

08 March 2022 at 7.00 pm

Council Chamber, Argyle Road, Sevenoaks

Published: 28.02.22

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[https://www.youtube.com/channel/UCIT1f\\_F5OfvTzxjZk6Zqn6g](https://www.youtube.com/channel/UCIT1f_F5OfvTzxjZk6Zqn6g) . Members of the public who wish to attend in person are requested to wear face masks and observe social distancing procedures. For health and safety reasons access may be limited and will be on a first come first served basis.



# Sevenoaks Joint Transportation Board

## Membership:

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

### District Council

Cllrs. Ball, Eyre, McGarvey, McGregor and Roy

### Kent County Council (KCC)

County Cllrs. Brazier, Cole, Gough, McArthur and Streatfield

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

Roger House  
Richard Parry  
Geoffrey Kirby

## 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>	(Pages 1 - 6)	
To agree the Minutes of the meeting of the Board held on 7 December 2021, as a correct record		
2. <b>Declarations of interest</b>		
3. <b>Matters Arising/Update (Including Actions from Previous Meetings)</b>	(Pages 7 - 8)	
Part A - Recommendations for decision by Kent County Council (KCC)		
Part B - Recommendations for decisions by Sevenoaks District Council		

## PART C - INFORMATION REPORTS

- |     |  |                 |                                  |
|-----|--|-----------------|----------------------------------|
| 4.  | <b>Electrical Charging Points</b>  | (Pages 9 - 16)  |                                  |
| 5.  | <b>Response to petition requesting for the speed reduction and increased safety on A25, Seal Road</b>        | (Pages 17 - 18) | KCC                              |
| 6.  | <b>Statutory Consultation - Minor On-Street Parking Proposals - Various Locations TRO 20113 Amendment 40</b> | (Pages 19 - 32) | Jeremy Clark<br>Tel: 01732227323 |
| 7.  | <b>Update on Sevenoaks Town Proposed 20 mph speed limit</b>  | (Pages 33 - 34) | KCC                              |
| 8.  | <b>Highways Work Programme 2021/22</b>   | (Pages 35 - 52) | KCC                              |
| 9.  | <b>Applications for Disabled Persons (Blue Badge) Parking Bays</b>   | (Pages 53 - 64) | Jeremy Clark<br>Tel: 01732227323 |
| 10. | <b>Work Plan</b>   | (Pages 65 - 66) |                                  |

### 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 7 December 2021 commencing at 7.00 pm

Present: Cllr. London (Chairman)

County Cllr. London (Vice Chairman)

District Cllrs:

Ball, Eyre, McGarvey, McGregor and Roy

County Cllrs:

Cole, Gough, Streatfeild

KALC Representative, Mr Parry

Apologies for absence were received from County Cllrs. Brazier and McArthur, and KALC Representatives Mr Kirby and Mr House.

Cllr Clayton was also present.

15. Minutes

Resolved: That the Minutes of the meeting of the Sevenoaks Joint Transportation Board held on 14 September 2021, be approved and signed as a correct record.

16. Declarations of interest

No additional declarations of interest were made.

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

The Sevenoaks District Manager (KCC) confirmed that in regards to Action 1, and email had been sent to the Councillor on 17 September 2021 and the audit had been carried out. Action 2, safety measures at Marlpit Hill, Edenbridge was an agenda item.

18. To receive a petition requesting for the speed reduction and increased safety on A25, Seal Road

The Chairman used his discretion and the Local Ward Member, Cllr Tony Clayton, addressed the Board.

Resolved: That the petition be received and a report be brought back to a future meeting of the Board.

19. Statutory Consultation - TRO 2013 Amendment 38 - Proposed Electric Taxi Rapid Charge Point/Bay - South Park, Sevenoaks

Members considered the report which set out the representations received during the statutory consultations in respect of the provision of a proposed rapid charging point/parking bay for electric taxis in South Park, Sevenoaks.

Resolved: That the

- a) representations received during the statutory consultations in respect of the proposed conversion of an existing pay & display parking bay into a rapid charging point/parking bay for electronic taxis and to granting a licence to install a charging point on the public highway in South Park, Sevenoaks, together with Officers comments, detailed in Appendix A to the report, be noted;
- b) relevant objections received during the statutory consultations be set aside;
- c) Kent County Council (Various Roads in the District of Sevenoaks) (Prohibition and Restriction of Waiting and Loading and Unloading and On-Street Parking Places) (Amendment 38) Order 2022 be made, as published, and a licence to install a rapid charging point for electric taxis on the public highway be granted; and
- d) objectors be notified of the decision.

20. Update on Road Safety Measures at Marlpit Hill, Edenbridge

Members considered the report which updated the Board on the progress following a petition for highway improvements at Marlpit Hill, Edenbridge. The Local Member requested that a meeting take place with the Town Council to update and progress discussions.

*Action 1: For Schemes, Project Manager (KCC) to arrange a meeting with Edenbridge Town Council to update on the scheme.*

Resolved: That the report be noted.

21. Update on request for waiting restrictions at Station Road & High Street Otford

The Board considered the report which detailed further investigations by KCC for the request of waiting restrictions at Station Road and High Street, Otford. Members were advised that following the detailed assessment, it did not meet the criteria to be taken forward, and to extend the restrictions of waiting times on High Street, Otford, there were concerns that this could have an impact on residents of the High Street who park in this road. An informal consultation by the Parish Council would need to be undertaken to gauge the level of support locally.

Should the informal consultation be well - received, KCC could look to progress to a formal consultation.

The Board discussed the report and heard from the Local Member, who expressed concerns regarding the displacement parking and pushing vehicles further into narrower areas, and requested if Officers could revisit the site, due to the changed circumstances.

Resolved: That the report be noted.

22. Update on Request for Speed Reduction in Shoreham

The Board considered the report which updated Members on the request for a reduction of the national speed limit to 40mph on Shoreham Road, Shoreham. KCC had produced proposals for a speed limit reduction on Shoreham Road, Shoreham which would be a mixture of 40mph and 50mph. A meeting was to be scheduled between KCC, Shoreham Parish Council and Eynsford Parish Council to agree the next steps.

The Chairman used his discretion, and Parish Councillor, Neil Powell addressed the Board.

Members discussed the report.

Resolved: That the report be noted.

23. RTC Data Report

The Board considered the report which detailed how Kent Police provide information on Road traffic crashes.

Members expressed concern that the details provided were not in a timely manner and could also be inaccurate, and requested information to know how accurate the reporting process was from Kent Police, including how a wider dialogue between the Parish Councils, KCC and Kent Police could happen in the future.

Members discussed the report and advised by a fellow member that there was also an emphasis on the emergency vehicles in attendance to report crashes but this was usually only if there was a personal injury. Kent police only report on slight, serious, life threatening and fatality and there was an onus that any vehicle crashes should be reported to Kent Police if they are not in attendance. Members expressed concerns that no official records were there to record all Road Traffic Collisions whether it involved a person or not.

*Action: For an email update to be provided to the Chairman, Vice Chairman and Cllr McGarvey regarding crash details and to include whether information could be used from the Motor insurance Bureau.*

Resolved: That the report be noted.

24. Brasted and Sundridge Temporary Average Speed Camera Trial

The Board considered a report which advised that KCC were introducing a trail of average speed cameras along Main Road (A25) through the villages of Brasted and part of Sundridge (west of Junction with Church Road / Chevening Road) starting February 2022 for a period of 4 months after which an additional 2 sites within Kent would be chosen to continue the trial.

Resolved: That the report be noted.

25. Update on Sevenoaks Town Proposed 20mph speed limit

The Board considered the report which updated Members on the petition request for 20mph speed limit in central Sevenoaks. KCC had carried out an initial feasibility which indicated that a reduced speed limit may be suitable, but further investigations were required. Findings so far indicated that the roads proposed by the petitioner could be broadly broken down into three main categories. Where speeds were 24mph and below, 20mph speed limited using signage and road markings could be introduced. Where speeds were between 24 - 28mph, assessments would need to take place for additional lighter touch/ 'psychological' traffic calming measures may be needed to be self-enforcing. Sections where the average speeds were above 28mph were likely to require traditional physical traffic calming measures.

The findings from the studies into the area wide 20mph in Tonbridge and Faversham were being waited for, and this would help inform the approach going forward.

Members discussed the report and requested that an update on costings be brought back to the next meeting of the Board, and for any progress to be updated to the Local KCC Member.

*Action: For costings regarding 20mph speed limits be brought back to the next meeting of the Board, and for any progress to be updated to the Local KCC Member.*

Resolved: That the report be noted.

26. Highways Works Programme 2021/22

The Board considered the report which updated them on the identified schemes approved for construction in 2021/22 with the Sevenoaks District Manager (KCC) giving any relevant updates on the schemes listed.

Members discussed the report and the requested that once the final certificate had been issued for two new bellmouths in, Seal Hollow Road that they be notified.

*Action: To notify the Member once the final certificate for two new bellmouths in, Seal Hollow Road that they be notified.*

Resolved: That the report be noted.

