

18 September 2023 at 7.00 pm
Council Chamber, Argyle Road, Sevenoaks

Published: 08.09.23

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https://www.youtube.com/channel/UCIT1f_F5OfvTzxjZk6Zqn6g



Sevenoaks Joint Transportation Board

Membership:

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

District Council

Cllrs. Baker, Ball, Clayton, Horwood and Williams

Kent County Council (KCC)

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

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

Cllrs. England, Haslam and Wightman

Agenda

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

	Pages	Contact
Apologies for Absence		
1. Minutes To agree the Minutes of the meeting of the Board held on 8 June 2023, as a correct record.	(Pages 1 - 6)	
2. Declarations of interest		
3. Matters Arising/Update (Including Actions from Previous Meetings)		
Part A - Recommendations for decision by Kent County Council (KCC)		
Part B - Recommendations for decisions by Sevenoaks District Council		
Part C - Information Reports		
4. Working Group Update [Active Travel Projects Including Proposed Townwide 20mph Scheme]	(Pages 7 - 10)	KCC Highways and Transportation Tel: 03000 418181

- | | | | |
|-----|--|-----------------|--|
| 5. | Sevenoaks Town East to West Walking, Wheeling and Cycling Route - Consultation Report | (Pages 11 - 44) | KCC Highways and Transportation
Tel: 03000 418181 |
| 6. | Local Cycling and Walking Infrastructure Plans (LCWIPS) Update | (Pages 45 - 52) | Emma Henshall
Tel: 01732227358 |
| 7. | Off-Street Car Parks Electric Vehicle Charging Points Update | (Pages 53 - 54) | Trevor Kennett
Tel: 01732 227407 |
| 8. | Applications For Disabled Persons (Blue Badge) Parking Bays | (Pages 55 - 58) | Trevor Kennett
Tel: 01732 227407
Richard Taylor
Tel: 01732 227412 |
| 9. | Concrete Road Asset Information | (Pages 59 - 62) | KCC Highways and Transportation
Tel: 03000 418181 |
| 10. | Volume of Streetworks 2023 | (Pages 63 - 66) | KCC Highways and Transportation
Tel: 03000 418181 |
| 11. | Highways Forward Works Programme 2022/23 & 2023/24 | (Pages 67 - 82) | KCC Highways and Transportation
Tel: 03000 418181 |
| 12. | Work Plan | (Pages 83 - 84) | |

EXEMPT INFORMATION

At the time of preparing this agenda there were no exempt items. During any such items which may arise the meeting is likely NOT to be open to the public.

Dates of forthcoming meetings:

28 November 2023

06 March 2023

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

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

SEVENOAKS JOINT TRANSPORTATION BOARD

Minutes of the meeting held on 8 June 2023 commencing at 7.00 pm

Present: Cllr. Roy (Chairman)

County Cllr. Chard (Vice-Chairman)

District Cllrs.

Baker, Ball, Clayton, Horwood and Williams

County Cllrs.

Gough and Streatfeild

KALC Cllr.

England

Apologies for absence were received from Cllr. Haslam and County Cllrs. McArthur and Cole.

Cllr. Robinson was also present.

Cllr. Manston was present via a virtual media platform which did not constitute attendance as recognised by the LGA 1972.

1. Minutes

Resolved: That the Minutes of the previous meeting of the Sevenoaks Joint Transportation Board, held on 15 March 2023 be approved and signed by the Chairman as a correct record.

2. Declarations of interest

For reasons of transparency, County Cllr Streatfeild declared for Item 4 - Applications for Disabled Persons (Blue Badge) Parking Bays (Minute 4) that he was also the District Local Member in respect of the application in St Peter's Row, Fordcombe.

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

Members noted the completed action.

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

Members considered a report which presented representations that had been received during the informal consultation to proposed disabled persons (blue badge) parking bays (DPPBs) within the District. The Board was asked to consider the applications and representations received and decide whether to support the

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Officers' recommendations to set aside the representations to the proposed DPPBs in St Peter's Row, Fordcombe and agree to the introduction of an interim parking bay at the location.

Public Sector Equality Duty

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

Resolved: That

- a) the application for a disabled persons parking bay in Dane Road, Otford which was declined as it did not meet KCCs assessment criteria and Mill Lane, Sevenoaks which was declined as the parking area was not part of the public highway be noted; and
- b) as no representations were received for the application in Crampton's Road, Sevenoaks, an interim parking bay be marked; and
- c) the objection received for the application in St Peter's Row, Fordcombe be overruled and an interim parking bay be marked.

5. Update on Sevenoaks Local Cycling and Walking Infrastructure Plan (LCWIP)

The Principal Infrastructure Delivery Officer (SDC) presented the report which updated the Board on the progress of the Sevenoaks Local Cycling and Walking Infrastructure Plan (LCWIP).

In 2022, the Council had hired consultants Sustrans to undertake the District's first LCWIP covering Sevenoaks urban area. This was designed to strategically identify walking and cycling routes throughout the District with a view to developing networks over the longer term. Sevenoaks District Council and Kent County Council were successful in securing £15,000 from Active Travel England's Capability Fund to contribute towards the study. The Plan was completed in 2023.

Members were informed that the Sevenoaks Urban Area LCWIP identified 8 walking, wheeling and cycling routes, and prioritised them in terms of benefits and likelihood of achievement. The top 3 prioritised routes were:

Sevenoaks Town East to West Route (LCWIP route 3)

Sevenoaks to Otford Route (LCWIP route 1)

Sevenoaks to Seal to Otford Route (LCWIP route 6)

Following on from the success of the Sevenoaks Urban Area LCWIP, the Council had secured a further £25,000 from Active Travel England to undertake an LCWIP for Swanley Urban Area in partnership with KCC and work was underway.

Members asked questions of clarification focused on the incorporation of updated traffic data at the Bat and Ball junction following improvements made as part of a live planning application. The Principal Infrastructure Delivery Officer explained that the routes could be revised with updated traffic data to improve the delivery of the scheme.

Resolved: That the report be noted.

6. Active Travel Update

Members considered a report which updated the Board on Active Travel Projects in progress. Projects included the Sevenoaks East/West cycle, walking and wheeling route improvements and the Otford to Sevenoaks North/South cycle, walking and wheeling routes.

The Active Travel Manager (KCC) updated the Board on the progress of the Sevenoaks Town East to West cycling route. A series of workshops had been held to include members of the cycling community, access groups and local schools. In addition, a cycle and walkthrough of the route took place in April 2023 involving Local Members. The Board were advised that the detailed designs of the route had been drawn up and the Council was consulting on the scheme from 1 June 2023 for a period of 6 weeks. The feedback would then be analysed and presented to a future meeting of the Board for endorsement to proceed. Members were informed that it was hoped construction of the scheme could be completed by early 2024.

The Active Travel Manager explained that KCC and the Council were working closely to design and plan the Otford to Sevenoaks Route along with Member engagement. Once scheme designs were progressed sufficiently, a public consultation would take place.

Members discussed the report and the design of the proposed routes. In response to a query, the Active Travel Manager advised that he would respond directly to questions raised through email by a Member. Officers also noted the suggestion that the consultation should include the spur routes to Knowle Academy and to the station that had been identified in route 1.

Resolved: That the report be noted.

7. Update on Sevenoaks Townwide 20mph Proposals

The Chairman introduced the report which presented an update on the Sevenoaks Townwide 20mph scheme.

At its meeting on the 15 March 2023 the overlap between the proposed Sevenoaks Townwide 20mph Scheme and the planned cycling routes and the benefits and practicalities of integrating the two schemes was discussed. The Board recommended to KCC that the scheme proceed to an informal consultation of the

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revised 20mph speed limit area in Sevenoaks Town and pedestrian crossing on the A225 with due consideration to Sevenoaks's emerging Local Cycling & Walking Infrastructure Plan (LCWIP).

A further meeting between the Sevenoaks Joint Transportation Board Chairman, KCC Member for Sevenoaks Town and KCC Officers took place to discuss how best to progress the consultation. As indicated in the report, there was a desire to progress the town 20mph proposals at the earliest opportunity and proceed to an informal consultation, however, due to an existing heavy workload, KCC was unlikely to be able to commit to a consultation until September or October 2023 at the earliest.

Furthermore, funding had not been identified for a further consultation or the implementation of the Sevenoaks Townwide 20mph scheme.

The Chairman explained that in view of the pace of progress being made on the cycling routes, and the recent significant funding awarded for the development of the Otford to Sevenoaks cycling route and consultation, the need to consider the proposed Town 20mph scheme as part of the big picture to deliver Active Travel to the town had become even more relevant.

The Chairman also outlined that due to this requirement it was considered important to incorporate further consultation on the Sevenoaks Townwide 20mph scheme within the proposed cycling route consultations.

Members discussed the report and asked questions of clarification. Some Members expressed the importance of integrating the Sevenoaks LCWIP into the Sevenoaks Townwide 20mph scheme. Other Members expressed concern as to the length of the timetable for the implementation of the scheme.

It was moved by the Chairman and duly seconded that a New Member Working Group be set up with KCC and SDC Officer support to develop a consultation plan for the LCWIP which incorporated the Sevenoaks Townwide 20mph scheme to report back to the next meeting of the Board. Members of the Board were encouraged to get in touch with the Chairman or Democratic Services Team should they wish to be a part of the Working Group.

Resolved: That a new Member Working Group be set up of JTB Members, with KCC and SDC Officer support, to develop a consultation plan for the LCWIP which incorporated the Sevenoaks Town wide 20mph scheme to report back to the next meeting of the Board.

8. Update on Pot Hole Reporting

The Sevenoaks Highways Manager (KCC) provided an update to Members on pothole reporting and how KCC dealt with them.

There were 23,000 reports of potholes since January 2023 across Kent, 2000 of which were reported in Sevenoaks District. KCC had earned funding to tackle pot holes through a ‘pothole blitz’ scheme which would include patching and repair works across the District. Repairs were due to begin in Summer 2023. Most of the work would focus on A road and B road networks which would require night-time working to reduce travel disruption.

Potholes could be reported online via [Kent.gov.uk](https://kent.gov.uk) or by calling 03000 418181. Members were advised to direct pot hole reports to KCC this way. Each report would be investigated by KCC officers and would be dealt with provided that they met the correct intervention levels, set out within the existing KCC policy.

Members thanked the Sevenoaks Highways Manager for the update and discussed the pothole reporting and patching solutions. Some Members were impressed by the speed of the service but also explained that sometimes engineers left humps within the road repairs which required further patching. The Sevenoaks Highways Manager explained that any temporary repairs would be followed up with permanent fixes.

Resolved: That the report be noted.

9. Highways Forward Works Programme 2022-23 & 2023/24

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

Members asked questions of clarification. It was confirmed that the drainage repair work in Knatts Valley had been completed. It was also confirmed that the casualty reductions measures due to take place on the A225 Shoreham Road, were sited at the double bend located at Preston farm.

Resolved: That the report be noted.

10. Work Plan

The Work plan was noted with the following additions:

20 September 2023

- Sevenoaks LCWIP & Sevenoaks Town-wide 20mph Scheme Consultation Plan Working Group Report
- Update on Sevenoaks LCWIP
- Concrete Road Re-surfacing Information Report
- Road Works & Emergency Road Works data in the District update
- Highways Forward Works Programme 2023/24
- SDC Off-Street EV Charging Points Update
(To bring when there is an update)

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Sevenoaks Joint Transportation Board - 8 June 2023

THE MEETING WAS CONCLUDED AT 8.06 PM

CHAIRMAN

Joint Transportation Board

18 September 2023

Subject: Working Group Update [Active Travel Projects including proposed townwide 20mph scheme] – Update note

Director and Head of Service:

KCC: Tim Read Head of Transportation

Cabinet Member:

KCC: Neil Baker Cabinet Member for Highways and Transportation

Key or Non Key decision: Non Key

Decision Issues:

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

Sevenoaks ward(s):

Sevenoaks Town & St John's

Sevenoaks Eastern

Sevenoaks Northern

Sevenoaks Kippington

Dunton Green and Riverhead

Brasted, Chevening and Sundridge

Seal & Weald

Summary and purpose of the report:

This is a report summarising the outcome of the first working group that has met to discuss the District Active Travel projects including the proposal for a town wide 20mph speed limit scheme to proceed.

To Recommend:

Members of the Board are asked to note the contents of the report.

