



## MOVEMENT & NET ZERO WORKING GROUP

To be held in the Council Chamber, Town Council Offices  
**Monday 23<sup>rd</sup> September 2024 at 6:00pm**

Town Councillors are reminded that they have a duty to state a Declaration of Interest prior to the appropriate agenda item and to consider the Crime and Disorder Act 1998 s.17 when reaching a decision.

### Working Group Members

Quorum minimum of 3 elected members:

Cllr Dr Marilyn Canet	Cllr Lionel O'Hara – Vice Chair
Cllr Tony Clayton	Cllr Claire Shea
Cllr Dr Peter Dixon	Cllr David Skinner OBE – <b>Chair</b>

### Agenda

- Apologies for absence**
- Minutes (Pages 2-4)**  
To receive and agree the Minutes of the last Movement & Net Zero Group held on 29<sup>th</sup> July 2024.
- Potential initiatives of the Movement & Net Zero Group**  
To receive reminder that on 3<sup>rd</sup> June 2024, it was agreed that Councillors would conduct initial research into their respective Green Community Investment Plan subject areas (summarised below) and report back to the Working Group on potential initiatives:

Buildings and Planning	Cllr Dr Dixon
Transport and Movement	Cllr Shea
Making Sevenoaks Greener	Cllr Dr Canet
Consumption	Cllr Clayton
Information and Communications / Campaigning	Cllr O'Hara
Implementation	Cllr Skinner

b) To consider Cllr O'Hara's suggestion under his allocated Theme, that Sevenoaks Town Councillors each supply "one small thing" that they have started doing to reduce their carbon footprint. This to be published on the Town Council's website. Please also see Sevenoaks Town Council update on what it is currently doing:

- [Climate Change Initiatives](#)
- [Powerpoint Presentation on Town Council Initiatives](#)
- [Green Community Investment Plan for reducing carbon emissions](#)

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Town Clerk

4. **Kent County Council Local Transport Plan Public Consultation** (Pages 5-25)

a) To receive notice that Kent County Council (KCC) is consulting on its draft Local Transport Plan, which sets out proposals for improving roads and public transport in Kent. This will remain open to comment until 8<sup>th</sup> October 2024.

b) To note that full details are available via the following webpage:

<https://letstalk.kent.gov.uk/local-transport-plan-5-2024>

c) To receive and note copy of Sevenoaks Town Council's response to the previous consultation held in 2023 on the Emerging Draft Local Transport Plan.

d) To receive and discuss an initial draft as prepared by Cllr Clayton and Cllr Shea and to agree final draft recommended response for approval of the Planning & Environment Committee on 7<sup>th</sup> October 2024.

5. **Proposed amendment to the Avenue Verte (or Allée Verte) London to Paris cycling route**

To consider Cllr Clayton's proposal that STC lobby any appropriate bodies to deliver an amended Avenue Verte route, as proposed by John Grimshaw, cited in STC's draft response to KCC's draft Local Transport Plan consultation and detailed in the article below. The current route avoids Kent and goes via Gatwick airport, as opposed to the new route which would allow cyclists to travel through Dartford, Darent Valley, Sevenoaks, Tonbridge and Tunbridge Wells.

[https://www.theguardian.com/travel/article/2024/jul/31/cycle-from-london-to-paris-avenue-verte?CMP=Share\\_iOSApp\\_Other](https://www.theguardian.com/travel/article/2024/jul/31/cycle-from-london-to-paris-avenue-verte?CMP=Share_iOSApp_Other)

6. **Highway Improvement Plan** (Pages 27-65)

a) To receive and note report on the recent meeting between STC and KCC on its updated Highway Improvement Plan (HIP), and to discuss KCC's comments on each priority.

b) To discuss and agree recommendation to the Planning & Environment Committee or Finance & Delivery Committee on any further actions.

c) To note that no response has yet been received from Weald Parish Council regarding STC's proposal for Riverhill/Tonbridge Road speed limits to be staggered from 60mph to 50mph at Morleys roundabout, from 50mph to 30mph where Tonbridge Road meets Gracious Lane, and from 30mph to 20mph before the southern most entrance of Sevenoaks School.

7. **Any other business**

To consider any other business relating to Movement & Net Zero initiatives which members would like to discuss.

**Minutes of Movement & Net Zero Working Group meeting held at the Council Chambers on 29<sup>th</sup> July 2024, 6:00pm.**

<b>Working Group members present – Quorum minimum of six members:</b>			
Cllr Dr Marilyn Canet	<b>Apologies</b>	Cllr Lionel O’Hara – Vice Chair	<b>Present</b>
Cllr Tony Clayton	<b>Apologies</b>	Cllr Claire Shea	<b>Present</b>
Cllr Dr Peter Dixon	<b>Apologies</b>	Cllr David Skinner OBE – <b>Chair</b>	<b>Apologies</b>

<b>Substitutes</b>	<b>For</b>
Cllr Libby Ancrum (Mayor)	Cllr Dr Peter Dixon
Cllr Victoria Granville	Cllr Dr Marilyn Canet
Cllr Nigel Wightman (Leader)	Cllr Tony Clayton

**Also in attendance:**

Responsible Finance Officer / Deputy Town Clerk

Planning Committee Clerk

**In the absence of the Chair, Cllr Lionel O’Hara as Vice Chair led the meeting.**

**106 Apologies for absence**

As above.

**107 Minutes**

The Minutes of the previous Movement & Net Zero Working Group meeting held on 10<sup>th</sup> June 2024 were received and agreed.

**108 Update on Sevenoaks Town 20mph**

a) The following timetable for delivery of the Sevenoaks Town 20mph speed limits was received and noted:

- **12<sup>th</sup> August 2024 to 1<sup>st</sup> September 2024:** Signage to be installed including gateway signs and repeater signs
- **1<sup>st</sup> September 2024:** KCC to publish intention to adopt the new speed limits via a “Has Made” document, allowing 21 days for public comments
- **22<sup>nd</sup> September 2024 to 30<sup>th</sup> September 2024:** KCC to consider public comments
- **1<sup>st</sup> October 2024:** 20mph limits to become enforceable
- **After 1<sup>st</sup> September 2024:** Installation of any additional gateway treatments including road tarmac and painted roundels on the highway

b) It was noted that an informative leaflet had been circulated to local businesses, schools and residents associations on Wednesday 24<sup>th</sup> July 2024, announcing the upcoming changes. This had been advertised on social media, with some misinformation having since been posted by commenters. Councillors agreed that any factually inaccurate comments should be responded to, in order to ensure that residents are correctly informed about the changes.

c) It was noted that 1<sup>st</sup> September was the correct date from which the “Has Made” document would be published and the 21 day comment period would start.

**109 Highway Improvement Plan**

It was noted that the Movement & Net Zero Working Group had replaced the Planning &

Environment Committee as author of the Highway Improvement Plan, with recommendations to be made to the Planning & Environment Committee or Finance & Delivery Committee, as per the new Terms of Reference.

b) The Working Group received and discussed Priority Items on the Town Council's draft Highway Improvement Plan, which had been updated throughout the year as and when new priorities were approved by the Planning Committee.

c) Cllr Shea requested that note be added on the 20mph scheme's entry under "Historical Priorities Record" that it had not been delivered via the Highway Improvement Plan process, which continues to be unsuccessful.

d) Councillors considered that the proposed pedestrian crossing at Seal Road/Greatness Park should be ranked higher on the priority list, and it was therefore **agreed** that this be swapped with priority 5 (crossing points outside Sevenoaks Hospital).

e) The Group received Cllr Gustard's request for HGV movements to be redirected from country roads such as Ashgrove Road via restrictive signage, and it was **agreed** that Priority Item 2 be amended to include redirection of HGV movements from country roads as well as the Town Centre.

f) It was **agreed** that the Highway Improvement Plan be updated with the above amendments, and recommended for approval to the Planning & Environment Committee.

g) Councillors expressed the following concerns about the design of the roundabout proposed at Bat & Ball junction:

- How up to date the traffic data would be by the time of the 150<sup>th</sup> occupation – being the trigger after which the roundabout must be delivered
- The timing of the delivery of the infrastructure. It was felt that delivery would be more beneficial prior to construction of the houses
- The lack of Active Travel solutions incorporated into the design, such as signal crossings or cycling route incorporation

h) Councillors questioned whether the Highway Liaison Officer, Nigel Rowe, could help the Town Council get in contact with the Officer in charge of such negotiations, to ensure that the scheme when delivered, is done so holistically. It was **agreed** that STC investigate the potential for "round-table" talks with Tarmac, Sevenoaks District Council's Active Travel team, Kent County Council's Active Travel as well as Highways/Engineering team, and Councillor representatives from all three local authorities.

