

**MINUTES OF THE MEETING OF THE HIGHWAYS COMMITTEE HELD ON
WEDNESDAY 25th OCTOBER 2006 AT 8.00 p.m. AT PAVILION, MANOR FIELD**

Present: Cllr Mr D Brazier (*County Councillor – co-opted*)
Cllr Mr M Harris (Chairman)
Cllr Mr B Ramsay
Cllr Mr V Sewell
Cllr Mrs M Solman
Cllr Mr C Ward

In attendance: Mrs J Hoad (Clerk)
Cllr Mrs J Burns (*Hartley Parish Council*)
Cllr Mrs A Oxtoby (*Hartley Parish Council*)
59 members of the public

1. Apologies

Apologies for absence had been received from Cllr Mr J Gaywood.

2. Declarations of Interest

There were no declarations of interest.

3. Minutes of the previous meeting

RESOLVED: That, the minutes of the meeting of the Highways Committee held on 6th September 2006 be approved and signed by the Chairman as a correct record.

4. Proposed waiting restrictions

The Chairman of the Highways Committee explained some of the background behind the proposals prepared by Sevenoaks District Council to introduce waiting restrictions at various locations in Hartley and thanked all residents who had taken the time to respond to Hartley Parish Council's informal consultation on the proposals.

The Chairman of Highways Committee explained the detail of the proposals at each of the following locations:

- (1) Around Hartley Primary School – Round Ash Way, Fairby Lane, Oast Way, Conifer Way and Chantry Avenue
- (2) Quakers Close
- (3) Church Road/Stack Lane/Woodland Avenue
- (4) Cherry Trees

In light of the concerns raised by residents, the Chairman of the Highways Committee suggested that the proposals could be modified to incorporate those concerns, in particular around Hartley Primary School, Quakers Close and in Church Road at the junctions with Stack Lane and Woodland Avenue.

The meeting was adjourned at 8.12 p.m.

The meeting resumed at 8.45 p.m.

RECOMMENDED: That, representation be made to Sevenoaks District Council to modify the proposals to introduce waiting restrictions at various locations in Hartley, as set out below:

(1) Hartley Primary School

The proposed single yellow line in Chantry Avenue, Fairby Lane, Oast Way, Conifer Avenue and Round Ash Way introducing no waiting restrictions between the hours of 08.30 to 09.30 and 15.00 to 16.00 be omitted from the scheme.

The proposed double yellow lines on the corners of the junctions in Chantry Avenue, Fairby Lane, Oast Way, Conifer Avenue and Round Ash Way be omitted from the scheme.

The proposed double yellow line on both sides of the access road to Hartley Primary School at the end of in Round Ash Way be retained.

The proposed double yellow line immediately outside the entrance to Hartley Primary School in Fairby Lane be retained.

(2) Quakers Close

The proposed single yellow line introducing no waiting restrictions along the entire length of Quakers Close between the hours of 07.00 to 10.00 be omitted.

A new single yellow line imposing no waiting restrictions between the hours of 07.00 to 10.00 be introduced on both sides of Quakers Close extending from the end of the existing double yellow lines to the lay-by located opposite the properties known as, "Aspens" and "The Birches".

(3) Church Road/Stack Lane/Woodland Avenue

The proposed double yellow line in front of the properties known as "Copperdene", "Pinewood" and "The Elms" be omitted

The proposed double yellow line in front of the St Francis De Sales RC Church be omitted.

The proposed double yellow line on the corners of the junction of Stack Lane and Church Road (both sides), on the corners of the junction of Woodland Avenue and Church Road (both sides), and on Church Road directly opposite its junction with Woodland Avenue be retained.

(4) Cherry Trees

The scheme for proposed double yellow lines on the corners of the junction of Cherry Trees and Church Road as suggested by the Senior Parking and Traffic Engineer be accepted without amendment.

5. **Castle Hill**

Cllr Mr D Brazier arrived at the meeting at 8.54 p.m.

The Committee considered a letter from two residents of Castle Hill expressing their concern about the speed and number of vehicles using Castle Hill, and requesting consideration be given to the installation of a barrier at the top of Castle Hill.

The meeting was adjourned at 8.55 p.m.

The meeting resumed at 9.10 p.m.

The Committee referred to the sign and speed review undertaken by Kent Highway Services in March 2006; the review had recorded traffic speed and traffic flows during a one week period in February 2006. The review investigated a number of options including the introduction of a 20 mph speed limit or zone, improvements to signage, improvements to the junctions at the top and bottom of Castle Hill, construction of passing places, carriageway widening, use of Old Downs as an alternative means of access and designation of Castle Hill as a "Quiet Lane".