1. Introduction

- 1.1 The local member for Sevenoaks Town has previously consulted on a town wide 20mph scheme however there has been several additional representations with regards to the detail of the proposal and some mixed feedback in relation to the timing for this and the roads incorporated, particularly due to the other active travel schemes proposed in the vicinity that are progressing at pace.
- 1.2 At the 8 June 2023 JTB there was some debate about the proposed 20mph town wide 20mph scheme and how it fits within the wider list of active travel projects currently

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proposed or at design stage in Sevenoaks. The JTB recommended that *“a new Member Working Group is setup with KCC and SDC Officer support to develop a Consultation Plan for the LCWIP which incorporates the Town 20mph limit.”*

3. Relevant Council policy, strategies or budgetary documents

- 3.1 Sevenoaks' Urban Area Local Cycling and Walking Infrastructure Plan (LCWIP) was completed and launched in January 2023.
- 3.2 SDC and KCC have been successful in securing Active Travel England capital and revenue funding to deliver an East West Route, also to further develop the route between Otford and Sevenoaks (Route 1) and Otford to Sevenoaks via Seal (route 6). These schemes all need to be considered in the whole with consideration giving to works that will be inter-related.
- 3.3 SDC's emerging Local Plan prioritises improvements to walking, wheeling and cycling facilities and networks across the District and particularly within the District's three main towns. The Local Plan will undergo a second round of public consultation later this year.
- 3.4 The Sevenoaks Town Neighbourhood Plan (2023) Policy M1 promotes walking and cycling and supports the removal of barriers to pedestrian and cycle movement across the town. Policy M2 supports the Sevenoaks District Cycling Strategy and Local Cycling and Walking Infrastructure Plan (LCWIP) and provision of additional cycle facilities to support new development.

4. Consultation

- 4.1 An initial public consultation on a proposed town wide 20mph scheme took place between 30 September and 10 November 2022. The full details of the consultation including the process that was followed, the consultation activities undertaken and a full set of results, were report at 13 December 2022 JTB. This resulted in a sub committee group being set up to review further the proposals prior to resubmitting to the 15 March JTB. This meeting resolved to recommend that the scheme proceed to this additional consultation with consideration to the emerging LCWIP. A further report was produced for the 8 June JTB.
- 4.2 The Town Council are intending to launch the second consultation in October 2024 via their standing newsletter with guidance from Kent County Council.

5. Financial

- 5.1 Sevenoaks Town Council (STC) have confirmed they have funding in place to fully fund this further consultation on the proposed 20mph scheme and also have the funding to deliver any scheme that is deemed appropriate subject to KCC approval and consultation feedback. The exact financial position will need to be reviewed once this consultation exercise is complete and any scheme boundaries are drawn/ a precise design can be worked up.
- 5.2 The scheme is not allocated any additional KCC budget to complete and will need to be fully funded by the Scheme promotor (STC). The detailed design stage will include an overall scheme cost estimate and in the case that the existing budget is insufficient the project will be tailored to fit the budget envelope subject to further approvals.

6. Legal

- 6.1 Traffic regulation orders (TROs) have been advertised previously and will be valid for 24 months from 10 November 2022. The consultation results may impact this and in which case additional TROs may be required. There are no other legal implications at this stage.

7. Conclusions

- 7.1 The working group have agreed that a further Public Consultation will be undertaken, funded by the Town Council, working in Partnership with Kent County Council to fully understand the appetite for a proposed 20mph scheme in Sevenoaks Town Centre. The consultation will capture residents' views on options for how a 20mph scheme may be delivered with particular reference to those roads where the data suggests compliance may be an issue, to avoid the need for retro fitting traffic calming infrastructure which is not appropriate nor funded.
- 7.2 KCC will work with STC to draft and agree the consultation questions. KCC will ensure the working group have sight of the planned questions. The working group will meet again and discuss the outcomes of the consultation.

Contact Officer:

Jamie Watson KCC Senior Programme Manager (Active Travel)

Background documents and appendices

None

Additional document(s) containing information exempt from publication:

No

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Joint Transportation Board

18 September 2023

Subject: Sevenoaks Town East to West Walking, Wheeling and Cycling Route – consultation report

Director and Head of Service:

KCC: Tim Read Head of Transportation

Cabinet Member:

KCC: Neil Baker Cabinet Member for Highways and Transportation

Key or Non Key decision: Non Key

Decision Issues:

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

Sevenoaks ward(s):

Sevenoaks Town & St John's

Sevenoaks Eastern

Sevenoaks Northern

Sevenoaks Kippington

Dunton Green and Riverhead

Brasted, Chevening and Sundridge

Seal & Weald

Summary and purpose of the report:

This is a report summarising the public consultation that has been undertaken on a proposed walking, wheeling and cycling route connecting the East and West of Sevenoaks town, and recommended next steps.

To Recommend:

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

Proceed to detailed design & construction working closely with Sevenoaks Town Council and landowners specifically to mitigate concerns and get agreement on a preferred option at locations highlighted in the report.

1.0 Introduction

- 1.1 From 1 June to 14 July 2023, Sevenoaks District Council (SDC) and Kent County Council (KCC) jointly consulted on proposals to create a safe and attractive walking, wheeling and cycling route connecting the east and west of Sevenoaks town, encouraging residents to walk, wheel and cycle safely as an alternative to using their

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cars for short journeys.

- 1.2 The route connects many of the town's schools with the communities they serve, from Riverhead and Amherst schools in the west of the town with Trinity, Weald of Kent and Tunbridge Wells Grammar School for Boys annexes in the east, also picking up Sevenoaks Primary, Walthamstow Hall Junior School and Russell House along Bradbourne Park Road. The route will also provide easy access to Sevenoaks railway station. By improving these connections, it is hoped that the route will be popular with children, commuters and the wider community. Encouraging, supporting and making it easier and safer for residents to use sustainable forms of travel is a top priority.

2.0 Detail

- 2.1 The scheme proposal focuses on creating safe walking, wheeling and cycling opportunities on existing residential roads and on public footpaths. The consultation sought views on the scheme overall, but also on the preferred approach for:
 - Connecting Lake View Road and Bradbourne Park Road;
 - Managing the travel priorities along Bradbourne Park Road; and
 - Managing vehicular traffic along St James's Road.
- 2.2 The consultation also sought views on people's current travel habits, their barriers to walking, wheeling and cycling, and the things that would encourage them to walk, wheel or cycle more often.

3.0 Relevant Council policy, strategies or budgetary documents

- 3.1 The Sevenoaks Town East to West Walking, Wheeling and Cycling Route has been identified in the Sevenoaks Urban Area Local Cycling and Walking Infrastructure Plan (LCWIP) which was completed and launched in January 2023. SDC and KCC have been successful in securing Active Travel England funding of £1.2 million to deliver the scheme.
- 3.2 It is envisaged that the route will be the first of many to be delivered in the District, having secured funding to work up additional proposals evidenced in the Sevenoaks Urban Area LCWIP. The long term goal is to provide a radial network of walking, wheeling and cycling routes across Sevenoaks town and beyond.
- 3.3 SDC's emerging Local Plan prioritises improvements to walking, wheeling and cycling facilities and networks across the District and particularly within the District's three main towns. The Local Plan will undergo a second round of public consultation later this year.
- 3.4 The Sevenoaks Town Neighbourhood Plan (2023) Policy M1 promotes walking and cycling and supports the removal of barriers to pedestrian and cycle movement across the town. Policy M2 supports the Sevenoaks District Cycling Strategy and Local Cycling and Walking Infrastructure Plan (LCWIP) and provision of additional cycle facilities to support new development.

4.0 Consultation

- 4.1 The public consultation on the Sevenoaks Town East to West Walking, Wheeling and Cycling Route took place between 1 June and 14 July 2023. The full details of the consultation including the process that was followed, the consultation activities undertaken and promotional materials distributed, as well as the full set of results, are set out in the Consultation Report, attached at Appendix A.

4.2 The key consultation results are set out in the following tables.

Table 1: Overall support / objection to the scheme

To what extent do you agree with the proposed improvements for walking, wheeling and cycling in Sevenoaks Town?		
Option	No. respondents	Percentage
Agree or strongly agree	297	61%
Neither agree or disagree	45	9%
Disagree or strongly disagree	125	25%
Not answered	23	5%

Table 2: Overall support / objection to using the route

Would you use the proposed route for walking, wheeling or cycling?		
Option	No. respondents	Percentage
Yes	248	51%
No	146	30%
I don't know	71	14%
Not answered	25	5%

4.3 There were 354 respondents that went on to make further comments about the proposed walking, wheeling and cycling improvements. For the purposes of reporting these have been grouped into the following common themes (listed from most to least common). The KCC response to each of these themes is included in the Consultation Report at Appendix A:

- Concerns for shared space user safety (for pedestrians and cyclists) specific concerns raised within the Riverhead Parish Council owner woodland between Riverhead Primary School and Brittain's Lane;
- Concerns that the proposals will not stop illegal and inconsiderate parking;
- Additional routes should be delivered;
- Support for a safe route from schools and parents, but also concerns around less parking and more traffic;
- Support from route users and suggestions including planting and need to address car driver mindset;
- Suggestions for wider infrastructure improvements including increased lighting and making the A25 a cycle super highway;
- Branches to the train stations and town centre should be included;
- Benefits of Bradbourne Park Road options recognised, but concerns around less parking, more traffic and loss of trees;
- Concerns about the cost – money better spent elsewhere in the community;
- Support for 20mph;
- Support for greater parking restrictions;
- Support for crossing across Brittain's Lane but concerns around using the Riverhead parkland path – too steep, too dark, too narrow;
- Concerns around upgrading St James's Road which would encourage traffic, however others recognised the alternative of St George's Road would deter cyclists because of the topography;
- Concerns that making St James's Road one way will increase traffic on surrounding roads;
- Existing road conditions should be improved before walking/cycling prioritised;

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- Lambarde Road crossing should be at the crest of the hill for better visibility;
- Barriers to change – topography, drivers aggressive, distance, age, weather;
- Concerns that air pollution will increase owing to congestion on surrounding roads;
- Support for traffic calming along Wickenden Road however junction with St Johns Hill is too complicated and will lead to shortcutting;
- Some scepticism about the effectiveness of walking, wheeling and cycle routes in reducing carbon emissions;
- Concerns that losing the grass verges along Hillingdon Avenue will have a negative impact on the environment; and
- Improved bike storage/parking required in the town centre.

Table 3: Support / objection to the Lake View Road options

Option	No. respondents	Percentage
A – along Clockhouse Lane	260	53%
B – along Lambarde Road and Bosville Road	52	11%
Not answered	178	36%

Table 4: Support / objection to the Bradbourne Park Road options

Option	No. respondents	Percentage
A – one way northbound from the junction of Linden Chase. The footway will be widened by relocating the existing school fence.	148	30%
B – maintain two way traffic from the junction of Linden Chase. The footway will be widened by land take from the school.	200	41%
C – none of the above	102	21%
Not answered	40	8%

4.3 Of the 102 respondents that selected option C ‘none of the above’, some went on to provide their own comments which, for the purpose of reporting, have been grouped into the following common themes (listed from most to least common). The KCC response to each of these themes is included in the Consultation Report at Appendix A:

- Concerns for shared space user safety (for pedestrians and cyclists);
- Proposal not necessary for safe cycling, 20mph is enough;
- Using the A25 is preferred;
- Concerns for the loss of on street car parking; and
- More crossings required.

Table 5: Support / objection to the St James's Road options

Option	No. respondents	Percentage
A – one way (eastbound)	91	18%
B – one way (westbound)	67	14%
C – maintain two way traffic	224	46%
D – none of the above	67	14%
Not answered	41	8%

- 4.4 Of the 67 respondents that selected option D 'none of the above', some went on to provide their own comments which, for the purpose of reporting, have been grouped into the following common themes (listed from most to least common). The KCC response to each of these themes is included in the Consultation Report at Appendix 1:
- Concerns for shared space user safety (for pedestrians and cyclists);
 - Proposal is over-engineered – signage and road markings sufficient for cyclists;
 - 20mph should be introduced; and
 - Route is not direct.
- 4.5 With regards people's current travel habits, 66% and 68% of respondents currently commute by car, van or motorcycle and/or walk/wheel respectively. For pleasure these figures increase to 90% and 88% respectively.
- 4.6 Respondents stated that poorly maintained roads/paths, a lack of cycle routes, road safety and using a car/public transport is quicker as their main barriers to change.
- 4.7 63% of respondents stated that they could be encouraged to walk, wheel or cycle more and stated the following factors would encourage them:
- Better maintained existing roads/paths;
 - Separating facilities to cycle or walk on away from traffic;
 - Providing new footways or cycle facilities;
 - Routes that are more direct to my desired destination; and
 - Creating a more attractive environment to travel around.

5.0 Implications

Financial

- 5.1 The scheme proposals are fully funded by Active Travel England, up to £1.2 million. To date, £55,000 has been spent (designs and consultation). Should these proposals be supported as a whole or amended, a detailed design will be required to acquire final costs for construction. It is anticipated that the remaining £1.145m will be sufficient to fund the remaining elements of the scheme (detailed design and construction).
- 5.2 The scheme will not require any additional KCC funds to complete. The detailed design stage will include an overall scheme cost estimate and in the case that the existing budget is insufficient the project will be tailored to fit the budget envelope subject to further approvals.

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Legal

- 5.3 Traffic Regulation Orders will be required if agreement on a preferred option require a change of travel direction, parking restrictions, speed limit changes and making of a byway. These will be advertised in a local paper and notices placed in suitable locations.
- 5.4 The route requires land in private ownership – see Appendix C. The detailed design process will require 3rd party land needed for the route to have land negotiations completed between KCC and the landowner prior to any construction.