#### 110 **St John's Area Parking & Beat Survey**

It was noted that Sevenoaks Town Council's Finance & Delivery Committee had resolved to commission a parking and beat survey for the St John's Area. This would inform recommendations in the St John's Masterplan on how parking issues experienced by residents could be improved.

**Meeting concluded at 6:45pm.**

## Local Transport Plan 5

Public consultation 17 July to 8 October 2024

### Section 2 – Overall support for the new draft Local Transport Plan

**Q4. Do you support our new draft Local Transport Plan?**

*Select **one** option.*

<input type="checkbox"/>	Yes
<input type="checkbox"/>	Partly
<input type="checkbox"/>	No
<input type="checkbox"/>	Don't know

**Q4a. Please tell us the reason for your answer in the box below:**

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**Q5. In 2023 we consulted on our draft Emerging Local Transport Plan and received feedback on the Plan's ambition, outcomes and objectives. If you wish to make any comment on these aspects, please tell us in the box below.**

*Please do not include any information that could identify you or anyone else in your response.*

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### Section 3 – Strategic network-wide proposals

In this section you have the opportunity to tell us your views on our Strategic network-wide proposals (from page 22 of the draft LTP5). These have been grouped under four themes:

- Strategic Road Network
- Local Road Network
- Public and Shared Transport Network
- Walking, cycling and other forms of non-motorised travel.

You can answer all or as many of the questions on each of these as you like. If you would rather not provide feedback on a question, just move on to the next one.

**Q6. Do you agree with the proposals identified for the Strategic Road Network?**

Select **one** response option per proposal/row.

Strategic Road Network proposals	Yes	Partly	No	Don't know
Lower Thames Crossing		X		
M2 Junction 1 capacity enhancement				
A282 (M25) Junction 1A capacity enhancement	X			
M2 Junction 4 capacity and local development connections				
M2 road capacity enhancement				
M2 Junction 7 capacity enhancement				
South Canterbury A2 junction access enhancements				
A2 Dover Access / Duke of York and Whitfield interim improvements				
International haulage traffic management		X		
M25-M26-A21 East-facing slips		X		

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A21 Kipping's Cross enhancements				
Trunking: A229 and A249, both between M2 and M20				

**Q6a. If you would like to make any comments on the Strategic Road Network proposals or would like to suggest any new proposals for consideration in our Local Transport Plan, please tell us in the box below.**

*If your comment relates to a specific proposal, please make this clear in your answer.*

### **Lower Thames Crossing:**

This would be very helpful in shortening journeys and moving traffic heading to midlands from Sevenoaks and London. Sevenoaks Town Council would welcome a public transport facility for this.

### **The A282 capacity enhancement:**

Sevenoaks Town experiences significant congestion when the approach to the Dartford crossing is at a standstill and the Town Council would therefore welcome improvements to alleviate that.

### **International haulage traffic management:**

Sevenoaks Town Council recommended that Kent County Council should also liaise with central government to reduce the impact of border controls on residents of Kent.

### **East facing slips:**

In the absence of current plans to implement east facing slip roads, Sevenoaks Town Council considers it imperative that Kent County Council in the meantime supports the Town Council's ambition of removing Sevenoaks Town and as much of the A25 from use of HGVs for through-use. The Town Council's Highway Improvement Plan requests such improved signage as well as additional signage to divert HGVs from



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the historic centre of the town, which the Town Council would welcome support via the Local Transport Plan with.

Sevenoaks District Council's Local Plan proposes that the population of Sevenoaks Town will grow by some 20% in coming years via several significant developments. The Town continues to suffer from haulage and other traffic diverting along the A25 with the congestion and pollution that this brings. Improvements to the slip roads would significantly improve quality of life to Sevenoaks Town residents and ease of access to the highway network for all. The Town Council would welcome this being a long term ambition, with the shorter term being to make significant improvement to signage to prevent HGVs from travelling through the town.

#### Q7. Do you agree with the proposals identified for the Local Road Network?

Select **one** response box per proposal/row.

Local Road Network proposals	Yes	Partly	No	Don't know
Maintaining the road network	X			
Road Safety Vision Zero	X			
A229 Blue Bell Hill improvements				
North Thanet Link				
Alkham Valley Spitfire Way junction improvements				
Sandwich bypass improvements				
A2 Gravesend local junction improvements				
A228-A264 corridor improvements – West Malling to Tunbridge Wells				
Development Management	X			
Supporting the shift to electric vehicles through new charging points		X		

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**Q7a. If you would like to make any comments on the Local Road Network proposals or would like to suggest any new proposals for consideration in our Local Transport Plan, please tell us in the box below.**

*If your comment relates to a specific proposal, please make this clear in your answer.*

### **Maintaining the road network**

Sevenoaks Town Council recommends that improvements to surfacing should take every opportunity to create options for active travel and reduce the use of personal transport – which would in turn reduce unnecessary wear and tear on the road network, lowering car use and frequency in which these roads may need maintaining.

In addition, the Town Council advised that roads need to be designed to accommodate the increasing weight of vehicles.

Finally, it would be beneficial for local road network proposals to adopt a road and traffic management approach which recognises that the roads through many historic towns and settlements are no longer suitable for A road designation.

### **Road Safety Vision Zero:**

Vision Zero talks about speed reduction – not just 30mph to 20mph but also 60mph to 50mph. Sevenoaks Town Council supports this and as a Town has particular ambitions for speed limit reductions on both major and urban roads.

Sevenoaks Town Council considers that Kent needs to update its priorities in line with those of other areas of the country and actively move towards implementing or facilitating 20mph speed limits in more urban locations, as well as procuring Speed Indicator Devices that are sensitive enough to be used on 20mph roads which would help with compliance and awareness.

In addition, Vision Zero is about designing the network to reduce accidents. The Town and District Councils within Kent have ambitions to deliver significant cycle infrastructure, and Sevenoaks Town Council's Highway Improvement Plan details

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the need for multiple new pedestrian crossings which the Town Council would welcome support in implementing.

#### **Supporting the shift to electric vehicles through new charging points**

Sevenoaks Town Council would like to on street electric vehicle charging reprioritised for delivery in the short, if not medium term, as opposed to the proposal that it be a long term aim. This needs to be delivered quickly and effectively, especially in dense urban areas such as Sevenoaks and particularly in neighbourhoods where there is limited off street parking.

At present, lack of access to on street electric charging is limiting to those who would otherwise wish to purchase an electric vehicle, making the current arrangement discriminatory to those who do not have a drive-way.

Sevenoaks Town Council therefore urges Kent County Council to follow the example set by other authorities such as Bromley and work on enabling householders to charge directly from house to kerbside without endangering the public e.g. via gulleys.

#### **Development Management:**

Sevenoaks Town Council agrees that the infrastructure-first approach is essential, especially with large scale developments which will require a significant volume of construction traffic – of which Sevenoaks Town alone expects to see a number of in the near future.

In addition, the Town Council would urge Kent County Council to add Active Travel options as a key component in designing any new highway assets – in particular new junctions such as that proposed at the Bat & Ball junction as part of the Sevenoaks Quarry development. Such designs should prioritise pedestrian and cyclist access and safety.

Finally, new developments must be delivered in a way which makes it easy for residents to choose public transport or active travel.

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**Q8. Do you agree with the proposals identified for Public and Shared Transport Network?**

Select **one** response option per proposal/row.

Public and Shared Transport Network proposals	Yes	Partly	No	Don't know
Rail freight gauge enhancement for international traffic	X			
Maidstone mainline rail journey time improvements				
Gatwick access improvements	X			
Dover / Folkestone High Speed rail journey time improvements	X			
International rail passenger services for Kent	X			
Sturry and Canterbury West rail corridor improvements	X			
Local rail services	X			
Bus Service Improvement Plan (county-wide)	X			
Thameside Fastrack network growth				
Dover Fastrack network growth				
Mobility as a Service	X			
Cycle Hire trials	X			
Shared transport hubs (also known as Mobility Hubs)	X			
Elizabeth line extension to Ebbsfleet	X			
Opposition to Gatwick expansion	X			

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**Q8a. If you would like to make any comments on the Public and Shared Transport Network proposals or would like to suggest any new proposals for consideration in our Local Transport Plan, please tell us in the box below.**

*If your comment relates to a specific proposal, please make this clear in your answer.*

### **Maidstone mainline rail journey time improvements:**

Sevenoaks Town Council would like new Maidstone services into London to go through the Thameslink core and link with the Elizabeth line to integrate Kent into the London underground transport system. This would give better access to the London transport system for users of the Darent Valley line including the 3000 new residents expected from the Sevenoaks Quarry site. The Town Council would ask for reinstatement of the original planned services for this link which would see 2 paths per hour through the Thameslink core allocated for Kent County Council services to Maidstone via Swanley and Otford.

