

13 December 2022 at 7.00 pm

Council Chamber, Argyle Road, Sevenoaks

Despatched: 05.12.22

The meeting will also be livestreamed to YouTube on the Council's channel here:

https://www.youtube.com/channel/UCLT1f_F5OfvTzxjZk6Zqn6g



Sevenoaks Joint Transportation Board

Membership:

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

District Council

Cllrs. Ball, Eyre, McGarvey, McGregor and Roy

Kent County Council (KCC)

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

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

Richard Parry

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. Minutes To agree the Minutes of the meeting of the Board held on 21 September 2022, as a correct record	(Pages 1 - 4)	
2. Declarations of interest		
3. Matters Arising/Update (Including Actions from Previous Meetings)	(Pages 5 - 6)	
Part A - Recommendations for decision by Kent County Council (KCC)		
4. A225 Shoreham Road, Shoreham (Proposed Speed Limit Reduction)	(Pages 7 - 34)	KCC Tel: 03000 418181
Part B - Recommendations for decisions by Sevenoaks District Council		

Part C - Information reports

- | | | | |
|-----|---|-------------------|----------------------------------|
| 5. | Update on proposed Sevenoaks Town-wide 20mph speed limit. | (Pages 35 - 118) | KCC
Tel: 03000 418181 |
| 6. | Applications for Disabled Persons (Blue Badge) Parking Bays | (Pages 119 - 130) | Jeremy Clark
Tel: 01732227323 |
| 7. | Highways Works Programme 2022/23 | (Pages 131 - 144) | KCC
Tel: 03000 418181 |
| 8. | High Street/ Rockdale Road - Proposed No Right Turn | (Pages 145 - 146) | KCC
Tel: 03000 418181 |
| 9. | Knole Lane/ High - Street, Sevenoaks - Proposed Left Turn Only | (Pages 147 - 148) | KCC
Tel: 03000 418181 |
| 10. | Work Plan | (Pages 149 - 150) | |

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:

7 March 2023

If you wish to obtain further factual information on any of the agenda items listed above, please contact the named officer prior to the day of the meeting.

Should you need this agenda or any of the reports in a different format, or have any other queries concerning this agenda or the meeting please contact Democratic Services on 01732 227000 or democratic.services@sevenoaks.gov.uk.

SEVENOAKS JOINT TRANSPORTATION BOARD

Minutes of the meeting held on 21 September 2022 commencing at 7.00 pm

Present: Cllr. Chard (Chairman)

Cllr. London (Vice-Chair)

District Cllrs.

Ball, Eyre, and McGregor

County Cllrs.

Brazier, Cole, Gough, McArthur, Streatfeild,

Apologies for absence were received from Cllrs. McGarvey and Roy

Cllr. Purves was also present.

1. Minutes

Resolved: That the Minutes of the meeting held on the 8 March 2022, be agreed and signed by the Chairman as a correct record.

2. Declarations of interest

There were none.

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

The actions were noted.

4. Results of the public consultation for parking restrictions in Chipstead High Street, at the entrance of The Old Carriageway

The Project Manager (KCC) presented the report which provided details of the proposed waiting restrictions at High Street, Chipstead and the results of the public consultation. The initial proposal had been for 35m which following feedback was reduced to 16m, as this was a reduction there was no requirement to go back to full public consultation but reconsult those who had objected if those objections still stood. The seven-day period of consultation expired with outstanding objections to the proposals. Members attention was brought to the recommendation on the grounds of improving safety for residents, drives and improvement of visibility.

Members discussed the proposals, including the safety implications and considered the objections raised from the consultation.

Agenda Item 1

Sevenoaks Joint Transportation Board - 21 September 2022

Resolved: That it be recommended that the objections be overturned and the Traffic Regulation Order to install the proposed waiting restrictions based on the updated plan in Appendix B, be progressed.

5. Results of the public consultation for a speed limit reduction on Childsbridge Lane, Seal

The Board considered the report which outlined the results from the public consultation for a speed limit reduction on Childsbridge Lane, Seal. The proposal sought to reduce the national speed limit section of Childsbridge Lane between Seal and Kemsing to 40mph. The Project Manager (KCC) advised that the TRO would improve safety by reducing vehicle speeds at entry points to two villages and create a buffer zone.

The Chairman used his discretion and the Board was addressed by Cllr. Chris Haslam (Seal Parish Council) in support of the proposals.

Members discussed the concerns over road safety and agreed that the proposals would reduce risks for pedestrians using the road and the adjoining bridge.

Resolved: That it be recommended that the objections made be overturned, and the Traffic Regulation Order (TRO) to reduce the speed limit on Childsbridge Lane to 40mph, be progressed.

6. Applications for Disabled Persons (Blue Badge) Parking Bays

Members considered the report which set out that the applications received for disabled persons parking bays, did not meet KCC's assessment criteria and would not progress any further.

Resolved: That

a) the recent applications received for disabled persons' (blue badge) parking bays to be provided within the District, in Brambledown, Cramptons Road and Acacia Walk be noted; and

b) as none of the applications met KCC's assessment criteria, the applications would not progress further

7. Electric Charging points update - KCC

The Project Officer (KCC) the report which presented an update on electric vehicle (EV) charging infrastructure across Kent, and looked at KCC's role in ensuring residents and businesses were able to switch to electric vehicles.

In response to a question regarding the Oxford method the Project Officer advised that Oxford Labs were quite far ahead with Some Local authorities for on street parking and were trailing the installation of gullies for cables from people's houses through the pavements to the cars. This was a move away for some Local Authorities which had allowed cables to trail across the footway but Government

were encouraging this not to happen and so the gully was seen as another option. This was not an easy option either due to issues around highway maintenance. It was anticipated that after another 6 months to a year there would be more information around the realistic costs involved.

Since the Board had last met, KCC had been awarded funding for the Local Electric Vehicle infrastructure (LEVI) pilot which was for looking at innovative solutions for resident's off-street parking.

Members asked questions of clarification which focused on the LEVI pilot scheme, costs and returns of EV Infrastructure and the anticipated regional strategy for EV charging. The Project Manager (KCC) outlined that ultra-rapid chargers and grid connections were costly and payback was slow, however charger numbers in Sevenoaks District had surpassed targets for 2022 and were on track to meet targets by 2023.

Members thanked the Project Officer for the report and his update.

Resolved: That the report be noted.

8. Off Street Car Park Electric Vehicle charging Point Update

The Head of Direct Services (SDC) presented the report which updated the Board on EV charging points in off-street car parks owned by Sevenoaks District Council. The Board were advised that there were 10 charges already within the car parks and there were plans for expanding this to cover 34 units in phase one. There were also electric charging points in the Council Offices car parks and it was being investigated how this could be used as a community hub with a fair use policy. There was also a plan for future proofing and additional trunking was being prepared in some car parks.

In response to questions, Members were advised that it was anticipated that phase 1 would be started in October 2022 and that a new pilot scheme for solar charging points to enable flexibility of locations which could be rolled out to more rural settings and this would look to happen under phase 2.

Resolved: That the report be noted.

9. Highways Works Programme 2022/23

The Board considered the report which gave an update and summary of schemes that had been scheduled for delivery in 2022/23.

Members asked questions of clarification. The Sevenoaks Highway Manager (KCC) updated the Board that the Eardley road project was due to begin during the week commencing 3 October.

In response to a question Officers would report back to the Board with information on the A25 project funding from the combined Member Grant Programme.

Agenda Item 1

Sevenoaks Joint Transportation Board - 21 September 2022

Action 1 - For KCC to investigate and update the Board on the A25 project funding for the Combined Member Grant Programme.

Resolved: That the report be noted.

10. Work Plan

The work plan was noted with the following additions:

7 March 2023

- Electric Charging Points Update - KCC
- Electric Charging Points Update - SDC

THE MEETING WAS CONCLUDED AT 7.54 PM

CHAIRMAN

Actions From The Meeting Held On 21 September 2022

	Meeting date	Description	Last updated on 18/10/22	Contact Officer
1	21.09.22	Minute 9 - For KCC to investigate and update the Board on the A25 project funding for the Combined Member Grant Programme.	The Combined Member Grant Programme contribution has been recorded and will be added to the Highways Works Programme report at the next meeting.	KCC - Paul Leary

This page is intentionally left blank

To: Sevenoaks Joint Transportation Board

By: KCC Highways & Transportation

Date: 13th December 2022

Subject: Results of the public consultation for a proposed speed limit reduction on A225 Shoreham Road, Shoreham

Classification: For decision

Electoral division Sevenoaks North & Darent Valley

Summary: This report provides details of a proposed speed limit reduction on A225 Shoreham Road, Shoreham and the results of the associated public consultation

1. Introduction and background

In June 2020 a request was made to Kent County Council (KCC) by Shoreham Parish Council (SPC) via their Highway Improvement Plan (HIP) to reduce the existing national speed limit on Shoreham Road to a 40 mph limit between Otford and Preston Farm. SPC are particularly concerned about vulnerable road users accessing the public footpath network and the speed limit being too high for the road environment.

The existing national speed limit is bordered on both sides by 30 mph speed limits and sits between the villages of Otford and Eynsford. Following an assessment by KCC officers, the original request was not considered entirely suitable.

A 40 mph limit from Otford to a point north of the layby on Shoreham Road (opposite Station Road, Shoreham) and then a 50 mph as far as Preston Farm Cottages was therefore suggested as a more appropriate option.

Eynsford Parish Council, after hearing of the proposal, also requested a 50 mph speed limit to join up with SPC's proposals and to extend as far as Eynsford village as part of their HIP.

2. Investigation

KCC work to Department for Transport Circular 01/2013 'Setting Local Speed Limits' when determining the correct speed limit for a road.

The factors that are taken into account when setting a speed limit are:

- history of collisions
- road geometry and engineering
- road function

Agenda Item 4

- composition of road users
- existing traffic speeds
- environment

Speed surveys were carried out at four locations between the 30 mph gateway for Otford and Preston Farm. Reviewed alongside the factors listed above, the data supported a reduction to the speed limit as the recorded average speeds suggested good overall levels of compliance with the proposals.

Following the supporting request from Eynsford Parish Council for a 50 mph speed limit reduction, three further surveys were taken on the remaining stretch of road (A225 between Preston Farm and Eynsford). Again, the average speed data suggested that the proposed speed limit reduction to a 50mph would be well complied with.

A225 Shoreham Road is on KCC's list of crash cluster sites for investigation this year and officers are reviewing this data to assess if there are any additional engineering measures over and above the proposed reduced speed limits which could be practically implemented.

3. The proposal

The proposed speed limits are as follows (please also refer to Appendix A for further details):

40 mph speed limit

From a point 95 metres south of the junction with Fackenden Lane to a point 476 metres north of the junction with Station Road, Shoreham

50 mph speed limit

From a point 476 metres north of the junction with Station Road, Shoreham to a point 83 metres southwest of the junction with Station Road, Eynsford

4. Traffic Regulation Order consultation

The traffic regulation order consultation was undertaken between 16th September 2022 and 10th October 2022.

In total there were 113 responses, of which 82 were in support of the proposed speed limit reductions. There were 31 objections in total and upon further analysis, it was determined that 6 were valid objections on traffic management grounds, with the others classified as a comment. The responses can be found in Appendix A.

The objectors were contacted on 14th October with further information regarding the proposals and were given 7 days to advise if they wished to remove their objection. If no response was received, the objection was regarded as upheld. At the end of this period, no one wished to remove their objection.

The 6 objections received on traffic management grounds from the consultation are detailed in the following table.

Table 1: Objections on traffic management grounds

No.	Objection	KCC comment to all objections
1	<p>The only justification for a 50mph speed limit between Shoreham and Eynsford is the double bend under the railway bridge. Therefore the 50 mph limit should be confined to about 100 metres either side of the bridge. Anything else will impose unnecessary delays for traffic and is likely to be ignored on these straight sections of road which have good visibility and no adjacent developments. Enforcement will, on current experience, be minimal and ineffective without safety camera monitoring in several locations.</p>	<p>We work to guidance set out in the Department for Transport (DfT) circular 01/2013 'Setting Local Speed Limits' to help ensure that any speed limits are evidenced and self-explaining, with the aim to encourage self-compliance. The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions; • road geometry, environment and engineering; • road function; • composition of road users (including existing and potential levels of vulnerable road users); • existing traffic speeds
2	<p>Whilst I fundamentally agree with reducing the risk of an accident at the junction of Station Road and the car park of Shoreham Railway Station I would suggest the junction itself is the cause of the problem, if there even is one. Dropping the speed limit of the rest of the road from 60 to 50mph is a pointless exercise. The A225 is a lovely piece of Road and aside from crossing under the railway line, is perfectly acceptable to drive up to 60mph. As for the junction. The same will happen at this junction as what has happened at Franks Lane and Eglantine Lane. Pulling out of these junctions requires greater care than is usual because of the lack of sighting time and distance. The other thing that will occur is pulling out on to a 40mph Road, specially where sighting time/distance is minimal, the gap you intend to pull out into assumes the chap</p>	<p>Shoreham Road is an A class road being the A225 and has a strategic function linking Sevenoaks to Dartford. We would therefore not be able to prohibit HGVs from using the road.</p> <p>Between the Otford gateway and the proposed end point for the 40mph speed limit north of Station Road, Shoreham, there are a number of junctions including a busy junction at Station Road. There are also bus stops and public rights of way which emerge onto the A225 indicating the presence of vulnerable road users.</p> <p>From the end of the proposed 40mph through to Eynsford there are fewer junctions and less evidence of vulnerable road users.</p> <p>The DfT recommends that a 40mph speed limit 'should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.'</p> <p>The guidance states that a 50mph speed</p>

Agenda Item 4

	<p>driving along the main road is actually doing 40mph. So nothing really improves. One accident every once in a blue fit isn't a good enough reason to drop the speed limit when the actual cause (lack of sighting time/distance) won't be addressed. Fix that first. Whilst you're there, revisit the junctions of Franks Lane/A225 and Eglantine Lane/A20...</p>	<p>limit 'should be considered for lower quality A and B roads, that may have a relatively high number of bends, junctions are accesses', but also 'where mean speeds are below 50mph, so the lower limit does not interfere with traffic flow.' The proposed speed limits meet these criteria.</p> <p>The DfT advises that the minimum length of any speed limit should not usually be less than 600m except in exceptional circumstances where it may be reduced to 400m for lower speed limits and 300m on roads with a purely local access function.</p>
3	<p>The overall investment required would be far better used to improve the few junctions with the A225 along the route to give better sight lines and easier access to and from the road. This would not require ongoing policing or the installation of more road furniture along this rural road. A major concern is the amount of HGV traffic that uses this road which does impact all who live along or use the A225 from Gore Hill junction to Otford.</p>	<p>We also advise that speed limits should not be used to warn of single hazards but reflect the road environment as a whole. We would therefore not consider implementing shorter lengths of speed limit to highlight the junction with Station Road or the railway bridge.</p> <p>The A225 Shoreham Road, Shoreham does feature on our latest list of crash cluster sites for 2022 and officers are currently reviewing this data and the site to assess if there are any additional engineering measures over and above the proposed reduced speed limits which may be practically implemented in the new financial year (2023/24).</p>
4	<p>This section of A225 has functions well under current speed limits with the exception of the Shoreham Station junction and the Preston Farm railway corners, which require improved awareness - probably from relevant signage.</p>	<p>The request for a reduced speed limit is being promoted by both Shoreham and Eynsford Parish Councils through their HIPs. It is one of Shoreham parish council's highest priorities. The proposals also have the support of county councillor Roger Gough.</p>
5	<p>This is an unnecessary speed reduction plan, that rather than address the issue around the Shoreham station junction, plans to unnecessarily reduce speed for the complete road from eynsford to otford.</p>	

6	I live in Shoreham. Turning right at the station to Otford is dangerous. shade from trees/sunlight flashing sunlight is difficult to accommodate. PLUS that road is increasingly being use by supercars and big motorbikes as a race track. Noisy and dangerous.	
---	--	--

5.0 Corporate implications

5.1 Financial & VAT

The speed limit reduction is proposed to be funded via a combination of contributions from Shoreham Parish Council, Roger Gough (MEM) and KCC.

5.2 Legal

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

5.3 Corporate

None.

6. Recommendation

That the Joint Transportation Board agrees to overturn the objections and recommends proceeding with the implementation of the reduced speed limits as advertised via the traffic regulation order.

The introduction of the order is recommended on the grounds of improving safety for road users on the A225 Shoreham Road and particularly for vulnerable users.

Contact Officer:	Stuart Taylor, Planning & Advice Project Engineer, West Kent Highway Improvements Team, Kent County Council, 03000 418181
Reporting to:	Ryan Shiel, Programme Manager, West Kent Highway Improvements Team, Kent County Council, 03000 418181

Appendices

Appendix A – Consultation responses

Appendix B - Traffic Regulation Order Consultation Deposit Document and scheme plans

Background papers - None

This page is intentionally left blank

Q1 (Please tell us if you wish to support or object to this Traffic Regulation Order to reduce the current speed)	Q2 (Please tell us, in the box below, the reason for your support or objection.)
Comment	No need to reduce speed limit here
Comment	The road has adequate verges where pedestrians can walk safely without the need to change the road speed limits.
Comment	Motorists will get irritated by the slower moving vehicle and will attempt at overtaking, increasing the risk of an accident. There are also a limited number of residential dwellings along the road.
Comment	There is nothing wrong with the present speed limit arrangements.
Object	The only justification for a 50mph speed limit between Shoreham and Eynsford is the double bend under the railway bridge. Therefore the 50 mph limit should be confined to about 100 metres either side of the bridge. Anything else will impose unnecessary delays for traffic and is likely to be ignored on these straight sections of road which have good visibility and no adjacent developments. Enforcement will, on current experience, be minimal and ineffective without safety camera monitoring in several locations.
Comment	With so many new speed restrictions one wonders how they will be policed and more to the point justification of spending money on it.
Comment	No justification or reason is given for treating this stretch of rural road differently to any other A road. If the purpose of the 40mph stretch is to slow traffic approaching the Otford 30mph zone then there should just be countdown markers at 300, 200 & 100 yards as other highway authorities adopt as it it doesn't need to apply to northbound traffic.
Comment	The reasons given for these changes do not appear aligned or have foundation. The A225 does not have a path and so adjusting the speed for pedestrians seems irrelevant. I believe this is a revenue generating proposal for fines etc via cameras rather than a genuine basis for appropriate change.
Comment	The reduction in speed limit to 50mph from Eynsford station to just before shoreham station is unnecessary. The only dangerous part of that road is by shoreham station, which I agree should be lowered to 40mph
Comment	I support the decision for change to 40mph to just past Shoreham station. I object to changing the national speed limit to 50mph until under the bridge

Comment	There is no current speed management on place. The speeds currently used are suitable for the road. There is no need to reduce speeds and please advise why a speed reduction is required? Plus who is going to enforce it.
Comment	There is no evidence that this will improve safety. There is no evidence of need for the change. There is no definition of what successful implementation would mean and what the benefits would be. The recent changes imposed on unwilling residents of Otford have been appalling.
Comment	This is a main country road, with no schools. Unfortunately, I disagree with the proposal of reducing the speed limit as I do not feel that it is necessary, along this main stretch of road. Reducing the speed limit will I believe have the opposite effect and more traffic will speed than adhere to the new limits creating an accident waiting to happen!
Comment	this won't improve safety. How would it be policed. The speed limit in the villages needs to be lowered to improve safety. People have died due to speeds on Eynsford. That should be addressed first.
Comment	This obsession of lowering speed limits will strangle the country. Yes, roads are dangerous but not as dangerous as they used to be. You could make the whole country 10 mph then no one gets killed or injured but the country grinds to a halt.
Comment	Reducing the speed will encourage people to overtake, often in dangerous places with limited distance from the vanishing point of the road, resulting in more accidents. It is the people driving at 30-40 mph with no consideration for the speed limit that are provoking this.
Comment	The 40 mph limit should extend all the way to the 30 mph restriction at the entry to Otford - otherwise a short stretch of non-restricted speed will continue between Fackenden Lane and the outskirts of Otford.
Object	Whilst I fundamentally agree with reducing the risk of an accident at the junction of Station Road and the car park of Shoreham Railway Station I would suggest the junction itself is the cause of the problem, if there even is one. Dropping the speed limit of the rest of the road from 60 to 50mph is a pointless exercise. The A225 is a lovely piece of Road and aside from crossing under the railway line, is perfectly acceptable to drive up to 60mph. As for the junction. The same will happen at this junction as what has happened at Franks Lane and Eglantine Lane. Pulling out of these junctions requires greater care than is usual because of the lack of sighting time and distance. The other thing that will occur is pulling out on to a 40mph Road, specially where sighting time/distance is minimal, the gap you intend to pull out into assumes the chap driving along the main road is actually doing 40mph. So nothing really improves. One accident every once in a blue fit isn't a good enough reason to drop the speed limit when the actual cause (lack of sighting time/distance) won't be addressed. Fix that first. Whilst you're there, revisit the junctions of Franks Lane/A225 and Eglantine Lane/A20...
Comment	There is hardly any traffic on this road, never any pedestrians, the road is wide enough for overtaking cyclists and there are no residential properties on this section. There is no need to reduce the speed limit for the reasons you set out.

Object	The overall investment required would be far better used to improve the few junctions with the A225 along the route to give better sight lines and easier access to and from the road. This would not require ongoing policing or the installation of more road furniture along this rural road. A major concern is the amount of HGV traffic that uses this road which does impact all who live along or use the A225 from Gore Hill junction to Otford.
Comment	The proposed scale of reductions and extent are excessive.
Comment	The speed restriction is unnecessarily slow over this whole length. I might support more localised speed restrictions around Shoreham station or the railway ridge near the entrance to Preston Farm, for instance.
Object	This section of A225 has functions well under current speed limits with the exception of the Shoreham Station junction and the Preston Farm railway corners, which require improved awareness - probably from relevant signage.
Object	This is an unnecessary speed reduction plan, that rather than address the issue around the Shoreham station junction, plans to unnecessarily reduce speed for the complete road from Eynsford to Otford.
Comment	No need to do it, and a waste of money that could better be spent on improving road surfaces to a safer standard (i.e. fill in the huge dip by Shoreham station)...
Comment	The road between these junctions is sufficiently wide enough to support the national speed limit without danger as long as drivers are vigilant and responsible when driving, the lowering of the speed limit is not necessary as long as both drivers and crossing pedestrians are reasonable in their activities. 50mph/40 will still be dangerous and potentially detrimental to walkers if a crash was to occur with them if they are not crossing safely and with appropriate visibility attire, however the drop will incur significant traffic difficulties and the movement is overall unnecessary and I believe there are significantly bigger traffic issues present within Kent at this moment.
Comment	I walk, cycle and drive these roads regularly. I have lived in the area for years and have no issue with the level of safety that the current speed limits provide. I am concerned about urban creep and do not want to see the street furniture and do not want to facilitate development by reducing speed limits. I also think it's a waste of money. Please do something positive to improve schools re school traffic instead.
Comment	I object: <ul style="list-style-type: none"> - The stretch of road is safely travelled at the national speed limit. Sight lines are good, the road surface has recently been renewed, and the road edges are clearly marked - Introducing a slower limit will lead to frustration from a proportion of road users who may be encouraged to overtake dangerously - There are no supporting statistics in the consultation to show one way or the other that a reduced speed limit will achieve the aims stated in the consultation - Publicly available crash statistics show that across a 5 year period there has been a lower than average number of incidents along this stretch of road

Comment	No fatal accidents on that stretch within last few years (as opposed to on A20 near Button Street which remains a 60mph). It is not built up/residential. No pedestrians. It is the one road in Sevenoaks that works well with traffic flowing freely.
Object	I live in Shoreham. Turning right at the station to Otford is dangerous. shade from trees/sunlight flashing sunlight is difficult to accommodate. PLUS that road is increasingly being use by supercars and big motorbikes as a race track. Noisy and dangerous.
Comment	Traffic already goes slower than the speed limit, sometimes up to half which is dangerous, and causes people to overtake. Putting the speed limit down will only make this worse! We need to keep the limit at 60 MPH and encourage people to drive at 60MPH or not drive at all.
Support	<p>Comment from Kent Police is as follows, -</p> <ul style="list-style-type: none"> •All aspects of DfT Circular 01/2013 to be adhered to. Any limit introduced outside of this guidance may not only be ineffective but it may leave the Police with the task of carrying out enforcement, where previously an issue of excess speed did not exist. •Kent Police would seek that the legislation and advice from Traffic Signs Manual Chapters 3 and 5, and the Traffic Signs Regulations and General Directions 2016, is complied with. <p>In line with the above comments, we would look for this limit to be appropriate and in the main self-enforcing. Speed enforcement competes with other issues of public concern, therefore the deployment of resources must be prioritised and this may mean that the enforcement of this speed limit receives a low priority.</p> <p>Our reference is 300/22</p>
Support	Vehicles are travelling at excess speeds.
Support	The extension of the 40 mph zone to beyond Station Road Shoreham makes absolute sense. I am lees certain that the added length of 50 mph is really necessary however my concern is not so serious as to amount to an objection.
Support	As I cycle on that road, I have cars flying past me doing a lot more than 50mph.
Support	Safer road, lower speed =Less Fuel Consumption=Less CO2 emissions.
Support	To improve safety on this dangerous road.
Support	Anything that helps cyclists, walkers and other road users safer is a winner in my book. 40 mph is fast enough for most purposes.
Support	Think the speed limit along station road Otford to station road eyensford is too high
Support	The speed limit should be reduced to 30mph in the location of the station, There are conflicting junctions that are dangerous.

