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THE SEVENOAKS DISTRICT STRATEGY FOR TRANSPORT 2009 -2026

STRATEGY DOCUMENT



JULY 2009



Document Control Sheet

Project: Sevenoaks District Strategy

Title: Sevenoaks District Strategy for Transport 2009-2026

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1.0 Foreword

1.0 Foreword.

This Sevenoaks District Strategy for Transport document is an important step forward in the overall changes that are happening in the way the planning system operates in the district.

Sevenoaks District Council is in the process of producing the Local Development Framework document in 2009 and one important aspect of this Local Development Framework is the need for future new developments to be more sustainably located.

Kent County Council as highway authority sets out in this Strategy document some of the means of doing this. The document shows how national guidance from Central Government on achieving a more sustainable transport system that both improves the service to the users and also moves towards reducing the impacts of new and existing traffic on the local community can be achieved.

Over recent years the rapid changes to energy and fuel prices have clearly demonstrated to all that we face a different, possibly more uncertain future. Changes in the way education and healthcare will be provided in the district and surrounding areas with schools amalgamating, new schools and hospitals opening and services being relocated in and outside the district have highlighted the importance of the transport network for the future.

Ensuring that our transport network particularly our highway network continues to be the most appropriate for the users is even more pressing now. It is with this in mind that this Strategy document has been prepared. It does not set out solutions to specific problems; however it is intended to give clear guidance on suitable alternatives and options that can be considered as the strategy is delivered through the implementation plan.

Our aspirations on improvements to the transport network and especially the highway network must be realistic, affordable and we must be able to deliver them.

We must recognise that value for money is a priority in considering how the available funds are used to be most effective in tackling the main issues facing us. This document focuses on the safety of the road users, tackling congestion and delays, tackling the impact of traffic on the community especially air and noise pollution and ensuring good accessibility to the transport network for access to services.

The Strategy document will evolve over the period 2010-2026 as we move forward with our partners and stakeholders to maintain and improve the transport network to meet the challenges in the future.

2.0 Introduction

The Sevenoaks District Strategy for Transport (SDST) sets out vision for the district's transport network for the next 17 years from 2009 to 2026. It will be used to inform planning and transport investment decisions, and through rigorous annual reviews, its success in moving towards an improved, sustainable, transport network for all of Sevenoaks District, will be monitored.

At various points through the document, the emphasis is on the toughness of the challenges and choices that must be made. There are always fine balances to be struck between providing the best facilities and allocating resources across a wide set of demands. Another fragile balance is that between our desire for the convenience of a range of transport facilities and the potential harm their use may do to the environment. The SDST takes these and other factors into consideration as it aims to present a detailed, rational, ongoing response to the needs of the people of Sevenoaks District.

The SDST has been prepared by Kent County Council (KCC) with support from Sevenoaks District Council (SDC). It has been developed in parallel with the Sevenoaks Local Development Framework (LDF) Core Strategy, being prepared by SDC, and the policies and initiatives in these documents should be seen as complementary.

Since the development of the second Local Transport Plan for Kent 2006-2011 (LTP), significant investment in transportation has seen improvements made across Kent's transport network.

KCC and SDC acknowledge the impact unsustainable transportation has on the environment and wishes to promote 'green transport' options such as walking, public transport and cycling, as identified in the SDST. Transport issues should not only be seen as environmental issues, however, inefficient and unsustainable transport systems also result in economic and social issues, such as reduced economic productivity and social exclusion.

The Government's current definition of social exclusion is:

"Social Exclusion is a complex and multi-dimensional process. It involves the lack or denial of resources, rights, goods and services, and the inability to participate in the normal relationships and activities available to the majority of people in society, whether in economic, social, cultural or political arenas. It affects both the quality of life of individuals and the equity and cohesion of society as a whole"

Consistent with the District Community Plan (DCP), LDF and the LTP, the SDST acknowledges the need to tackle the environmental, social and economic impacts of transport and tackles the specific challenges faced now and during the strategy period in Sevenoaks District. With the changed emphasis on working towards the long term goal of sustainable travel behaviour the SDST will help to reduce the damaging impact that current travel behaviour has on the local environment, communities and economy.

At the heart of the SDST is the need to work in partnership, both across service sectors within KCC and SDC, and with external partners in the community – at local, county and regional levels. It will emphasise working closely with neighbouring Councils, the Department for Transport and local transport providers.

Community input has helped to shape this draft strategy, and it is planned that further engagement with stakeholders and the public will help to refine the Strategy over its lifetime.

3.0 Consultation

3.1 Introduction

Before Kent Highway Services (KHS) and SDC began to look at how best to engage the community and its strategic partners in Sevenoaks District on the development of the SDST in 2006, it was clear that a great deal of information had already been gathered about general community views on transport across Kent and Sevenoaks District.

Information was available in the 'Kent on the Community Strategies (2000-4)', 'Local Strategic Partnerships (2002-5)', the 'Kent Public Service Agreements (2001-4)', and the Sustainability Appraisal of Sevenoaks LDF (2006). In addition to this, comprehensive public opinion work had been undertaken for the first LTP for Kent itself in June 2000 with MORI, and subsequently annually through the County's annual tracker surveys with the Kent's Residents Panel.

