

20 March 2024 at 7.00 pm

Council Chamber, Argyle Road, Sevenoaks

Published: 12.03.24



This meeting will be livestreamed to YouTube [here](#):

[https://www.youtube.com/channel/UCIT1f\\_F5OfvTzjZk6Zqn6g](https://www.youtube.com/channel/UCIT1f_F5OfvTzjZk6Zqn6g)

# Sevenoaks Joint Transportation Board

## Membership:

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

### District Council

Cllrs. Baker, Ball, Clayton, Horwood and Williams

### Kent County Council (KCC)

County Cllrs. Brazier, Chard, Cole, Gough, McArthur, and Streatfeild

### Town/ Parish Council (non-voting) representatives from KALC

Cllrs. England, Haslam and Wightman

## Agenda

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

	Pages	Contact
Apologies for Absence		
1. <b>Minutes</b> To agree the Minutes of the meeting of the Board held on 28 November 2024, as a correct record.	(Pages 1 - 6)	
2. <b>Declarations of interest</b>		
3. <b>Matters Arising/Update (Including Actions from Previous Meetings)</b>		
Part A - Recommendations for decision by Kent County Council (KCC)		
4. <b>Sevenoaks Townwide 20mph Limit Update</b>	(Pages 7 - 44)	
Part B - Recommendations for decisions by Sevenoaks District Council		

Part C - Information reports

- |    |  |                 |  |
|----|--|-----------------|--|
| 5. | <b>London Road, Swanley, Sevenoaks TRO consultation feedback</b> | (Pages 45 - 70) | KCC Highways and Transportation<br>Tel: 0300 418418  |
| 6. | <b>Highways Forward Works Programme 2023/24</b>                  | (Pages 71 - 84) | KCC Highways and Transportation<br>Tel: 03000 418418 |
| 7. | <b>EV Charging Pilots and Trials Update</b>                      | (Pages 85 - 88) | KCC Highways and Transportation<br>Tel: 03000 418418 |

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](mailto:democratic.services@sevenoaks.gov.uk).



**Sevenoaks Joint Transportation Board**

Minutes of the meeting held on 28 November 2023 commencing at 7.00 pm

Present: Cllr. Roy (Chairman)

Cllr. Chard (Vice-Chairman)

Cllrs. Baker, Ball, Brazier, Clayton, Cole, England, Gough, Horwood, Streatfeild, Wightman and Williams

Apologies for absence were received from County Cllr. McArthur and KALC Representative Cllr. Haslam

Cllrs. Purves and Robinson were also present.

23. Minutes

Resolved: That the minutes of the meeting held 18 September 2023 be approved, and signed by the Chairman as a correct record.

24. Declarations of interest

There were none.

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

Members noted the actions from previous meetings. The Chairman tabled a draft letter to the KCC Cabinet Member for Highways and Transport to present the Board's opinions on the proposals. The Board discussed the importance of presenting the Board's joint views. They further discussed the review of the Board and its remit. It was moved from the Chair that the letter be sent to the KCC Cabinet Member for Highways and Transport.

Resolved: That the tabled draft letter be sent to the KCC Cabinet Member for Highways and Transport.

26. Proposed Sevenoaks Townwide 20mph Working Group Update

The Senior Programme Manager for Active Travel presented the report, which updated Members on the Sevenoaks Townwide 20mph scheme and working group. The proposed limit was part of a consultation which was due to finish on 14 December. This had been advertised in the Town Crier, with large maps available at the Town Council offices, Bat & Ball station, and the library. The consultation was also publicised through social media. Information events would be held at markets, supermarkets, and Sevenoaks station.

## Agenda Item 1

### Sevenoaks Joint Transportation Board - 28 November 2023

The feedback from the consultation would be analysed by the working group, which would inform their recommendations to the Board in the future.

Resolved: That the report be noted.

#### 27. Sevenoaks East/West Walking Wheeling and Cycling Route Update

The Senior Programme Manager for Active Travel presented the report, which set out the progress and next steps of the Sevenoaks East/West Walking, Wheeling, and Cycling project. Design work continued, incorporating feedback from the consultation held 1 June - 14 July 2023. Part of the route at Bradbourne Park Road and St. James' Road had been revisited, after the consultation showed that none of the options provided were viewed as favourable. An alternative option with routes along the A25, Oakdene Road, and St. John's Road was supported by the Steering Group, and would be subject to a local consultation in January 2024. Work was also ongoing on the delivery program for the project.

Members discussed the report. They noted that proposed new route along the A25 integrated well with another route in the LCWIP in a constructive manner.

Resolved: That the report be noted.

#### 28. Highways Improvement Plan (HIP) Update

Members considered the report, which updated the committee on the Highway Improvement Plan (HIP) process. The HIP was introduced to formalise the process by which parish councils could promote, prioritise, and receive advice on changes to the highways network and highway safety issues. The HIP further allowed parishes to decide to put their own funding towards projects, which would be delivered by KCC officers. It was not suitable for addressing urgent matters, or for issues that the parish would not address itself. It was noted however that KCC could help with funding very small projects brought forward in this way.

The Community Engagement Officer outlined the HIP review process. The Community Engagement Team would meet with the parish council to discuss the requests and gather further information, to determine which projects were feasible. The Highways Improvement Team would then provide final proposals or alternative solutions, where required. This sometimes required a design fee, which would cover site visits, site designs, road safety audits, and utilities plans, among other elements. A final invoice would then be submitted to the council. Schemes delivered through this process were delivered to the same standards and regulations as all other works.

56 Highway Improvement Plans had been received from West Kent parishes since April, with over £200,000 spent. Plans were submitted on an annual basis, to ensure parishes confirmed their priorities, and due to the strain on resources that more frequent applications would cause.

**Sevenoaks Joint Transportation Board - 28 November 2023**

Members discussed the report and asked questions of clarification. Any projects brought through the HIP process that required a Traffic Regulation Order (TRO) could be brought before the Board, should it receive the requisite number of objections.

Resolved: That the report be noted.

**29. Applications For Disabled Persons (Blue Badge) Parking Bays**

The Head of Direct Services presented the report, which updated the Committee on Disabled Persons Parking Bays within the district. There had been four applications for disabled parking bays; they were all declined as they did not satisfy the KCC assessment criteria. Disabled parking bays in Alder Way, Swanley and Caxton Close, Hartley would be removed as they were no longer required.

Resolved: That it be noted that

- a) the applications received for disabled persons parking bays in Greatness Lane, Sevenoaks, Clarks Lane, Hartley, Dane Road, Otford and St. Peters Row, Fordcombe did not satisfy Kent County Council's assessment criteria, and were declined for the reasons given in this report; and
- b) Following consultation, the following disabled parking bays will be removed from Alder Way, Swanley and Caxton Close, Hartley, as they are no longer required.

**30. Sevenoaks District Electric Vehicle Charging Infrastructure and Accessible Chargers Update**

The Chairman introduced the report, which provided an update on EV charging infrastructure in Sevenoaks. The Board heard from a member of the public, who raised their concern regarding the provision of charging for terraced houses in towns. This issue was significant, as town centres were densely populated and had a significant amount of pollution, increasing the need for electric vehicles. They proposed that self-paid cable channels on residential streets were the most appropriate solution, as there was adequate resident parking, and the chargers would primarily be used at night.

The Head of Direct Services (SDC) outlined the report, and made several corrections. The Local Electric Vehicle Infrastructure (LEVI) funding received by KCC was £12,081,000. Figure 1 within the report was outdated; there were now 44 EV Charging Points within the district. Consultants were working to correct inaccuracies within the EV Infrastructure Survey, and it would be reissued. No decisions were being made based on the incorrect data.

12 new 50kw points had been commissioned, and would be installed in early 2024 in off-street car parks across the district. Officers were investigating opening one of the rapid taxi chargers in South Park for public use, before the electric taxis were introduced.

## Agenda Item 1

### Sevenoaks Joint Transportation Board - 28 November 2023

In response to questions, the officer explained that KCC were waiting for OLEZ guidance on channels, which would be issued in 2024. SDC were exploring EV channels as an option for sites on council-owned land, alongside other pilot schemes. Discussions with other authorities regarding these options were ongoing. The DFT map of public chargers did not include home chargers, which Sevenoaks had in high proportion. Disabled bays with EV charging were being actively investigated, and initial inquiries with residents were underway.

Members discussed the relative advantages and disadvantages of EV channels. They used a low-speed power supply overnight, which would reduce their impact on the electrical grid, and were cheaper for residents to charge at. They could also be provided without cost to the authority. Members noted that issues surrounding insurance, maintenance, and the lack of a guarantee of parking had not been fully resolved. They further discussed the balance necessary between central guidance and local initiative. It was proposed, and duly seconded, that a working group to examine EV Charging Infrastructure options be established, with membership and terms of reference to be decided at a later date. The motion was put to the vote and it was

Resolved: that a working group to investigate EV Charging Infrastructure options be established, with membership and terms of reference to be decided at a later date.

Members further discussed the report.

Resolved: That the report be noted.

#### 31. Highways Forward Works Programme 2023/24

The Sevenoaks Highway Manager presented the report, which updated Members on the identified schemes approved for construction. Members considered the schemes and asked questions of clarification. They were advised that sites listed as “technically approved” had been approved by KCC engineers, but construction had not yet begun on site. The new signage for the reduced speed limit on Seal Road would be installed soon.

Resolved: That the report be noted.

#### 32. Work Plan

6 March 2024

- EV Charging Pilots and Trials Update
- Active Travel Grant Update
- Potholes Progress Update
- Sevenoaks Townwide 20mph Limit Update

THE MEETING WAS CONCLUDED AT 8:05PM

CHAIRMAN

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**To:** Sevenoaks Joint Transportation Board  
**By:** 20mph Working Group  
**Date:** 20th March 2024  
**Subject:** Sevenoaks Townwide 20mph speed limit  
**Classification:** For Decision

**Recommendation:** Members of the Board to consider and make a recommendation to:

- a) reduce the extent of the scheme to reflect the findings of the consultation and ensure compliance by removing Mount Harry/Hitchen Hatch Road, St Botolph's Road, and the northern section of the A225 from the Vine to the Bat and Ball junction.; or
- b) proceed with the scheme as designed.

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Summary: This report updates Members of the Board on the Townwide 20mph Consultation and the JTB Working Group meeting held to review the results of the Town Council Consultation

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## 1. Introduction

- 1.1 Kent County Council conducted a consultation on a Townwide 20mph scheme at the request of Cllr Streatfield, funded through his Combined Member Grant in September 2022. There have been several additional representations at subsequent JTB meetings with regards to the detail of the proposal and some mixed feedback in relation to the timing for this and the roads incorporated, particularly due to the other active travel schemes proposed in the vicinity that are progressing at pace.
- 1.2 At the 8 June 2023 JTB it was recommended that “a new Member Working Group be setup with KCC and SDC Officer support to develop a Consultation Plan for the LCWIP which incorporates the Town 20mph limit.” A Member Working Group was duly established, with Cllrs Chard, Clayton, Perry Cole, Haslam, Purves, Roy and Streatfeild as members. A report on the progress of the Member Working Group was provided to the September 2023 JTB meeting, introduced by the Chairman and informed the Board that the Town Council intended to launch a second consultation in October 2023 with guidance from KCC.
- 1.3 The Member Working Group has worked collaboratively to support Sevenoaks Town Council in running an additional public consultation to look in detail at the level of support for a 20mph Townwide scheme, albeit to a lesser extent than the previous proposal. Revised plans were created in response to the initial public consultation mentioned. An update on the progress of the Working Group was provided to the November 2023 JTB meeting to report that following the initial Group meeting, the wording of the consultation and its contents was agreed by the Working Group.

## Agenda Item 4

### 2. Consultation Process

2.1 Sevenoaks Town Council conducted a townwide public survey over the course of a six-week consultation period to gather the thoughts and feelings of Sevenoaks residents. The consultation was launched and took place between 1st November and 14th December 2023. A copy of Sevenoaks Town Council's quarterly magazine, the Town Crier, contained the consultation questions approved by KCC Officers and members of the JTB Working Group and was delivered to all homes in the town and circulated locally within the community. Sevenoaks Town Council was responsible for the design of the document and the promotion, and collection of the consultation responses.

2.2 The following questions were asked:

- Q.1 Do you support 20mph limits in residential roads and roads in close proximity to schools?
- Q.2 Do you support the proposal for a 20mph limit for most of central Sevenoaks including schools? (map provided)
- Q.3 Are there any roads in the proposal you would like to see left out?

A copy of the Town Crier's questionnaire is attached (Appendix A).

### 3. Consultation Results

3.1 Sevenoaks Town Council commissioned, Lake Market Research, who provided the analysis for the previous consultation sponsored by Cllr Streatfield. The Council hoped that this would demonstrate confidence in the independence of the analysis. A full copy of the Lake Market analysis is attached at Appendix B. To enable the Working Group to look at any detail in the consultation responses, a full data set was requested for use by the Working Group only with all personal data redacted to ensure compliance with GDPR.

3.2 A total of 2,542 valid consultation responses were received, 2,279 via the online survey and 263 via the paper survey, of all responses, 92 responses were invalid.

The key consultation results are set out below:

*Q.1 Do you support 20mph limits in residential roads and roads in close proximity to schools?*

Two thirds (66%) of all respondents indicated they support 20mph limits on these road types and 34% indicated they did not support 20mph limits on these road types.

When filtering results amongst respondents who live in Sevenoaks Town only, the proportion who support 20mph limits in residential roads and roads in close proximity to schools increases to 74%.

*Q.2 Do you support the proposal for a 20mph limit for most of central Sevenoaks including schools?*

Respondents were also asked to indicate whether they support 20mph limits for most of central Sevenoaks with the assistance of the map provided (page two of the Town Crier).



Just over half (53%) of all respondents indicated they support 20mph limits for most of central Sevenoaks and 47% indicated they did not support 20mph limits for most of central Sevenoaks.

When filtering results amongst respondents who live in Sevenoaks Town only, the proportion who support a 20mph limit for most of central Sevenoaks, including schools increases to 61%.

It is important to note that the full data set indicated that a number of respondents (78) who supported Question 2, also indicated that they would like one or more roads removing from the scheme at Question 3. In other words, these respondents do not unequivocally support the scheme as per the roads shown on the scheme map for Question 2. Taking this into account, this reduces the support for Question 2 to 49%.

NB: *STC is unable to confirm whether or not those 78 views were all from valid responses.*

### **Q.3 Are there any roads in the proposal you would like to see left out?**

There were 1,100 responses to this question. A summary showing the breakdown of responses is set out below:

262 respondents asked for all roads to be removed.

333 respondents asked for no roads to be removed.

253 respondents asked for changes to the scheme.

A full breakdown of responses to Question 3 is provided in the Lake Market research at Appendix B.

## **4 Working Group Review**

- 4.1 The Working Group met on Friday 23rd February 2024 to review the findings of the consultation and to agree a position in advance of the March JTB meeting. There was unanimous agreement that the consultation results demonstrated a general desire for 20mph limits around schools and nearby residential roads, as evidenced by the majority support for Question 1. There were mixed views from the Working Group about whether the full extents of the proposal should be progressed, or some roads taken out.
- 4.2 The inclusion of the entire length of the A225 through the town (from Sevenoaks School to the Bat & Ball junction) was discussed. By way of compromise, and to ensure the scheme did not become fragmented, it was suggested that the northern section of the A225 from the Vine (Dartford Road and St John's Hill), a wide section of the A225 with generous pavements considered inappropriate for a 20mph limit was removed from the scheme. These two roads featured regularly on the list of roads respondents wanted excluded from the scheme. KCC Officers agreed this section may struggle with compliance, but its removal could potentially have a negative impact on compliance of side roads and where pedestrians and cyclists travel and cross where 20mph could be safer.
- 4.3 In order to justify including the whole length of the A225 in the proposed scheme, KCC Officers were asked to provide data on traffic collisions involving pedestrians and cyclists where traffic speed is a factor and a Walking Route Map to review whether this included Dartford Road and St John's Hill.

## Agenda Item 4

- 4.4 The inclusion of other roads in the scheme considered to be either non-compliant or inappropriate were then discussed. Members were reminded that when the scheme was originally designed it was assumed that traffic calming measures would be used to bring down speeds where necessary. Sevenoaks Town Council has made it clear that the revised scheme in the consultation will not include traffic calming and is to be a signed and lined scheme only. Officers pointed out that it was important to note that signed only 20mph speed limits may only reduce speeds by 2-3mph, sometimes more, so inclusion of roads that see faster speeds may result in a 20mph speed limit that is not fully compliant.
- 4.5 KCC Officers informed the Group that it would be necessary to review traffic speed data and consider the issue of compliance.
- 4.6 The Group agreed that the following roads, which were part of the original TRO consultation, would be included in any recommendation taken forward: Highlands Avenue, Ash Platt Road, and Pinewood Avenue.