Support	I have needed to cross from the bus stop to the station (as have many walkers and children) and the speed plus visibility makes it so dangerous . I feel you even need a zebra crossing .if Otford can impose 30 miles an hour without a station as destination why can Shoreham insure the safety of its residents and visitors .The cars speed over the specified speed at this location .Please ensure the safety of pedestrians
Support	The junction at Shoreham Station has become very dangerous as it is hard to see cars approaching round the corner at high speed from Eynsford and the dense trees in the Otford direction can make it hard to see cars coming from that direction. I have a number of times pulled out where it looked clear only to find a car coming up too fast behind me blaring its horn. A reduced speed limit will help this and make it easier for pedestrians to cross - which they have to do to access the bus stop and footpaths. So really appreciate this project (would be even better if it could reduce down to 40 a little before the Shoreham junction.)
Support	Safer for all road users
Support	At the current speed limit many cars continue at a fast speed through the village. My children walk up the road from the train station to our home and I worry.
Support	<p>The A225/Station Road (Shoreham) junction is incredibly dangerous and we witness serious near misses (car-car and car-pedestrian) on a daily basis. This is often caused by people approaching far too fast and swerving off the main carriageway to avoid crashing into (or slowing down for) cars turning into Station Road. In doing so I have seen a number of incidents where vehicles have nearly ploughed into pedestrians (including groups of school children), horses and vehicles (especially those turning into the private driveway opposite Shoreham station).</p> <p>Whilst I support any reduction (and am grateful for KCC, SPC, Roger Gough etc for getting the plans off the ground), I would actually like to see this go further (a 30mph stretch for a couple of hundred meters either side of the junction complete ideally with traffic calming measures, village gate and crossing point). However, the junction is a serious accident waiting to happen and I would not want to delay any improvements at this stage. Something needs to change ASAP before someone is killed</p>
Support	I have often seen a high number of vehicles speeding on this road which is highly dangerous and in particular at points near the 2 railway bridges where the road has a slight bend. This was particularly the case last Christmas when a vehicle overturned at the railway bridge by the entrance to Preston Farm
Support	To improve safety for pedestrians
Support	This junction is the most dangerous I have ever experienced in my life.
Support	The speed coming from Farningham towards Otford is far too fast at that point, any Cyclist or Horse turning right towards Shoreham are in great danger - personally I think 30 mph would be far more sensible

Support	<p>I have lived in the Darenth Valley all my life and have known the A225 to be hazardous for many reasons.</p> <p>Turning right from Station Road Shoreham going towards Otford is always dangerous. Cars travel fast from Otford and don't slow down around this area. The visibility due to the trees and sunlight coming through is very poor.. It is particularly dangerous for cyclists. Another hazard is those walking and crossing the road from the station to join the footpath going up White Hill. Schoolchildren also have to cross the A225 to get to the buses and one child was run over a few years ago due to a speeding car.</p> <p>Crossing the road at the point where fackenden lane meets the A225 is also dangerous. Cars from both directions are going too fast and those coming from Otford are particularly fast as they have just reached the end of the 30mph limit. It is a hazardous bend.</p> <p>The A225 between Shoreham and Eynsford is also dangerous. I walk the footpath regularly from Shoreham to Gold Hill and this requires crossing the A225 about a quarter of a mile north of Shoreham station. Traffic goes extremely fast on this stretch and it is a very scary place to cross. This is also the case around the Preston Farm crossing.</p> <p>There have been several accidents due to speeding cars between Otford and Eynsford. I recall a fatal accident at Shoreham station as well as a number of other accidents. I also remember an accident a mile from Shoreham station going towards Eynsford when someone was turning right up a residential track and a speeding car crashed into them. I remember it well as I was the person who had to call the ambulance. Another hazardous spot is the turning to go to the visitor centre at Lullingstone. If you are travelling from the Shoreham direction you need to go into the middle of the road to turn Left.</p> <p>A final point is that although I support the proposed measures, I would go further and suggest the area around Shoreham station and the turning to Shoreham Village requires a 30 mile an hour limit. Is there no way the 30 mile an hour limit could continue through Otford as far as just past Shoreham station?</p>
Support	Current high speeds are a danger to pedestrians and vehicles in the area around Shoreham station
Support	The Station Road junction is very dangerous for cyclists. 30mph would be preferable to the proposed 40mph.
Support	The section of the poorly maintained road is narrow with hills and bends and is dangerous for pedestrians and cyclists so a speed limit reduction would make it safer
Support	Roads such as this one (single carriageway, bending such that visibility is poor in places) are among the most dangerous for cyclists. This could be a popular cycling route if traffic weren't so hostile. Also reducing speed will benefit everyone's safety, and will reduce noise and fuel consumption.
Support	I'm a cyclist and use this route and it's junctions on a regular basis.

Support	<p>Too many reckless drivers attempt to overtake on blind sections and near tricky junctions.</p> <p>This road is also very popular with both individual cyclists and cycle clubs, especially at the weekends. Reducing speed limit should make it safer for all road users.</p> <p>One would hope wildlife roadkill would also be reduced.</p>
Support	<p>It should make the road safer, if enforced</p>
Support	<p>... we have to cross a 60 mile an hour road with poor visibility. It's an accident waiting to happen. There are loads of small accidents and near misses. It's also a 6 way junction to a popular and busy village, with a 4 way road, station and bridleway that is regularly used by walkers and riders. ...on more than one occasion, impatient cars going at 60mph have overtaken as we try to turn right. This could cause a catastrophic accident.</p> <p>In addition, two new houses have been given planning permission to be built ..., meaning there will now be 6 houses up there, all with families and related visitors needing to cross that road regularly. We welcome any reduction to the speed limit, and would ask that any reduction is accompanied by speed cameras ensuring this happens. There shouldn't have to be a horrific accident before something is done about the excessive speed limit in this area.</p>
Support	<p>I fully support the TRO on the simple grounds of maximising vehicular and pedestrian safety and in reducing speed limits, affording vehicles more time to react and avoid potentially fatal collisions.</p> <p>It is a dangerous 6-way junction (both directions of A225, turning into Station Rd, residential access and a public bridleway). Coming from Otford, there is a long avenue of trees which particularly in the darker months creates a long dark tunnel and hinders visibility at the junction of Shoreham and to residential properties and the bridleway- yet cars and lorries at 60 mph or faster allowing little reaction time.</p> <p>Shoreham has increasingly become a busy visitor destination with the popularity of the Mount Vineyard and since lockdown, with a large increase in the number of cars/walkers/cyclists crossing or turning off of the A225 at Shoreham . The number of residential properties opposite the station has also been growing with a number of developments completed or underway. ...</p> <p>These changes cannot happen soon enough in my opinion and ultimately safety is the No 1 consideration on a road and junction designed for horses and carts not commuter traffic with cars, juggernauts etc driving at lethal speeds with little time to react.</p>
Support	<p>For safety of all road users</p>

Support	The road is very dangerous at that point, especially for adults and children who have to cross it to catch buses and also for those trying to turn right out of Station Road
Support	Dangerously fast Road. I have had to take evasive action over a car speeding on the wrong side of the road. ... child was knocked down when crossing the road to get the bus to school. There is no argument to object to this proposal
Support	I am support of this proposal as the current speed limit is too fast for the junction at Shoreham station. I myself have had near misses with traffic approaching from the left as the visibility is compromised when I am turning onto the main road.
Support	Increase safety for all road users and make it safer to cross road
Support	Has always been very difficult turning in/out of the village - cars drive too fast and don't allow for the fact that there are cars trying to join the main road.
Support	To improve road safety for all road users, particularly pedestrians and cyclists on this busy road where it dissects Shoreham village; consequently this will encourage active travel.
Support	Very dangerous junction as drivers (cars and vans) drive stupidly fast along this section of road
Support	Shoreham PC have been working on this speed reduction for a couple of years and have the full support of their residents
Support	I hope that reducing the speed on the whole road will reduce the speed through the Otford part of the road where speeds are frequently 50+ despite the 30 limit
Support	Reduce speed of vehicles coming into and going out of Otford.
Support	This is a very dangerous road. This is demonstrated by the accident tracker which logs accidents on this stretch. I do not think the proposals go far enough and the speed should be limited to 30.
Support	The school bus leaves from the opposite side of the road from Shoreham Station. It is very dangerous in the mornings. Ideally an island or a pedestrian crossing would be great.
Support	I live in Shoreham and know how dangerous it is turning onto the A225 from Station Road. There is a blind spot that means, even if you have looked carefully, you may not spot an oncoming car. If the speed limit is reduced, it would provide more time to see oncoming traffic before it reaches the junction and reduce the likelihood of a serious crash. I would like to see it reduced to 30mph, but 40 is better than nothing. I also frequently walk on the path that runs along the A225, and it is quite tricky crossing the road to Water Lane with fast-moving traffic.
Support	Pedestrians must cross the road to access popular footpaths - it's a dangerous junction. When cars are going fast, there isn't far enough visibility to safely turn right out of Shoreham.

Support	I strongly support this proposal. The current 30mph speed limit on the A225 at the border of Otford is not observed and, unfortunately, the illuminated speed warning is sited some way past the the border and well into the housing where there is no footpath. Cars thus are probably only starting to reduce from the national limit of 60 (or more!) when they are well into the housing. Whilst they will probably still be above 40mph, they will likely be much below current excessive speeds.
Support	To creater safer traffic movement and greater safety for pedestrians
Support	Cars speed along this road where there are multiple vulnerable users who have to cross at both the Shoreham & Otford ends. Horse riders take their lives in their hands when they cross from mill lane bridle path to Fackenden lane just as drivers speed up on a blind bend out of Otford. The same happens near Shoreham Station for both children crossing to catch the school bus and horse riders & pedestrians crossing to use footpaths & bridlepaths
Support	To help reduce speed along Shoreham Rd and make it safer for pedestrians and motorists.
Support	It is petrifying to turn out of the junction from Shoreham Station and try to turn into Station Road when there are cars driving at 60mph or greater on the A225 so the reduction in speed around the station is very welcome. However, I would go further and reduce it to 30 around there especially as there are school children crossing the main road to get busses in the morning & evening.
Support	This road can be dangerous and there have been accidents reported. School children among others are at risk waiting for buses, train etc.
Support	I support the speed reduction as I know many children and adults who cross that road to get to school buses/public footpaths. The junction at Shoreham Station is currently incredibly dangerous and it is an accident waiting to happen. Even though I support the speed reduction, I don't believe that this in itself will be enough to prevent an accident and hope that money can be found to fund an island there too.
Support	This will be an important road safety improvement for pedestrians and cyclists, in particular young people accessing school transport with minimal impact on through traffic.
Support	Having been involved in an accident at the junction of Station Road and the A225 caused by speeding traffic I think the speed limit should be reduced..The are several public footpaths that cross the highway along this section of the A225.Pedestrians and other groups are at risk.
Support	Pedestrian safety- particularly school children who have to cross the road in this area.

Support	...this is such a dangerous piece of road. It is just so busy and people are constantly surpassing the speed limit. We frequently have day trippers / hikers crossing the road from the station ... and I have seen so many near misses. The sight lines at the junction are so poor that there have been a number of accidents and there are daily near misses (I hear the screech of tires multiple times a day). I fully support an introduction of a speed limit. I do in fact feel that we should go a step further and have a 30mph zone on Shoreham road before you get to the station, running to beyond the junction. This feels a little more appropriate and much safer. An island for people crossed to/from the station would also be beneficial.
Support	The current 60mph speed limit and ability to overtake at speed plus signage is inappropriate, particularly around the junction with Station Road, Shoreham, where there are a number of different entrances/exits. At this junction there are currently 4 roads/lanes and 2 further exits, serving 7 properties, Holiday accommodation, 2 businesses, the Railway Station and Shoreham Village. Leaving and entering any of these exits is currently hazardous for all road users and pedestrians because of the speed that traffic is able to travel at. ... we have witnessed a large amount of crashes and countless near-misses (near-misses happen on a daily basis). Post Covid, Shoreham Village and it's surrounding countryside has become even more popular and further increased the number of visitors utilising the junctions, including walkers crossing the road. The proposed reduction in speed would enable us to leave and enter our property daily more safely and we therefore fully support the the Traffic Regulation Order to reduce the speed limits, particularly to reduce the current speed limit to 40MPH from its junction with Station Road Shoreham.
Support Cars regularly speed along the road, I walk my dog in trepidation of being knocked down. As there is no pavement, drivers think they can race along this road.
Support	The junction at Station Road with the A225 is very busy with pedestrians crossing, buses stopping (including school buses) and a train station. As a result it is very dangerous so any speed reduction has got to be good. Ideally we need an island in the middle as well.
Support	Danger turning left or right at the main road junction from Shoreham village
Support	Even though this is a better result I feel, it should be a 30MPH from Station Road Shoreham to Fackenden lane, as it's a very heavily used junction due to more visitors to Shoreham, plus it encourages people to pull into Station Road slower as they'll be entering the road slower from at 30MPH. Also the A225 at the station junction is the beginning of a footpath, which you need to cross the road, so there should ideally be an island to cross and 30MPH, to be safe for families and walkers to cross.
Support	The 40mph speed limit should begin a long way before Shoreham Station junction to allow motorists time to reduce their speed otherwise accidents will still happen, hopefully not fatal.

Support	We believe it will make the roads safer and help to slow down traffic entering Eynsford village. We would like to request that consideration is given to moving the 30mph limit south from Eynsford on A225 to the start of the recycling layby area.
Support	This is a much needed speed reduction on A225 between Eynsford and Otford
Support	Very dangerous road for all road users - cars, buses, cyclists, horse riders pedestrians. Especially turning out of Station Road, Shoreham. Cars travel too fast on a series of bends.
Support	It is a very dangerous road and slower traffic will Make it safer
Support	I should have thought that was OBVIOUS! Safety! Especially for horseriders.
Support	Road Junctions dangerous
Support	As a resident of Shoreham, I have often experienced the danger of trying to turn right out of Station Road on to the A225, with traffic coming at very high speed from the left and on a couple of occasions have narrowly averted an accident. I also feel that it is generally dangerous, especially on darker mornings and evenings, for school children who use the bus and train and have to use the A225 either to cross on foot or for pick-up and drop-off at bus stops and the station.
Support	coming out from station road onto the a225 is dangerous as cars come from the left very fast & you can't see them coming .
Support	Shoreham residents have been waiting years for this. The Station Rd junction can be lethal and motorbikes especially use it as a race track. I strongly endorse this initiative
Support	It's a dangerous piece of road for the amount of cyclists and pedestrians that use this road. A speed reduction and enforcement will save lives.
Support	I regularly walk the downs and cross the A225 at Shoreham Station. The sight lines are poor and it's extremely dangerous with cars going at 60mph plus(!) along that stretch of road
Support	In principle to make the Junction safer. My 11 year old son has to cross the A225 at this junction to catch his bus to school, the traffic flows so quickly along the A225 that a reduction in speed limit would make it so much safer. It would also make it so much safer for cars pulling out of Shoreham Village (at Shoreham Station) and onto the A225.
Support	To make it easier for walkers and bus passengers (including school children) to cross safely. To try to prevent traffic accidents at the junction with Station Road. Speed limits are a good measure but I note that a roundabout has been extremely effective at slowing traffic on the A224 at Chelsfield. Would be great if that could be considered here.
Support	Junction very dangerous due to speeding vehicles
Support	Dangerous entry from Station Road

Support	It's hard to exit the junction from Station Rd onto the main road safely, especially from the station itself.
Support	The station road junction is so dangerous to turn out of. There is not enough time to see cars coming from the bend at 60mph. Managed pedestrians try to cross the road to access the footpath and children to get to the bus stop. It is not safe. I've witnessed one accident.
Support	Safer travel conditions for pedestrians, cyclists & drivers.
Support	As residents of Shoreham Road, Otford, since 2000, we very strongly support these proposals. The recent traffic-calming measures introduced in Otford, thanks to the excellent work of Councillors and residents led by Cllr Irene Roy, are already making a difference and raising awareness among drivers and other road users about the need for care on the roads in this rural setting, but traffic along Shoreham Road within the village boundary still often ignores the 30 limit. The changes proposed will at least alert traffic approaching the village along the A225 southbound to the residential area they are approaching. One particularly dangerous feature of the A225 between Eynsford and Otford is its appeal to motor-cyclists, who see the straight open stretches as a test ground for their alleged skills and often continue at high speed through the Otford section of the road. ... For these reasons I strongly support the proposed speed limit changes and hope to see them in place very soon.
Support	I support the reduction of the speed limit along the A225 Shoreham Road. In an AONB the limit should be one that is appropriate to it's environment, safer and more enjoyable for all road users and promotes Active Travel. The concern about the speeds of vehicles along the road has long been an issue with locals and impacts on the increasing numbers of visitors using the PROW and cyclists.
Support	Reducing vehicle speeds on this section of A225 will benefit all users, especially those using the area near Shoreham Station.
Support	I've seen many people driving dangerously fast on Shoreham road and believe traffic calming measures would help.



DOCUMENTS on DEPOSIT

**These documents
should remain available
for public inspection until
10 October 2022**

**In the District of Sevenoaks
THE KENT COUNTY COUNCIL
(VARIOUS ROADS, THE DISTRICT OF SEVENOAKS)
(20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS AND
DERESTRICTED ROADS) AMENDMENT No.35 ORDER 2022**

Road Traffic Regulation Act 1984

Please return to:

Traffic Management Team
Kent County Council Highways & Transportation
Ashford Highway Depot
Javelin Way
Ashford
TN24 8AD



In the District of Sevenoaks

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS, THE DISTRICT OF SEVENOAKS)
(20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS AND DERESTRICTED ROADS)
AMENDMENT No.35 ORDER 2022**

Road Traffic Regulation Act 1984

Notice is given that KENT COUNTY COUNCIL, acting as Local Traffic Authority and in exercise of its powers under sections 81, 82, 83 and 84 of the Road Traffic Regulation Act 1984, (hereinafter referred to as the Act) and of all other enabling powers, 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.

The effect of the order would be to reduce the current speed limit to 50MPH on the following length of road in Eynsford & Shoreham, Sevenoaks:-

A225 SHOREHAM ROAD – From a point 83 metres southwest of its junction with Station Road Eynsford to a point 476 metres north of its junction with Station Road Shoreham.

And to reduce the current speed limit to 40MPH on the following length of road in Shoreham, Sevenoaks:-

A225 SHOREHAM ROAD – From a point 476 metres north of its junction with Station Road Shoreham to a point 95 metres south of its junction with Fackenden Lane.

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, Ashford Highway Depot, Henwood Industrial Estate, Unit 4 Javelin Way, Ashford, Kent TN24 8AD by appointment booked through tro@kent.gov.uk or viewed online from 16 September 2022 at 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, Highways & Transportation, Kent County Council, Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD by 12 noon on Monday 10 October 2022.

Simon Jones

Corporate Director Growth, Environment & Transport

STATEMENT of REASON

**Kent
County
Council**
kent.gov.uk



In the District of Sevenoaks

THE KENT COUNTY COUNCIL (VARIOUS ROADS, THE DISTRICT OF SEVENOAKS) (20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS AND DERESTRICTED ROADS) AMENDMENT No.35 ORDER 2022

Road Traffic Regulation Act 1984

The Kent County Council as traffic authority propose to make the Order referred to above and as shown on the drawing accompanying this document for the following reasons :-

- For avoiding the danger to persons or other traffic using the road or any other road or 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
(VARIOUS ROADS, THE DISTRICT OF SEVENOAKS)
(20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS AND DERESTRICTED ROADS)
AMENDMENT No.35 ORDER 2022

ROAD TRAFFIC REGULATION ACT 1984

THE KENT COUNTY COUNCIL, acting as Local Traffic Authority and in exercise of its powers under Sections 81, 82, 83 and 84 of the Road Traffic Regulation Act 1984 (hereinafter referred to as 'the Act') as amended, and of all other enabling powers 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.

REVOCATION, MODIFICATION AND AMENDMENTS

The 'Kent County Council (Various Roads, The District of Sevenoaks) (20MPH, 30MPH, 40MPH, 50MPH Speed Limits and Derestricted Roads) Consolidation Order 2012' ('the Order of 2012') to be amended as follows;

In Schedule 3 of the Order of 2012 the following entry as in the Table below shall be deleted from the Schedule.

Item No	Road Name	Parish	Description
54	SHOREHAM ROAD	EYNSFORD	From a point 175 metres south of its junction with Castle Road to its junction with Station Road.

In Schedule 3 of the Order of 2012 the following entry as in the Table below shall be added to the Schedule.

Item No	Road Name	Parish	Description
54	SHOREHAM ROAD	EYNESFORD	From its junction with Station Road for a distance of 83 metres in a south westerly direction.

In Schedule 4 of the Order of 2012 the following entry as in the Table below shall be added to the Schedule.

Item No	Road Name	Parish	Description
80	SHOREHAM ROAD	SEVENOAKS	From a point 476 metres north of its junction with Station Road Shoreham to a point 95 metres south of its junction with Fackenden Lane.

In Schedule 5 of the Order of 2012 the following entry as in the Table below shall be added to the Schedule.

Item No	Road Name	Parish	Description
15	SHOREHAM ROAD	SEVENOAKS	From a point 83 metres southwest of its junction with Station Road Eynsford to a point 476 metres north of its junction with Station Road Shoreham.

CITATION AND COMMENCEMENT

This Order may be cited as 'The Kent County Council (Various Roads, The District of Sevenoaks) (20mph, 30mph, 40mph, 50mph Speed Limits and Derestricted Roads) Amendment No.35 Order 2022' ('this Order') and shall come into operation on the day of 2022.

GIVEN under the Common Seal of The Kent County Council

This day of 2022

**THE COMMON SEAL OF THE
KENT COUNTY COUNCIL**

was hereunto affixed

In the presence of: -

Authorised signatory

This page is intentionally left blank



© Copyright Kent County Council 2022
 Mapping © Crown Copyright and database right 2022
 Ordnance Survey 100019238

Notes
 NOTES:
 1. All other speed limits are to remain as is
 KEY:
 Proposed 40mph Speed Limit
 Proposed 50mph Speed Limit

Page 31

0	16/08/2022	First issue For consultation	WG	PL	RCS
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
 Highway Improvements Team
 External - Shoreham Parish Council

Drawing title
 A225 Shoreham Road, Shoreham
 Proposed speed limit change
 Layout plan - sheet 1 of 2

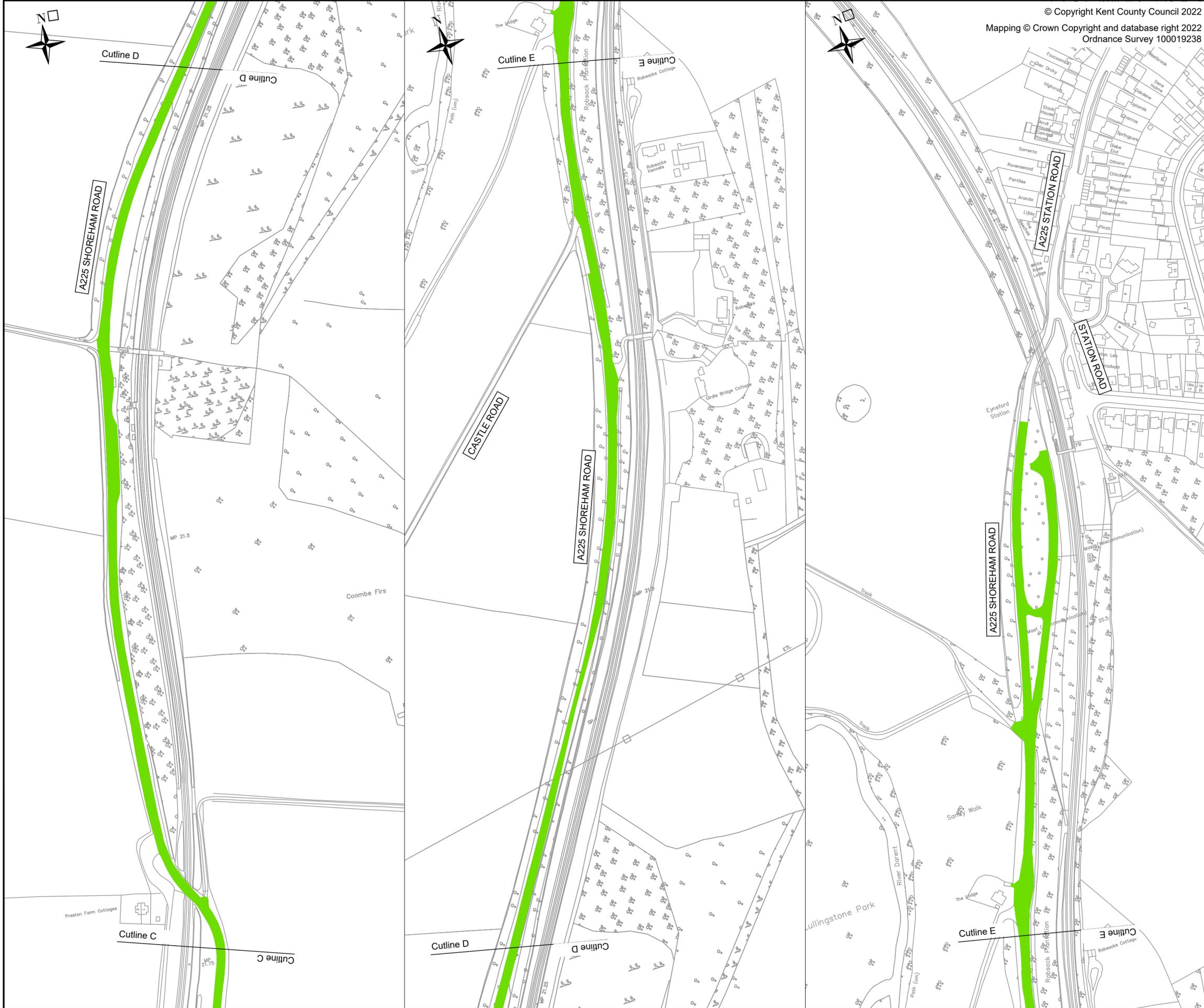
Drawing status
 For consultation

Scale
 1:2500 at A2 Do not scale

Drawing number
22-SE-EXT-281/01 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.