Whilst some of the information contained in these documents was collected pre 2006, it has been useful in understanding the established concerns and views of the public about transport issues across Kent and Sevenoaks District.

3.2 The SDST Consultation Process

The consultation process agreed between the KCC and SDC working group colleagues established that there would be four stages to take the SDST to a point where it is ready to be taken forward into the next LTP for Kent (2011-2016) and the Sevenoaks LDF for adoption as local Planning Policy Guidance.

3.3 Stage 1 – Community and Stakeholder Introduction & Participation

As part of the early development of SDST, it was important to actively involve local people, businesses, transport operators and users, health and education providers, environmental organisations and other interest groups. As key stakeholders, and 'Strategy Partners' their primary aim has been to ensure that the SDST represents a fully inclusive account of the transport needs of the communities and interest groups they act for, and also, to help deliver the changes that the Strategy sets out to achieve.

Community and interest group involvement was initially achieved through the staging of two 'Transport Conferences'. The first in September 2006 was titled 'The Future of Transport in Sevenoaks' to discuss the transport issues within Sevenoaks District and the second in October 2007 was a Sevenoaks Transport Workshop, designed to explore specific transport issues in more detail.

For both events the 'Strategy Partners' involved included:-

- ***Arriva Southern Counties***
- ***South Eastern Trains***
- ***Southern Trains***
- ***County Councillors***
- ***District Members***
- ***Parish Councillors***
- ***South East England Regional Assembly (SEERA)***
- ***Kent Rural Towns***
- ***Kent Business Link***
- ***Voluntary Transport Services***

- **Sevenoaks Rail Travellers Association**
- **Ramblers Association**
- **Government Office for the South East (G.O.S.E)**
- **SUSTRANS**
- **Residents**
- **Kent Police**
- **Cyclist Touring Club (CTC)**

The output from the Sevenoaks Transport Conference and Sevenoaks Transport Workshops helped to identify the key issues in the Sevenoaks District Transport Study (2007).

The Sevenoaks District Transport Study was commissioned by SDC to:

- **Provide KCC and SDC with the evidence base for the SDST development and the Local Development Framework (LDF);**
- **Compile a data base on which the Transport Strategy and planning policies can be based; and**
- **Identify key action points that the Council can take forward into the Transport Strategy.**

The issues and recommendations of the Sevenoaks Transport Study in turn informed the evidence base of the SDST's aims and objectives, as did the Transport Conferences held in 2006 and 2007.

3.4 Stage 2 – First Draft Member and Officer Consultation

The output achieved in Stage 1 helped to identify and establish a list of the most important transport issues in Sevenoaks District. The list of transport issues, together with the themes, cascaded into the driving of policy and scheme formulation through partnership working with District Council colleagues and politicians under the auspices of KCC's and SDC's Joint Transportation Board (JTB)

In May 2009, the first draft in the development of the SDST was presented to an invited audience Members, and Senior KCC and District Council Officers as the launch of an internal KCC and SDC consultation for Member and Officer Views.

3.5 Stage 3 – Public and Wider Stake Holder Consultation

The results achieved in Stage 2 will help to produce the first public and wider stake holder consultation document in July 2009, following the Sevenoaks JTB meeting on Wednesday 15 July 2009. The Consultees include all Statutory Consultees, the Strategy Partners, other interest groups and the Public.

The Consultation period is to commence on Monday 27th July 2009, and will last some 8 weeks, ending Friday 11th September 2009.

If approved at the meeting of the JTB on Wednesday 15 July 2009, a full digital copy of the SDST will be made available on the County Council and Sevenoaks District Council websites with details and an explanation of the consultation process. All consultees will be advised of the consultation process accordingly and a press release will be made following the JTB meeting if appropriate. In addition, all statutory consultees, Strategy Partners and known interest groups will be provided with a paper copy of the document with a covering letter.

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All consultation comments will need to be made in writing and either sent by email to the following email address:

SDST@kent.gov.uk

or by letter the following postal address;

Sevenoaks Transport Strategy Consultation
Doubleday House
St Michaels Close
Aylesford
Kent ME20 7BU

3.6 Stage 4 – Strategy Adoption

The results of Stage 3 will be considered and incorporated where appropriate to produce the final version of the SDST for adoption. The Transport Strategy is consistent with, and supports, the development proposed within the Sevenoaks District Local Development Framework and will be the primary source for identifying appropriate actions for inclusion within the LTP.

The final document will be made available at Sevenoaks Library in Buckhurst Lane Sevenoaks and Council Offices following publication. Copies will also be offered to Parish Councils for display in their offices. Further, the full SDST will be available on the KCC and SDC websites. The document will also be available for purchase from the District Council offices.

3.7 Stage 5 – Continuous Monitoring and Implementation

The SDST is a continually evolving document which will be reviewed and updated annually in association with the preparation of future Local Transport Plans and Local Development Documents.

The Annual Review process will be carried out through the Sevenoaks Joint Transportation Board (JTB). Annual progress and review reports will be submitted to the Sevenoaks JTB to outline the Strategy's progress in delivering the strategy's objectives and targets.