### **5 Traffic Speeds, Collision Data & Walking Routes Map**

- 5.1 Average speed data provided by KCC Officers (Appendix C). The upper threshold for a 20mph limit without formal traffic calming is 24mph. Although the KCC policy does facilitate the introduction of 20mph where speeds are between 24-28mph with some informal features, such as parking changes, new crossing points or other measures. It is the case that some roads in the scheme are within this threshold and may struggle to be compliant. Of note, are the speeds for Mount Harry Road at 30.7mph in both directions. Speed data is not available for the long wide stretch of St John's Hill or Dartford Road; the data for Dartford Road was captured at the Vine. Whilst there is no data for St Botolph's Road, speeds are likely to be high due to the generous width of the road.
- 5.2 Pedestrian and cycling collision data (3 years) provided by KCC Officers (Appendix D). The collision data for pedestrians and cyclists provided shows two slight incidents and one serious incident and only one collision where speed was a contributing factor on the northern stretch of the A225.
- 5.3 Walking Routes Map provided by KCC Officers (Appendix E). The Walking Route Map provided confirms that neither Dartford Road nor St John's Hill have been identified as walking routes.

### **6 Conclusions**

- 6.1 Sevenoaks Town Council is of the opinion that the introduction of additional areas of 20mph is essential to the town's current and future road safety, protection of the environment and the community's well-being. It is also complementary to other proposals, including those for new cycle routes in the future and the Aim M4 in the Sevenoaks Town Neighbourhood Plan which supports additional 20mph in residential areas and around schools.
- 6.2 There was unanimous agreement that the results demonstrated a general desire for 20mph limits around schools and nearby residential roads, as evidenced by the clear support by the majority of respondents to Question 1.

- 6.3 To best reflect this outcome and the majority view of respondents who supported Question 1, it was felt by some Members that the extent of the scheme would need to be refined. Members supporting this view proposed the extent of the scheme be reduced to respect the findings of the consultation and ensure compliance by removing Mount Harry/Hitchen Hatch Road, St Botolph's Road, and the northern section of the A225 from the Vine to the Bat and Ball junction.
- 6.4 With the proposed amendments the scheme would best represent the majority of respondents (66%) who supported the first question in the consultation. It is further felt by these Members that it would not be appropriate for the JTB to ignore clear support for one option and to set aside significant objections (around 50%) for a less popular option.
- 6.5 Sevenoaks Town Council representatives believe there has been considerable consultation relating to the original and refined plans for a 20mph scheme in Sevenoaks town. Whilst there may still be a need for some minor refinements to the scheme, the JTB is requested to accept the public's response as being positive and move forward with the scheme as designed.
- 6.6 To reflect the wishes of both Sevenoaks Town Council Members and the remaining Members of the Group, the JTB is asked to consider the two options, as consulted upon or a reduced scheme as set out below:
- a) Reduce the extent of the scheme to reflect the findings of the consultation and ensure compliance by removing Mount Harry/Hitchen Hatch Road, St Botolph's Road, and the northern section of the A225 from the Vine to the Bat and Ball junction.
  - b) Proceed with the scheme as designed.

### **7. Legal**

- 7.1 The current Traffic Regulation Orders (as advertised for the previous consultation) are valid for 24 months which will run out in September 2024. This means that if the scheme is progressed there is no need to repeat the legal TRO advertising exercise as any scheme would be within the limits of the previous legal process.

### **8. Finance**

- 8.1 Sevenoaks Town Council has Resolved as part of its Community Investment Plan 2023 to fund the implementation of any resulting 20mph signage scheme estimated at £130,000 and a zebra crossing at Dartford Road estimated at £25,000 as approved for delivery via this consultation process.

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### **APPENDICES**

- A) Sevenoaks Town Council's 20mph Town Crier (including questionnaire)
- B) Lake Market Research Report on Sevenoaks Town Council 20mph Consultation
- C) KCC Average Speed Data (ATC's)
- D) KCC Collision Data for Pedestrian and Cyclists only
- E) KCC Walking Routes Map



# SEVENOAKS Town Crier

## Agenda Item 4



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phone or  
tablet.

From Sevenoaks Town Council for the community of Sevenoaks.

Autumn 2023



This edition of the Town Crier includes a town-wide survey for Sevenoaks community to have their say on the latest proposals for 20mph speed zones to be put in place in Sevenoaks.

We need to hear your thoughts  
prior to the closing date of:

**14<sup>th</sup> December 2023.**

### MESSAGE FROM THE MAYOR

Welcome to our special edition of the Town Crier. For several years, there have been discussions on lowering speeds and increasing road safety in our town. Local residents in five different areas of Sevenoaks have campaigned for 20mph limits to improve safety for all.

As a result, KCC led a consultation in 2022 on a 20mph scheme, which has been refined using the feedback. We believe this would give a boost to active travel in Sevenoaks, and can be funded by the Community infrastructure Levy from developers.

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This Town Crier has information about the proposed scheme, and details of how to comment.

**We look forward to hearing from you.**

Councillor Claire Shea, Mayor of Sevenoaks



# Agenda Item 4

## Why are 20mph plans introduced?

[Source: Government Atkins 20mph study]

### TRANSPORT

- Casualty and injury reduction.
- Reduction of rush hour traffic through residential areas.
- Reduce the negative impact of cars in urban centres

### COMMUNITY

- Community concerns about speed, safety and the quality of the local environment.
- Demand from local groups and individuals in the community.
- Seen as a low cost initiative, which delivers instant improvements for local residents, schools and commuters.

### HEALTH

- Encourage active travelling locally (walking and cycling instead of driving)
- Improve public health and wellbeing

## Background to the demand for 20mph in Sevenoaks.



The following five petitions presented to Kent County Council and Sevenoaks District Council over the last six years created the demand for a 20mph provision in Sevenoaks:

- **To reduce speeds in Seal Hollow Road to create safe access to Knole Park**
- **For a 20mph zone around Sevenoaks Primary School**
- **For a 20mph zone around St John's Primary School**
- **For a wide 20mph zone, to protect the remaining primary and secondary schools in the area bounded by Seal Hollow Road, Sevenoaks High Street, South Park, the railway line and the A25.**
- **For a 20mph zone to protect families walking from the Greatness and Hillingdon areas to Seal Primary School.**

Two of these have been implemented (for Sevenoaks and St John's Primary Schools) but the remaining schools and the surrounding residential areas remain at 30mph.

Sevenoaks Town Council is of the opinion that the introduction of additional areas of 20mph is essential to our current and future road safety, protection of the environment and the community's well-being. It is also complementary to other proposals, including those for new cycle routes in the future and the Aim M4 in the Sevenoaks Town Neighbourhood Plan which supports additional 20mph in residential areas and around schools.

# Kent County Council 2022 Consultation.

[Source: Sevenoaks Joint Transportation Board meeting: 13/12/22]

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For the past year, there has been a lot of public consultation regarding the introduction of additional areas of 20mph in Sevenoaks. This has included a public consultation exercise carried out by Kent County Council which included a one-way scheme around the war memorial (now excluded) and left out some areas that residents wanted to be considered including: most of Kippington, Greatness, Bat & Ball area, Oak Lane and Brittain's Lane.

Kent County Council's consultation indicated a majority in favour of a town-wide scheme by those living within it, whereas those surveyed outside the town boundary opposed as a majority.

## Need for further consultation and by whom?

[Source: Sevenoaks Joint Transportation Board meeting: 18/09/23]

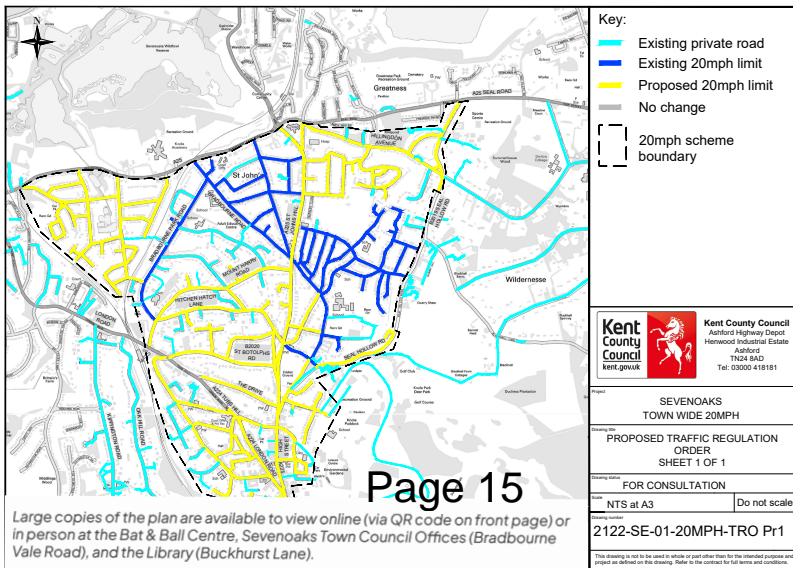
Sevenoaks Joint Transportation Board would like further public consultation before moving forward with the project. Sevenoaks Town Council believes it is best placed to progress this consultation in its local community. If public opinion is in favour of the extension of 20mph, there will be a formal legal process to be followed prior to its implementation.

The Town Council is aware that other local councils in Sevenoaks District have consulted with their local residents directly on local community proposals for 20mph.

## Revised Project Plan.

[Source: Sevenoaks Joint Transportation Board meeting: 15/03/23]

Sevenoaks Town Council is consulting on the outlined revised project plan provided by Kent County Council below. It is a **Signage-Only Scheme** which will not include physical traffic calming measures.



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Large copies of the plan are available to view online (via QR code on front page) or in person at the Bat & Ball Centre, Sevenoaks Town Council Offices (Bradbourne Vale Road), and the Library (Buckhurst Lane).

# Costs relating to Agenda Item 4 Sevenoaks.

[Source: KCC Vision Zero Document]

The **Signage-Only Scheme** is suitable for the project and is significantly less cost than physical traffic measures.

**At present, the estimate for a Signage-Only Scheme in Sevenoaks is £130,000, with a further £25,000 for the installation of a zebra crossing on Dartford Road. This will be funded by the Community Infrastructure Levy paid for by developers.**

KCC Vision Zero documents states:

*Each death and life changing injury on Kent's Highways is a personal tragedy and that is why we have a target of zero deaths.*

*Serious injuries also have very high social costs. 24-hour home care can cost up to £2,000 per week. Other costs include clearing the scene, emergency services and resulting congestion. The Department for Transport estimates the average value of prevention of each reported casualty, which estimates a value for all human and public costs as follows:*

**Fatal:** £1.9 Million  
**Serious:** £220,000  
**Slight:** £17,000

*In 2019 Kent's combined prevention value of all collisions was over £263m, including over £70m for fatalities and over £143m for serious injuries.*

Sevenoaks Town Council believes that 20mph limits would be a valuable investment in community safety, as well as encouraging active travel and reducing climate impact.




**Sevenoaks Markets**

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**9am - 4pm**

High Street (Saturday)      High Street (Saturday)


Buckhurst Lane (Wednesday)



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# Collision Statistics Agenda Item 4

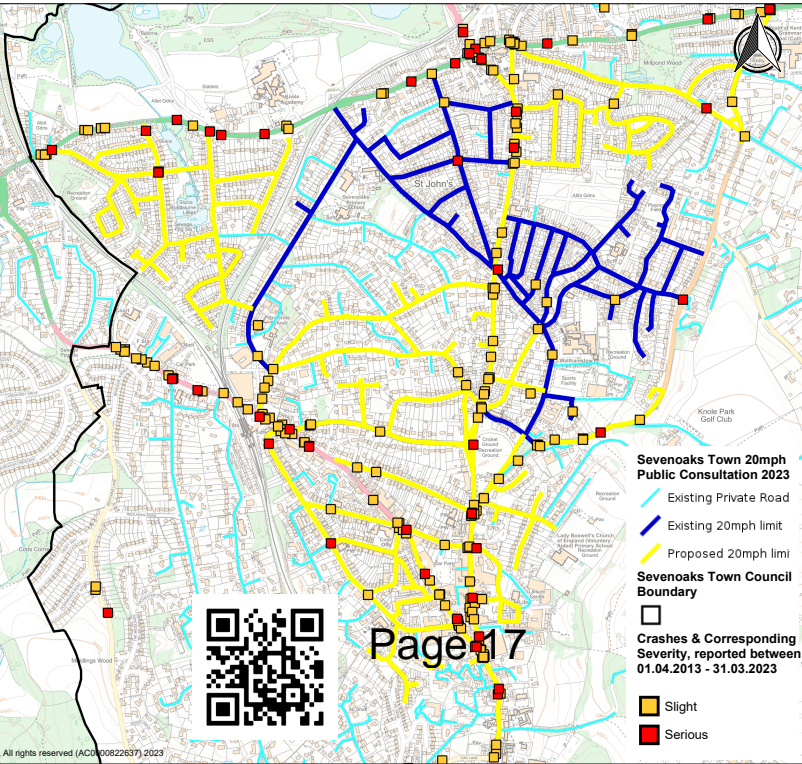
[Source: Kent County Council – Personal Injury Crash Data]

**“A pedestrian is five times more likely to die if hit at 30mph rather than 20mph”**

[Source: KCC Vision Zero document]

Kent County Council provided the following information for Sevenoaks Town for the years 01/04/2013 – 31/03/2023. It should be noted that collisions totalled between 2020–2021 were abnormally low nationally due to the COVID pandemic.

<b>COLLISIONS</b>	295
<b>CASUALTIES</b>	362
<b>VEHICLES INVOLVED</b>	506



# Community Support Agenda Item 4

[Source: Petition presented to JTB Committee on: 09/06/21]

Community support in favour of the 20 mph proposals was included within the 2021 Petition submitted to the Joint Transportation Board including from the following schools, community groups and organisations:

- ◆ St John's C of E Primary School
- ◆ Sevenoaks Primary School
- ◆ Lady Boswell's C of E Primary School
- ◆ St Thomas Catholic Primary School PTA
- ◆ The Granville School
- ◆ Trinity School Sevenoaks
- ◆ Sevenoaks School
- ◆ Knole Paddock Residents' Association
- ◆ St John's Residents' Association
- ◆ Hollybush Residents' Association
- ◆ Bradbourne Residents' Association
- ◆ Eardley Road Residents' Association
- ◆ White Hart Estates Residents' Association
- ◆ Busy Bees Nursery
- ◆ Sevenoaks Bicycle User Group



**MEET  
YOUR  
COUNCILLORS**

## OPEN DOOR SESSIONS

Sevenoaks Town Councillors invite you to attend public surgeries:

In addition to the right of every resident to come and ask questions at Town Council committee meetings, Sevenoaks Town Councillors would like to make themselves available to **talk about issues affecting individuals and neighbourhoods** across the town.

Town Councillors – newly elected and those re-elected will be available for regular Public Surgeries in the **Bat & Ball Centre** (for residents of northern Sevenoaks and the **House in the Basement** Youth Cafe (for residents in southern Sevenoaks)



[www.sevenoakstown.gov.uk](http://www.sevenoakstown.gov.uk)



01732 459 953

**Upcoming sessions:**

**Saturday 11th November: 10am – 12pm**

**Meeting Room, Bat & Ball Centre**

**Saturday 9th December: 10am – 12pm**

**House in the Basement Youth Cafe**

# Sevenoaks Town 20mph Public Consultation 2023.

## Agenda Item 4

Please tick **YES** or **NO** to indicate your response:

YES	NO
<input type="checkbox"/>	<input type="checkbox"/>

1 Do you support 20mph limits in residential roads and roads in close proximity to schools?

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

2 Do you support the proposal for a 20mph limit for most of central Sevenoaks including schools? (See map, page 2)

3 Are there any roads in the proposal you would like to see left out?

Please indicate :.....  
 .....

4 We would like to understand future demand and therefore are asking which additional areas you feel should have 20mph speed limits, this does not form part of the current proposal.

CRAMPTONS ROAD	<input type="checkbox"/>	<input type="checkbox"/>
GREATNESS / MILL LANE	<input type="checkbox"/>	<input type="checkbox"/>
LONDON ROAD	<input type="checkbox"/>	<input type="checkbox"/>
SEAL HOLLOW ROAD	<input type="checkbox"/>	<input type="checkbox"/>
BRITTAINS LANE	<input type="checkbox"/>	<input type="checkbox"/>
OAK LANE	<input type="checkbox"/>	<input type="checkbox"/>
TONBRIDGE ROAD (by Sevenoaks School)	<input type="checkbox"/>	<input type="checkbox"/>

Are there any roads not named in the list above you would want included in the proposal?

Please indicate :.....  
 .....

\*The 20mph limits may be open to extension in the future, bringing opportunity to include additional roads following the consultation\*

Responses can be returned via this form to **Freepost: RTHK-RSKY-SSXS, Sevenoaks Town Council, Council Offices, Bradbourne Vale Road, Sevenoaks TN13 3QG** by 14<sup>th</sup> December 2023 or electronically using the QR code below or via our website **www.sevenoakstown.gov.uk**

\*Name:.....

