

Joint Transportation Board

15 March 2023

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

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

To Recommend:

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

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

Next stage in process:

JTB to discuss the report and make a recommendation.

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

1. Introduction

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

2. Detail

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

Table 1: Traffic Regulations Order consulted

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

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

December 2022 JTB to progress)

with High Street to a point 95 metres west of it's 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 its support of the amendment to speed limit Order on various roads in Sevenoaks including the reduction from 40mph to 30mph on A25 Seal Road.

4. JTB and Consultation Report Analysis

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

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

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

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

The results of the consultations are presented in Table 2:

Table 2: Traffic Regulations Order Consultation Results

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

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

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

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

6. Implications

Financial

6.1 The scheme proposals to date have been fully funded from KCC's Member for Sevenoaks Town Combined Members Grant (outline designs, feasibility studies and consultation).

6.2 Should these proposals be supported as a whole or amended, a detailed design will be required to acquire final costs.

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

6.4 Estimated design, consultation and construction costs are:

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

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

2. Dartford Road zebra crossing - £25,000 including design, construction & contingencies. Design fees are estimated at £1000 (consultation fees are included in 1. above).
- 6.5 It should be noted that construction costs have been rising rapidly with most construction costs increasing by 30% and in some cases by 60%, there are also very long order times for materials.

Legal

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

Equalities

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

7. Conclusions

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

Contact Officer:

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Background documents and appendices

Appendix A: Revised 20mph Scheme Drawing

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

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