The development of Annual Progress Reports will significantly help to make the SDST a more visible document and should help to deliver transport performance improvements by encouraging transport operators to work towards the targets.

Where monitoring shows that SDST targets are not being met, consideration will need to be given to reviewing the priorities and initiatives identified in the SDST.

4.0 The Vision for Sevenoaks District

A vision for a sustainable transport system in the Sevenoaks District area has been developed. This builds on the visions set out in the emerging LDF Core Strategy and the Local Transport Plan for Kent (2006-2011).

A summary of the emerging vision contained in the LDF Core Strategy Preferred Options is to:

- Deliver the proposed housing requirements of the South East Plan in a sustainable way within existing settlements and provide accommodation for gypsies and travellers.
- Protect areas of high quality natural and built environment.
- Focus the majority of new housing development in the urban areas of Sevenoaks and Swanley.
- Regenerate Swanley town centre so that it better meets the needs of the community and supports the economy.
- Retain Edenbridge's role as a rural service centre serving the surrounding villages with a range of shops, services and employment.
- Promote limited change through smaller scale housing developments consistent with the size and relative sustainability of the settlement concerned in Local Service Centres (Brasted, Crockenhill, Eynsford, Farningham, Hartley, Halstead, Hextable, Kemsing, Leigh, New Ash Green, Otford, Seal, Shoreham, South Darenth, Westerham and West Kingsdown). There will be an emphasis on retaining existing local services and employment.
- Protect the countryside outside existing settlements and major developed sites. Maintain the separate identity of individually distinct settlements. Support an active and vibrant rural economy providing a range of jobs and services in rural areas, primarily based on the re-use of existing buildings. The existing major developed sites within the Green Belt will remain and further development within them may occur consistent with their status.
- Conserve and enhance the distinctive character of Kent Downs and High Weald Areas of Outstanding Natural Beauty.
- Conserve and enhance biodiversity in urban and rural areas.

The SDST contributes to the delivery of the LDF Vision and the Local Transport Plan (2006-2011) Vision, which is:

To provide good, safe accessibility to jobs and services for all sections of the community in Kent, and to improve the environment and health of the community by reducing congestion and pollution, widening the choice of transport available, and by developing public transport, walking and cycling.

5.0 KCC's Framework for Regeneration

5.1 Unlocking Kent's Potential (2009-2020)

The need for an Integrated Transport Strategy for Kent was identified in KCC's framework for regeneration titled ***Unlocking Kent's Potential: opportunities and challenges***.

This framework identifies the key opportunities and the challenges that must be addressed to deliver long lasting regeneration in the County and establishes a series of priority areas for action by KCC and its partners, between now and 2020, to achieve sustained regeneration.

"Unlocking Kent's Potential" redefines regeneration to include not only economic growth but also transformation in education and skills, the culture renaissance in the county, **an efficient transport system**, developing a strong civic spirit, tackling climate change and improving housing conditions.

It sets a clear direction for achieving economic growth and diversifying Kent employment; particularly across the professional sector, and to achieving wider regeneration in terms of education and skills, a changing demography and global climate change.

Unlocking Kent's Potential represents KCC's first step towards defining what Kent will look like in 2020 and provides a baseline for a broad policy approach that will inform the development and review of local transport strategies and implementation plans.

5.2 Delivering Regeneration through an Integrated Transport Strategy

The ability to provide high quality, reliable and affordable access to services and life opportunities in a sustainable manner in Sevenoaks District is essential to addressing the challenges presented in ***Unlocking Kent's Potential*** and meeting the commercial needs and the demands of the people of Sevenoaks District.

Transport is very much a catalyst for regeneration, it can improve access to employment, education, health care and leisure and recreation and enhance connectivity between markets, making the Sevenoaks District a more attractive place for businesses to locate and expand. The SDST engages this premise and sets out an agenda to meet the future transport demands for Sevenoaks District.

6.0 The Strategy Development

This Strategy aims to identify key transport issues affecting Sevenoaks District now and during the Strategy (and LDF Core Strategy) period so that they can be taken forward into the next Local Transport Plan for Kent (2011-2016) and the Sevenoaks Local Development Framework (LDF). The transport issues identified within this Strategy must be taken into account by developers, bus companies, train companies, Network Rail and the Highways Agency when considering transport issues within the District now and in the future.