Fields marked with (\*) must be provided to make the response eligible.

Address:.....  
 .....

**Anonymous responses will not be considered.**  
 Personal details are required purely for identification purposes.

\*Postcode:.....

Email:.....  
(FOR FUTURE UPDATES)

Page 10



form.jotform.com /232892510110344

I am **under** 18 years old  I am **over** 18 years old

## Agenda Item 4

### Precept

Sevenoaks Town Council's total revenue budget for the 2023/24 financial year is £1,954,749 per annum. The average Band D house would pay £139.17 per annum equating to £2.68 per week.

### OPEN SPACES & LEISURE

#### • ALLOTMENTS:

*Bradbourne Vale Road  
Quaker's Hall Lane*

#### • BETHEL ROAD BURIAL GROUND

#### • BRITTAINS COMMON

#### • BRITTAINS LANE WOOD

#### • GREATNESS RECREATION GROUND

#### • THE GREEN, HILLINGDON RISE

#### • HANGING BASKETS

#### • HORSE TROUGHS (*Old Police Station, Rheinbach Gardens, St Botolph's Road*)

#### • JUDD'S PIECE

#### • LAND AT:

*Letterbox Lane  
Littlewood  
Tonbridge Road*

#### • MUGA (Multi Use Games Area)

#### • MIDDINGS WOOD

#### • MILLPOND WOOD

#### • PLANTERS (*The Shambles, Dorset Street, Pembroke Road, London Road, Buckhurst Lane*)

#### • THE POUND, POUND LANE

#### • RALEY'S FIELD & KNOLE PADDOCK

#### • RHEINBACH GARDENS

#### • SEVENOAKS COMMON

#### • SPORTS PITCHES

#### • UPPER HIGH STREET GARDENS

#### • VINE CRICKET GROUND & PAVILION

#### • VINE GARDENS

*Public toilet, telephone kiosk with defibrillator*

#### • WAR MEMORIAL

#### • WHITE HART BEECHES

#### • WOODSIDE ROAD OPEN SPACE

### CAR PARKS

#### • RALEYS CAR PARK

### PLAY AREAS

#### • BUCKHURST LANE PLAY AREA

#### • GREATNESS RECREATION GROUND & PLAYGROUND

#### • HILLINGDON RISE PLAY AREA

#### • JULIANS MEADOW & PLAYGROUND

#### • KIPPINGTON MEADOW

#### • MOUNT CLOSE OPEN SPACE & PLAYGROUND

#### • PONTOISE CLOSE OPEN SPACE & PLAYGROUND

#### • SERVICES

#### • BAT & BALL CENTRE

(formerly Sevenoaks Community Centre)  
*Available for hire: meetings, conferences etc.*

#### • BAT & BALL STATION BUILDING (including Café and rooms available to hire)

[batandballstation.com](http://batandballstation.com)

#### • BUSINESS HUB

#### • BUS SHELTERS (*Dartford Road x1, Bradbourne Vale Road x2, London Road x2, Tonbridge Road x1*)

#### • CAFÉ ON THE VINE [cafeonthevine.com](http://cafeonthevine.com)

#### • CONSULTEES (*Planning, Highways, etc.*)

#### • GRANTS TO LOCAL ORGANISATIONS

#### • GREATNESS PARK CEMETERY

#### • HOUSE IN THE BASEMENT (HITB) YOUTH CAFÉ (*available for hire*)

#### • INFO-PODS & DIGITAL DISPLAY SCREENS

#### • LITTER BINS AND GRIT BINS

#### • MARKETS (*Wednesday and Saturday*)

#### • MASTERPLAN FOR NORTHERN SEVENOAKS

#### • NEIGHBOURHOOD DEVELOPMENT PLAN

#### • ORBITAL NO 8 BUS

#### • PUBLIC CLOCKS (*Jubilee Clock Old Market House and Warren Clock above Brewers*)

#### • PUBLIC SEATS IN VARIOUS LOCATIONS

#### • PUBLIC TOILETS (*The Stag, The Vine, Lower St Johns, Greatness Recreation Ground*)

#### • SEVENOAKS TOWN TEAM

[sevenoakspartnership.org](http://sevenoakspartnership.org)

#### • STAG COMMUNITY ARTS CENTRE

*Defibrillator in foyer*

[stagssevenoaks.co.uk](http://stagssevenoaks.co.uk)

#### • STREET LIGHTS IN SOME UNADOPTED ROADS

#### • TOWN COUNCIL OFFICES/CHAMBER

*Available for hire: meetings, conferences etc.*

#### • TWINNING WITH PONTOISE AND RHEINBACH

#### • YOUTH COUNCIL [sevenoaksyouthcouncil.com](http://sevenoaksyouthcouncil.com)

### COMMUNITY EVENTS

#### • CHRISTMAS ILLUMINATIONS IN TOWN

#### • CIVIC FUNCTIONS

#### • VINE BANDSTAND/FREE SUMMER CONCERTS

### Town Councillors 2023-2027

NAME	PARTY	NAME	PARTY
EASTERN WARD		ST JOHNS WARD	
Cllr L Ancrum	Liberal Democrat	Cllr S Camp	Liberal Democrat
Cllr A S Clayton	Liberal Democrat	Cllr P Dixon	Liberal Democrat
Cllr S Layne	Liberal Democrat	Cllr D Skinner OBE	Liberal Democrat
KIPPINGTON WARD		TOWN WARD	
Cllr C Daniell	Liberal Democrat	Cllr V Granville	Liberal Democrat
Cllr C Gustard	Liberal Democrat	Cllr L Michaelides	Liberal Democrat
Cllr N Varley	Liberal Democrat	Cllr G Willis	Liberal Democrat
NORTHERN WARD		WILDERNESSE WARD	
Cllr Dr M Canet	Liberal Democrat	Cllr M Huggins	Liberal Democrat
Cllr L O'Hara	Liberal Democrat		
Cllr C Shea	Liberal Democrat		

To contact a Sevenoaks Town Councillor, please use the following email format: [Cllr.surname@sevenoakstown.gov.uk](mailto:Cllr.surname@sevenoakstown.gov.uk) eg. to contact Councillor Ancrum, the email address would be: [Cllr.Ancrum@sevenoakstown.gov.uk](mailto:Cllr.Ancrum@sevenoakstown.gov.uk)

Town Clerk/Chief Executive:

Linda Larter MBE:

[townclerk@sevenoakstown.gov.uk](mailto:townclerk@sevenoakstown.gov.uk)

Deputy Town Clerk:

Ann White:

[dtc@sevenoakstown.gov.uk](mailto:dtc@sevenoakstown.gov.uk)

The Town Council or its Committees meet on most Monday evenings at 7pm and members of the public are welcome to attend. For further details of the meetings please contact the Town Council Offices on 01732 459953.

[council@sevenoakstown.gov.uk](mailto:council@sevenoakstown.gov.uk)

Sevenoaks  
Town Council





# **SEVENOAKS TOWN COUNCIL 20MPH CONSULTATION**

## **REPORT ON KENT COUNTY COUNCIL CONSULTATION QUESTIONS**

PREPARED BY LAKE MARKET RESEARCH



## CONTENTS

Background and methodology	3
Executive summary	5
Consultation response	6
Appendix – Consultation questionnaire	11

## BACKGROUND AND METHODOLOGY

### Background

The following five petitions presented to Kent County Council and Sevenoaks District Council over the last six years created the demand for a 20mph provision in Sevenoaks:

- To reduce speeds in Seal Hollow Road to create safe access to Knole Park.
- For a 20mph zone around Sevenoaks Primary School.
- For a 20mph zone around St John's Primary School.
- For a wide 20mph zone, to protect the remaining primary and secondary schools in the area bounded by Seal Hollow Road, Sevenoaks High Street, South Park, the railway line and the A25.
- For a 20mph zone to protect families walking from the Greatness and Hillingdon areas to Seal Primary School

Two of these have been implemented (for Sevenoaks and St John's Primary Schools) but the remaining schools and the surrounding residential areas remain at 30mph.

Sevenoaks Town Council is of the opinion that the introduction of additional areas of 20mph is essential to our current and future road safety, protection of the environment and the community's well-being. It is also complementary to other proposals, including those for new cycle routes in the future and the Aim M4 in the Sevenoaks Town Neighbourhood Plan which supports additional 20mph in residential areas and around schools.

### Consultation process

Sevenoaks Joint Transportation Board wanted to see further public consultation before moving forward with the project. Sevenoaks Town Council conducted a town-wide public survey over the course of a six-week consultation period to gather the thoughts and feelings of Sevenoaks residents. The consultation was launched on 1<sup>st</sup> November and closed on 14<sup>th</sup> December. Feedback was captured via a consultation questionnaire; a copy of which can be found in the Appendix of this report.

### Points to note

- Consultees were given the choice of which questions they wanted to answer / provide comments. The number of consultees providing an answer is shown on each chart / table featured in this report.
- Please note that for single choice questions the sum of individual percentages may not sum to 100% due to rounding.
- Participation in consultations is self-selecting and this needs to be considered when interpreting responses.
- All residents were provided with the information consultation document delivered to homes, and via other promotional material within the community. The information consultation document included a paper version of the survey and a freepost address.

## Agenda Item 4

- The report details the feedback from residents who live in Sevenoaks Town separately to residents living outside of Sevenoaks Town.
- Sevenoaks Town Council was responsible for the design in consultation with Kent County Council (who signed off the consultation document. Sevenoaks Town Council was responsible for the promotion, and collection of the consultation responses. Lake Market Research was appointed to conduct an independent analysis of feedback.

### Response profile

2,279 valid consultation responses were received via the online survey. 263 valid consultation responses were submitted via the paper survey.

Just under two thirds of the consultees responding (62%) indicated that they live in Sevenoaks Town. 32% of the consultees responding indicated they live within the Sevenoaks District Council boundary but outside of Sevenoaks Town. 6% of those responding live outside of the Sevenoaks District Council boundary.

This report presents findings from all consultees who participated in the consultation as well consultees living in each geographic area.

	Number of consultees of total answering 2,542	% of total answering 2,542
Sevenoaks Town	1,587	62%
Sevenoaks District Council boundary (excluding Sevenoaks Town)	815	32%
Outside Sevenoaks District Council boundary	140	6%
- Bromley	21	1%
- Tonbridge and Malling	84	3%
- Other local authority areas	35	1%



# EXECUTIVE SUMMARY

## QUESTION ONE – 20MPH LIMITS IN RESIDENTIAL ROADS AND ROADS IN CLOSE PROXIMITY TO SCHOOLS

Two thirds (66%) of all consultees indicated they support 20mph limits on these road types and 34% indicated they did not support 20mph limits on these road types.

When filtering results amongst consultees who live in Sevenoaks Town only, the proportion who support 20mph limits in residential roads and roads in close proximity to schools increases to 74%.

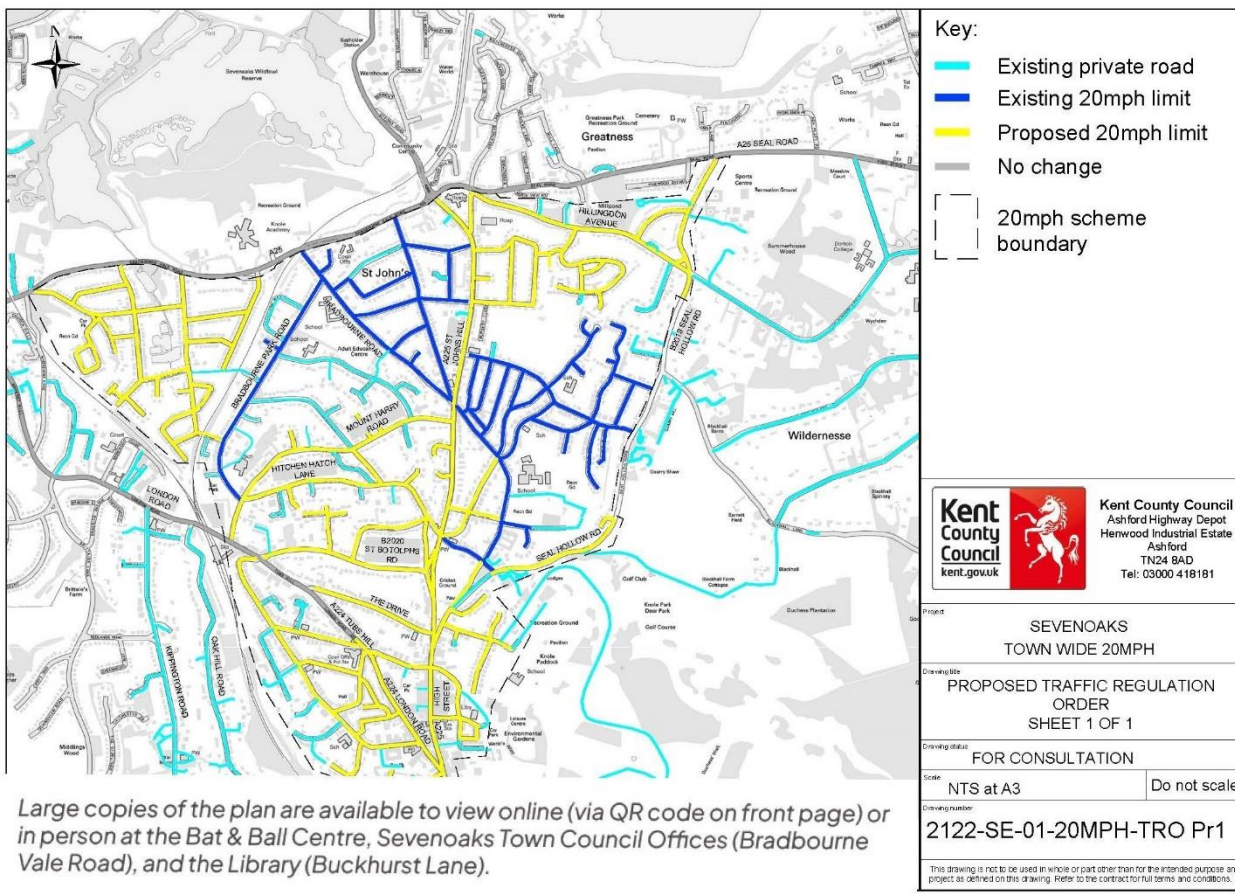
## QUESTION TWO – 20MPH LIMIT FOR MOST OF CENTRAL SEVENOAKS, INCLUDING SCHOOLS

Consultees were also asked to indicate whether they support 20mph limits for most of central Sevenoaks with the assistance of the map shown below:

### Revised Project Plan.

[Source: Sevenoaks Joint Transportation Board meeting: 15/03/23]

Sevenoaks Town Council is consulting on the outlined revised project plan provided by Kent County Council below. It is a **Signage-Only Scheme** which will not include physical traffic calming measures.



Large copies of the plan are available to view online (via QR code on front page) or in person at the Bat & Ball Centre, Sevenoaks Town Council Offices (Bradbourne Vale Road), and the Library (Buckhurst Lane).

Just over half (53%) of all consultees indicated they support 20mph limits for most of central Sevenoaks and 47% indicated they did not support 20mph limits for most of central Sevenoaks.

## Agenda Item 4

When filtering results amongst consultees who live in Sevenoaks Town only, the proportion who support a 20mph limit for most of central Sevenoaks, including schools increases to 61%.

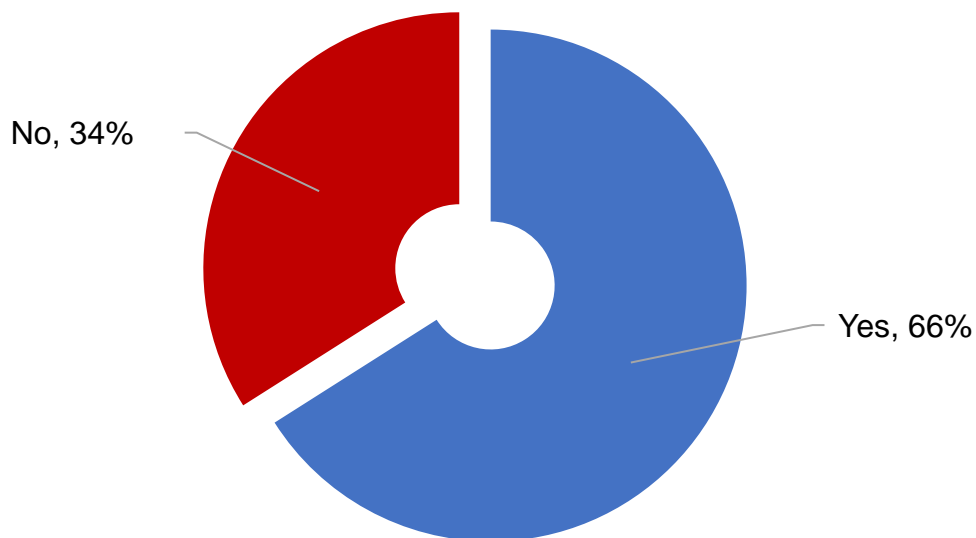
### CONSULTATION RESPONSE

#### QUESTION ONE – 20MPH LIMITS IN RESIDENTIAL ROADS AND ROADS IN CLOSE PROXIMITY TO SCHOOLS

- Consultees were first asked to indicate whether they support 20mph limits in residential roads and roads in close proximity to schools.
- Two thirds (66%) indicated they support 20mph limits on these road types and 34% indicated they did not support 20mph limits on these road types.