Equalities

- 5.5 The Equalities Impact Assessment (EqIA) is included at Appendix B and shows that there will be positive impacts for all users as the proposed improvements will reduce traffic speeds, reduce the volume of vehicular traffic, and separate users from vehicular traffic wherever possible, therefore creating a safer environment for all users, encouraging walking, wheeling and cycling and bringing overall health benefits.
- 5.6 Perception of personal safety has been identified as a negative impact on all protected characteristics and mitigating actions have been set out for each.

6.0 Programme

- 6.1 An indicative programme is shown below in table 6.

Table 6: Indicative programme.

Activity/scheme	Q1 2023	Q2 2023	Q3 2023	Q4 2023	Q1 2024	Q2 2024	Q3 2024	Q4 2024
<i>Sevenoaks East/West cycle scheme - Tranche 3</i>								
Consultation								
JTB		Sept						
Detailed Design								
JTB update			Dec					
Construction								

7.0 Governance – Monitoring & Evaluation

- 7.1 The funding has been paid via a grant under Section 31 of the Local Government Act 2003.
- 7.2 For any grant, Government is required to monitor the effectiveness of any public investment. A robust monitoring and evaluation plan is being worked on with data being collected via the consultation feedback along with camera sensors placed in locations that will pick up existing walking and cycling trips so we are able to have pre and post data for comparison.

8.0 Conclusion

- 8.1 The proposed scheme should help encourage more walking, wheeling and cycling. KCC's recommendation is to progress the scheme (including preferred options to be further discussed with Sevenoaks Town Council and Landowners at Lakeview Road, Bradbourne Park Road and St James's Road) to detailed design and construction.

Contact Officer:

Alan Osoha

Alan Osoha KCC Active Travel Schemes Project Manager and Designer

Background documents and appendices

Appendix A: Consultation Report

Appendix B: Equalities Impact Assessment (EqIA)

Appendix C: Private Land Ownership

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Sevenoaks Town East to West Walking, Wheeling and Cycling Route Consultation Report August 2023

1. Introduction

- 1.1 From 1 June to 14 July 2023, Sevenoaks District Council (SDC) and Kent County Council (KCC) jointly consulted on proposals to create a safe and attractive walking, wheeling and cycling route connecting the east and west of Sevenoaks town, encouraging residents to walk, wheel and cycle safely as an alternative to using their cars for short journeys.
- 1.2 The route connects many of the town's schools with the communities they serve, from Riverhead and Amherst schools in the west of the town with Trinity, Weald of Kent and Tunbridge Wells Grammar School for Boys annexes in the east, also picking up Sevenoaks Primary, Walthamstow Hall Junior School and Russell House along Bradbourne Park Road. The route will also provide easy access to Sevenoaks railway station. By improving these connections, it is hoped that the route will be popular with children, commuters and the wider community. Encouraging, supporting and making it easier and safer for residents to use sustainable forms of travel is a top priority.
- 1.3 The Sevenoaks Town East to West Walking, Wheeling and Cycling Route has been identified in the Sevenoaks Urban Area Local Cycling and Walking Infrastructure Plan (LCWIP) which was completed and launched in January 2023, and we have been successful in securing government funding of £1.2 million to deliver it. Not only will it encourage more safe car-free journeys, but it will also help to improve local air quality, positively impact the health of our residents, and help to achieve SDC's Net Zero by 2030 ambitions for the District.
- 1.4 The route will be the first of many to be delivered in the District, having secured funding to work up additional proposals evidenced in the Sevenoaks Urban Area LCWIP. The long term goal is to provide a radial network of walking, wheeling and cycling routes across Sevenoaks town and beyond.

Purpose of the consultation

- 1.5 SDC and KCC want to continue to understand and incorporate the views of the local community, stakeholders, school children / parents and commuters into the design of this scheme.

- 1.6 The scheme includes widening existing footpaths, creating new links between existing footpaths and upgrading road crossings.
- 1.7 The consultation documents, including an interactive map and scheme plans/designs, were made available on SDC's website: www.sevenoaks.gov.uk/walkwheelcycle and KCC's website: www.letstalk.kent.gov.uk. People were asked to provide feedback via a consultation survey which was available online and in a paper version on request.

2. Consultation process

- 2.1 This chapter outlines the process followed to deliver the consultation and details the activities and documentation undertaken. The consultation was divided into five stages, detailed below.

Consultation stage	Consultation activities
Stage 1 Undertake Equality Impact Assessment (EqIA)	<ul style="list-style-type: none"> Identify possible impacts on protected characteristic groups
Stage 2 Develop consultation process and promotional activities	<ul style="list-style-type: none"> Identify stakeholders Define consultation activities Define communication activities and frequencies
Stage 3 Pre-consultation activities	<ul style="list-style-type: none"> Engagement with cycling stakeholders, schools, Access Group, local businesses, relevant SDC and KCC members and Town and Parish Councils
Stage 4 Consultation activities	<ul style="list-style-type: none"> Launched consultation webpage and survey Advertised consultation on social media Published press release Held 2 public drop in sessions Article in In Shape magazine Distributed posters, postcards and paper surveys Emailed all contacts on the SDC Strategic Planning stakeholder list, including statutory consultees Responded to queries via email and telephone
Stage 5 Post-consultation activities	<ul style="list-style-type: none"> Analysis and reporting of consultation responses Feedback to consultees and stakeholders Attendance at the Sevenoaks Joint Transportation Board

Pre-consultation activities

- 2.2 SDC and KCC officers held online meetings with SDC members and Town and Parish Councils from the wards impacted, cycling stakeholders, local schools and the SDC Access Group. The information from these meetings helped to inform and refine the design of the proposed scheme.

Promoting the consultation

- 2.3 The following promotional activities were undertaken to ensure that the consultation reach was maximised:
- All consultation material was made available on a dedicated webpage: www.sevenoaks.gov.uk/walkwheelcycle and www.letstalk.kent.gov.uk;
 - The consultation was frequently advertised on SDC's social media;
 - Two public drop in sessions were held on 6 June and 12 July;
 - All contacts on the SDC Strategic Planning stakeholder list, including statutory consultees, were emailed details of the consultation;
 - A press release was published at the beginning of the consultation;
 - A dedicated article was written and published in In Shape magazine, sent to all households in the District between 19-23 June;
 - Postcards were distributed to commuters and schools; and
 - Posters, postcards and paper surveys were displayed at and distributed to SDC reception, Sevenoaks library and relevant Town and Parish Council offices.

Consultation material

- 2.4 The following material was produced for the consultation and made available on the consultation webpage:
- Consultation document (route context)
 - Interactive map
 - Scheme plans/designs
 - Equality Impact Assessment (EqIA)
 - Consultation survey
- 2.5 In total the consultation webpage was viewed 3,414 times with 2,251 unique visitors.

Feedback mechanism

- 2.6 People were asked to provide feedback via a consultation survey, which was available online and in a PDF format. The PDF version was available in paper copy from reception at the SDC offices. Emails and letters were also accepted and analysed alongside responses to the survey.

Drop in sessions

- 2.7 Two drop in sessions were held at the SDC offices, where members of the public could view larger copies of the plans/designs and speak to both SDC and KCC officers about the proposals. They were both well attended and gave local residents and other interested parties the opportunity to review the proposed scheme and discuss any queries.

3. Equality and accessibility

- 3.1 The Equality Impact Assessment (EqIA) provides a process to help us to understand how the proposals may affect people based on their protected characteristics (age, disability, sex, gender identity, race, religion/belief or none, sexual orientation, pregnancy and maternity, marriage and civil partnership and carer's responsibilities).
- 3.2 The EqIA was made available as one of the consultation documents on the webpage and in paper copy on request. We will use the feedback gathered from the consultation to review and update the EqIA before the detailed design is finalised.
- 3.3 The following steps were taken to help ensure the consultation was accessible:
- Paper copies of the consultation survey and other material were available on request throughout the duration of the consultation period;
 - All consultation material included a phone number and email address so that people could contact the Team to ask questions and to request paper copies and alternative formats of the consultation material;
 - All documents uploaded to the consultation webpage were accessible for people using assisted technology;
 - Two face to face drop in sessions were arranged for people unable or not wanting to use online material; and
 - The consultation document, EqIA and survey were made available in large print on request.

4. Summary of responses

- 4.1 This chapter summarises the number of consultation responses received and who responded to the consultation. There was a total of 490 responses to the survey.

Q1-3 – about your journeys

- 4.2 The first part of the survey sought views on people's current travel habits, their barriers to walking, wheeling and cycling and the things that would encourage them to walk, wheel or cycle more often.
- 4.3 Respondents' current travel habits were recorded as follows:

How do you usually travel to and around Sevenoaks Town?		
Transport mode	To get to/from work or school (% of respondents)	For pleasure (% of respondents)
Walking or wheeling	68%	88%
Cycling	27%	59%
Car, van or motorcycle	66%	90%
Public transport	50%	70%

- 4.4 In terms of what prevents people from walking, wheeling or cycling more often, for the majority of respondents (over 50%) the following factors were a barrier, ranked from highest to lowest:
- Poorly maintained roads, footpaths or cycle lane surfaces;
 - Lack of cycle routes or footpaths;
 - I don't feel safe cycling on the road; and
 - Using a car or public transport is easier/quicker
- 4.5 However, the following factors were not considered a barrier for the majority of respondents (over 50%), ranked from highest to lowest:
- Health reasons;
 - I don't have access to a bike;
 - I don't feel safe walking, wheeling or cycling on my own;
 - I don't feel confident enough to cycle; and
 - I don't have anywhere safe to store a bicycle at home or at my destination.
- 4.6 In terms of what would encourage more frequent walking, wheeling or cycling, only 18% of respondents agreed that nothing would encourage them to walk or cycle more and 63% stated that they could be encouraged to walk, wheel or cycle more.
- 4.7 From a personal perspective, getting more exercise / improving my health and 'knowing I am helping the environment' were factors that would encourage uptake from the majority of respondents (over 50%).
- 4.8 From an enabling perspective, better maintained existing roads, footways or cycle paths, separating facilities to cycle or walk on away from traffic, providing new footways or cycle facilities, routes that are more direct to my desired destination and creating a more attractive environment to travel around were factors that would encourage uptake from the majority of respondents (over 50%).

Q4 – Lake View Road options

- 4.9 This question sought views on a preferred route to link Lake View Road with Bradbourne Park Road.

Option	No. respondents	Percentage
A – along Clockhouse Lane	260	53%
B – along Lambarde Road and Bosville Road	52	11%
Not answered	178	36%

Q5 – Bradbourne Park Road options

- 4.10 This question sought views on a preferred approach to providing a safe walking, wheeling and cycling route along Bradbourne Park Road.

Option	No. respondents	Percentage
A – one way northbound from the junction of Linden Chase. The footway will be widened by relocating the existing school fence.	148	30%
B – maintain two way traffic from the junction of Linden Chase. The footway will be widened by land take from the school.	200	41%
C – none of the above	102	21%
Not answered	40	8%

- 4.11 There were 102 respondents that selected option C and some of these provided free text. These responses were grouped into themes. A breakdown of the themes are shown in the following table, including a KCC/SDC response, and generally focus on the negative comments. Some responses had more than one theme.

Issue raised	Issue description	No. respondents	SDC/KCC response
User safety	Safety concerns for pedestrians and cyclists sharing space, particularly at school drop off time and for parents with prams. Cycle route would only work if curb separation from both traffic and pedestrians.	13	Vehicle behaviour during pick up and drop off creates a non-friendly environment for both walking and cycling.
Proposal not necessary for safe cycling	Bradbourne Park Road is already safe for cyclists. Retaining 20mph is sufficient.	10	Same as above.
Alternative routes	Preference for route to have A25 option.	4	Options along A25 will require physical separation which will be more expensive.
Shared footways	Safety concerns expressed regarding the narrow pavement width.	2	Widths to be widened to 3.0m along shared paths.
Car parking	Concern for loss of resident parking.	1	Parking losses to be offset with the

Issue raised	Issue description	No. respondents	SDC/KCC response
			reduced need to travel by car owing to the scheme alternative.
Alternative routes	Suggestion for the route to go through Knole Academy and onto Bat and Ball across the open land.	1	The scheme already provides a connection to Knole Academy avoiding busier roads.
Intervention Suggestion	Additional crossings along route section would be beneficial.	1	Crossing points already provided to make safe connections.
Route effect on nearby roads	Changes to Bradbourne Park Road will affect Bradbourne Road as well. Changes to Bradbourne Park Road should be considered in conjunction.	1	Existing 20mph on Bradbourne Road will be significantly improved with proposals. Signage improvement on Bradbourne Road is included in proposal.

Q6 – St James's Road options

- 4.12 This question sought views on a preferred approach to manage vehicular traffic along St James's Road.

Option	No. respondents	Percentage
A – one way (eastbound)	91	18%
B – one way (westbound)	67	14%
C – maintain two way traffic	224	46%
D – none of the above	67	14%
Not answered	41	8%

- 4.13 There were 67 respondents that selected option D and some of these provided free text. These responses were grouped into themes. A breakdown of the themes are shown in the following table, including a KCC/SDC response, and generally focus on the negative comments. Some responses had more than one theme.