The report concluded that due to the lack of crash history and general low traffic flows any major improvements would be difficult to justify, but the report did come forward with a

suggestion to improve the layout of the junction at the bottom of Castle Hill at its junction with Fawkham Road.

RECOMMENDED: That, representation be made to Kent Highway Services for a width restriction and associated signage to be installed at the top of Castle Hill.

6. Kent Highway Services

The Committee examined the spreadsheet received from Kent Highway Services on 27th September 2006, detailing progress on outstanding highway issues in Hartley. The Committee commented on a number of issues relating to the spreadsheet, as set out below:

- Ash Road – Interactive sign – The Committee noted that the speed survey had been completed and that a temporary post had be placed on Ash Road outside Fairby Grange at the location identified for the interactive sign.
- Parkfield – Salt bin – The Committee noted that the junction of Parkfield and Ash Road would be covered by the normal salt runs. The Committee considered this would not cover the steep slope in the road up from Downs Valley and Banckside. The Clerk was asked to pursue the matter.
- Ash Road – Verge to north of Bramblefield Close – It was reported that the cutting regime had been passed to Kent Highway Services and that the verge had been cut.
- Woodland Avenue – Playground warning sign – Kent Highway Services had requested information on where the sign should be sited. It was reported that Kent Highway Services had already been asked to reinstate the sign in its original position, opposite the recycling centre.
- Ash Road – Hedge next to Northfield – This had now been completed.
- Church Road – Overhanging vegetation outside Church House – Kent Highway Services had found difficulty locating Church House, but had now been provided with more specific directions.
- Cherry Trees – Disabled access – This had been completed.
- Church Road/Gresham Avenue – Overhanging vegetation – Kent Highways had requested more specific details of the location. This had now been provided.
- Springcroft – Flooding – It was reported that the local Member of Parliament had written a letter to Kent Highway Services
- Ash Road – Warning sign – It had been requested that a sign be provided showing the junction of Green Way, when approaching the junction from the south. This was missing from the spreadsheet and the Clerk was asked to investigate.
- Ash Road – Illuminated bollard – It was noted that the lights in the bollards outside Ashurst Lodge had been changed from white to yellow.

RESOLVED: That, the report be noted.

7. Sevenoaks Joint Transportation Board

The Committee considered the minutes of the meeting of the Sevenoaks Joint Transportation Board (JTB) held on 19th September 2006. The Committee commented on a number of issues relating to the schedule of outstanding works appended to the minutes of the JTB meeting, as set out below:

- Installation of interactive sign (item 15) - The schedule states that, “officers have agreed a location for the sign. Officers understand that funding will be available from Parish Council in 2007/08”. The Parish Council had been informed that the interactive sign would not be installed until April or May 2007 and thus would fall outside the current financial year. The Committee noted that the majority of the funding for the interactive, £3,000, had been allocated from this year’s Kent Members grant and that the Parish Council had agreed to make up the shortfall, which Kent Highway Services had estimated would be in the region

£500. It was reported that Kent County Council was liaising with Kent Highway Services to resolve the funding issues.

- Fairby Lane (item 17) – The schedule states the current position as being, “a potential scheme for 2007/08”. The Committee understood that the residents would be implementing the scheme and all that was required of Kent Highway Services was confirmation of the Traffic Regulation Order effecting the closure and preparation of a scheme design. The Clerk was asked to enquire over the current status of the road closure.
- Ash Road outstanding traffic calming work (item 18) – The Committee noted that the red surfacing had been laid on 23rd October 2005 at the south end of Ash Road.
- Ash Road/Church Road (item 19) – The schedule stated that the lights illuminating the “keep left” sign at the road junction had been repaired. The Committee noted that this was not correct, as the light was still not working.
- Parking restrictions around Hartley Primary School (item 24) – The schedule states that the work is complete. The Committee noted that the proposals to implement waiting restrictions in Hartley were ongoing and far from complete.
- Springcroft flooding (item 37) – The schedule referred to report 14. The Clerk was requested to obtain a copy of this report.

RESOLVED: That, the minutes of the Sevenoaks Joint Transportation Board held on 19th September 2006 be noted.

8. Highway Matters

There were no reports from Councillors.

9. General Correspondence

The Committee considered a letter dated 25th August 2006 from Cllr K Ferrin, KCC Cabinet Member for Environment, Highways and Waste in respect of Circular Roads 1/2006 “Setting Local Speed Limits”. The Clerk was requested to obtain a copy of the circular and circulate to Members of the Committee.

