consultation of the TROs. It would appear that the objections raised during the pre-consultation were against the principal of the planning consent rather than the TROs which is needed to allow the consented scheme to be implemented. It should also be noted that the works will be fully paid for by the developer and not the local authority or wider taxpayers.
- 2.4 Extracts from Stantec’s Transport Assessment for the development (Project Ref: 47444/5501 | Rev: 1 date: December 2020) are given below for further information:



3.3.11 It is proposed that this service road be converted to a 3.5m southbound bus lane (as requested by Officers) with removal of on street parking and a widened footway. The existing direct accesses currently served by the service road will be retained. This is illustrated opposite using a further extract from drawing 47444-5501-004.

3.3.12 The removal of parking and widened footway on this section of the approach to the site will ease movement for pedestrians, including those with mobility or visual impairment or wheelchair users.

3.3.13 This arrangement will also improve bus access to and from the site and hence encourage the use of bus. An improved boarding and alighting platform for the bus will be provided and this can be provided at a height suitable to ease movement to and from the bus for all users, including those with visual or mobility impairment and wheelchair users.



3.3.14 The revised layout will accommodate stationary buses at the existing bus stop. It is further proposed this bus stop will undergo improvements in the form of a bus shelter.

3.3.15 The proposed bus link has assessed using swept path analysis which is attached as Appendix B and this shows the layout proposed is suitable for a typical bus.

4.6 Bus

4.6.1 Beechenlea Corner is the nearest bus stop to the proposed site, around 50m away, as illustrated on the figure below.



4.6.2 There is a single bus stop denoted by a pole and flag. No existing bus shelter or seating is provided. The 233 service operates from this bus stop providing frequent journeys between Eltham and Swanley. This service is detailed in the table below.

Service Name	Service Description	Monday – Friday frequency	Saturday Frequency	Sunday Frequency
233	Eltham-Sidcup-Swanley	Every 20 minutes	Every 20 minutes	Every 30 minutes

3.0 Consultation and Traffic Regulation Order

3.1 For the order **London Road, Swanley (Waiting Restrictions)** The advert for the Traffic Regulation Order was placed on 21 July 2023 and the consultation was live on KCC's consultation webpage, with a closing date for comments on the 14 August 2023.

3.2 10 responses were received and are summarised as follows:

Support	1	10%
Object	9	90%

3.3 All of the responses have included comments, by both those supporting the proposal and objecting to it.

Copy of objections received and developers' response can be seen in annex 3 and 4.

3.4 For the order **London Road, Swanley (Prohibition of Traffic Movement)** The advert for the Traffic Regulation Order was placed on 21 July 2023 and the consultation was live on KCC's consultation webpage, with a closing date for comments on the 14 August 2023.

3.5 5 responses were received and are summarised as follows:

Support	0	0%
Object	5	100%

3.6 All of the responses have included comments objecting to the proposal.

Copy of objections received and developers' response can be seen in annex 3 and 4.

4.0 Corporate Implications

4.1 Financial and VAT

4.1.1 The third-party developer to pay all costs associated with the TRO and implementation of the scheme.

4.2 Legal

4.2.1 The TROs will be sealed by legal if approved.

4.3 Corporate

4.3.1 None

5.0 Recommendation(s)

5.1 KCC recommendation is that both TROs are implemented as proposed.

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6.0 Referencing

6.1 Traffic Signs & General Directions 2016

Annex List

Annex 1	Deposit Documents for Amendment 51 Parking & Waiting Restrictions and plan
Annex 2	Deposit Documents for Prohibition of Traffic Movements and plan
Annex 3	Copy of objections received for both proposed schemes
Annex 4	Copy of response to objections for both schemes