Issue raised	Issue description	No. respondents	KCC/SDC response
User safety	Safety concerns expressed for pedestrians sharing route with cyclists. Shared surfaces with pedestrians and e-scooters	3	Scheme design at locations to be shared will be a minimum 3.0m. Sections which are pedestrian only will

Issue raised	Issue description	No. respondents	KCC/SDC response
	and bikes are not safe according to RNIB. Increased risk to pedestrians as some sections of route have no pavement.		work to a minimum width of 1.2m and sections used specifically by cyclists at 1.5m minimum.
Need for proposal	St James is already a quiet road - signage and road markings would be sufficient for cyclists.	3	Option 3 is a proposal which maintains the two-way movements on St James's Road.
Alternative route	Suggestion for western part of St. James's Road into part of the public highway and use that as part of the route.	3	Permission to use the St. James's Road is dependent on residents support
Speed limit	Suggestion for 20mph limit so that cars and bicycles can share lane widths.	1	20mph limits will be beneficial for all modes of traffic.
Indirect route	Route is not direct and too long and complicated to use.	1	The route identified follows existing pedestrian desire lines and used by parents for school pick-up and drop off

Q7-9 – your views

- 4.14 These questions sought views on the level of support for the proposal, and whether people would use it if it were to be delivered.

To what extent do you agree with the proposed improvements for walking, wheeling and cycling in Sevenoaks Town?		
Option	No. respondents	Percentage
Agree or strongly agree	297	61%
Neither agree or disagree	45	9%
Disagree or strongly disagree	125	25%
Not answered	23	5%

Would you use the proposed route for walking, wheeling or cycling?		
Option	No. respondents	Percentage
Yes	248	51%
No	146	30%
I don't know	71	14%
Not answered	25	5%

- 4.15 There were 354 respondents that then went on to make further comments about the proposed walking, wheeling and cycling improvements. These responses were grouped into themes. A breakdown of the themes are shown in the following table, including a KCC/SDC response, and generally focus on the negative comments. Some responses had more than one theme.

Issue raised	Issue description	No. respondents	KCC response
User safety	Concerns about the safety of the route, particularly for pedestrians where spaces are shared. Cyclists and pedestrians have different needs. Current paths/roads are too narrow to accommodate pedestrians and cyclists safely. Vehicle traffic should be fully separated.	126	Widths to be achieved for the route are accepted widths for shared path routes in which cycle and pedestrian volumes are relatively low.
Traffic management	The proposal will not stop illegal or pavement parking. There is a need to improve/add crossings on main roads. However others have said that additional crossings will cause further congestion.	101	<p>Illegal parking is something which promoting this route can tackle. Understanding the use of the pavement is for a specific need will help to highlight the need to monitor the pavements. There are design items which kerbs can be painted to indicate parking is not permitted.</p> <p>Formal crossing improvement were added at existing points of crossing, The new informal crossing added are courtesy type crossings which will encourage slower vehicle use of the routes.</p>
Additional routes	Many supported the proposals but commented that there should be further	86	No comment

Issue raised	Issue description	No. respondents	KCC response
	routes delivered across Sevenoaks including to Otford, Seal, Dunton Green, the town centre and railway station, along the A21.		
Schools	Both opposition and support from schools and parents – lots of support for a safer walking/cycling route, however also concerns that parking issues will be exacerbated and increased traffic on surrounding roads. Suggestion to extend route to Seal Primary School in the east and Dunton Green in the west. Should be a stronger focus on secondary schools.	79	<p>Parking issues is an ever-growing problem across many schools in the country.</p> <p>Cycle and walking schemes are promoted to help address these parking issues by offering a suitable alternative.</p>
Route users	Lots of support for the route and suggestions for improvements – planting along the route to enhance the environment, paths need to be widened, full segregation wherever possible, bigger issue to address is car driver mindset.	60	Options to add wooden planters and combine some green elements within new street furniture such as benches can be investigated further.
Shared footways	Some concerns for the proposed shared footway spaces – pavements not wide enough to accommodate all users, dangerous for pedestrians, full separation preferred.	60	The lack of road space and volume of pedestrian / cyclists projected to use these routes has resulted in the preference to promote shared spaces.
Infrastructure improvements	Suggestions included introducing an ebike hire scheme, more school buses, increased lighting along the route and making the A25 a cycle super highway. Some criticism that the proposals do not go far enough to move the town away from being car centric.	54	No comment.

Issue raised	Issue description	No. respondents	KCC response
Alternative routes	Concerns that the proposed route is not direct, and that cyclists will prefer to use the A25 or a less hilly route. Cyclists should be segregated from cars. Branches to the railway station and town centre should be included.	51	The scheme does include signage and totems which will inform users of distances to key points of interest. The scheme should be considered a start and future links can be developed from it.
Bradbourne Park Road section of the scheme	Both opposition and support for the options along this part of the route - concerns that a one way scheme would displace and increase traffic on surrounding roads and that it would make parking at school times even more difficult than at present. However others recognised the benefits of widening pedestrian/cycle paths including improving the safety of pupils. Concerns regarding the potential loss of trees along this road. Inconsiderate parking also needs to be addressed. Suggestions included making Bradbourne Park Road a shared space and to use a short stretch of the A25 instead.	47	KCC is aware of the impacts of one-way road proposals and the concern residents have about the impact to neighbouring roads. The benefits of reducing the conflicting traffic movements on a road which is used by many school-aged pedestrians will have lasting health benefits. There are many examples for example High Streets in which converting the route to one-way achieves a better balance of vehicles to pedestrian.
Costs	Waste of money. Proposals not required, the route won't benefit many people and the money is better spent elsewhere in the community.	46	No comment.
Traffic speed	Support for reducing the speed limit to 20mph to make cycling safer. However others suggested that traffic calming would be preferable. Roads along the route often used as rat runs.	43	20mph routes around schools is something which is supported. The proposal tackles rat-running issues

Issue raised	Issue description	No. respondents	KCC response
			by providing options for one-way routes and introducing level changes in places to slow traffic down.
Parking	Support for greater parking restrictions to disincentivise car usage. Current parking habits e.g. pavement parking and on street parking make walking, wheeling and cycling unsafe. Route will cause parents to park illegally outside schools.	38	<p>Parking concerns is an issues which only appears during school pick-up and drop-off.</p> <p>The scheme is promoting the use of methods of travel to help tackle this issue.</p> <p>As part of this scheme a measure to ensure these routes are kept clear for the intended users will be investigated and this will require the consultation with the local schools.</p>
Amherst – Riverhead Parkland – London Road section of the scheme	Concerns around using the parkland path as part of the route – steep, not lit, too narrow, too dangerous for schoolchildren/elderly people/joggers/dogs, loss of trees and damage to roots. Suggestion to use switchbacks along the steepest section or to require cyclists to dismount. Low level lighting welcomed. Concerns that the steep hill would encourage fast cycling. Support for Brittain's Lane crossing - requires signage, 20mph speed limit, and cyclists/pedestrians to have right of way.	28	<p>Proposal includes changing the ambience of the parkland path. These would include the surface quality, removal of trip hazards, new resting locations for hill climbs and improved lighting.</p> <p>The width of the route is a primary tool to tackle concerns of personal safety.</p>

Issue raised	Issue description	No. respondents	KCC response
	Suggestion that the route should be extended to the station.		
St George's Road – St James' Road section of the scheme	Both opposition and support for using St James' Road – it is a private road that will require upgrading significantly and the residents do not want to encourage traffic along this route, however there are also concerns around using the alternative St George's Road as it is likely to discourage cyclists because of the steep topography. With regards the proposal to make St James' Road one way there are concerns that this would lead to an increase in traffic on surrounding roads especially at peak times, that these roads are too narrow to accommodate cyclists and are needed for parking, and that a one way restriction will inadvertently increase traffic speeds.	26	St James's Road private road section will require a significant amount of work to raise the surface quality suitable for cycling. The landowner will also need to support the use for public cycling and walking.
Road conditions	The improvement to the condition of existing roads and pavements should be prioritised. Any walking, wheeling and cycling paths implemented should be regularly maintained and appropriately lit.	25	General maintenance of the assets installed on KCCs maintained land or by agreement will be routinely maintained.
Lakeview Road – Clockhouse Lane section of the scheme	The crossing of Lambarde Road should be at the crest of the hill rather than the dip for better visibility, and requires traffic calming measures. A mini roundabout was also suggested. Both opposition and support for using Clockhouse Lane – some feel that it should be restricted to pedestrians as cyclists would make it too	25	There a private driveways at the crest of the hill which will conflict with a proposed xing. Cyclists and pedestrian are able to cross there if required. The scheme is proposing a crossing which is better

Issue raised	Issue description	No. respondents	KCC response
	busy/dangerous where others comment that it is already used by cyclists and should be formalised.		connected and located in an easier alignment for connections.
Barriers to change	Topography of the town is a deterrent to cycling. The route will cause disruption to parents on the school run. Drivers too aggressive towards cyclists. Distance, age and weather.	25	The route proposed is a far quieter alternative to the A25. The section of really steep hill is addressed by providing resting points for users or option to have traffic reduced to one-way only.
Impact on green spaces	Some concerns about the protection of the natural environment – removal of trees and loss of wildlife habitat.	22	Proposal does not include tree removal, however treatment of the grounds near trees is proposed to remove trip hazards. The scheme in general promotes sustainable travel.
Air pollution	Some concerns that air pollution will worsen as surrounding roads become more congested.	15	The impact of the scheme to air pollution will be analysed and reported if scheme is successful and able to proceed to construction.
St Johns Hill - Wickenden Road section of the scheme	Support for 20mph speed limit. Wickenden Road is used as a rat run and requires traffic calming measures in order to boost cycling. Road is currently in poor condition and requires resurfacing. Junction with St Johns Hill is too complicated and should be more direct to prevent shortcutting e.g. move zebra crossing. There should be protection for cyclists travelling W to E joining Wickenden Road.	10	A combination of 20mph, width / load restriction and proposal to change the junction priority with Little Wood will help to address rat-running concerns

Issue raised	Issue description	No. respondents	KCC response
Climate change / net zero	Some scepticism about the effectiveness of walking, wheeling and cycle routes in reducing emissions, and suggestions that other measures e.g. an electric car and recharging strategy would have a greater impact.	8	Encouraging walking and wheeling modes of travel has a direct impact of emissions and helps to tackle obesity in children.
Hillingdon Avenue – Trinity section of the scheme	The proposed improvements should extend to the Hospital Road end of Hillingdon Avenue and north to the A25, which is used heavily by schoolchildren and could be made safer for pedestrians. Support for 20mph speed limit. Concerns that losing the grass verges will have a detrimental impact on the environment. Trinity School crossing needs to be made wider to facilitate cyclists.	7	<p>Opportunities to create spur links to the main route can be explored as future phases of the scheme.</p> <p>The loss of grass verges is required to maintain the carriageway and parking levels. A compromise will be to find locations in which planters / trees can be provided as an offset to the losses.</p>
Bike parking & extension of route	A need for improved bike parking/storage facilities in Sevenoaks town centre and extension of the route to the train station and High Street	6	Opportunities to explore these can be proposed as a future phase of the current scheme.

About you

- 4.16 This section documents the geographical location and demographics of the respondents. This data was collated using the 'About you' questions in the final part of the survey. These questions were optional, however the vast majority of respondents were happy to answer these questions.

Home town/parish	No. respondents	Percentage
Sevenoaks Town	301	61%
Riverhead	66	14%
Otford	22	5%
Chevening	14	3%
Seal	12	2%
Kemsing	11	2%
Dunton Green	9	2%

Sevenoaks Weald	4	<1%
Sundridge with Ide Hill	4	<1%
Eynsford	3	<1%
Westerham	3	<1%
Swanley	2	<1%
Brasted	2	<1%
Edenbridge	1	<1%
Badgers Mount	1	<1%
Farningham	1	<1%
Halstead	1	<1%
Knockholt	1	<1%
Leigh	1	<1%
West Kingsdown	1	<1%
Not answered	0	0%

Age group	No. respondents	Percentage
0-11	1	<1%
12-17	20	4%
18-24	7	1%
25-34	31	6%
35-44	108	22%
45-54	123	25%
55-64	66	14%
65 and over	88	18%
Prefer not to say	46	9%
Not answered	0	0%

Sex	No. respondents	Percentage
Male	224	46%
Female	222	45%
Other	2	<1%
Prefer not to say	17	3%
Not answered	25	5%

Do you consider yourself to have a disability?	No. respondents	Percentage
Yes	28	6%
No	411	84%
Prefer not to say	25	5%
Not answered	26	5%

5. Next steps

- 5.1 Following the feedback from this consultation, the design team will be carefully considering points raised to establish whether further minor design changes are appropriate and can be made.