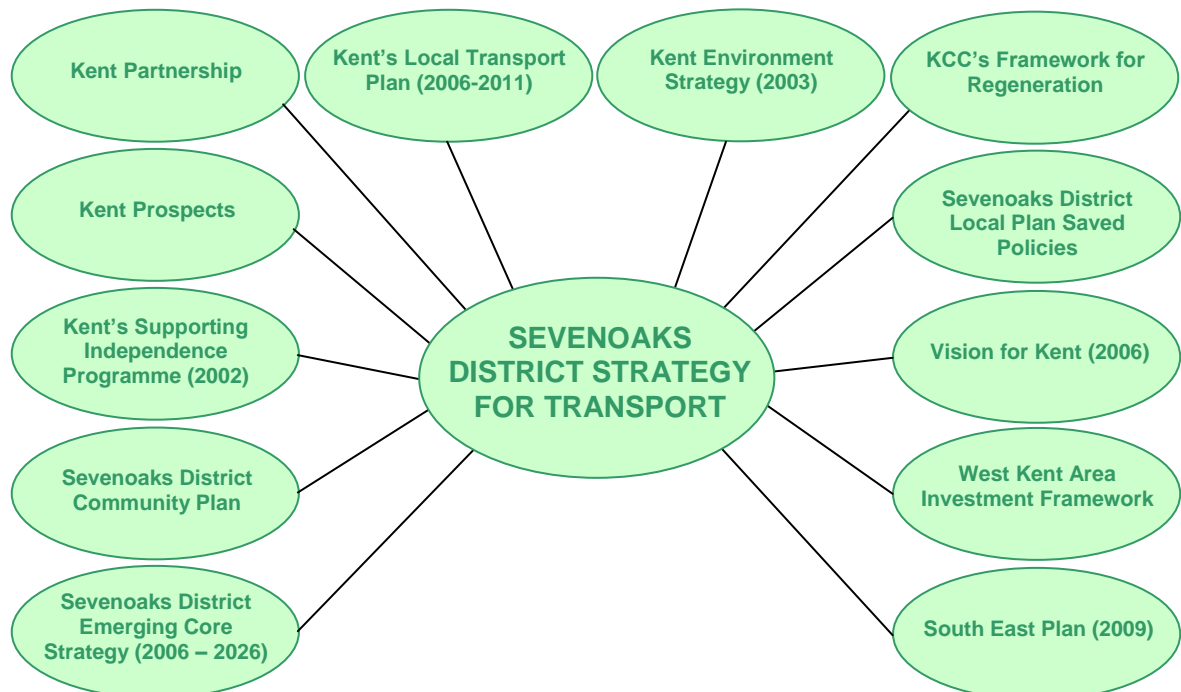
The Strategy document is made up of three specific parts:-

1. The Strategy Document
2. The Strategy Implementation Plan
3. The Strategy Appendices & Figures

Kent Highway Services and Sevenoaks District Council have worked closely to produce this Strategy as part of the development of Sevenoaks District Council's Local Development Framework and the next Local Transport Plan for Kent (2011-2016).

The SDST has been developed in relation to relevant national, regional and local policies and other related strategic documents. The main policies and strategies linked to the SDST are summarised as follows:

FIGURE 1: Main Policies and Strategies Linked to the SDST

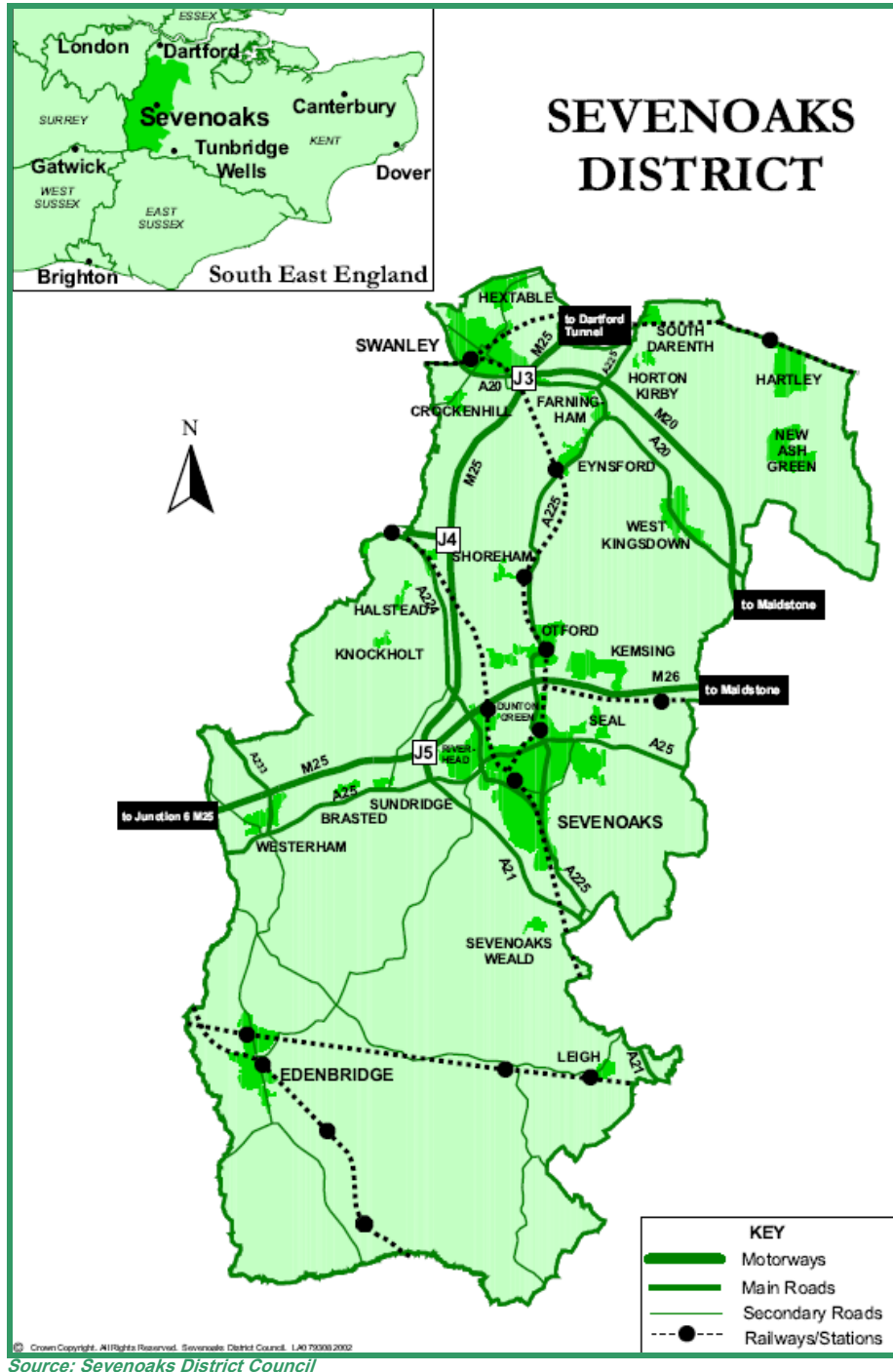


7.0 Context

7.1 Character of the District

Sevenoaks District is located within West Kent and borders Greater London to the north-west, Surrey to the west and East Sussex to the south. It covers an area of 142 square miles and is largely rural in nature with the majority of the District designated as Green Belt (93%), with two areas designated as Areas of Outstanding Natural Beauty.

FIGURE 2: Sevenoaks District Main Urban centres and Villages



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Sevenoaks District is located within the Metropolitan Green Belt, and has a population of 109,305⁽¹⁾ with 45,000⁽²⁾ dwellings. The District has three main settlements: the Sevenoaks urban area (population 22,508⁽¹⁾), Swanley (15,879⁽¹⁾) and Edenbridge (7,808⁽¹⁾). Around 47% of the District's population live in these urban areas, which are the focus for residential, shopping, business and social activities and also cater for the needs of neighbouring villages.

The remainder of the population live in approximately 40 or so smaller villages and hamlets scattered throughout the District. These vary in the size of population, the number and range of services available (such as primary school, village shop, doctor's surgery, community hall, recreation ground) and access to public transport. These centres provide a hub for the local community

The Sevenoaks Urban Area is the principal settlement with the widest range of services and facilities. It has a successful town centre with a good range of independent shops and services and multiple stores without the range of department stores associated with larger centres lying just outside the District boundary, including Bromley and Tunbridge Wells, or the out of town centre at Bluewater. It is an important centre for commuting to London. It is also the main employment centre with 16,743⁽¹⁾ employees.

Swanley is the second largest settlement within the District and is located close to the edge of Greater London. Although it is an important employment centre (supporting 5,339⁽¹⁾ employees) and has good bus and rail connections, it provides fewer services and facilities than Sevenoaks urban area. The town centre is dominated by a large Asda superstore. The town is developed to a higher density with less green space than other parts of the District.

Edenbridge is the third largest town and is the main centre in the rural south of the District. It has a good range of services and facilities as well as good employment provision, supporting 4,484⁽¹⁾ employees. However, the settlement does not provide the full range of services and facilities (e.g. no secondary school). It has relatively good rail connections but is less well-connected to the main road network than Sevenoaks urban area or Swanley.

Whilst the main centres of employment are concentrated around the largest settlements, there are some substantial major developed sites in the Green Belt, notably at Fort Halstead which is used for science and technology uses and at Powder Mills, Leigh, which is used by the pharmaceutical industry. Brands Hatch Racing Circuit also lies in the Green Belt and is used for motor racing and related business and leisure uses.

The District is well located in terms of its proximity to London and the Continent. As a whole, the District has some relatively good communication and transport links and these include key roads such as the M26, M25, M20, A20, and A21 and regular rail services to London and other parts of Kent from Sevenoaks, Swanley, Edenbridge and Otford. These help to facilitate high levels of out-commuting.

Given the rural nature of the area coupled with relative affluence, car ownership and dependence is high with nearly 50% of households owning two or more cars. Bus services in the area and other transport links in Sevenoaks District are often "perceived to be poor".

The high level of car ownership contributes to congestion and poor air quality in specific locations (although air quality problems in the District are principally a result of the large volume of road traffic passing through the area on the motorways to and from the Channel ports and tunnel). The high levels of car ownership also result in bus operators finding it increasingly difficult to run commercially viable bus services. To some extent the dispersed rural nature and topography of Sevenoaks District act as barriers to the development of extensive cycle networks across the district. However, opportunities exist to improve cycle infrastructure in and around Sevenoaks (urban area), Swanley and Edenbridge. Further investment is also required in walking networks, particularly in Sevenoaks (urban area), Swanley and Edenbridge.