### **Gatwick access improvements:**

Sevenoaks Town Council supports this and recommends that a direct connection from Kent to Gatwick be investigated so that visitors are not diverted via London.

### **International rail passenger services for Kent:**

Sevenoaks Town Council supports this because it makes international services more accessible to Sevenoaks and Kent residents.

### **Local rail services:**

Sevenoaks Town Council supports integration of metro services starting from Sevenoaks to London into the TFL network because this would enable Sevenoaks to get manned stations and zonal fares which would make contactless payments much

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easier to operate. The Town Council further advises that there needs to be recognition that residents of Sevenoaks, Tonbridge and Tonbridge Wells form part of the labour network in London, by way of integrating them into the TFL network.

In addition, Kent County Council are recommended to continue to support current and emerging Community Rail Partnerships, which encourage local residents to use sustainable public transport.

#### **Bus Service Improvement Plan:**

In light of the announcement made by central government on 9<sup>th</sup> September 2024 which indicated that principle authorities will be given authority to coordinate bus services to improve service reliability, coordination and connectivity, Sevenoaks Town Council urges Kent County Council to collaborate with its other local authorities and seize this opportunity to do so.

Furthermore, Sevenoaks Town Council has a proposal to deliver a zero emission bus service in Sevenoaks for the Number 8 circular route and would welcome support for this and similar schemes recognised in the Transport Plan.

#### **Thameside Fastrack network growth:**

Sevenoaks Town Council requests a fasttrack service to also be investigated between Greatness, Sevenoaks Town Centre and the two railway stations (Bat & Ball and Sevenoaks). Linking this to the upcoming residential extension of Greatness in the Sevenoaks Quarry site would also benefit the new residents and integrate the area into the rest of Sevenoaks Town.

#### **Mobility as a service:**

Sevenoaks Town Council supports this in principle, however, in order to work there must be a network which allows users to make multiple mode journeys (for instance buses to train) – this infrastructure does not currently exist. The Town Council would welcome support to develop “last mile solutions”.

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### **Cycle Hire trials:**

Sevenoaks Town Council would be eager to host a cycle hire pilot scheme and is already actively working on such a project, with a local provider and sponsor having been identified that would be willing to back an e-bike hire scheme. The Town Council would therefore welcome opportunity to work with Kent County Council on delivery on this – in conjunction with delivery of the cycle network designed by Sustrans in Sevenoaks District Council's LCWIP. It is the Town Council's view that delivering safe routes first is the precondition to the success of cycling projects.

### **Shared transport hubs (also known as Mobility Hubs):**

Sevenoaks Town Council has recently started a hybrid car club which it hopes to expand and make fully electric in future and welcomes support of such schemes.

### **Q9. Do you agree with the proposals identified for walking, cycling and other forms of non-motorised travel?**

Select **one** response option per proposal/row.

<b>Walking, cycling and other forms of non-motorised travel proposals</b>	<b>Yes</b>	<b>Partly</b>	<b>No</b>	<b>Don't know</b>
Our 15 initial proposed walking zones we will focus on from our Kent Cycling and Walking Infrastructure Plan	X			
Our 15 initial proposed cycling route corridors we will focus on from our Kent Cycling and Walking infrastructure plan	X			
Public Rights of Way improvements	X			

### **Q9a. If you would like to make any comments on the walking, cycling and other forms on non-motorised travel proposals or would like to suggest any new proposals for consideration in our Local Transport Plan, please tell us in the box below.**

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*If your comment relates to a specific proposal, please make this clear in your answer.*

#### **Kent Cycling and Walking Infrastructure Plan:**

In addition to these routes, Sevenoaks Town Council urges Kent County Council to examine and integrate into its plans John Grimshaw's proposed new London to Paris cycle route passing through Dartford, Darent Valley, Sevenoaks, Tonbridge and Tunbridge Wells to complete the Avenue Verte (or Allée Verte). This is a much more pleasant and scenic route to the existing one, which avoids Kent altogether and goes via Gatwick airport. Necessary to this would be resurfacing and reclassification of public rights of way to allow cycling, as well as five new bridges over the River Darent, with the benefits of a cycling route which links six train station to Sevenoaks and increasing cycling provision for residents and tourists alike. For more information please see below article:

[https://www.theguardian.com/travel/article/2024/jul/31/cycle-from-london-to-paris-avenue-verte?CMP=Share\\_iOSApp\\_Other](https://www.theguardian.com/travel/article/2024/jul/31/cycle-from-london-to-paris-avenue-verte?CMP=Share_iOSApp_Other)

The Town Council also supports the Public Rights of Way strategic aims, but would ask Kent County Council to recognise in these aims, the opportunities for redesignating suitable footpaths into bridleways to support integrating cycling infrastructure into Public Rights of Ways.



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### Section 4 – District proposals

In this section you have the opportunity to tell us your views on our district specific proposals (from page 58 of the draft LTP5). These have been grouped into each of Kent's 12 districts:

- Ashford, Canterbury, Dartford, Dover, Folkestone and Hythe, Gravesham, Maidstone, [Sevenoaks](#), Swale, Thanet, Tonbridge and Malling, Tunbridge Wells

You can answer all or as many of the questions on each of the districts as you like. If you would rather not provide feedback for a question/district, just move on to the next one.

**STC Officer note:** Questions not relating to Sevenoaks have been omitted for conciseness, however STC may still respond to them if Cllrs wish.

**Q17. Do you agree with the proposals identified for the district of Sevenoaks?**

Select **one** response box per proposal/row.

Sevenoaks proposals	Yes	Partly	No	Don't know
M25-M26-A21 – slips for journeys eastwards on M26 to avoid Sevenoaks town centre	X			
Opposition to Gatwick expansion due to noise disturbance from flight paths	X			
Bat and Ball junction improvements	X			
Improved rail stations in Edenbridge				
Bus Service Improvement Plan	X			
Improvements to walking in Swanley as set out in our Kent Cycling and Walking Infrastructure Plan (KCWIP)				
Improvements to cycling corridors in Sevenoaks.	X			

**Q17a. If you would like to make any comments on the proposals for Sevenoaks or would like to suggest any new proposals for consideration in our Local**

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**Transport Plan, please tell us in the box below.** *If your comment relates to a specific proposal, please make this clear in your answer.*

### **Accessibility:**

Sevenoaks Town Council recommends that priority be given to accessibility considerations, due to the aging population and their growing need for public transport and safe footpaths.

### **Bat & Ball Junction:**

Sevenoaks Town Council looks forward to improvements at Bat & Ball junction and is in regular communication with Tarmac about the proposal. Through its Highway Improvement Plan, the Town Council has requested round table talks with Kent County Council, Tarmac, Sevenoaks Town Council and Sevenoaks District Council to consider ways of improving the design to favour pedestrian and cyclist movement, and any support to set this up would be greatly appreciated.

Also related to the Bat & Ball junction improvements in terms of the Sevenoaks Quarry development through which they are proposed, is the need for improvements to be made to the footbridge between Moor Road and Watercress Drive. This will be essential to integrate the ~3000 residents of the new development at Sevenoaks Quarry with the retail and employment sites to the west of the railway line.

### **Bus service improvement plan:**

Sevenoaks Town Council hopes that it can continue to work with Kent County Council on improving bus services within Sevenoaks, building upon the success of the No 8 circular bus route. An important element of this will be live service information at bus stops to inform local users, and the Town Council would also appreciate support in its proposals for the No 8 bus to become electric.

### **Improvements to cycling corridors in Sevenoaks:**

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Sevenoaks Town Council requests acceleration of the Sevenoaks Local Cycling and Walking Infrastructure Plan delivery as a network, as opposed to one route at a time.

The Town Council would also welcome support to deliver this Plan in a cohesive and comprehensive way, as the current proposals for Route 1 stop short of the A25 and there is no current funding to connect it to existing cycle routes.