- 5.2 It can be seen from the consultation that there is overall support for the proposed scheme (para 4.14) and appetite for creating safe and attractive routes to encourage people to walk, wheel and cycle more (paras 4.6-4.8).
- 5.3 KCC's recommendation is to progress the scheme working closely with Sevenoaks Town Council and private landowners (including agreeing a preferred option at Lakeview Road, Bradbourne Park Road and St James's Road) to detailed design and construction.
- 5.4 To progress the scheme to construction there will be a need for further consultation to accept changes which affect existing traffic regulations order or access. The type of changes to be consulted further will include adding or removing parking restrictions, speed limits, one-way routes and access by cyclists of existing public rights of way.
- 5.5 This consultation report will be presented to the Sevenoaks Joint Transportation Board (JTB) on 18 September 2023. Subject to the JTB's comments and endorsement, the scheme will enter the detailed design stage where it will be necessary to achieve sign off from Active Travel England (ATE). If the decision from ATE is taken to proceed with the scheme, construction is likely to start in Spring 2024.

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EQIA Submission – ID Number

Section A

EQIA Title

Active Travel - Sevenoaks East West Cycle Route

Responsible Officer

Alan Osuoha - GT HTW

Type of Activity

Service Change

No

Service Redesign

No

Project/Programme

Project/Programme

Commissioning/Procurement

No

Strategy/Policy

No

Details of other Service Activity

No

Accountability and Responsibility

Directorate

Growth Environment and Transport

Responsible Service

Road Safety and Active Travel

Responsible Head of Service

Tim Read - GT TRA

Responsible Director

Haroona Chughtai - GT TRA

Aims and Objectives

Background: Active travel refers to modes of travel that involve a level of travel activity to get to a particular destination such as work, the shops or to visit friends. Active travel can be for complete journeys or parts of a journey. The term is often used interchangeably with walking, wheeling and cycling, but active travel can also include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, as well as cycle sharing schemes (adapted from the definition in the Future of Mobility: urban strategy).

Wheels for Wellbeing explains that cycling includes a wide range of cycle types, including:

1. bicycles
2. handcycles
3. tricycles
4. recumbent tricycles
5. go-karts
6. cycles for 2 (tandem, side by side, wheelchair tandem and duet bikes)

Aim: The purpose of this active travel scheme is to encourage more people (of all abilities) to participate in active travel to complete journeys in Sevenoaks.

Objective: To provide a safe, comfortable and direct cycling, wheeling and walking routes connecting local schools and public transport modes in Sevenoaks. Scheme proposal includes providing shared and segregated paths between Amherst School / Riverhead Infants School (west) and Trinity School / Tunbridge Wells Grammar School (east).

Outcome: To be completed

Section B – Evidence

Agenda Item 5

Do you have data related to the protected groups of the people impacted by this activity?
Yes
It is possible to get the data in a timely and cost effective way?
Yes
Is there national evidence/data that you can use?
Yes
Have you consulted with stakeholders?
No
Who have you involved, consulted and engaged with?
<p>The following groups have been engaged in the development of the scheme (including the preparation of the Sevenoaks Urban Area Local Cycling and Walking Infrastructure Plan):</p> <p>Sevenoaks Bicycle Users Group (SBUG)</p> <p>Sevenoaks Rail Users Association</p> <p>Darent Valley Rail Partnership</p> <p>Live Biking</p> <p>Addiscombe cycling club</p> <p>Meridian cycling club</p> <p>Riverhead Trails Crew</p> <p>Kent Velo Girls</p> <p>West Kent CTC</p> <p>Sevenoaks Chain Gang</p> <p>Sevenoaks Society</p> <p>Sevenoaks to Otford Cycle Scheme group (STOCS)</p> <p>Amherst School</p> <p>Riverhead Infants School</p> <p>Knole Academy</p> <p>Sevenoaks Primary School</p> <p>Trinity School</p> <p>Weald of Kent Grammar School (Sevenoaks Annexe)</p> <p>Tunbridge Wells Grammar School for Boys (Sevenoaks Annexe)</p> <p>Granville School</p> <p>Sevenoaks District Access Group</p> <p>Town/Parish Councils</p> <p>Sevenoaks District Council members</p> <p>A full public consultation on the scheme's design is planned to take place for 6 weeks beginning 1 June 2023. Consultation activities will target hard to reach groups such as young people and commuters.</p>
Has there been a previous Equality Analysis (EQIA) in the last 3 years?
No
Do you have evidence that can help you understand the potential impact of your activity?
Yes
Section C – Impact
Who may be impacted by the activity?
<p>Service Users/clients</p> <p>n/a</p>

Staff n/a
Residents/Communities/Citizens Residents/communities/citizens
Are there any positive impacts for all or any of the protected groups as a result of the activity that you are doing?
Yes
Details of Positive Impacts
<p>The implementation of the proposed scheme can result in reduced casualties for vulnerable road users. The route follows a predominantly car free route using pavements and controlled crossing points.</p> <p>Below is a list of the provision for cycling proposed for Sevenoaks</p> <p>Section 1 - off-carriageway route link between Amherst School and Robyns Way Section 2 - off-carriageway link along Robyns Way, Lakeview Road and Clockhouse Lane Section 3 - mix off/on-carriageway connection Bradbourne Park Road Section 4 - on-carriageway connection between Bradbourne Road and Littlewood Section 5 - off-carriageway route between Littlewood and Seal Hollow Road (Trinity School).</p> <p>Below is a review of the protected characteristics against the above proposal for positive impacts</p> <p>Sex - The cycle route is available for the use by all sexes Age - The cycle route is available to all ages and is provided on routes intended for 20mph Disability - The route is accessible for all cycle types and is provided with acceptable gradients Gender reassignment - The route is available for the use by all genders Marriage and civil partnership - The route is available for the use by all genders Pregnancy and maternity - The route is available for use by pregnancy, maternity or car givers Race - The route is available for use by all races Religion or belief - The route is available for use by all religions and creed Sexual orientation - The route is available for use by all sexual orientations</p>
Negative impacts and Mitigating Actions
19.Negative Impacts and Mitigating actions for Age
Are there negative impacts for age?
Yes
Details of negative impacts for Age
<p>The section of the route along existing public right of (PROW) is isolated and may cause concern for use by school aged users and older users concerned about personal safety.</p> <p>Concern for other vehicle speeds or poor visibility of cyclists using the route by motorists.</p> <p>Shared spaces is a concern for older people with the speed of passing cyclists.</p>
Mitigating Actions for Age
<p>There are a few options to improve the perception of personal safety along these sections.</p> <ol style="list-style-type: none"> 1. Improve lighting and clear nearby vegetation to increase the amount of lighting in the area 2. Encourage community watch of the links through engagement activity 3. Add cameras (cctv) along this section <p>To improve the perception of safety against other motorists</p> <ol style="list-style-type: none"> 4. Monitor pre and post implementation speeds 5. Increase more speed awareness signs or information material to drivers using the routes 6. Initiate / extend the community speed watch to incorporate the high risk areas

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7. Add cameras (speed)

To reduce concern for shared space by older people

8. Add shared signs and maintain good widths for shared spaces. 3.0m minimum widths proposed for this route.

Responsible Officer for Mitigating Actions – Age

Alan Osuoha

20. Negative impacts and Mitigating actions for Disability

Are there negative impacts for Disability?

Yes

Details of Negative Impacts for Disability

The section of the route along existing public right of (PROW) is isolated and may cause concern for use by those with a disability characteristic.

Concern for other vehicle speeds (including cyclists and pedestrians in shared spaces).

Mitigating actions for Disability

There are a few options to improve the perception of personal safety along these sections.

1. Improve lighting and clear nearby vegetation to increase the amount of lighting in the area
2. Encourage community watch of the links through engagement activity
3. Add cameras (cctv) along this section

To improve the perception of safety against other motorists

4. Monitor pre and post implementation speeds
5. Increase more speed awareness signs or information material to drivers using the routes
6. Initiate / extend the community speed watch to incorporate the high risk areas and shared areas
7. Add cameras (speed)

Responsible Officer for Disability

Alan Osuoha

21. Negative Impacts and Mitigating actions for Sex

Are there negative impacts for Sex

Yes - Add details of the negative impacts and mitigations.

Details of negative impacts for Sex

The section of the route along existing public right of (PROW) is isolated and may cause concern for use by female or male users concerned about personal safety.

Mitigating actions for Sex

There are a few options to improve the perception of personal safety along these sections.

1. Improve lighting and clear nearby vegetation to increase the amount of lighting in the area
2. Encourage community watch of the links through engagement activity
3. Add cameras (cctv) along this section

Responsible Officer for Sex

Alan Osuoha

22. Negative Impacts and Mitigating actions for Gender identity/transgender

Are there negative impacts for Gender identity/transgender

Yes - Add details of the negative impacts and mitigations.

Negative impacts for Gender identity/transgender

The section of the route along existing public right of (PROW) is isolated and may cause concern for use by those with a Gender Identity / Transgender characteristic.

Mitigating actions for Gender identity/transgender

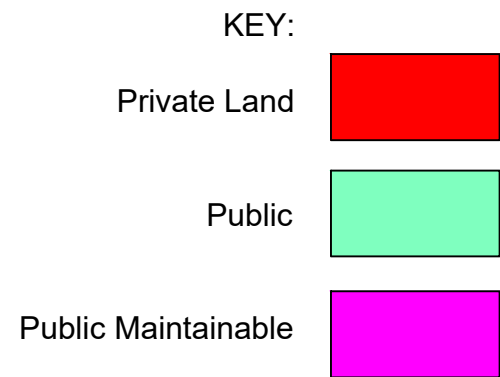
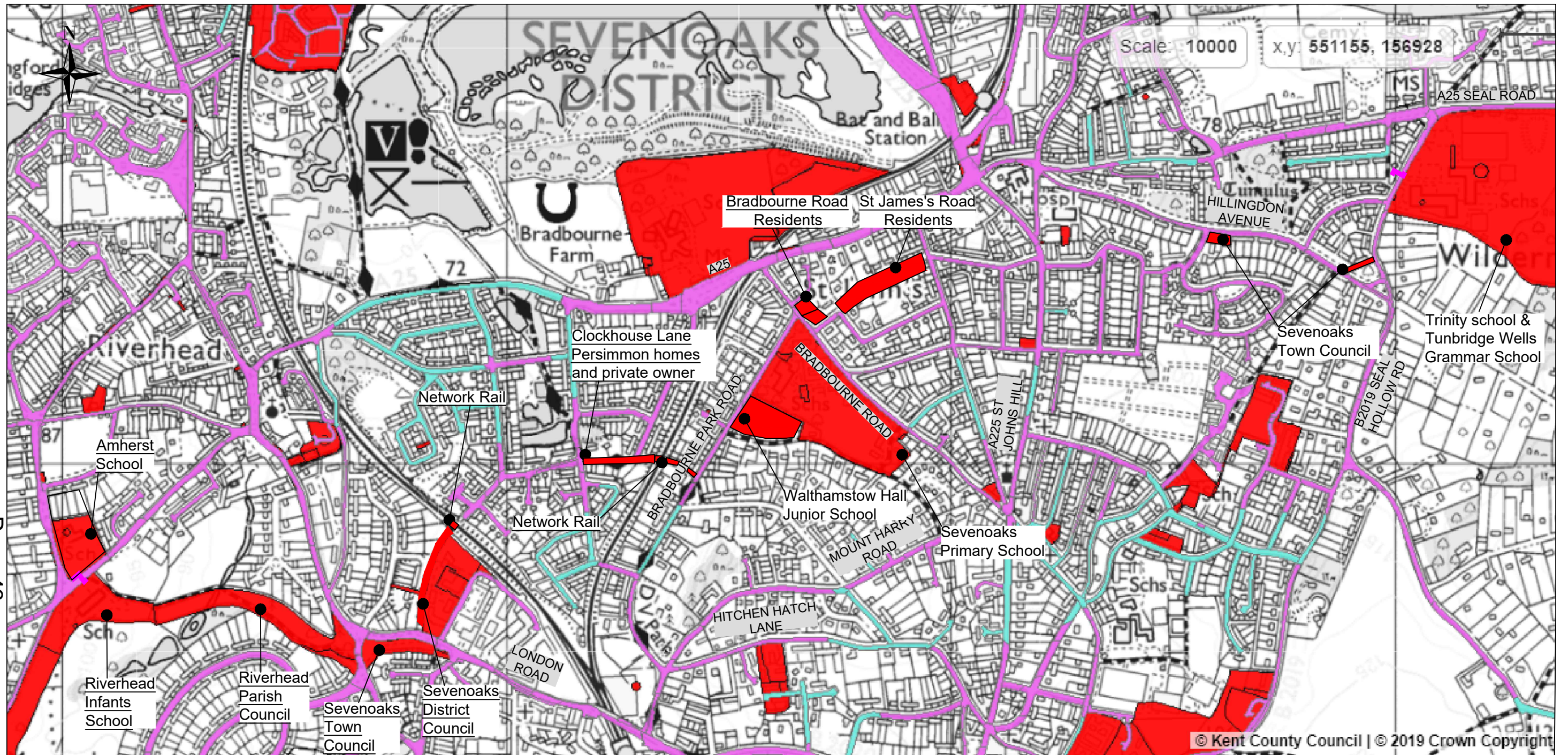
There are a few options to improve the perception of personal safety along these sections.