27. Work Plan

The Work Plan was noted, with the additional reports for costings for 20mph and Electric Vehicle Charging

THE MEETING WAS CONCLUDED AT 8.00 PM

CHAIRMAN

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**ACTIONS FROM THE MEETING HELD ON 7 DECEMBER 2021**

	<b>Meeting date</b>	<b>Description</b>	<b>Last updated on</b>	<b>Contact Officer</b>
1	7.12.2021	Minute 20 - For Schemes, Project Manager (KCC) to arrange a meeting with Edenbridge Town Council to update on the scheme.	Meeting Arranged for 13 <sup>th</sup> January 2022	KCC - Whitney Gwillim
2	7.12.2021	Minute 23 - For an email update to be provided to the Chairman, Vice Chairman and Cllr McGarvey regarding crash details and to include whether information could be used from the Motor insurance Bureau.	Response sent by email on 17 <sup>th</sup> January 2022	KCC - Paul Leary
3	7.12.2021	Minute 25 - For costings regarding 20mph speed limits be brought back to the next meeting of the Board, and for any progress to be updated to the Local KCC Member.	Due to the nature of the request we are not able to give costings at the current time. These will provided as the designs are progressed and any costs will be discussed with the Local KCC Member as the scheme progresses.	KCC - Whitney Gwillim

4	7.12.2021	Minute 26 - The Member once the final certificate for two new bellmouths in, Seal Hollow Road that they be notified.	The final certificate was issued on 6 <sup>th</sup> January 2022 and the bellmouths are now adopted. The KALC member was informed via email on 6 <sup>th</sup> January 2022.	KCC - Mike Payton
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**KCC approach to Electric Vehicle Charging**

To: **Sevenoaks Joint Transportation Board – March 2022**

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

By: **Tim Middleton, Transport Innovations Programme Manager, KCC**

Classification: **For Information**

Electoral Division: **County Wide**

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**Summary:** **This report outlines the current position of Electric Vehicle (EV) Charging Infrastructure across Kent and identifies future infrastructure need. It then compares the projected outcomes of KCC’s EV infrastructure programme against that need.**

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## **1. Introduction**

- 1.1. This report gives a broad overview of the EV charging network in Kent and will look at Kent County Council’s role specifically in ensuring our residents and businesses are able to switch to electric vehicles.
- 1.2. It looks at the current numbers of EV chargers in Kent and outlines the target numbers required to enable full electrification of vehicles in line with the 2030 ban on new petrol and diesel vehicles.
- 1.3. The report then assesses those targets against the projects within the EV Charging Infrastructure programme that KCC is rolling out over the coming years and determines if additional projects need developing or adapting to meet those needs.

## **2. Electric Vehicles Charging Infrastructure**

- 2.1. Electric Vehicle (EV) sales are growing in the UK and the demand for charging infrastructure is rising - driven by the Government’s plan to ban new sales of petrol and diesel vehicles from 2030. 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.

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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.
- 2.4. Providing charging infrastructure is not currently a statutory requirement of Local Authorities although the Government is consulting on this topic. However, helping residents and businesses switch to cleaner vehicles will help KCC achieve our climate and air quality goals. All the projects in development and mentioned in this report leverage external funding, grants and private sector investment – often giving an income back to the Local Authorities as landowners. This minimises up front financial risk and allows a long-term income generation while the technology and market develop.
- 2.5. KCC are waiting for the Government to publish guidance to Local Authorities to provide clarity on the amount of action public sector bodies are expected to take. This is due early 2022. Until such a time officers can only estimate the percentage of chargers that Local Authorities should be or are expected to provide in comparison to the private sector.
- 2.6. Whatever the level of ambition, without some long term and significant funding being made available to Local Authorities, most charging infrastructure will need to fall to the private sector.
- 2.7. For the basis of this report officers propose 4 scenarios resulting in Local Authorities being responsible for 5%, 10%, 20% and 40% of the infrastructure. This percentage will change over time as Government guidance is released and market failures are realised – particularly in charging “black spots” where capital requirement is high and revenue return is deemed to be low.

### Anticipating EV Charger socket requirements in Kent.

- 2.8. In 2018 KCC commissioned CENEX, a leading not for profit consultancy in the clean transport space, to forecast EV charger demand across Kent until 2028 for passenger vehicles. In light of recent technological advances, the 2030 ban on new petrol and diesel vehicles and the new companies moving into this space; KCC asked CENEX to update this report in 2021.
- 2.9. Cenex produced a number of scenarios, including those in line with the government’s ban on new petrol and diesel vehicles from 2030 onwards, and proposed a number of chargers, categorised by speed, that have to be installed to meet that target. The data is presented here:

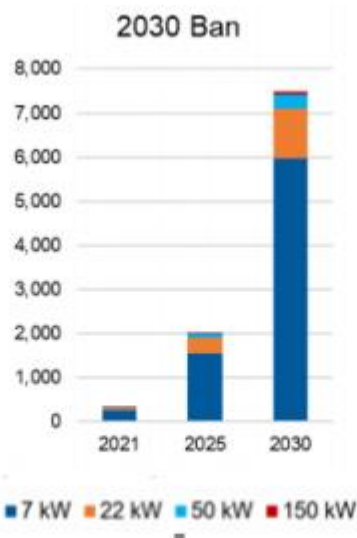
*Table 8: 2030 Ban Scenario chargepoint requirements.*

	2021	2025	2030
7 kW	253	1,551	5,982
22 kW	58	372	1,121
50 kW	15	88	328
150 kW	1	3	56
Total	327	2,014	7,487

*Figure 1 – Charger socket numbers required by 2030 in Kent*

2.10. Figure 1 shows that by 2030 Kent will need to have 7,487 public chargers (of varying speeds) installed to meet demand.

2.11. Figure 2 below presents the same data but more clearly shows that the vast majority will be at 7kw speed.



*Figure 2 – Shows the number of charger sockets of each type required to support the 2030 ban scenario.*

2.12. Figure 3 below expands the Cenex prediction and makes some assumptions about charger socket numbers required each year between 2021, 2025 and 2030. This helps officers better plan the delivery for the projects and manage the funding requirements. The numbers of charger sockets scale up towards the end of the decade and provide a useful guide as to whether the projects are likely to meet these targets annually. If not, officers can look to redesign and develop more projects to meet demand.

	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
7 KW	253	350	800	1,100	1,551	2,000	2,600	3,400	4,500	5,982
22 KW	58	100	200	300	372	450	560	670	850	1,121
50 KW	15	25	40	60	88	120	150	200	280	328
150 KW	1	1	2	2	3	10	20	30	40	56
Total	327	476	1,042	1,462	2,014	2,580	3,330	4,300	5,670	7,487

*Figure 3 – Assumptions made about the numbers of charger sockets required per year scaling up to 2030.*

2.13. In order to assess whether the EV infrastructure programme is appropriate, officers need to understand if the planned projects will meet the demand up to 2025 and then on to 2030.

2.14. To do this, officers must look at the numbers of chargers currently installed, determine a quantity or percentage that the private sector are likely to install and add on the numbers that Local Authorities expect to install up to 2025.

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District	Fast (7-22kwh)	Rapid (43-50kwh)	Ultra-Rapid (60 – 350kwh)	Total
Ashford	44	3	0	45
Canterbury	30	5	0	35
Dartford	17	8	17	42
Dover	3	3	3	9
Folkestone & Hythe	20	5	0	25
Gravesham	2	2	0	4
Maidstone	51	9	18	78
Sevenoaks	19	9	0	28
Swale	28	3	0	31
Thanet	22	5	0	27
Tonbridge & Malling	16	4	0	20
Tunbridge Wells	21	2	0	23
<b>Total</b>	<b>271</b>	<b>58</b>	<b>38</b>	<b>367</b>

*Figure 4 - Kent Charger numbers currently installed (July 2021)*

- 2.15. Figure 4 shows that charger numbers are currently exceeding KCC's target numbers for 2021 by 40 chargers. Chargers are counted if they are provided to the public whether by the private sector, public peer to peer charging or Local Authorities. However, 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.

### Local Authority or Private Sector

- 2.16. Without clear guidance from the Government, officers have to make some assumptions with regards to the number of chargers that KCC and/or other Local Authorities are likely to need to provide versus the private sector. At this stage, indications from the Department for Transport (DFT) suggest the Government will not look to introduce quotas but are consulting on whether all car parks should be obliged to provide EV chargers. An assumption can be made that the large scale of capital requirement will need to be met somehow and without a clear Local Authority funding plan out to 2030 – this must largely come from the private sector.
- 2.17. Many private sector companies, including the traditionally fossil fuel-based companies, are making large investments into this space. With clear policy intent from the Government, legacy companies are concerned about losing market share and new start-ups in this space are seeking an opportunity for growth.
- 2.18. Local Authorities could capitalise on this, as landowners, in often sought-after locations (town centre car parks, for example) but a solution will have to be found as to those areas which are deemed to generate less revenue and which are perhaps expensive to install in.
- 2.19. The 4 scenarios below show a range between 5 – 40% of chargers being installed by Local Authorities with KCC leading much of this deployment. Over time the programme will adapt when the likely percentage becomes clearer. Note the other % of chargers

could be met by the private sector, other Local Authorities within the county of Kent and private individuals.