In addition, the Town Council is currently working to identify ways to deliver Route 8 of the Sevenoaks Local Cycling and Walking Infrastructure Plan (Sevenoaks to Dunton Green), which would link Dunton Green Station and Sevenoaks stations, and would welcome Kent County Council's support to do so.

#### **Highway Improvement Plans:**

Related to the above, Sevenoaks Town Council would recommend increased support for road reconfiguration and improvements to walking & cycling via Town and Parish Councils' Highway Improvement Plans. This could help to deliver walking and cycling routes outside of the Local or Kent Walking and Cycling Improvement Plans. For instance, the Town Council's Highway Improvement Plan proposes a number advisory cycling lanes which do not feature in the Local Cycling and Walking Infrastructure Plan and which we would seek Kent County Council's support to deliver.

The Highway Improvement Plan process does not currently include active travel and neither does it currently cater for towns/parishes looking to make significant changes.

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### Section 5 – Any other comments on the draft Local Transport Plan

**Q22. If you have any remaining comments on any other aspect of the draft Local Transport Plan, please provide these in the box below.**

*If your comment relates to a specific section, please make this clear in your answer.*

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### Section 6 – Supporting evidence base and assessments

**Q23. If you have any comments on our Supporting Evidence Base for the draft Local Transport Plan, please provide these in the box below.**

*If your comment relates to a specific section, please make this clear in your answer.*

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**To help ensure that we are meeting our obligations under the Equality Act 2010 we have prepared an Equality Impact Assessment (EqIA) of our Local Transport Plan.**

An EqIA is a tool to assess the potential impact any proposals could have on the protected characteristics: age, disability, gender identity, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation. At KCC we also include carer's responsibilities. The EqIA is available online at [www.kent.gov.uk/ltp5](http://www.kent.gov.uk/ltp5) or in hard copy on request.

**Q24. We welcome your views on our equality analysis. If you think there is anything we should consider relating to equality and diversity, please add your comments below.**

*Please do not include any personal information that could identify you within your response.*

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**We are required to develop a Health Impact Assessment (HIA) to support the full final plan. We have prepared a HIA of our draft Local Transport Plan.**

The HIA is used to identify the health and wellbeing impacts of the proposed plan to help us with our planning. The HIA is available online at [www.kent.gov.uk/ltp5](http://www.kent.gov.uk/ltp5) or in hard copy on request.

**Q25. We welcome your views on our Health Impact Assessment. If you think there is anything we should consider relating to health and wellbeing, please add your comments below.**

*Please do not include any personal information that could identify you within your response.*

**We are required to develop a Strategic Environmental Assessment (SEA) to support the full final plan. We have prepared a SEA of our draft Local Transport Plan.**

The SEA is used to identify the potential impacts of the proposed plan on environmental factors to help us with our planning. The SEA is available online at [www.kent.gov.uk/ltp5](http://www.kent.gov.uk/ltp5) or in hard copy on request.

**Q26. We welcome your views on our Strategic Environmental Assessment. If you think there is anything we should consider relating to the environment, please add your comments below.**

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*Please do not include any personal information that could identify you within your response.*



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Public consultation 17 July to 8 October 2024

**We are required to develop a Habitats Regulation Assessment (HRA) to support the full final plan. We have prepared a HRA of our draft Local Transport Plan.**

The HRA is used to identify the potential impacts of the proposed plan on areas of Kent with particular environmental protections (Specifically Special Areas of Conservation, Special Protection Areas, Ramsar sites and areas secured as sites compensating for damage to a European site) to help us with our planning. The HRA is available online at [www.kent.gov.uk/ltp5](http://www.kent.gov.uk/ltp5) or in hard copy on request.

**Q27. We welcome your views on our Habitats Regulation Assessment. If you think there is anything we should consider relating to the findings of our assessment, please add your comments below.**

*Please do not include any personal information that could identify you within your response.*

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## **Agenda Item 6 – Highway Improvement Plan**

### **Sevenoaks Town Council Movement & Net Zero Working Group 23<sup>rd</sup> September 2024**

On 21<sup>st</sup> August 2024, Kent County Council (KCC) Officers Nigel Rowe and Emma Tilbury met with Sevenoaks Town Council (STC) Officers Georgie Elliston and Georgina Jackson, as well as Town Council Councillors to discuss the Town Council's Highway Improvement Plan (HIP).

Attached is the Highway Improvement Plan as submitted, as well as initial KCC Officer comments. Initial responses have also since been received on some items, from KCC's Active Travel and Traffic Operations team, with further updates expected. A follow-up meeting will be arranged with KCC Officers once they have results of the investigations to discuss any next steps.

Although items are in early stages of investigation and therefore no costings have been provided, Councillors are advised to note that KCC's budget for HIPs is severely limited, with Officers reporting that it equates to around £1,000 per HIP. Larger projects must therefore be funded primarily via Town/Parish Council funds, although some may be eligible for grants from outside organisations such as Active Travel England. KCC Members (i.e. Cllr Richard Streatfeild) can have their own HIPs, which they can use a portion of their Members Grant to fund.

Action is required by STC under priority number 9, whereby STC is requested to map locations for a bulk Traffic Regulation Order to provide corner protections. This will be a future Movement & Net Zero Group Agenda Item.

**Important to note is Nigel Rowe's comment under Item 1, 13/9/24 – advising that the latest 20mph scheme, consulted on and to be paid for by STC requires a minimum of 18 months monitoring before any expansion can be considered.** This would include STC's proposal to add Mount Harry Road, Hitchen Hatch Lane, St Botolph's Road, St John's Hill/Dartford Road and Seal Hollow Road to the scheme.

**Also of note** – KCC comments on Item 6 (safe crossing point at Hillingdon Avenue and Seal Hollow Road for Trinity School students) appear to indicate that the Seal Hollow Road crossing point consulted on previously by KCC will not be delivered. It is not clear, however whether this means it will not be delivered *as part of the east-west cycle route*, or whether the scheme itself has been found unviable. Clarification has been requested from KCC about the status of the project, as well as whether Trinity School – who has been very active in lobbying for the crossing – are being kept updated.

**The Movement & net Zero Working Group is asked to consider the following recommendations to make to the Planning & Environment Committee:**

- 1. To note KCC's comments and await further update** – this so that STC can prioritise which actions it could potentially afford to deliver, **OR**
- 2. To request from KCC costings for the priority item which KCC Officers have identified potential actions for (being Item 4)**  
These to be received by the Planning & Environment Committee at a later date, for

prioritisation and with potential recommendation to be made to the Finance & Delivery Committee.

On website – ask to have time constraints that hips are set for certain period

### HIP Front Cover

HIP Version	Submitted by (Name)	HIP Date	Record Of Meeting Dates with KCC Virtual or Face to Face		Please list below the funding Opportunities/Sources for HIP initiatives/Measures
<b>3</b>	<b>Georgie Elliston</b>	<b>Approved by Planning Committee 31/07/2023</b>  <b>Submitted 31/08/2023</b>	<b>Demi Rodgers (DR), Nigel Rowe (NR), Linda Larter (LL) and Georgie Elliston (GE) – virtual meeting 17/11/2022</b>  <b>NR and GE virtual 13/03/2023</b>  <b>NR, Emma Tilbury, LL, GE, Cllr Streatfeild, Cllr Shea, Cllr Clayton, Cllr Wightman, Cllr Ancrum 06/09/2023</b>  <b>NR, Emma Tilbury, Georgina Jackson (GJ), GE – meeting scheduled 21/08/2024</b>		<b>County Member, Parish Precept Donation, CIL income</b>
<b>Are you an active member of the Speed Watch Scheme?</b>			<b>Yes <input type="checkbox"/></b> <b>No <input checked="" type="checkbox"/></b>	<b>Are you an active member of the Lorry Watch Scheme?</b>	<b>Yes <input type="checkbox"/></b> <b>No <input checked="" type="checkbox"/></b>
<b>Name of HIP Representative</b>	<b>Georgie Elliston</b>	<b>Contact Telephone Number</b>	<b>01732 459953</b>	<b>Email Address</b>	<b>planning@sevenoakstown.gov.uk</b>
<b>Name of Clerk</b>	<b>Linda Larter</b>	<b>Contact Telephone Number</b>	<b>01732 459953</b>	<b>Email Address</b>	<b>townclerk@sevenoakstown.gov.uk</b>
<b>Name of Chair</b>	<b>Cllr David Skinner (Movement &amp; Net</b>	<b>Contact Telephone Number</b>	<b>01732 459953</b>	<b>Email Address</b>	<b>cllr.skinner@sevenoakstown.gov.uk</b>

	<b>Zero Working Group Chair)</b>				
<b>KCC Project Manager Name</b>	<b>Nigel Rowe</b>	<b>Contact Telephone Number</b>		<b>Email Address</b>	<a href="mailto:west.highwayimprovements@kent.gov.uk">west.highwayimprovements@kent.gov.uk</a>

- Please note the Priority column MUST be those issues which are regarded as the most important (No 1 being your highest priority, then filtering down ) KCC is unable to guarantee that all your requests will be deliverable, but Project Managers can investigate your top 1 or 2 priorities per year.

