

15 March 2023 at 7.00 pm

Council Chamber, Argyle Road, Sevenoaks

Published: 06.03.23

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# Sevenoaks Joint Transportation Board

## Membership:

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

### Sevenoaks District Council

Cllrs. Ball, Eyre, McGarvey, McGregor and Roy

### Kent County Council (KCC)

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

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

Parish/Town Cllrs. England, Haslam and 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. <b>Minutes</b> To agree the Minutes of the meeting of the Board held on 13 December 2022, as a correct record	(Pages 1 - 6)	
2. <b>Declarations of interest</b>		
3. <b>Matters Arising/Update (Including Actions from Previous Meetings)</b>	(Pages 7 - 8)	
Part A - Recommendations for decision by Kent County Council (KCC)		
4. <b>Sevenoaks 20mph Speed limit, One-way Dartford Road traffic calming and 30mph Seal Hollow Road Consultation Update Report</b>	(Pages 9 - 18)	KCC Highways and Transportation Tel: 03000 418181

Part B - Recommendations for decisions by Sevenoaks District Council

None

Part C - Information reports

- |     |   |                 |   |
|-----|---|-----------------|---|
| 5.  | <b>Applications for Disabled Persons (Blue Badge) Parking Bays</b>      | (Pages 19 - 36) | Jeremy Clark<br>Tel: 01732227323<br>Trevor Kennett<br>Tel: 01732 227407 |
| 6.  | <b>Off-street Car Parks Electric Vehicle Charging Points Update</b>     | (Pages 37 - 40) | Trevor Kennett<br>Tel: 01732 227407                                     |
| 7.  | <b>KCC approach to Electric Vehicle Charging</b>                        | (Pages 41 - 44) | KCC Highways and Transportation<br>Tel: 03000 418181                    |
| 8.  | <b>A25 Worships Hill, Riverhead – Proposed Waiting Restrictions</b>     | (Pages 45 - 46) | KCC Highways and Transportation<br>Tel: 03000 418181                    |
| 9.  | <b>Active Travel Update</b>   | (Pages 47 - 52) | KCC Highways and Transportation<br>Tel: 03000 418181                    |
| 10. | <b>Highways Works Programme 2022/23</b>                                 | (Pages 53 - 66) | KCC Highways and Transportation<br>Tel: 03000 418181                    |
| 11. | <b>KCC Involvements in the Highway Aspects of Planning Applications</b> | (Pages 67 - 70) | County Cllr. Brazier<br>Tel: 03000 415879                               |
| 12. | <b>Work Plan</b>  | (Pages 71 - 72) |   |

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.

PROVISIONAL DATES OF FORTHCOMING MEETINGS:

8 June 2023

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

**SEVENOAKS JOINT TRANSPORTATION BOARD**

Minutes of the meeting held on 13 December 2022 commencing at 7.00 pm

Present: Cllr. Chard (Chairman)

Cllr. London (Vice-Chairman)

District Cllrs.

Cllrs. Ball, Eyre and McGarvey

County Cllrs.

Cllrs. Brazier, Gough and Streatfeild

KALC Representative, Cllr Parry

Apologies for absence were received from County Cllr. McArthur and District Cllrs. McGregor and Roy

Cllrs. Fleming, Bonin, Dr. Canet, Clack, Clayton, Purves and Raikes were also present.

Cllr Perry Cole was also present via a virtual media platform which did not constitute attendance as recognised by the Local Government Act 1972.

11. Minutes

Resolved: That the Minutes of the meeting held on 21 September 2022 be agreed and signed as a correct record.

12. Declarations of interest

Cllr. Brazier declared that he was the KCC Cabinet Member for Highways and Transport and so would not participate in debate on Item 5 - Update on proposed Sevenoaks Town-wide 20mph speed limit (Minute 15).

Cllr. Streatfeild declared that he was the KCC local Member for item 6 - Applications for Disabled Persons (Blue Badge) Parking Bays (Minute 16).

The Chairman noted that all Members had been lobbied in respect of item 5 - Update on proposed Sevenoaks Town-wide 20mph speed limit (Minute 15).

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

The Board noted the completed action from the previous meeting.

14. A225 Shoreham Road, Shoreham (Proposed Speed Limit Reduction)

Members considered a report which presented the public consultation for a proposed speed limit reduction on A225 Shoreham Road, Shoreham. The report recommended that a 40mph speed limit be instituted 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 and a 50mph speed limit be instituted 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.

The Board was addressed by Seal Parish Cllr. Jefferies.

A Member raised some concern over the suggested 50mph speed limit extending as far as Eynsford Village but supported the implementation of the reduced speeds as laid out in the report.

Members discussed the report and appendices. It was confirmed that 31 objections had been received during the consultation but that only 6 objections were relevant to traffic management.

Public Sector Equality Duty

Members noted that consideration had been given to impacts under the Public Sector Equality Duty.

Resolved: That it be recommended to KCC that the objections be overturned and the reduced speed limits be implemented as advertised via the Traffic Regulation Order (TRO).

15. Update on proposed Sevenoaks Town-wide 20mph speed limit.

The Board considered a report that presented the results of the public consultation on a proposed scheme to introduce a Town-wide 20mph speed limit as well as a one-way traffic order between The Vine and St Botolphs Road in a Southerly direction. The proposal included a new zebra crossing, an advisory cycle lane on Dartford Road and a 30mph speed reduction on A25 Seal Road. The consultation was the result of a resident petition received by the Board on 9 June 2021 and was supported by the KCC Member for Sevenoaks Town.

The Board was addressed by the Lead Petitioner and Seal Parish Cllr. Haslam.

The introduction of a 30mph speed limit on the A25 had been consulted on separately and had been included as part of the wider scheme. The Board expressed strong support for the 30mph speed reduction on the A25 Seal Road.

It was moved by the Chairman and duly seconded that it be recommended to KCC the implementation of a 30mph speed limit on A25 Seal Road from its junction with High Street to a point 95 metres west of its junction with Pinewood Avenue.

The motion was put to the vote and was carried.

Members asked questions of clarification around the consultation, 20mph speed reduction zones and traffic data. The Senior Programme Manager (KCC) advised that a speed reduction to 20mph on the A25 at Knole Academy would disrupt traffic flow and sensible compliance and was not recommended. In response to a question the Senior Programme Manager (KCC) would report back to the Board on the statutory consultation received for the Council.

*Action 1: For the Senior Programme Manager (KCC) to update the Board on when and who was contacted at Sevenoaks District Council as part of the consultation process for the Sevenoaks Town-Wide 20mph Scheme, and when a response was received.*

The viability of the zones around schools was discussed and it was confirmed that the 500metre catchment zone around the schools adhered to the Public Transport Accessibility Levels Study which scored how reliant individuals were on a private vehicle. It was also confirmed that at peak times traffic data showed an adherence to sub-20mph speeds around schools and that speed was a factor in 3 - 8% of overall incidents. It was noted that local Schools such as St John's and Sevenoaks primary had previously implemented 20mph zones and Sevenoaks Town Council (STC) supported the implementation of 20mph speed limits around schools and in residential areas.

Some Members suggested that the scheme should consider the consultation responses carefully and in particular the objections and comments from residents who lived in the area as opposed to visitors from other areas. Other Members expressed concern over considering some responses more than others.

Members discussed the implementation of the Sevenoaks Local Cycling and Walking Infrastructure Plan (LCWIP) and how this would co-ordinate with the proposal for a further cycle lane on Dartford Road. The Sevenoaks East/West Safe Cycling & walking route had received funding and was undergoing the design stage which did not include funding for the further cycle lane on Dartford Road proposed in the report.

A Member suggested that the scheme be modified to match elements provided by the original petition such as removing Brittain's Lane and Montreal Park Estate from the scheme and withdrawing the TRO at the Vine outlined in the consultation in relation to traffic flow. Members discussed the suggested changes and some Members expressed concern that the changes would be too substantial without re-consultation.

The one-way system on the Dartford Road was included in the Traffic Regulation Order (TRO) however the pedestrian crossing and the cycle lane were not. Members noted that the one-way system on Dartford Road was not strongly supported but that the wider 20mph Town scheme had greater support. Members expressed a desire that further consideration should be given to the proposals alongside traffic and speed data and the possibility of a further consultation.

Public Sector Equality Duty

## Agenda Item 1

### Sevenoaks Joint Transportation Board - 13 December 2022

Members noted that consideration had been given to impacts under the Public Sector Equality Duty.

It was moved by the Chairman and duly seconded that the Board also endorse a Sevenoaks Town 20mph zone and set up a small working group to further refine a scheme to meet that goal.

The motion was put to the vote and it was

Resolved: That

- (a) it be recommended to KCC that a 30mph speed limit on A25 Seal Road from its junction with High Street to a point 95 metres West of its junction with Pinewood Avenue as advertised via the Traffic Regulation Order (TRO) be implemented and;
- (b) the introduction of a 20mph zone in Sevenoaks Town which is adequately evidenced and supported be endorsed and;
- (c) a small Member working group with Officer support refine a scheme that met resolution (b) to report back to a future meeting of the Board be established.

#### 16. Applications for Disabled Persons (Blue Badge) Parking Bays

The Board considered a report for applications for disabled persons parking bays (DPPBs). The Board was asked to note the applications that did not meet KCC's assessment criteria and advise on how to proceed with regards to the application in High Street, Peshurst which had received an objection.

Members discussed the report and associated appendices and asked questions around the application in High Street, Peshurst. The Senior Traffic and Parking Engineer (SDC) confirmed that the unrestricted parking on that section of the High Street was in high demand. The nearby 'school keep clear' road markings encroached into the layby and the Officer would liaise with KCC to see if that section could be relocated to create additional parking space in the layby.

#### Public Sector Equality Duty

Members noted that consideration had been given to impacts under the Public Sector Equality Duty.

Resolved: That

- a) the applications for DPPBs in Chestnut Close, Edenbridge, Saxon Place, Horton Kirby and Wested Lane, Swanley which did not meet KCC's assessment criteria be noted; and
- b) as no representations were received for the application in Porchester Close, Hartley, an interim parking bay be marked; and
- c) the objection received for High Street, Peshurst be overruled and an interim parking bay be marked.

17. Highways Works Programme 2022/23

The Board considered a report which provided an update on the identified schemes approved for construction in 2022/23 with the Highway Manager (KCC) giving any relevant updates on the schemes listed.

Members ask questions of clarification on the approved schemes.

The Highways Manager (KCC) confirmed that the planned schemes were due for delivery in the next financial year and other schemes may be added for the next meeting.

Members raised a typographical error on page 138 of the agenda which should read A20 London Road / Button Street Farningham.

