

Joint Transportation Board

13 December 2022

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

Director and Head of Service:

KCC: Tim Read Head of Transportation

Cabinet Member:

KCC: David Brazier Cabinet Member for Highways and Transportation

Key or Non Key decision: Non Key

Decision Issues:

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

Sevenoaks ward(s):

Sevenoaks Town and St. John's

Sevenoaks Eastern

Sevenoaks Northern

Sevenoaks Kippington

Dunton Green and Riverhead

Summary and purpose of the report:

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

To Recommend:

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

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

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

1. Introduction

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

2. Detail

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

Table 1: Traffic Regulations Order consulted

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

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

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

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

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

3. Relevant Council policy, strategies or budgetary documents

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

4. Consultation

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

The results of the consultations are presented in Table 2:

Table 2: Traffic Regulations Order Consultation Results

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

6. Implications

Financial

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

Legal

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

Equalities

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

7. Conclusions

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

Contact Officer:

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Background documents and appendices

Appendix A: School Heat Map

Appendix B: Consultation Report and Scheme Designs

Appendix C: Equality and Impact Assessment

Additional document(s) containing information exempt from publication:

No

Appendix A – School Heat Map

Appendix B – Consultation Report and Scheme Designs

Appendix C – Equality Impact Assessment