	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
<b>Total</b>	327	476	1,042	1,462	2,014	2,580	3,330	4,300	5,670	7,487
5% KCC allocation	17	24	52	73	100	129	167	215	284	275
10% KCC allocation	33	48	104	146	201	258	333	430	567	749
20% KCC allocation	66	96	208	292	402	516	666	860	1134	1498
40% KCC allocation	112	192	416	584	804	1032	1332	1720	2268	2996

*Figure 5 – Shows the numbers of chargers that Kent Local Authorities would have to provide up to 2030 depending on the assumed allocations between 5 and 40%*

2.20. Figure 5 shows the cumulative numbers of charge sockets that Local Authorities would need to provide per annum to meet the 4 percentage scenarios offered. It anticipates that by 2030 Kent Local Authorities will have needed to be responsible for delivering anywhere from 275 – 2996 charger sockets.

EV Charging Infrastructure Projects

2.21. Within the EV charging infrastructure programme KCC have a range of projects designed to meet the charging need. Some are based on a local level, some affect policy and some are large scale infrastructure plans working with other Local Authorities. These cater to the different charger speed requirements that electric transport offers.

Project Name	Completion year	Target charger sockets per annum	Progress to date	Notes
Parish Charger network phase 1	2021	30	20	7 – 22kwh chargers across all of Kent. Typically installed in Parish and Village Hall car parks.
District Charger Network phase 1	2021	20 (15 in Kent)	0	7 – 75kwh chargers across 6 Kent Districts & Medway. Tender recently awarded. Feasibility studies carried out and installation underway.
Rapid Taxi and Private Hire Vehicle Chargers	2021	20	16	50kwh chargers across multiple Districts
Parish Charger network phase 2	2022	60	NA	7 – 22kwh chargers across all of Kent. Typically installed in Parish and Village Hall car parks.
District Charger Network phase 2	2022	300 (250 in Kent)	NA	7 – 75kwh chargers across 6 Kent Districts & Medway. Tender recently awarded. Feasibility studies

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				carried out.
Rapid Taxi and Private Hire Vehicle Chargers	2022	8	NA	50kwh chargers across multiple Districts
Parish Charger network phase 3	2023	60	NA	7 – 22kwh chargers across all of Kent. Typically installed in Parish and Village Hall car parks.
District Charger Network phase 3	2023	280 (250 in Kent)	NA	7 – 75kwh chargers across 6 Kent Districts & Medway. Tender recently awarded. Feasibility studies carried out.
Ultra Rapid charger network	2023	20	NA	Feasibility studies being carried out.
Parish Charger Network phase 4	2024	50	NA	7 – 22kwh chargers across all of Kent. Typically installed in Parish and Village Hall car parks.

**TOTAL = 763 new charger sockets**

Figure 6 shows that KCC have an estimated 743 new chargers planned by 2024 which have or will be directly influenced by Kent County Council. This does not include other Local Authority projects outside of our scope or the private sector installations.

	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Total charger sockets required	327	476	1,042	1,462	2,014	2,580	3,330	4,300	5,670	7,487
5% KCC allocation	17	24	52	73	100	129	167	215	284	275
10% KCC allocation	33	48	104	146	201	258	333	430	567	749
20% KCC allocation	66	96	208	292	402	516	666	860	1134	1498
40% KCC allocation	112	192	416	584	804	1032	1332	1720	2268	2996
FORECAST cumulative charger sockets KCC will install per annum	+65	+373	+693	+743	NA	NA	NA	NA	NA	NA

*Figure 7 – This table compares KCC's projected installation numbers to the required charger numbers in each % scenario.*

2.22. Figure 7 shows that in all but 2 scenarios (2021: 20% & 40% allocation) KCC is on track to exceed the number of chargers required in every scenario up to the end of 2024 and in the 5 and 10% allocations KCC will have exceeded the requirement 6 years early. This



does not even account for additional chargers being provided by other Local Authorities or the fact that the 2021 allocation of 327 charger sockets has already been met with installations having already occurred.

- 2.23. This shows that the projects being delivered are likely to be on track and allows some flexibility if the numbers of chargers cannot be fully realised or are delayed. However, it should be noted that a certain number of charger sockets on the ground does not ensure the chargers are installed in the most optimum locations, are maintained, or are well used. Therefore, projects must be well designed, costed, and planned to ensure targets are met while considering good placement.
- 2.24. For each project being delivered, chargers are being installed in the Sevenoaks District. This includes chargers in a number of public car parks and a rapid charger for use by taxis. Chargers are also being delivered as part of the Parish charger network project.

### The Planning system – Transport & Development Planning.

- 2.25. A new set of Planning Parking Guidance is due to be published in the Kent Design Guide, supporting national Building Regulations changes to require EV charger installations and passive installations (ducting and cabling) to be installed in new developments. With regards to the public charger network across Kent, the requirements for new commercial development will greatly increase the numbers of publicly available chargers.

### On Street Charging

- 2.26. Enquiries are rising from residents, without access to off street parking, to run a cable from their property to their vehicle on the road. There is no consistent method used for this but proposals include strapping down the cable or running a cable channel under the pavement itself. Although, in principle, this could help many more people to charge their vehicles, accessing lower costs of electricity – officers have not yet seen a solution that meets safety requirements or avoids maintenance, equalities, parking or cost difficulties.
- 2.27. Officers continue to monitor other Local Authority areas and the private sector for solutions and are awaiting more clarity from the Government, due in 2022, on the issue.
- 2.28. To enable on street charger installations, officers have published guidance for District Councils to follow to enable and promote safe installations on the highway. This guidance is not yet formally adopted KCC policy but could be brought forward in the coming months. Officers understand it is being used to inform central government advice on the matter.

### Available Grid Power in Kent

- 2.29. A fundamental challenge that presents itself when seeking to install new charging infrastructure is availability of grid connections. This is not unique to Kent and Ofgem are looking into this issue. Some areas of the county are quite well equipped to accommodate new chargers while others are severely constrained and require high capital investments.
- 2.30. A lack of power availability often leads to wasted resource when quotations are sought. For context the rapid taxi charger project has investigated nearly 50 locations around the county. Of those 50 only 8 have been viable financially to date. A rapid (50kwh+) charger equals the power requirement of 22 new flats. This can lead to a perceived slow roll out of charging infrastructure
- 2.31. UKPN have started to understand where their power limitations are on their grid. However, this information is still not freely available to charge point operators or local authorities. Therefore, formal quotations are still required to fully understand if a location

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is viable – usually after work has taken place to ensure the location is suitable from a user and operator perspective.

- 2.32. The Government is aware of the issue and officers understand this may be changed in the future. Some financial help with very high connection costs is expected to be available in 2022.

### **3. Supporting the transition to electric vehicles**

- 3.1. Expansion of the Kent electric vehicle charging network is critical to incentivise and provide confidence to residents, businesses and the public sector that switching to an electric vehicle makes good sense before the 2030 ban.
- 3.2. Kent County Council together with all other Local Authorities in Kent have set ambitious net-zero targets, in almost all cases to be achieved for their own organisation by 2030. This will require the majority of public sector fleet vehicles to be switched to electric or other low emission fuel by this date.
- 3.3. Kent County Council was awarded a £1.5 million capital grant from Highways England to deliver the Kent REVS Up for Cleaner Air an electric van scheme, which was launched in February 2021. KCC provided £0.5 million revenue funding to operate the scheme for 2 years offering businesses, public and third sector organisations the opportunity to try an electric van for free for up to 2 months. The scheme has already supported over 110 organisations, with five already making the switch to an electric van.
- 3.4. The experience of driving an electric van has been mostly positive, with the main barriers to organisations switching to electric being the lack of local charging infrastructure, charge points being out of service and the complexity of payment methods from a range of providers.
- 3.5. Organisations have also reported that rural and coastal areas lack infrastructure.

### **4. Conclusions**

- 4.1. The report shows that current projects in the works should enable KCC to play a large role in meeting the charging needs of the county. Without clearer guidance from Government, officers will continue to monitor installations, national progress, and industry feedback to determine which scenario is most appropriate. It could be that more onus is placed on Local Authorities than the 40% shown in this report. If that is the case, then additional projects will need to be developed.

### **5. Recommendation(s)**

- 5.1. For information

**To:** Sevenoaks Joint Transportation Board  
**By:** KCC Highways, Transportation & Waste  
**Date:** 8<sup>th</sup> March 2022  
**Subject:** Petition for a 20 mph speed limit and improved infrastructure on A25 Seal Road  
**Classification:** Information Only

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Summary: KCC officers have acknowledged the petition but as it is still live, it will not be logged or formally responded to until such time as it is officially closed. KCC are currently reviewing proposals for a speed limit reduction on A25 Seal Road.