Resolved: That the report be noted.

18. High Street/ Rockdale Road - Proposed No Right Turn

The Board considered a report which provided an update on a proposal submitted for consideration by a Local District Council Member. The proposal sought to stop the right turn movement from High Street (A225) into Rockdale Road after traffic concerns were raised by residents. The proposal would be considered by KCC and the Local Member would be contacted directly.

Resolved: That the report be noted.

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

The Board considered a report which provided an update on a proposal submitted for consideration by a Local District Council Member. The proposal sought to make ingress into and egress out of Knole Lane (junction with high street) left turn only which meant that cars would not cross traffic at a busy part of the high-street. The proposal would be considered by KCC. The National Trust had also altered their booking systems to reduce the amount of traffic in the high street.

Resolved: That the report be noted.

Agenda Item 1

Sevenoaks Joint Transportation Board - 13 December 2022

20. Work Plan

Members noted the work plan with the following addition:

7 March 2023

- Report of the Sevenoaks Town Wide 20mph Working Group

THE MEETING WAS CONCLUDED AT 8.35 PM

CHAIRMAN



## Actions From The Meeting Held On 13 December 2022

	Meeting date	Description	Last updated on 10/01/23	Contact Officer
1	13 December 2022	Action 1: For the Senior Programme Manager (KCC) to update the Board on when and who was contacted at Sevenoaks District Council as part of the consultation process for the Sevenoaks Town-Wide 20mph Scheme, and when a response was received.	Completed. Members were updated via email on 09/01/2023	KCC - Jamie Watson  Tel: 03000 418181

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Joint Transportation Board

15 March 2023

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

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**Director and Head of Service:**

KCC: Tim Read Head of Transportation

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**Cabinet Member:**

KCC: David Brazier Cabinet Member for Highways and Transportation

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**Key or Non Key decision:** Non-Key

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**Decision Issues:**

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

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**Sevenoaks ward(s):**

**Sevenoaks Town and St. John's**

**Sevenoaks Eastern**

**Sevenoaks Northern**

**Sevenoaks Kippington**

**Dunton Green and Riverhead**

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**Summary and purpose of the report:**

This is a report summarising the outcome of a sub committee group chaired by the Sevenoaks JTB chairman. Following the December 2022 JTB, members accepted the Sevenoaks 20mph and Dartford Road One-Way consultation was not well received. Members accepted an option for a select committee comprising of KCC, Sevenoaks Ward, District and Town Councillors review the proposals prior to resubmitting for a future JTB for recommendation. The following recommendation is the result of the sub committee review.

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**To Recommend:**

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

- a) proceed to construction with the revised reduced 20mph scheme limit area and the pedestrian crossing on the A225 and the removal of Dartford Road one-way proposal.
- b) proceed to undertake further consultation with the revised 20mph speed limit area and the pedestrian crossing on the A225 and the removal of Dartford Road one-way proposal.
- c) abandon the scheme.

## Next stage in process:

JTB to discuss the report and make a recommendation.

Approval of the recommendation by KCC Cabinet Member for Highways and Transportation.

## 1. Introduction

- 1.1 Following the December 2022 Joint Transportation Board (JTB) review of the Sevenoaks town wide 20mph zone and Dartford Road one-way proposals consulted in the summer of 2022, a recommendation to further review the extents and elements of the scheme was agreed.
- 1.2 An agreement to create a sub-committee group comprising of Kent County Council representatives, Sevenoaks ward, town, district councillors, local KCC Member and chaired by the current JTB Chairman. The group met on the 13 January 2023 and 1 February 2023 to discuss the rationale behind the proposals at Dartford Road and the 20mph scheme extents.
- 1.3 The main discussion centred around the requirement for 20mph speed limits around some schools with higher proportion of car passenger modes of travel. The Dartford Road one-way proposal was not supported and is not to be taken forward.
- 1.4 The aim of the meeting was to modify the proposal to achieve an agreement regarding the best option to progress to an upcoming JTB for recommendation.
- 1.5 This report captures the revised proposals to be presented to this board for recommendation.

## 2. Detail

- 2.1 The scheme proposal has been reduced into two components removing the previously consulted third option at Dartford Road (one-way) thus making the proposal a 20mph speed limit and new pedestrian crossing on Dartford Road.
- 2.2 The revised scheme that been derived following the sub committees review of the consulted scheme is shown in appendix A and Table 1 below:

*Table 1: Traffic Regulations Order consulted*

Section	Description
<b>Roads removed by the review committee</b>	AMHERTS PLACE, ASH PLATT ROAD, ASHGROVE ROAD, BEACON RISE, BEACONFIELDS, BOURCHIER CLOSE, BRADBOURNE VALE ROAD, BRAESIDE AVENUE, BRAESIDE CLOSE, BRITTAINS LANE, BURNTWOOD ROAD, CHICHESTER DRIVE, CHURCH FIELD, CROFT WAY, DIBDEN LANE, DOWNSVIEW ROAD, FARM ROAD, FIENNES WAY, FILMER LANE, GRANGE ROAD, GRASSY LANE, GREATNESS LANE, GREATNESS ROAD, GREENWOOD WAY, GROVE ROAD, HIGHLANDS PARK, HOPGARDEN LANE, JULIANS CLOSE, JULIANS WAY, LEA ROAD,

	<p>LYNDHURST DRIVE, MARLBOROUGH CRESCENT, MIDDINGS RISE, MILL LANE, MILL POUND CLOSE, MOREWOOD CLOSE, NORTHVIEW ROAD, OAK LANE, OAKFIELDS, ORCHARD CLOSE, PINEHURST, PINWOOD AVENUE, QUEENS DRIVE, REDLANDS ROAD, SHOREHAM LANE, SILK MILLS LANE, SOLEFIELDS ROAD, SOLEOAK DRIVE, STAPLEFORD COURT, THE CLOSE, THE DENE, THE MIDLINGS, WATERCRESS CLOSE, WATER CRESS DRIVE, WELLMEADE DRIVE, WEAVERS LANE, &amp; WHITE FRIARS</p>
<p>20mph Limit on various roads in Sevenoaks</p>	<p>ARGYLE ROAD, ASHLEY CLOSE, ASHLEY ROAD, AVENUE ROAD, BEECH ROAD, BETENSON AVENUE, BOSVILLE DRIVE, BOSVILLE ROAD, BROOMFIELD ROAD, BUCKHURST AVENUE, BUCKHURST LANE, CAVENDISH AVENUE, CHARTWAY, CHESTNUT LANE, CRAWSHAY CLOSE, CROWNFIELDS, DARTFORD ROAD, EARDLEY ROAD, EGDEAN WALK, GARDEN ROAD, GORDON ROAD, GRANVILLE ROAD, HIGH STREET, HILL CREST, HILLINGDON AVENUE, HILLINGDON RISE, HITCHEN HATCH LANE, HOLLY BUSH AVENUE, HOSPITAL ROAD, HUNSDON ROAD, LAKEVIEW ROAD, LAMBARDE DRIVE, LAMBARDE ROAD, LIME TREE WALK, LITTLE WOOD, MADISON WAY, MERLEWOOD, MOUNT CLOSE, MOUNT HARRY ROAD, NICOLSON WAY, OAKDENE ROAD, PEMBROKE ROAD, PLYMOUTH DRIVE, PLYMOUTH PARK, PONTOISE CLOSE, POUND LANE, ROBYNS WAY, ROCKDALE ROAD, SOUTH PARK, ST BOTOLPHS ROAD, ST JOHNS HILL, SUFFOLK WAY, SWAFFIELD ROAD, THE CRESCENT, THE DRIVE, THE GREEN, THE PADDOCKS, THE VINE, THICKETTS, TUBS HILL, VALLEY DRIVE, VICTORIA ROAD, VINE AVENUE, VINE COURT ROAD, WARREN COURT, WESTFIELD, WICKENDEN ROAD and WOODSIDE ROAD – For their entire length.</p> <p>LONDON ROAD (A224) – From 50m south of Tubs Hill to its junction with High Street.</p> <p>SEAL HOLLOW ROAD – (1) From its junction with A25 Seal Road to 90m south of its junction with Hillingdon Avenue (2) From its junction with the A225 High Street to its junction with The Paddocks.</p> <p>HIGH STREET (A225) – From its junction with Holly bush lane to its junction with Knole Lane.</p>
<p>Dartford (amended committee) Road proposal by</p>	<p>New proposal to only progress the zebra crossing facility whilst maintaining existing traffic movements.</p>
<p>30mph Seal Road (approved at</p>	<p>Reduced to 30mph A25 Seal Road from its junction</p>

## Agenda Item 4

December 2022 JTB to progress)	with High Street to a point 95 metres west of it's junction with Pinewood Avenue
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### 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 its 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. JTB and Consultation Report Analysis

- 4.1 The Consultation and JTB reports identified key elements behind the objectors for both the Dartford Road one-way and the extents of the 20mph speed limit. These were considered by the review committee and addressed in the amended proposal.
  1. The Dartford Road one-way proposal (which was based on reducing the speed of traffic sufficient to adhere the new 20mph speed limit) was considered as having a detrimental impact to The War Memorial. The removal of this measure will not detract from the inclusion to the 20mph limit as signs and lines calming features will be added to encourage better adherence for the new speed limit. An after-speed survey will be conducted post implementation to review the impact of the proposal.
  2. The revised extent of the 20mph limit has been determined using the following factors
    - School Heat Map – A map was created to review where the local schools are and the walking routes of school aged pedestrians from local residential streets.
    - Rail to School Interchange Map – A map was also created to review the walking routes between the local rail station and local schools (also included routes for parents with children attending multiple schools in the local area)
    - Cycle Routes – A map of the existing and proposed cycle and walking routes were reviewed to consider how the extents of the 20mph would assist these modes of travel.
    - Review of the existing characteristics of the routes which include removal of sections cul-de-sac routes off the A25 and steep sections of London Road were also removed.

The revised map appended to this report is the version accepted by the members of

the committee for addressing the concerns above. There was an understanding that the zone can be increased, however for a phased approach this would satisfy the group as phase 1.

Table 2 below shows the summary of the consultation report. The level of support for Dartford Road and extent of 20mph speed limit were the key generators for objection to the proposal.