1. Improve lighting and clear nearby vegetation to increase the amount of lighting in the area

2. Encourage community watch of the links through engagement activity 3. Add cameras (cctv) along this section
Responsible Officer for mitigating actions for Gender identity/transgender
Alan Osuoha
23. Negative impacts and Mitigating actions for Race
Are there negative impacts for Race
Yes - Add details of the negative impacts and mitigations.
Negative impacts for Race
The section of the route along existing public right of (PROW) is isolated and may cause concern for use by users of identifiable by a particular race.
Mitigating actions for Race
There are a few options to improve the perception of personal safety along these sections. 1. Improve lighting and clear nearby vegetation to increase the amount of lighting in the area 2. Encourage community watch of the links through engagement activity 3. Add cameras (cctv) along this section
Responsible Officer for mitigating actions for Race
Alan Osuoha
24. Negative impacts and Mitigating actions for Religion and belief
Are there negative impacts for Religion and belief
Yes - Add details of the negative impacts and mitigations.
Negative impacts for Religion and belief
The section of the route along existing public right of (PROW) is isolated and may cause concern for use by users of identifiable by a particular religion and belief.
Mitigating actions for Religion and belief
There are a few options to improve the perception of personal safety along these sections. 1. Improve lighting and clear nearby vegetation to increase the amount of lighting in the area 2. Encourage community watch of the links through engagement activity 3. Add cameras (cctv) along this section
Responsible Officer for mitigating actions for Religion and Belief
Alan Osuoha
25. Negative impacts and Mitigating actions for Sexual Orientation
Are there negative impacts for Sexual Orientation
Yes - Add details of the negative impacts and mitigations.
Negative impacts for Sexual Orientation
The section of the route along existing public right of (PROW) is isolated and may cause concern for use by users of identifiable by a Sexual Orientation.
Mitigating actions for Sexual Orientation
There are a few options to improve the perception of personal safety along these sections. 1. Improve lighting and clear nearby vegetation to increase the amount of lighting in the area 2. Encourage community watch of the links through engagement activity 3. Add cameras (cctv) along this section
Responsible Officer for mitigating actions for Sexual Orientation
Alan Osuoha
26. Negative impacts and Mitigating actions for Pregnancy and Maternity
Are there negative impacts for Pregnancy and Maternity
Yes - Add details of the negative impacts and mitigations.

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Negative impacts for Pregnancy and Maternity
The section of the route along existing public right of (PROW) is isolated and may cause concern for use by users of identifiable as having a pregnancy or maternity.
Mitigating actions for Pregnancy and Maternity
<p>There are a few options to improve the perception of personal safety along these sections.</p> <ol style="list-style-type: none"> 1. Improve lighting and clear nearby vegetation to increase the amount of lighting in the area 2. Encourage community watch of the links through engagement activity 3. Add cameras (cctv) along this section <p>To reduce concern for shared space use by pregnant women and parents with buggies.</p> <ol style="list-style-type: none"> 4. Add shared signs and maintain good widths for shared spaces (3.0m minimum widths proposed).
Responsible Officer for mitigating actions for Pregnancy and Maternity
Alan Osuoha
27. Negative impacts and Mitigating actions for Marriage and Civil Partnerships
Are there negative impacts for Marriage and Civil Partnerships
Yes - Add details of the negative impacts and mitigations.
Negative impacts for Marriage and Civil Partnerships
The section of the route along existing public right of (PROW) is isolated and may cause concern for use by users of identifiable by a marriage and/or civil partnership.
Mitigating actions for Marriage and Civil Partnerships
<p>There are a few options to improve the perception of personal safety along these sections.</p> <ol style="list-style-type: none"> 1. Improve lighting and clear nearby vegetation to increase the amount of lighting in the area 2. Encourage community watch of the links through engagement activity 3. Add cameras (cctv) along this section
Responsible Officer for Marriage and Civil Partnerships
Alan Osuoha
28. Negative impacts and Mitigating actions for Carer's responsibilities
Are there negative impacts for Carer's responsibilities
No
Negative impacts for Carer's responsibilities
n/a
Mitigating actions for Carer's responsibilities
n/a
Responsible Officer for Carer's responsibilities
Alan Osuoha



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LOCAL CYCLING AND WALKING INFRASTRUCTURE PLANS (LCWIPS) UPDATE

Sevenoaks Joint Transportation Board – 18 September 2023

Report of: Deputy Chief Executive and Chief Officer for Planning and Regulatory Services

Status: For information

Also considered by: N/A

Key Decision: No

Executive Summary: This report updates members on the Local Cycling and Walking Infrastructure Plans (LCWIPs) for Sevenoaks and Swanley, supported by the Movement Strategy (2022) and emerging Local Plan (Plan 2040).

This report supports the Key Aim of: the Council's commitments to promoting better active travel and working towards Net Zero 2030.

Portfolio Holder: Cllr. McArthur

Contact Officer: Emma Henshall, Ext. 7358

Recommendation to the Sevenoaks Joint Transportation Board:

To note this update report for information.

Reason for recommendation: Identifying opportunities for better active travel across the District is a key priority that can assist in reducing carbon emissions, improve air quality and result in positive health outcomes, as well as helping work towards the Council's Net Zero 2030 commitment.

Introduction and Background

- 1 Active travel has many benefits – walking, wheeling and cycling can all help to positively impact people's health and wellbeing and bring significant environmental benefits including improving air quality, reducing noise pollution and reducing traffic and therefore carbon emissions. The Council is committed to promoting and creating opportunities for better active travel in the District through its Movement Strategy (2022) and emerging Local Plan.
- 2 This report updates members on the ongoing work to improve opportunities for walking, wheeling and cycling in the District through the development of Local Cycling and Walking Infrastructure Plans (LCWIPs).

Agenda Item 6

Sevenoaks Urban Area LCWIP

- 3 The Sevenoaks Urban Area LCWIP identifies eight walking, wheeling and cycling routes, mapped at Appendix 1, and prioritises them in terms of benefits and likelihood of achieving modal shift.
- 4 SDC and KCC have been successful in securing external funding from Active Travel England to progress three of the eight identified routes. An update on progress is set out below. Full details on each project are included at Appendix 2.

Project	Progress Update
Sevenoaks LCWIP Route 3 Sevenoaks Town East to West Walking, Wheeling and Cycling Route	Public consultation on the proposed walking, wheeling and cycling improvements took place for six weeks from 1 June to 14 July 2023. We received 490 consultation responses with overall support of 61%. The recommendation of how to proceed is subject to a separate report to this committee.
Sevenoaks LCWIP Route 1 Sevenoaks to Otford	PJA Associates have been appointed to focus on the key section of the route (Bat and Ball to Otford) to update the 2017 feasibility study and to work up outline designs. A site visit has been undertaken and stakeholder engagement is planned for the Autumn.
Sevenoaks LCWIP Route 6 Sevenoaks to Seal to Otford	PJA Associates have been appointed to prepare a feasibility study for this route. A site visit has been undertaken and stakeholder engagement is planned for the Autumn.

Swanley Urban Area LCWIP

- 5 Work on the LCWIP for Swanley is progressing well. The appointed consultant, Sustrans, undertook initial stakeholder engagement in June to capture the routes regularly used by residents and to gain an understanding of the current barriers to walking, wheeling and cycling. These sessions (one

online and one in person at White Oak Leisure Centre) were well attended and provided some great insights and ideas to help inform and develop the LCWIP.

- 6 From this, the primary walking, wheeling and cycling network will be worked up, and stakeholders will have another opportunity to get involved in the Autumn, when they will be asked for their views on the proposed routes. Further details on the scope, funding and timeline of the project are included at Appendix 2.

Other options Considered and/or rejected

The active travel initiatives referred to in this report have largely been secured and/or completed using external funding from Active Travel England and in partnership with KCC. We could choose not to engage in further active travel initiatives, through external funding streams or our own budget, however this would contradict the Council's commitment to promoting and creating opportunities for better active travel in the District, and therefore disadvantage our residents. This is not considered to be an acceptable approach. Further, the Council has made a commitment to work towards Net Zero 2030.

Key Implications

Financial

Funding for the active travel initiatives referred to in this report has been secured through external sources and it is not expected that any top up will be required.

Legal Implications and Risk Assessment Statement

No legal implications have been identified.

Equality Assessment

The decisions recommended through this paper have a remote or 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. This report is to inform members of the ongoing work to contribute towards the commitment.

Conclusions

This report updates members on the active travel initiatives that the District Council is engaged in. It is considered that progress so far contributes towards achieving Net Zero by 2030.

Agenda Item 6

Appendices

Appendix 1 – Sevenoaks Urban Area LCWIP route map

Appendix 2 – Active Travel Projects (August 2023)