#### **Do you support 20mph limits in residential roads and roads in close proximity to schools?**

Base: all providing a response (2,524), the sum of individual percentages may not sum to 100% due to rounding



<b>SUPPORTING DATA TABLE</b>	Number of consultees of total answering 2,524	% of total answering 2,524
Yes	1,668	66%
No	856	34%

- When filtering results amongst consultees who live in Sevenoaks Town only, the proportion who support 20mph limits in residential roads and roads in close proximity to schools increases to 74%.
- When filtering results amongst consultees who live in the Sevenoaks District Council but outside of Sevenoaks Town, the proportion who support 20mph limits in residential roads and roads in close proximity to schools decreases to 52%.

% INDICATING YES	Number of consultees of total answering 2,524	% of total answering 2,524
Consultees living in Sevenoaks Town only	1,166	74%
Consultees living in Sevenoaks District Council boundary but excluding Sevenoaks Town	418	52%
Consultees living outside Sevenoaks District Council boundary	84	64%

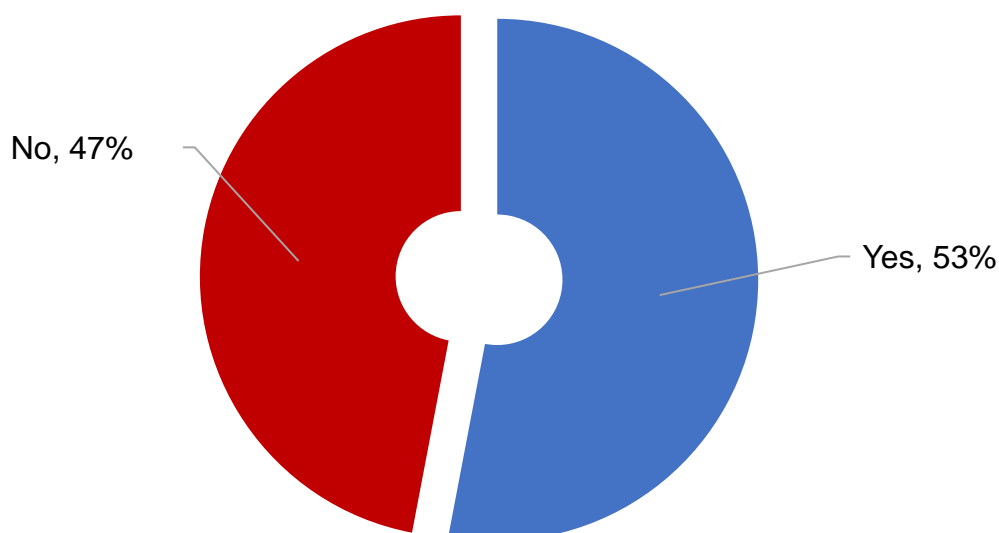
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**QUESTION TWO – 20MPH LIMIT FOR MOST OF CENTRAL SEVENOAKS, INCLUDING SCHOOLS**

- Consultees were then asked to indicate whether they support 20mph limits for most of central Sevenoaks, including schools.
- Just over half (53%) indicated they support 20mph limits for most of central Sevenoaks and 47% indicated they did not support 20mph limits for most of central Sevenoaks.

**Do you support the proposal for a 20mph limit for most of central Sevenoaks, including schools?** Base: all providing a response (2,525), the sum of individual percentages may not sum to 100% due to rounding

## Agenda Item 4



<b>SUPPORTING DATA TABLE</b>	Number of consultees of total answering 2,525	% of total answering 2,525
Yes	1,335	53%
No	1,190	47%

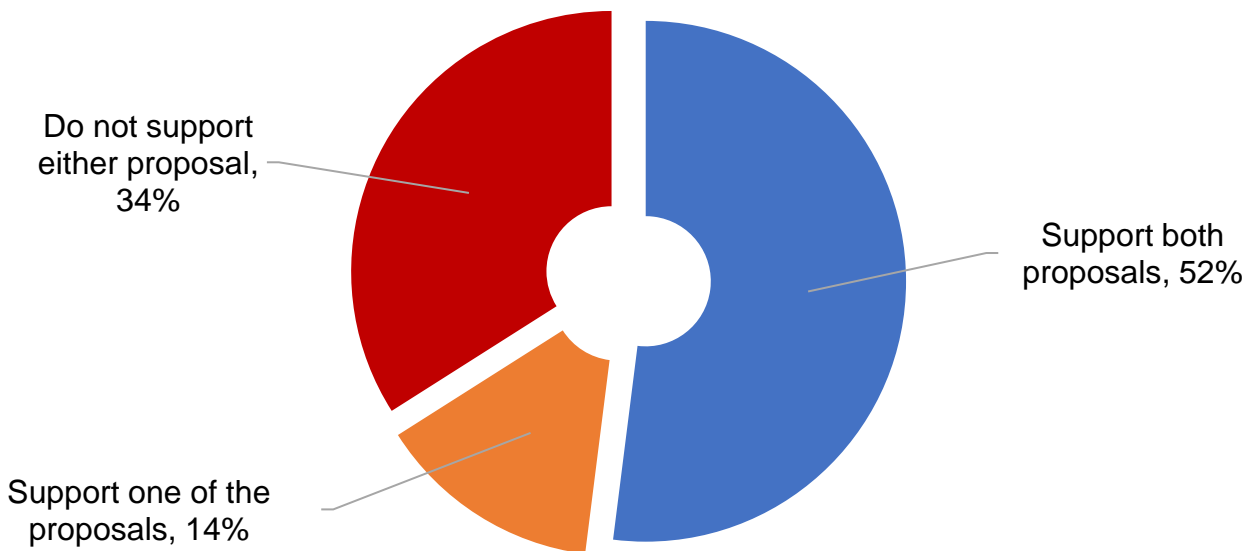
- When filtering results amongst consultees who live in Sevenoaks Town only, the proportion who support a 20mph limit for most of central Sevenoaks, including schools increases to 61%.
- When filtering results amongst consultees who live in the Sevenoaks district but outside of Sevenoaks Town, the proportion who support a 20mph limit for most of central Sevenoaks, including schools decreases to 38%.

<b>% INDICATING YES</b>	Number of consultees of total answering 2,525	% of total answering 2,525
Consultees living in Sevenoaks Town only	965	61%
Consultees living in Sevenoaks District Council boundary but excluding Sevenoaks Town	303	38%
Consultees living outside Sevenoaks District Council boundary	67	48%

**QUESTIONS ONE AND TWO – OVERALL SUPPORT FOR BOTH TYPES OF 20MPH LIMITS**

- The chart below depicts the proportion of consultees who support both types of 20mph limits (residential / schools and most of central Sevenoaks), the proportion who support one of the two proposal types and the proportion who do not support either proposal type.
- Overall, just over half (52%) indicated they support both 20mph limits in residential roads / roads in close proximity to schools as well as 20mph limits for most of central Sevenoaks. 14% support one of the proposals and 34% do not support either proposal.

**Do you support 20mph limits in residential roads and roads in close proximity to schools / a 20mph limit for most of central Sevenoaks, including schools?** Base: all providing a response (2,530), the sum of individual percentages may not sum to 100% due to rounding



<b>SUPPORTING DATA TABLE</b>	Number of consultees of total answering 2,530	% of total answering 2,530
Support both proposals	1,321	52%
Support one of the proposals	361	14%
Do not support either proposal	848	34%

## Agenda Item 4

- When filtering results amongst consultees who live in Sevenoaks Town only, the proportion who support both proposals increases to 60%.
- When filtering results amongst consultees who live in the Sevenoaks district but outside of Sevenoaks Town, the proportion who support both proposals decreases to 37%.

<b>% SUPPORT BOTH PROPOSALS</b>	<b>Number of consultees of total answering 2,530</b>	<b>% of total answering 2,530</b>
Consultees living in Sevenoaks Town only	953	60%
Consultees living in Sevenoaks District Council boundary but excluding Sevenoaks Town	301	37%
Consultees living outside Sevenoaks District Council boundary	67	48%

---

**QUESTION THREE – ROADS CONSULTEES WOULD LIKE LEFT OUT OF PROPOSALS**

Consultees were given the opportunity to indicate any roads they would like to see left out of the proposals in their own words. For the purpose of reporting, we have reviewed respondents' comments and have grouped common responses together into themes. These are reported in the table below. 43% provided a comment at this question.

Just under a third (30%) of those providing a comment indicated they wouldn't like any roads left out of the proposal. From the opposite perspective, 24% commented they would like all roads left out of proposals, 8% commented that no roads should be 20mph and 8% commented that all roads apart from those near schools and hospital should be left out.

Of the individual roads referenced, the most common are all or part of the following:

- St John's Hill – 10% of those commenting
- Dartford Road – 8% of those commenting
- London Road – 7% of those commenting
- St Botolph's Road – 5% of those commenting
- Seal Hollow Road – 4% of those commenting
- Main roads / major roads – 4% of those commenting
- Mount Harry Road – 4% of those commenting

**Are there any roads in the proposal you would like to see left out?** Base: all answering (1,100), percentage mentions of 1% and above included below

	Number of consultees of total answering 1,100	% of total answering 1,100
No / none of them	333	30%
All of them / all roads	262	24%
St John's Hill	110	10%
Object (reject proposal) / no roads should be 20mph / already heavy traffic / slow enough / causes congestion	90	8%
All roads apart from near schools / hospitals should be excluded	89	8%
Dartford Road	84	8%
London Road	73	7%
St Botolph's Rd	56	5%
Seal Hollow Road	49	4%
Main roads / Major routes (All A & B roads)	45	4%
Mount Harry Road	43	4%

## Agenda Item 4

	Number of consultees of total answering 1,100	% of total answering 1,100
High street / town centre	31	3%
A225	28	3%
Only operate 20mph during certain hours, i.e. near schools at certain times	27	2%
Tonbridge Road	24	2%
The Drive	22	2%
Hitchen Hatch Lane	21	2%
A25	14	1%
Oak lane	12	1%
A224	11	1%
Bradbourne Vale Road	10	1%
Brittains Lane	10	1%
Vine Court Road	9	1%
20mph limits need to be enforced / lack of enforcement / people will not take notice	9	1%
South Park	8	1%
Most of them should be excluded	8	1%
Granville road	8	1%
Waste of tax-payers money / money could be better spent	7	1%
Tubs Hill	6	1%



When filtering results amongst consultees who live in Sevenoaks Town only, the proportion indicating they wouldn't like any roads left out of the proposal increases to 37%. In addition, the proportion commenting they would like all roads left out of proposals decreases to 17%. The most common roads selected are broadly consistent with those observed at a total level.

**Consultees living in Sevenoaks Town only**

**Are there any roads in the proposal you would like to see left out?** Base: all answering (655), percentage mentions of 1% and above included below

	Number of consultees of total answering 665	% of total answering 665
No / none of them	244	37%
All of them / all roads	109	17%
Object (reject proposal) / no roads should be 20mph / already heavy traffic / slow enough / causes congestion	40	11%
St John's Hill	72	9%
All roads apart from near schools should be excluded / Only roads near schools / hospitals should be included	50	9%
Dartford Road	58	7%
London Road	43	7%
St Botolph's Rd	37	5%
Mount Harry Road	33	5%
Seal Hollow Road	30	4%
Main roads / Major routes (All A & B roads)	27	4%
High street / town centre	13	2%
A225	18	3%
Only operate 20mph during certain hours, i.e. near schools at certain times	20	3%
Tonbridge Road	19	3%
The Drive	13	2%
Hitchen Hatch Lane	16	2%
A25	7	1%
Oak lane	9	1%
A224	7	1%
Bradbourne Vale Road	8	1%
Brittains Lane	8	1%
Vine Court Road	4	1%
20mph limits need to be enforced / lack of enforcement / people will not take notice	7	1%

## Agenda Item 4

	Number of consultees of total answering 665	% of total answering 665
South Park	5	1%
Most of them should be excluded	6	1%
Granville road	6	1%
Waste of tax-payers money / money could be better spent	5	1%
Tubs Hill	3	1%

# Sevenoaks Town 20mph Public Consultation 2023.

Please tick **YES** or **NO** to indicate your response:

YES	NO
<input type="checkbox"/>	<input type="checkbox"/>

1 Do you support 20mph limits in residential roads and roads in close proximity to schools?

2 Do you support the proposal for a 20mph limit for most of central Sevenoaks including schools? (See map, page 2)

3 Are there any roads in the proposal you would like to see left out?

Please indicate :.....  
.....

4 We would like to understand future demand and therefore are asking which additional areas you feel should have 20mph speed limits, this does not form part of the current proposal.

CRAMPTONS ROAD	<input type="checkbox"/>	<input type="checkbox"/>
GREATNESS / MILL LANE	<input type="checkbox"/>	<input type="checkbox"/>
LONDON ROAD	<input type="checkbox"/>	<input type="checkbox"/>
SEAL HOLLOW ROAD	<input type="checkbox"/>	<input type="checkbox"/>
BRITAINS LANE	<input type="checkbox"/>	<input type="checkbox"/>
OAK LANE	<input type="checkbox"/>	<input type="checkbox"/>
TONBRIDGE ROAD (by Sevenoaks School)	<input type="checkbox"/>	<input type="checkbox"/>

Are there any roads not named in the list above you would want included in the proposal?

Please indicate :.....  
.....

\*The 20mph limits may be open to extension in the future, bringing opportunity to include additional roads following the consultation\*

Responses can be returned via this form to **Freepost: RTHK-RSKY-SSXS, Sevenoaks Town Council, Council Offices, Bradbourne Vale Road, Sevenoaks TN13 3QG** by 14<sup>th</sup> December 2023 or electronically using the QR code below or via our website [www.sevenoakstown.gov.uk](http://www.sevenoakstown.gov.uk)

\*Name:.....

Address:.....  
.....

\*Postcode:.....

Email:.....  
(FOR FUTURE UPDATES)

Fields marked with (\*) must be provided to make the response eligible.