The results of the consultations are presented in Table 2:

*Table 2: Traffic Regulations Order Consultation Results*

<b>Consulted Traffic Regulation Order</b>	<b>Support</b>	<b>Object</b>	<b>Total</b>
To introduce a 20mph Town-wide traffic regulation order	<b>47%</b>	<b>53%</b>	<b>1463</b>
To introduce a one-way route on Dartford Road in the southerly direction	<b>38%</b>	<b>62%</b>	<b>1037</b>
To introduce traffic calming proposals for Dartford Road			<b>1506</b>
1. Strongly Agree	<b>27%</b>		
2. Tend to Agree	<b>16%</b>		
3. Neither agree nor disagree	<b>9%</b>		
4. Strongly Disagree		<b>11%</b>	
5. Tend to Disagree		<b>35%</b>	
6. Not sure		<b>2%</b>	
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)	<b>74%</b>	<b>26%</b>	<b>31</b>

## 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 revised reduced 20mph scheme limit area and pedestrian crossing on the A225 and the removal of Dartford Road one-way proposal.
- b) proceed to undertake further consultation with the revised 20mph speed limit area and the pedestrian crossing on the A225 and the removal of Dartford Road one-way proposal.
- c) 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.

6.3 Progressing any recommendations other than abandoning the scheme will require a funding source to be identified. There is no KCC funding currently identified to progress these proposals. Full funding is required to cover further detailed design work and eventual construction.

6.4 Estimated design, consultation and construction costs are:

1. 20mph Speed Limit - £128,000 including design, consultation construction &

## Agenda Item 4

contingencies. Design and consultation fees are estimated at £10,000

2. Dartford Road zebra crossing - £25,000 including design, construction & contingencies. Design fees are estimated at £1000 (consultation fees are included in 1. above).
- 6.5 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 for materials.

### **Legal**

- 6.6 Traffic regulation orders have been advertised, and if agreed will be made as confirmed orders pending identification of a suitable funding source. Should the Board recommend option b) in paragraph 5.1 then a further advertised Traffic Order will need to be progressed. There are no other legal implications at this stage.

### **Equalities**

- 6.7 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.
- 6.8 No negative impacts on any of the protected characteristics have been identified.

### **7. Conclusions**

- 7.1 The proposed revised 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.

### **Contact Officer:**

#### **Alan Osuoha**

Alan Osuoha KCC Active Travel Schemes Project Manager and Designer

### **Background documents and appendices**

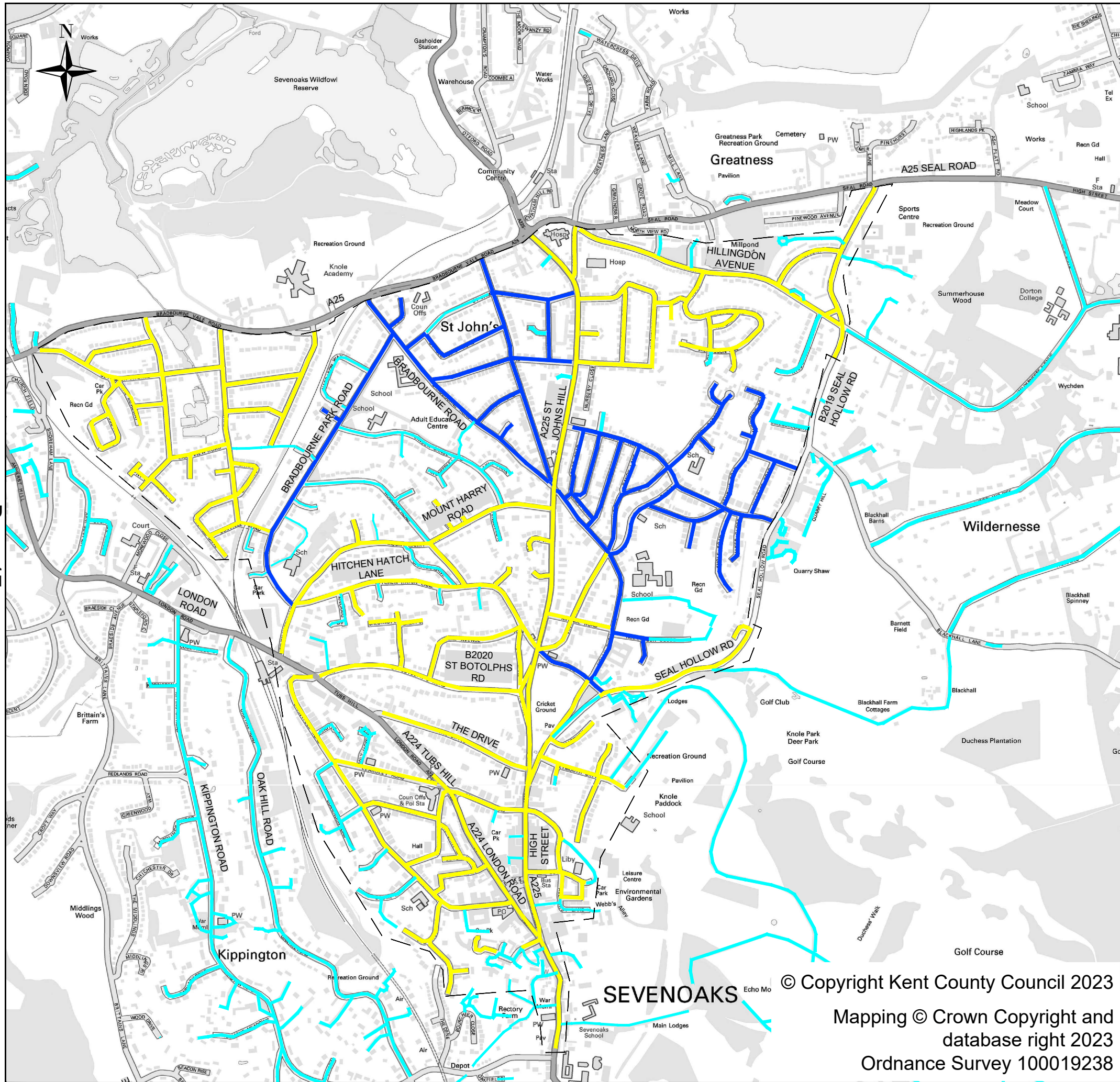
Appendix A: Revised 20mph Scheme Drawing

**Additional document(s) containing information exempt from publication: No**



**Appendix A – Sevenoaks Town wide 20mph limit - Revised Scheme Proposal**





**Key:**

- Existing private road
- Existing 20mph limit
- Proposed 20mph limit
- No change
- 20mph scheme boundary



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



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

Project	
<b>SEVENOAKS TOWN WIDE 20MPH</b>	
Drawing title	
<b>PROPOSED TRAFFIC REGULATION ORDER SHEET 1 OF 1</b>	
Drawing status	
<b>FOR CONSULTATION</b>	
Scale	Do not scale
Scale	NTS at A3
Drawing number	
<b>2122-SE-01-20MPH-TRO Pr1</b>	
This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.	

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

**Sevenoaks Joint Transportation Board - 15 March 2023**

**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 that the applications for disabled persons parking bays in Meadway, Halstead and Conifer Way, Swanley, detailed in Appendix 1 of this report, met Kent County Council's personal assessment criteria, but were declined for the reasons stated;
- b) Notes the applications for disabled persons parking bays in Cramptons Road, Sevenoaks, Daltons Road, Crockenhill, Church Road, Seal and Swanley Lane, Swanley, 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 Cramptons Road, Sevenoaks 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 support the Officers' recommendations to set aside the representations received during the informal consultation to the proposed disabled persons parking bays in Daltons Road, Crockenhill, Church Road, Seal and Swanley Lane, Swanley, 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) on the public highway 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 the backing of 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. This report advises the Board on the locations of the latest applications for DPPBs received from individuals that have 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 met KCC’s personal assessment criteria, but were declined because the closest parking areas to the applicants’ homes in which a parking bay could be provided are not part of the public highway. These parking areas are privately owned and managed, and in these cases, with the agreement of the applicants, the applications have been referred to the respective land owners for consideration:
  - Meadway , Halstead
  - Conifer Way, 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:
  - Cramptons Road, Sevenoaks
  - Daltons Road, Crockenhill
  - Church Road, Seal
  - Swanley Lane, Swanley
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.

## Agenda Item 5

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. This report advises the Board on the locations of the latest applications for DPPBs received from individuals that have been evaluated in accordance with the highway authority, Kent County Council's (KCC's) assessment criteria.
19. The Board is requested to consider the feedback from the informal consultation, in particular the representations received to the proposed DPPBs in Daltons Road, Crockenhill, Church Road, Seal and Swanley Lane, Swanley, 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 representations 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 met Kent County Council's personal assessment criteria, but were declined for the reasons stated

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**

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**APPENDIX 1 - FOR INFORMATION**

Applications for disabled persons parking bays which met Kent County Council's personal assessment criteria, but were declined for the reasons stated

REQUESTED LOCATION	REASON(S) DECLINED
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HALSTEAD	
Meadway, near nos. 39-44	<p>This application met KCC's personal assessment criteria, but was declined because the parking area nearest the applicant's home, in which the disabled persons parking bay, would be sited is not part of the public highway</p> <p>However, the parking area is privately owned and managed by West Kent Housing Association, and hence, with the agreement of the applicant, the application has now been referred to the Housing Association for consideration.</p>

SWANLEY	
Conifer Way, near nos. 30-40	<p>This application met KCC's personal assessment criteria, but was declined because the parking area nearest the applicant's home, in which the disabled persons parking bay would be sited, is not part of the public highway.</p> <p>However, the parking area is privately owned and managed by Sevenoaks District Council, and hence, with the agreement of the applicant, the application was referred to the District Council's property team for consideration.</p> <p>An advisory disabled persons parking bay has since been marked by the District Council in the parking area.</p>