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### Update

A petition to reduce the speed limit on A25 Seal Road and improve the infrastructure along this route has been acknowledged by Kent County Council, however as the petition is still live at [change.org](https://change.org) it will not be logged or formally responded to until it has been officially closed. In the meantime, a traffic consultant has reviewed options for potential improvement measures on A25 Seal Road and these have been shared with Seal Parish Council. We would need to identify a suitable funding source before any proposals could be taken forward.

When considering speed limits, we work to guidance published by the Department for Transport in their circular 01/2013 'Setting Local Speed Limits'. There are a number of criteria which help us to identify where a speed limit change may be suitable. Requests for 20 mph speed limits and zones are becoming more popular and as such, Kent County Council have recently completed two trials of town-wide 20 mph speed limits at Faversham and Tonbridge, the findings of which have now been published on our website:

<https://letstalk.kent.gov.uk/faversham20mph>

<https://letstalk.kent.gov.uk/tonbridge20mph>

The results of these studies indicate that whilst 20 mph speed limits on residential roads are generally well-observed, this is not so often the case on arterial and distributor roads. 20 mph speed limits and zones should be designed to be self-enforcing. Given that Seal Road is an A class road being the A25, we would not look to install physical traffic calming measures such as speed humps or chicanes.

From an initial assessment, we would not consider this location suitable for inclusion in a 20 mph speed limit at this time. However, Kent County Council officers have visited the site and following discussions with Seal Parish Council and Cllr Roger Gough, officers are preparing proposals for a reduction in the speed limit of the existing 40 mph section of A25 Seal Road to 30 mph. This will be subject to a full public consultation in due course.

### Conclusion

This report is for Members' information.

**Contact Officers:** Whitney Gwillim, Schemes Project Manager

The contact officers providing the update can be contacted on **03000 418181**

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**STATUTORY CONSULTATION - MINOR ON-STREET PARKING PROPOSALS**

**VARIOUS LOCATIONS - TRO 2013 AMENDMENT 40**

**Sevenoaks Joint Transportation Board - 8 March 2022**

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

**Status:** For Information

**Key Decision:** No

**Executive Summary:** Information report on the outcome of the statutory consultation undertaken in respect of the minor on-street parking proposals within The Kent County Council (Various Roads in the District of Sevenoaks) (Prohibition and Restriction of Waiting and Loading and Unloading and On-Street Parking Places) (Amendment 40) Order 2022 (hereafter known as “TRO 2013 Amendment 40”)

**This report supports the Key Aim of:**

- Caring Communities
- Sustainable Economy

**Portfolio Holder:** Cllr. Margot McArthur

**Contact Officer:** Jeremy Clark, Ext. 7323

**Recommendation to Sevenoaks Joint Transportation Board:**

That the Joint Transportation Board:

- (a) Notes the report;
- (b) Notes that no objections were received during the statutory consultation undertaken in respect of the minor on-street parking proposals within TRO 2013 Amendment 40, detailed in the Appendices to this report; and
- (c) Notes that, because no objections were received, TRO 2013 Amendment 40 will be made and the parking proposals contained within it will be implemented, as drawn.

## Agenda Item 6

### Reason for recommendations:

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

### Introduction and Background

- 1 A statutory consultation was undertaken over a 3-week period from 27 January 2022 in respect of minor on-street parking proposals contained in a draft traffic regulation order entitled The Kent County Council (Various Roads in the District of Sevenoaks) (Prohibition and Restriction of Waiting and Loading and Unloading and On-Street Parking Places) (Amendment 40) Order 2022, hereafter known as “TRO 2013 Amendment 40”.
- 2 The parking proposals include changes to existing and/or new waiting/loading restrictions in the following roads, which are shown on the plans and are described in Appendices 1 to 5:
  - Appendix 1 - Edenbridge - Park Avenue
  - Appendix 2 - Sevenoaks - Bosville Drive
  - Appendix 3 - Sevenoaks - Dartford Road (A225)
  - Appendix 4 - Ide Hill - Sundridge Road
  - Appendix 5 - Westerham - Fullers Hill & Market Square (A25)
- 3 For the statutory consultation, public notices describing the on-street parking proposals and inviting representations were published in the local press and were erected in each of the locations concerned.
- 4 A link for making representations online was also hosted on the District Council’s website.
- 5 During the 3-week statutory consultation period, which ended on 18 February 2022, no objections were received in respect of the parking proposals.
- 6 TRO 2013 Amendment 40 can therefore be made and the proposals contained within it can therefore be implemented, as drawn, without input from the Board.
- 7 This report is therefore for the Board’s information.

### Other options Considered and/or rejected

In the absence of any objections, there is no requirement to consider other options.

The proposal in Appendix 3 is being funded by a third party, at an estimated cost of £1,000.

The proposal in Appendix 4 is being supported by a local County Councillor with a contribution from the Combined Member Grant of £1,000.

The District Council will meet the cost of the proposals in Appendices 1, 2 and 5 from its parking account, at an estimated cost of £1,000.

### Legal Implications and Risk Assessment Statement.

A traffic regulation order (TRO) must be made under the Road Traffic Regulation Act 1984 (RTRA 1984) to cover the proposed on- and off-street parking changes.

Section 1 of the RTRA 1984 states that a TRO may only be made for the following purposes:

- avoiding danger to persons or traffic (including for anti-terrorist purposes);
- preventing damage to the road or to buildings nearby (including for anti-terrorist purposes);
- facilitating the passage of traffic;
- preventing use by unsuitable traffic;
- preserving the character of a road especially suitable for walking or horse riding;
- preserving or improving amenities of the area through which the road runs; and
- for any of the purposes specified in paragraphs (a) to (c) of the Environment Act 1995 (air quality).

To meet one or more of the above, a TRO may prohibit, restrict or regulate the use of a road or any part of the width of a road by vehicular traffic of any class. It may have effect at all times or at specified periods or times. Specific classes of traffic may be excepted.

Before making a TRO, a statutory consultation procedure must be followed in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

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

## Agenda Item 6

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

However, since no objections were lodged in this case, the TRO can be made and the parking proposals contained within it can be implemented as drawn, without input from the Board. This report is therefore for the Board's information.

### Risk Assessment Statement

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

### Equality Assessment

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

### Net Zero implications

The decisions recommended through this paper have a remote or low relevance to the Council's ambition to be Net Zero by 2030. There is no perceived impact regarding either an increase or decrease in carbon emissions in the district, or supporting the resilience of the natural environment.



### **Appendices**

Appendix 1 - For Information - Edenbridge - Park Avenue - Description and plan of parking proposals

Appendix 2 - For Information - Sevenoaks - Bosville Drive - Description and plan of parking proposals

Appendix 3 - For Information - Sevenoaks - Dartford Road (A225) - Description and plan of parking proposals

Appendix 4 - For Information - Ide Hill - Sundridge Road - Description and plan of parking proposals

Appendix 5 - For Information - Westerham - Fullers Hill and Market Square (A25) - Description and plan of parking proposals

### **Background Papers**

- [The Traffic Signs Regulations and General Directions 2016](#)
- [The Road Traffic Regulation Act 1984](#)
- [The Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#)
- [The Highway Code](#)

**Adrian Rowbotham**

**Deputy Chief Executive and Chief Officer - Finance & Trading**

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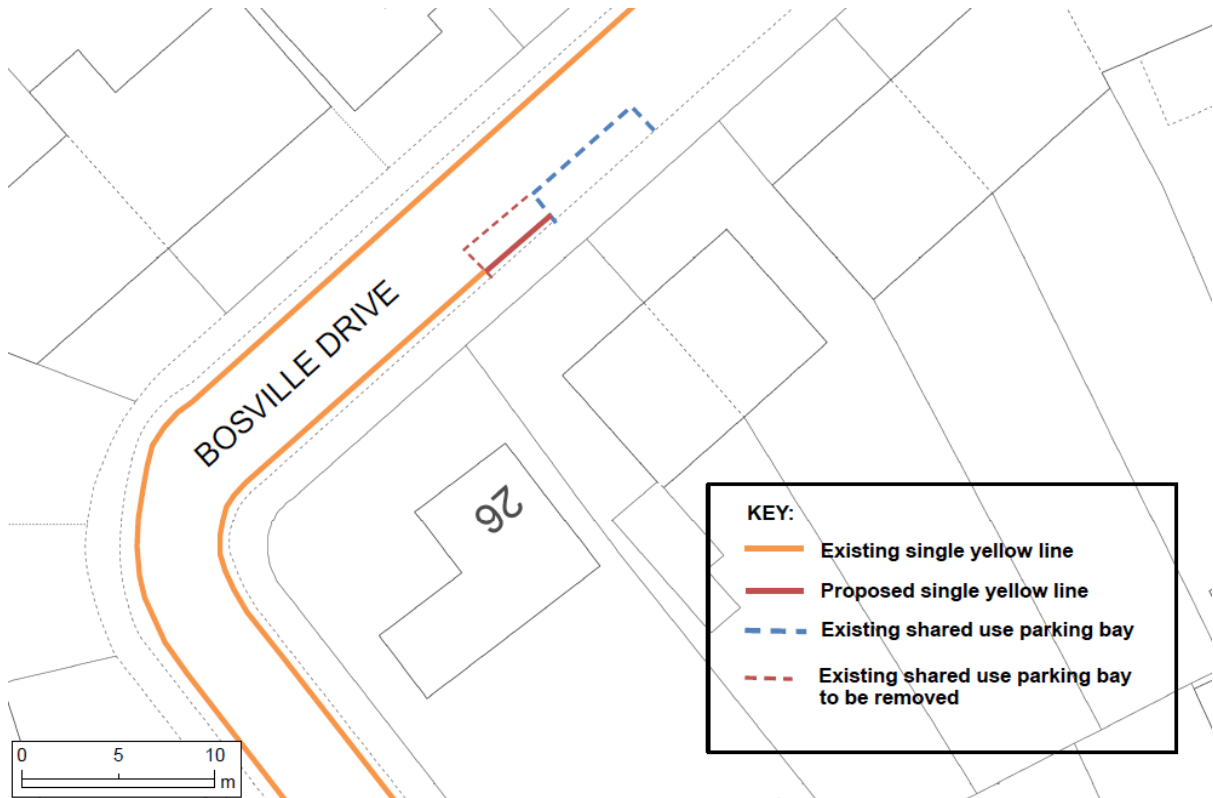
**APPENDIX 1 - FOR INFORMATION**  
 Edenbridge - Park Avenue  
 Description and plan of parking proposals