**Anonymous responses will not be considered. Personal details are required purely for identification purposes.**



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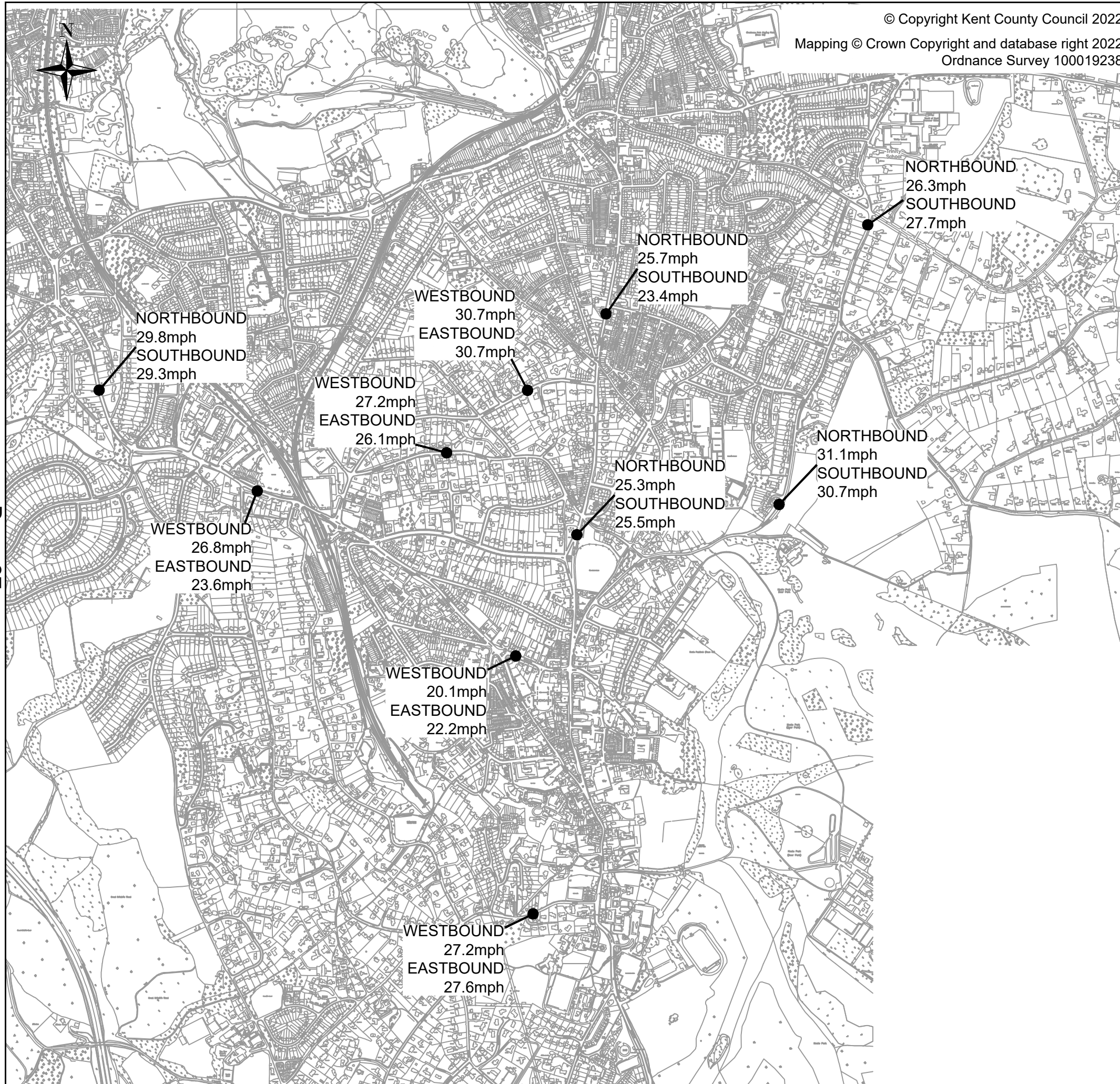
I am **under** 18 years old  I am **over** 18 years old  **Page 35**





**Notes:**

1. Data taken from ATC survey
2. Average weekly data shown



0	12-12-2022	Initial Issue	AO	JW	
Rev	Revision Date	Purpose of revision	Drawn	Chec'd	App'd

 kent.gov.uk		<b>Kent County Council</b> Ashford Highway Depot Henwood Industrial Estate Ashford TN24 8AD Tel: 03000 418181
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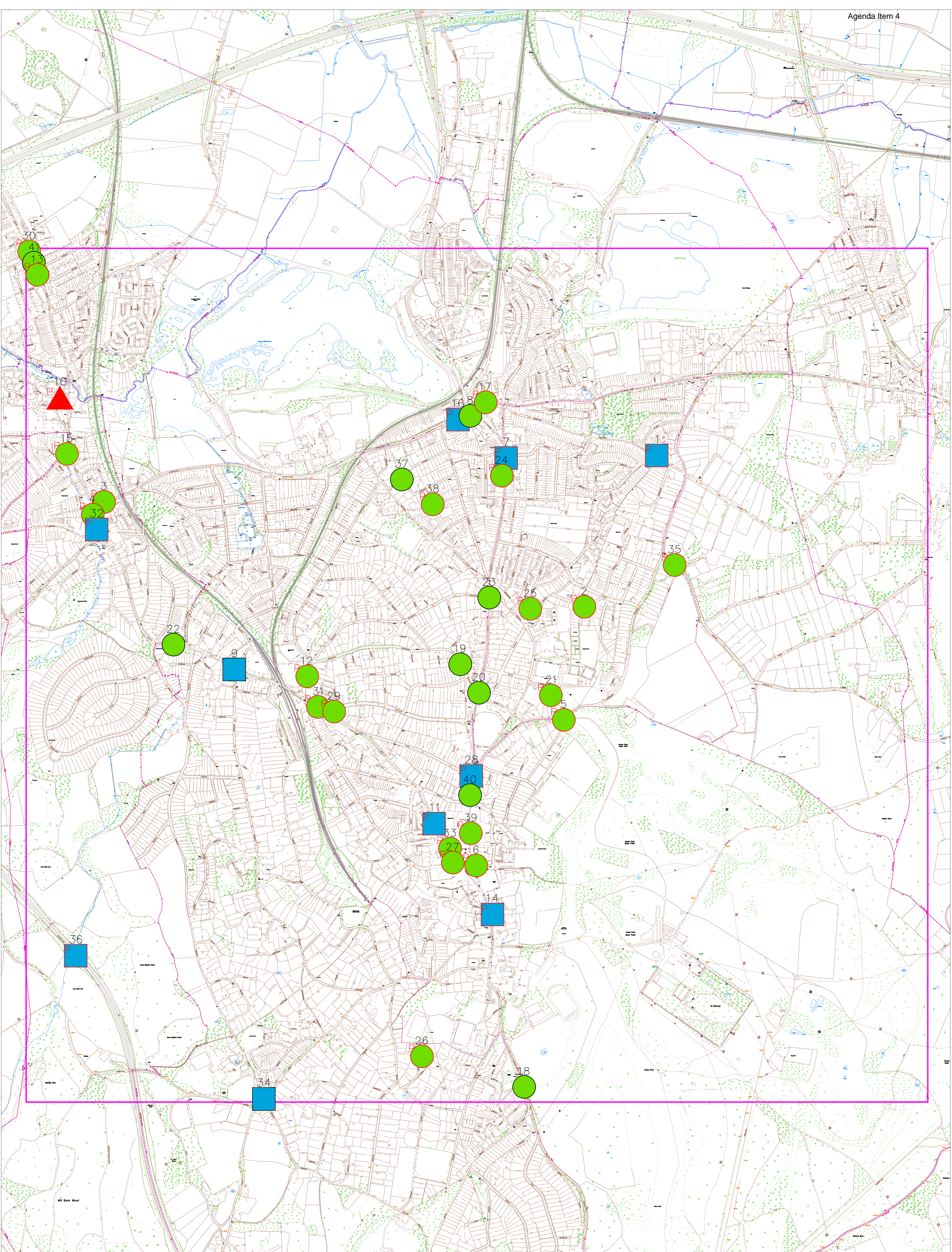
Project		<b>SEVENOAKS                  TOWN WIDE 20MPH</b>	
Drawing title		<b>AUTOMATED TRAFFIC COUNT                  AVERAGE WEEKLY SPEED                  SUMMER 2022</b>	
Drawing status		<b>FOR CONSULTATION</b>	
Scale		<b>NTS at A3</b>	<b>Do not scale</b>
Drawing number			Rev
<b>2122-SE-01-20MPH-SK-ATC</b>			<b>0</b>

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.



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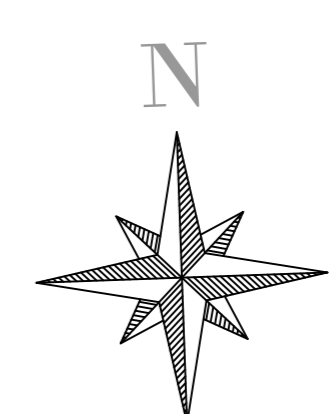
Location: Sevenoaks

3 years personal injury crash data up to 30/09/2023

KCC Ref number: 32.2023.24

Crash Severity

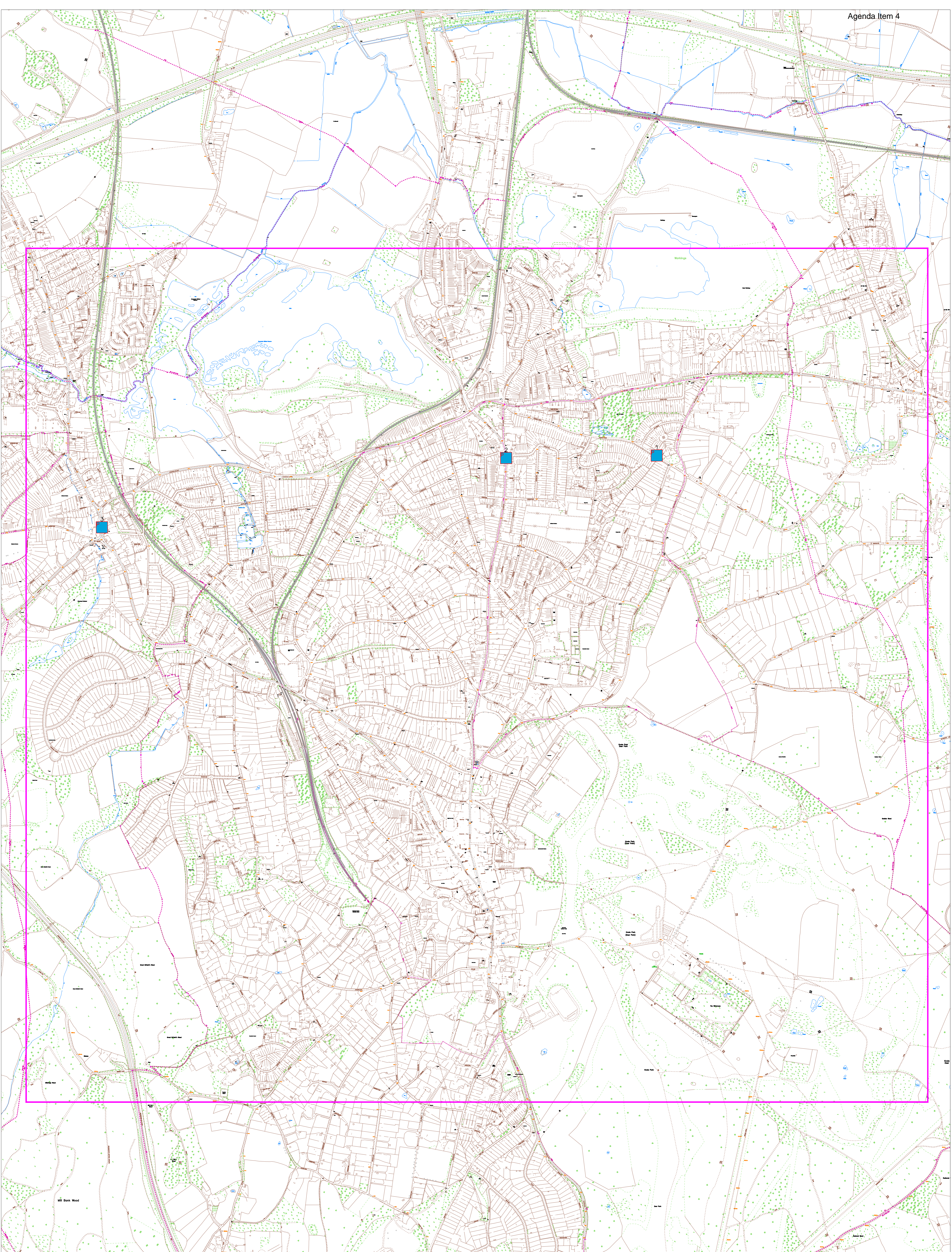
- Slight
- Serious
- ▲ Fatal





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Location: Sevenoaks

3 years personal injury crash data up to 30/09/2023 (CFs 306 or 307)

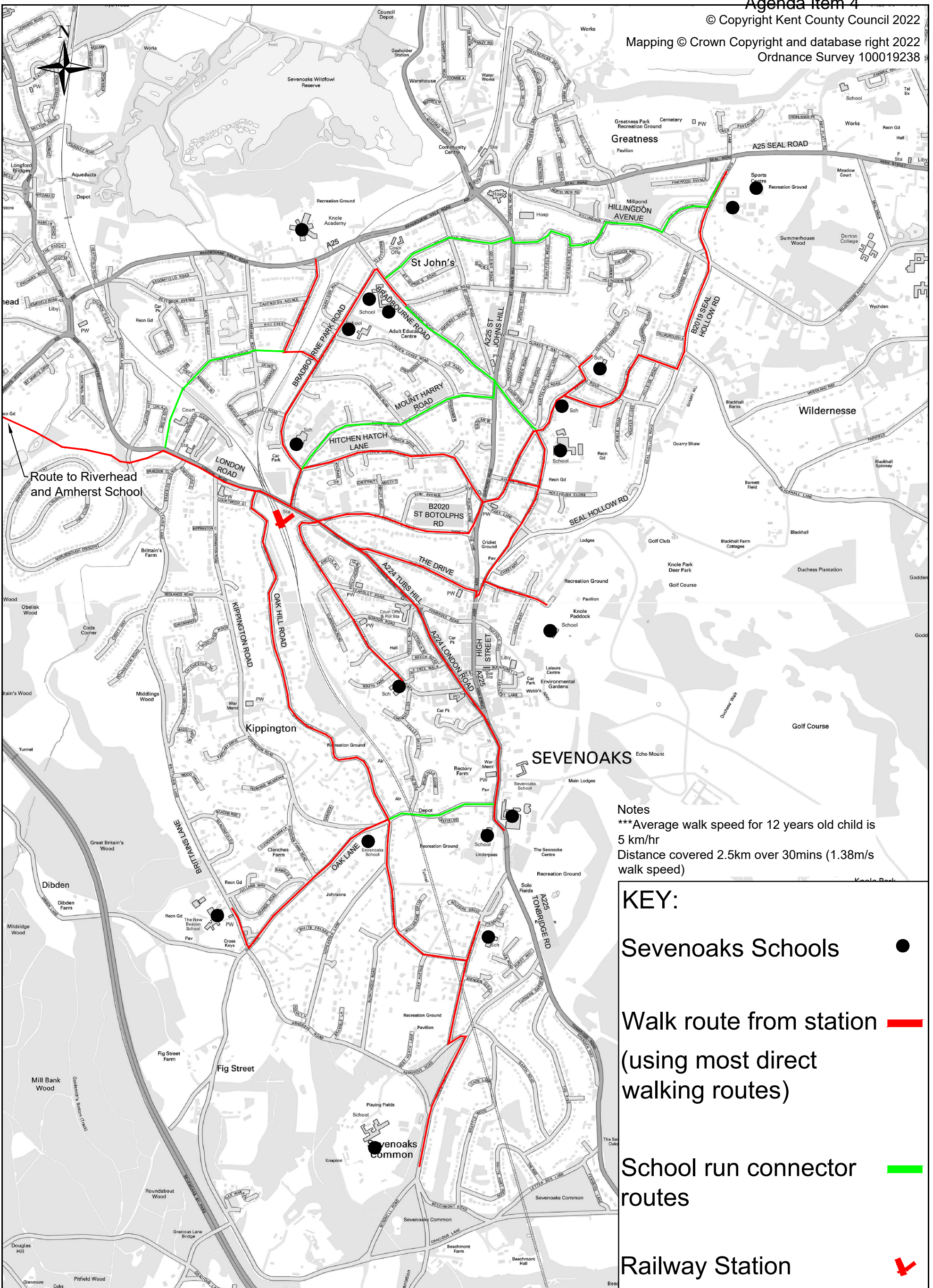
KCC Ref number: 32.2023.24

Crash Severity	
	Slight
	Serious
	Fatal





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Route to Riverhead and Amherst School

Notes  
 \*\*\*Average walk speed for 12 years old child is 5 km/hr  
 Distance covered 2.5km over 30mins (1.38m/s walk speed)

**KEY:**

- Sevenoaks Schools
- Walk route from station (using most direct walking routes)
- School run connector routes
- ↘ Railway Station

0	25/11/22	Initial Issue	AO	SB	JW
Rev	Revision Date	Purpose of revision	Drawn	Check'd	App'd



Kent County Council  
 Ashford Highway Depot  
 Henwood Industrial Estate  
 Ashford TN24 8AD  
 Tel: 03000 418181

Project  
**SEVENOAKS 20MPH**

Drawing title  
**SCHOOL HEAT MAP  
 SEVENOAKS SCHOOLS  
 80 METERS/MINUTE WALK SPEED  
 500M CATCHMENT**

Drawing status  
**FOR INFORMATION**

Scale  
 NTS at A3      Do not scale

Drawing number  
**2122-SE-01-SK-RAIL WALK RTE**      Rev **0**

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.