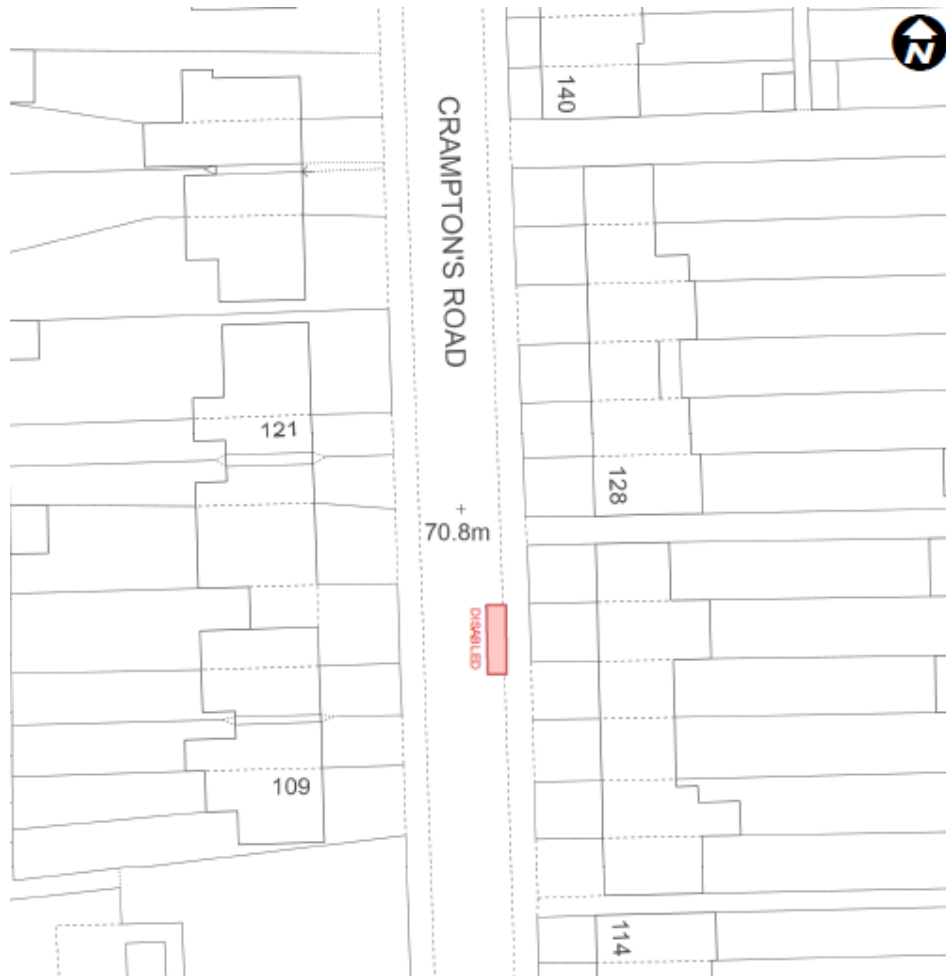
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**APPENDIX 2 - FOR ADVICE**

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, location plans and Officers’ comments/recommendations

**SEVENOAKS: Cramptons Road**

(NOTE: Parking bay location/size is indicative only)



**INFORMAL CONSULTATION FEEDBACK**

**1. Comment - Sevenoaks Town Council**

“Sevenoaks Town Council’s support of the application and proposed placement of the bay, as resolved by the Planning Committee on 6<sup>th</sup> February 2023.”

**2. Comment - Cllr I Collins (SDC)**

“I have no objection to the Disabled Parking Bay.”

**OFFICERS’ COMMENTS**

No representations were received during the informal consultation process, and hence an interim disabled persons parking bay can be marked, without the need for a decision from the Board.

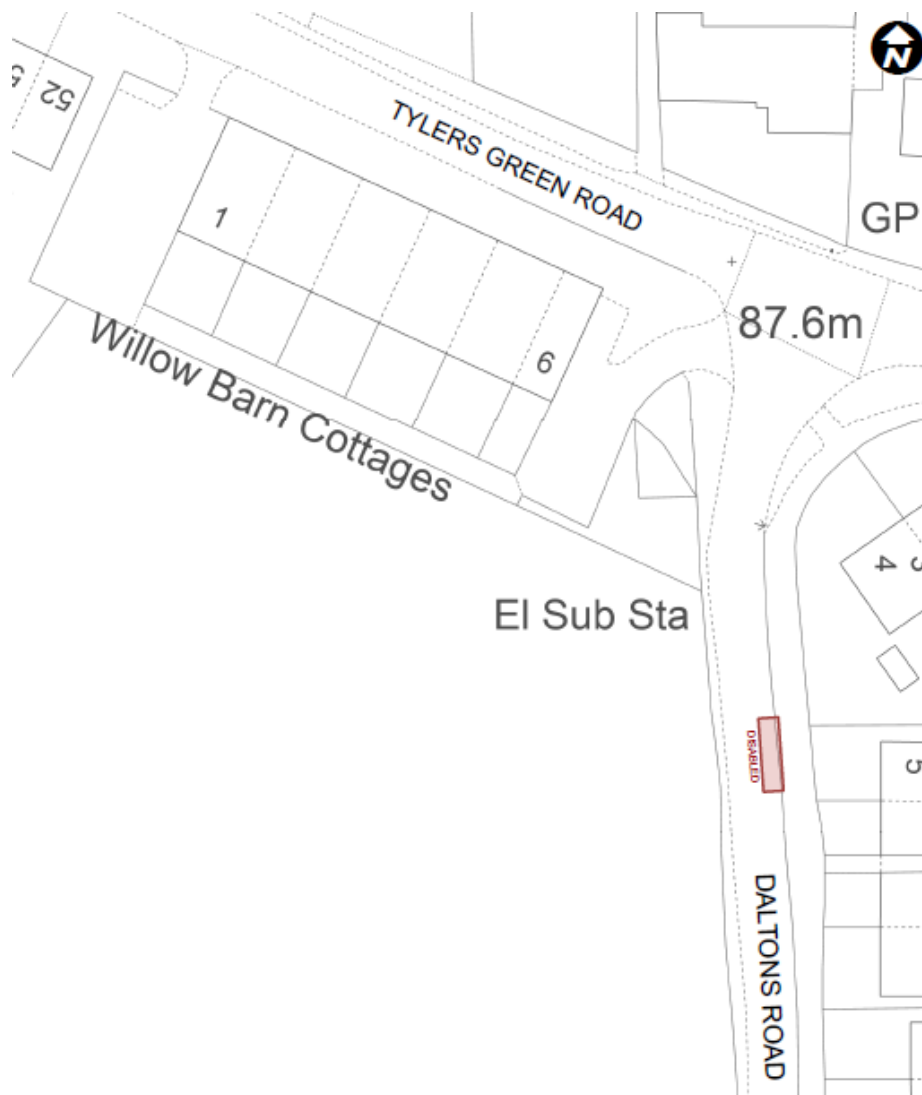
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### APPENDIX 2 - FOR ADVICE

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, location plans and Officers' comments/recommendations

#### CROCKENHILL: Daltons Road

(NOTE: Parking bay location/size is indicative only)



#### INFORMAL CONSULTATION FEEDBACK

##### 1. Comment - Crockenhill Parish Council

“The Parish Council is supportive of the proposal to have a designated disabled bay, as parking is an issue for all drivers in this area. However, we do have some safety concerns that we feel we need to highlight to ensure that these have been properly considered.

It should be noted that access to a vehicle would be from one side only, as there are railings along a large stretch of this road which prevent doors on the kerbside from being opened. This means that the driver would be alighting into the path of any vehicles using Daltons Road (in either direction), including those turning from Tyler's Green Rd that may have limited visibility.”

**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, location plans and Officers' comments/recommendations

**2. Comment - Cllr R Waterton (SDC)**

"I support this application for a disabled bay. Unfortunately, it is difficult to park for all the residents living here. Obviously, someone with a disability will find it more difficult."

**3. Comment - Cllr R Gough (KCC)**

"I am supportive of this application"

**4. Representation - Local Resident**

"I am writing to you in regards to the application you have received for a disabled persons (blue badge) parking bay in Daltons Road. We would like to oppose it.

Firstly the disabled parking space you are proposing is for a person that doesn't drive. They don't own a car and are not blue badge holders. I'm afraid to say they are elderly and hardly ever leave the house. We do see their children come to visit but again they aren't blue badge holders?

Secondly there are big concrete steps to get up to the road from our street. Our street is a level down from the road so it is hard to visualise how they will get up to the proposed blue badge parking bay. Unfortunately they fell over on the snow recently so are very unsteady on their feet. It would make much more sense for the proposed blue badge parking bay to be at street level on the corner of Daltons Road.

Thirdly, since we have lived here, parking has been a huge issue for us and our neighbours. Due to the field on the other side of the road, there is only one side of parking for all the houses on Daltons Road. This means it's lucky for us to find any parking space at all on a daily basis. Removing a space would cause even more of an issue and prevent us from parking outside our own houses.

Finally our road is the last village road before farms and countryside lanes. It is used mainly by tractors, agricultural lorries and cars wanting to cut through when the M25 is blocked. This means it would be difficult for a disabled person to get in and out of a car with the metal railing blocking the other side of the car.

We aren't against a blue badge parking bay but having it on Daltons Road is not the right decision. The disabled bay would be empty 99.9% of the time and is essentially serving as a private parking space for their visitors. We would advise you to come to visit and see for yourself."

**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 5

### **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, location plans and Officers' comments/recommendations

In this case, the applicant meets KCC's personal assessment criteria for a parking bay, and owns/drives a vehicle, 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.

There are parking restrictions near the applicant's home, which have limited where a parking bay could be provided.

However, the proposed location for the parking bay was selected in liaison with the applicant, and because parking currently takes place in this section of road, it is not envisaged that the provision of a bay there will cause any issues to other road users.

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



**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, location plans and Officers' comments/recommendations

**SEAL: Church Road**

(NOTE: Parking bay location/size is indicative only)



**INFORMAL CONSULTATION FEEDBACK**

**1. Comment - Seal Parish Council**

“The Parish Council agreed that the proposal whilst we are in support of the disabled bay we ask that it is within the parking bay already there and doesn't encroach on double yellow lines around Zion Street.”

**2. Comment - Cllr R Hogarth (SDC)**

“I recall there is concern about the parking on Zion Street but this spot should be OK.”

**3. Comment - Cllr J Thornton (SDC)**

“I have no objections or comments to make.”

**4. Representation - Local Resident**

## Agenda Item 5

### 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, location plans and Officers' comments/recommendations

"We wholeheartedly support our neighbour having a disabled parking bay. However, we strongly object to the existing bay outside number 2 being extended on to the double yellow lines. Although, that parking bay is the best place for it.

It took us years to get the double yellows (working with the Parish Council and following two public consultations). They've improved safety for everyone (including our young children). The double yellows are on a tight junction with blind spots in every direction.

Prior to the double yellows our property was consistently damaged by vehicles squeezing through (avoiding parked cars on the junction). HGV's pass through and vehicles commonly speed.

There are no pavements and when cars are parked on the junction, pedestrians and residents are forced to walk around them which is dangerous.

May we respectfully ask the parking bay is not painted over double yellows for everyone's safety. The possible location on your plans show a significant encroachment over the double yellows (a few inches would be fine).

I understand that blue badge holder's are not allowed to park on double yellows near a junction yellows for safety reasons."

### 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.

In this case, 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.

There are parking restrictions near the applicant's home, which have limited where a parking bay could be provided.

However, the proposed location for the parking bay was selected in liaison with the applicant, and utilises an existing unrestricted marked bay.

This bay is significantly shorter than the national minimum standard length for disabled persons parking bays (DPPBs), but in the short term, KCC are happy for this substandard parking bay to be converted into an interim DPPB, without the backing of a traffic regulation order.