LOCATION DESCRIPTION	PROPOSED CHANGES
PARK AVENUE Northeast side, outside nos. 32/32a	Inclusion of an existing marked disabled persons parking bay in TRO 2013 Amendment 40, thereby making it available for parking only by vehicles displaying a valid disabled persons blue badge.

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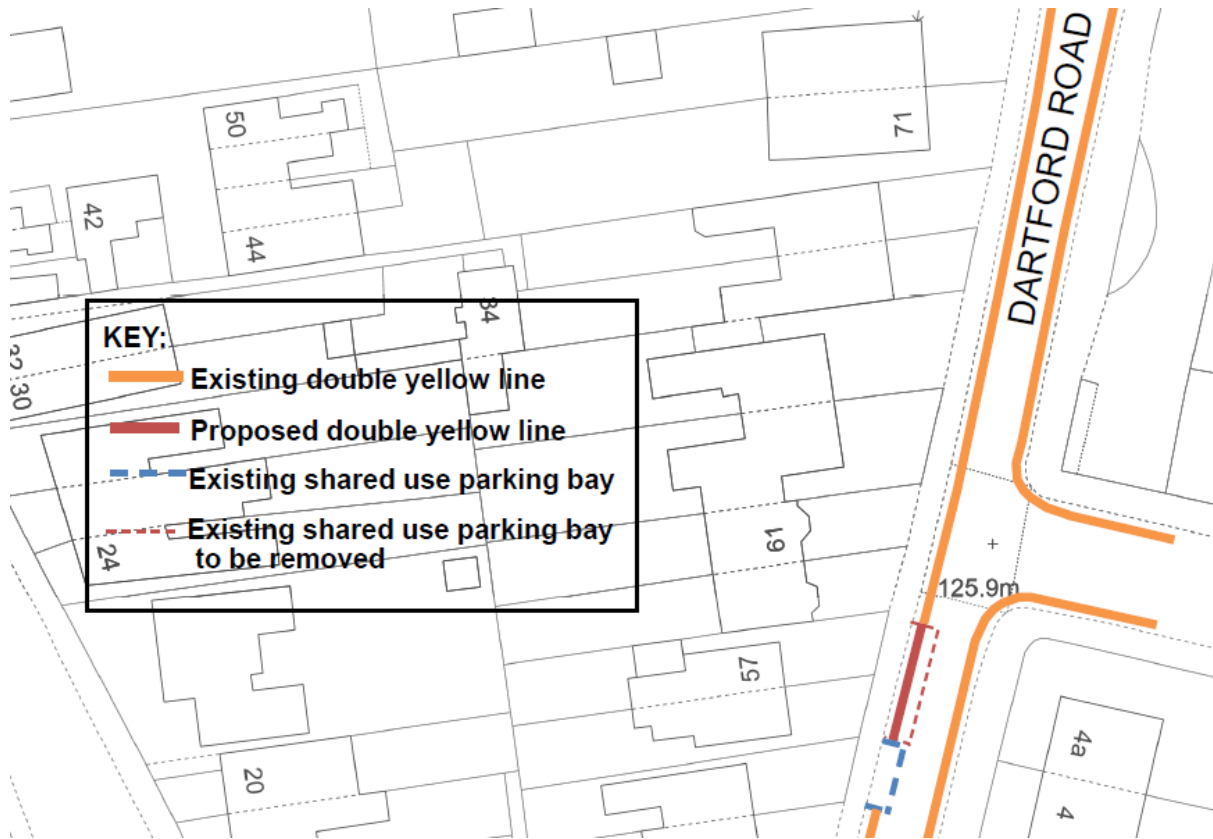
**APPENDIX 2 - FOR INFORMATION**  
 Sevenoaks - Bosville Drive  
 Description and plan of parking proposals



LOCATION DESCRIPTION	PROPOSED CHANGES
BOSVILLE DRIVE Southeast side, outside no. 24	Replacement of short section of shared use (limited wait 2 hours maximum stay (no return within 1 hour) Monday to Friday, 8.30am to 6.30pm (except for Zone D permits) restriction with a single yellow line (no waiting Monday to Saturday, 8.30am to 6.30pm) restriction, where driveway has been widened.

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**APPENDIX 3 - FOR INFORMATION**  
**Sevenoaks - Dartford Road (A225)**  
 Description and plan of parking proposals



LOCATION DESCRIPTION	PROPOSED CHANGES
DARTFORD ROAD (A225) West side, outside no. 55	Replacement of short section of shared use (limited wait 2 hours maximum stay (no return within 1 hour) Monday to Saturday, 8.30am to 6.30pm (except for Zone C permits) restriction with a double yellow line (no waiting at any time) restriction, where a new driveway is planned

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**APPENDIX 4 - FOR INFORMATION**  
 Ide Hill - Sundridge Road  
 Description and plan of parking proposals



LOCATION DESCRIPTION	PROPOSED CHANGES
<p>SUNDRIDGE ROAD                      West side, outside Ide Hill Church of England Primary School</p>	<p>Inclusion of an existing marked disabled persons parking bay in TRO 2013 Amendment 40, thereby making it available for parking only by vehicles displaying a valid disabled persons blue badge from Monday to Friday, between 8.30am and 9.30am and 3pm and 4pm</p>

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**To:** Sevenoaks Joint Transportation Board  
**By:** KCC Highways, Transportation & Waste  
**Date:** 8<sup>th</sup> March 2022  
**Subject:** Update regarding the petition for a 20 mph speed limit in central Sevenoaks  
**Classification:** Information Only

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Summary: KCC shall produce a 'red line' plan outlining the extents of a proposed Sevenoaks town-wide 20 mph, in preparation for a full KCC Corporate Consultation (date TBC). A 20 mph working group shall also be set-up for this project.

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### Update

As reported previously at the December 2021 JTB meeting, an initial assessment in terms of feasibility and suitability has been made in response to the petition for a 20 mph speed limit in Central Sevenoaks.

We acknowledge that requests for 20 mph speed limits and zones are becoming ever more popular and as such, Kent County Council have recently completed two studies of the town-wide 20 mph speed limits at Faversham and Tonbridge, the findings of which have now been published on our website:

<https://letstalk.kent.gov.uk/faversham20mph>

<https://letstalk.kent.gov.uk/tonbridge20mph>

The results of these studies indicate that whilst 20 mph speed limits on residential roads are generally well-observed, this is not so often the case on arterial and distributor roads. 20 mph speed limits and zones should be designed to be self-enforcing. In the case of the Tonbridge town-wide 20 mph trial, the decision has since been taken to revert some roads back to 30 mph.

With the above in mind, KCC officers met with Cllr Streatfeild before Christmas 2021 and suggested that whilst the 20 mph extents proposed by the petition are a good starting point, there is scope to widen our considerations to a greater area. We're currently now in the process of preparing a brief for one of our in-house consultants to take this project forward. They are part of the active travel focused team which helped deliver the town-wide 20 mph in Faversham and Tonbridge, in addition to other recent 20 mph speed limits which have been successfully implemented in Westerham and Larkfield. As such, they are well-placed to lead on developing the Sevenoaks town-wide 20 mph scheme.

Next steps (anticipated March 2022):

- Produce a 'red line' plan outlining the proposed extents for a proposed Sevenoaks town-wide 20 mph speed limit, in preparation for a full KCC Corporate Consultation (date TBC)
- Set-up a Sevenoaks town-wide 20 mph working group

### Conclusion

This report is for Members' information.