This page is intentionally left blank



© Copyright Kent County Council 2022
 Mapping © Crown Copyright and database right 2022
 Ordnance Survey 100019238

Notes:
 1. All other speed limits are to remain as is

KEY:
 Proposed 50mph Speed Limit

0	16/08/2022	First issue For consultation	WG	PL	RCS
Rev	Revision Date	Purpose of revision	Drawn	Chec'd	App'd

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

Project
 Highway Improvements Team
 External - Shoreham Parish Council

Drawing title
 A225 Shoreham Road, Shoreham
 Proposed speed limit change
 Layout plan - sheet 2 of 2

Drawing status
 For consultation

Scale
 1:2500 at A2 Do not scale

Drawing number
22-SE-EXT-281/02 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.

This page is intentionally left blank

Joint Transportation Board

13 December 2022

Subject: Sevenoaks 20mph Speed limit, One-way Dartford Road traffic calming and 30mph Seal Hollow Road consultation report

Director and Head of Service:

KCC: Tim Read Head of Transportation

Cabinet Member:

KCC: David Brazier Cabinet Member for Highways and Transportation

Key or Non Key decision: Non Key

Decision Issues:

These matters are within the authority of the KCC Cabinet Member for Highways and Transportation

Sevenoaks ward(s):

Sevenoaks Town and St. John's

Sevenoaks Eastern

Sevenoaks Northern

Sevenoaks Kippington

Dunton Green and Riverhead

Summary and purpose of the report:

This is a report summarising the public consultation that has been undertaken on a proposed scheme to introduce a Town-wide 20mph, traffic calming on Dartford Road to support a 20mph speed limit at this location and a 30mph speed limit on the A25 Seal Road. The Town-wide 20mph speed limit is sponsored by the KCC Member for Sevenoaks Town following a petition being received at a previous Joint Transportation Board meeting.

To Recommend:

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

- a) proceed to construction with the scheme as advertised.
 - b) amend the scheme, provided that the changes do not make the traffic regulation order advertisement null and void and are less restrictive and then proceed to construction.
 - c) amend the scheme and consult on amendments to traffic orders if more restrictive or new proposals are required.
 - d) abandon the scheme.
-

Next stage in process:

JTB to debate the report and make a recommendation. Approval of the recommendation by KCC Cabinet Member for Highways and Transportation.

1. Introduction

- 1.1 Following a resident organised petition of over 1800 signatories in support of a 20mph town wide speed limit presented to a June 2021 Joint Transportation Board, KCC has reviewed the viability of such a scheme. The proposals were based initially on the catchment area identified by the petition, which was then modified following pre-engagement meetings with various stakeholders including the local KCC Member for Sevenoaks Town, Sevenoaks town and district councillors as well as local business owners and residents. The 20mph zone consulted was determined using catchment walking distances of local schools in the town. The zone captures school walking routes to Trinity School (east), Sevenoaks School (south), New Beacon School and Riverhead Primary school (west). See appendix A for a School Heat Map showing the extent of the walking catchment for school trips.
- 1.2 In addition, large numbers of children and adults use the Stations at Bat & Ball and Sevenoaks with schools capturing a wide catchment area.
- 1.3 The main proposals we consulted on between 30 September 2022 and 10 November 2022.
- 1.4 The aim of the proposals are to encourage active travel and use of non-motorised vehicles to complete short journeys as well as reducing the risk of serious and fatal injuries as a result of higher speeds. On average for every 1 mph reduction in average speeds a 6% reduction in the accident rate can be achieved in urban areas^{1/2}. To achieve the reduced speeds around the War Memorial there is a proposed one-way traffic flow southbound on the A225, a new footway next to the War Memorial, a length of cycle lane and the inclusion of a zebra crossing. These combined proposals aim to change the environment in this location from a fairly wide carriageway to a narrower width for cars without affecting the War Memorial.
- 1.5 In addition, this report captures a related speed limit reduction proposal that was consulted on from 8 April 2022 to 2 May 2022 to remove a length of 40mph and replace with 30mph on the A25 Seal Road.

2. Detail

- 2.1 The scheme proposal has been split into three complementary parts. The three elements consulted on are to be considered as one joint proposal i.e. The Dartford Road one-way is linked to making the section of road 20mph compliant.
- 2.1 The schemes that have been consulted upon are shown in appendix B and Table 1 below:

Table 1: Traffic Regulations Order consulted

Section	Description
20mph Limit on various roads in Sevenoaks	AMHERTS PLACE, ARGYLE ROAD, ASH PLATT ROAD, ASHLEY CLOSE, ASHLEY ROAD, ASHGROVE

¹ Finch et al (1994) 'TRL Project Report 58: Speed, Speed Limits and Accidents' URL: <https://trl.co.uk/reports/PR58>

² Taylor et al (2002) 'TRL Report 421: The Effects of Drivers Speed on the Frequency of Road Accidents' URL: <https://trl.co.uk/reports/TRL421>

	<p>ROAD, AVENUE ROAD, BEACON RISE, BEACONFIELDS, BEECH ROAD, BETENSON AVENUE, BOSVILLE DRIVE, BOSVILLE ROAD, BOURCHIER CLOSE, BRADBOURNE VALE ROAD, BRAESIDE AVENUE, BRAESIDE CLOSE, BRITTAINS LANE, BROOMFIELD ROAD, BUCKHURST AVENUE, BUCKHURST LANE, BURNTWOOD ROAD, CAVENDISH AVENUE, CHARTWAY, CHESTNUT LANE, CHICHESTER DRIVE, CHURCH FIELD, CRAWSHAY CLOSE, CROFT WAY, CROWNFIELDS, DARTFORD ROAD, DIBDEN LANE, DOWNSVIEW ROAD, EARDLEY ROAD, EGDEAN WALK, FARM ROAD, FIENNES WAY, FILMER LANE, GARDEN ROAD, GORDON ROAD, GRANGE ROAD, GRANVILLE ROAD, GRASSY LANE, GREATNESS LANE, GREATNESS ROAD, GREENWOOD WAY, GROVE ROAD, HIGHLANDS PARK, HIGH STREET, HILL CREST, HILLINGDON AVENUE, HILLINGDON RISE, HITCHEN HATCH LANE, HOLLY BUSH AVENUE, HOPGARDEN LANE, HOSPITAL ROAD, HUNSDON ROAD, JULIANS CLOSE, JULIANS WAY, LAKEVIEW ROAD, LAMBARDE DRIVE, LAMBARDE ROAD, LEA ROAD, LIME TREE WALK, LITTLE WOOD, LYNDHURST DRIVE, MADISON WAY, MARLBOROUGH CRESCENT, MERIEWOOD, MIDDINGS RISE, MILL LANE, MILL POUND CLOSE, MOREWOOD CLOSE, MOUNT CLOSE, MOUNT HARRY ROAD, NICOLSON WAY, NORTHVIEW ROAD, OAK LANE, OAKDENE ROAD, OAKFIELDS, ORCHARD CLOSE, PEMBROKE ROAD, PINEHURST, PINEWOOD AVENUE, PLYMOUTH DRIVE, PLYMOUTH PARK, PONTOISE CLOSE, POUND LANE, QUEENS DRIVE, REDLANDS ROAD, ROBYNS WAY, ROCKDALE ROAD, SEAL HOLLOW ROAD, SHOREHAM LANE, SILK MILLS LANE, SOLEFIELDS ROAD, SOLEOAK DRIVE, SOUTH PARK, ST BOTOLPHS ROAD, ST JOHNS HILL, STAPLEFORD COURT, SUFFOLK WAY, SWAFFIELD ROAD, THE CLOSE, THE CRESCENT, THE DENE, THE DRIVE, THE GREEN, THE MIDLINGS, THE PADDOCKS, THE VINE, THICETTS, TUBS HILL, VALLEY DRIVE, VICTORIA ROAD, VINE AVENUE, VINE COURT ROAD, WATERCRESS CLOSE, WATER CRESS DRIVE, WARREN COURT, WELLMEADE DRIVE, WESTFIELD, WEAVERS LANE, WICKENDEN ROAD, WOODSIDE ROAD & WHITE FRIARS – For their entire length. LONDON ROAD (A224) – (1) From its junction with Tubs Hill to its junction with Hitchen Hatch Lane. (2) From its junction with Tubs Hill and its junction with Rockdale Road. TONBRIDGE ROAD (A225) – From its junction with High Street to a point 113 metres south of its junction with Solefields Road.</p>
--	---

Agenda Item 5

Dartford Road	New One-way traffic order between The Vine and St Botolph's Road in a southerly direction. Proposal includes a new zebra crossing and an advisory cycle lane.
30mph Seal Road	Reduce to 30mph A25 Seal Road from its junction with High Street to a point 95 metres west of its junction with Pinewood Avenue.

3. Relevant Council policy, strategies or budgetary documents

- 3.1 The Sevenoaks Transport strategy promotes improvements to walking and cycling facilities and networks especially within the urban areas of Sevenoaks. The KCC 20mph policy guidance enables existing average speeds of up to 28mph to be suitable for a 20mph speed limit by implementing signs, road markings and other innovative measures such as centre line road marking removal, staggered parking and use of planters or other methods to reduce road widths and therefore bring down average speeds to that of a compliant nature.
- 3.2 Sevenoaks District Council are producing a Local Cycling and Walking Infrastructure Plan (LCWIP) to further advance their existing Sevenoaks Cycling Strategy. The provision of more Active Travel Infrastructure within the Sevenoaks urban area is further complimented by the creation of a central Sevenoaks 20mph Zone by enhancing street layout and improved safety for walking and cycling.
- 3.3 The Sevenoaks Town June 2022 Neighbourhood Development Plan Policy M4 supports the introduction of a 20mph speed limit close to schools and in some residential areas.
- 3.4 Sevenoaks Town Council's Planning Committee meeting on 31 October 2022 expressed it's support of the amendment to speed limit Order on various roads in Sevenoaks including the reduction from 40mph to 30mph on A25 Seal Road.

4. Consultation

- 4.1 The Consultation for the 20mph and Dartford Road was undertaken between 30 September and 10 November 2022. The Consultation for Seal Road 30mph was undertaken between 8th April and 2nd May 2022.

The results of the consultations are presented in Table 2:

Table 2: Traffic Regulations Order Consultation Results

Consulted Traffic Regulation Order	Support	Object	Total
To introduce a 20mph Town-wide traffic regulation order	687 (47%)	776 (53%)	1463
To introduce a one-way route on Dartford Road in the southerly direction	394 (38%)	643 (62%)	1037
Traffic calming proposals for Dartford Road *	648 (43%)	693 (46%)	1506
To introduce a 30mph on Seal Road (from its junction with High Street to a point 95 metres west of its junction with Pinewood Avenue)	23 (74%)	8 (26%)	31

* Support made up of strongly agree and tend to agree, object made up of strongly disagree and tend to agree. The remaining neither agree or disagree (9%) or don't know (2%)

- 4.2 The vast majority of those responding to the consultation are Sevenoaks residents (90%). 6% of those responding are residents of somewhere else in Kent or further afield.
- 4.3 The most common mode of travelling in and around Sevenoaks is by car as the driver (87% of all consultees answering), followed by walking / on foot (73%). 28% travel by car as a passenger and 22% travel by bicycle or adapted cycle.
- 4.4 Consultees were given the opportunity to provide their reasons for their support or objection to the Order 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 tables 3 to 8 below. 95% of consultees provided a comment at this question
- 4.5 Tables 3 to 8 summarise the responses to the 20mph speed limit, proposed 1 way changes to the Dartford Road and the other traffic calming proposals to Dartford Road and around the War Memorial..

Table 3: Summary of support responses to the 20mph proposal

Please tell us the reason for your support of the 20mph Proposal	% of total answering 1459
Better / safer for pedestrians / crossing the road	17%
Safer / increases safety (in general)	16%
Slows down traffic / traffic goes too fast / roads used as a rat run	16%
Needed in residential / built up areas / town centre / high footfall / around schools	13%
Better / safer for children / needed around schools	10%
Better for the environment / reduces pollution	10%
Better / safer for cyclists	10%
Limits should be enforced	8%
Less traffic noise / nicer / quieter environment	6%
Good idea / in support / makes sense	5%
Helps reduce cars on roads / too much traffic / encourages walking/cycling	5%
Needed in narrow streets / around parked cars / narrow pavements	5%
Causes fewer accidents / injuries / fatalities	5%
Improves traffic flow / doesn't affect journey times / less congestion	3%
Should be extended further	2%

Table 4: Summary of object responses to the 20mph proposal

Please tell us the reason for your objection to the 20mph Proposal	% of total answering 1459
20mph is unnecessary / waste of time / things are fine as they are / 30mph is adequate / speed isn't an issue	22%
Causes congestion / increase volume of traffic	13%
Hasn't worked in other towns (e.g. Tonbridge)	12%
Waste of money / money could be better spent elsewhere	11%
Drivers ignore the 20mph restrictions / can't be enforced	11%

Agenda Item 5

Generates more emissions / pollution	11%
Covers too large an area / should be more selective / don't need a blanket restriction / not all roads need it	10%
Lack of evidence / statistics / not proven to improve safety / reduce accidents	9%
Slows traffic down too much / journeys take too long	7%
Causes more accidents / encourages reckless driving / tailgating / it's unsafe	5%
Does not / will not encourage more walking / cycling	4%
Causes anger / frustration	4%
Will discourage people from town / shopping	4%
Difficult to drive at 20mph / not good for modern cars	3%
Drivers lose concentration / focusing on speedometer, not on road	2%

Table 5: Summary of support responses to the Dartford Road One-way Proposal

Please tell us the reason for your support of the Dartford Road One-way proposal	% of total answering 1,019
Safer / increases safety	10%
Better / safer for pedestrians / crossing the road	9%
Agree with / support zebra crossing / pedestrian crossings	9%
Improves traffic flow / removes bottlenecks	8%
Creation of a cycle lane / encourages cycling	7%
Good idea / in support / makes sense	7%
Better / safer for cyclists	6%
Slows down traffic / traffic goes too fast / roads used as a rat run	6%
Better for the environment / reduces pollution	3%
Better / safer for children	2%

Table 6: Summary of object responses to the Dartford Road One-way Proposal

Please tell us the reason for your objection to the Dartford Road One-way proposal	% of total answering 1,019
Unnecessary / waste of time / things are fine as they are / makes no sense / no benefit	35%
Causes congestion	22%
Safety issues / higher risk of accidents / creates blind spots / especially with St Botolphs	16%
Waste of money / money could be better spent elsewhere	14%
Pushes traffic elsewhere / onto smaller roads	13%
Cycle lane too short / pointless as doesn't continue / should be extended	11%
War memorial becomes a roundabout / doesn't achieve intended outcome / detracts	9%
Lack of evidence / statistics / not proven to improve safety / reduce accidents	6%
Little gain / disadvantages outweigh advantages	5%
Will increase pollution	5%

Will cause causes confusion	5%
Impacts on residents	4%
Increase journey times	4%
Accessibility issues: affects trade / discourage people if nowhere to park	4%
Won't encourage me to walk / cycle	3%
Other traffic initiatives required (e.g. stopping cars parking on both sides of the road)	2%
Safer / increases safety	10%
Better / safer for pedestrians / crossing the road	9%
Agree with / support zebra crossing / pedestrian crossings	9%
Improves traffic flow / removes bottlenecks	8%
Creation of a cycle lane / encourages cycling	7%
Good idea / in support / makes sense	7%
Better / safer for cyclists	6%
Slows down traffic / traffic goes too fast / roads used as a rat run	6%
Better for the environment / reduces pollution	3%
Better / safer for children	2%

4.6 *Table 7: Summary of support responses to the traffic calming proposals for Dartford Road and The Vine.*

Please tell us the reason for your support to the traffic calming proposals to Dartford Rd and The Vine	% of total answering 1,257
Agree with / support zebra crossing / pedestrian crossings	17%
Better / safer for pedestrians / crossing the road	11%
Safer / increases safety	9%
Slows down traffic / traffic goes too fast	7%
Better / safer for cyclists	6%
Good idea / in support / makes sense / welcome proposals	5%
Better provision for pedestrians	5%
Reduce congestion	5%
Discourages car use / promotes different modes of transport	5%
Better for the environment / reduces pollution	3%
Better for area / community	2%
Better access to war memorial	2%
Better / safer for children	2%

4.7 *Table 8: Summary of object responses to the traffic calming proposals for Dartford Road and The Vine.*

Please tell us the reason for your objection to the traffic calming proposals to Dartford Rd and The Vine	% of total answering 1,257
Unnecessary / waste of time / things are fine as they are / makes no sense	24%
Causes congestion / more traffic / chaos	12%
Waste of money / money could be better spent elsewhere / not value for money	12%
Better provision for cyclists	8%

Agenda Item 5

Won't work / won't achieve desired outcome / hasn't worked in other areas / towns	7%
Cycle lane too short / pointless as doesn't continue	7%
Safety issues (general)	5%
Disagree with war memorial / spoils it / disrespectful	5%
Pushes traffic elsewhere / onto smaller roads	5%
Won't make it safer for cyclists / cyclists don't use cycle paths	4%
Increases pollution / emissions	4%
Disagree with one way system	4%
Doesn't benefit pedestrians / pointless bit of path	4%
St. Botolphs - makes it difficult to cross / angle of turning	4%
Safety issues for pedestrians	3%
Lack of evidence	3%
Won't encourage more cycle use / more walking	3%
Maps unclear / not enough detail	3%

4.8 Table 9 below provides a combined summary of responses to the 30mph proposed changes to the A25 Seal Road (from its junction with High Street to a point 95 metres west of its junction with Pinewood Avenue).

Table 9: Summary of responses to support or object to the 30mph Speed Limit on A25 Seal Road, Seal

Please tell us, in the box below, the reason for your support or objection	Sample answers given	% of total answering 31
Support	<p>The yoyo of speed limits between Seal and Seal Hollow Lane is plain daft and should have been made 30 (or less) years ago.</p> <p>Will make it safer to cycle here and reduce the risk of dangerous crashes to pedestrians and cyclists as the speed limit will be reduced.</p>	74%
Object	<p>These schemes are a waste of time and money unless you ensure that they are correctly policed.</p> <p>The reasons given are spurious and of no substance. In themselves they will be just as well served by leaving current limits unchanged.</p>	26%

5. Options available with reasons for suitability for each proposed change

5.1 Members of the Board can consider and make a recommendation to:

- a) proceed to construction with the scheme as advertised.
- b) amend the scheme, provided that the changes do not make the traffic regulation order advertisement null and void and are less restrictive and then proceed to construction.
- c) amend the scheme and reconsult on amendments to traffic orders if more restrictive

- or new proposals are required.
d) abandon the scheme.

6. Implications

Financial

- 6.1 The scheme proposals to date have been fully funded from KCC's Member for Sevenoaks Town Combined Members Grant (outline designs, feasibility studies and consultation).
- 6.2 Should these proposals be supported as a whole or amended, a detailed design will be required to acquire final costs and the officer time for this needs to be considered amongst other priorities.
- 6.3 Progressing any recommendations other than abandoning the scheme will require a Capital funding source to be identified. There is no KCC funding currently identified to progress these proposals. Sevenoaks Town Council and/or Sevenoaks District Council will be required to identify and allocate full funding to cover further detailed design work and eventual construction.
- 6.4 Estimated construction costs at present without contingencies typically (25%) are:
20mph & 30mph Speed Limits - **£120k**
- 6.5 Dartford Road one-way proposals including zebra crossing - **£65k**
- 6.6 It should be noted that construction costs have been rising rapidly with most construction costs increasing by 30% and in some cases by 60%, there are also very long order times.

Legal

- 6.7 Traffic regulation orders have been advertised, and if agreed will be made as confirmed orders pending identification of a suitable funding source. There are no other legal implications at this stage.

Equalities

- 6.8 The equalities impact assessment is included at Appendix C and shows that there will be positive impacts from reduced traffic speeds and therefore safer roads, and from the removal of vehicular traffic which encourages walking and cycling and brings overall health benefits.
- 6.9 No negative impacts on any of the protected characteristics have been identified.

7. Conclusions

- 7.1 The proposed scheme should help encourage more walking and cycling. 20mph speeds are the most appropriate limit where people and vehicles mix (from a road safety perspective). The new pedestrian crossing, and reduction of the road speed limit will provide improved access for all pedestrians to the railway stations, bus station, schools and overall help reduce the severity of injuries should an incident occur. It is therefore recommended that Members of the board decide on which option to progress with the understanding that future funding has not been identified.

Agenda Item 5

Contact Officer:

Alan Osooha

Alan Osooha KCC Active Travel Schemes Project Manager and Designer

Background documents and appendices

Appendix A: School Heat Map

Appendix B: Consultation Report and Scheme Designs

Appendix C: Equality and Impact Assessment

Additional document(s) containing information exempt from publication:

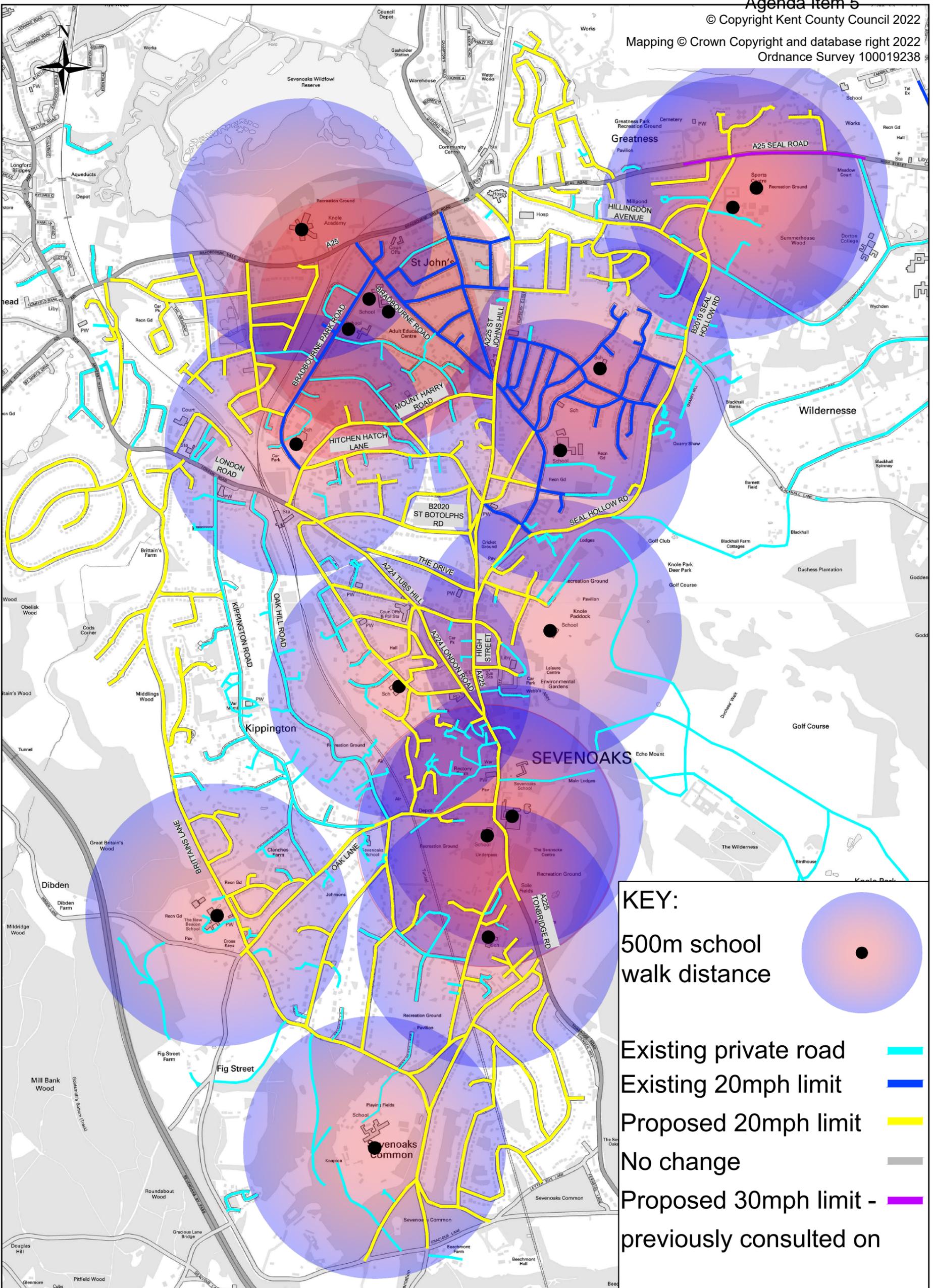
No

Appendix A – School Heat Map

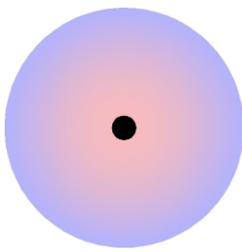
Appendix B – Consultation Report and Scheme Designs

Appendix C – Equality Impact Assessment

This page is intentionally left blank



KEY:

- 500m school walk distance 
- Existing private road 
- Existing 20mph limit 
- Proposed 20mph limit 
- No change 
- Proposed 30mph limit - previously consulted on 

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

Project **SEVENOAKS 20MPH**

Drawing status **FOR INFORMATION**



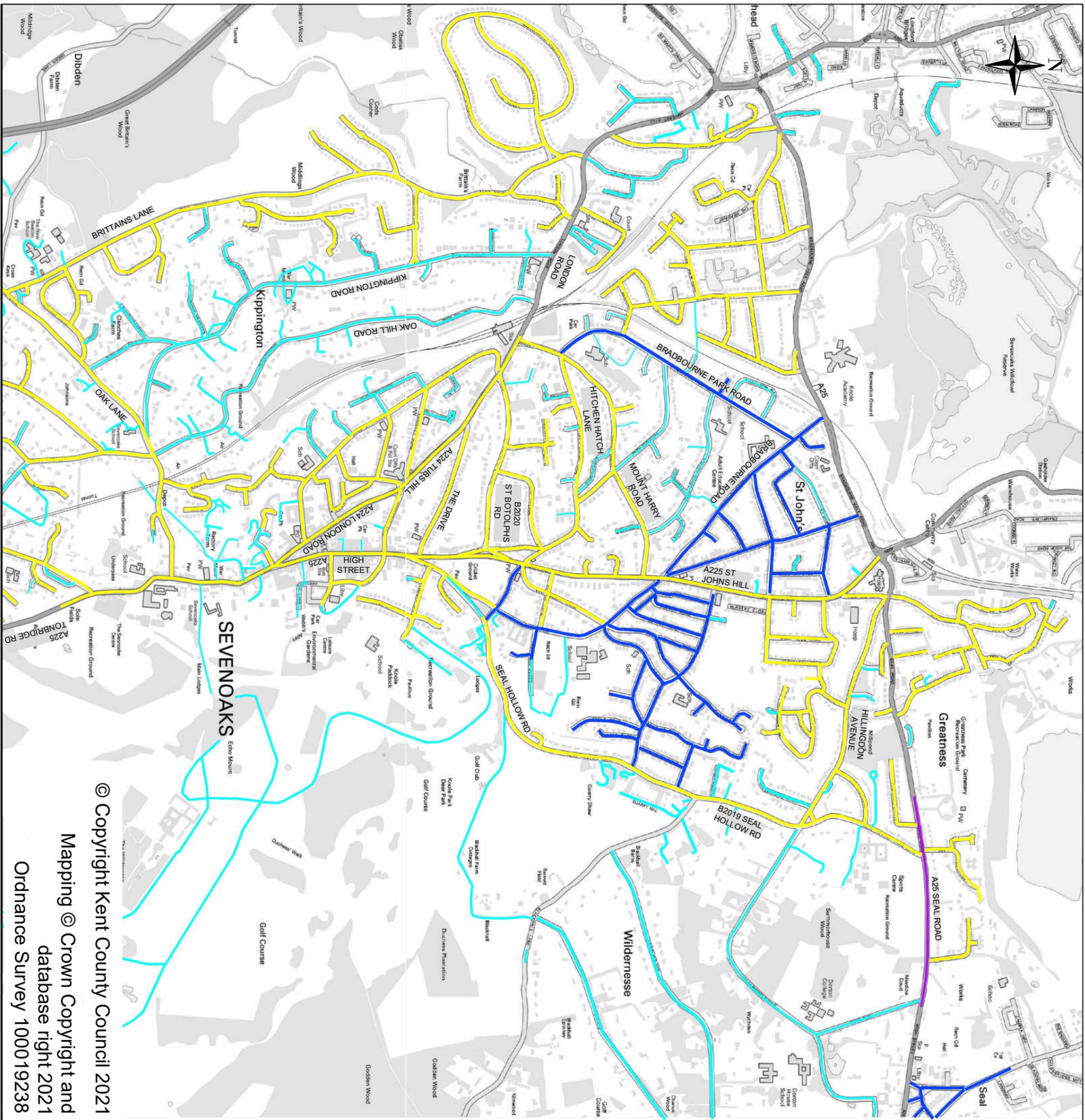
Kent County Council
Ashford Highway Depot
Henwood Industrial Estate
Ashford TN24 8AD
Tel: 03000 418181

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

Scale	NTS at A3	Do not scale
Drawing number	2122-SE-01-SK-SCH HEAT MAP	
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.