However, if the interim parking bay was to become regularly abused by non-blue badge holders after its introduction, consideration would then be given to a traffic

**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, location plans and Officers' comments/recommendations

regulation order, at which point an alternative location for a minimum standard length DPPB would have to be found, possibly in one of the larger parking bays a short distance away from the applicant's home, should KCC did not support shortening the adjacent double yellow lines to enable the small parking bay to be extended.

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

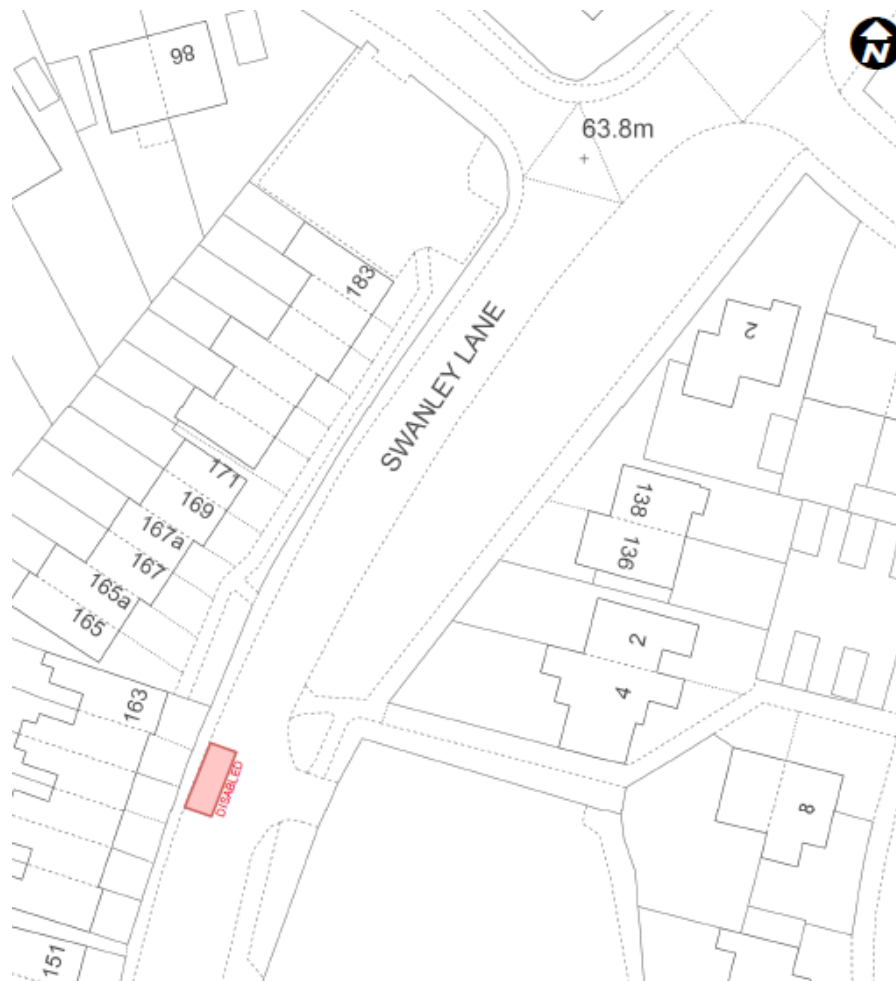
## Agenda Item 5

### 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, location plans and Officers' comments/recommendations

#### SWANLEY: Swanley Lane

(NOTE: Parking bay location/size is indicative only)



#### INFORMAL CONSULTATION FEEDBACK

##### 1. Comment - Swanley Town Council

“Following the Development Control meeting this evening, Swanley Town Council Councillors are in agreement that this disabled parking bay would be beneficial to the area.”

##### 2. Comment - Cllr P Cole (KCC)

“I am aware of this location and its proximity to the crest of a bend along this busy road and after consideration of all the facts, I have no objection to the provision of such a bay at that location.”

##### 3. Representation - Local Resident

“We would like to politely put forward a few comments that we would like to be considered before the disabled bay is installed.

**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, location plans and Officers' comments/recommendations

Due to ongoing parking issues and already a lack of space outside our houses, which we believe causes tension with neighbours we don't agree that the disabled parking bay is a great idea. We also believe the house in question has two personal cars plus a van. When there is already very limited parking we think it's unfair that one of the houses out of the 12 houses along this part of the lane is allowed an allocated parking space.

Which brings me onto wider parking issues along Swanley Lane, since we moved to Swanley Lane, we have always had two cars due to needing them at different times of the day. It has become a regular occurrence that we can only get one space on the lane and are having to park our other car on Woodgers Grove which doesn't have many spaces and I regularly overhear residents of the houses complaining at us having to park there, it's also worth noting we've seen notes being left on windscreens of cars from residents that are unhappy. We've also had various other issues with parking, including, but not limited to.

1. Having to replace out wing mirror twice due to parking on the kerb and it being taken off by another motorist.
2. Having to increase tyre pressure regularly again due to parking on the kerb.
3. Many complaints on Facebook pages "Swanley gossip" and "Swanley news for all" that wheelchair users and those with prams cannot get passed due to cars having no choice but to park on the kerb.
4. A rude sticker being placed on my car about "bad parking" again due to having no space to park so having to use the kerb.

We are also aware of the housing development opposite our row of houses "132 The Shaad" which has planning permission for 5 new build houses with a total of 10 car parking spaces. We have an ongoing fear that with only 2 spaces per house, and many houses having 2 cars - where will visitors park? The only answer we can see is in-front of our houses which again leaves limited space for those that actually live here. The exit from "132 The Shaad" is already going to be dangerous and of limited view and we believe by allowing a disabled bay to be put opposite the exit is going to cause more issues.

I'd be very happy to expand on any of the above and really would welcome an improved parking option for those of us along Swanley Lane without access to drives or allocated car parks."

**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.

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### **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, location plans and Officers' comments/recommendations

It is unfortunate that the proposal will inconvenience some residents, but there is a number of sections of road locally with no parking restrictions, which provide alternative parking, albeit a short walk away.

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.

**OFF-STREET CAR PARKS ELECTRIC VEHICLE CHARGING POINTS UPDATE**

**Sevenoaks Joint Transportation Board - 15 March 2023**

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

**Status:** For Information

**Key Decision:** No

**Executive Summary:** This report updates the Sevenoaks Joint Transportation Board about progress Sevenoaks District Council is making on the work plan for Electric Vehicle Charging Points (EVCP) in our off-street car parks.

**This report supports the Key Aim of - Making Sevenoaks District to be a place where people can enjoy clean and high quality urban and rural environments.**

**Portfolio Holder:** Cllr. Cllr. Margot McArthur

**Contact Officer:** Trevor Kennett, Ext. 7407

Adrian Rowbotham, Ext. 7153

**Recommendation to the Sevenoaks Joint Transportation Board:**

To note the report.

**Introduction**

1. The Council's Low emission and electric vehicle Strategy details that Sevenoaks District currently has the highest level of electric vehicle ownership in Kent.
2. Sevenoaks District Council (SDC) have committed to becoming Net Zero by 2030, for the council and its assets, whilst also taking a lead in helping residents, businesses and visitors in the district to reduce their own carbon emissions. As part of this Sevenoaks District Council has committed to support electric and low emission vehicles and promote the necessary infrastructure.
3. Car parks provide convenient and suitable locations for destination and top-up charging and will be prioritised as good locations to support EV demand, as these are locations where vehicles are already left for some time. Medium and large car parks are easier for installing ECVPs as there is less conflict in regard to loss of parking spaces from other road users and the presence of EVCPs raises awareness of the facilities for future EV adopters.

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4. The Council have committed to installing electric vehicle charging points in Sevenoaks District Council owned car parks. This is included as an action for the Net Zero 2030 work. Currently the Council has installed 18 charging points within Sevenoaks District Council owned car parks, with an additional 6 currently being commissioned. This is detailed in the following table.

Car Park	Location	Capacity	Disabled dual use bays	Single use disabled bays	Other bays	EVCPs
Sevenoaks Town Car Park	Sevenoaks	449	19	4	0	8
Bradbourne Car Park	Sevenoaks	420 + 20 Premium	8	2	0	2
Argyle Road Weekend Car park	Sevenoaks	96	0	4	0	4
Argyle Road front visitor car park	Sevenoaks	12	0	3	0	4
Sevenoaks Leisure Centre car park	Sevenoaks	32	0	4	0	6*

\*Currently being commissioned.

5. The current supplier of these 18 Electric Vehicle Charging Points (EVCPs) is BP Pulse and Carbon3.
6. We will continue to install accessible charging points across other car parks under Sevenoaks District Council control and at the Council depot and offices. Our off-street charging network will be varied and include different types of charging infrastructure, operating at different speeds (residential 3kW, trip-destination 7-22kW, and rapid charging 50kW), to provide for a range of needs.
7. The detailed survey works helped inform the Council review of all property assets to ensure that the long-term commitments needed for the EVCP infrastructure is



in place. This important work has meant a slight delay in the starting of the EVCP project, which commenced with our suppliers in late 2022.

8. The Council has also commissioned, as part of our Net Zero Action Plan an Electric Vehicle Charging Infrastructure Study, which is due to report in spring 2023.

### Key Implications

#### Financial

There are minimal service delivery project financial implications for the projects detailed within this report.

#### Legal Implications and Risk Assessment Statement.

No legal implications. Sevenoaks District Council is the land owner with a statutory duty for the upkeep of infrastructure in off-street car parks.

#### Equality Assessment

No decisions are being made within this report, so there is low relevance to the substance of the Equality Act. There is no perceived impact on end users.

#### Net Zero Implications

Members are reminded of the Council's stated ambition to be Net Zero with regards to carbon emissions by 2030. The impact of this update report has been reviewed and there would be a slight decrease on carbon emissions produced in the district because of these detailed projects.

<b>Appendices</b>	None
<b>Background Papers</b>	None

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

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## **KCC approach to Electric Vehicle Charging**

To: **Sevenoaks Joint Transportation Board – March 2023**

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

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

Classification: **For Information**

Electoral Division: **County Wide**

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**Summary:** **This report provides an update on Electric Vehicle (EV) Charging Infrastructure across Kent following a report brought to JTB in September 2022.**

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### **1. Introduction**

- 1.1. This report gives a broad overview of the EV charging network in Kent and will look at Kent County Council's role specifically in ensuring our residents and businesses are able to switch to electric vehicles.
- 1.2. It looks at the current numbers of EV chargers in Kent and outlines any developments that have occurred since March 2022.