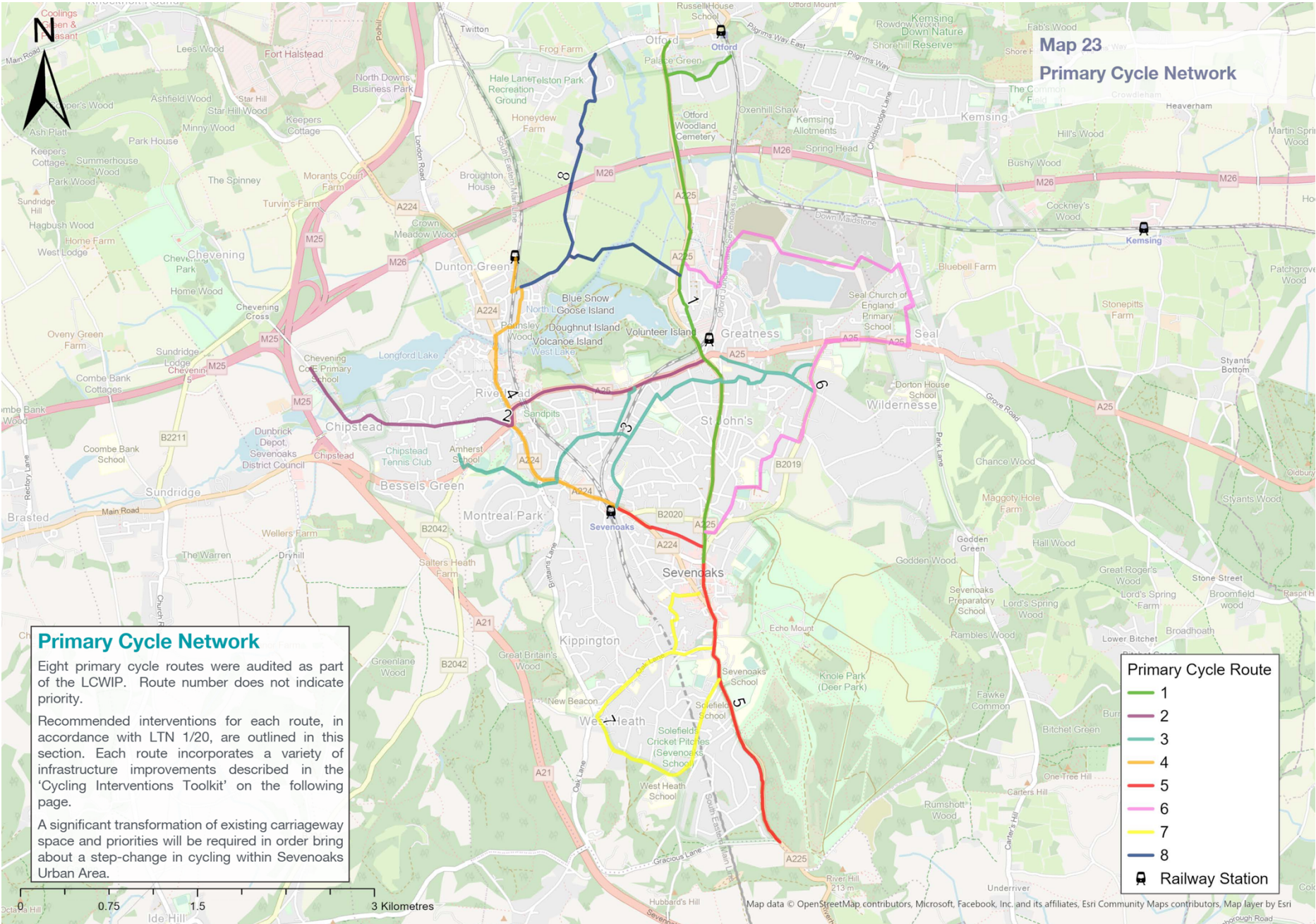
Background Papers

None

Richard Morris

Deputy Chief Executive and Chief Officer for Planning and Regulatory Services

Appendix 1 - Cycle Routes identified in the Sevenoaks Urban Area LCWIP



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Project title	Description of project	Funding secured	Funding source (via KCC)	Funding scope	Date of funding	Funding duration	Funding completed within required timescale?	Project start	Project complete	Project notes (July 2023)
Sevenoaks Urban Area Local Cycling and Walking Infrastructure Plan (LCWIP)	To prepare a LCWIP for Sevenoaks urban area, to identify walking, wheeling and cycling improvements that, if delivered, will provide safe and attractive alternatives to the car.	£15,000	Active Travel England Capability & Ambition Fund 2021-22	Development of LCWIPs	March 2021	Spend to be committed by March 2022 (1 year)	Yes	January 2022	December 2022	Total cost £32,400 using top up funding from S106 receipts and net zero budget.
Sevenoaks Town East to West Walking, Wheeling and Cycling Route	To deliver walking, wheeling and cycling improvements identified as 'route 3' in the Sevenoaks Urban Area LCWIP, connecting the east and west of Sevenoaks town, schools along the route and the communities they serve.	£1,200,000	Active Travel England Active Travel Fund Tranche 3	Capital funding to support the delivery of ambitious new cycling and walking infrastructure schemes	March 2022	Spend to be committed by March 2024 (2 years)	TBC	September 2022	In progress	Public consultation concluded July 2023. A consultation report and associated recommendation will be taken to the Sevenoaks JTB on 18 September 2023, setting out a way forward.
Swanley Local Cycling and Walking Infrastructure Plan (LCWIP)	To prepare a LCWIP for Swanley urban area, to identify walking, wheeling and cycling improvements that, if delivered, will provide safe and attractive alternatives to the car.	£25,000	Active Travel England Capability & Ambition Fund 2022-23	Development of LCWIPs	January 2023	Spend to be committed by January 2024 (1 year)	TBC	March 2023	In progress - expected end 2023	Subtrana appointed. Stakeholder engagement to capture routes/barriers undertaken June 2023. Routes being developed for further stakeholder engagement in the autumn.
Sevenoaks LCWIP route 6 (Otford to Sevenoaks via Seal) feasibility study	To undertake detailed feasibility of the walking, wheeling and cycling improvements identified as 'route 6' in the Sevenoaks Urban Area LCWIP, connecting Sevenoaks with Seal and Otford.	£15,000	Active Travel England Capability & Ambition Fund 2022-23	Scheme planning and design	January 2023	Spend to be committed by January 2024 (1 year)	TBC	June 2023	In progress - expected late 2023	PJA appointed. Site visit undertaken. Stakeholder engagement planned for autumn.
Sevenoaks LCWIP town centre walking improvements	To further develop the walking improvements identified for Sevenoaks town centre in the Sevenoaks Urban Area LCWIP.	£5,000	Active Travel England Capability & Ambition Fund 2022-23	Scheme planning and design	January 2023	Spend to be committed by January 2024 (1 year)	TBC	June 2023	In progress - expected late 2023	PJA appointed. Site visit undertaken. Draft report received.
Sevenoaks LCWIP route 1 (Otford to Sevenoaks) feasibility study and outline designs (stage 1)	To undertake detailed feasibility of the walking, wheeling and cycling improvements identified as 'route 1' in the Sevenoaks Urban Area LCWIP, connecting Otford with Sevenoaks, including a review of previous studies undertaken. Then to prepare outline and detailed designs for phase 1 of the route (Otford to Bat & Ball). The work has been split into two projects to allow for evaluation at outline design stage, before proceeding to detailed design.	£184,000	Active Travel England Active Travel Fund Tranche 4	Capital & revenue funding to support the delivery of ambitious new cycling and walking infrastructure schemes	April 2023	Spend to be committed by April 2024 (1 year)	TBC	July 2023	In progress - expected March 2024	PJA appointed. Site visit undertaken. Stakeholder engagement planned for autumn.
Sevenoaks LCWIP route 1 (Otford to Sevenoaks) detailed designs (stage 2)							TBC	TBC - expected April 2024	TBC	Appointment TBC.

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OFF-STREET CAR PARKS ELECTRIC VEHICLE CHARGING POINTS UPDATE

Sevenoaks Joint Transportation Board – 18 September 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. Margot McArthur

Contact Officer: Trevor Kennett, Ext. 7407

Adrian Rowbotham, Ext. 7153

Recommendation to the Sevenoaks Joint Transportation Board:

To note the update report.

Introduction

- 1 The Head of Direct Services will provide a verbal update at the meeting on the progress of installation of Electric Vehicle Charging Points (EVCPs) in SDC owned Car Parks.

Key Implications

Financial

None.

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

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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 thanks to installation of EVCPs.

Appendices

None.

Background Papers

None.

Adrian Rowbotham

Deputy Chief Executive and Chief Officer - Finance & Trading

APPLICATIONS FOR DISABLED PERSONS (BLUE BADGE) PARKING BAYS

Sevenoaks Joint Transportation Board – 18 September 2023

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

Status: For Information

Key Decision: No

Executive Summary: Report on the latest applications for disabled persons (blue badge) parking bays within the District, which have been assessed in accordance with the assessment criteria set by Kent County Council

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): Richard Taylor, Ext. 7412

Trevor Kennett, Ext, 7407

Recommendation to Sevenoaks Joint Transportation Board:

That the Board notes that:

- (i) the applications received for disabled persons parking bays in Foxglove Close, Edenbridge, Cherry Avenue and Springfield Avenue, Swanley, did not satisfy Kent County Council's assessment criteria, and were declined for the reasons given in this report; and
- (ii) the application received for a disabled persons parking bay in Brambledown, Hartley, satisfied Kent County Council's personal assessment criteria, but was declined for the reason given in this report

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

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Introduction and Background

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, evaluates them using assessment personal and locational criteria set by 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. Since the previous meeting of the Joint Transportation Board, applications were received for DPPBs to be provided in the following locations, and these have been evaluated in accordance with KCC's assessment criteria:
 - Foxglove Close, Edenbridge (near nos. 1-17)
 - Brambledown, Hartley (near nos. 30-36)
 - Cherry Avenue, Swanley (near nos. 9-15)
 - Springfield Avenue, Swanley (near nos.13-27)
7. The application for Foxglove Close, Edenbridge was declined because KCC's assessment criteria require that the disabled applicant is in receipt of appropriate benefits (e.g. higher rate of Disability Living Allowance, Attendance Allowance or enhanced mobility component of Personal Independence Payment), which was not applicable in this case.
8. The application for Brambledown, Hartley 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.
9. However, the parking area is privately owned and managed by Sevenoaks District Council, and hence, the application has been referred to the District Council's property team for consideration.
10. The applications for Cherry Avenue and Springfield Avenue, Swanley were both declined because one of KCC's locational criteria requires that the minimum width of the carriageway in which the parking bay would be sited is wider than 6.3m, which was not applicable in these cases.

Other options Considered and/or rejected

No other options were considered.

Key Implications

Financial

There are no financial implications to this report.

Legal Implications and Risk Assessment Statement

There are no legal implications or risks associated with this report.

Equality Assessment

In the case of applications for DPPBs which satisfy KCC's assessment criteria, the provision of disabled persons parking bays helps meet the requirement in the Equality Act 2010 to provide 'reasonable adjustments' to those who fit the lawful definition of disability.

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

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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To: Sevenoaks JTB
By: Byron Lovell, Pavement Asset Engineering Team Leader - Highways
Date: 18 September 2023
Subject: Kent's Concrete Roads

Summary

This paper describes the concrete road asset in Kent, Kent County Council's approach to maintain it and an update on current ongoing innovation trials.

Background

1. Members of the Sevenoaks JTB. has requested information on Kent's concrete road network, what types of treatments we currently use, any trials which are taking place across the county and the expected timescales for repairing our worst concrete roads.

2. The Kent road network represents around 8700km of mainly flexible bituminous construction. A small but significant part of the network (5.5%) is concrete construction or covered concrete. The extent of the Kent concrete roads network and its condition represented by the length and value of schemes identified by Kent's routine surveys. The summary table below shows a number of key information points taken from the more detailed data.

	Classified Roads	Unclassified Roads	Totals
Length of Concrete Roads (km)	36	442	478 (5.5% of network)

3. 292.1km (61%) is made up of covered concrete and the remaining 185.5km (39%) is concrete. Almost 442km (92.5%) of the 478km of concrete construction forms part of the unclassified network with a further 20.2km (4.2%) being C roads. The remaining 3.2% is made up of 11km (2.3%) of A roads and 4.4km (0.9%) of B roads.

4. Sevenoaks has 54 concrete roads totalling 9.5km, around 1.2% of road network in the district (803km total).

Discussion

5. Concrete in its nature is a very durable material with an excellent design life. Majority of the concrete roads in Kent were laid post WWII in the 1940s and 1950s. Therefore, some of the concrete in Kent has been down for up to 70 years+.

6. This is a reason we are now seeing a handful of concrete road failures, they have reached the end of their design life. That, along with the increased traffic loadings over the past few decades and water ingress into the subgrade, has contributed to asset failure. Concrete roads are disproportionately expensive to maintain compared to asphalt roads.

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7. In the late 1990s and early 2000s, a high number of concrete roads were covered using a micro surfacing treatment. At the time this was seen as a good idea as it increased the skid resistance of the concrete and it aesthetically looked better.

8. Years later we are now seeing failures of that treatment where we get delamination of the micro treatment causing an uneven ride and although structurally the concrete is sound, aesthetically it looks poor. Example below:



9. To resolve the above issue there are two options currently being trialled across Kent. The first is Concrete Rehabilitation by RoadTech. This method involves fine milling the carriageway removing the thin layer of delaminating surface exposing the concrete. The joints are repaired and sealed, and it is left as a concrete surface. The milling process also removes a fine layer of concrete meaning the skid resistance is improved. This treatment is more suitable for concrete carriageways with a very thin layer where existing crossovers and drainage gullies will not require resetting following the works. Typical treatment cost is £30/£35 per square metre.



10. The second method to be trialled in Azalea Drive, Swanley and Heather Drive, Dartford is called MilePave by Miles Macadam. This treatment is an overlay treatment but using a Grouted Macadam Surface Course. The process is like Concrete Rehabilitation whereby the existing layer of failed overlay is removed, but instead of being left as concrete, the joints are treated and repaired and then a surface course, generally laid between 30mm and 50mm is laid and sealed and reinforced with an asphaltic grout. This is to stop water ingress into the joints and subgrade beneath the concrete slab. This material is an industry best practice treatment that has been given British Board of Agreement (BBA) and is part of the Highway Authorities Product Approval Scheme (HAPAS) which means rigorous testing has been carried out, therefore eliminating the risk of early life failures like the previous overlay treatment did in the late 1990s and 2000s. This treatment is more suited to carriageways whereby the overlay is thicker and as a result would mean drainage and cross overs and kerbs would require adjusting following the works. Typical treatment cost is £30/£35 per sqm.



11. The only other treatment available for concrete is full removal and reconstruction. This is when the existing concrete has totally failed and cannot be maintained any longer. The process for this is to remove and replace with either a flexible (tarmac) construction or a rigid (concrete) construction. This process is very expensive and can cost between £200 and £300 per sqm. Example of a failed concrete slab below. If this type of work proves necessary, it would mean having to divert resource away from other maintenance, meaning less maintenance overall.



12. From the 5.5% of the network that is concrete, only 0.4% of the concrete is on A, B and C roads, the remaining 5.1% is minor unclassified residential roads.

13. With the limited funds we have available for highway maintenance and repair, we have to carefully prioritise the works we do to ensure the most benefit to Kent's road

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network. To do this we need to consider the condition of the road, alongside factors such as the cost of the works, the amount/type of traffic it carries, its importance to Kent's economy and any safety hazards that may be present.

14. Residential concrete roads do not compare favourably in priority terms with other roads across the County. Although, if these trials prove to be a success there is potential to look at expanding our annual concrete roads programme going forward.

Volume of Streetworks 2023

To: Sevenoaks **18/09/2023**

Main Portfolio Area: Streetworks

By: Daniel Leslie Streetworks Manager West Kent

Classification: **For Information**

Ward:

Division:

Summary:

Overall volumes of Permit applications have reduced this year but the proportion of Emergency works has increased.