<b>Priority</b>	<b>Location</b>	<b>Problem/Concern</b>	<b>What do you feel are the potential solutions?</b>	<b>KCC Comments (This column is to be completed by Project Manager ONLY)</b>
<b>1.</b>	<b>Previous first priority of 20mph speed limits removed due to its forthcoming delivery, secured outside of the HIP process and to be completed by 1<sup>st</sup> September.</b>			Move to historical as being delivered by Active Travel by end of Aug with has made on 1 Sept 2024.
<b>1.</b>	Mount Harry Road, Hitchen Hatch Lane, St Botolph's Road, St John's Hill/Dartford Road, Seal Hollow Road (30mph roads surrounded by 20mph roads)	Cars speeding and the fluctuation between 20mph, 30mph and 40mph affecting the aforementioned roads in particular, making it difficult for motorists to	Phase 2 of the 20mph speed limits project to include roads which couldn't be included in the previous scheme due to be delivered by September 2024.	NR to check with SB and AF and let STC know we'll pick up anything else after discussions with Active Travel (AT) – NR to meet with meet with AT and then arrange joint meeting with STC. NR – 13/9/24 Spoke with SB from Active Travel team who has commented 'the extent of the 20mph has been identified and will need to be installed and monitored for at least 18 months before we start looking at any expansion'. AT were looking at ways to reduce the speeds along the roads that don't currently qualify for a 20mph such as:

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	Tonbridge Road on approach to Sevenoaks School and Seal Hollow Road (60-40mph roads proposed for gradual reduction)	<p>adhere to speed limits due to now knowing what they are.</p> <p>Re Tonbridge Road: The 40mph speed limit ends just outside the Southern entrance to Sevenoaks School which caused the school to not be includable in the 20mph scheme – introduced primarily to increase student safety.</p> <p>High speeds on Tonbridge Road causing safety concerns.</p>	<p>This includes Mount Harry, Hitchen Hatch, St Botolph's, St John's/Dartford Road, and the middle section of Seal Hollow Road due to potential compliancy issues, as well as the approach to Sevenoaks School from Tonbridge Road. The latter couldn't be included due to being too close to the 40mph speed limit and therefore not enforceable.</p> <p>STC proposes that the 30mph</p>	<p>Hitchen Hatch Road – moving parking bays to create a chicane effect.</p> <p>Installing of advisory cycle lanes to narrow the carriageway.</p> <p>Spilt out Tonbridge Road comments to new line:</p> <p>Tonbridge Road, approaching Sevenoaks School (40mph from Gracious Lane) – NR to look at average speeds on ATC outside of rush hour – more in depth analysis of the results.</p> <p>May be too high for a 30mph – could we engineer the environment to naturally lower speeds to qualify for a 30mph?</p> <p>Also check av. speeds on hill from Morleys roundabout to Sevenoaks – could this be reduced to 50mph or are speeds already below this?</p>

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			<p>speed limit be extended South, far enough that both entrances to Sevenoaks School can be included in the 20mph speed limits and its students afforded the same protection as other schools in Sevenoaks within the 20mph zone. This</p> <p>Re roads which were excluded due to potential for non-compliance: The following measures were discussed with KCC Officers</p>	



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			<p>Sebastian Bures and Annette Fletcher on 30<sup>th</sup> May 2024 as potential speed interventions which would make compliancy with a 20mph speed limit on these roads feasible:</p> <ul style="list-style-type: none"> <li>Advisory cycle lane added on the uphill side of Dartford Road from Hollybush to The Vine, as well as in St Botolph's Avenue</li> </ul>	

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			<ul style="list-style-type: none"> <li>• Moving car parking spaces on Hitchen Hatch Lane from the south to the north between Winchester Close and Mencap Hall</li> <li>• Further on-street parking spaces in Mount Harry Road</li> </ul> <p>STC proposes that these be delivered, and potential for</p>	


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			20mph on these roads revisited on receipt of new traffic data following the interventions.	
2.	HGV routes in town and narrow country lanes	HGV movement in town as through traffic inhibits active travel, increases burden on junctions, increases air pollution in residential areas, and risks damage to Conservation Areas. <b>See Appendix for images of known damage caused by HGV movements.</b>	<p>Introduce HGV weight/size restrictions to the “central” Sevenoaks area for <b>through traffic</b>.</p> <p>Highways England to improve signage at motorway junctions to direct freight to use the M25 and the A21 bypass, rather than A25 through Sevenoaks and</p>	<p>NR – 13/2/24 ATC survey data shows Over 60,000 cars for High St and 50,000 cars for London Rd. Lorries and heavier traffic represents around 5% of these figures.</p> <p>Focus on positive lorry signage rather than weight restriction given strategic route?</p> <p>Need to look at the wider area – where are lorries travelling (to Dover and Marden) and where could we put signs to divert traffic away from the High Street/ where would they displace to?</p> <p>What about advisory signs at pinch points in upper High Street, between the church and fountain, as well as outside Market House and by The Stag? These sections are too narrow for HGVs to pass and it's a conservation area. Could this help justify a weight/ width restriction?</p> <p>Waitrose and M&amp;S etc have their own loading bays off the High Street so wouldn't necessarily need to be exempt for access via the High Street.</p>

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		HGVs being directed via narrow country lanes such as Ashgrove Road as part of road closures – this road is considered unsuitable for such traffic due to blind corners.	<p>neighbouring villages.</p> <p>Opportunities for <b>positive signing</b> to be explored and installed, which directs HGVs towards more appropriate routes.</p> <p>This as supported by Aim M10 of the Sevenoaks Town Neighbourhood Plan.</p>	
3.	Sevenoaks Rail-Way Station/London Road/Hitchen Hatch Lane	Pedestrians take the “shortest route”, walking in the highway and avoiding pedestrian crossings;	Redesign junction to create safe, direct pedestrian crossings and simplify vehicle controls.	<p>Include wording from Traffic Operations email around jct. improvements here being £250k plus.</p> <p>Developer is the best route for major jct changes as this is a major project and not something we can fund or deliver. There may be developer contributions and/or CIL contributions but this is long-term.</p>



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		Long waits for vehicles at multiple lights causing delays, noise and pollution.	<p>Proposal to replace the pedestrian guard rails with bollards, to stop pedestrians from walking in the road while still maintaining protections from cars.</p> <p><i>Note: STC is pursuing a Town Centre masterplan which will be looking at potential design solutions. STC also notes that the Farmers site has submitted a new planning application, and</i></p>	<p>Short term - People are walking in the road rather than crossing at the signals – PGR is stopping people getting back on the footway which is why the TC wants bollards to allow people to cross. KCC noted that we'd be encouraging people to cross where they shouldn't be whereas at the moment pedestrians are choosing to cross where they shouldn't – but NR to check with P&amp;A to see if there is a short term solution.</p> <p>NR to speak to Traffic Operations to see if a ped crossing at the existing traffic lights on London Road, west of the station, could be installed?</p> <p>NR – 16/9/24 Update from TB Traffic Operations:</p> <p>We've had a look at the site and there is no easy solution and certainly no quick one either.</p> <p>The first part regarding the crossing pedestrians and guard railing has been covered. Replacing the railings with bollards will make a free for all with pedestrians crossing wherever they like. The railings do direct pedestrians to the controlled crossings, if they choose not to use them, then there is not a lot we can do.</p> <p>As it is a large site, delay before the pedestrian green man appearing can be a while, though all the controlled crossings are walk with traffic to reduce the delays to pedestrians. The wait time</p>