**Contact Officers:** Paul Leary, Schemes Programme Manager (West Kent) / **03000 418181**

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**To:** Sevenoaks Joint Transportation Board  
**By:** KCC Highways, Transportation & Waste  
**Date:** 8<sup>th</sup> March 2022  
**Subject:** Highway Forward Works Programme – 2022/23 onwards  
**Classification:** Information Only

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

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### 1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2022/23.

Kent County Council has agreed a substantial increase in the budget for planned highway works over the next three years, and as a result we are still in the process of identifying and designing schemes for inclusion in our full Year One to Two (2019/20 and 2020/21) and Year Three to Five (2021/22 to 2023/24) programmes. Because of this, we have decided to publish an interim programme, and to publish the full programmes later this year. For some assets this interim programme covers approximately the first six months of 2022/23, whilst for others it includes most of the works planned for the whole year.

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

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

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

**Street Lighting** – see Appendix C

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

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

**Developer Funded Works** – see Appendix E

**Bridge Works** – see Appendix F

**Traffic Systems** – see Appendix G

**Combined Member Fund** – see Appendix H

### Conclusion

1. This report is for Members' information.

## Agenda Item 8

### Contact Officers:

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

Richard Emmett	Highway Manager West Kent
Mike Payton	Sevenoaks District Manager
Sue Kinsella	Street Light Asset Manager
Earl Bourner	Drainage & Structures Asset Manager
Alan Casson	Senior Asset Manager
Toby Butler	Traffic & Network Solutions Asset Manager
Emma Green	Schemes Programme Manager
Jamie Hare	Development Agreements Manager

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

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

<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>
B2176 Penshurst Road	Penshurst	Station Hill to Rogues Hill	Programmed 8 <sup>th</sup> April 2022
A225 St Johns Hill	Sevenoaks	Full Extent	Programmed 1 <sup>st</sup> April 2022
<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>
Springfield Road	Edenbridge	<u>Footway Resurfacing</u> Entire Length of footways associated with carriageway.	Designed and currently programmed to commence on 14 <sup>th</sup> March 2022
Old Farm Gardens	Swanley	<u>Footway Resurfacing</u> Full Extent	Completed
Telston Lane	Oxford	<u>Footway Resurfacing</u> From Pilgrims Way West to Knighton Road	Completed
Ruxton Close	Swanley	<u>Footway Protection Treatment</u> Full extent	Completed
Oliver Road	Swanley	<u>Footway Protection Treatment</u> Full extent	Completed
Swanley Lane	Swanley	<u>Footway Protection Treatment</u> From the junction with Bartholomew Way to Highlands Hill	Completed

## Agenda Item 8

Crouch House Road	Edenbridge	<u>Footway Protection Treatment</u> From approximately the junction of Lingfield Road to Crouch House Cottages	Completed.
<b>Surface Treatments - <i>Contact Officer Jonathan Dean</i></b>			
<b>Micro surfacing</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Weald Road	Sevenoaks	Gracious Lane to Ashgrove Road	Programmed in April 2022
Blackhall Lane	Sevenoaks	From Seal Hollow Road to Park Lane	Programmed in April 2022
Nunnery Lane	Penshurst	From Walters Green Road to Coldharbour Road	Programmed in April 2022
Holmesdale Road	South Darent	East Hill to Paddocks Close	Programmed in April 2022
Old London Road	Knockholt	Main Road to Birchwood Lane	Programmed in April 2022
Morleys Road	Sevenoaks Weald	Windmill Road to 200 metres east of railway	Programmed in April 2022
London Road	Dunton Green	Morance Court Road to Left Turn to Polhil	Programmed in April 2022
The Landway	Kemsing	From Pilgrims way to West End (Whole Road)	Programmed in April 2022
Station Road	Brasted	From Church Road to Pilgrims Way	Programmed in April 2022



## Agenda Item 8

College Road	Hextable (Swanley)	Newbarn Road to Hextable	Programmed in April 2022
Shrubbery Road	Horton Kirby And South Darent	East Hill to Holmesdale Hill	Programmed in April 2022
Scabharbour Road	Sevenoaks Weald	Morleys Road to Coppins Road	Programmed in April 2022
<b>Surface Dressing</b>			
Hilders Lane	Edenbridge	Ashcombe Drive to Railway Bridge	Programmed in July 2022
High Street	Leigh	Lower Green to Powdermill Lane	Programmed in July 2022

## Agenda Item 8

### Appendix B – Drainage Repairs & Improvements

<b>Drainage Repairs &amp; Improvements - Contact Officer Earl Bourner</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Hartfield Road	Edenbridge	Installation of one new gully outside Brook Street Farm to prevent private property flooding. CCTV survey of whole drainage system in vicinity of the same to identify any faults causing highway flooding	Job passed to contractor for water ponding and verge damage to be resolved via new gullies, additional kerb, and repairs to verges.
Goldsel Road	Swanley	Flooding at the low point of Goldsel Road near roundabout junction with High Street	Added to Forward Works Programme for soakaway rehabilitation works.
Neal Road	West Kingsdown	Low area outside properties 101 & 99, Drainage improvement works required. Evidence of foul sewers overflow contributing to the issue reported to Thames Water.	Works Completed. Evidence of sewer flooding forwarded to Thames Water who do not plan any further action.
Pease Hill	Ash	Flooding issues in area of Berry Maple Cottage	Additional work programmed 13/01/22 for 3 days.
Hudson Drive	Sevenoaks	Flooding affecting adjacent property. Existing soakaway has been overwhelmed in heavy rainfall. Soakaway cleansed and has reduced risk of flooding but further works required to resolve in full.	Works in progress on site. Completion expected by end of January
Hilda May Avenue	Swanley	CCTV survey defects identified in pipework outside 'Woodlands'. Road closure required for repairs.	Job to be rescheduled due to development adjacent lorries in and out of site required. Awaiting date due to development site.

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Croydon Road	Westerham	Cleansing of highway assets and CCTV surveys proposed from Rysted Lane to Kent Boundary.	CCTV/Cleansing and civils to clear outfall and expose buried cover. Job raised date from contractor TBC.
Pinks Hill	Swanley	Inspection of all KCC assets in area. Main cause of flooding is due to overflow from attenuation pond serving the A20 which is a Highways England Asset. KCC and residents have contacted HE regarding these issues.	A20 Footpath from balancing pond is KCC estates. No updates from KCC estates. In Discussion with EB regarding survey/cleansing of systems in Swanley estates TBC.
Lower Road	Leigh	Severe flooding under railway bridge causing train users to cross live tracks to access other side. Job raised to kerb 2 x gullies currently not efficient due to mud covering. Full cleansing to be completed under same closure and potholes to be picked up. Awaiting date.	Job raised to kerb 2 x gullies currently not efficient due to mud covering. Full cleansing to be completed under same closure and potholes to be repaired. Awaiting date.
Ide Hill Road	Ide Hill	Severe flooding of properties/gardens. Job in system to carry out kerbing at location and kerb 4 x gullies currently not working efficiently. Dig down and repair work also included.	Programmed 20 <sup>th</sup> January to 4 <sup>th</sup> February 2022.

## Agenda Item 8

### **Appendix C – Street Lighting**

As a result of structural testing, the following street lighting assets have been identified for replacement in 2022/23. 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 – <i>Contact Officer Sue Kinsella</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Status</b>
College Road	Hextable	Replacement of 1 Column	Completion due by end March 2022
Westerham Road	Sevenoaks	Replacement of 1 Column	Completion due by end March 2022
Kennedy Gardens	Sevenoaks	Replacement of 1 Column	Completion due by end March 2022
Wickenden Rd	Sevenoaks	Replacement of 1 Column	Completion due by end March 2022
Hewett Place	Swanley	Replacement of 1 Column	Completion due by end March 2022
Rowan Road	Swanley	Replacement of 1 Column	Completion due by end March 2022
London Road	West Kingsdown	Replacement of 1 Column	Completion due by end March 2022
Oliver Road	Halsted	Replacement of 2 Columns	Completion due by end March 2022
Swanley Village Road	Swanley Village	Replacement of 1 Column	Complete
London Road	Farningham	Replacement of 2 Columns	Completion due by end March 2022
Queens Drive	Sevenoaks	Replacement of 2 Columns	Completion due by end March 2022
Otford Road	Sevenoaks	Replacement of 2 Columns	Completion due by end March 2022

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Greatness Lane	Sevenoaks	Replacement of 1 Column	Completion due by end March 2022
Station Road	Edenbridge	Replacement of 1 Column	Completion due by end March 2022
Serpentine Road	Sevenoaks	Replacement of 2 Columns	Completion due by end March 2022
Polhill	Halsted	Replacement of 1 Column	Completion due by end March 2022
Garth Road	Sevenoaks	Replacement of 1 Column	Completion due by end March 2022
Kingswood Avenue	Swanley	Replacement of 1 Column	Completion due by end March 2022
High Street	Seal	Replacement of 1 Column	Completion due by end March 2022
Alexandra Close	Swanley	Replacement of 1 Column	Completion due by end March 2022
Main Road	Sundridge	Replacement of 1 Columns	Completion due by end March 2022
Hopgarden Lane	Sevenoaks	Replacement of 1 Column	Completion due by end March 2022

## Agenda Item 8

### Appendix D – Transportation and Safety Schemes

#### Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within Sevenoaks Borough, in order to meet Kent County Council's (KCC) strategic targets (for example, addressing traffic congestion or improving road safety). Casualty reduction measures have been identified to address a known history of personal injury crashes. Current status correct as of 14<sup>th</sup> February 2022

Location	Parish	Description of Works	Lead officer	Current Status
A25 Westerham Road junction with A21 slip roads and Westerham Road,	Chevening/ Bessels Green	Development of potential Crash Remedial Scheme to improve the current junction layout and enhancements to the signage and road markings.	Whitney Gwillim	Scheme has been completed on site. Road markings have been refreshed using a more durable lining material. Crash data for the 12 months after scheme completion shows one recorded personal injury collision. The site is therefore not suitable for a Stage 4 road safety audit; however we have requested a safety review instead. This will involve a team of auditors attending the site for a longer than normal period and observing traffic patterns and movements. A report would then be submitted detailing their findings.