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

- 2.1. Electric Vehicle (EV) sales are growing in the UK and the demand for charging infrastructure is rising - driven by the Government's plan to ban new sales of petrol and diesel vehicles from 2030. This is not traditional refuelling as we know it. The speed, and therefore price, of charging varies from the slowest 3kwh up to a potential 350kwh. This could be the difference between charging in 10 hours or charging in 10 minutes.
- 2.2. Industry data suggests the vast numbers of EV owners choose to charge at home if they have access to a home charger. It is convenient and provides the lowest cost option. VAT on electricity is paid at 5% at home but 20% on the public network - arguably penalising those who do not have access to off street parking.
- 2.3. In order to help the transition to electrification, with all the carbon and air quality benefits this would bring, KCC have developed an EV infrastructure programme to install EV charging points across the county.
- 2.4. In March 2022 the Government published their Electric Vehicle Infrastructure Strategy and released some Pilot funding to go alongside this.

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- 2.5. The Government has now launched the Local Electric Vehicle Infrastructure (LEVI) Fund for Highway Authorities to apply for in their region. This is primarily focused on providing resident charging to those without off street parking. The funding is to deliver against a Regional EV strategy, in collaboration with District/Borough Authorities.
- 2.6. KCC officers are in the process of liaising with all District/Borough partners to determine how best to deliver against the targets.
- 2.7. To provide high level targets for Local Authorities to work towards, the Government have commissioned CENEX to produce the NEVIS tool. It forecasts charger requirements for each Local Authority Area to meet the 2030 decarbonisation goals.
- 2.8. However, it should be noted that the majority of chargers shown here are slower (7kw) and this is not aligning with the private sector led investment in this space who are largely delivering ultra rapid charging (100kw-350kw). The Forecast will be updated annually (latest update expected March 2023) and officers are informed that workplace charging is expected to account for a significant portion of these figures.

Sevenoaks

	Total Public chargers	Required chargers	% of target
2021	28	42	66.67%
2022	32	68	47.06%
2023 (Jan)	33	100	33.00%
2025		237	
2028		571	
2030		873	

*Figure 1 – Data compiled in January 2023. Taken from the NEVIS tool kit. Shows that by 2030 it is expected Sevenoaks will need 873 chargers to meet demand.*

- 2.9. In January 2023 the following public chargers were available to use. (DfT Electric Vehicle Device statistics) Source: <https://maps.dft.gov.uk/ev-charging-map/index.html>

Jan-23				
District	Total public charging devices	Total public <b>rapid</b> charging devices	Total public <b>fast</b> charging devices	Charging devices per 100,000 population
Ashford	45	2	43	33.8
Canterbury	49	5	44	31.3

Dartford	86	40	46	73.6
Dover	82	13	69	70.3
F&H	117	19	98	106.3
Gravesham	25	4	21	23.4
Maidstone	68	25	43	38.5
Sevenoaks	33	14	19	27.3
Swale	56	10	46	36.8
Thanet	34	9	25	24.2
T&M	43	13	30	32.5
T Wells	49	7	42	42.4
Total	687	159	528	

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

The Planning system – Transport & Development Planning.

- 2.11. Building Regulations changes took place in June 2022. This affects all new developments and will ensure many more residential and commercial premises are installed with EV chargers or the capability to easily add EV chargers in future. KCC have aligned the new Parking Planning guidance with the Building Regulations for clarity and to ensure a unified approach across the country.

**3. Conclusions**

- 3.1. The report shows that current charger numbers in Sevenoaks are behind the requirements for the District. Charger numbers will need to grow to 2025 and keep growing significantly up to 2030 and beyond. However, ensuring an affordable, reliable network with the “right charger in the right place” is important. Although not all chargers will be delivered by Local Authorities, Kent County Council will work closely with District Officers to explore appropriate solutions to reach these targets.

**4. Recommendation(s)**

- 4.1. For information

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**To:** Sevenoaks Joint Transportation Board  
**By:** KCC Highways & Transportation  
**Date:** 15 March 2023  
**Subject:** A25 Worships Hill, Riverhead – Proposed waiting restrictions  
**Classification:** For Information Only  
**Electoral division** Sevenoaks West

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Summary: Information report providing an update on proposed waiting restrictions on A25 Worships Hill, Riverhead

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### Update

Kent County Council member Nick Chard (Sevenoaks West) and Sevenoaks District Council local councillor Kim Bayley (Dunton Green & Riverhead) have previously raised concerns about safety and congestion relating to on-street parking on A25 Worships Hill, Riverhead.

Following further investigation, KCC Highways & Transportation officers feel that there is merit in introducing waiting restrictions at this location:

- single yellow line / 8:30 – 9:30 am / 3 – 4 pm (every day);
- on the south-eastern side, from the existing double yellow lines from the junction with St Marys Drive, for a distance of 135 metres in a south-westerly direction

A traffic regulation order consultation on the proposals went live on 27 January 2023 and ran until 12 noon on Monday 20 February 2023.

At the time of submitting this report, the feedback from the consultation has yet to be analysed in detail but an initial review suggests that there are two objections to the proposal. The objectors will be responded to in more detail regarding their concerns and at the same time, will be given the opportunity to remove their objection.

Should there still be objections at the end of this process, these will be tabled and presented to the County Member and KCC Director of Highways & Transportation, with a recommendation to proceed with the proposal.

### Conclusion

This report is for Members' information only.

**Contact Officer:** Paul Leary, Principal Engineer (Team Leader)

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

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**To:** Sevenoaks Joint Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 15 March 2023  
**Subject:** Active Travel update  
**Classification:** Information Only

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Summary: This report updates Members on KCC's Active Travel Agenda

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## **1 Context**

- 1.1 In the summer of 2020 the Government released its new Policy for Active Travel and set out the national vision (Gear Change). It set out the actions required at all levels of Government to make this a reality, grouped under four themes:
- better streets for cycling and people
  - cycling and walking at the heart of decision-making
  - empowering and encouraging local authorities
  - enabling people to cycle and protecting them when they do
- 1.2 Kent County Council has been working alongside the Department for Transport and subsequently Active Travel England (ATE), who have been created as an Executive Body to oversee walking and cycling activity.
- 1.3 ATE are responsible for apportioning funding to and overseeing the delivery of active travel investment. This includes determining funding allocations and carrying out an assurance function of the detailed design and delivery of active travel schemes. ATE have been established to ensure the highest possible standard is applied in the delivery of walking & cycling schemes with a view to reaching their overall aim; that 50% of all trips in urban centres and cities will be undertaken by foot or wheel.

## **2 Active Travel Fund - Background**

- 2.1 Tranche 1 (£1.6m awarded) was colloquially known as the Emergency Active Travel fund and was introduced to implement measures to aid all forms of travel at the start of the covid pandemic. Schemes were introduced county wide within a very tight timescale (12 weeks) and with no time to consult to any degree.
- 2.2 Tranche 2 (£6.098m award following a bid process). KCC produce a list of schemes that were believed to be supported and deliverable. The Government made some substantial changes to allow proper consultation with our communities, which has resulted in delays to delivery as we establish detailed designs. Extensive consultation with affected communities has and continues to take place to ensure support and adequacy of the schemes whilst still working within the confines of the Grant funding. 5 schemes were successful in attracting funding. There were no schemes within Sevenoaks District that were successful.

## Agenda Item 9

- 2.3 The Tranche 3 submission for funding had a very short application window during August 2021. KCC put in for a total of £7.25m (9 schemes) but Kent was awarded £1.3m for two schemes, one in Sevenoaks and the other in Herne Bay. We submitted bids for many more schemes but these were not taken forward at this time by ATE. Both schemes are now being developed with Herne Bay plans recently being consulted on and detailed designs progressing. Sevenoaks is a much larger scheme (£1.2m) and KCC is working in conjunction with Sevenoaks DC to further develop plans prior to consultation which is hoped to take place in June 2023.

### 3 The Current Position

- 3.1 All Highway Authorities were asked by ATE to undertake a self-assessment of our capability and ambition following some prescribed guidance. The aims are to support local authorities to prepare forthcoming multiyear capital and revenue funding directing the vast majority of funding to capability building activities. Any behaviour change activities need to focus on how it supports infrastructure. Examples of capability building activities include development of Local Walking & Cycling Infrastructure Plans (LCWIPs), network design, scheme planning & delivery, public engagement/consultation, data and evidence collection and bespoke training for officers & members. Behaviour change activities include cycle training, travel planning, cycle loan schemes, active travel marketing and street audits.
- 3.2 With the insight of a KCC Member survey, input from a Cross Party working group and officers' professional judgement, we self-assessed as a Level 1, which is where most Local Authorities placed themselves. ATE confirmed they corroborated this rating based on the information they hold about us as an Authority and we have been able to demonstrate to ATE that we have some ambition and we have some emerging network plans and commitments to active travel. Notwithstanding this, we recognise the need for their support in working to deliver on this agenda, which is essential for our Carbon pathway and for our wider Transport linked future funding. The five levels are as follows:
- Level 0: No local leadership or support for active travel, no plans in place, delivered lower complexity schemes only
- Level 1: Some local leadership and support with basic plans and isolated interventions
- Level 2: Strong local leadership and support, with strong plans and emerging network
- Level 3: Very strong local leadership and support, comprehensive plans, and majority of network in place with increasing modal share
- Level 4: Established culture of active travel with successive increases in cycling and walking, underpinned by dense integrated network and highly supportive policies to reduce the need for car trips

#### **Capability & Ambition Fund**

- 3.3 KCC have successfully secured £565,000 of revenue funding from Active Travel England. It should be noted that this is not a brand-new fund but it has been rebadged from what was the 'Capability Funding' and was previously used to support behaviour change initiatives with partnering organisations. At the request of ATE it is now refocussed to support the County's capability & ambition building activities as set out by ATE such as:
- Development of Local Cycling and Walking Infrastructure Plans (LCWIPs)
  - Network design
  - Scheme planning and design

- Public engagement/ consultation
- Data & evidence collection
- Bespoke training for LA officers and members

- 3.4 The activities as set out above will enable us to continue to make progress, working closely with our elected members to enable us to take a lead role in setting the scene of what Active Travel could look like in Kent. We are continuing to push ATE for the long-awaited rural guidance as so many of our residents in Kent live in rural communities. We acknowledge that Kent is a diverse County with both rural and urban constituencies, and we want to ensure any plans that are developed benefit in an appropriate way.
- 3.5 We have been working closely with all Districts & Boroughs to understand what support is required and to provide funds to enable the development of LCWIPS, network designs and scheme planning & design. Sevenoaks District Council has been allocated £45,000 for further development of their Local Cycling & Walking Infrastructure Plan (LCWIP) and scheme planning & design with agreements to be completed shortly. This funding is for a 12-month period commencing on 13 January 2023.