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			<b>recommends that junction improvements be secured via Section 106 agreements.</b>	<p>could be reduced, but that will have a knock-on effect and would increase the delays to vehicles which would also likely increase the queues at the junction.</p> <p>Adding a pedestrian phase to the West side of the junction is possible, though this would require a reconfiguration of the controller and reduce efficiency, as some traffic would have to be held on red for the pedestrian demand to be served. There would also be works required to install the crossing and the lining would have to be adjusted to accommodate the new crossing.</p> <p>The road is over 11m wide at this point, so there is a possibility of installing a pedestrian island so walk with traffic could be utilised. However, this would require quite a bit of civils work and would need a controller reconfiguration.</p> <p>It also needs to be mentioned that the controller and signal heads are over 12 years old, so well into their design life and the actual poles were not replaced at this time, so it may require significant works to make changes.</p>
<b>4.</b>	Junction of A25/Hospital Road	Difficult for motorists to exit Hospital Road and Greatness Lane onto A25,	KCC Highways Engineering advice welcomed.	<p><b>Check how far this got – if they can have Keep Clear – NR to speak to AO (AT).</b></p> <p><b>Traffic backs up from Bat and Ball Lane, along Seal Hollow Road, as there is no facility for a right hand turn at the Bat</b></p>


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		contributing to the congestion at Bat and Ball junction. The Tarmac site development, accessed from Greatness Lane, will considerably increase this problem.	<p>STC wishes to know if the lines were refreshed as claimed in the KCC Officer's notes from V1 of the HIP.</p> <p>STC would also request that a priority "Keep Clear" section be added marking the narrowest part of the junction at Hillingdon Avenue to reduce opportunity of vehicles straddling the footway and compromising pedestrian safety. This solution was</p>	<p>and Ball lights into Otford Road so no one can get out of Hospital Road as traffic backs up.</p> <p>Also, the first 50yds of Hillingdon Avenue, off the A25, is less than 3.5m wide so traffic backs up.</p> <p>Traffic has increased due to the expansion of schools at the end of Hillingdon Avenue and traffic backs up onto the A25 with cars trying to turn into Hillingdon Avenue.</p> <p>Cars drive on the footway to pass which is used by school children.</p> <p>Request for Keep Clear outside Old Lodge House on the southern side of Hillingdon Avenue, near to the junction with Hospital Road.</p> <p>Having reviewed your comments regarding providing a priority workings system on Hillingdon Avenue, I can confirm this will not be a feasible option for a few reasons.</p> <ol style="list-style-type: none"> <li>1. There is insufficient road space to install the physical build-out works required for a good priority working scheme.</li> </ol> <p>(The image below shows a good example where a physical build-out forces the traffic to have to give-way) - If only signs and marking are used as you have suggested, then vehicles</p>

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			<p>suggested by KCC Officer Alan Osuoha on 15-03-2023. STC did confirm its wish to pursue this after having taken the proposal to its Planning Committee on 03-04-2023, and requested information as to next steps on 14-04-2023, however this was not responded to either by the engineers copied into the email chain, or STC's HIP Officer Nigel Rowe.</p>	<p>will simply ignore them. The image below shows a good example in which the vehicle is forced to give-way.</p>  <p>2. There is a very poor sight lines visibility of turning vehicles from the A25 into Hillingdon Avenue. The image below shows what the sightline is for a vehicle giving way to the proposed prioritised movement from the A25.</p>



Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
				<div data-bbox="1167 341 2047 831">  </div> <p data-bbox="1211 831 1995 906">3. The queue from the junction ahead will also backup into the priority working section.</p> <p data-bbox="1167 943 2002 1129">There is only one option which I believe will be supported which is to add a “KEEP CLEAR” marking at the narrowest point of the junction. It will be relatively easy to install and help to reduce the opportunity of vehicles straddling the footway.</p> <div data-bbox="1167 1161 1693 1394">  </div>

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				<p>The gold standard option will be to make this section of Hillingdon Avenue one-way which I don't expect to be widely supported. This will remove the risk completely and at 3.65m is not really suitable for two-way traffic expected to increase in future.</p> <p>Hope the above is helpful in addressing your concerns.</p> <p>NR –16/9/24 Spoke with AO from Active Travel. He is aware of this junction and has been working on a design for 'Keep Clear' as above. Unfortunately, the Active Travel Budget will not cover as slightly outside of jurisdiction of their schemes. I have asked AO to send drawings to HIT and I will search and see if any funding available.</p>
<b>5.</b>	Seal Road/Greatness Park	Pedestrian crossing safety and lack of crossing facilities	Crossing facilities as well as signage to warn traffic on the A25 that people might cross here, or to protect the poor sightlines on the road.	<p>We do not believe, on initial look that the road environment near to Mill Lane is suitable for a crossing and there are no signs available to warn of pedestrians crossing a road where there is no formal crossing in place.</p> <p>NR to ask P&amp;A if there is an option to convert the existing tactile dropped kerb crossing with a zebra?</p>

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				 <p>School children have to cross the A25 to access the footway just east of Mill Lane to get to school however there is also repressed demand as school children are being driven to school due to the perceived safety of the road and there is significant development coming that will increase demand/justification for a crossing at this location.</p>
6.	Hillingdon Avenue	Lack of safe access or crossing points for students	A public consultation was done by KCC on safe crossing points at Hillingdon Avenue and Seal Hollow Road, however nothing was followed through afterwards.	<p>Believe this was carried out by a developer/ KCC Education?</p> <p>AT (AO) said this was going to be implemented as part of the east-west cycle path but this has since been moved so seems to have been dropped – NR to speak to AO and D&amp;TP to ascertain where this has got to.</p> <p>NR – 16/9/24 Spoke with AO from Active Travel . The crossing point at Seal Hollow Road was looked into but the desire line and visibility is poor at the end of the path from Hillingdon. The most direct cycle route was deemed to be The Crescent where we are placing raised tables to facilitate.</p>

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
			Please could this be investigated, and also both feasibility and deliverability studies of safe crossing points produced.	
7.	Hospital Road outside Hospital	The Hospital has informed Cllr Richard Streatfeild that it fails its safety test every year due to not having any safe crossing points to access it.	Add crossing points on Hospital Road.	<p>It is not possible to install a formal crossing here due to physical limitations and it is a quiet road.</p> <p>NR to find out if they can have a frail people warning sign? – find out if possible before 16 September so that STC can see if this would be acceptable to the Hospital.</p>
8.	Bradbourne Vale Road/Betenson Avenue where it meets Shoreham Lane	Pedestrian crossing safety, lack of crossing facilities and poor sightlines for drivers going up the hill	Crossing facilities as well as signage to warn traffic approaching the hill from either side that people might cross here.	<p>The road environment is not suitable for a crossing and there are no signs available to warn of pedestrians crossing a road where there is no formal crossing in place.</p> <p>NR to find out if they could have a dropped kerb crossing with tactiles just northeast of Betenson Avenue instead.</p>

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
9.	<p>The Crescent, St Johns Road, St Johns Hill, Bradbourne Road, Bradbourne Vale Road, Littlewood, Hillingdon Avenue, corner of Bethel Road and Cedar Terrace Road</p> <p>Ash Platt Road</p>	<p>Cars parking on both sides of the road and on pavement, causing school children to walk in the road and blocking access for pushchairs and wheelchairs. Lack of parking for residents.</p>	<p>Review of parking arrangements e.g. resident parking schemes, 2 hour visitor parking and/or introduction of yellow lines.</p> <p>Consider corner protections: STC will prepare a map of locations for a TRO.</p> <p>Some of these roads may be covered by the Parking study which STC has recently commissioned for St John's area – this will</p>	<p>NR re Ash Platt Road – 2/11/23 Meeting with P&amp;A to discuss options. Any intervention is likely to require pre-consultation engagement with all stakeholders including the school.</p> <p>TC to come up with list of locations so that we can sense check locations then STC can do an engagement exercise before doing a bulk TRO.</p>

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			therefore be received following that.	
10.	St Johns Hill/Dartford Road	Pedestrian crossing safety	<p>This location is no longer “on hold” due to having been removed from the 20mph scheme by KCC.</p> <p>STC has agreed to fund a zebra crossing on Dartford Road, as consulted on by KCC in 2022. This was a “high level” design by Alan Osuoha which requires further design work and costing. At a site meeting between STC and KCC</p>	<p>NR to speak to AF and SB for an update – if they are looking at delivering this then it can be removed from the HIP as it would be an AT scheme. Otherwise we could look into the scheme. STC has funding for this.</p> <p>STC noted that the crossing needs to go as close to ‘Five Ways jct’ – A225/ Hitchen Hatch Lane etc. as possible.</p> <p>NR – 13/9/24 Per SB – Active Travel ‘We do still need to look at the zebra crossing on Dartford road. Need to draw up a design and put it through stage 1’</p>