RESOLVED: That, the letter be noted.

10. Date of the next meeting

10th January 2006 at 8.00 p.m. at Hartley Library, Ash Road.

The meeting closed at 10.05 p.m.

Signed:.....
Chairman

Date:.....

Adjournment

Adjournment 1

Mr Haywood, Round Ash Way, explained why he would not wish to see any form of waiting restrictions in the area. He believed the introduction of yellow lines would not solve the problems of parking associated with the school traffic. He would support the use of bollards on corners.

Mr Scott, Round Ash Way, explained that in the past the caretaker had placed cones on the road to prevent access to the slip road leading to the school's main entrance. He felt Police cones may have more effect than normal cones and asked whether this matter could be raised with the School.

Mr Turvey, Round Ash Way, explained that schools had no powers to do anything outside the school gates and that cones had been placed in the road to prevent access to the slip road, but the cones, on two occasions, had been stolen.

Mr Waller, Fairby Lane, raised questions about the enforcement of waiting restrictions. It was explained that the Police and the Community Warden had been asked to attend. However it was noted that Hartley did not have any dedicated PCSOs and that Hartley had lost its Community Warden, as he had recently been seconded to the position of Area Supervisor. It was suggested that the PCSOs based in New Ash Green could be asked to attend the area.

Mr Fuller, Quakers Close, explained that he had been continuing to survey the parking in Quakers Close and believed that there was no problem associated with commuter parking.

Mrs Smith, Oast Way, asked if the issue surrounding staff parking could be raised with the School. She explained that some staff parked all day in Oast Way and that the roads were too narrow and not intended for such use.

Mrs Gibb, Fairby Lane, had no objection to the introduction of yellow lines on the corners of road junctions, but would not support the provision of bollards, which she believed would clutter the footpath and create a hazard, particularly at night.

Mrs Dark, Chantry Avenue, questioned the introduction of double yellow lines outside nos 10 to 14 Chantry Avenue.

Mrs Saunders, Conifer Avenue, referred to a stolen car which had taken 7 weeks to be removed by the local authority and questioned whether the parents would take any notice of the any waiting restrictions.

Mr Hornsey, Fairby Lane, explained that many parents had no option but to drive to the School, as they dropped their children off on their way to work. He suggested that a through road could be provided through the school grounds and asked that this matter be raised with the School. He felt that the Education Authority should be responsible for providing proper parking within the School grounds.

Mr Montford, Oast Way, felt that the suggestion to lay out a through road would only lead to massive congestion within the School grounds.

Mr Turvey, Round Ash Way, explained that he had been the Chairman of the School's Governing Body and confirmed that the School had considered the parking problem on many occasions. He felt that the provision of a through road would not solve any problems; many of the parents would not drop and go as they enjoyed a chat in the school playground. He was also concerned that a through road would result in a loss of playing field.

The Chairman asked for a show of hands from those supporting the proposals to introduce double yellow lines on the corners of the junctions of the roads. Most residents present at the meeting did not support this proposal.

The Chairman asked for a show of hands from those supporting the proposal to introduce double yellow lines at the two school entrances; on both sides of the access road to the entrance of Hartley Primary School at the end of Round Ash Way and outside the entrance to Hartley Primary School in Fairby Lane. Most residents present at the meeting supported this proposal.

Adjournment 2

Ms Webb and Ms Dunmall explained their reasons for requesting the installation of barrier at the top of Castle Hill. They were particularly concerned about the safety of pedestrians and cyclists. It was explained that Castle Hill provided an important strategic link between Hartley and Fawkham, and so it would be unlikely that a request to install a barrier would be supported by the Highway Authority.

Mr Ayres and Mr Raeburn also expressed their concerns about the volume and speed of traffic using Castle Hill.

The residents felt that the sight lines from the Old Downs to Hartley Green could be improved if the overhanging hedges were cut back at least to the edge of the highway.

They felt that the road would benefit from the provision of an additional grit bin positioned on the steepest part of the road and Mr Raeburn suggested that a new grit could be placed outside his property, "Brienne".

The residents complained that the road was never swept and concerns were raised about the edge of the carriageway, which was breaking up, and the condition of the road surface.

The residents expressed their concerns over the number of cars parking in the road next to Steep Hill School, which could severely hinder any emergency vehicle attending the School. It was agreed that these concerns should be addressed to Fawkham Parish Council as the School fell within its parish boundary.

It was suggested that the introduction of a width restriction and appropriate signage may reduce the number of large vehicles using the road and Members of the Committee favoured this suggestion.