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**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:-

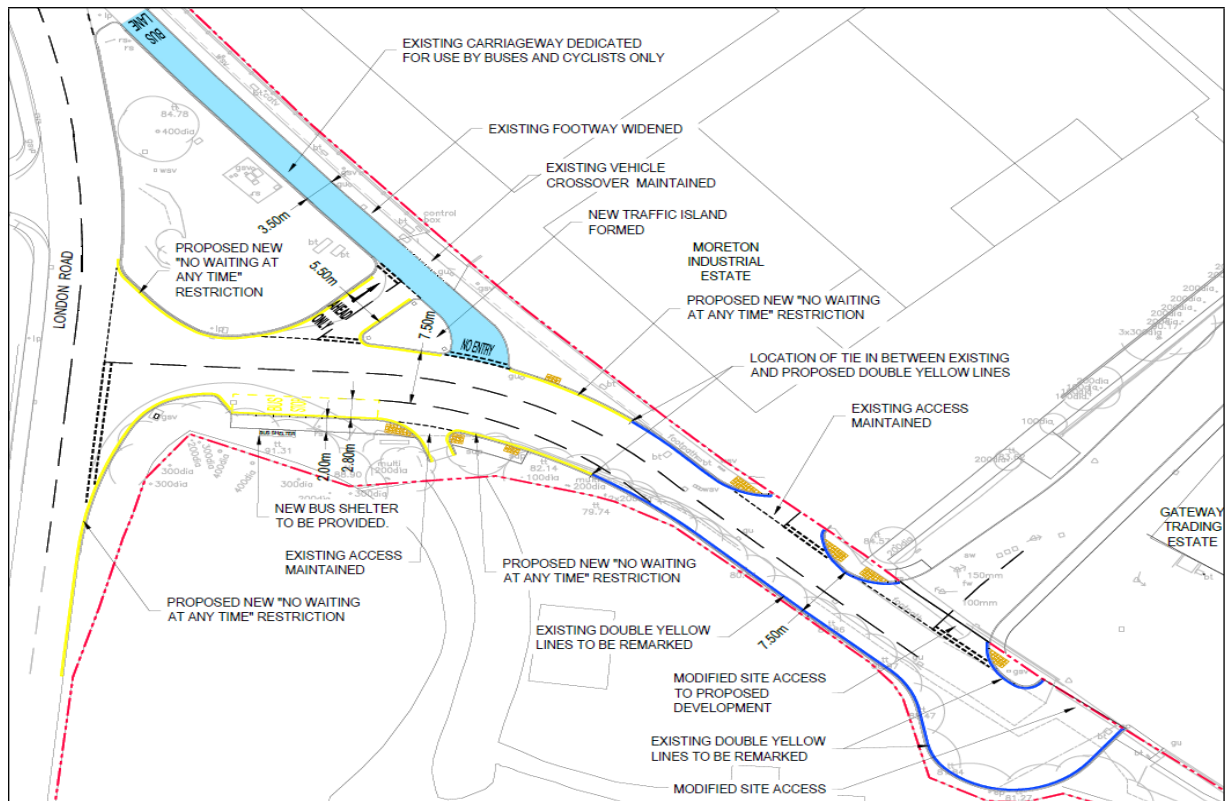
**Roads in Swanley in the District of Sevenoaks**

**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.



## Agenda Item 5



### 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

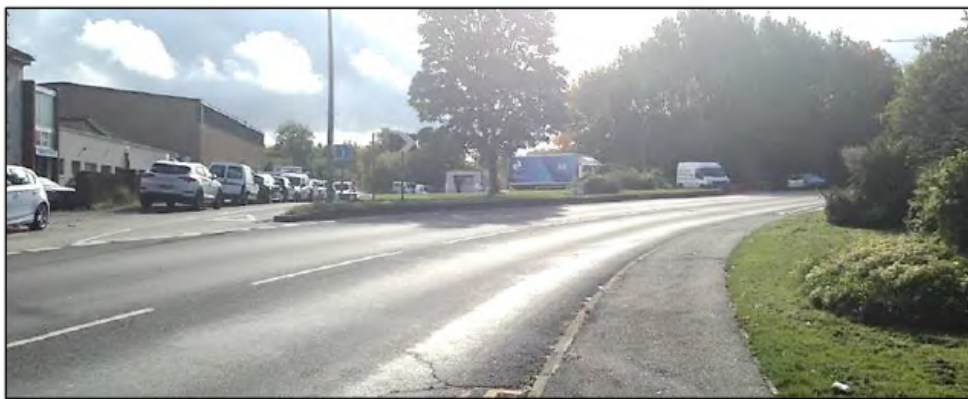
**LONDON ROAD, B2173** – From its junction with London Road (northern junction entrance to the Broomfield Works Industrial Estate) for a distance of 42 metres in a south easterly direction (extents shown by means of light blue hatching above).

### 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.

Contact Officer:	Robin Chantrill-Smith, Senior Traffic Parking and Traffic Regulation Officer, Kent County Council, 03000 416878
Reporting to:	Lorna Day, Parking and Enforcement Manager, Kent County Council, 03000 418181

**6.0 Referencing**






6.1 Traffic Signs & General Directions 2016

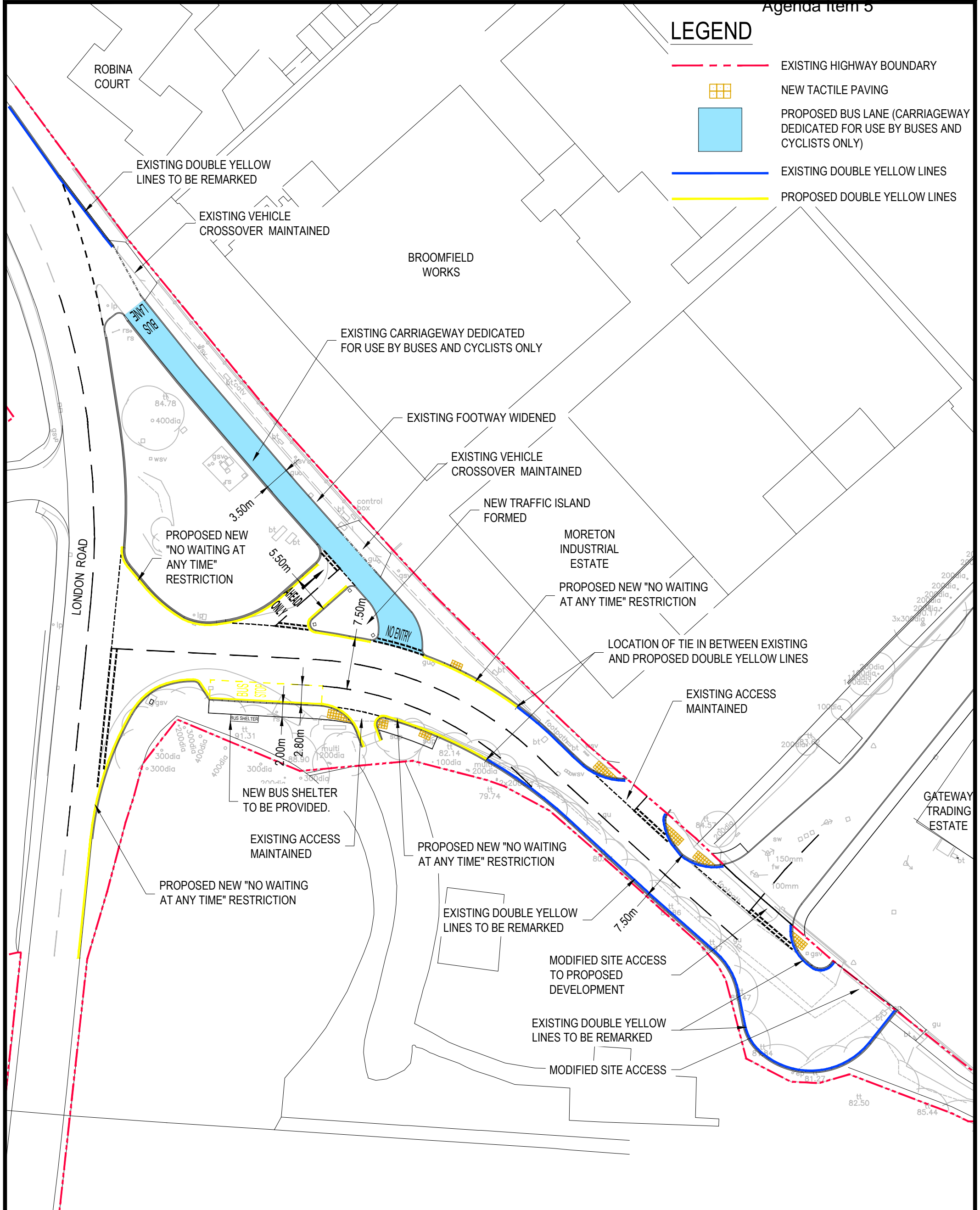
**Annex List**

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

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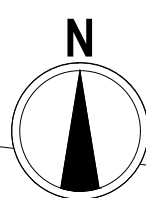
**LEGEND**

-  EXISTING HIGHWAY BOUNDARY
-  NEW TACTILE PAVING
-  PROPOSED BUS LANE (CARRIAGEWAY DEDICATED FOR USE BY BUSES AND CYCLISTS ONLY)
-  EXISTING DOUBLE YELLOW LINES
-  PROPOSED DOUBLE YELLOW LINES



P1	23.05.23	ISSUED FOR APPROVAL	NM	HS
Rev.	Date	Description	Technician	Reviewer

Drawing  
**HIGHWAYS WORKS**  
**PROPOSED BUS LANE AND WAITING RESTRICTIONS**



**I & L CONSULTING Ltd.**  
 E: projects@il-consultants.com

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# **DOCUMENTS on DEPOSIT**

**These documents  
should remain available  
for public inspection until  
14 August 2023**

**In the District of Sevenoaks  
THE KENT COUNTY COUNCIL  
(VARIOUS ROADS IN THE DISTRICT OF SEVENOAKS)  
(PROHIBITION & RESTRICTION OF WAITING & LOADING &  
UNLOADING AND ON-STREET PARKING PLACES)  
(AMENDMENT 51) ORDER 2023**

Road Traffic Regulation Act 1984

Please return to:

**Traffic Management Team**

Kent County Council Highways & Transportation  
Kroner House  
Eurogate Business Park  
Ashford  
TN24 8XU



**In the District of Sevenoaks  
(THE KENT COUNTY COUNCIL  
(VARIOUS ROADS IN THE DISTRICT OF SEVENOAKS)  
(PROHIBITION & RESTRICTION OF WAITING & LOADING & UNLOADING & ON-STREET PARKING PLACES)  
(AMENDMENT 51) ORDER 2023**

**Road Traffic Regulation Act 1984**

Notice is given that KENT COUNTY COUNCIL acting as the Local Traffic Authority and in exercise of its powers under Sections 1(1), 2 (1) to (3) 3 (2), 4 (1) and (2), 32 (1), 35 (1), 36, 45, 46, 47, 49, 53 and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (hereinafter referred to as 'the Act'), and all other enabling powers, after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, hereby propose to make the following Order:-

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.

A full statement of the Council's reasons for making the proposed Order, a plan indicating the location and the effect and a copy of any other Orders which will be amended by the proposed Order may be examined at Kent Highways & Transportation, Kent County Council, Kroner House, Eurogate Business Park, Ashford, TN24 8XU by appointment booked through [tro@kent.gov.uk](mailto:tro@kent.gov.uk) or viewed online from 21 July 2023 at [www.kent.gov.uk/highwaysconsultations](http://www.kent.gov.uk/highwaysconsultations)

Representations supporting or objecting to the proposed Order (your objection must explain the impact on traffic in the local area to be valid) can be made via our website using the above link or alternatively you can write to The Senior Parking & Traffic Regulation Officer, Traffic Management Team, Kent Highways & Transportation, Kent County Council, Kroner House, Eurogate Business Park, Ashford, TN24 8XU by 12 noon Monday 14 August 2023.

**Simon Jones**

Corporate Director Growth, Environment & Transport



**In the District of Sevenoaks**  
**THE KENT COUNTY COUNCIL**  
**(VARIOUS ROADS IN THE DISTRICT OF SEVENOAKS)**  
**(PROHIBITION & RESTRICTION OF WAITING & LOADING &**  
**UNLOADING & ON-STREET PARKING PLACES)**  
**(AMENDMENT 51) ORDER 2023**

**Road Traffic Regulation Act 1984**

**STATEMENT OF REASONS**

The Kent County Council acting as the Local Traffic Authority propose the Order referred to above to improve bus access to the area and encourage the use of public transport as shown on the drawings accompanying this document:-

- for avoiding danger to persons or other traffic using the road or any other road for preventing the likelihood of any such danger arising.
- for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
- for preserving or improving the amenities of the area through which the road runs.

**Lorna Day**  
Kent Parking & Enforcement Manager  
Highways & Transportation





### SCHEDULE 1

#### Items to be revoked from Appendix 28 – Swanley of the Order of 2013

The following items are to be removed from to Appendix 28 – Swanley

Schedule	Road	Sub location	Side	Definition	Type of restriction	Time	Day	Maximum period which vehicles may wait	Scale of charges	Area	Type of vehicle	Unique Ref: 2013 Amend 51
1	London Road	(access road to Moreton Industrial estate)	Both	From a point 6m northwest of the front wall of unit 1 Moreton Industrial Estate southwards to the end of the road.	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 28 - 0220

### SCHEDULE 2

#### Items to be included in Appendix 28 – Swanley of the Order of 2013

The following items are to be added to Appendix 28 – Swanley

Schedule	Road	Sub location	Side	Definition	Type of restriction	Time	Day	Maximum period which vehicles may wait	Scale of charges	Area	Type of vehicle	Unique Ref: 2013 Amend 51
1	London Road	(southern junction access road to Moreton Industrial estate)	Both	From its southern junction with London Road for its entire length (including the side road leading into the new bus lane).	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 28 - 0000
1	London Road	(southern junction access road to Moreton Industrial estate)	East	From its southern junction with London Road for a distance of 31 metres in a southerly direction.	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 28 - 0000

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# **DOCUMENTS on DEPOSIT**

**These documents should  
remain available for  
public inspection until  
14 August 2023**

**In the District of Sevenoaks**

**THE KENT COUNTY COUNCIL  
(LONDON ROAD, SWANLEY, SEVENOAKS)  
(PROHIBITION OF TRAFFIC MOVEMENTS)  
ORDER 2023**

**Road Traffic Regulation Act 1984**

Please return to:  
**Traffic Management Team**  
Kent County Council Highways & Transportation  
Kroner House  
Eurogate Business Park  
Ashford  
TN24 8XU



**In the District of Sevenoaks**  
**THE KENT COUNTY COUNCIL**  
**(LONDON ROAD, SWANLEY, SEVENOAKS)**  
**(PROHIBITION OF TRAFFIC MOVEMENTS)**  
**ORDER 2022**

**Road Traffic Regulation Act 1984**

Notice is given that KENT COUNTY COUNCIL intends to make the above Order under sections 1(1), 2 (1) to (3), 3, 4, 19, 65(1) and 124 of Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 ( "the Act") as amended and all other enabling powers, and having regard to Section 122 of the Act, after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, hereby propose to make the following order:-

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.

A full statement of the Council's reasons for making the proposed Order, a plan indicating the location and the effect and a copy of any other Orders which will be amended by the proposed Order may be examined at Kroner House, Eurogate Business Park, Ashford, Kent TN24 8XU by appointment booked through [tro@kent.gov.uk](mailto:tro@kent.gov.uk) or viewed online from 21 July 2023 at [www.kent.gov.uk/highwaysconsultations](http://www.kent.gov.uk/highwaysconsultations)

Representations supporting or objecting to the proposed Order (your objection must explain the impact on traffic in the locality to be valid) can be made via our website using the above link or alternatively you can write to The Senior Parking & Traffic Regulation Officer, Kroner House, Traffic Management Team, Highways & Transportation, Eurogate Business Park, Ashford, Kent TN24 8XU by 12 noon Monday 14 August 2023.

**Simon Jones**

Corporate Director Growth, Environment & Transport



**In the District of Sevenoaks**  
**THE KENT COUNTY COUNCIL**  
**(LONDON ROAD, SWANLEY, SEVENOAKS)**  
**(PROHIBITION OF TRAFFIC MOVEMENTS)**  
**ORDER 2023**  
**Road Traffic Regulation Act 1984**

The Kent County Council acting as the Local Traffic Authority intends to make the Order referred to above and as shown on the drawings accompanying this document due to the highway improvements to encourage the use of public transport and for the following reasons:-

- for avoiding danger to persons or other traffic using the road or any other road of for preventing the likelihood of any such danger arising.
- for preserving or improving the amenities of the area through which the road runs.
- for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

**Lorna Day**  
Kent Parking & Enforcement Manager  
Highways & Transportation

**THE KENT COUNTY COUNCIL**  
**(LONDON ROAD, SWANLEY SEVENOAKS)**  
**(PROHIBITION OF TRAFFIC MOVEMENTS)**  
**ORDER 2023**

The Kent County Council, acting as the Local Traffic Authority and in exercise of its powers and under Sections 1(1), 2(1) to (3), 3, 4, 19, 65(1) and 124 of Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 ( "the Act") as amended and all other enabling powers, and having regard to Section 122 of the Act and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, hereby propose to make the following order:-

**Commencement, Citation and Revocations**

1. No person shall, except under the direction or with the permission of a police constable in uniform, cause or permit any vehicle (excluding bus's and pedal cycles) in the roads or any length of roads specified in column 1 of Schedule 1 to this Order in a direction other than that specified in column 2 of Schedule 1.
2. Nothing in Article 1 shall apply to any vehicle on an occasion when it is being used for Fire Brigade, Ambulance or Police purposes (in the event of an emergency), if the observance of that provision would be likely to hinder the use of that vehicle for the purpose for which it is being used on that occasion or a vehicle in the service of the local authority in the course of road cleansing or gully emptying.
3. The restrictions imposed by this Order shall be in addition to and not in derogation of any restriction or requirement imposed by any regulations made or having effect as if made under the Act.
4. The provisions of this order shall prevail over the provisions of any previous order.
5. This Order may be cited as "The Kent County Council (London Road, Swanley, Sevenoaks) (Prohibition of Traffic Movements) Order 2023" ('this Order') and shall come into force on the XX day of XXXXXXXX 2023.