This page is intentionally left blank



© Copyright Kent County Council 2021
 Mapping © Crown Copyright and
 Ordnance Survey 100019238

- Key:**
- Existing private road
 - Existing 20mph limit
 - Proposed 20mph limit
 - No change
 - Proposed 30mph limit - previously consulted on



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

Project
**SEVENOAKS
 TOWN WIDE 20MPH**

Drawing title
**PROPOSED TRAFFIC REGULATION
 ORDER
 SHEET 1 OF 2**

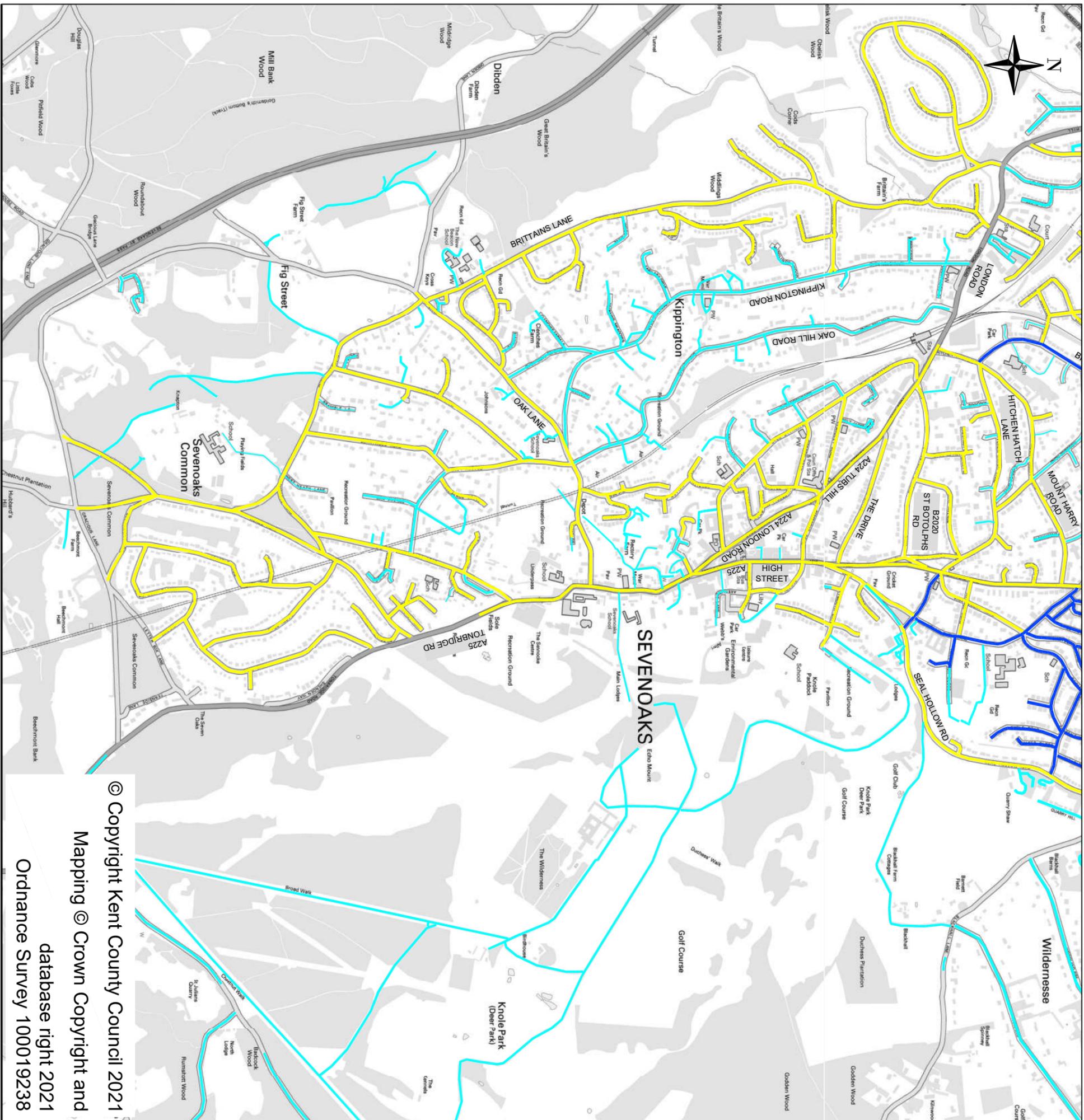
Drawing status
FOR CONSULTATION

Scale
NTS at A3 Do not scale

Drawing number
2122-SE-01-20MPH-TRO Pr1

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.

This page is intentionally left blank



© Copyright Kent County Council 2021
 Mapping © Crown Copyright and
 Ordnance Survey 100019238
 database right 2021

- Key:**
- Existing private road
 - Existing 20mph limit
 - Proposed 20mph limit
 - No change

Kent County Council
 kent.gov.uk

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

Project
SEVENOAKS
TOWN WIDE 20MPH

Drawing title
PROPOSED TRAFFIC REGULATION
ORDER
SHEET 2 OF 2

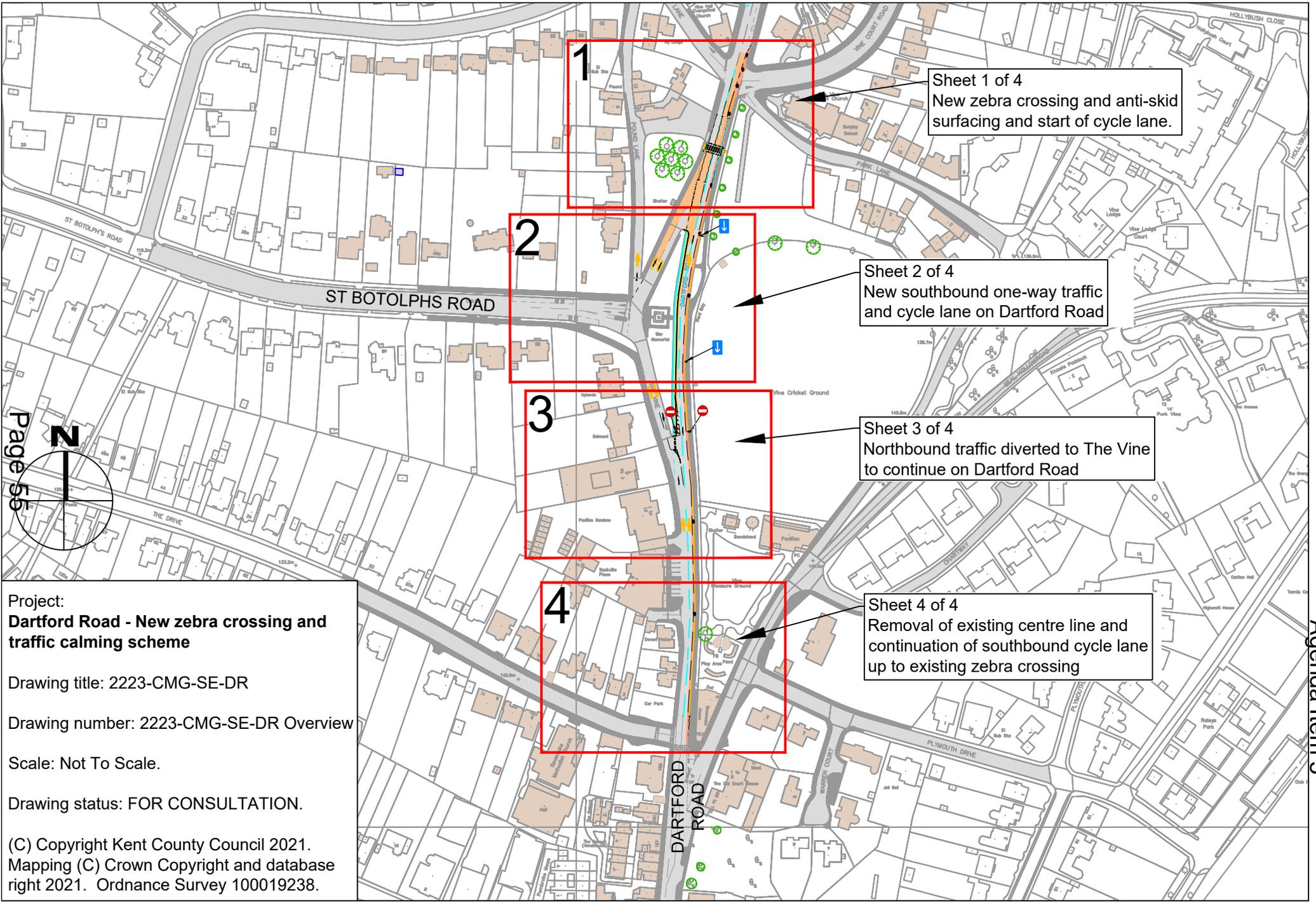
Drawing status
FOR CONSULTATION

Scale
NTS at A3 **Do not scale**

Drawing number
2122-SE-01-20MPH-TRO - Pr2

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.

This page is intentionally left blank



Sheet 1 of 4
New zebra crossing and anti-skid surfacing and start of cycle lane.

Sheet 2 of 4
New southbound one-way traffic and cycle lane on Dartford Road

Sheet 3 of 4
Northbound traffic diverted to The Vine to continue on Dartford Road

Sheet 4 of 4
Removal of existing centre line and continuation of southbound cycle lane up to existing zebra crossing



Project:
Dartford Road - New zebra crossing and traffic calming scheme

Drawing title: 2223-CMG-SE-DR

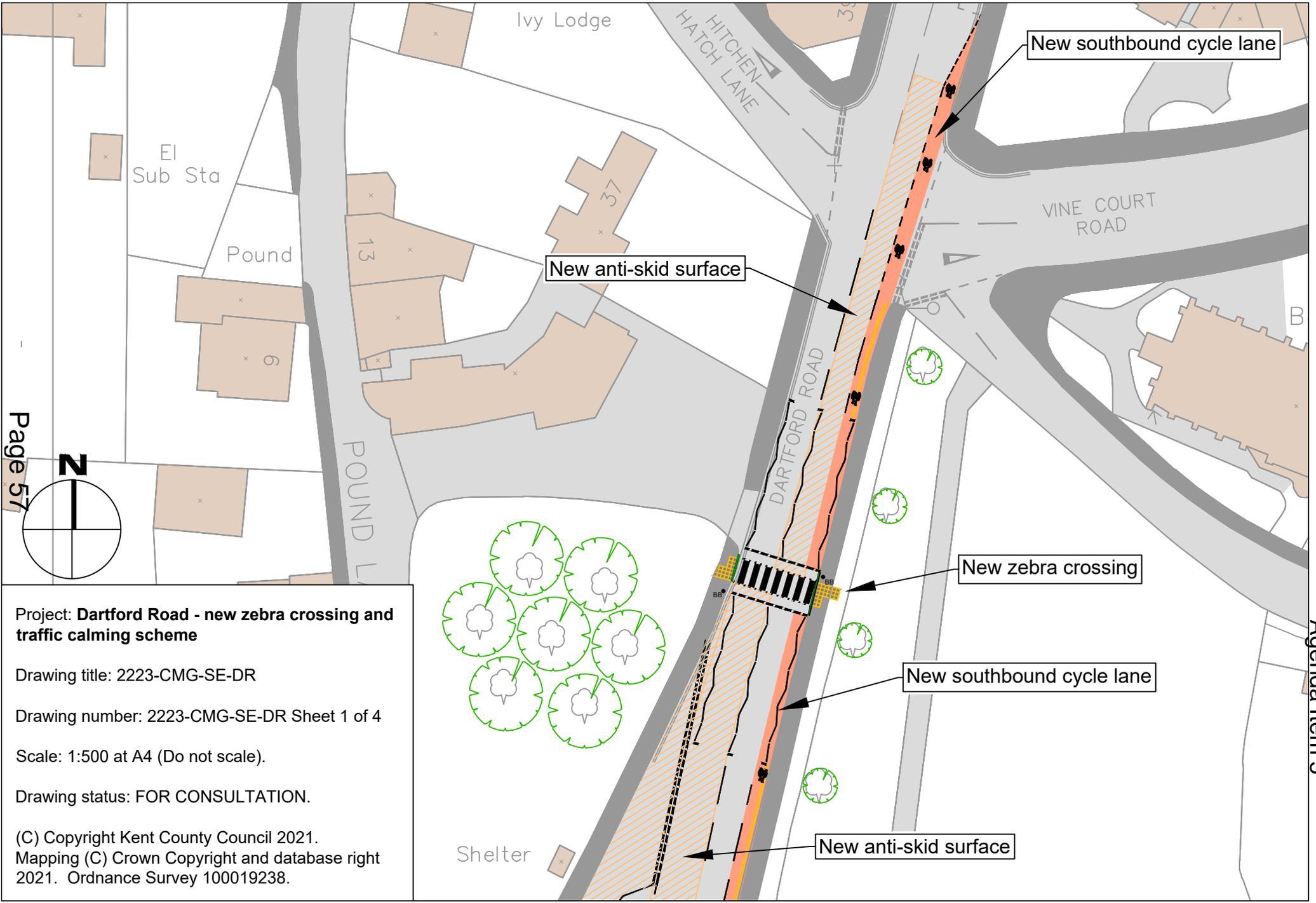
Drawing number: 2223-CMG-SE-DR Overview

Scale: Not To Scale.

Drawing status: FOR CONSULTATION.

(C) Copyright Kent County Council 2021.
Mapping (C) Crown Copyright and database right 2021. Ordnance Survey 100019238.

This page is intentionally left blank



Project: **Dartford Road - new zebra crossing and traffic calming scheme**

Drawing title: 2223-CMG-SE-DR

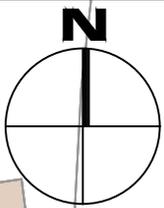
Drawing number: 2223-CMG-SE-DR Sheet 1 of 4

Scale: 1:500 at A4 (Do not scale).

Drawing status: FOR CONSULTATION.

(C) Copyright Kent County Council 2021.
 Mapping (C) Crown Copyright and database right 2021. Ordnance Survey 100019238.

This page is intentionally left blank



Project: **Dartford Road - new zebra crossing and traffic calming scheme**

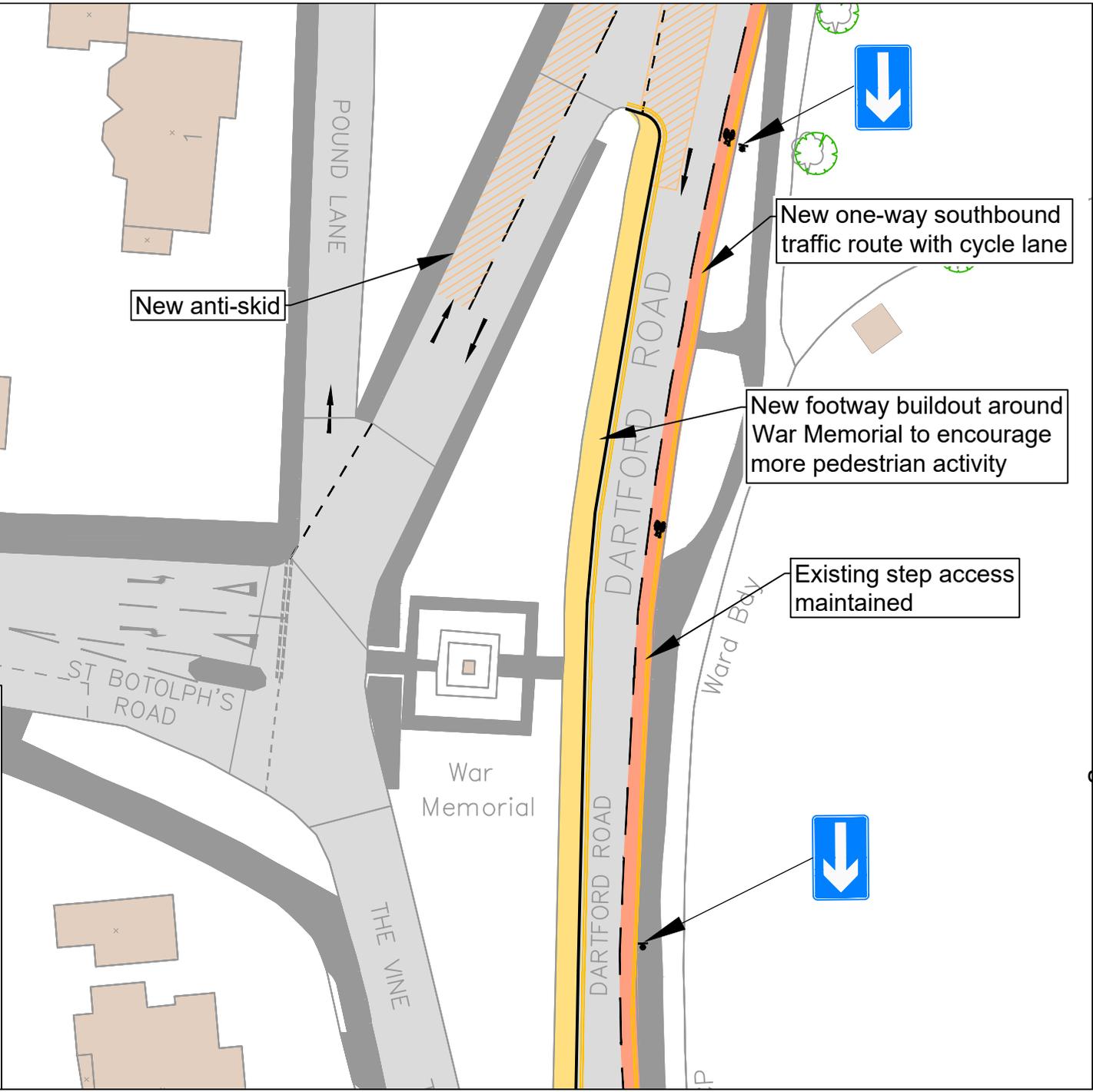
Drawing title: 2223-CMG-SE-DR

Drawing number: 2223-CMG-SE-DR Sheet 2 of 4

Scale: 1:500 at A4 (Do not scale).

Drawing status: FOR CONSULTATION.

(C) Copyright Kent County Council 2021.
 Mapping (C) Crown Copyright and database right 2021. Ordnance Survey 100019238.

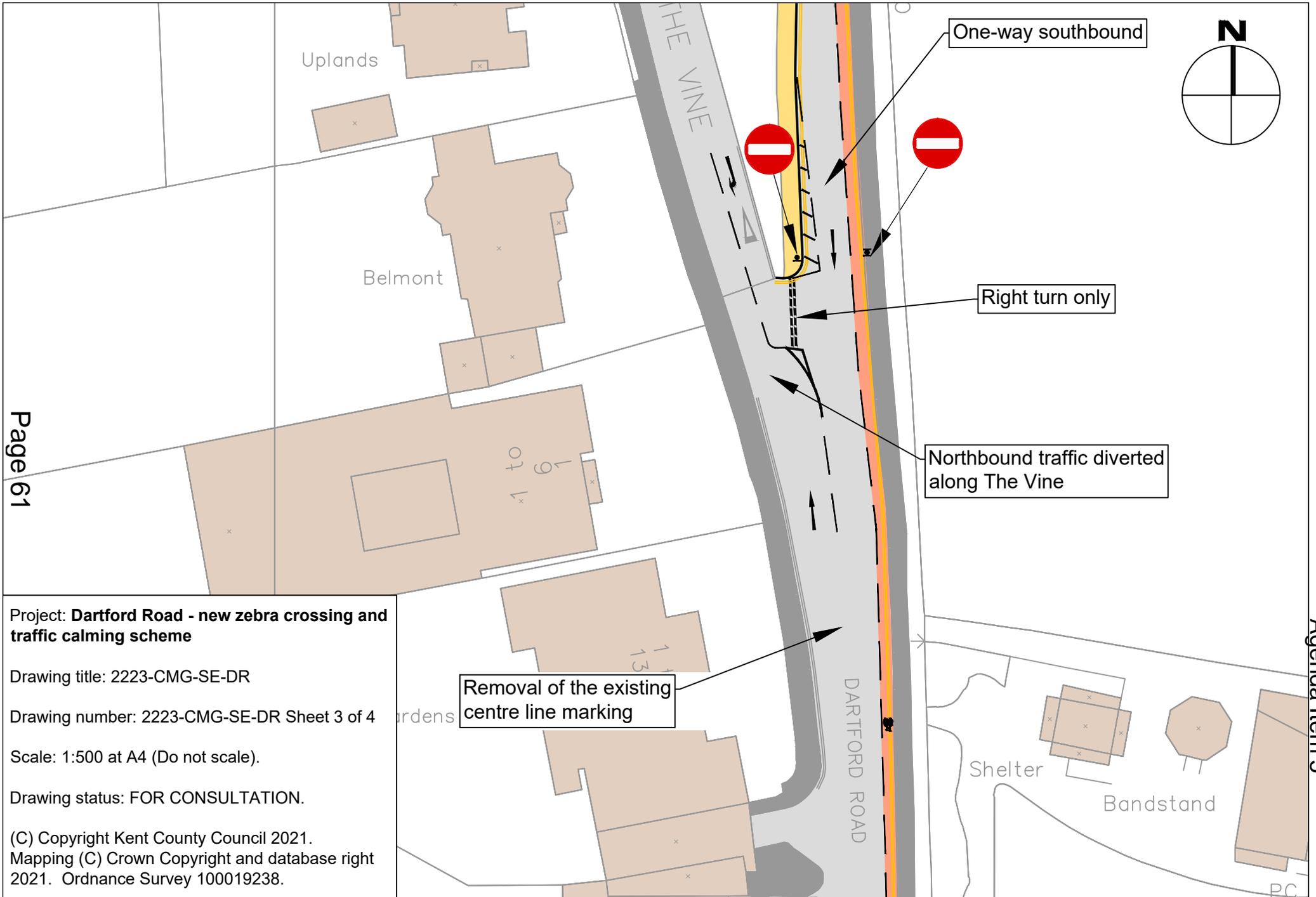


New one-way southbound traffic route with cycle lane

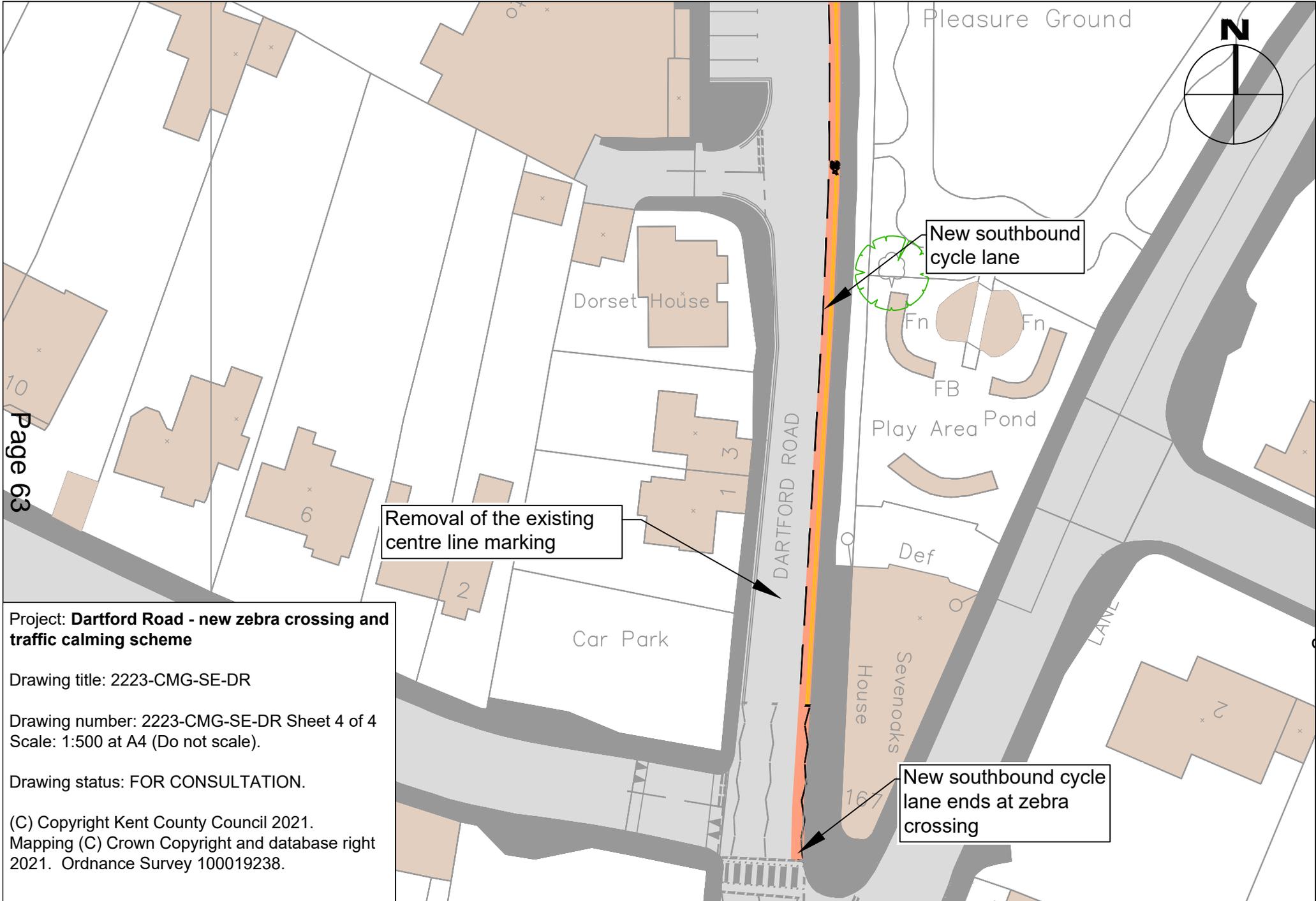
New footway buildout around War Memorial to encourage more pedestrian activity

Existing step access maintained

This page is intentionally left blank



This page is intentionally left blank



Project: **Dartford Road - new zebra crossing and traffic calming scheme**

Drawing title: 2223-CMG-SE-DR

Drawing number: 2223-CMG-SE-DR Sheet 4 of 4
Scale: 1:500 at A4 (Do not scale).