1.0 Introduction and Background

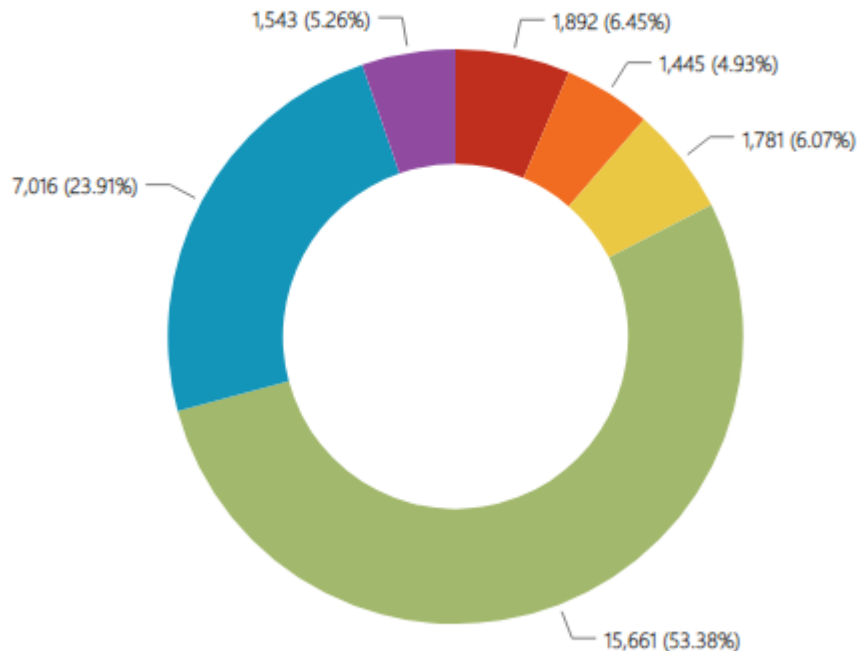
1. Introduction

- 1.1 A comparison of the volume of Streetworks in Sevenoaks compared to previous years and in the context of Kent with attention paid to Immediate works (Emergency and Urgent)

2.0 Body of the report

- 2.1 Using number of permit applications from Street Manager, the national street works system, to compare the volume of permits in Sevenoaks from Quarter 1 of 2022 and 2023. Relating these to activity volumes across Kent.
- 2.2 The Total volume of permit application for Quarter 1 for Sevenoaks reduced by 21.4% from 3,651 to 2,868 from 2022 to 2023 (across Kent reduced by 3.3% from 30,330 to 29,338). There were however shift upwards in the type of works.
- 2.3 The volume of Emergency works in Sevenoaks has increased by 5.9%, this increase is reflected across the county with an overall increase of 18.5% experienced.
- 2.4 Urgent works have seen a similar increase of 5.6% in Sevenoaks with a significant increase for the county of 27.4% increase.
- 2.5 Immediate works, either Urgent or Emergency, are submitted within 2 hours of works commencing. This allows no opportunity for coordination with other activities on the network. Often these application lack measures/ conditions to mitigate their impact, and Streetworks coordinators will impose conditions judged to be beneficial to traffic movements.
- 2.6 The below graph show the volume of applications by works category received in Quarter 1 this year across Kent.

Total Permits by Works Category



Works Category ● PAA ● Major ● Standard ● Minor ● Immediate - Urgent ● Immediate - Emergency

Street Works Power Bi Reporting

Data as of 03/07/23, 16:26

Filtered by Quarter (is Q1), Year (is 2023/24)

3.0 Financial

3.1 n/a

4.0 Legal implications

4.1 n/a

5.0 Conclusions

5.1 While the overall volume of Streetworks Permits has reduced when comparing Quarter 1 figures from 2022 and 2023 there has been a shift away from planned activities to immediate Emergency and Urgent works.

5.2 This is a pattern reflected in Sevenoaks from a trend being experienced across Kent as a whole.

5.3 Due to these works taking place without prior notice and often lacking arrangements to mitigate disruption such works have a significant impact on the network.

5.4 Streetworks teams hold regular performance meetings with utility companies and this shift to immediate work is being highlighted. Works promoters are being challenged to recognize that this shift in workflow show be matched within their business model to ensure that resources available to complete activities and return the highway to use without delay.

6.0 Recommendations

6.1 Officer recommendations relevant to the report

Future Meeting if applicable:	Date:
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Contact Officer:	Daniel Leslie
Reporting to:	Richard Emmett

Annex List

<i>Annex 1</i>	<i>Scheme Proposal / Plan</i>
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To: Sevenoaks Joint Transportation Board
By: KCC Highways and Transportation
Date: 18th September 2023
Subject: Highways Forward Works Programme: 2022/23 and 2023/24
Classification: Information Only

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

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2022/23 and 2023/24.

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

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

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

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

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

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

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

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

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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

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 Bournier	Drainage Asset Manager
Helen Rowe	Structures Asset Manager
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic Operations and Technology Manager
Jamie Hare	Development Agreements Manager
Nikola Floodgate	Road Safety and Active Travel Group Manager

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

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

Machine Resurfacing – <i>Contact Officer Mr Byron Lovell</i>			
Road Name	Parish	Extent of Works	Current Status
A225 Otford Road	Sevenoaks	From Bat and Ball to Wickes	Completed
Ash Road	Hartley	Quaker Close to Chapel Wood Road	Completed
A20 London Road	West Kingsdown	Rushetts Road to Colin Chapman Way	Completed
Azalea Drive	Swanley	MilePave Treatment Full Extents	Completed
Footway Improvement - <i>Contact Officer Mr Neil Tree</i>			
Road Name	Parish	Extent and Description of Works	Current Status
Birchwood Road	Swanley	<u>Footway Reconstruction</u> Sections between London Road and Birchwood Terrace.	Designed and to be programmed.
Shoreham Lane	Riverhead	<u>Footway Preservation</u> From the A25 to The Glebe (including section of footway into Church Fields)	Designed and programmed to commence in October 2023
Pontoise Close	Riverhead	<u>Footway Preservation</u> Entire extents	Completed
Hillfield Road	Dunton Green	<u>Footway Preservation</u> Entire extents	Completed

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Lusted Road	Dunton Green	<u>Footway Preservation</u> From London Road (service road) to the junction with Hillfield Road	Completed
Reeves Crescent	Swanley	<u>Footway Preservation</u> Entire extents	Completed
Main Road	Swanley	<u>Footway Preservation</u> From approx. No. 57 Main Road to the junction with Highlands Hill	Completed

Surface Preservation - *Contact Officer Mr Jonathan Dean*

Road Name	Parish	Extent and Description of Works	Current Status
WILDERNESS LANE	Chiddingstone	Pig Down Lane to Buckhurst	Completed
TOYS HILL	Brasted	Puddledock Lane to Idle Hill Road	Completed
CROYDON ROAD	WESTERHAM	Farley Lane to Surrey Boundary	Completed
HALSTEAD LANE	KNOCKHOLT	Rushmore Hill to Property Curry Wood	Completed
HOATH CORNER TO OAKENDEN LANE	CHIDDINGSTONE	Hoath Corner (Truggers Lane) to Oakenden Lane	Completed
SCHOOL LANE	WEST KINGSDOWN	St Clare Hill Road to A20 London Road	Completed
OTFORD LANE	HALSTEAD	Knockholt Road to Polhil	Completed

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EAST HILL	HORTON KIRBY AND SOUTH DARENT	Hortons Road to Rabbits Road	Completed
STAR HILL ROAD	CHEVENING	Birchwood Lane to Polhill	Completed
FAWKHAM ROAD	WEST KINGSDOWN	Brandshatch Road to 30mph Retrictions approaching West Kingsdown	Completed

Appendix B - Drainage

Drainage Repairs & Improvements - <i>Contact Officer Earl Bourner</i>			
Road Name	Parish / Town	Description of Works	Current Status
Orpington Bypass Road (Just down from Wheatsheaf Hill roundabout)	Badgers Mount	Footpath works.	Awaiting and monitoring further reports following Conway's visit on whole system at location. Possible alterations to footpath.
Watery Lane (Near Broomsfield Farm)	Seal	Installation of pipework to replace current ditch.	Completed 12/05/2023.
Penshurst Road, (West Lodge)	Leigh	Drainage improvements to outfall/headwall, additional drainage gullies.	Completed 31/05/2023.
Magpie Bottom (Outside Eastdown)	Knatts Valley	Drainage pipework repair work.	Completed 03/05/2023.
High Street (No 57)	Westerham	Drainage pipework repair.	Completed 23/04/2023.
Swanley	Swanley	Various drainage pipework repair work.	Completed 17/04/2023 – 04/05/2023.
Penshurst Road (Donkey Field)	Leigh	Drainage pipework repair work.	Completed 12/05/2023.
Tudor Drive	Otford	Drainage pipework repair work.	Completed 23/04/2023.
Pilgrims Way West	Otford	Drainage repair work. (Replacement of reduced pipework size)	Programmed 15/08/2023-17/08/2023.

Lockskinners	Chiddingstone	(Drainage improvement work)	Programmed 21/08/2023-25/08/2023.
St Johns Hill	Sevenoaks	(Drainage gully repair work)	Programmed 19/08/2023-20/08/2023.
Coppings Road	Leigh	(Drainage repair and improvement work)	Awaiting programming.
Lingfield Road	Edenbridge	(Drainage ditching work)	Awaiting programming.
Holly Bush Lane	Sevenoaks	(Drainage repair and improvement work)	Awaiting programming.
Mussenden Lane	Horton Kirby	(Drainage improvement work – Kerbing)	Awaiting programming.
Lime Tree Walk	Sevenoaks	(Drainage repair work)	Awaiting programming.
Otford Road	Otford	(Drainage cover to be located, lining to be completed. Related to Mcdonalds flooding)	Awaiting programming.
Watery Lane	Seal	(Investigation work)	Awaiting programming.

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Appendix C – Street Lighting

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

Street Lighting Column Replacement – <i>Contact Officer Sue Kinsella</i>			
Road Name	Location	Description of Works	Status
Ivy Lane	Knockholt	Replacement of 2 Columns	Oct 2023
Main Road	Edenbridge	Replacement of 2 Columns	Oct 2023
Seal Hollow Road	Sevenoaks	Replacement of 2 Columns	Oct 2023
Pontoise Close	Sevenoaks	Replacement of 1 Column	Oct 2023
The Rise	Sevenoaks	Replacement of 1 Column	Oct 2023
Westerham Road	Sevenoaks	Replacement of 1 Column	Oct 2023
Rowhill Road	Hextable	Replacement of 1 Columns	Oct 2023
Weaver Lane	Sevenoaks	Replacement of 1 Column	Nov 2023
Mill Lane	Sevenoaks	Replacement of 1 Column	Nov 2023
Station Road	Edenbridge	Replacement of 1 Column	Oct 2023
Ash Road	New Ash Green	Replacement of 1 Column	Nov 2023
London Road	Badgers Mount	Replacement of 1 Column	Dec 2023
Alder Way	Swanley	Replacement of 1 Column	Nov 2023
London Road	Farningham	Replacement of 1 Column	Nov 2023

Appendix D – Transportation and Safety Schemes

Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within Sevenoaks District, 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 09.08.23.

Local Transport Plan Funded Schemes		
Road Name	Description of Works	Current Status
Casualty reduction measures (reactive) – Sevenoaks		
A225 Shoreham Road, Shoreham	Signing scheme to address predominantly single vehicle loss of control incidents	Ordered
London Road / Birchwood Road, Swanley	Signs and Lines	Ordered
LTP Schemes Sevenoaks		

Externally Funded Schemes

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

Externally Funded Schemes			
Road Name	Description of Works	Status	Expected Completion
Hever Road, West Kingsdown	Change to existing loading and parking bay	Complete	Q2 2023

Appendix E – Developer Funded Works

Developer Funded Highway Works (Section 278 Works)				
File Ref.	Road Name	Parish	Description of Works	Current Status
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.	Farningham	New Bellmouth	Works completed, in Maintenance.
SE003173	St Johns Way Opening	Edenbridge	New Bellmouth	Technical Audit
SE003206	Corner of Fircroft Way and Station Road	Edenbridge	Footway works and bellmouth	Maintenance Period
SE003405	Millfields Linked to SE003055		Japanese Knot weed	Maintenance Period
SE003413	Warren Court Farm Knockholt Road	Halstead	New Bellmouth and footway works	Maintenance Period
SE003088	Edenbridge Health Centre	Edenbridge	New bellmouth and internal road	Technical Audit
SE003089	Broom Hill London Road	Swanley	New Bellmouth	Technical Audit

Appendix F – Bridge Works

Bridge Works – Contact Officer Helen Rowe			
Road Name	Parish	Description of Works	Current Status
High Street	Swanley	Swanley footbridge (East and West) The waterproofing work of the footbridge deck is planned for this year.	Planned for Winter 2023 – 2 Days
Chevening Road	Chevening	Recreation Ground (KCC Structure no. 1256) – Expansion joint replacement	Starting 14 th August 2023 -3 Days

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Main Road	Hextable	Reconstruction of collapsed section of retaining wall	Ongoing work, will complete by 31/10/2023
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Appendix G – Traffic Systems

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

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

Appendix H - Combined Members Grant programme update

Member Highway Fund programme update for the Sevenoaks District

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 09.08.23

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

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

More information on the schemes listed below can be found by contacting the Highway Manager for the Sevenoaks District, Mike Payton.

[Roger Gough]

Details of Scheme	Status
Farningham Village 20mph	Design

[Roger Gough]

Details of Scheme	Status
Otford traffic calming phase 2	Design of next phase of traffic calming

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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Sevenoaks District Joint Transportation Board – 18 September 2023 - Work Plan 2023/24 (as of 14/07/23)

28 November 2023	6 March 2024	June 2024
<u>Part A – Recommendations for Decision by KCC</u>	<u>Part A – Recommendations for Decision by KC</u>	<u>Part A – Recommendations for Decision by KC</u>
<u>Part B – Recommendations for Decision by SDC</u>	<u>Part B – Recommendations for Decision by SDC</u>	<u>Part B – Recommendations for Decision by SDC</u>
<u>Part C – Information Reports</u>	<u>Part C – Information Reports</u>	<u>Part C – Information Reports</u>
Highways Forward Works Programme 2023/24	Highways Forward Works Programme 2023/24	Highways Forward Works Programme 2023/24
KCC Update on Electric Vehicle Charging Infrastructure (to bring when there is an update)		

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