### **Kent Cycling & Walking Infrastructure Plan (KCWIP)**

- 3.6 To ensure Kent County Council have a strategic plan and clear priorities with regards to infrastructure requirements we are embarking on a Kent Cycling & Walking Infrastructure Plan (KCWIP) as part of our Local Transport Plan 5 development. The objectives of this are:
- Streamlining existing and new knowledge into one document to build a complete picture of the walking and cycling infrastructure, identifying active travel network gaps and propose interventions to fill these gaps.
  - Improve urban and inter-urban strategic connections across Kent.
  - Developing cycling routes which support current demand and encourage future growth for predominantly commuting, but also non-commuting trips.
  - Improve walking accessibility within urban centres.
  - Propose long and short-term high-level interventions to meet current walking and cycling demand and serve future demand. These improvements will be attractive, comfortable, direct, coherent and accessible.
  - Align walking and cycling interventions with local, regional and national policies.
- 3.7 KCC is working with all Districts & Boroughs and other stakeholders to produce a document that links together all of Kent's tier 2 local authority LCWIPS and active travel ambitions. AECOM have been commissioned to assist in this process. Work has already started with workshops and a formal consultation planned for the first half of 23/24.
- 3.8 This is being funded by a separate Transport Planning budget from Central Government.

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### Tranche 4 funding and Next Steps

- 3.9 We have recently received formal guidance for the Tranche 4 funding round (10 January 2023). Prior to this, officers have been proceeding with caution and using the last few months to ensure a shared consensus around the agenda with Elected Members and seeking to build our relationships with our Districts & Boroughs who are lead authors and strategists with regard to individual Local Walking & Cycling Plans (LCWIPs).
- 3.10 The funding bid that is being pulled together is being done in partnership with the Cabinet Member for Highways and Transportation and the Cross-Party working group that we have established (KCC Members and lead Officers). KCC has been in contact with all Districts & Boroughs to ask for their input. The timescales for progressing any schemes to be put forward to ATE are very tight. Following receiving the guidance, we have until 24 February 2023 to produce and submit a quality bid. An indicative funding allocation of £2.769m has been suggested and to be mainly made up of shovel ready construction schemes but with the ability to request funding to develop schemes.
- 3.11 In preparation we have already contacted all the Districts and Boroughs asking for their top 3 schemes in priority order and have added those that made returns to an already long list of scheme ideas provided from previous work. This includes PROW and other KCC departments ideas.
- 3.12 KCC will not be submitting all priority schemes and has therefore looked at criteria for sifting schemes with the task to produce a final number of schemes we feel stand the best chance of delivery within a 12 month period (ATE originally suggested a 2-3 year funding period) and in line with ATE's guidance. The main criteria and scoring being based on the following:
- Districts with completed LCWIP's or working towards LCWIP's
  - Design quality and safety (defined by various ATE design tools and Local Transport Note 1/20 compliant)
  - Deliverability based on evidence of robust consultation and construction scheduling
  - Value for Money based on ATE's Value for Money guidance
  - Local Transport Note 1/20 compliant (ATE have stated funding will only go to schemes with high quality, ideally segregated cycle and walking facilities that encourage active travel)
  - Propensity to convert short journeys to walking, wheeling and cycling based on analysis of available data
  - Targeting areas of poor health outcomes and with high levels of deprivation as defined by the Index of Multiple Deprivation and Healthy Life Expectancy
  - Land within highway or local authority ownership and available for active travel facilities
  - Reallocation of road space in favour of cycling and walking facilities
  - On street parking affected
  - The level of information provided by the promoter for each scheme such as lengths of routes, segregation ability, new footways/cycleways, widening of existing facilities, low traffic neighbourhoods to be created, school streets, modal filters, new road crossings.
- 3.13 Sifting of the schemes promoted has been undertaken with Sevenoaks District Council providing their top 3 priority schemes all forming part of their Sevenoaks Urban Area LCWIP. Unfortunately, only the Otford to Sevenoaks route listed below has progressed through the sifting rounds and will form part of the final submission to Active Travel

England. It will be a development scheme as it is not at the stage that we could put it in for a construction ready scheme. The request is for £184,000 to progress the feasibility of the route through consultation and detailed designs within a 12 month period starting on 1 April 2023. ATE have indicated that they will be informing those with successful bids by 20 March 2023 The remaining 2 schemes did not progress due to the scoring criteria above not producing a high enough score at present compared to other schemes.

1. Otford to Sevenoaks route (route1)
2. North South Link (route 6)
3. Sevenoaks town centre southern link (route5)

3.14 The number of schemes submitted is based on the indicative value indicated by ATE (£2.769m) and to a maximum 300% over the indicative value for construction ready schemes.

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**Contact and report author:** Jamie Watson - Active Travel Manager:  
email: [activetravel@kent.gov.uk](mailto:activetravel@kent.gov.uk); Phone: Contact Centre: 03000 41 81 81

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**To:** Sevenoaks Joint Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 15<sup>th</sup> March 2023  
**Subject:** Highways Forward Works Programme: 2022/23 and 2023/24  
**Classification:** Information Only

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

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### 1. Introduction

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

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**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

**Parish Council Highway Improvement Plans Update** – see Appendix I

### **Conclusion**

1. This report is for Members' information.

### **Contact Officers:**

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

Richard Emmett	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.

<b>Machine Resurfacing – Contact Officer Mr Byron Lovell</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
B2173 Maidstone Road	Swanley	Bartholomew Way Roundabout to Hilda May Avenue	Completed
Ash Road	Ash Cum Ridley	Millfield Lane to North Ash Road	Completed
Ash Road	Hartley	From Quaker Close to Chapel Wood Road	Completed
B258 Top Dartford Road	Hextable	District Boundary Puddledock Road	Completed
A225 Otford Road	Sevenoaks	From Bat and Ball to Wickes	Programmed 20 <sup>th</sup> March 2023
<b>Footway Improvement - Contact Officer Mr Neil Tree</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent and Description of Works</b>	<b>Current Status</b>
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	Works commenced and on-going.
Leechcroft Avenue	Sevenoaks	<u>Footway Reconstruction</u> Full Extent	Completed

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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

<b>Surface Preservation - Contact Officer Mr Jonathan Dean</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent and Description of Works</b>	<b>Current Status</b>
WEALD ROAD	Sevenoaks	Gracious Lane to Ashgrove Road	Completed
BLACKHALL LANE	Sevenoaks	From Seal Hollow Road to Park Lane	Completed
NUNNERY LANE	Penshurst	From Walters Green Road to Coldharbour Road	Works commenced and on-going.
HOLMESDALE ROAD	South Darent	East Hill to Paddocks Close	Completed
OLD LONDON ROAD	Knockholt	Main Road to Birchwood Lane	Completed
MORLEYS ROAD	Sevenoaks Weald	Windmill Road to 200 metres east of railway	Completed
LONDON ROAD	Dunton Green	Morants Court Road to Left Turn to Polhill	Completed
THE LANDWAY	Kemsing	From Pilgrims way to West End (Whole Road)	Completed
STATION ROAD	Brasted	From Church Road to Pilgrims Way	Completed
COLLEGE ROAD	Hextable (Swanley)	Newbarn Road to Hextable	Completed
SHRUBBERY ROAD	Horton Kirby And South Darent	East Hill to Holmesdale Hill	Completed

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SCABHARBOUR ROAD	Sevenoaks Weald	Morleys Road to Coppins Road	Completed
HILDERS LANE	Edenbridge	Ashcombe Drive to Railway Bridge	Completed
HIGH STREET	Leigh	Lower Green to Powdermill Lane	Completed

### Appendix B – Drainage Repairs & Improvements

<b>Drainage Repairs &amp; Improvements - Contact Officer Earl Bourner</b>			
<b>Road Name</b>	<b>Parish / Town</b>	<b>Description of Works</b>	<b>Current Status</b>
Westerham Road/Homedean Road	Bessels Green	Drainage pipework repair work, installation of new chambers.	Works completed 24 <sup>th</sup> January 2023.
School Lane junction with A20 London Road	West Kingsdown	Existing soakaway not functioning causing flooding at this junction.	Works Completed 31 <sup>st</sup> January 2023
Fawkham Green Road/Billet Hill	Ash	Kerbing works into pond, investigation work into possibly soakaway with trial pits for potential new assets.	Kerbing works, trial pit works completed 06/02/2023. Awaiting jetting maintenance visit 06/03/2023 of uncovered asset to review additional assets.
Mill Hill (Just down from Waterlakes)	Edenbridge	Pipework repair work.	Works Programmed 01/03/2023 to 02/03/2023.
Marsh Green Road (By J/O Old Marsh Green Road)	Edenbridge	Pipework repair works.	Awaiting programme date from contractor

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Lingfield Road (Outside Skeynes Lodge)	Edenbridge	Drainage improvement works.	Job being raised by Engineer
New Road (Outside 3 / 4)	Penshurst	Acco channel repair.	Programmed 03/03/2023 to 05/03/2023.
Ash Road (Between Stack Lane & Green Way)	Hartley	Pipework repair works.	Programmed 16/03/2023 to 28/03/2023.
Bosville Road (Outside 19)	Sevenoaks	Pipework repair work.	Awaiting programme date from contractor
Orpington Bypass Road (Just down from Wheatsheaf Hill roundabout)	Badgers Mount	Footpath works.	Awaiting outcome of maintenance/investigation work 01/03/2023 to 04/03/2023.
Main Road (Junction of Pit Lane)	Edenbridge	Pipework repair work.	Awaiting programme date from contractor
St Johns Hill (Junction of Quaker Hall Lane)	Sevenoaks	Pipework repair work.	Awaiting programme date from contractor
Stick Hill (Outside Eden Croft)	Edenbridge	Pipework repair work.	Awaiting programme date from contractor
Cray Road (Junction of Bransell Close)	Crockenhill	Excavation to locate soakaway, rebuild and raise cover. Cleansing to be undertaken on completion.	Job being raised by Engineer

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### **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.