(1)- Source Sevenoaks District Council Emerging LDF Document

(2)- Source Sevenoaks District Council Housing Strategy 2003

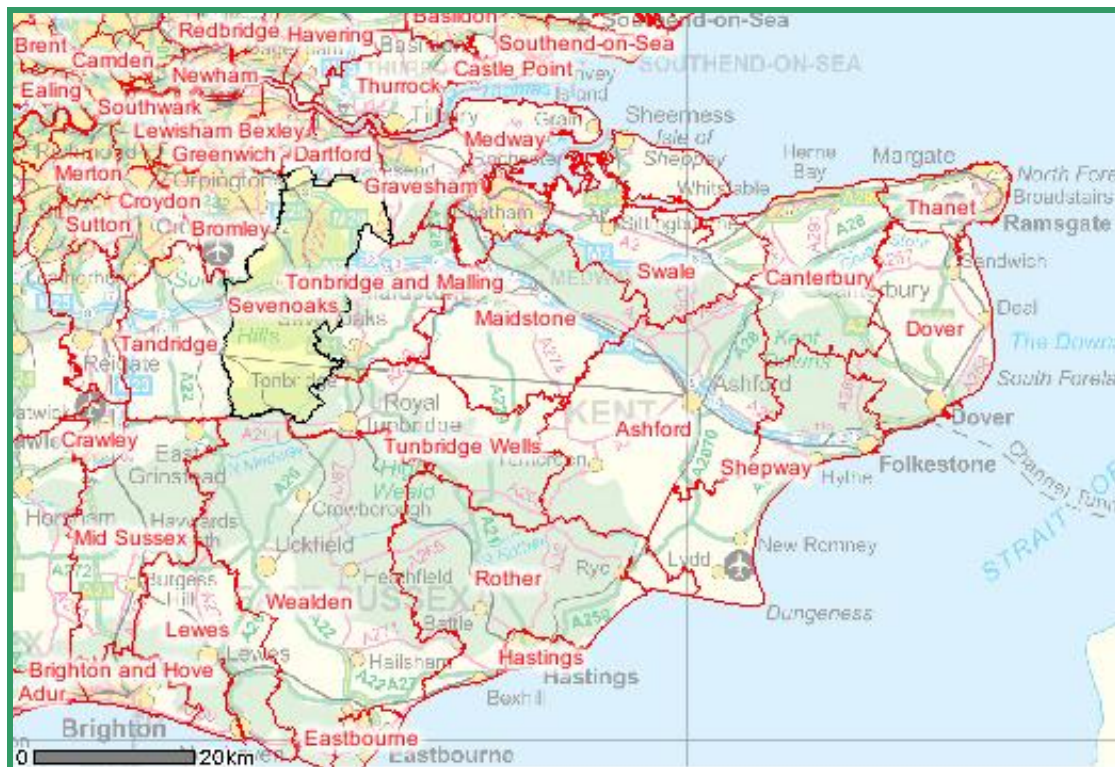
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The SDST sets out to tackle the demand for travel with a fresh proactive approach and seeks to manage and maintain the road network in Sevenoaks District more efficiently, thereby tackling problems of congestion and pollution. Measures such as developing Travel Plans for schools, workplaces and new housing developments and encouraging more flexible ways and hours of working will also be necessary to tackle congestion in Sevenoaks District.

The SDST seeks to provide choice in the transport network and reduce dependency on the private car, thereby improving accessibility for the whole community and protecting the environment. It proposed that investment and initiatives are focused both on alleviating existing transport problems and tackling those that may arise as a result of development proposed in the emerging LDF Core Strategy. The Strategy also sets out ways of ensuring that roads are safer, and it seeks to deliver improvements to meet the transport needs of the Districts economic areas in a sustainable way.

Through working with partners and the community, this Strategy has been developed to tackle these problems. current identified schemes and initiatives to do this are set out in the short, medium and long-term sections of the Implementation Plan part of this Strategy.

FIGURE 3: Sevenoaks District within Kent and the Border Counties



7.2 Sevenoaks District and its place in Kent

There are significant locational influences which directly affect the transport demands within Sevenoaks District. These are primarily generated by its proximity to London to the north, Surrey to the west, East Sussex to the south and the rest of Kent and its established economic growth areas.

It is the influences now being created by the established growth areas in Kent that are likely to have the greatest impact on future transport demand in Sevenoaks District and it is important that the SDST recognises this and understands why and how.

There are two growth areas which fall within Kent - Ashford and Thames Gateway Kent (encompassing Medway, Swale and Kent Thameside). In these areas, partnerships have

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been set up to implement the projects funded through the Government's Sustainable Communities Plan.

The higher growth planned in the surrounding areas will have an increase in through traffic in Sevenoaks District and is likely to generate additional outbound and inbound trips in the District, over and above natural growth projections. A simplistic but useful way of estimating the potential growth in private car trips associated with the planned growth in housing in Kent is to multiply the number of houses by 6 as a minimum or 8 as a maximum, which is the range in car trips per day generated by a typical household.