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

Location	Parish/Ward	Description of Works	Lead officer	Current Status
St Marys Road, Swanley	Swanley	Upgrade of existing pedestrian refuge island to a zebra crossing in vicinity of recreation ground.	Whitney Gwillim	Detailed design complete. Scheme has now been handed over to the contractor. Works were programmed to commence 12 <sup>th</sup> February 2022 and last for one week. This has now been pushed back slightly to commence on 7 <sup>th</sup> March 2022.

High Street, Brasted	Brasted	Installation of a temporary average speed camera as a trial measure.	Jamie Watson	KCC are introducing a trial of average speed cameras along Main Road (A25) through the villages of Brasted and part of Sundridge (west of junction with Church Road/Chevening Road) starting February 2022 for a period of 4 months after which an additional 2 sites within Kent will be chosen to continue the trial.
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**Local Growth Fund**

**Local Growth Fund programme update for Sevenoaks Borough**

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

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

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

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

Scheme	Status
Nothing to report	

## Agenda Item 8

### Appendix E – Developer Funded Works

Developer Funded Highway Works (Section 278 Works)				
File Ref.	Road Name	Parish	Description of Works	Current Status
SE003282	60 TO 64 Dawson Drive Hextable.	Hextable	Stopping up of footway and relocation of footway, new bellmouth.	Cert 1 issued and in Maintenance
SE003323	St Mary's Road Swanley	Swanley	Bellmouth only	Cert 1 issued and in Maintenance
SE003360	Trinity School, Seal Hollow Road.	Sevenoaks	Two new bellmouths	Adopted
Se003069	Oakley Park, just off Enterprise Way.	Edenbridge	Connect to highway	Tie-in to section 38, Auditing drawings
SE003050	Rowhill Road.	Hextable	New bellmouth entrance for private car park to allow for school parking. Includes new pedestrian crossings with tactile paving and keep clear parking restrictions. Additional minor footway improvements	Remedial works required but Gen2 unwilling to carry out works required. Matter has been elevated to Tim Read (Head of Transportation) to resolve with counterpart in Gen2.
SE003051	Old Fox's Garage Site A224 Orpington By-pass and Old London Road, Badgers Mount.	Halsted	Minor highway improvements including kerb realignment and footway works in connection with conversion of old garage to care home. Also includes road surfacing in front of existing bus shelter in old London Road. Improvements to PROW funded by S.106 agreement.	Awaiting ASBUILDS, Final Certificate ready.



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SE 003056	Grassy Lane.	Sevenoaks	New Bellmouth entrance to private drive with modifications and improvements to the footway and pedestrian crossing points	Still in maintenance period.
SE 003060	98-116 London Road, Sevenoaks	Sevenoaks	New bell mouth access and minor footway alterations	In Maintenance
SE003413	Warren Court Farm Knockholt Road, Halstead.	Halstead	Improve farm bellmouth by moving the radios kerbs.	Works on site finished, waiting for the correct paperwork to put the scheme into the maintenance period.
SE 003063	Old Garage Site, Otford Road A225.	Sevenoaks	New Store including entrance into car park, alterations to Otford Road including new right turn lane and central reservation and a new entrance to parking area adjacent to A225	In Maintenance, waiting on street lighting to be approved before the site adoption.
SE003079	Swanley Garages Pear Tree.	Swanley	Footway works and some small areas of Kerbing. Full extents unclear yet	Technical Stage
SE003078	Swanley Garages Kettleworth.	Swanley	Footway works and some small areas of Kerbing. Full extents unclear yet	Technical Stage
SE003080	Swanley Garages Northview.	Swanley	Footway works and some small areas of Kerbing. Full extents unclear yet	Technical Stage
SE003173	St Johns Way opening.	Edenbridge	New access onto St Johns Way from the Bellway site off Enterprise way.	Works completed. In maintenance.
SE003131	Mussenden Lane.	Farningham	New Bellmouth	Works completed, in Maintenance.

## Agenda Item 8

SE003075	Salters Heath Farm.	Sevenoaks	Upgrade to a Bellmouth from Farmers exit.	In technical review stage.
SE003074	Force Green Lane.	Westerham	New signage and one system on existing exits onto A233 London Road	In Technical audit stage
SE003076	Harrington Nursery.	Swanley	New Bellmouth and crossing point.	Works on site
SE003071	Otford Traffic Calming	Otford	Traffic Calming new 20mph road markings	Works Completed
SE003084	Park Lane Wildernesse House	Sevenoaks	No Details	Technical Stage
SE003077	White Oak Leisure Centre	Swanley	Bellmouth Widening into Centre	Technical stage
SE003085	Radnor House School	Sundridge	Bellmouth Widening	Technical Stage

**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>
Pootings Road	Westerham	Pootings (2133) Culvert replacement works	Completed in December 2021
Carters Hill	Seal	Tumbling Bay East and West (623 and 1472) – Culvert works	Construction works 2022

## Agenda Item 8

### **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 - <i>Contact Officer: Toby Butler</i></b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
No schemes planned		

**Appendix H - Combined Member Grant programme update**

**Member Highway Fund programme update for the Sevenoaks Borough**

The following list of schemes includes those which have been approved for funding by both the relevant Member and by Simon Jones, Director of Highways and is up to date as of 14<sup>th</sup> January 2022.

The details below are for Highway Schemes **only** and **does not** detail contributions Members have made to other groups such as Parish and District Councils or list traffic speed surveys.

More detail on Combined Member Grant schemes can be accessed by each Member by contacting their Community Liaison Officer.

**Roger Gough – Sevenoaks North & Darent Valley**

Scheme	Status
New salt bin - Daltons Road, Crockenhill	Installed
New Pedestrian railings (part funded) - Daltons Road Crockenhill	Installed

**Nick Chard – Sevenoaks West**

Scheme	Status
Westerham 20mph speed limit and one-way system around The Green.	Work is now complete on site.

**Margot McArthur – Sevenoaks Rural South**

Scheme	Status
New Salt Bins – Bayleys Hill, Sevenoaks Weald	Installed, locations being checked.

**Richard Streatfield – Sevenoaks Town**

Scheme	Status
No current schemes	

**Perry Cole - Swanley**

Scheme	Status
New salt bin - Edgar Close Swanley	Installed

**David Brazier – Sevenoaks Rural North East**

Scheme	Status
No current schemes	

## Agenda Item 8

### **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: Richard Emmett / Mike Payton      03000 418181**

**APPLICATIONS FOR DISABLED PERSONS (BLUE BADGE) PARKING BAYS**

**Sevenoaks Joint Transportation Board - 8 March 2022**

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

**Status:** For Comment

**Key Decision:** No

**Executive Summary:** The consideration of any representations received during the informal consultation to proposed disabled persons (blue badge) parking bays within the District

**This report supports the Key Aim of:**

- Caring Communities (by providing parking facilities for disabled people)
- Sustainable Economy (by improving travel arrangements and reducing congestion)

**Portfolio Holder:** Cllr. Margot McArthur

**Contact Officer:** Jeremy Clark, Ext. 7323

**Advice to Sevenoaks Joint Transportation Board:**

That the Board:

- a) Notes the applications for parking bays for disabled persons (blue badge holders) in Oliver Crescent, Farningham and Hillingdon Rise, Sevenoaks, which met Kent County Council's assessment criteria, which are set out in Appendix 1 of this report;
- b) Notes the feedback from an informal consultation with neighbours and local representatives on the successful applications in Appendix 1 of this report, together with Officers' comments.
- c) Endorses the recommendation that the applications be approved, and interim disabled persons (blue badge) parking bays be marked.

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

## Agenda Item 9

### Introduction

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



the occupiers of neighbouring addresses, together with Officers' comments and recommendations.

### **Background**

15. Appendix 1 of this report contains details of latest applications for DPPBs, which met KCC's assessment criteria and have already been the subject of an informal consultation with neighbours and local representatives. These applications relate to the following locations:

- FARNINGHAM: Oliver Close
- SEVENOAKS: Hillingdon Rise

16. Redacted details of the feedback received during the informal consultation, together with location plans, Officers' comments and recommendations, are also contained in Appendix 1.