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			Officers Annette Fletches and Sebastian Bures, they expressed doubt as to the deliverability of a zebra crossing at this exact location, and may need to move along road.	
<b>11.</b>	Town Centre triangle	Reports of pedestrians nearly being hit when crossing the zebra crossings, also zebra crossings not linking to key destinations where people are more likely to cross e.g. The Stag	Review of crossing facilities.  <i>Note: STC is pursuing a Town Centre masterplan which may identify potential design solutions</i>	<b>This is on hold with no current action for HIT. Need more info as to which crossings, and will await the outcome of the masterplan.</b>

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12.	London Road, including zebra crossing and by Lidl and Fire Station	Reports of near misses from pedestrians using the zebra crossing, speeding cars not adhering to the speed limit.	<p>STC asked for a 30mph repeater sign to be installed as part of the signage being installed for the 20mph speed limits, to reinforce the speed limit. This due to having received a report of a near miss, but having been found unviable by KCC lighting team due to the area being acceptably lit.</p> <p>STC believes this road is not suitably safe for pedestrians and would request that alternative</p>	<p><b>Annette Fletcher:</b></p> <p>“My street lighting colleagues have come back to confirm that the existing street lighting on London Road and that all columns on London road have been upgraded to LEDs and are communicating on their CMS system.</p> <p>In terms of lighting in that section of London Road, the levels are adequate.</p> <p>To confirm that within a street lit area (more than 3 LCs within 186m) and speed limit is 30mph we do not provide 30mph repeater signs.</p> <p>As mentioned previously please request enforcement by the Kent Safety Camera Partnership .”</p> <p>There is little we can add to what has been said above and the zebra already has modustar beacons</p> <p>Checked speeds and 85% is below 30mph – STC will log that the lines are refreshed – move to historical.</p>



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			solutions be investigated.	
13.	Brittains Lane/Burntwood Road/Ashgrove Road/Oak Lane	Poor sight lines as well as concealed entrance resulting in at least 2 known accidents within the last year	<p>Convex mirrors at: The junction where Brittains Lane meets Oak Lane Where Burntwood Road meets Ashgrove Road On Brittains Lane where Ashgrove Road meets Oak Lane</p> <p>Concealed entrance sign on Oak Lane, past Dibden Lane</p>	<p><b>NEED TO AMEND TO BE RELEVANT TO Brittains Lane/Burntwood Road/Ashgrove Road/Oak Lane:</b> Whilst the widespread use of mirrors is not encouraged, there are sites when their use may be a benefit to road safety.</p> <p>As the Department for Transport (DfT) allow them in certain circumstances and are themselves proposing new legislation to remove the need for special authorisation, we have adopted a new proactive policy that allows their limited use.</p> <p>Each site would need to meet with the DfT criteria and would require an independent safety assessment to ensure that existing hazards are not increased by inducing drivers to rely on a mirror and take less care than they normally would. The assessment process would include a review of the safety record and consultation with the police.</p> <p>Kent County Council (KCC) will only consider traffic mirrors on the public highway where:</p>

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
			<p>where it approaches Brittain's Lane and Ashgrove Road.</p> <p>Request forwarded to Nigel Rowe on 9<sup>th</sup> April 2024, following agreement for him to review the request on receipt of updated crash data.</p>	<ul style="list-style-type: none"> <li>• There is a crash history relating to a lack of visibility.</li> <li>• Visibility for vehicles emerging from the side road is severely restricted.</li> <li>• A visibility improvement scheme is not feasible.</li> <li>• Visibility cannot be improved by removing hedges, walls, trees or other obstacles.</li> <li>• The speed limit on the major road is above 30mph, the introduction thereby being aimed at higher speed roads.</li> <li>• There are no other reasonable standard highway improvements possible.</li> </ul> <p>I have checked the crash history for Forstal Road and there is no recorded crash pattern in the past three years. In addition, average speeds past the recreation ground do not exceed 30mph. As such, we are unable to install a mirror at this site.</p> <p>However, I note that there are some sections of private verge on the opposite side of Forstal Road which may be of use to you, depending on where you are looking to install the mirror.</p> <p>Mirrors may be sited off the highway on private land but that is a matter for the landowner and the person who places the mirror. Planning permission may also be required, which would involve contacting the local Planning Authority, and, should the private mirror overhang a highway maintainable</p>

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
				<p>at public expense, then a licence would be required from KCC as the Highway Authority (KCC).</p> <p>It is not possible to advise whether placing a mirror on private property would compromise road safety as it would come down to experiencing the mirror in operation however it should be noted that if KCC ascertains that road safety is being compromised as a result of a private mirror being placed near to the public highway, we can use our powers to remove the mirror.</p> <p>No DfT approved sign for concealed entrances.</p> <p>Is there any signage we can look at instead of mirrors - what's the opportunity for jct warning signs or similar instead?</p> <p>There are already some signs but is this correct (should it be staggered crossroads?) or as visible as can be? There is no pedestrians in road sign on one approach and the crossroads warning sign is not grey backed on that same approach.</p>
14. (Pending finalised designs from	Bat and Ball Junction, A25/A225	STC wants to be confident that the design which Tarmac are going to deliver as part of their	In STC's previous iteration of its HIP, the redesign of the Bat and Ball	<p>NR to discuss with D&amp;TP re who can meet with TC to discuss further. – see email re roundtable meeting</p> <p>Wait for more info from STC re Pedestrian crossing indicators – NR can check with DA and Toby Butler – but need to know what exactly is meant by indicators??</p>

<b>Priority</b>	<b>Location</b>	<b>Problem/Concern</b>	<b>What do you feel are the potential solutions?</b>	<b>KCC Comments (This column is to be completed by Project Manager ONLY)</b>
Tarmac regarding the proposed roundabout at this junction)		Outline planning application (which has now been conditioned as first part of the delivery plan), delivers the best possible solution and safe usage to pedestrians, cyclists and motorist.	Junction to ensure safe pedestrian crossing was the first priority. It has since been removed from the priority list, due to the Sevenoaks Quarry (Tarmac site) having since received Outline planning permission to develop the site, with conditions set in place ensuring delivery of a revised traffic and pedestrian scheme to be delivered after the first stage of development.	

<b>Priority</b>	<b>Location</b>	<b>Problem/Concern</b>	<b>What do you feel are the potential solutions?</b>	<b>KCC Comments (This column is to be completed by Project Manager ONLY)</b>
			<p>This therefore is unlikely to be delivered via the HIP, and STC anticipates being included in discussions, stakeholder sessions and public consultations on the design with Tarmac, in order to ensure that the design can best serve Sevenoaks Town residents' needs.</p> <p>What STC would like to retain on the HIP however, is the channel of communication to ensure that the resulting</p>	

<b>Priority</b>	<b>Location</b>	<b>Problem/Concern</b>	<b>What do you feel are the potential solutions?</b>	<b>KCC Comments (This column is to be completed by Project Manager ONLY)</b>
			<p>design is to the best quality and use of pedestrians.</p> <p><b>In the meantime, STC would however like to receive copy of the Speed Survey ordered by Nigel Rowe to replace the one referred to by the Project Manager in the first iteration of the HIP. STC also wishes to know why the pedestrian crossing indicators at Bat &amp; Ball were removed when KCC</b></p>	

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
			reconfigured and added lines at this location.	
15. (ON HOLD)	Hillingdon Avenue	Pedestrian crossing safety	This location, which STC had flagged in its previous HIP for similar issues have been <b>temporarily</b> put on hold and moved to the bottom of STC's priority list due to it being inside the soon-to-be-delivered 20mph zone. <b>It may be revisited or permanently removed once impact of the 20mph scheme can be reviewed, depending on whether it has</b>	Noted – no action for HIT at this time

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
			addressed concerns.	
16. (ON HOLD)	A225 Seal Hollow Road/"Hole in the Wall"	Pedestrian crossing safety	This location, which STC had flagged in its previous HIP for similar issues have been <b>temporarily</b> put on hold and moved to the bottom of STC's priority list due to it being inside the soon-to-be-delivered 20mph zone. <b>It may be revisited or permanently removed once impact of the 20mph scheme can be reviewed, depending on whether it has</b>	Noted – no action for HIT at this time



<b>Priority</b>	<b>Location</b>	<b>Problem/Concern</b>	<b>What do you feel are the potential solutions?</b>	<b>KCC Comments (This column is to be completed by Project Manager ONLY)</b>
			<b>addressed concerns.</b>  Feasibility and deliverability studies of safe crossing points requested.	