Drawing status: FOR CONSULTATION.

(C) Copyright Kent County Council 2021.
Mapping (C) Crown Copyright and database right 2021. Ordnance Survey 100019238.

This page is intentionally left blank



KENT COUNTY COUNCIL SEVENOAKS TOWN-WIDE 20MPH SPEED LIMIT AND TRAFFIC CALMING SCHEME CONSULTATION REPORT

PREPARED BY LAKE MARKET RESEARCH



CONTENTS

Background and methodology	3
Executive summary	7
Consultation awareness	8
Usual mode of travelling in and around Sevenoaks	9
Response to consultation proposals	11
Likely influence of proposals on active travel	28
Response to Equality Impact Assessment	34
Next steps	36
Appendix – Consultation questionnaire	37

BACKGROUND AND METHODOLOGY

Background

Kent County Council (KCC) is proposing to introduce a new town-wide 20mph speed limit in Sevenoaks and traffic calming measures to Dartford Road and The Vine. To help develop these proposals, KCC have carried out a number of engagement and information gathering activities, including:

- Meeting local Sevenoaks Town and District councillors
- Traffic speed and vehicle count surveys
- Site meetings with local resident representatives
- Researching the use of active travel design tools
- Reviewing implemented 20mph schemes across Kent

There are two proposed Traffic Regulation Orders as part of this scheme. The effects of the proposed Orders will be to:

- Reduce the existing speed limit to 20mph on the main roads and most of the residential roads in between with the exception of private and unadopted roads in Sevenoaks.
- Introduce one-way traffic flow on the Dartford Road in Sevenoaks between The Vine and St Botolphs Road in a southerly direction.

The Orders are being proposed for the following reasons:

- Avoiding danger to persons or other traffic using the road or any other road for preventing the likelihood of any such danger arising.
- Preserving or improving the amenities of the area through which the road turns.
- Facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

In Autumn 2022, KCC launched a consultation to understand and incorporate the views of the local community, stakeholders and the travelling public into the design of this scheme.

Consultation process

On the 30 September 2022 a six-week consultation was launched and ran until the 21 November 2022. The consultation provided the opportunity to find out more and provide feedback. Feedback was captured via a consultation questionnaire which was available on the KCC engagement website (www.kent.gov.uk/sevenoaks20mph). Hard copies of the consultation questionnaire were also available on request.

A consultation stage Equality Impact Assessment (EqIA) was carried out to assess the impact the proposals could have on those with protected characteristics. The EqIA was available as one of the consultation documents and the questionnaire invited respondents to comment on the assessment that had been carried out.

To raise awareness of the consultation and encourage participation, the following was undertaken:

- Traffic Regulation Order public notices displayed along impacted route and advertised in local newspaper.

Agenda Item 5

- Posters and postcards displayed in public buildings, including Sevenoaks Library.
- Postcard drop to households and business in the 20mph zone.
- Email to stakeholder list, including statutory consultees and local schools and nurseries.
- Media release - <https://kccmediahub.net/plans-to-encourage-active-and-safer-journeys-across-sevenoaks-town>
- Article in The Town Crier newsletter.
- Social media via KCC's corporate Facebook, Twitter and Nextdoor accounts and sponsored Facebook posts targeting Sevenoaks and a six-mile radius.
- Invite to 807 [Let's talk Kent](#) registered users who have expressed an interest in roads and transport in Sevenoaks.
- All consultation material included details of how people could contact KCC to ask a question, request hard copies or alternative format.
- A Word version of the questionnaire was provided on the consultation webpage for people who did not wish to complete the online version.
- Large print versions of the consultation material were available from the consultation webpage and on request.

A summary of engagement with the consultation webpage and material can be found below:

- 32,415 page views, 9,847 visits, by 8,655 visitors.
- 4,428 document downloads, including 1,566 downloads of the consultation document.

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 featured in this report.
- Participation in consultations is self-selecting and this needs to be considered when interpreting responses.
- Response to this consultation does not wholly represent the District's population and is reliant on awareness and propensity to take part based on the topic and interest.
- KCC was responsible for the design, promotion, and collection of the consultation responses. Lake Market Research was appointed to conduct an independent analysis of feedback.

Profile of consultees responding

The tables below show the profile of consultees responding to the consultation questionnaire. Please note that the demographic questions were only asked of those who indicated they are a resident. The proportion who left these questions blank or indicated they did not want to disclose this information has been included as applicable.

RESPONDING AS...	
A Sevenoaks resident	90%
A resident of somewhere else in Kent or further afield	6%
On behalf of a Parish / Town / Borough / District Councillor	1%
On behalf of an educational establishment, such as a school or college	1%
On behalf of a local business	0.3%
On behalf of a charity, voluntary or community sector organisation (VCS)	0.3%
A representative of a local community group of residents' association	0.1%
Other	1%

SEX (residents only)	
Male	31%
Female	24%
Prefer not to say / blank	45%

AGE (residents only)	
0-15	0.4%
16-24	1%
25-34	3%
35-49	15%
50-59	11%
60-64	7%
65-74	12%
75-84	6%
85 & over	1%
Prefer not to say / blank	44%

DISABILITY (residents only)	
Yes	3%
No	52%
Prefer not to say / blank	45%

Agenda Item 5

CARER (residents only)	
Yes	5%
No	51%
Prefer not to say / blank	44%

POSTCODE AREAS (residents only)	
TN13 3	30%
TN13 1	14%
TN13 2	12%
TN13	1%
TN14 6	6%
TN14 7	2%
TN14	1%
TN15 0	2%
TN15 6	2%
TN15	0.5%
Other postcode provided	21.5%
Prefer not to say / blank	8%

EXECUTIVE SUMMARY

CONSULTATION PROFILE AND USUAL MODE OF TRAVELLING

1,528 took part in the consultation questionnaire. The vast majority of those responding to the consultation are Sevenoaks residents (90%). 6% of those responding are residents of somewhere else in Kent or further afield.

The most common mode of travelling in and around Sevenoaks is by car as the driver (87% of all consultees answering), followed by walking / on foot (73%). 28% travel by car as a passenger and 22% travel by bicycle or adapted cycle.

RESPONSE TO CONSULTATION PROPOSALS

Reducing the existing speed limit to 20mph on various roads in Sevenoaks

Just under half of all consultees answering indicated they support the Traffic Regulation Order to reduce the existing speed limit to 20mph on various roads in Sevenoaks (47%). 46% of Sevenoaks residents indicated they support the Order.

The most common reasons for supporting the Order are that it will make the area / crossing safer for pedestrians, generally improve safety, slow down traffic and is needed in residential / built up areas. The most common reasons for objecting to the Order are that it is considered unnecessary, it will cause congestion / increase traffic and a belief that it has not worked in other areas, e.g. Tonbridge.

One-way traffic flow on Dartford Road in Sevenoaks

Just under four in ten of all consultees answering indicated they support the Traffic Regulation Order to introduce a one-way traffic flow on Dartford Road in Sevenoaks (38%). 37% of Sevenoaks residents indicated they support the Order.

The most common reasons for supporting the Order are that it will generally improve safety, will make the area / crossing safer for pedestrians, agreement with using zebra / pedestrian crossings and the Order will improve traffic flow / remove bottlenecks. The most common reasons for objecting to the Order are that it is considered unnecessary, it will cause congestion / increase traffic and a belief that it will lead to a higher risk of accidents / create blind spots / create safety issues.

Traffic calming proposals

Just over four in ten of all consultees answering indicated they support the Traffic Regulation Order to introduce a one-way traffic flow on Dartford Road in Sevenoaks (43%). 42% of Sevenoaks residents indicated they support the proposals.

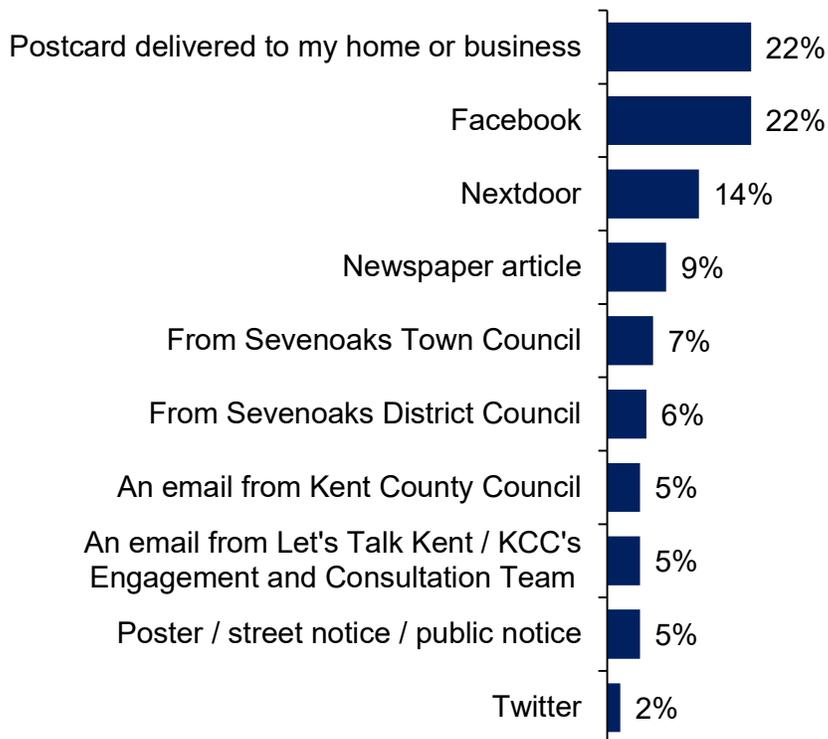
The most common reasons for supporting the proposals are agreement with using zebra / pedestrian crossings, the proposals will make the area / crossing safer for pedestrians and generally improve safety. The most common reasons for objecting to the proposals are that they are considered unnecessary, they will cause congestion / increase traffic and they are a waste of money.

CONSULTATION AWARENESS

- The most common modes of finding out about the consultation was via a postcard delivered to homes / businesses (22%), Facebook (22%) and Nextdoor (14%).
- 5% indicated they had received an email from Kent County Council and 5% indicated they had received an email from Let's Talk Kent / KCC's Engagement and Consultation Team.

How did you find out about this consultation?

Base: all answering (1,514), consultees had the option to select more than one response.

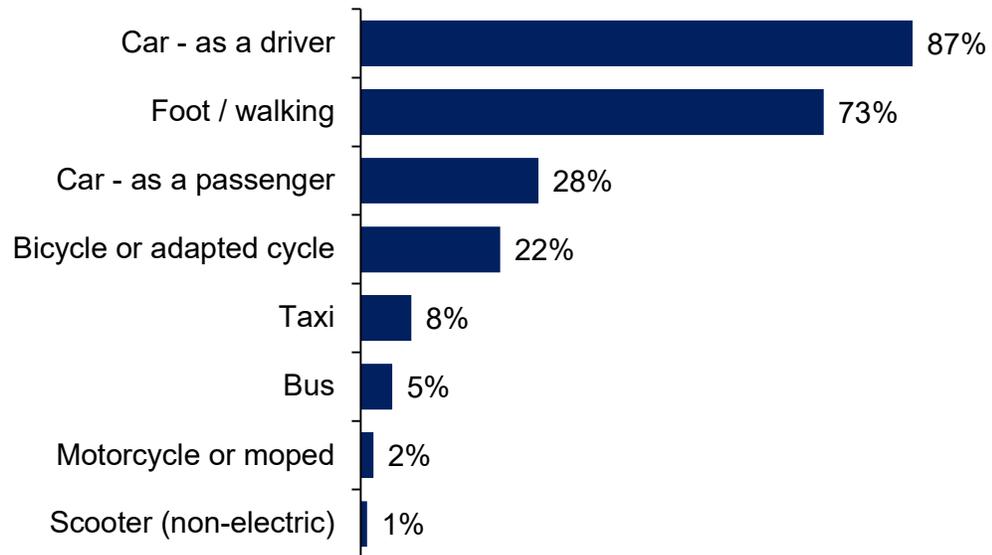


SUPPORTING DATA TABLE	% of total answering 1,514
Postcard delivered to my home or business	22%
Facebook	22%
Nextdoor	14%
Newspaper article	9%
From Sevenoaks Town Council	7%
From Sevenoaks District Council	6%
An email from Kent County Council	5%
An email from Let's Talk Kent / KCC's Engagement and Consultation Team	5%
Poster / street notice / public notice	5%
Twitter	2%

USUAL MODE OF TRAVELLING IN AND AROUND SEVENOAKS

- The majority of those responding to the consultation travel in and around Sevenoaks by car as the driver (87%) and by foot / walking (73%).
- Around a quarter travel in and around Sevenoaks by car as a passenger (28%) and by bicycle or adapted cycle (22%).

How do you usually travel in and around Sevenoaks? Base: all answering (1,517), consultees had the option to select more than one response.



SUPPORTING DATA TABLE	% of total answering 1,517
Car – as a driver	87%
Foot / walking	73%
Car – as a passenger	28%
Bicycle or adapted cycle	22%
Taxi	8%
Bus	5%
Motorcycle or moped	2%
Scooter (non-electric)	1%

There are significant differences in the modes of transport used to travel in and around Sevenoaks:

Agenda Item 5

- Whilst the most common mode of transport is by car as a driver for all age groups (all 82% and above), a significantly higher proportion of residents aged 35-49 and 50-59 (32% and 31%) travel by bicycle or adapted cycle.
 - A significantly higher proportion of 16-34 and 35-49 year old residents also indicated they travel by car as a passenger (49% and 35% respectively).
 - The proportion who travel in and around Sevenoaks on foot / walking is highest amongst residents aged 35-49 (82%).
 - Whilst the most common mode of transport is by car as a driver for both male and female residents (87% and 84% respectively), a significantly higher proportion of male residents travel by bicycle or adapted cycle (30%) or taxi (4%).
-

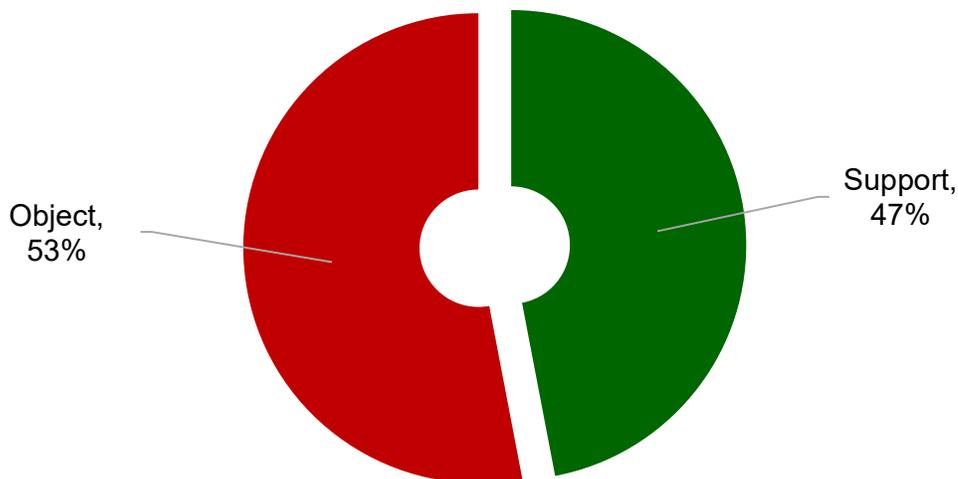
RESPONSE TO CONSULTATION PROPOSALS

TRAFFIC REGULATION ORDER TO REDUCE THE EXISTING SPEED LIMIT TO 20MPH ON VARIOUS ROADS IN SEVENOAKS

- Just under half of all consultees answering indicated they support the Traffic Regulation Order to reduce the existing speed limit to 20mph on various roads in Sevenoaks (47%).
- 46% of Sevenoaks residents and 42% of residents of somewhere else in Kent / further afield indicated they support the Order.
- Support amongst Parish/Town/Borough/District/County councillors, educational establishments, VCS organisations and local community group or residents' associations is 50%, 89%, 100% and 100% respectively. Whilst the number answering is relatively low (5), support amongst local businesses is comparatively low (20%).

Please tell us if you wish to support or object to this Traffic Regulation Order to reduce the existing speed limit to 20mph on various roads in Sevenoaks?

Base: all providing a response (1,463)



SUPPORTING DATA TABLE	% of total answering 1,463
Support	47%
Object	53%

Agenda Item 5

There are significant differences in the degree of support for the Traffic Regulation Order (TRO):

- 65% of 35-49 year old residents answering support the TRO (the highest of all age groups).
- Comparatively, 42% of 16-34 year old residents, 54% of 50-59 year old residents, 43% of 60-64 year old residents and 46% of residents aged 65 & over support the TRO.
- A significantly higher proportion of female residents answering support the TRO (57%) compared to male residents (47%).
- A significantly higher proportion of residents who do not usually travel in and around Sevenoaks by car as the driver support the Traffic Regulation order (74%) compared to residents who do usually travel by car as the driver (43%).
- Support is higher amongst residents who live in postcodes TN13 1 and TN13 3 (59% and 56%). Support is lower amongst residents who live in postcodes TN13 2 at 39%.

Consultees were given the opportunity to provide their reasons for their support or objection to the Order 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. 95% of consultees provided a comment at this question

The most common positive mentions are that the Order will make the area / crossing the road safer for pedestrians (17%), generally improve safety (16%), slow down traffic / current traffic is too fast (16%) and is needed in residential / built up areas (13%).

Please tell us the reason for your support or objection? Base: all answering (1,459)

SUMMARY OF POSITIVE MENTIONS

	% of total answering 1,459
Better / safer for pedestrians / crossing the road	17%
Safer / increases safety (in general)	16%
Slows down traffic / traffic goes too fast / roads used as a rat run	16%
Needed in residential / built up areas / town centre / high footfall / around schools	13%
Better / safer for children / needed around schools	10%
Better for the environment / reduces pollution	10%
Better / safer for cyclists	10%
Limits should be enforced	8%
Less traffic noise / nicer / quieter environment	6%
Good idea / in support / makes sense	5%

	% of total answering 1,459
Helps reduce cars on roads / too much traffic / encourages walking/cycling	5%
Needed in narrow streets / around parked cars / narrow pavements	5%
Causes fewer accidents / injuries / fatalities	5%
Improves traffic flow / doesn't affect journey times / less congestion	3%
Should be extended further	2%

Some example comments from the key themes of support for the Order can be found below:

“My road is used by many as a rat run to the M20, Maidstone and beyond and the speed limit is simply not observed. The road is narrow with tight curves. There are several schools now open on this road and it is simply not safe. I believe that a 20MPH limit would be more likely to be observed and that a safer environment would result for all road users and pedestrians.”

“I am a walker and cyclist with children and I do not feel safe enough doing so in Sevenoaks. I also support the positive environmental effect this reduction and improved access to walking and cycling would have.”

“The town has got progressively busier with many flats and apartments being built and lots of young families with children moving into the area. However, the driving has got noticeably much worse over the last 10 years in particular. I witnessed a near miss due to excessive speed almost every week. I fully support this scheme as a way to slow speeding motorists. I would like to see the scheme extended to include Mount Harry Road which is used heavily as it leads to and from the station and is a rat run at peak times with some quite appalling driving, particularly from the endless huge SUV's, high powered cars left in the station car parks and the taxis.”

“One of the main reasons that many are reluctant to cycle is that vehicle speed is perceived as dangerous. As segregated facilities for cycling are impractical in most of Sevenoaks, lowering motor vehicle speed to an extent overcomes this problem.”

“Narrow roads with narrow/no pavement are common in Sevenoaks. This, in combination with a speed limit of 30 or higher sometimes, makes both walking and cycling unpleasant and potentially dangerous. Tonbridge Road and the town centre are good examples.”

Agenda Item 5

The most common concerns raised are that a 20mph limit is considered unnecessary / the current 30mph limit is adequate (22%), the limit reduction will cause congestion / increase traffic (13%) and a belief that it has not worked in other towns (12%). 11% commented they felt the Order was a waste of money, drivers ignore the restrictions / limits cannot be enforced and it would generate more emissions / pollution.

SUMMARY OF CONCERNS

	% of total answering 1,459
20mph is unnecessary / waste of time / things are fine as they are / 30mph is adequate / speed isn't an issue	22%
Causes congestion / increase volume of traffic	13%
Hasn't worked in other towns (e.g. Tonbridge)	12%
Waste of money / money could be better spent elsewhere	11%
Drivers ignore the 20mph restrictions / can't be enforced	11%
Generates more emissions / pollution	11%
Covers too large an area / should be more selective / don't need a blanket restriction / not all roads need it	10%
Lack of evidence / statistics / not proven to improve safety / reduce accidents	9%
Slows traffic down too much / journeys take too long	7%
Causes more accidents / encourages reckless driving / tailgating / it's unsafe	5%
Does not / will not encourage more walking / cycling	4%
Causes anger / frustration	4%
Will discourage people from town / shopping	4%
Difficult to drive at 20mph / not good for modern cars	3%
Drivers lose concentration / focusing on speedometer, not on road	2%
20mph restrictions should only be deployed at certain times of the day	2%

Some example comments from the key themes of concern can be found below:

“There is no data provided in the consultation paper that indicates there is a significant threat or greater risk posed by the 30 mph in Sevenoaks compared to the average number of recorded accidents to pedestrians, cyclists and vehicles either in Kent or nationally for other 30 mph roads. If the threat level is not above these averages then this TRO is unwarranted as it is addressing a non-existent threat to cyclists and pedestrians and will instead result in lengthier commutes/journeys for vehicular traffic through Sevenoaks.”

“There is a 30mph limited which if the police monitor works perfectly well and has done so for years. Don't change just for change sake.”

“It will cause complete traffic chaos. People will not cycle because Sevenoaks is too hilly. Better to pedestrianise the high street and route traffic on the bypass or up London road. Waste of money.”

“The benefits of 20mph limits do not outweigh the issues that would be created for keeping the flow of traffic moving during peak periods. There are better ways to protect pedestrians including first assessing proper enforcement of existing speed limits and other traffic control measures.”

“The 20mph speed limit in Tonbridge didn’t work on main roads and after a lot of expense this was abandoned. I found I was overtaken when abiding by the limit which was extremely dangerous. It still applies on some side roads but definitely didn’t work on main roads. Such a waste of money-implementing it and then abandoning it.”

“The scheme is far too widespread, including major thoroughfares. No one objects to restrictions on residential side roads but including the entire length of both London Road and Dartford Road, and wide connecting streets like St. Botolphs Road is completely nonsensical. For schemes to work and enjoy public support, the right of people to make progress on these larger roads needs to be respected. Do not make the same mistake as Tonbridge!”