17. The terms of reference for the Sevenoaks Joint Transportation Board allow it to provide advice to the Sevenoaks District and Kent County Councils, who will normally act in accordance with its views.

18. The purpose of this report is therefore for the Sevenoaks Joint Transportation Board to consider the feedback, in particular the representations received, together with Officers' comments/recommendations given in Appendix 1.

### **Options**

The options are to set aside or to uphold some or all of the objections.

### **Key Implications**

#### **Financial**

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

#### **Legal Implications and Risk Assessment Statement**

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

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

## Agenda Item 9

consultation would be reported to a future meeting of the Sevenoaks Joint Transportation Board.

### **Equality Assessment**

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

### **Net Zero Implications**

The recommendations of this report have a remote or low relevance to the Council's ambition to be Net Zero by 2030. There is no perceived impact regarding either an increase or decrease in carbon emissions in the district, or supporting the resilience of the natural environment.

### **Safeguarding Children and Vulnerable Adults**

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

**Appendices:**

Appendix 1 - For Advice - Applications for disabled persons (blue badge) parking bays which met Kent County Council's assessment criteria, including redacted details of the feedback received during the informal consultation, location plans and Officers' comments/recommendations

**Background Papers:**

The Equality Act 2010

<http://www.legislation.gov.uk/ukpga/2010/15>

The Traffic Signs Regulations and General Directions 2016

<http://www.legislation.gov.uk/uksi/2016/362>

The Road Traffic Regulation Act 1984

<http://www.legislation.gov.uk/ukpga/1984/27>

The Traffic Management Act 2004

<http://www.legislation.gov.uk/ukpga/2004/18>

The Highway Code.

<https://www.gov.uk/browse/driving/highway-code>

**Adrian Rowbotham**

**Deputy Chief Executive and Chief Officer - Finance & Trading**

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**APPENDIX 1 - FOR ADVICE**

Applications for a disabled persons (blue badge) parking bay which met Kent County Council’s assessment criteria, including redacted details of the feedback received during the informal consultation, location plans and Officers’ comments/recommendations

**FARNINGHAM: Oliver Crescent**



**INFORMAL CONSULTATION FEEDBACK**

**1. Objection**

“I write to you to object to the proposed parking bay in Oliver Crescent.

The reasons being is that one of the neighbouring properties has a car parking area in front of the house, thus not being able to park in front of that house. Also, a resident of another neighbouring property has cones blocking off the section at the front of that house.

This means if this bay were to proceed, the whole block of houses, except one, will be sealed off for other residents, the parking is already problematic, and finding a space to park will be very difficult.”

**2. Comment**

“We don’t object to the resident having a disabled parking bay, but we are having considerable trouble getting a space to park in this road.

People are blocking/saving spaces using cones, bins, motorbikes etc. just to save a space. After getting home after work the cars are parked right up to the top of the hill, which is dangerous as on a bend.

## Agenda Item 9

### APPENDIX 1 - FOR ADVICE

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

Please can more spaces be made available, maybe on the green opposite our homes.”

#### 3. Comment - Cllr P McGarvey (SDC and Farningham Parish Council)

“No objection from me as a District Councillor; and no objection from Farningham Parish Council (FPC) who met on 22nd December 2021.”

#### 4. Comment - Cllr B Carroll (SDC)

“No objections from me.”

#### 5. Comment - Cllr R Gough (KCC)

“No objection from me.”

### OFFICERS' COMMENTS/RECOMMENDATION

Applications for disabled persons (blue badge) parking bays (DPPBs) are often made because a disabled resident experiences problems parking on-street near their home, which due to limited mobility can reduce accessibility and social inclusion.

The applicant meets KCC's personal assessment criteria for a DPPB, so unless there are compelling reasons to do so, it would be difficult not to approve it, as this would be open to challenge for breaching the Equality Act.

It is therefore recommended that the application be approved, and an interim disabled persons (blue badge) parking bay be marked.

The issue of residents placing objects on the public highway to reserve parking spaces has been referred to KCC.

Although the green space referred to in Comment 2 is in the ownership of SDC, there are currently no plans to create parking spaces there.

**APPENDIX 1 - FOR ADVICE**

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

**SEVENOAKS: Hillingdon Rise**



**INFORMAL CONSULTATION FEEDBACK**

**1. Objection**

"I would like to object to the location of the proposed disabled persons parking bay at Hillingdon Rise for the following reason...

More and more households have more than two cars, and this is now causing severe parking issues on weekday evenings, and all weekend.

Parking at the top of Hillingdon Rise where the proposed disabled bay will go, has over that last year become so bad that drivers are now regularly parking on the pavements, this is causing reduced space for pedestrians and congestion on the road at the top end of Hillingdon Rise.

Another issue we now have is that residents of Nicolson Way had their road parking reduced a few years ago, this was due to the implementation of double yellow lines, all that did was force Nicolson Way residents to park in Hillingdon Rise, and that forced Hillingdon Rise residents to change their parking position and so forth... Reducing parking for any reason does not solve a problem, it just makes it someone else's problem.

So the proposal to have a disabled persons parking bay at the location proposed in the plans will cause even more parking problems at the top of the estate, this will force more drivers to park on the pavements, causing more congestion and more alarmingly

## Agenda Item 9

### APPENDIX 1 - FOR ADVICE

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

more friction between residents, as some residents will deliberately park badly to save a space for the second car in the household, the space you have marked out can if drivers park correctly hold three cars, that is three spaces that will be lost in a location where parking is already a growing issue."

#### 2. Objection

"Firstly, there has been an ongoing problem with parking recently, with most residents finding it hard to park. Adding to this issue is one in particular neighbour who has 4 cars parked outside, sometimes 5/6 when they have visitors, with these vehicles all parked on the street, it becomes a great problem, especially when we have 2 car parks with could be used for the over flow of vehicles. A courtesy letter would maybe be required for all residents to have their visitors park in the car parks provided. Or even each house hold having 1 designated parking space.

Secondarily, I'm unsure which neighbour would require a designated disabled space. But having said that, having this bay next to a steep bank and stairs wouldn't seem ideal, personally I think a disabled bay would be better positioned at either end of the slopes, this would give better and safer access to the foot path.

#### 3. Comment - Cllr T Clayton (SDC)

"I don't think this will cause any problems, but is it in the best place to help the applicant? There is quite a steep bank - with steps - up from the location indicated to the houses between 79 and 89 Hillingdon Rise. Will the applicant be able to navigate the slope OK?"

#### 4. Comment - Cllr E Purves (SDC)

"Seems fine to me."

#### 5. Comment - Sevenoaks Town Council

"The Planning Committee (Working Party) met on 10th January 2022 via Zoom and expressed support for the application. Councillors acknowledged Cllr Clayton's previous (and subsequently, addressed) concern about the location and were fully supportive following your earlier confirmation that this is the preferred location chosen by the applicant."

### OFFICERS' COMMENTS/RECOMMENDATION

Applications for disabled persons (blue badge) parking bays (DPPBs) are often made because a disabled resident experiences problems parking on-street near their home, which due to limited mobility can reduce accessibility and social inclusion.

The applicant meets KCC's personal assessment criteria for a DPPB, so unless there are compelling reasons to do so, it would be difficult for the Board not to approve it, as this would be open to challenge for breaching the Equality Act.

The proposed location for the parking bay is the applicant's preferred option.



**APPENDIX 1 - FOR ADVICE**

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

It is therefore recommended that the application be approved, and an interim disabled persons (blue badge) parking bay be marked.

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## Sevenoaks District Joint Transportation Board - Work Plan (as of 25/11/2021)

### 7 December 2021

Receiving of Petition - Reducing speed and increasing safety on A25

Part A - Recommendations for Decision by KCC

Part B - Recommendations for Decision by SDC

Part C - Information Reports

Highways Works Programme 2021/22 (KCC)

Statutory Consultation - TRO 2013 Amendment 38 - Proposed Electric Taxi Rapid Charge Point/Bay - South Park, Sevenoaks (SDC)

Update on Road Safety Measures at Marlpit Hill, Edenbridge (KCC)

Update on Request for Speed Reduction in Shoreham (KCC)

Update on Request for New Waiting Restrictions at Station Road & High Street Otford (KCC)

RTC Data Report (KCC)

Update on Sevenoaks Town Proposed 20mph speed limit (KCC)

Update on Brasted and Sundridge Temporary Average Speed Camera Trial (KCC)

### 8 March 2022

Part A - Recommendations for Decision by KCC

Part B - Recommendations for Decision by SDC

Part C - Information Reports

Highways Works Programme 2021/22

Response to Petition - Reducing Speed and increasing safety on A25

Sevenoaks Town Speed reduction limits

Electric Charging Scheme

### Summer 2022

Part A - Recommendations for Decision by KCC

Part B - Recommendations for Decision by SDC

Part C - Information Reports

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