This simple calculation to the South East Plan's average net additional dwelling requirement for Kent as shown in Table 2 provides a useful guide to the potential impact on Kent's road system. What is clear is that the 139,420 additional dwellings planned for Kent over the next 20 years, has the potential to generate between 836,520 and 1,115,360 additional car trips per day on Kent's road network. It is important to point out that this calculation does not take account of the benefits that transport and land use planning can have in reducing the need to travel and promoting sustainable transport improvements. A key aim of the SDST must, therefore, be to reduce the need to travel and to promote an increase in the percentage of people travelling by public transport, walking or cycling. The impact of new development on the numbers of car trips will require monitoring over the lifetime of the SDST.

TABLE 1: South East Plan 2009 – Annual Average Net Additional Dwelling Requirement & Average Trip Rate per Dwelling

District/Strategic Development Area (SDA)	(A) Annual Average number of dwellings	(B) Total over 20 years	(A) x Ave' 6 car trips per dwelling	(B) x Ave' 6 car trips per dwelling	(A) x Ave' 8 car trips per dwelling	(B) x Ave' 8 car trips per dwelling
Ashford	1,135	22,700	6,180	136,200	9,080	181,600
Canterbury	510	10,200	3,060	61,200	4,080	81,600
Dartford	867	17,340	5,202	104,040	6,936	138,720
Dover	505	10,100	3,030	60,600	4,040	80,800
Gravesham	465	9,300	2,790	55,800	3,720	74,400
Maidstone	554	11,080	3,324	66,480	4,432	88,640
Medway	815	16,300	4,890	97,800	6,520	130,400
Sevenoaks	165	3,300	990	19,800	1,320	26,400
Shepway	290	5,800	1,740	34,800	2,320	46,400
Swale	540	10,800	3,240	64,800	4,320	86,400
Thanet	375	7,500	2,250	45,000	3,000	60,000
Tonbridge & Malling	450	9,000	2,700	54,000	3,600	72,000
Tunbridge Wells	300	6,000	1,800	36,000	2,400	48,000
Total	6,971	139,420	41,826	836,520	55,768	1,115,360

Dwelling allocations were sourced from The South East Plan 2009

Economic and employment growth also have direct influences on traffic patterns in Sevenoaks District, across Kent and beyond and the SDST is designed to take account of this through its annual monitoring process. Monitoring is essential to the whole process of transport management, and it allows the SDST to be adaptive and responsive to changes in this area of transport and development planning.

7.3 Existing Strategies and Policies

In line with the following local policy documents the SDST aims to improve the quality of life for people living and working in the District.

Further reference to these documents is made in [Appendix 01](#) of this Strategy:

- Kent Environment Strategy (2003)
- KCC's Framework for Regeneration
- Kent's Local Transport Plan (2006-2011)
- Kent Partnership
- Kent Prospects
- Kent's Supporting Independence Programme (2002)
- Sevenoaks District Community Plan
- Sevenoaks District Emerging Core Strategy (2006 – 2026)
- Sevenoaks District Local Plan Saved Policies
- South East Plan (2009)
- West Kent Area Investment Framework
- Vision for Kent (2006)

7.4 Planning Policy

National planning policy on planning and transport, set out in Planning Policy Guidance 13, stresses the need for spatial and transport planning to work in tandem to achieve sustainable transport objectives. The SDST and the Sevenoaks Local Development Framework Core Strategy have been developed in parallel and the aims of these documents are complementary.

The Sevenoaks Local Development Framework must accord with national and regional planning policy. The South East Plan requires Sevenoaks District to accommodate 165 dwellings per annum in the period 2006 to 2026. The Sevenoaks Local Development Framework Core Strategy: Preferred Options sets out the proposed distribution of development to take place in Sevenoaks District in the period 2006 to 2026.

The Core Strategy: Preferred Options proposes that Sevenoaks District will exceed the South East Plan housing requirement (165 dwellings per annum), by making provision for the development of 3,600 dwellings in the period 2006-2026. Of these 3,600 dwellings, at 31st March 2007 approximately 1,500 dwellings had been developed, were under construction or had been granted planning permission since. The table below shows the broad geographic distribution of these dwellings:

TABLE 2: Existing & Proposed Housing Allocations in Sevenoaks District

	Sevenoaks Urban Area	Swanley	Edenbridge	Local Service Centres*	Total
Housing Completions and Outstanding Permissions	712	83	250	489	1,534
Proposed Additional Housing	738	567	300	461	2,066
Total Housing (approximates)	1,450	650	550	950	3,600

(1)- Source Sevenoaks District Council Emerging LDF Document

In order that new development is provided in areas with good existing services and transport facilities, development will be focused primarily on existing urban areas, with Sevenoaks (urban area) (approx 1,450 dwellings), Swanley (approx 650 dwellings) and Edenbridge (approx 550 dwellings) providing the majority of new dwellings. Local service centres (Brasted, Crockenhill, Eynsford, Farningham, Halstead, Hextable, Kemsing, Leigh, New Ash Green, Otford, Seal, Shoreham, South Darenth, Westerham and West Kingsdown) will provide approximately 950 dwellings between them.

Development in Local Service Centres will be of a scale consistent with the size and relative sustainability of the settlements and meeting the needs of the local community served by the settlement. New Ash Green village centre will be regenerated and the quality of its environment improved so that it more effectively meets the needs of the community. In other locations development will only take place where it is compatible with policies for protecting the Green Belt and Areas of Outstanding Natural Beauty.