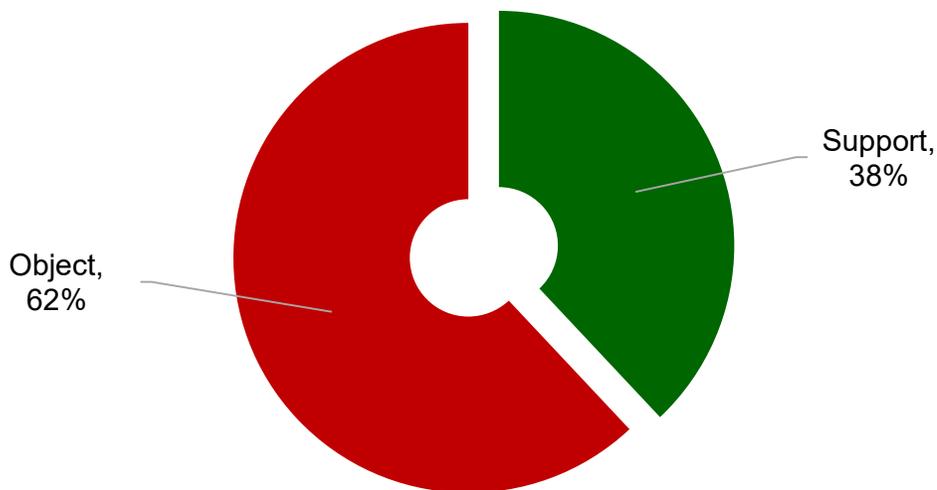
Agenda Item 5

TRAFFIC REGULATION ORDER TO INTRODUCE A ONE-WAY TRAFFIC FLOW ON DARTFORD ROAD IN SEVENOAKS

- Just under four in ten of all consultees answering indicated they support the TRO to introduce a one-way traffic flow on Dartford Road in Sevenoaks (38%).
- 37% of Sevenoaks residents and 50% of residents of somewhere else in Kent / further afield indicated they support the Order.
- Support amongst Parish/Town/Borough/District/County councillors, educational establishments, VCS organisations and local community group or residents' associations is 44%, 100%, 100% and 88% respectively. All three businesses answering the question indicated their objection to the Order.

Please tell us if you wish to support or object to this Traffic Regulation Order to introduce a one-way traffic flow on Dartford Road in Sevenoaks?

Base: all providing a response (1,037)



SUPPORTING DATA TABLE		% of total answering 1,037
Support		38%
Object		62%

There are significant differences in the degree of support for the TRO:

- 52% of 35-49 year old residents answering support the TRO (the highest of all age groups).
- Comparatively, 39% of 16-34 year old residents, 49% of 50-59 year old residents, 41% of 60-64 year old residents and 37% of residents aged 65 & over support the TRO.

Agenda Item 5

- A significantly higher proportion of female residents answering support the TRO (47%) compared to male residents (40%).
- A significantly higher proportion of residents who do not usually travel in and around Sevenoaks by car as the driver support the TRO (62%) compared to residents who do usually travel by car as the driver (35%).
- Support is higher amongst residents who live in postcodes TN13 1 and TN13 3 (52% and 43%). Support is lower amongst residents who live in postcodes TN13 2 at 30%.

Consultees were given the opportunity to provide their reasons for their support or objection to the Order 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. 67% of consultees provided a comment at this question

Looking at the positive mentions first, there is less of a hierarchy observed in the comments made compared to the previous question. However, the most common are generally improving safety (10%), making the area / crossing the road safer for pedestrians (9%), supporting zebra / pedestrian crossings (9%) and improving traffic flow / removing bottlenecks (8%).

Please tell us the reason for your support or objection? Base: all answering (1,019)

SUMMARY OF POSITIVE MENTIONS

	% of total answering 1,019
Safer / increases safety	10%
Better / safer for pedestrians / crossing the road	9%
Agree with / support zebra crossing / pedestrian crossings	9%
Improves traffic flow / removes bottlenecks	8%
Creation of a cycle lane / encourages cycling	7%
Good idea / in support / makes sense	7%
Better / safer for cyclists	6%
Slows down traffic / traffic goes too fast / roads used as a rat run	6%
Better for the environment / reduces pollution	3%
Better / safer for children	2%

Agenda Item 5

Some example comments from the key themes of support can be found below:

“Just seems logical! And as mentioned above, a judiciously placed zebra crossing seems to me to be the best way to make crossing the Dartford Road safer for pedestrians - or, even better/safer, a button-operated crossing like the one outside Boots in the High Street.”

“The new zebra crossing in this area is vital as the nearest two are near The Drive or at Hollybush. It is incredibly difficult to cross near Hitchen Hatch Lane to Vine Court Road (or Park Lane) across Dartford Road. It enables the creation of a decent cycle lane running alongside. It also allows pedestrians to cross one lane of traffic at a time, around the proposed new pathways at the War Memorial.”

“Walking along Dartford Road and past The Vine on a daily basis, I have seen how dangerous it is for children (and adults) trying to cross Dartford Road to get to the various schools in the area, not helped by the speed of cars travelling North in particular. General slower speeds will be of great help, however a crossing by The Vine is critical.”

“It would give cyclists a dedicated lane at one of the most congested entry points to Sevenoaks town centre, whilst at the same time allowing northbound and southbound motor vehicles to flow well.”

“The Vine and war memorial are important public assets in Sevenoaks. This proposal will significantly improve the experience for people using these areas by calming the traffic that currently splits them from each other.”

The most common concerns raised are the one-way traffic flow is considered unnecessary / waste of time / no benefit (35%), it will cause congestion / increase traffic (22%) and a belief that it will lead to a higher risk of accidents / create blind spots / cause safety issues (16%). 14% commented they felt the Order was a waste of money and 13% commented that the system would push traffic elsewhere / onto smaller roads.

SUMMARY OF CONCERNS

	% of total answering 1,019
Unnecessary / waste of time / things are fine as they are / makes no sense / no benefit	35%
Causes congestion	22%
Safety issues / higher risk of accidents / creates blind spots / particularly St Botolphs	16%
Waste of money / money could be better spent elsewhere	14%
Pushes traffic elsewhere / onto smaller roads	13%
Cycle lane too short / pointless as doesn't continue / should be extended	11%
War memorial becomes a roundabout / doesn't achieve intended outcome / detracts	9%
Lack of evidence / statistics / not proven to improve safety / reduce accidents	6%
Little gain / disadvantages outweigh advantages	5%

	% of total answering 1,019
Will increase pollution	5%
Will cause causes confusion	5%
Impacts on residents	4%
Increase journey times	4%
Accessibility issues: affects trade / discourage people if nowhere to park	4%
Won't encourage me to walk / cycle	3%
Other traffic initiatives required (e.g. stopping cars parking on both sides of the road)	2%

Some example comments from the key themes of concern can be found below:

“I cannot see what the one way system will achieve as for the cycle lane it only gets you into town not out again . The war memorial should not be touched out of respect.”

“The one way system adds nothing other than making it harder to join the Dartford road south bound from St. Botolphs. This will encourage more down other already more congested roads. I can say as a parent who cycles with my child in a seat on the back of my bike that the cycle route would add no significant benefit, nervous cyclists and children can already cycle on the raised pavement without issue.”

“No need for it. The one idea that might work is a one-way system just around the town centre triangle itself. The idea above will have unwanted impacts on surrounding roads, especially down at the busy junction heading to Sainsburys etc.”

“By putting a one way system in place this will create more traffic in the area as there will be less places for vehicles to go. Currently this system works fine. Why change something that doesn’t need fixing. If anything a speed camera should be implemented on Bradbourne Vale road to prevent speeding.”

“The town centre is dying and having a one way system is likely to damage this further. I don’t think this has been thought through enough and side roads outside the one way system will have more traffic with people trying to avoid getting caught in the one way system to get to their destinations, which ultimately could result in more accidents and congestion and more pollution in built up residential areas affecting people’s health more than it is currently. Perhaps considering roundabouts where traffic lights are, would reduce traffic pollution better.”

“Ridiculous to make Dartford road one way. Traffic already congested in this area. Will cause Sevenoaks to grid lock! Twenty is also silly as the 30 limit currently is absolutely fine. 20 zones are appropriate around schools and similar locations but a blanket approach on the town and on such a main thoroughfare like this is completely inappropriate.”

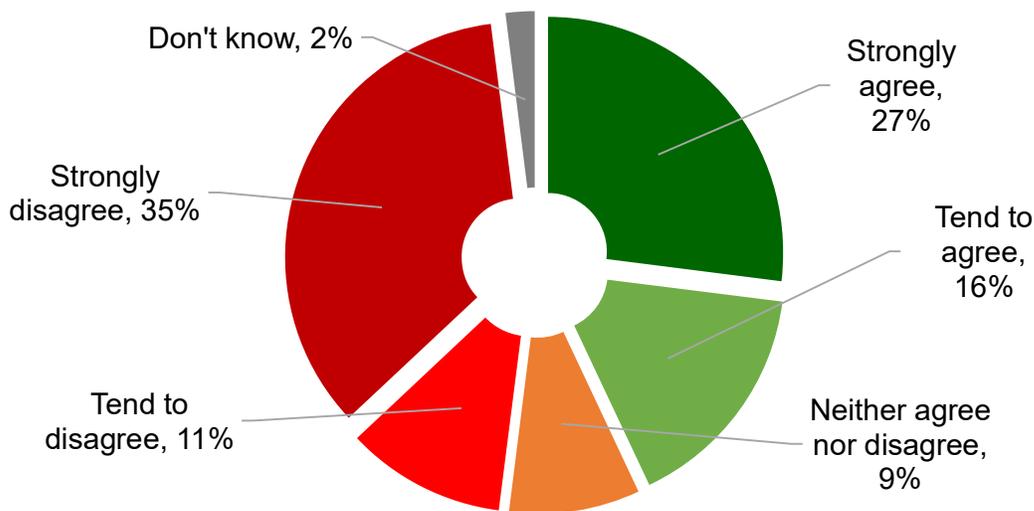
Agenda Item 5

TRAFFIC CALMING PROPOSALS FOR DARTFORD ROAD AND THE VINE

- Just over four in ten of all consultees answering indicated they agree with the traffic calming proposals for Dartford Road and The Vine (43%). 46% indicated they disagree with the proposals.
- 42% of Sevenoaks residents and 46% of residents of somewhere else in Kent / further afield indicated they agree with the proposals.
- Agreement amongst Parish/Town/Borough/District/County councillors, educational establishments, VCS organisations and local community group or residents' associations is at 60%, 89%, 100% and 80% respectively. All five businesses answering indicated their objection to the proposals.

To what extent do you agree or disagree with the traffic calming proposals for Dartford Road and The Vine?

Base: all providing a response (1,506)



SUPPORTING DATA TABLE	% of total answering 1,506
Strongly agree	27%
Tend to agree	16%
Neither agree nor disagree	9%
Tend to disagree	11%
Strongly disagree	35%
Don't know	2%

Agenda Item 5

There are significant differences in the level of agreement with the traffic calming proposals:

- 58% of 35-49 year old residents and 54% of 50-59 year old residents answering agree with the traffic calming proposals (the highest of all age groups).
- Comparatively, 49% of 16-34 year old residents, 44% of 60-64 year old residents and 41% of residents aged 65 & over agree with the traffic calming proposals.
- A significantly higher proportion of female residents answering agree with the proposals (52%) compared to male residents (45%).
- A significantly higher proportion of residents who do not usually travel in and around Sevenoaks by car as the driver agree with the proposals (70%) compared to residents who do usually travel by car as the driver (39%).

Consultees were given the opportunity to provide their reasons for their answer 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. 82% of consultees provided a comment at this question.

The most common positive mentions are supporting zebra / pedestrian crossings (17%), making the area / crossing the road safer for pedestrians (11%), generally improving safety (9%), slowing down traffic / current traffic is too fast (7%) and the proposals making it better / safer for cyclists (6%).

Please tell us the reason for your answer? Base: all answering (1,257)

SUMMARY OF POSITIVE MENTIONS

	% of total answering 1,257
Agree with / support zebra crossing / pedestrian crossings	17%
Better / safer for pedestrians / crossing the road	11%
Safer / increases safety	9%
Slows down traffic / traffic goes too fast	7%
Better / safer for cyclists	6%
Good idea / in support / makes sense / welcome proposals	5%
Better provision for pedestrians	5%
Reduce congestion	5%
Discourages car use / promotes different modes of transport	5%
Better for the environment / reduces pollution	3%

Agenda Item 5

	% of total answering 1,257
Better for area / community	2%
Better access to war memorial	2%
Better / safer for children	2%

Some example comments from the key themes can be found below:

“The zebra crossing is very much needed for pedestrians crossing from Vine towards Hitchen Hatch Lane. And it is true that at the moment there is no way to access the War Memorial Site, so a better access is needed.”

“I very much agree with the new paths and crossings for pedestrians. I have often thought there aren't enough safe paths nearby when walking.”

“Slow the traffic speeds down before there is a fatality. Have witnessed many near misses of pedestrians attempting to cross around the Dartford Road/Vine area and struggling to do so safely. Often end up taking dangerous risks and misjudging car speeds as cars travelling faster than permitted 30mph.”

“Should help reduce accidents and encourage local use of local shops/businesses as is the experience with other well designed schemes.”

“Excessive speed is a problem in the area leading to higher risks for pedestrians and road users and the cycleway is a good start though much more is needed to encourage people to cycle more.”

“It doesn't appear to inconvenience anyone and makes things safer for cyclists so I can't see any drawbacks really.”

Agenda Item 5

The most common concerns raised are the traffic calming proposals are considered unnecessary / waste of time / no benefit (24%), will cause congestion / increase traffic (12%) and are a waste of money (12%). 8% commented the proposals need to incorporate a better provision for cyclists.

SUMMARY OF CONCERNS

	% of total answering 1,257
Unnecessary / waste of time / things are fine as they are / makes no sense	24%
Causes congestion / more traffic / chaos	12%
Waste of money / money could be better spent elsewhere / not value for money	12%
Better provision for cyclists	8%
Won't work / won't achieve desired outcome / hasn't worked in other areas / towns	7%
Cycle lane too short / pointless as doesn't continue	7%
Safety issues (general)	5%
Disagree with war memorial / spoils it / disrespectful	5%
Pushes traffic elsewhere / onto smaller roads	5%
Won't make it safer for cyclists / cyclists don't use cycle paths	4%
Increases pollution / emissions	4%
Disagree with one way system	4%
Doesn't benefit pedestrians / pointless bit of path	4%
St. Botolphs - makes it difficult to cross /angle of turning	4%
Safety issues for pedestrians	3%
Lack of evidence	3%
Won't encourage more cycle use / more walking	3%
Maps unclear / not enough detail	3%

Some example comments from the key themes of concern can be found below:

“Can't see how it will help traffic. You cannot enforce any restrictions on cyclists until they are identifiable, so Southbound only cycle lane is a fantasy. Crossing may help pedestrians.”

“I don't understand what the problems are. I have never seen any issues with the existing arrangements. Another example of proposed massive waste of public money.”

“None of this is a priority, money would be better spent maintaining the roads we already have e.g. filling in potholes and repainting road markings.”

Agenda Item 5

“Making it one way for cars will mean having to drive further to get to Sevenoaks. It will also increase the traffic in the side roads which is unpleasant for local residents and it will cause jams with cars pulling in and out of side roads more often.”

“There are no issues with this part of town that need fixing so it would be a waste of money. The only part of this proposal that would be of any use would be a zebra crossing for school pupils coming up from the station.”

“The problem with that road is that it was never designed for the volume of traffic it gets. Blocking it up with 'traffic calming' will make pollution worse and raise journey times.”

“This is not a heavy footfall area. Cyclists also not hugely common in and out of Sevenoaks as it is at the top of a very steep hill. Considerations for both are a waste of money here and resources could be more usefully used in other areas locally.”

“This is a busy junction, but, with a bit of patience, it works. To reduce the carriageway and introduce one-way traffic will cause gridlock and help no-one (and increase harmful emissions).”

“There is no benefit to cyclists of having a cycle lane there when the traffic flow is reduced to 20mph. There is increased danger to cyclists coming out of St Botolphs, now having to cut across a total of 3 lanes to enter southbound flow of Dartford Road.”

ANY OTHER COMMENTS ON PROPOSALS

At the end of the questionnaire, consultees were given the opportunity to provide any other comments or suggestions on 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. 53% of consultees provided a comment at this question.

The most common comments referenced by consultees answering this question focus on a general lack of support of the proposals – 17% commented that the proposals are a waste of money and 15% would like to see the proposals scrapped / believe they are not needed.

12% commented on the need for any cycle lanes to be part of an integrated network and are limited if only applied to a short section of the area and 10% would like pedestrian provision to be improved / footpaths widened and/or maintained.

8% commented that the reduction in traffic speed was welcome / they agree with the 20mph proposed limits and 7% commented they welcomed the proposals.

Do you have any other comments or suggestions on our proposals? Base: all answering (803)

	% of total answering 803
Waste of money / spend money elsewhere / more important things	17%
Scrap all proposals / none are welcome / waste of time / not needed / no issues	15%
Cycle lanes need to be integrated network / limited if only one short section	12%
Enforce speed limits	11%
Improve pedestrian provision / safety / widen footpaths / maintain footpaths	10%
Will discourage people coming into town / close businesses / will go elsewhere	8%
Reduction in traffic speed is welcome / Agree with 20mph	8%
All proposals welcome	7%
20mph not on main roads / only in built up areas / high street / school zones	7%
Not enough evidence / provide evidence / justification for proposals / more detail	5%
Agree with zebra crossing proposal	5%
Improve roads / potholes	5%
Hasn't worked elsewhere	5%
Proposals do not encourage cycling / walking more	5%
Improve public transport links	5%
Subsidise parking / free parking	3%

Agenda Item 5

	% of total answering 803
Stop parking on both sides	3%
Extend 20mph to wider area	3%
Proposals will increase congestion	3%
Won't improve safety	3%
Pedestrianise town centre	3%
Proposals will increase pollution	2%
Area not conducive to cycling / too hilly	2%
Extend to London Road	2%
No HGV zone in town / restrict	2%
20mph will cause road rage / frustration / hostility	2%

Some example comments from the key themes can be found below:

“Where is the evidence that this proposal is needed? I haven't seen any. I have lived in the town for 40 years and I am not aware that there is a problem there. I frequently walk into town via Dartford Road and have never had a problem crossing the road safely there.”

“Time and time again we see cycle lanes create larger traffic queues (thus more pollution) and yet hardly getting used.”

“Why don't you use the money to improve the bus service in the local area - this would encourage more people to leave the car and take public transport.”

“I strongly disagree with proposed changes as its unnecessary expenditure waste of taxpayers' money as there is roads which needs resurfacing in Sevenoaks in general.”

“I drive a car, ride a small motorcycle when I don't need a car and I cycle. The topography of Sevenoaks means cycling in town is not possible for me and I think many other people. Our roads here are narrow, steep and congested. They are now often closed for road works. Making them narrower with cycle lanes and traffic calming seems illogical. If I drive from Weald to Otford through town, I rarely get to 30mph as it is so congested.”

“Sevenoaks is a satellite town that serves many rural villages. Stop discouraging people visiting the town and isolating those in villages - cars are really the only viable option to travel to the town.”

“To manage traffic there need to be better public transport. Regular services with reasonable prices would encourage less car use.”

“This is just another total waste of taxpayers' money. It was tried in Tonbridge and half of it had to be undone as so many people objected.”

“We need cycle ways throughout the town. Not just one small stretch. The tragic accident on Mount Harry Road could have been avoided if the road layout protected cyclists. Could have been a child.”

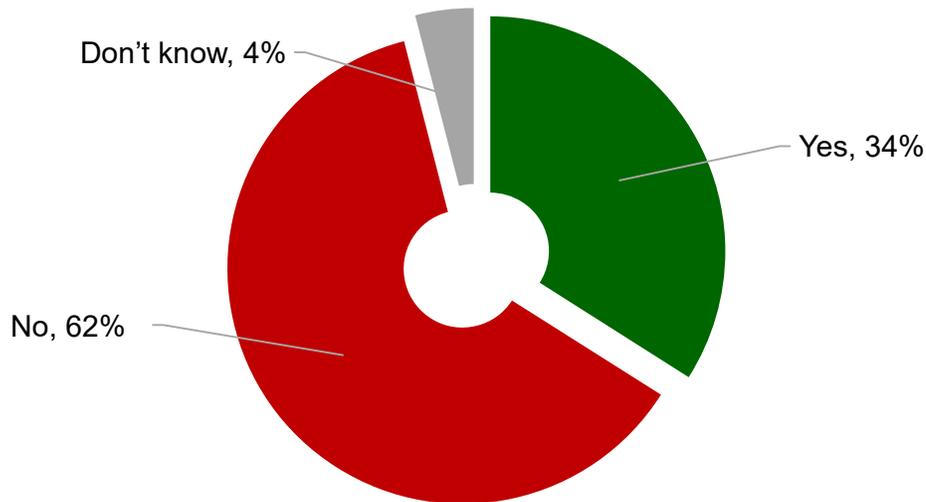
LIKELY INFLUENCE OF PROPOSALS ON ACTIVE TRAVEL

TRAFFIC REGULATION ORDER TO REDUCE THE EXISTING SPEED LIMIT TO 20MPH ON VARIOUS ROADS IN SEVENOAKS

- Just over a third of all consultees indicated the proposed town-wide 20mph limit would encourage them to walk more often (34%). 62% indicated that it would not encourage them to walk more often.
- 34% of Sevenoaks residents and 29% of residents of somewhere else in Kent / further afield indicated it would encourage them to walk more often.

Would the proposed town-wide 20mph limit encourage you to... walk more often?

Base: all providing an applicable response (1,472)



SUPPORTING DATA TABLE	% of total answering 1,472
Yes	34%
No	64%
Don't know	4%

There are significant differences in the proportion of consultees indicating the proposed limit will encourage them to walk more often:

- 52% of 35-49 year old residents answering indicated it would encourage them to walk more (the highest of all age groups).

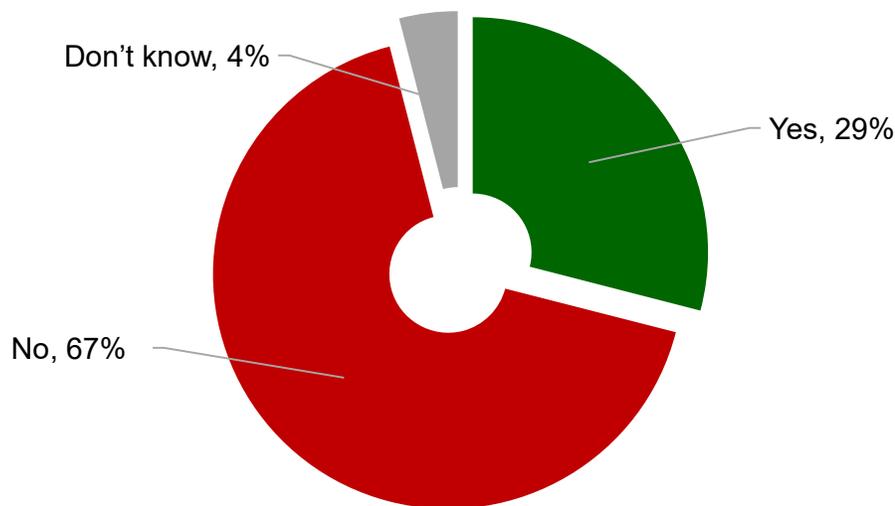
Agenda Item 5

- Comparatively, 37% of 16-34 year old residents, 39% of 50-59 year old residents, 36% of 60-64 year old residents and 32% of residents aged 65 & over indicated it would encourage them to walk more.
- A significantly higher proportion of female residents answering indicated it would encourage them to walk more (44%) compared to male residents (37%).
- 40% of residents who usually travel in and around Sevenoaks on foot / walking indicated it would encourage them to walk more compared to 16% of residents who do not usually travel on foot / walking.

- Just under three in ten of all consultees indicated the proposed town-wide 20mph limit would encourage them to cycle more often (29%). 67% indicated that it would not encourage them to cycle more often.
- 28% of Sevenoaks residents and 24% of residents of somewhere else in Kent / further afield indicated it would encourage them to cycle more often.

Would the proposed town-wide 20mph limit encourage you to... cycle more often?

Base: all providing an applicable response (1,400)



SUPPORTING DATA TABLE	% of total answering 1,400
Yes	29%
No	67%
Don't know	4%

Agenda Item 5

There are significant differences in the proportion of consultees indicating the proposed limit will encourage them to cycle more often:

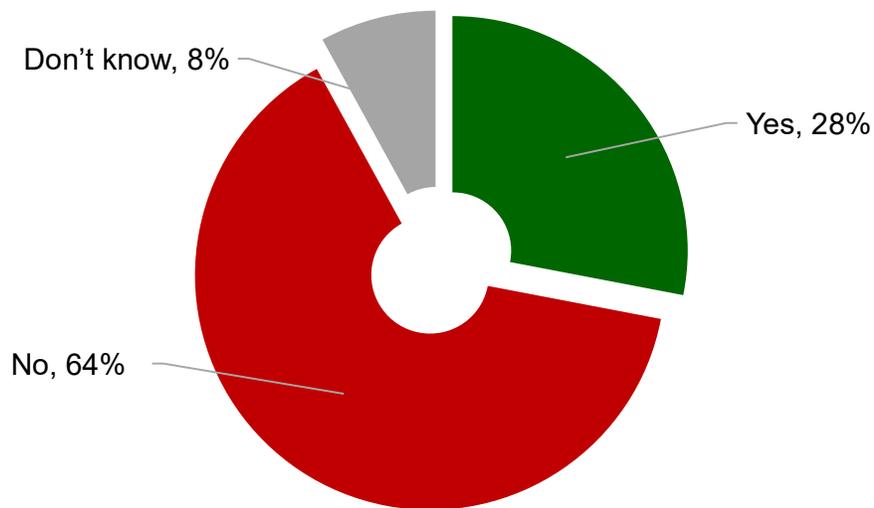
- 49% of 35-49 year old residents answering indicated it would encourage them to cycle more (the highest of all age groups).
- Comparatively, 37% of 16-34 year old residents, 40% of 50-59 year old residents, 26% of 60-64 year old residents and 18% of residents aged 65 & over indicated it would encourage them to cycle more.
- 60% of residents who usually travel in and around Sevenoaks cycling indicated it would encourage them to walk more compared to 19% of residents who do not usually travel by bike.