### Historical Priorities Record

**Note from Sevenoaks Town Council that despite there being numerous items on the below Historical Priorities Record, none of them have been delivered via the Highway Improvement Plan, which continues to be unsuccessful and have delivered 0 priorities since**

<b>No</b>	<b>Location</b>	<b>Problem/Concern</b>	<b>What do you feel are the potential solutions?</b>	<b>KCC Comments</b>
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1	<i>EXAMPLE: Church Lane</i>	<i>Speeding off peak.</i>	Speed Reduction	After traffic surveys obtained, data showed that vehicle speeds were within the current speed limit, therefore no further action proposed.
1.	Bat and Ball Junction, A25/A225	Inadequate, poorly designed crossing points for pedestrian safety. Considerable congestion and delays during the four daily rush hour periods and throughout the day, with particular traffic queues forming on Otford Road and Seal Road towards the junction; Very high levels of air pollution.	<p><b>In STC's previous iteration of its HIP, the redesign of the Bat and Ball Junction to ensure safe pedestrian crossing was the first priority. The reduction of air pollution and congestion in this area, as well as unsafe crossing facilities remain a top priority for STC, and removing it from STC's HIP priority list has not altered that.</b></p> <p><b>Rather, it has been removed from the priority list, due to the Sevenoaks Quarry (Tarmac site) having since received Outline planning permission to develop the site, with conditions set in place ensuring delivery of a revised traffic and pedestrian scheme to be delivered after the first stage of development at this location.</b></p> <p><b>This is therefore unlikely for the scheme to be delivered via the HIP, and STC remains dedicated to ensuring that the resulting design best serves the needs of Sevenoaks Town residents. STC anticipates being included in discussions, stakeholder sessions and public</b></p>	

			<p><b>consultations on the design with Tarmac, and will be actively engaged in the process to make sure that the design proposed achieves <u>all</u> of the following: improve pedestrian safety, reconnect the neighbourhood and reduce air pollution and traffic jams.</b></p>	
2	Wickenden Avenue	Carriageway and footpaths require improvements	<p>Surfacing improvements and repairs required</p> <p><b>On 5th January 2022, Stuart Taylor advised STC that its priorities labelled in the previous iteration of its HIP as “carriageway and footpaths require improvements” were not able to be considered under the HIP. This is because a separate team deals with issues on surfacing improvement and repairs, and he had therefore passed the items onto KCC’s operations team to have a look into. The items have therefore been moved to the “Historical Priorities Record”, however STC has requested that it be sent an update for each site, regarding whether anything was found or actioned as a result of STC’s flagging the locations. <b>STC awaits this update.</b></b></p>	
3	Broomfield Road	Carriageway and footpaths require improvements	<p>Surfacing improvements and repairs required</p> <p><b>On 5th January 2022, Stuart Taylor advised STC that its priorities labelled in the previous iteration of its HIP as “carriageway and footpaths require</b></p>	

			<p>improvements” were not able to be considered under the HIP. This is because a separate team deals with issues on surfacing improvement and repairs, and he had therefore passed the items onto KCC’s operations team to have a look into. The items have therefore been moved to the “Historical Priorities Record”, however STC has requested that it be sent an update for each site, regarding whether anything was found or actioned as a result of STC’s flagging the locations. <b>STC awaits this update.</b></p>	
4	Mill Lane	Carriageway and footpaths require improvements	<p>Surfacing improvements and repairs required</p> <p>On 5th January 2022, Stuart Taylor advised STC that its priorities labelled in the previous iteration of its HIP as “carriageway and footpaths require improvements” were not able to be considered under the HIP. This is because a separate team deals with issues on surfacing improvement and repairs, and he had therefore passed the items onto KCC’s operations team to have a look into. The items have therefore been moved to the “Historical Priorities Record”, however STC has requested that it be sent an update for each site, regarding whether anything was found or actioned as a result of STC’s flagging the locations. <b>STC awaits this update.</b></p>	

5	Wickenden and Swaffield Roads	Carriageway and footpaths require improvements	<p>Surfacing improvements and repairs required</p> <p><b>On 5th January 2022, Stuart Taylor advised STC that its priorities labelled in the previous iteration of its HIP as “carriageway and footpaths require improvements” were not able to be considered under the HIP. This is because a separate team deals with issues on surfacing improvement and repairs, and he had therefore passed the items onto KCC’s operations team to have a look into. The items have therefore been moved to the “Historical Priorities Record”, however STC has requested that it be sent an update for each site, regarding whether anything was found or actioned as a result of STC’s flagging the locations. STC awaits this update.</b></p>	
6	Clare Way, Lea Road, Hurst Way and Stafford Way	Carriageway and footpaths require improvements	<p>Surfacing improvements and repairs required</p> <p><b>On 5th January 2022, Stuart Taylor advised STC that its priorities labelled in the previous iteration of its HIP as “carriageway and footpaths require improvements” were not able to be considered under the HIP. This is because a separate team deals with issues on surfacing improvement and repairs, and he had therefore passed the items onto KCC’s operations team to have a look into.</b></p>	

			<p>The items have therefore been moved to the “Historical Priorities Record”, however STC has requested that it be sent an update for each site, regarding whether anything was found or actioned as a result of STC’s flagging the locations. <b>STC awaits this update.</b></p>	
7	Beaconfields	Carriageway and footpaths require improvements	<p>Surfacing improvements and repairs required</p> <p>On 5th January 2022, Stuart Taylor advised STC that its priorities labelled in the previous iteration of its HIP as “carriageway and footpaths require improvements” were not able to be considered under the HIP. This is because a separate team deals with issues on surfacing improvement and repairs, and he had therefore passed the items onto KCC’s operations team to have a look into. The items have therefore been moved to the “Historical Priorities Record”, however STC has requested that it be sent an update for each site, regarding whether anything was found or actioned as a result of STC’s flagging the locations. <b>STC awaits this update.</b></p>	
7.	Clare Way	Residents have been reported as parking in the “Keep Clear” section on this road dead-end road, which was	<p>STC has requested that a further deterrent of yellow lined be painted at this location.</p> <p>*Note: this was formally requested by STC in a letter to SDC and KCC departments, dated 17-07-2023.</p>	

		introduced in order to allow emergency vehicles to turn around.	<p>*Further Note 08-09-2023 STC has prepared a consultation which should commence shortly.</p> <p><b>06/11/2023: Due to strong and mixed resident consultation responses, the Planning Committee resolved to keep the situation under review in hopes that the informal consultation and potential for subsequent TRO would act as a satisfactory deterrent.</b></p>	
	Letter Box Lane	Poor sight lines on entering Letter Box Lane making motorists unaware that traffic is displaced onto the wrong side of the road by the new corner protections, whereby these do not extend far enough into the Lane to allow cars to move onto the correct side of the road before nearing the exit.	<p>Extending the double yellow lines further into Letter Box Lane to allow cars exiting the Lane to correct onto the left side of the road before nearing the exit – in order to avoid potential collisions with those entering the Lane.</p> <p>Request sent to KCC previously, but the existing TRO could not be extended without new TRO. <b>STC resolved to monitor the effectiveness of the corner protections as originally designed by KCC and to consider funding extension in future, should monitoring efforts find that the safety of motorists is indeed negatively impacted.</b></p>	
	20 mph limit ( <u>not</u> zone as this	Speeding cars and the need to ensure pedestrian and	20mph speed limit reductions as per KCC designs, which were consulted on by STC at the end of 2023.	

	requires engineering)	cyclist safety, especially near schools. Sevenoaks Town Neighbourhood Plan (STNP) also emphasises the importance of pedestrian and cycle travel and supports 20mph in residential areas and near schools.	<p>The intention is for it to be signage only as per the current design, so as to protect potential for future cycling paths to be incorporated into road designs, as identified in the LCWIP.</p> <p>Delivered 12<sup>th</sup> August – 1<sup>st</sup> September 2024, paid for by STC.</p>	
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Appendix:

Known damage caused within the Sevenoaks High Street Conservation Area by HGV vehicles moving within the Town:

Image 1: bent sign