<b>Street Lighting Column Replacement – Contact Officer Sue Kinsella</b>			
<b>Road Name</b>	<b>Location</b>	<b>Description of Works</b>	<b>Status</b>
Westerham Road	Sevenoaks	Replacement of 1 Column	Completion due April 2023
Lea Road	Sevenoaks	Replacement of 1 Column	Work in progress
Main Road	Sundridge	Replacement of 1 Columns	Completion due May 2023
Hewett Place	Swanley	Replacement of 1 Column	Works being reprogrammed
Weaver Lane	Sevenoaks	Replacement of 2 Column	Completion due April 2023
Mill Lane	Sevenoaks	Replacement of 1 Column	Completion due April 2023
Seal Hollow Road	Sevenoaks	Replacement of 1 Column	Completion due April 2023
Juniper Walk	Swanley	Replacement of 2 Columns	Both columns installed, issue with one lantern to resolve
Larch Walk	Swanley	Replacement of 1 Column	Complete

**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 22/02/23 and will not include any schemes completed prior to 1/06/22

<b>Local Transport Plan Funded Schemes – Contact Officer:</b>		
<b>Road Name</b>	<b>Description of Works</b>	<b>Current Status</b>
<b>Casualty reduction measures (reactive)</b>		
A20 London Road / Button Street, Farningham	Signs and lines	Completed Q4 2022
A225 Shoreham Road, Shoreham	Signing scheme to address predominantly single vehicle loss of control incidents	Design, expected completion Q3 2023
A25 Maidstone Road / Broad Oak Lane / Red Lane, Seal	Signs and lines	Complete Q1 2023
A25 Maidstone Road / London Road, Riverhead	Street lighting upgrade	Ordered, expected completion Q4 2022
Gracious Lane, Sevenoaks	Junction improvement scheme	Ordered, expected completion Q1 2023
London Road / Birchwood Road, Swanley	Signs and lines	Ordered, expected completion Q1 2023
Westerham Road / A21, Chipstead	Safety assessment to review previous scheme	Completed Q4 2022
<b>LTP Schemes</b>		
Brasted average speed cameras	Brasted average speed cameras	Completed
Chipstead Lane, Riverhead - gateway	Width restriction review - new gateway.	Design, expected completion Q1 2023
St Mary's Road, Swanley	Zebra crossing	Completed

**Externally Funded Schemes**

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

**There are no projects of this type to report.**

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## Appendix E1 – Section 278 Works

<b>Developer Funded Highway Works (Section 278 Works)</b>				
<b>File Ref.</b>	<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
SE003093	Hartfield Road Claydene Farm Cowden	Edenbridge	New Bellmouth	Technical review
SE003060	98-116 London Road	Sevenoaks	New Bellmouth and footway works	Maintenance Period
SE003069	Oakley Park, just off Enterprise Way.	Edenbridge	Connect to highway	Tie-in to section 38, Auditing drawings
SE003074	Force Green Road (Bruces Doggy day care)	Westerham	New signage and one system on existing exits onto A233 London Road	Technical approval given awaiting agreement to be signed.
SE003075	Salters Heath	Sevenoaks	New Bellmouth	Works in Maintenance
SE003076	Harrington Nursery Highlands Hill	Swanley	Bellmouth Widening and footway works	Works stalled on site awaiting their return to finish the works.
SE003077	White Oak Leisure Centre	Swanley	New bell mouth access and minor footway alterations	Works complete. 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
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.	Horton Kirby	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**

<b>Bridge Works – Contact Officer: Helen Rowe</b>			
<b>Road Name</b>	<b>Parish/Town</b>	<b>Description of Works</b>	<b>Current Status</b>
Carters Hill	Seal	Tumbling Bay East and West (623 and 1472) – deck slab replacement	In planning to begin 17/04/2023 for approx. 4 weeks

**Appendix G – Traffic Systems**

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

<b>Traffic Systems - Contact Officer: Toby Butler</b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
Suffolk Way near Buckhurst Lane, Sevenoaks (09-0564)	Refurbish existing traffic signal-controlled crossing and convert to near-sided pedestrian facilities	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 22/02/2023 and will not include any schemes completed prior to 1/06/2022

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.

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>	<b>Investigation</b>  <b>Expected completion Q4 2022</b>

Details of Scheme	Status
Otford Traffic Calming Phase 2 Design of next phase of traffic calming <i>Roger Gough</i>	<b>Design, expected completion TBC</b>

**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 22/02/23

<b>Parish Council</b>	<b>Last HIP Received</b>
Kemsing	06 April 2022
Badgers Mount	24 April 2022
Halstead	05 May 2022
Horton Kirby & South Darenth	21 September 2022
Chiddingstone	25 September 2022
Cowden	03 October 2022
Farningham	04 October 2022
Swanley TC	17 October 2022
Fawkham	20 October 2022
Penshurst	28 October 2022
Hever	10 January 2023
Seal	07 February 2023

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**

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**To:** Members of the Joint Transportation Board.

**From:** David Brazier, Cabinet Member for Highways & Transport, Kent County Council

**Subject:** Involvement in the highway aspects of planning applications

**Summary:** KCC receives many requests from local Members asking to be kept informed and involved in the highways aspects of planning applications. Whilst KCC recognises Members intent is to understand the impacts and mitigations for planning applications to support their local communities, it is not possible for direct involvement for several reasons which are outlined in this report.

**Recommendation:** The JTB is asked to note the report.

### 1. Involvement in highways aspects of planning applications advisory note

- 1.1 Any pre-application advice is confidential and cannot be disclosed even under a Freedom Of Information request as it can affect the commercial viability of the site.
- 1.2 Once an application is submitted and KCC Highways are consulted officers have a 21-day turnaround time to submit the statutory response. The level of scrutiny that needs to take place on each application and the number of applications received would make any further consultation within this time period untenable.
- 1.3 Any correspondence on the application **must** be made via the Local Planning Authority (LPA). It is not possible for KCC Highways to have external discussions with developers/members of the public/Members or Parish Council's and other local organisations outside of this process.
- 1.4 KCC Highways, as a statutory consultee, need to give a response to the plans that are submitted before them based on the supporting evidence and **unbiased** technical opinion of the Highway Officer.
- 1.5 It is not the position of the Highway Authority to come up with better ideas, suggest alterations or to attempt to change the mindset of a developer who has presented a workable solution whether or not that solution is popular with local residents and businesses. Our response must be based on fact and cannot take account of assumptions or opinions of the local community.
- 1.6 Our responses cannot be influenced by political persuasion.
- 1.7 Our responses to the applications already set out the key impacts and any mitigation proposed, and this response is uploaded to the LPA website for all to see, in advance of the planning committee meeting.

## Agenda Item 11

- 1.8 Parish councils and Town councils are consulted at the same time as KCC Highways and all the details are available on the LPA website. Any comments from us can be viewed publicly.
- 1.9 In accordance with the National Planning Policy Framework there is a **presumption in favour of development** and it is the duty of KCC Highways to work with the developers to try to ensure that development can proceed.
- 1.10 KCC Highways ensure that development proposals align with both National and KCC Policies and Standards in all highway associated areas.
- 1.11 KCC Highways seek to promote sustainable travel options above that of the private car to offer a mode choice whenever possible.
- 1.12 KCC Highways offer update meetings to KCC Members at least twice per year to discuss the District/Borough Local Plan growth and associated highway infrastructure and any external funding bids.
- 1.13 KCC Highways ensure that any Transport Models used to support a proposal are validated, current and suitable.
- 1.14 KCC Highways will always determine the extent of the area to be covered by a Transport Assessment by scoping out the specific links and junctions on the network that are necessary in order for us to make an informed appraisal.
- 1.15 Mitigation is proposed by the developer for the scrutiny of KCC Highways. The only time a developer might be told what mitigation or contribution **must** be delivered is when the mitigation has been previously agreed as part of a wider District or Borough Transport Strategy and a policy has been attached to an allocated site setting out the infrastructure requirements required for the site to come forward. Such transport strategies and subsequent Infrastructure Delivery Plans will have been previously consulted upon and approved by the District and County Council Members.
- 1.16 KCC Highways Officers are fully aware that most of the allocated sites within a Local Plan, particularly the larger ones, are likely to be unpopular with neighbouring residents, particularly when being built on green space and impacting on views and amenity. Many people hinge their objections on highway impacts because we all use the road network on a daily basis, albeit walking, cycling, driving, by public transport etc. and are familiar with the local junctions and how they operate in peak traffic conditions. What they are often not aware of is that in the vast majority of cases the junctions that they report to be operating above capacity and causing extended queuing are not unusual traffic conditions and these same queues are replicated in exactly the same way in the majority of towns and also some villages across most of Kent and indeed across the country. Most of our network is historic and is constrained by frontage development, conservation and environmental constraints and listed building protection. In view of this it is not always possible to make physical improvements by expanding the road space to create more room to allow cars to travel through junctions more quickly. Often when these improvements are

carried out and the network operates better in a particular area, other traffic then assigns to the improved route and the former scenario quickly resumes.

- 1.17 KCC Highways, where possible, are not now looking to amend the network to accommodate more cars. Instead, they are looking to see how people could travel more sustainably from new development sites and are asking developers to provide the infrastructure to make this happen. This is known as “Vision and validate” or “decide and provide” as opposed to the former use of “predict and provide” which always looked at the worst-case future year scenario and tried to adjust the network to cope with it. The hope is that in the future it will be more inviting and easier to walk and cycle short trips than to use the private car and that public transport will be more accessible with reliable journey times.
- 1.18 KCC Highways officers appreciate that Members are trying hard to support their constituents by trying to change or prevent certain development proposals and its associated network changes but ultimately if a site has been allocated it needs to happen and KCC Highways will always work hard to ensure that the best possible outcome is achieved in terms of minimising highway impacts, promoting sustainability, and creating a sense of place. Inspectors are routinely approving appeals in favour of development. Congestion, journey time reliability and extended queuing are not often being upheld as reasons to refuse development. The only realistic chance of an appeal being upheld on highway grounds is if highway safety is directly compromised and this has to be robustly evidenced.

## **2. Recommendation**

- 2.1 The JTB is asked to note the report.

## **3. Contract Details**

David Brazier  
Kent County Council  
Cabinet Member, Highways & Transport

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## Sevenoaks District Joint Transportation Board - Work Plan (as of 28 February 2023)

15 March 2023

Part A - Recommendations for Decision by KCC

Report of the Sevenoaks Town wide 20mph Working Group

Part B - Recommendations for Decision by SDC

Part C - Information Reports

Update on proposed waiting restrictions at Worships Hill

Highways Works Programme 2022/23

Applications for Disabled Persons (Blue Badge) Parking Bays

Electric Vehicle Charging Points Update - KCC

Electric Vehicle Charging Points Update - SDC

Active Travel Update

Planning Applications - KCC Highways Involvement

14 June 2023

Part A - Recommendations for Decision by KC

Part B - Recommendations for Decision by SDC

Part C - Information Reports

Highways Works Programme 2023/24

20 September 2023

Part A - Recommendations for Decision by KC

Part B - Recommendations for Decision by SDC

Part C - Information Reports

Highways Works Programme 2023/24

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