TRAFFIC CALMING PROPOSALS FOR DARTFORD ROAD AND THE VINE

- Just under three in ten of all consultees indicated the proposed traffic calming measures would encourage them to walk more often (28%). 64% indicated that it would not encourage them to walk more often.
- 28% of Sevenoaks residents and 27% of residents of somewhere else in Kent / further afield indicated they would encourage them to walk more often.

Would the proposed traffic calming measures on Dartford Road and The Vine encourage you to... walk more often?

Base: all providing an applicable response (1,458)



SUPPORTING DATA TABLE	% of total answering 1,458
Yes	28%
No	64%
Don't know	2%

There are significant differences in the proportion of consultees indicating the proposed traffic calming measures will encourage them to walk more often:

- 44% of 35-49 year old residents answering indicated they would encourage them to walk more (the highest of all age groups).

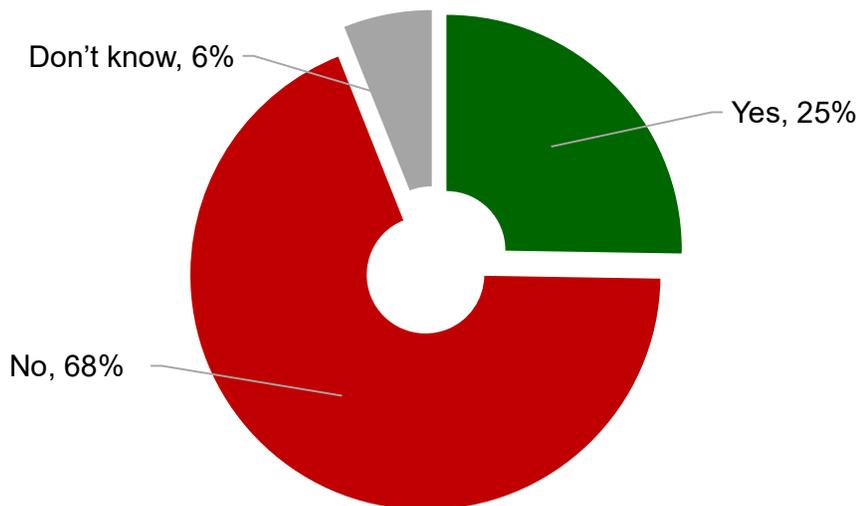
Agenda Item 5

- Comparatively, 36% of 16-34 year old residents, 33% of 50-59 year old residents, 32% of 60-64 year old residents and 26% of residents aged 65 & over indicated they would encourage them to walk more.
- A significantly higher proportion of female residents answering indicated they would encourage them to walk more (37%) compared to male residents (31%).
- 33% of residents who usually travel in and around Sevenoaks on foot / walking indicated they would encourage them to walk more compared to 13% of residents who do not usually travel on foot / walking.

-
- A quarter of all consultees indicated the proposed traffic calming measures would encourage them to cycle more often (25%). 68% indicated that it would not encourage them to cycle more often.
 - 25% of Sevenoaks residents and 22% of residents of somewhere else in Kent / further afield indicated they would encourage them to cycle more often.

Would the proposed traffic calming measures on Dartford Road and The Vine encourage you to... cycle more often?

Base: all providing an applicable response (1,384)



SUPPORTING DATA TABLE		% of total answering 1,384
Yes		25%
No		68%
Don't know		6%

Agenda Item 5

There are significant differences in the proportion of consultees indicating the proposed traffic calming measures will encourage them to cycle more often:

- 42% of 35-49 year old residents answering indicated they would encourage them to cycle more (the highest of all age groups).
- Comparatively, 34% of 16-34 year old residents, 34% of 50-59 year old residents, 26% of 60-64 year old residents and 16% of residents aged 65 & over indicated they would encourage them to cycle more.
- 54% of residents who usually travel in and around Sevenoaks cycling indicated they would encourage them to walk more compared to 17% of residents who do not usually travel by bike.

RESPONSE TO EQUALITY IMPACT ASSESSMENT

Consultees were given the opportunity to provide any comments on the draft Equality Impact Assessment in their own words. 13% of consultees provided an applicable comment at this question. Of the consultees providing an applicable comment, 46% indicated that an equality / diversity analysis is unnecessary for this consultation / is not relevant to speed limits / traffic schemes. 9% indicated they generally agree with the Equality Impact Assessment.

For the purpose of reporting, we have reviewed the comments provided by the remaining 92 respondents and have included example comments against some of the concerns identified:

Support for the proposals benefiting vulnerable demographic groups including the elderly and residents with disabilities:

“20mph is better for everyone, but perhaps particularly important for those who are less physically able and/or juggling small children - so older, disabled and carers.”

“I am a young adult with autism and I find crossing the road difficult in fast traffic. This scheme will help me access the town more easily.”

“Calming traffic will help people with disabilities and vulnerabilities to use the roads, and also young people who may be learning to use the road.”

“Lower speeds will benefit some disabled people getting around the town. I cannot see the relevance of any other diversity or equality issues.”

A few residents expressed concern that proposals may limit access to particular areas / landmarks:

“There is no provision that will improve disability or wheelchair access to the War Memorial. Current West side access discussed in my comments is the only reasonable way to get onto the Monument for a person with limited mobility, and with the increased traffic flow travelling North, this will become more difficult.”

“This proposal clearly doesn't take into count members of the disabled community who need to use their car to get around and are reliant on carers who have to travel by car between clients. As a disabled person I feel like this proposal would make Sevenoaks less accessible to disabled people making it take longer and use more energy that they don't have.”

“You should keep in mind road users who are unable to walk or cycle - eg the disabled and elderly.”

A few residents expressed concern that pavement suitability needs to be considered for vulnerable demographic groups:

“Narrow pavements are difficult for mobility scooters, wheelchairs and buggies. Some pavements also slope at an angle which makes it almost impossible to push a wheelchair.”

“Perhaps making sure pavement size isn't reduced when bike paths are implemented so that wheelchair users can still use pavements.”

Finally, a few residents commented on public transport cuts and how this is impacting those who do not have a car and vulnerable demographic groups:

“I have alluded to age and how public transport is aimed at those not in the 'usual' working week. From a carers viewpoint taking my disabled father out without the use of his transport is too hard, and those who have tried our public transport from an 'abled' body perspective will attest to this. Please again give consideration to those in your outer villages, we aren't the hugely affluent that lives in the heart of town, but we are still very much invested in place, and our accessibility to it.”

“I think you have disadvantaged older people by cutting the bus services, especially those who don't have a car. Sevenoaks is very hilly so not everyone can walk or cycle. You have in fact made it more necessary to own and drive a car whilst making it more difficult to do so. Look at the Otford road changes and the problems that has caused. Lots of people complaining and the houses getting far more pollution than before. Please think very carefully before spending OUR money on schemes that make things worse.”

“The elderly should be given the same consideration as the young without good public transport elderly people have no option but to drive.”

NEXT STEPS

Following the analysis of responses to the consultation, KCC will review the results alongside the project sponsors and key stakeholders. This report will then be presented at the Sevenoaks Joint Transport Board (JTB) in December 2022 or March 2023.

At the JTB, KCC officers will ask the Members of the Board to vote on how the scheme is progressed. The Board will be asked to vote on the following options:

- a) Proceed to construction with the scheme as consulted on / advertised.
- b) Amend the scheme and then proceed to construction, provided that the changes do not make the Traffic Regulation Orders (TRO) null and void and are not significant.
- c) Amend the scheme and reconsult on amendments to the TROs if changes are more significant or new proposals are required.
- d) Abandon the scheme.

If following this meeting the decision is taken by KCC to proceed with the scheme the consultation feedback will be used to review and finalise the design. The TROs will be advertised as 'Made Orders'. This will be publicised via a notice in the local newspaper and on the consultation webpage www.kent.gov.uk/sevenoaks20mph.

This report and details of the decision will also be made available on the consultation webpage. An email will be sent to stakeholders and people who have asked to be kept informed via Let's talk Kent.

APPENDIX – CONSULTATION QUESTIONNAIRE

Part One – Mandatory Traffic Regulation Order Questions

Q1. Please tell us if you wish to support or object to this Traffic Regulation Order to reduce the existing speed limit to 20mph on various roads in Sevenoaks.

Please select **one** option.

	Support
	Object

Q1a. Please tell us, in the box below, the reason for your support or objection.

If you have answered Q1 you must provide an answer to this question. We ask you not to identify yourself within your response.

Q2. Please tell us if you wish to support or object to this Traffic Regulation Order to introduce one-way traffic flow on Dartford Road in Sevenoaks.

You will get the opportunity to provide feedback on the wider traffic calming scheme in part two of this questionnaire.

Please select **one** option.

	Support
	Object

Agenda Item 5

Q2a. Please tell us, in the box below, the reason for your support or objection.

If you have answered Q2 you must provide an answer to this question. We ask you not to identify yourself within your response.

Thank you for completing the questions for the Traffic Regulation Orders. We would now like to ask you some questions to gather more detail on how you feel about the scheme. If you are happy to continue, please carry on to the next page.

Part Two – Optional Questions

Q3. Are you responding as...?

Please select the option from the list below that most closely represents how you will be responding to this consultation.

Please select **one** option.

- | | |
|--------------------------|--|
| <input type="checkbox"/> | A Sevenoaks resident |
| <input type="checkbox"/> | A resident of somewhere else in Kent or further afield |
| <input type="checkbox"/> | A Parish/Town/Borough/District/County Councillor |
| <input type="checkbox"/> | A representative of a local community group or residents' association |
| <input type="checkbox"/> | On behalf of an educational establishment, such as a school or college |
| <input type="checkbox"/> | On behalf of a local business |
| <input type="checkbox"/> | On behalf of a charity, voluntary or community sector organisation (VCS) |
| <input type="checkbox"/> | Other, please specify: |

Q3a. If you are responding on behalf of an organisation (business, community group, residents' association or any other organisation), please tell us the name of your organisation in the box below.

Q4. Please tell us the first five characters of your postcode:

If you are responding on behalf of an organisation, please add your organisations postcode. Please do not reveal your whole postcode. We use this to help us to analyse our data. It will not be used to identify who you are.

Q5. How do you usually travel in and around Sevenoaks?

Please select **all** that apply.

- Bicycle or adapted cycle
- Bus
- Car - as a driver
- Car - as a passenger
- Foot/walking
- Motorcycle or moped
- Scooter (non-electric)
- Taxi
- Wheelchair or mobility scooter
- Not applicable / responding on behalf of an organisation
- Other, please specify:

Agenda Item 5

Wider traffic calming measures for Dartford Road and The Vine

In addition to the proposed one-way southbound route on Dartford Road covered in the TRO (Q2) the traffic calming proposals for Dartford Road and The Vine also include:

- a new southbound only cycleway
- alterations to turning movements from The Vine onto Dartford Road
- a new footway build-out on The War Memorial site to improve pedestrian access
- a new zebra crossing south of the junction with Vine Court Road.

Q6. To what extent do you agree or disagree with the traffic calming proposals for Dartford Road and The Vine?

Please select **one** option.

<input type="checkbox"/>	Strongly agree
<input type="checkbox"/>	Tend to agree
<input type="checkbox"/>	Neither agree nor disagree
<input type="checkbox"/>	Tend to disagree
<input type="checkbox"/>	Strongly disagree
<input type="checkbox"/>	Don't know

Q6a. Please tell us the reason for your answer to Q6.

Please write in below. We ask you not to identify yourself within your response.

Q7. Would the proposed town-wide 20mph limit encourage you to...?

Please select **one** option for each row.

	Yes	No	Don't know	Not applicable / responding on behalf of an organisation
Walk more often				
Cycle more often				

Q8. Would the proposed traffic calming measures on Dartford Road and The Vine encourage you to...?

Please select **one** option for each row.

	Yes	No	Don't know	Not applicable / responding on behalf of an organisation
Walk more often				
Cycle more often				

Q9. Do you have any other comments or suggestions on our proposals?

Please write in below. We ask you not to identify yourself within your response.

Agenda Item 5

Q10. How did you find out about this consultation?

Please select **all** that apply

- | | |
|--------------------------|--|
| <input type="checkbox"/> | An email from Kent County Council |
| <input type="checkbox"/> | An email from Let's talk Kent/KCC's Engagement and Consultation team |
| <input type="checkbox"/> | Facebook |
| <input type="checkbox"/> | From a friend or relative |
| <input type="checkbox"/> | From Sevenoaks District Council |
| <input type="checkbox"/> | From Sevenoaks Town Council |
| <input type="checkbox"/> | Newspaper article |
| <input type="checkbox"/> | Nextdoor |
| <input type="checkbox"/> | Postcard delivered to my home or business |
| <input type="checkbox"/> | Poster / street notice / public notice |
| <input type="checkbox"/> | Twitter |
| <input type="checkbox"/> | Other, please specify: |

To help ensure that we are meeting our obligations under the Equality Act 2010 we have prepared an initial Equality Impact Assessment (EqIA) for this scheme.

An EqIA is a tool to assess the impact any proposals would have on the protected characteristics: age, disability, gender, gender identity, sexual orientation, race, religion or belief, and carer's responsibilities. The EqIA is available to download here www.kent.gov.uk/sevenoaks20mph

Q11. We welcome your views on our equality analysis and if you think there is anything we should consider relating to equality and diversity, please add any comments below:

About You

We want to make sure that everyone is treated fairly and equally, and that no one gets left out. That's why we are asking you these questions. We will only use this information to help us make decisions and improve our services.

If you would rather not answer any of these questions, you don't have to.

It is not necessary to answer these questions if you are responding on behalf of an organisation.

Q12. Are you....? Please select **one** option.

<input type="checkbox"/>	Male
<input type="checkbox"/>	Female
<input type="checkbox"/>	I prefer not to say

Q13. Which of these age groups applies to you? Please select **one** option.

0-15	<input type="checkbox"/>	16-24	<input type="checkbox"/>	25-34	<input type="checkbox"/>	35-49	<input type="checkbox"/>	50-59	<input type="checkbox"/>
60-64	<input type="checkbox"/>	65-74	<input type="checkbox"/>	75-84	<input type="checkbox"/>	85+ over	<input type="checkbox"/>	I prefer not to say	<input type="checkbox"/>

The Equality Act 2010 describes a person as disabled if they have a long standing physical or mental condition that has lasted, or is likely to last, at least 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day-to-day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS, for example) are considered to be disabled from the point that they are diagnosed.

Q14. Do you consider yourself to be disabled as set out in the Equality Act 2010? Please select **one** option.

Yes No I prefer not to say

Q14a. If you answered 'Yes' to Q14, please tell us the type of impairment that applies to you. You may have more than one type of impairment, so please select all that apply. If none of these applies to you, please select 'Other' and give brief details of the impairment you have.

Agenda Item 5

<input type="checkbox"/>	Physical impairment
<input type="checkbox"/>	Sensory impairment (hearing, sight or both)
<input type="checkbox"/>	Longstanding illness or health condition, such as cancer, HIV/AIDS, heart disease, diabetes or epilepsy
<input type="checkbox"/>	Mental health condition
<input type="checkbox"/>	Learning disability
<input type="checkbox"/>	I prefer not to say
<input type="checkbox"/>	Other

Other, please specify:

A Carer is anyone who provides unpaid care for a friend or family member who due to illness, disability, a mental health problem or an addiction cannot cope without their support. Both children and adults can be carers.

Q15. Are you a Carer? *Please select **one** option.*

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	I prefer not to say

This page is intentionally left blank



**EQIA Submission Draft Working Template
Information required for the EQIA Submissions App**

EQIA Submission Draft Working Template

If required, this template is for use prior to completing your EQIA Submission in the EQIA App. You can use it to understand what information is needed beforehand to complete an EQIA submission online, and also as a way to collaborate with others who may be involved with the EQIA. Note: You can upload this into the App when complete if it contains more detailed information than the App asks for and you wish to retain this detail.

Section A

1. Name of Activity (EQIA Title):

Sevenoaks town-wide 20mph speed limit and traffic calming scheme

2. Directorate

Growth, Environment and Transport

3. Responsible Service/Division

Road Safety and Active Travel Group

Accountability and Responsibility

4. Officer completing EQIA

Note: This should be the name of the officer who will be submitting the EQIA onto the App.

Sebastian Bures

5. Head of Service

Note: This should be the Head of Service who will be approving your submitted EQIA.

Tim Read

6. Director of Service

Note: This should be the name of your responsible director.

Haroona Chughtai

The type of Activity you are undertaking

7. What type of activity are you undertaking?

Service Change – operational changes in the way we deliver the service to people. Answer Yes/No

No

Service Redesign – restructure, new operating model or changes to ways of working. Answer Yes/No

No

Project/Programme – includes limited delivery of change activity, including partnership projects, external funding projects and capital projects. Answer Yes/No

Yes

Commissioning/Procurement – means commissioning activity which requires commercial

Agenda Item 5

<i>judgement. Answer Yes/No</i>
No
Strategy /Policy – includes review, refresh or creating a new document. Answer Yes/No
No
Other – Please add details of any other activity type here.
8. Aims and Objectives and Equality Recommendations – Note: You will be asked to give a brief description of the aims and objectives of your activity in this section of the App, along with the Equality recommendations. You may use this section to also add any context you feel may be required.
<p>KCC is proposing to reduce the existing speed limit to 20mph on the following major roads A225 St Johns Hill, London Road (up to its junction with Mount Harry Road), B2019 Seal Hollow Road, A225 Tonbridge Road (50m south of Finnes Way) and Brittons Lane and Dartford Road. In addition, we are proposing to extend the 20mph through most of the residential roads in between with exception to private and unadopted roads. Plans showing the extent of the 20mph are also available to view at www.kent.gov.uk/sevenoaks20mph.</p> <p>The works will require the use of 20mph speed limit signs with posts and road markings to highlight the start and end of the zone, in addition to signs used as reminders within the zone.</p> <p>In addition to the 20mph we are proposing to introduce a new zebra crossing and traffic calming measures to Dartford Road and The Vine. Traffic calming measures include a new southbound cycleway, new one-way southbound route on Dartford Road, alterations to turning movements from The Vine onto Dartford Road and a new footway build-out on The War Memorial site to improve pedestrian access.</p>
Section B – Evidence
<i>Note: For questions 9, 10 & 11 at least one of these must be a 'Yes'. You can continue working on the EQIA in the App, but you will not be able to submit it for approval without this information.</i>
9. Do you have data related to the protected groups of the people impacted by this activity? <i>Answer: Yes/No</i>
No
10. Is it possible to get the data in a timely and cost effective way? Answer: Yes/No
No
11. Is there national evidence/data that you can use? Answer: Yes/No
Yes
12. Have you consulted with Stakeholders? <i>Answer: Yes/No</i> <i>Stakeholders are those who have a stake or interest in your project which could be residents, service users, staff, members, statutory and other organisations, VCSE partners etc.</i>
Yes

13. Who have you involved, consulted and engaged with?

Please give details in the box provided. This may be details of those you have already involved, consulted and engaged with or who you intend to do so with in the future. If the answer to question 12 is 'No', please explain why.

This scheme has been consulted with the Local KCC Members, Local Councillors and the Town Council. In addition, the proposal is also supported by a resident led petition in support of a town-wide 20mph zone.

From the 30 September to 10 November 2022 we will be carrying out a public consultation on the Traffic Regulation Orders for the change in speed limit and the one-way system on Dartford Road and the wider scheme. This consultation will seek feedback from statutory consultees, including the emergency services and bus operators, residents, road users and local groups representing protected characteristics. This document will be published as one of the consultation documents and consultees will be asked for their views on how the scheme could impact protected characteristic groups.

14. Has there been a previous equality analysis (EQIA) in the last 3 years? Answer: Yes/No

No

15. Do you have evidence/data that can help you understand the potential impact of your activity?

Answer: Yes/No

No – responses to the public consultation will be used to review and refine the EqIA.

Uploading Evidence/Data/related information into the App

Note: At this point, you will be asked to upload the evidence/ data and related information that you feel should sit alongside the EQIA that can help understand the potential impact of your activity. Please ensure that you have this information to upload as the Equality analysis cannot be sent for approval without this.

Section C – Impact

16. Who may be impacted by the activity? Select all that apply.

Service users/clients - *Answer: Yes/No*

Yes

Residents/Communities/Citizens - *Answer: Yes/No*

Yes

Staff/Volunteers - *Answer: Yes/No*

No

17. Are there any positive impacts for all or any of the protected groups as a result of the activity that you are doing? Answer: Yes/No

Yes

18. Please give details of Positive Impacts

The implementation of the proposed 20mph scheme should result in lower traffic speeds, improved air quality and a potential reduction in casualties.

Agenda Item 5

A new footway build out on the War Memorial site and new zebra crossing south of the junction with Vine Court Road will improve pedestrian access for all. The new southbound cycle way will provide a safer route for less confident riders.

These measures will also positively impact vulnerable road users, helping Sevenoaks town to become more pedestrian friendly.

Negative Impacts and Mitigating Actions

The questions in this section help to think through positive and negative impacts for people affected by your activity. Please use the Evidence you have referred to in Section B and explain the data as part of your answer.

19. Negative Impacts and Mitigating actions for Age

a) Are there negative impacts for Age? Answer: Yes/No
(If yes, please also complete sections b, c, and d).

Yes

b) Details of Negative Impacts for Age

Young and old people are more likely to be bus users. A town wide 20mph could slightly increase journey times impacting on use of public transport during off peak periods.

c) Mitigating Actions for Age

Enhancements for pedestrians at the end of the journey typically provides a greater benefit than increase journey times.

d) Responsible Officer for Mitigating Actions - Age

Alan Osuoha

20. Negative Impacts and Mitigating actions for Disability

a) Are there negative impacts for Disability? Answer: Yes/No
(If yes, please also complete sections b, c, and d).

No The EqIA will be reviewed and updated after consultation where people have the chance to comment whether they feel this is applicable

b) Details of Negative Impacts for Disability

c) Mitigating Actions for Disability

d) Responsible Officer for Mitigating Actions - Disability

21. Negative Impacts and Mitigating actions for Sex

a) Are there negative impacts for Sex? Answer: Yes/No
(If yes, please also complete sections b, c, and d).

None noted. The EqIA will be reviewed and updated after consultation where people have the chance to comment whether they feel this is applicable

b) Details of Negative Impacts for Sex

c) Mitigating Actions for Sex
d) Responsible Officer for Mitigating Actions - Sex
22. Negative Impacts and Mitigating actions for Gender identity/transgender
a) Are there negative impacts for Gender identity/transgender? Answer: Yes/No <i>(If yes, please also complete sections b, c, and d).</i>
None noted. The EqlA will be reviewed and updated after consultation where people have the chance to comment whether they feel this is applicable
b) Details of Negative Impacts for Gender identity/transgender
c) Mitigating actions for Gender identity/transgender
d) Responsible Officer for Mitigating Actions - Gender identity/transgender
23. Negative Impacts and Mitigating actions for Race
a) Are there negative impacts for Race? Answer: Yes/No <i>(If yes, please also complete sections b, c, and d).</i>
None Noted. The EqlA will be reviewed and updated after consultation where people have the chance to comment whether they feel this is applicable
b) Details of Negative Impacts for Race
c) Mitigating Actions for Race
d) Responsible Officer for Mitigating Actions – Race
24. Negative Impacts and Mitigating actions for Religion and belief
a) Are there negative impacts for Religion and Belief? Answer: Yes/No <i>(If yes, please also complete sections b, c, and d).</i>
None Noted. The EqlA will be reviewed and updated after consultation where people have the chance to comment whether they feel this is applicable
b) Details of Negative Impacts for Religion and belief
c) Mitigating Actions for Religion and belief
d) Responsible Officer for Mitigating Actions - Religion and belief

Agenda Item 5

25. Negative Impacts and Mitigating actions for Sexual Orientation

a) Are there negative impacts for sexual orientation. Answer:

Yes/No (If yes, please also complete sections b, c, and d).

None noted. The EqlA will be reviewed and updated after consultation where people have the chance to comment whether they feel this is applicable

b) Details of Negative Impacts for Sexual Orientation

c) Mitigating Actions for Sexual Orientation

d) Responsible Officer for Mitigating Actions - Sexual Orientation

26. Negative Impacts and Mitigating actions for Pregnancy and Maternity

a) Are there negative impacts for Pregnancy and Maternity? Answer: Yes/No

(If yes, please also complete sections b, c, and d).

None noted. The EqlA will be reviewed and updated after consultation where people have the chance to comment whether they feel this is applicable

b) Details of Negative Impacts for Pregnancy and Maternity

c) Mitigating Actions for Pregnancy and Maternity

d) Responsible Officer for Mitigating Actions - Pregnancy and Maternity

Alan Osuoha

27. Negative Impacts and Mitigating actions for marriage and civil partnerships

a) Are there negative impacts for Marriage and Civil Partnerships? Answer: Yes/No

(If yes, please also complete sections b, c, and d).

None Noted

b) Details of Negative Impacts for Marriage and Civil Partnerships

c) Mitigating Actions for Marriage and Civil Partnerships

d) Responsible Officer for Mitigating Actions - Marriage and Civil Partnerships

28. Negative Impacts and Mitigating actions for Carer's responsibilities

a) Are there negative impacts for Carer's responsibilities? Answer: Yes/No

(If yes, please also complete sections b, c, and d).