GIVEN under the Common Seal of The Kent County Council

This                      day of                      2023

**THE COMMON SEAL OF THE  
KENT COUNTY COUNCIL**  
was hereunto affixed in the  
presence of: -

Authorised Signatory

**SCHEDULE 1**

ROAD	DIRECTION OF VEHICULAR TRAFFIC FLOW
LONDON ROAD, SWANLEY	From its junction with London Road (northern junction entrance to Broomfield Works Industrial Estate) for a distance of 42 metres in a south easterly direction.

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Responded at	Q1 Please tell us if you wish to support or object to the Traffic Regulation Orders	Q2 (Please tell us, in the box below, the reason for your support or objection.)	Response ID
2023-07-21 10:03:43 +0100	Object	<p>You are aware of planning application 22/03450/HYB, KCC Highways and Transportation commented as recently as 20th June 2023. So why are you spending our money on something which will be redundant if this planning application is approved?</p> <p>Application: 22/03450/HYB, Broom Hill Site, London Road, Swanley Kent</p> <p>Hybrid application comprising: IN FULL, demolition of existing buildings and the creation of a new access roundabout on London Road and erection of a retail food store (Use Class E(a)), together with associated plant and infrastructure, internal roads and landscaping, and ancillary works; and IN OUTLINE, the erection of 47 dwellings, including public open space and landscaping, with all matters reserved except means of access and layout.</p>	2195846
2023-07-22 13:41:30 +0100	Object	<p>Reduced parking spaces from this proposal will inevitably lead to more cars parking in Beechenlea Lane. Beechenlea lane is already used as a 'car park' by non residents, causing distress to Residents. It is not only Vehicles being inappropriately parked but they regularly restrict access to their own driveways for residents. Residents in Beechenlea Lane are deeply frustrated by the lack of support, empathy and consideration from those individuals responsible for making decisions, the consequence of which, do not directly affect them but they grievously affect residents. Therefore, I wholeheartedly object to this proposal.</p>	2200589
2023-08-08 09:31:21 +0100	Object	<p>It has been brought to our notice that proposals for a new bus lane is to be considered in Swanley which will change the parking and access arrangements of the Moreton Industrial Estate adjacent to Beechenlea Lane and the main road.</p> <p>We write objecting to this proposed bus lane which we feel is a complete waste of money and space. For any benefit to the buses in Swanley you would need a bus lane right through to Asda from this proposed site and having lived in Swanley all of our lives and taking into consideration how bad the traffic in Swanley has got over the years, there certainly would be no room to service a bus lane right through.</p> <p>You are certainly not giving any thought to residents in this particular area of Swanley who have to contend with all the rush hour traffic, the rat run traffic, and especially the thoughtless motorists who want to job share park or just park anyhow on the one particular pavement in the lane of Beechenlea. Beside all this what is the bus lane effect on the new Lidl store when it begins trading? We are going to have excess noise, fumes and traffic from this planning application when its finally up and running.</p> <p>Yellow lines at the bottom of the roads/lane wont help matters if people choose to find alternative parking in the local roads, they will just exacerbate by pushing parked vehicles further up the side roads thus causing congestion and vision loss to many residents. We have in previous correspondence requested yellow lines in our lane or restricted parking time signs to be installed but when will anyone listen? Due to the speed many of the vehicles travel even speed bumps would be of benefit.</p>	2244287
2023-08-09 07:56:49 +0100	Object	<p>I write to object to the proposal of placing only yellow lines and a bus lane in the area of Moreton Industrial Estate unless the yellow lines are extended to the roads/lane around this part of west east Swanley</p> <p>As a resident of Beechenlea Lane the amount of cars and vans that park all day on our one pavement to car/van share will only increase with this plan and increase the risk to the safety of the residents of the lane.</p>	2246686

2023-08-09 08:17:44 +0100	Object	<p>We strongly oppose the proposal to the layout around the Moreton Industrial estate on the basis that it will displace circa 25 vehicles which currently park in the vicinity where there is extremely limited alternative parking.</p> <p>The creation of a bus lane which goes nowhere and holds no strategic value will displace around 25 vehicles which currently park here. There is no assessment of the impact this proposal would have on the limited parking on local roads and no proposed mitigation.</p> <p>Should KCC approve this the applicant or KCC would need to pay for a survey and if successful the delivery of a residents parking or time limited restrictions on Beechenlea Lane, Manse Way, Salisbury Avenue, Wansbury Way, Mead Close and Mayes Close all of which have limited on street parking. It is important to note vehicles park in this area mostly to either visit the industrial estate or access the 233 TfL London bus (this is the start /end of the line and gives access to the London bus, tube and train transport system so is very attractive for commuters). Therefore vehicles from all over the area and nearby villages park here for free to access this vital bus service.</p> <p>We do however welcome a small amount of double yellow lines on the corner of the estate near to the bus stop as this will prevent vehicles parking on the corner of the estate and on the grass KCC verges which are now ripped up with mud. It will also protect the drain which is greatly exposed due to vehicles parking there and which we are concerned may collapse due to the weight of vehicles continuously parking here. We would suggest if this is rightly refused that any future applications are encouraged to include this element of the proposal.</p>	2246721
2023-07-24 05:41:59 +0100	Object	<p>The redevelopment of this road layout would not have been proposed if the application to extend the commercial site had not been approved. This extension was the clear destruction of green space that is enjoyed by many on a daily basis. It was a very sad day to see parkland destroyed for profit. The decision to now redevelop the road layout is not for public safety or convenience but rather a vanity project with no real purpose. It further upsets existing residents. The project seems like a beautification scheme. It is not stated where the vehicles that use this area for parking will naturally move to. They will most likely move to Beechenlea lane or Salisbury Avenue. Thus moving the problem elsewhere and out of sight. Beechenlea lane already has pavement parking. If the number of cars parked during the day increases this road will then in return become dangerous for pedestrians as already you have to weave in and out of parked cars by using the road and pavement. This redevelopment is just another example of councils and developers trying to fit as much concrete jungle into the M25 boundary.</p> <p>The area is over capacity already and although the existing road layout is not optimal design, nor the best in aesthetics it works just as well as any other design could as it does not affect any residents by any uplift in parking on other roads as a ramification. It already makes the best of a busy congested area. If any works are needed, I would suggest simply widening the road by 3 meters so the buses can drive in with cars not parked on the pavement. I don't see why yellow lines are needed. It's overkill of an area that already works perfectly fine.</p>	2202890
2023-07-27 17:12:22 +0100	Object	<p>The proposal will cause the displacement of around 20-25 vehicles, which will have to park on local unrestricted roads. A significant number of parkers already park here (particularly as 1-50 Highcroft Cottages only have off-road space for one or if they're lucky two maximum cars), and as they can't park on the main London Road they already use side roads such as Salisbury Avenue and Manse Way.</p> <p>KCC will need to pay for a survey and for the implementation of parking restrictions on Beechenlea Lane, Manse Way, Salisbury Avenue, Mead Close, Mayes Close and Wansbury Way in order to ensure residents are not negatively impacted by this proposal.</p>	2215780

2023-08-01 12:21:46 +0100 Object

I object to the proposed road works on London Road. There is no requirement for the works. No case has been made for them. There is no need for a revised junction layout and the provision of a bus lane and cycle lane. A bus lane and the provision of a 32m long cycle path to nowhere. It is a fatuous waste of taxpayers' money.

2227728

Kent County Council has not provided an alternative for the 30+ vehicles that currently park at the location during the week. If built more cars and vans will be dumped on residential roads, causing residents to walk on the road as pavements are blocked. This is dangerous. Pavements are for people not cars and vans. Provide an alternative for the parking or cancel this ridiculous proposal.

A 32m long cycle path to nowhere is a ridiculous suggestion and will make Kent County Council a subject of national ridicule. The sponsors of these work have no knowledge of the use of cyclists in this area. You will see one cyclist a day using this stretch of London Road.

If the proposed junction is related to the proposed development of Broom Hill and funded by them in any way, it should be incorporated as part of a resubmittal of the outline planning application and issued to all local residents.

If the council has money to spend on local infrastructure, it would be better spent being reallocated to the maintenance budget and repairing the atrocious state of the local road network.

2023-08-09 09:01:21 +0100 Object

1. The purpose cited for the proposed change makes no sense. The same reasoning can be applied to every single road in the county.
2. It is a mis-use of public funds when no benefit can be demonstrated. The proposed bus lane will not benefit the only bus route (233) that will use it since it does not suffer delay at this particular junction at any time.
3. The proposed change will certainly create considerable additional disruption to the local residents. The cars that are currently parked on the proposed route, without any issues, will be displaced to the local residential roads, all of which already suffer existing parking issues and most certainly cannot absorb an influx of additional 30-40 cars.

2246790

# Agenda Item 5

## Demographics Data

1) Please tell us how you describe your gender (optional) (Question type: SingleLine)

2) User name

(This is what other users will see when you write a comment. We recommend that you don't use your full name). (Question type: SignupForm::Login)

3) Email (Question type: SignupForm::AccountEmail)

4) What area do you live in? (Question type: DropDown)

- Ashford
- Canterbury
- Dartford
- Dover
- Folkestone and Hythe
- Gravesham
- Maidstone
- Medway
- Sevenoaks
- Swale
- Thanet
- Tonbridge and Malling
- Tunbridge Wells
- Outside of Kent

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14

5) Are you ...? (Question type: DropDown)

- Female
- Male
- I prefer not to say
- I prefer to use own term - deleted

- 1
- 2
- 3
- 4

6) District (Question type: Region)

7) What year were you born? (Question type: Date)

8) Age group (Question type: RadioButton)

- 16-19
- 20-25
- 26-32
- 36-45
- 46-55
- 56-65
- Over 65

- 1
- 2
- 3
- 4
- 5
- 6
- 7

9) Year of birth (Question type: Date)

10) Keep me informed of consultation and engagement activities. (Question type: RadioButton)

- Yes
- No

- 1
- 2

11) Topics of interest (Question type: CheckBox)

- Adult social care
- Arts and culture
- Budget and finance
- Children and families
- Community safety
- Environment and countryside
- General interest
- Libraries and registration
- Minerals & Waste projects and policy
- Public health and wellbeing
- Public rights of way
- Recycling and waste management
- Regeneration and economic development
- Schools and education
- Sports and leisure
- Transport and roads
- Young people

- 1
- 1
- 1
- 1
- 1
- 1
- 1
- 1
- 1
- 1
- 1
- 1
- 1
- 1
- 1
- 1
- 1

12) Which area(s) of Kent are you most interested in hearing about? (Question type: CheckBox)

- Ashford
- Canterbury
- Dartford
- Dover
- Folkestone and Hythe
- Gravesham
- Maidstone
- Medway
- Sevenoaks
- Swale
- Thanet
- Tonbridge and Malling
- Tunbridge Wells

- 1
- 1
- 1
- 1
- 1
- 1
- 1
- 1
- 1
- 1
- 1
- 1
- 1

13) What is your gender? (Question type: RadioButton)

- Female
- Male
- I prefer not to say
- I prefer to use own term

- 1
- 2
- 3
- 4

## Survey Data

1) Please tell us if you wish to support or object to this Traffic Regulation Order to prohibit motor vehicles access (except buses and cycles) on London Road (B2173) in Swanley in the District of Sevenoaks. (Question type: RadioButton)

- Support
- Object

- 1
- 2

2) Please tell us, in the box below, the reason for your support or objection. (Question type: Essay)

3) How did you find out about this consultation? (Question type: CheckBox)

- Newsreader
- Street notice / Public notice
- Email notification from KCC's Engagement Platform
- Email from KCC officer or team
- From my parish / town council
- From a friend or relative
- Kent.gov.uk website
- Other (please specify)

- 1
- 1
- 1
- 1
- 1
- 1
- 1
- 1

### **Copy of response sent to objectors to both schemes.**

Goya (Broomhill) Ltd & Woodland Family Trust were granted planning permission for a commercial development behind the Gateway Trading Estate on 3 March 2022 (Application Number: 20/03825/FUL).

Goya and Woodland Family Trust are not able to await the outcome of application 22/03450/HYB, due to the uncertainty of it being granted planning permission and the very long implementation timescales even if it were to be granted planning permission. The works are all paid for by the developer and will improve access arrangements and safety for all stakeholders.

The waiting restrictions that are being proposed as a result of the council's conditions of the planning permission for the development behind the Gateway Trading Estate and the recommendations of an independent safety audit which is a statutory process. Transport Planners and engineers have worked closely with the council to develop a scheme of highway works that meets national and local design and safety requirements.

As part of the development, various initiatives are being implemented to promote and maximise sustainable modes of transport for the development and its neighbours, including the installation of the bus lane and upgrading the existing bus stop to include easy access kerbs and a bus shelter. Parking bays are also being installed on the development's site for all its users.

Extending the yellow lines to the surrounding roads would prevent residents from parking there and the bus lane has been requested by council officers to improve bus access in the area. This proposal is only on the roads stated any further parking restrictions or schemes should be put forward to the local district council.

This scheme of highway works is not due to the proposed new access roundabout on London Road and the erection of a retail food store; this relates to a separate proposed commercial development behind the Gateway Trading Estate. The works are being funded by the developer, not the taxpayer.

In general, cyclists are prohibited from using bus lanes unless they are specifically exempt in the traffic order and by means of signing on the road. As there is no safety reason that would prevent cyclists from using this bus lane, they are being allowed to use it.

We would ask that you please report any inappropriate parking on Beechenlea Lane to your local council in the first instance. If a person has blocked your driveway and is preventing you from getting your own vehicle out, please report it to the police. Detailed traffic studies have been carried out to demonstrate the adequacy of parking and approved by County Highways and the local planning authority. This Traffic Regulation Order is purely about implementation of the approved scheme.

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**To:** Sevenoaks Joint Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 6th March 2024  
**Subject:** Highways Forward Works Programme: 2023/24  
**Classification:** Information Only

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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 2023/24.

In summer 2021 Kent County Council published a Highways Asset Management Plan (HAMP), which included, as Appendix C, a five-year Forward Works Programme for the years 2021/22 to 2025/26. This reflected the need to move away from annual programmes and to consider asset management activity a multi-year one.

The first part of the programme concerned the two years 2021/22 - 2022/23. Around half of the schemes included in that programme have now been delivered, and as a result we have now produced a new programme covering the years 2022/23 - 2023/24. As before, most of the sites included in this programme have already been verified by our engineers.

The second part of our programme related to years three to five of our five-year programme (2023/24 - 2025/26). This too is in need of revision to cover the years 2024/25 – 2026/27, and the work required to do this is currently in progress. As before, our new years three to five programme will be largely based on data from our asset management systems, so may be subject to more changes as the schemes are verified.

This programme is subject to regular review and may change for a number of reasons including budget allocation, contract rate changes, inflationary pressures such as material price increases, conflicting works, and to reflect our changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase, and additional sites may be added or others advanced if their condition deteriorates rapidly so that we need to react in order to keep the highway in a safe and serviceable condition.

Further information about how we manage our highway infrastructure, including our county-wide five-year forward works programme, may be found on our website:

<https://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/managing-highway-infrastructure>

In addition to planned maintenance of our highway assets, this report includes transportation and safety schemes, developer funded works, Combined Members Grant schemes, and planned maintenance of public rights of way.

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

## Agenda Item 6

**Drainage Repairs & Improvements** – see Appendix B

**Street Lighting** – see Appendix C

**Transportation and Safety Schemes** – see Appendix D

- **Casualty Reduction Measures**
- **Externally Funded Schemes**

**Developer Funded Works** – see Appendix E

**Bridge Works** – see Appendix F

**Traffic Systems** – see Appendix G

**Combined Members Grant – Member Highway Fund** – see Appendix H

### **Conclusion**

1. This report is for Members' information.

### **Contact Officers:**

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

Kevin Gore	Senior Highway Manager West Kent
Mike Payton	Sevenoaks Highway Manager
Alan Casson	Strategic Asset Manager
Earl Bournier	Drainage Asset Manager
Helen Rowe	Structures Asset Manager
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic Operations and Technology Manager
Jamie Hare	Development Agreements Manager
Nikola Floodgate	Road Safety and Active Travel Group 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.