Yes

b) Details of Negative Impacts for Carer's Responsibilities

Carers using motorised transport could face slightly increased journey times outside of peak hours.

c) Mitigating Actions for Carer's responsibilities

Enhancements for pedestrians at the end of the journey typically provides a greater benefit than increase journey times.

d) Responsible Officer for Mitigating Actions - Carer's Responsibilities

Alan Osuoha

This page is intentionally left blank

APPLICATIONS FOR DISABLED PERSONS (BLUE BADGE) PARKING BAYS

Sevenoaks Joint Transportation Board - 13 December 2022

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

Status: For Decision

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(s): Jeremy Clark, Ext. 7323

Trevor Kennett, Ext, 7407

Recommendation to Sevenoaks Joint Transportation Board:

That the Board:

- a) Notes the applications for disabled persons parking bays in Chestnut Close, Edenbridge, Saxon Place, Horton Kirby and Wested Lane, Swanley, detailed in Appendix 1 of this report, which did not meet Kent County Council's assessment criteria and will proceed no further;
- b) Notes the applications for disabled persons parking bays in Porchester Close, Hartley and High Street (near Forge Close), Penshurst, detailed in Appendix 2 of this report, which met Kent County Council's assessment criteria, and have been the subject of an informal consultation with neighbours and local representatives;
- c) Considers the feedback from the informal consultation, together with Officers' comments/recommendations, detailed in Appendix 2 of this report;

- d) Notes that, since no representations were received to the proposed disabled persons parking bay in Porchester Close, Hartley during the informal consultation, an interim parking bay can be marked without the need for a decision from the Board; and
- e) Decides whether to aside the representation received to the proposed disabled persons parking bay in High Street (near Forge Close), Penshurst during the informal consultation, and agree to the introduction of an interim parking bay.

Reason for recommendation:

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

Introduction

1. Kent County Council (KCC) has the power to provide on-street parking places on roads within its area for which it is the traffic authority for the purpose of relieving or preventing congestion on the public highway.
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, as well as local representatives, are then informally consulted, and any feedback received is reported to the Joint Transportation Board, together with Officers' comments, for consideration.
8. If representations are received during the informal consultation, and these are upheld by the Board, 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 DPPBs received from individuals that has been evaluated in accordance with the highway authority, Kent County Council’s (KCC’s) assessment criteria.

Background

14. Appendix 1 to this report details the latest applications for DPPBs which did not meet KCC’s assessment criteria, and will proceed no further, for the reason(s) described therein. These applications relate to the following locations:
 - Chestnut Close, Edenbridge
 - Saxon Place, Horton Kirby; and
 - Wested Lane, Swanley
15. Appendix 2 to this report contains details of latest applications for DPPBs, which met KCC’s assessment criteria and have already been the subject of an informal consultations with neighbours and local representatives. These applications relate to the following locations:
 - Porchester Close, Hartley; and
 - High Street (near Forge Close), Peshurst
16. Details of the feedback received during the informal consultation, together with a location plan and Officers’ comments/recommendations, are also contained in Appendix 2.
17. The terms of reference for the Sevenoaks Joint Transportation Board allow it to provide advice to the Sevenoaks District and Kent County Councils, who will normally act in accordance with its views.
18. The purpose of this report is therefore for the Sevenoaks Joint Transportation Board to consider the feedback from the informal consultation, in particular the representation received to the proposed DPPB in High Street (near Forge

Agenda Item 6

Close), Penshurst, together with Officers' comments/recommendations, which are given in Appendix 2.

Other options Considered and/or rejected

The options are to set aside or to uphold the representation received.

Key Implications

Financial

The costs incurred in administering local requests for disabled persons 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 parking bay on the public highway.

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

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 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 - Applications for disabled persons parking bays which did not meet Kent County Council's assessment criteria

Appendix 2 - For Advice - Applications for disabled persons parking bays which met Kent County Council's assessment criteria, including redacted details of the feedback received during the informal consultation with neighbours and local representatives, location plans and Officers' comments/recommendations

Background Papers

The Equality Act 2010

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

The Traffic Signs Regulations and General Directions 2016

<https://www.legislation.gov.uk/uksi/2016/362/contents/made>

The Road Traffic Regulation Act 1984, as amended

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

The Traffic Management Act 2004, as amended

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

The Highway Code

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

Adrian Rowbotham

Deputy Chief Executive and Chief Officer - Finance & Trading

This page is intentionally left blank

APPENDIX 1 – FOR INFORMATION
Applications for disabled persons parking bays which did not meet
Kent County Council’s assessment criteria

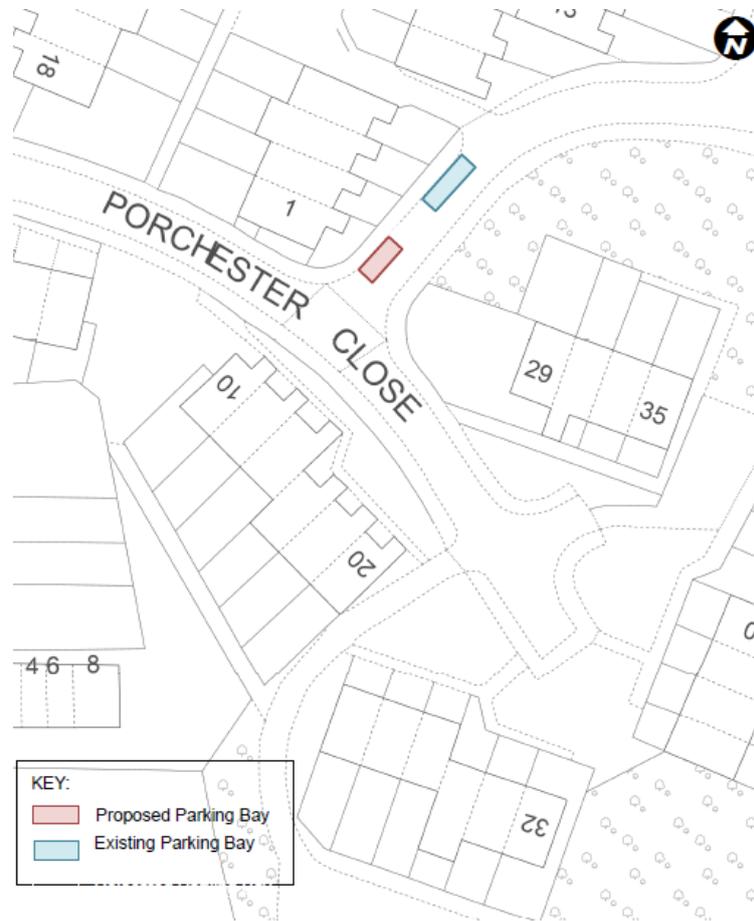
REQUESTED LOCATION	REASON(S) DECLINED
EDENBRIDGE	
Chestnut Close (northwest side, section fronting nos. 2-10)	This application was declined because KCC’s assessment criteria require that the minimum width of the carriageway in which the parking bay would be sited is 5.5m. This is not applicable in this case.
HORTON KIRBY	
Saxon Place (northwest side, section fronting nos. 14-16)	This application was declined for a number of reasons. The only available location for a parking bay would be in the turning head of the road, as the remainder of the length of road near the applicant’s home is also very narrow and does not meet KCC’s assessment criterion relating to minimum road width. However, the turning head is also narrow and not to current highway standards, and hence the introduction of a parking bay there would cause problems for turning vehicles. There is also insufficient space within the cul-de-sac to fit the parking bay marking.
SWANLEY	
Wested Lane (south side, section fronting nos. 9-18)	This application was declined because KCC’s assessment criteria require that: <ul style="list-style-type: none"> • the minimum width of the carriageway in which the parking bay would be sited is 5.5m • the disabled applicant is in receipt of appropriate benefits (e.g. higher rate of Disability Living Allowance, Attendance Allowance or enhanced mobility component of Personal Independence Payment). Neither is applicable in this case.

This page is intentionally left blank

APPENDIX 2 - 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

HARTLEY: Porchester Close



INFORMAL CONSULTATION FEEDBACK

1. Comment - Hartley Parish Council

“This matter was discussed at the meeting of the Planning Committee and no objections were raised to this proposal.”

2. Comment - Cllr P Cole (SDC)

“If this configuration were to be acceptable from a Highways and residents perspective then Cllr Penny Cole and myself would welcome the introduction of the second bay.”

3. Comment - Cllr D Brazier (KCC)

“Fine with me.”

OFFICERS’ COMMENTS/RECOMMENDATION

In order to minimise the effect on parking in this section, the original proposal was to move the existing disabled persons parking bay (located near no.5) downhill slightly, to ensure that there would be sufficient space between a new standard length parking bay located

Agenda Item 6

APPENDIX 2 - 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

near no.1 and the existing parking bay in which a car could be parked. However, concerns were raised by neighbours during the informal consultation that this may result in access difficulties for vehicles using the road leading to the parking area at the rear of the properties, and in view of this, it was necessary to change the proposal.

However, to ensure that there would still be sufficient space between the two parking bays in which a car could be parked, the revised proposal was to install a slightly smaller parking bay outside no.1, and to leave the existing one near no. 5 in its current position, as shown on the plan above.

KCC have consented to a smaller parking bay than the national standard length being introduced on an interim basis. However, should a traffic regulation order be made in respect of this parking bay in the future, consideration would have to be given to either increasing its length to meet current standards, or to applying to the Department for Transport for special authorisation to retain the shorter parking bay.

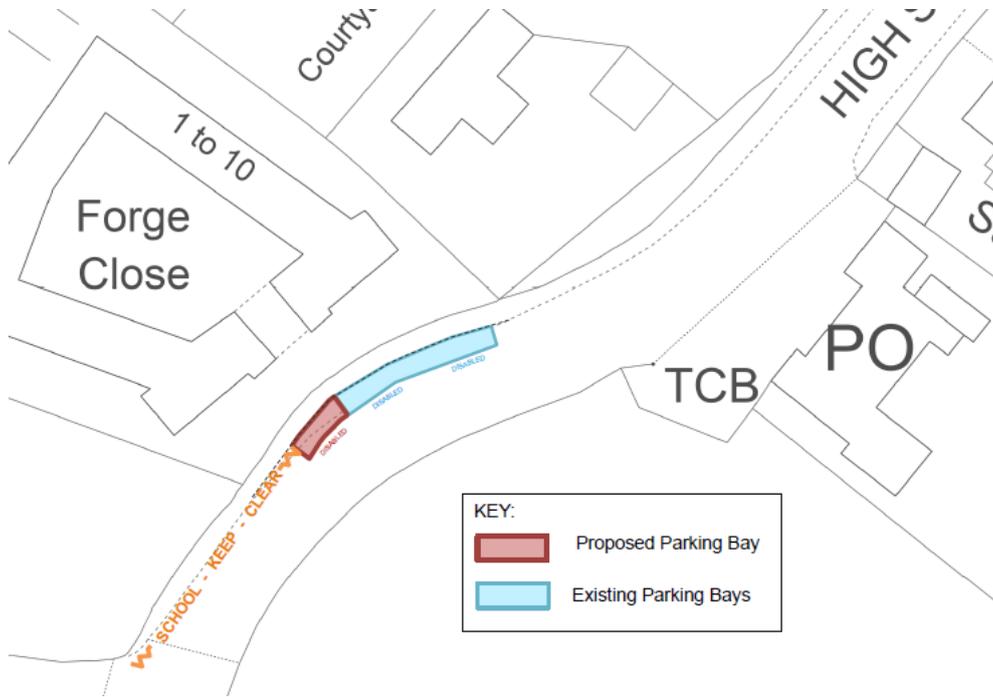
No comments were received from the occupiers of neighbouring addresses during the informal consultation on the revised proposal.

In the absence of any representations received during the informal consultation process, an interim disabled persons parking bay can be marked, without the need for a decision from the Board.

APPENDIX 2 - 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

PENSHURST: High Street (near Forge Close)



INFORMAL CONSULTATION FEEDBACK

1. Objection

I am writing to you to make known my strong opposition to the proposed disabled parking bay for the following reasons:

1 of the three parking places there are 2 unassigned disabled parking bays for anyone with a blue badge to use.

2 when we moved here there were 3 bays for residents since reduced to 1 as 2 are now disabled bays and we could unload shopping, load garden waste etc we would be unable to do so we are pensioners and find difficulty in unloading shopping etc, loading garden waste etc

3 It seems that the residents of Forge Close who are not disabled but elderly are being discriminated against by the removal of their last parking place. It's highly likely that other residents could suffer injuries as a result of this action. With 2 of our three bays designated blue badge I feel that is enough and the removal of the last bay a step too far

OFFICERS’ COMMENTS/RECOMMENDATION

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

Agenda Item 6

APPENDIX 2 - 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

The applicant meets KCC's personal assessment criteria for a parking bay, so unless there are compelling reasons to do so, it would be difficult for the Board not to approve the application, as this could 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.

It is unfortunate that the proposal will inconvenience some residents, but much of the southeast side of the High Street, including the section opposite Forge Close, does not have any waiting or loading restrictions, and is therefore available for parking and loading/unloading activities at all times.

The section immediately to the southwest of the proposed disabled persons parking bay (northwest side) is covered by a school entrance (keep clear) marking, which prohibits vehicles stopping within its limits between 8.30 - 9.30am, and 3 - 4 pm Monday to Friday. Outside of those times (including at weekends), the section is available for parking and loading/unloading activities.

The section immediately to the northeast of the proposed and existing disabled persons parking bays (northwest side) is covered by a single yellow line restriction, which prohibits parking every day between 8.30am - 5.30pm. Outside of those times, the section is available for parking. It is also available for loading/unloading activities at any time.

To: Sevenoaks Joint Transportation Board
By: KCC Highways and Transportation
Date: 13th December 2022
Subject: Highways Forward Works Programme: 2022/23 and 2023/24
Classification: Information Only

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

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2022/23 and 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 7

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**

Richard Emmet	Senior Highway Manager West Kent
Mike Payton	Sevenoaks Highway Manager
Alan Casson	Strategic Asset Manager
Earl Bourner	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 – Footway and Carriageway Improvement Schemes

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

Machine Resurfacing – Contact Officer Mr Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
B2026 Hartfield Road	Cowden	100m north and south of Cowden Pound Road	Completed
B2026 Hartfield Road	Cowden	300m south of Butterwell Hill to The Paddocks	Completed
B2026 Hartfield Road	Edenbridge	Land Rover Garage to 100m south of Lydens Lane	Completed
A25 Maidstone Road	Seal	100m north and south of Saxbys Road	Completed
Eardley Road	Sevenoaks	Full Extent	Completed
B2173 Maidstone Road	Swanley	Bartholemew Way Roundabout to Hildamay Avenue	Programmed 15 th November 2022
Ash Road	Ash Cum Ridley	Millfield Lane to North Ash Road	Programmed 17 th November 2022
Ash Road	Hartley	From Quaker Close to Chapel Wood Road	Programmed 14 th February 2023
B258 Top Dartford Road	Hextable	District Boundary Puddledock Road	Programmed 1 st February 2023

Agenda Item 7

Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Pinks Hill	Swanley	<u>Footway Reconstruction</u> Footway through green to rear of properties.	Completed
Bullfinch Close	Sevenoaks	<u>Footway Reconstruction</u> Full Extent	Completed
Tudor Drive	Sevenoaks	<u>Footway Reconstruction</u> Full Extent	Designed and to be programmed.
Leechcroft Avenue	Sevenoaks	<u>Footway Reconstruction</u> Full Extent	Works commenced and on-going
Aspen Close	Swanley	<u>Footway Preservation</u> Full extent	Completed
Cedar Close	Swanley	<u>Footway Preservation</u> Full extent	Completed
Crescent Gardens	Swanley	<u>Footway Preservation</u> Full extent	Completed
Heathwood Gardens	Swanley	<u>Footway Preservation</u> Full extent	Completed
Nursery Close	Swanley	<u>Footway Preservation</u> Full extent	Completed
Russett Way	Swanley	<u>Footway Preservation</u> Full extent	Completed
Wisteria Gardens	Swanley	<u>Footway Preservation</u> Full extent	Completed

Station Road	Edenbridge	<u>Footway Preservation</u> From the railway bridge to no. 19 New House Terrace (including a section of Westway)	Completed
Tonbridge Road	Sevenoaks	<u>Footway Preservation</u> White Hart Pub to Solefields Road inc Shenden Way	Completed

Surface Treatments - Contact Officer Jonathan Dean			
Micro Surfacing			
Road Name	Parish	Extent and Description of Works	Current Status
BLACKHALL LANE	Sevenoaks	From Seal Hollow Road to Park Lane	Complete
COLLEGE ROAD	Hextable (Swanley)	Newbarn Road to Hextable	Complete
Surface Dressing			
HILDERS LANE	Edenbridge	Ashcombe Drive to Railway Bridge	Completed
HIGH STREET	Leigh	Lower Green to Powdermill Lane	Completed

Agenda Item 7

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - Contact Officer Earl Bourner			
Road Name	Parish / Town	Description of Works	Current Status
Hilda May Avenue	Swanley	CCTV survey defects identified in pipework outside 'Woodlands'. Road closure required for repairs.	Works completed
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.	All works completed in area.
Westerham Road/Homdean Road	Bessels Green	Drainage pipework repair work, installation of new chambers.	1 x Job remaining awaiting programming.
Castle Hill/Scudders Hill	Hartley/Fawkham	Pond clearance works.	Works complete.
School Lane junction with A20 London Road	West Kingsdown	Existing soakaway not functioning causing flooding at this junction.	Works partially complete. Revisit required – programme date TBC.
Stick Hill	Edenbridge	Repair work of heavily rooted pipework (Junction of Spode Lane to Eden Hall Farm)	Works completed.

Appendix C – Street Lighting

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

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Location	Description of Works	Status
Westerham Road	Sevenoaks	Replacement of 1 Column	Feb 2023
Kennedy Gardens	Sevenoaks	Replacement of 1 Column	Complete
Hewett Place Footpath	Swanley	Replacement of 1 Column	Complete
London Road	West Kingsdown	Replacement of 1 Column	Complete
Lea Road	Sevenoaks	Replacement of 1 Column	Jan 2023
London Road	Farningham	Replacement of 2 Columns	Complete
Otford Road	Sevenoaks	Replacement of 2 Columns	Complete
Station Road	Edenbridge	Replacement of 1 Column	Complete
Main Road	Sundridge	Replacement of 1 Columns	Feb 2023
Hewett Place	Swanley	Replacement of 1 Column	Dec 2022
Weaver Lane	Sevenoaks	Replacement of 2 Column	March 2023
Mill Lane	Sevenoaks	Replacement of 1 Column	March 2023
Seal Hollow Road	Sevenoaks	Replacement of 1 Column	March 2023
Juniper Walk	Swanley	Replacement of 2 Columns	March 2023
Larch Walk	Swanley	Replacement of 1 Column	Feb 2023

Agenda Item 7

Appendix D – Transportation and Safety Schemes

Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within Sevenoaks District Council, 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 01/06/22.

Local Transport Plan Funded Schemes – Contact Officer: Ryan Shiel		
Road Name	Description of Works	Current Status
Casualty reduction measures (reactive) –		
A20 London Road / Button Street Framingham	Sign and lines	Investigation
A25 Maidstone Road / Broad Oak Lane / Red Lane, Seal	Signs and lines	Ordered
A25 Maidstone Road / London Road, Riverhead	Street lighting upgrade	Design
Gracious Lane, Sevenoaks	Junction improvement scheme	Ordered
London Road / Birchwood Road, Swanley	Sign and lines	Design
Westerham Road / A21 Chipstead	Safety assessment to review previous scheme	Investigation
LTP Schemes Sevenoaks		
Brasted average speed cameras	Brasted average speed cameras	Complete
Chipstead Lane, Riverhead	Width restriction review	Investigation
St Mary's Road, Swanley	Zebra crossing	Complete

Appendix E1 – Section 278 Works

Developer Funded Highway Works (Section 278 Works)				
File Ref.	Road Name	Parish	Description of Works	Current Status
SE003056	Grassy Lane	Sevenoaks	New Bellmouth entrance to private drive with modifications and improvements to the footway and pedestrian crossing points	Maintenance Period
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
SE003074	Force Green Road	Westerham	New signage and one system on existing exits onto A233 London Road	Technical Stage
SE003075	Salters Heath	Sevenoaks	New Bellmouth	Works complete on site, test results required.
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 defects to 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

Agenda Item 7

SE003084	Park Lane, Wildernesse House	Sevenoaks	New Bellmouth	Technical Stage
SE003085	Radnor House School	Sundridge	Bellmouth Widening	Technical Stage
SE003086	Mill Road	Dunton Green	Unknown	Technically approved
SE003131	Mussenden Lane.	Farningham	New Bellmouth	Works completed, in Maintenance.
SE003173	St Johns Way Opening	Edenbridge	New Bellmouth	Technical Audit
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
SE003413	Warren Court Farm Knockholt Road	Halstead	New Bellmouth and footway works	Maintenance Period
SE003088	Edenbridge Health Centre	Edenbridge	New bellmouth and internal road	Technical Audit
SE003089	Broom Hill London Road	Swanley	New Bellmouth	Technical Audit

Appendix F – Bridge Works

Bridge Works – Contact Officer Helen Rowe			
Parish	Parish	Parish	Parish
Carters Hill	Seal	Tumbling Bay East and West (623 and 1472) – Culvert works	In design for delivery 2022/23

Agenda Item 7

Appendix G – Traffic Systems

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

Traffic Systems - <i>Contact Officer: Toby Butler</i>		
Location	Description of Works	Current Status
Suffolk Way near Buckhurst Lane, Sevenoaks (09-0564)	Refurbish existing traffic signal-controlled crossing and convert to near-sided pedestrian facilities	Not yet programmed

Appendix H - Combined Members Grant programme update

Member Highway Fund programme update for the Sevenoaks District Council

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 18/10/2022 and will not include any schemes completed prior to 01/06/2022.

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 Borough Council

Details of Scheme	Status
Sevenoaks town-wide 20 mph, Feasibility study to implement town wide 20 mph speed limit in Sevenoaks. To include a review of Dartford Road, j/w The Vine <i>Richard Streatfield</i>	Investigation

Appendix I - Parish Council Highway Improvement Plans Update

Parish councils are able to request and fund their own highway improvements to address local concerns that would not otherwise meeting Kent County Council intervention criteria. Parish Councils can highlight any non maintenance issues they would like to address via their Highway Improvement Plan (HIP), which will be reviewed by KCC officers on annual basis. Following this review, KCC will make suggestions as to what engineering measures may be appropriate. There is no dedicated budget to install items identified to the parish HIPs, but KCC can work with the parish to install small scale signing and lining improvements, or larger schemes which the parish may choose to fund themselves.

The following table details when a (HIP) has been received over the past twelve months. This list is up to date as of 18/10/22

Parish Council	Last HIP Received
Westerham TC	15 February 2022
Penshurst	01 March 2022
Kemsing	06 April 2022
Badgers Mount	24 April 2022
Halstead	05 May 2022
Seal	31 May 2022
Swanley TC	19 July 2022
Horton Kirby & South Darenth	21 September 2022
Chiddingstone	25 September 2022
Cowden	03 October 2022
Farningham	04 October 2022

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.

Contacts: Richard Emmett / Mike Payton 03000 418181

To: Sevenoaks Joint Transportation Board
By: KCC Highways & Transportation
Date: 13th December 2022
Subject: High Street / Rockdale Road - Proposed no right turn
Classification: For Information Only
Electoral division Sevenoaks Town

Summary: KCC has received a proposal on behalf of Cllr Fleming to ban the right turn movement from High Street (A225) into Rockdale Road. Instead, vehicles would be required to first use A224 London Road as the approach and then turn right from there.

Update

KCC has received a proposal on behalf of Cllr Fleming to ban the right turn movement from High Street (A225) into Rockdale Road. Instead, vehicles would be required to first use A224 London Road as the approach and then turn right from there.

The proposal has been made in response to concerns received from residents regarding vehicles crossing three lanes of traffic and negotiating what they perceive to be a complex junction.

The proposal was received on 24 November 2022 and as such KCC are currently unable to provide any further comment as to feasibility, appropriateness or cost implications.

The proposal will be considered in due course by our Highway Improvement Team, who will contact Cllr Fleming directly to discuss further.

Conclusion

This report is for Members' information only.

Contact Officers: Paul Leary, Principal Engineer (Team Leader)

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

This page is intentionally left blank

To: Sevenoaks Joint Transportation Board
By: KCC Highways & Transportation
Date: 13th December 2022
Subject: Knole Lane / High Street, Sevenoaks - Proposed left turn only
Classification: For Information Only
Electoral division Sevenoaks Town

Summary: KCC has received a proposal on behalf of Cllr Fleming to make ingress into and egress out of Knole Lane (junction with High Street) left turn only

Update

KCC has received a proposal on behalf of Cllr Fleming to make ingress into and egress out of Knole Lane (junction with High Street) left turn only.

The main suggested benefit is a reduction in queuing on High Street, by eliminating the need for vehicles to wait for and then cross opposing traffic flows. Left turn entry into Knole Lane would only be permitted from the southbound direction, with exiting traffic again having to turn left and travel southwards.

The main suggested disbenefit is the displacement, diversion and management of traffic which can no longer make a right turn movement at the junction. Traffic signs are cited as a potential mitigation measure.

The proposal was received on 24 November 2022 and as such KCC are currently unable to provide any further comment as to feasibility, appropriateness or cost implications.

The proposal will be considered in due course by our Highway Improvement Team, who will contact Cllr Fleming directly to discuss further.

Conclusion

This report is for Members' information only.

Contact Officers: Paul Leary, Principal Engineer (Team Leader)

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

This page is intentionally left blank

Sevenoaks District Joint Transportation Board - Work Plan (as of 25 November 2022)

13 December 2022

Part A - Recommendations for Decision by KCC

A225 Shoreham Road, Shoreham (Proposed Speed Limit Reduction)

Part B - Recommendations for Decision by SDC

Part C - Information Reports

Highways Works Programme 2022/23

Update on proposed Sevenoaks Town-wide 10mph speed limit.

Applications for Disabled Persons (Blue Badge) Parking Bays

High Street/ Rockdale Road - Proposed No Right Turn

Knole Lane/ High - Street, Sevenoaks - Proposed Left Turn Only

7 March 2023

Part A - Recommendations for Decision by KCC

Part B - Recommendations for Decision by SDC

Part C - Information Reports

Highways Works Programme 2022/23

Electric Vehicle Charging Points Update - KCC

Electric Vehicle Charging Points Update - SDC

14 June 2023

Part A - Recommendations for Decision by KCC

Part B - Recommendations for Decision by SDC

Part C - Information Reports

This page is intentionally left blank