<b>Machine Resurfacing – Contact Officer Mr Byron Lovell</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
A225 Otford Road	Sevenoaks	From Bat and Ball to Wickes	Completed
Ash Road	Hartley	Quaker Close to Chapel Wood Road	Completed
A20 London Road	West Kingsdown	Rushetts Road to Colin Chapman Way	Completed
Azalea Drive	Swanley	<u>MilePave Treatment</u> Full Extents	Completed
A225 Tonbridge Road	Sevenoaks	Shenden Way to Oak Lane	Programmed 30 <sup>th</sup> January 2024
Ide Hill Road	Ide Hill	Scallops to Wheatsheaf Hill	Programmed 19 <sup>th</sup> March 2024
<b>Footway Improvement - Contact Officer Mr Neil Tree</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent and Description of Works</b>	<b>Current Status</b>
Birchwood Road	Swanley	<u>Footway Reconstruction</u> Sections between London Road and Birchwood Terrace.	Programmed to commence on 24 <sup>th</sup> February 2024
Shoreham Lane	Riverhead	<u>Footway Preservation</u> From the A25 to The Glebe (including section of footway into Church Fields)	Completed
Pontoise Close	Riverhead	<u>Footway Preservation</u> Entire extents	Completed
Hillfield Road	Dunton Green	<u>Footway Preservation</u> Entire extents	Completed
Lusted Road	Dunton Green	<u>Footway Preservation</u> From London Road (service road) to the junction with Hillfield Road	Completed
Reeves Crescent	Swanley	<u>Footway Preservation</u> Entire extents	Completed
Main Road	Swanley	<u>Footway Preservation</u> From approx. No. 57 Main Road to the junction with Highlands Hill	Completed

## Agenda Item 6

<b>Surface Preservation - Contact Officer Mr Aaron Dival</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent And Description Of Works</b>	<b>Current Status</b>
Wilderness Lane	Chiddingstone	Pig Down Lane To Buckhurst	Completed
Toys Hill	Brasted	Puddledock Lane To Idle Hill Road	Completed
Croydon Road	Westerham	Farley Lane To Surrey Boundary	Completed
Halstead Lane	Knockholt	Rushmore Hill To Property Curry Wood	Completed
Hoath Corner To Oakenden Lane	Chiddingstone	Hoath Corner (Truggers Lane) To Oakenden Lane	<b>Completed</b>
School Lane	West Kingsdown	St Clare Hill Road To A20 London Road	Completed
Otford Lane	Halstead	Knockholt Road To Polhil	Completed
East Hill	Horton Kirby And South Darenth	Hortons Road To Rabbits Road	Completed
Star Hill Road	Chevening	Birchwood Lane To Polhill	Completed
Fawkham Road	West Kingsdown	Brandshatch Road To 30mph Retrictions Approaching West Kingsdown	Completed

**Appendix B - Drainage**

<b>Drainage Repairs &amp; Improvements - Contact Officer Earl Bourner</b>			
<b>Road Name</b>	<b>Parish / Town</b>	<b>Description of Works</b>	<b>Current Status</b>
Otford Road	Otford	(Drainage cover to be located, lining to be completed. Related to Mcdonalds flooding)	Works completed 08/12/2023.
Watery Lane	Seal	(Investigation work)	Works completed 10/11/2023.
Old Otford Road	Otford	Drainage improvement (Mcdonalds)	Works completed 08/12/2023.
Park Lane	Godden Green	(Concrete kerb spillway improvement – Spinners Wood)	Works completed 28/11/2023.
Otford Road/Cramptons Road	Sevenoaks	Drainage investigation (Locating mainline covers) & repair work	Works programmed 21/01/2024 – 26/01/2024.
Chevening Road	Chevening	Drainage ditching work.	Works programmed 01/02/2024-05/02/2024.
Weald Road	Sevenoaks	Drainage investigation work.	Works programmed 02/02/2024–06/02/2024.
Beesfield Lane	Farningham	Drainage spillway work.	Works programmed 05/02/2024-07/02/2024.
Birch Close/Mount Harry Road	Sevenoaks	Drainage improvement work.	Awaiting programme date.
Finch Green	Chiddingstone	Drainage ditching work.	Awaiting programme date.

## Agenda Item 6

### **Appendix C – Street Lighting**

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

<b>Street Lighting Column Replacement – Contact Officer Sue Kinsella</b>			
<b>Road Name</b>	<b>Location</b>	<b>Description of Works</b>	<b>Status</b>
The Rise	Sevenoaks	Replacement of 1 Column	Complete
Rowhill Road	Hextable	Replacement of 1 Columns	Complete
Station Road	Edenbridge	Replacement of 1 Column	Complete
Ash Road	New Ash Green	Replacement of 1 Column	March 2024
Mill Lane	Sevenoaks	Replacement of 1 Column	March/April 2024
Weaver Lane	Sevenoaks	Replacement of 1 Column	March/April 2024
Orpington By Pass Road	Badgers Mount	Replacement of 1 Column	May 2024
London Road	Dunton Green	Replacement of 1 Column	May 2024
St Johns Road	Sevenoaks	Replacement of 1 Column	March/April 2024
Main Road (Farningham Hill Road)	Farningham	Replacement of 1 Column	April/May 2024
London Road	Badgers Mount	Replacement of 1 Columns	May 2024
Ash Road	New Ash Green	Replacement of 1 Column	May 2024

**Appendix D – Transportation and Safety Schemes**

**Casualty Reduction Measures**

The Schemes Planning & Delivery team is implementing schemes within Sevenoaks, in order to meet Kent County Council’s 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 15/01/2024

<b>Local Transport Plan Funded Schemes – Contact Officer: Christopher Koningen</b>		
<b>Road Name</b>	<b>Description of Works</b>	<b>Current Status</b>
<b>Casualty reduction measures (reactive) – Sevenoaks</b>		
A225 Shoreham Road, Shoreham	Signing scheme to address predominantly single vehicle loss of control incidents	Complete – Q3 2023
London Road / Birchwood Road, Swanley	Signs and lines	Complete – Q3 2023
<b>LTP Schemes Sevenoaks</b>		

**Externally Funded Schemes**

The Schemes Planning & Delivery team is implementing schemes within funded by external corporations whilst still meeting Kent County Council’s strategic targets with the road network.

<b>Externally Funded Schemes – Contact Officer: Christopher Koningen</b>			
<b>Road Name</b>	<b>Description of Works</b>	<b>Source of Funding</b>	<b>Current Status</b>
Hever Road, West Kingsdown	Change to existing loading and parking bay		Complete – Q2 2023
Otford Phase 3	CIL funding to deliver speed reduction measures in Pilgrims Way West		Design – Q1 2025

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### Appendix E – Developer Funded Works

Developer Funded Highway Works (Section 278 Works) Jamie Hare				
File Ref.	Road Name	Parish	Description of Works	Current Status
SE003093	Hartfield Road, Claydene Farm, Cowden	Cowden	New Bellmouth	Technical review
SE003060	98-116 London Road	Sevenoaks	New Bellmouth and footway works	Maintenance Period
SE003069	Oakley Park, just off Enterprise Way.	Edenbridge	Connect to highway	Tie-in to section 38, Auditing drawings
SE003075	Salters Heath	Sevenoaks	New Bellmouth	Works in Maintenance
SE003076	Harrington Nursery Highlands Hill	Swanley	Bellmouth Widening and footway works	Works stalled on site awaiting their return to finish the works.
SE003077	White Oak Leisure Centre	Swanley	New bell mouth access and minor footway alterations	Works complete.
SE003078	Swanley Garages Kettleworth.	Swanley	Footway works and some small areas of Kerbing. Full extents unclear yet	Works on site
SE003079	Swanley Garages Pear Tree.	Swanley	Footway works and some small areas of Kerbing. Full extents unclear yet	Works on site
SE003080	Swanley Garages Northview.	Swanley	Footway works and some small areas of Kerbing. Full extents unclear yet	Works on site
SE003084	Park Lane, Wildernesse House	Sevenoaks	New Bellmouth	Awaiting agreement to be signed.
SE003085	Radnor House School	Sundridge	Bellmouth Widening	Technical Stage
SE003086	Mill Road	Dunton Green	Unknown	Technically approved
SE003088	Edenbridge Health Centre	Edenbridge	New Bellmouth, street lighting, crossing point and bus stop.	Works on site.
SE003089	Broom Hill, London Road Swanley	Swanley	New Bus Lane.	Technically approved.
SE003090	High Street Sevenoaks Near Suffolk Way	Sevenoaks	New Bellmouth and footway work.	Design Stage

## Agenda Item 6

SE003094	Park View Close, Edenbridge	Edenbridge	Road surfacing and footway works	Design Stage
SE003095	Egerton Avenue	Swanley	New bellmouth and road surfacing	Awaiting start dates.
SE003096	Chevening Estate	Sevenoaks	Bellmouth	Design Stage
SE003097	Skeynes Farm	Edenbridge	Farm entrance	Under Review
SE003098	Harrington Nursery, Highlands Hill	Swanley	Bellmouth & Drainage Works	Under Review
SE003131	Mussenden Lane.	Horton Kirby	New Bellmouth	Works completed, in Maintenance.
SE003173	St Johns Way Opening	Edenbridge	New Bellmouth	Works Completed In Maintenance Period
SE003206	Corner of Fircroft Way and Station Road	Edenbridge	Footway works and bellmouth	Maintenance Period
SE003405	Millfields Linked to SE003055		Japanese Knot weed	Maintenance Period

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### Appendix F – Bridge Works

<b>Bridge Works – Contact Officer Helen Rowe</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
High Street	Swanley	Swanley footbridge (East and West) The waterproofing work of the footbridge deck is planned for this year.	Planned for Summer 2024



**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.

<b>Traffic Systems - Contact Officer: Toby Butler</b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
Suffolk Way near Buckhurst Lane, Sevenoaks (09-0564)	Refurbish existing traffic signal-controlled crossing and convert to near-sided pedestrian facilities	Programmed for April 2024

## Agenda Item 6

### **Appendix H - Combined Members Grant programme update**

#### **Member Highway Fund programme update for the Sevenoaks district.**

The following schemes are those, which have been approved for funding by both the relevant Member and by Haroona Chughtai, Director of Highways and Transportation. The list only includes schemes, which are

- in design
- at consultation stage
- about to be programmed
- recently completed on site.

The list is up to date as of 15/01/2024.

The details given below are for highway projects only. This report does not detail

- contributions Members have made to other groups such as parish councils.
- highway studies
- traffic/ non-motorised user surveys funded by Members.

More information on the schemes listed below can be found by contacting the Highway Manager for the Sevenoaks district.

**[Roger Gough]**

<b>Details of Scheme</b>	<b>Status</b>
Farningham Village 20mph Installation of 20mph speed.	Ordered

**[Roger Gough]**

<b>Details of Scheme</b>	<b>Status</b>
Otford Traffic Calming Phase 2 Design of next phase of traffic calming	Part Complete

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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**Contacts: Kevin Gore / Mike Payton 03000 418181**

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**Update on Electric Vehicle Charging infrastructure in Sevenoaks District**

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

Main Portfolio Area: **Growth, Environment & Transport**

By: **Tim Middleton, Networks Innovations Manager, KCC**

Classification: **For Information**

Electoral Division: **County Wide**

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**Summary: This report provides an update on Electric Vehicle (EV) Charging Infrastructure in Sevenoaks**

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## **1. Introduction**

- 1.1. This report gives a broad overview of the EV charging network in Sevenoaks and wider context for Kent. It provides a look at Kent County Council's (KCC) role in ensuring residents and businesses are able to switch to electric vehicles.
- 1.2. It looks at the current numbers of EV chargers in Sevenoaks and outlines the developments that have occurred since KCC's allocation of local Electric Vehicle Infrastructure (LEVI) funding.

## **2. On-Street Electric Vehicles Charging Infrastructure**

- 2.1. Electric Vehicle (EV) sales are growing in the UK and the demand for charging infrastructure is rising even in light of recent announcements to push back the date from which petrol and diesel vehicles can be sold to 2035. Demand will still be driven by the Government's Zero Emission Vehicle mandate requiring 80% of vehicles sold in 2030 to be EV. This is not traditional refuelling as we know it. The speed, and therefore price, of charging varies from the slowest 3kwh up to a potential 350kwh. This could be the difference between charging in 10 hours or charging in 10 minutes.
- 2.2. Industry data suggests the vast numbers of EV owners choose to charge at home if they have access to a home charger. It is convenient and provides the lowest cost option. VAT on electricity is paid at 5% at home but 20% on the public network - arguably penalising those who do not have access to off street parking.
- 2.3. In order to help the transition to electrification, with all the carbon and air quality benefits this would bring, KCC have developed an EV infrastructure programme to install EV charging points across the county.

## Agenda Item 7

- 2.4. In March 2022 the Government Published their Electric Vehicle Infrastructure Strategy and released some Pilot funding to go alongside this.
- 2.5. The Government has now launched the Local Electric Vehicle Infrastructure (LEVI) Fund for Highway Authorities to apply for in their region. This is primarily focused on providing resident charging to those without off street parking. The funding is to deliver against a Regional EV strategy, in collaboration with District/Borough Authorities.
- 2.6. KCC's LEVI funding allocation is set at £12,081.000.
- 2.7. In January 2024 KCC's Environment and Transport Cabinet Committee determined that KCC would apply for their allocation and look to implement EV chargers across the county. A broad aspiration is to provide up to 10,000 sockets over 10 years and to grow the network in line with demand.
- 2.8. It is anticipated that between 600 – 1000 EV chargepoints could be delivered through the LEVI project in Sevenoaks District by 2035.
- 2.9. Procurement will begin in 2024 with first charger installs expected in 2025.
- 2.10. In January 2024 the following public chargers were available to use. (DfT Electric Vehicle Device statistics) Source: <https://maps.dft.gov.uk/ev-charging-map/index.html>

District	Total public charging devices	Total public <b>rapid</b> charging devices	Total public <b>standard</b> charging devices	Charging devices per 100,000 population
Ashford	70	7	63	53
Canterbury	75	20	55	48
Dartford	93	40	53	80
Dover	98	27	71	84
F&H	137	21	116	124
Gravesham	61	6	55	57
Maidstone	71	31	40	40
Sevenoaks	43	16	27	36
Swale	70	18	52	46
Thanet	44	17	27	31
T&M	69	20	49	52
T Wells	39	13	26	34
Total	870	236	634	

- 2.11. It should be noted that simply installing chargers does not necessarily mean they are being well used, maintained or are in strategically important locations and at the "right" speed. All these factors must work together to create a coherent and useful charging network.

- 2.12. KCC's EV charge point programme consist of the below projects:

## Agenda Item 7

<u>The Kent EV Network (Kent 600)</u>	A multi-partner framework is installing 7kw chargers in 150 car park locations around Kent under a concession model. 200 EVCP's have been installed to date with a further 200 in development. All District/Borough Authority Councils are able to join the framework and to date 6 have either joined or intend to join in the coming weeks.
<u>The LEVI Pilot project</u>	Delivering 100-150kw ultra rapid charging across 3 locations to test technologies, provide learning to the Department for Transport (DfT) and create a revenue income to support the wider EV network.
<u>The Rapid Taxi charger Project</u>	Installing 28 x 50 kw rapid chargers for the taxi community to encourage a switch to EV across the county. To date 24 EVCP's have been installed.
<u>The Parish charger Network</u>	Set to install up to 100, 7kw EVCP's in Parish communities across Kent in response to market failure in rural locations in the county. To date 46 EVCP's have been installed.
<u>Ultra Rapid Charging Hubs</u>	A project looking to create ultra rapid EVCP hubs on KCC owned land along the Strategic Road Network including A-roads. In development with internal Governance decisions required.

2.13. The above projects have focused primarily on off-street charge points, for instance in local authority owned car parks. The LEVI project will aim to substantially increase the numbers of on-street chargers available to residents in Kent.

2.14. Any EV charge point delivery, it will not be in isolation, but to complement existing projects. The below prioritisation has been provisionally developed to define network planning and site selection:

Priority 1	Off Street Car Parks
Priority 2	On Street "Standard" 7.7kw chargers
Priority 3	Lamp Column 3-5kw Chargers
Priority 4	Other areas of influence (workplace charging, peer to peer charging, rapid charger hub deployment)

### 3. Conclusions

- 3.1. The LEVI application will be made in 2024 with chargers expected to begin installation across the county in 2025 on a 10 year delivery programme.
- 3.2. Localised charger projects off street continue in Sevenoaks and will seek to deliver chargers in the District car parks.

### 4. Recommendation(s)

- 4.1. For information

### 5. Background Information

Future demand for EV Infrastructure Survey – Sevenoaks District Council

<https://cds.sevenoaks.gov.uk/documents/s54777/09%20-%20EV%20Infrastructure%20Study-%20Report%20SDC%202023%204.pdf?J=4>

## Agenda Item 7

KCC Environment and Transport Cabinet Committee (11<sup>th</sup> January 2024)

[ETCC meeting](#)