The approach to employment and retail development is to retain existing supply in Sevenoaks (urban area), Swanley, Westerham, Longfield and Edenbridge, defined major developed sites (Chaucer Business Park, Kemsing; Glaxo Smith Klein, Leigh; North Downs Business Park, Dunton Green; Fort Halstead, Halstead; Vestry Business Park, Otford) and the Local Service Centres. It is proposed that provision will be made for additional employment land at Swanley (approximately 12ha) and additional retail floor space in Sevenoaks town centre (approximately 12,000sqm). In rural areas small scale business development and rural tourism proposals will be supported provided they would be compatible with policies for protecting the Green Belt and Areas of Outstanding Natural Beauty.

The Core Strategy: Preferred Options promote the use of Travel Plans to reduce dependence on travel by car and supports rural public transport services, including measures to promote cycling and walking in new development. New development will also need to take account of the need to improve air quality and create safe, inclusive and attractive environments.

Where new development creates an additional requirement for new highways/transportation infrastructure, it will be expected to provide or contribute to the additional infrastructure requirement.

The current level of proposed development in Sevenoaks District in the existing Local Plan and emerging LDF does not support or justify the development of a major transport model. Rather, the scale of planned growth across the District will need to be tested on a development by development basis using standard junction and route modelling techniques which consider the local road network and junctions that are within agreed scope of the transport assessment linked to each development. However, the need for a District Transport Model will be constantly reviewed within the life time of the SDST.

7.5 Public Engagement

The consequences of traffic growth are a problem for everyone and cannot be solved by planners or politicians themselves. The involvement of everyone living and working in the area will therefore be needed to ensure the success of the Strategy.

Through community involvement, for example in the Planning or Community Planning processes, opportunities will be created for people to get involved and make their own contribution to enhancing the sustainability of Sevenoaks District.

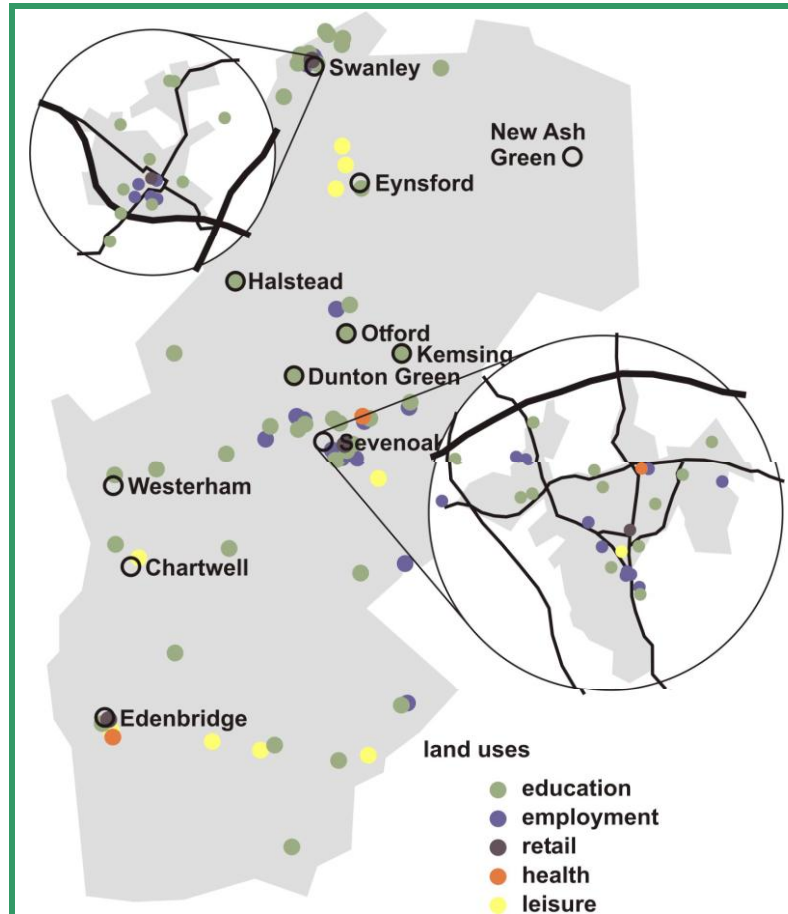
Accordingly, local residents, businesses, schools and other organisations are encouraged to seek consensus on local problems and:

- **Contribute to and comment on emerging proposals for transport and major development schemes in the strategy corridors;**
- **Develop their own transport plans and initiatives to improve transport choices and reduce traffic levels; and**
- **Consider transport issues within a local health improvement programme.**

8.0 Key Transport Issues & Development Pressures

Sevenoaks District faces the challenge of accommodating relatively limited increased travel demand in a sustainable way while maintaining the area's economic competitiveness and vitality. Sevenoaks District must maintain and enhance its attractiveness to new business as an accessible location by building on its existing strengths, and offer an improved range of transport opportunities. In the long term the alternative of carrying on with traditional approaches will undermine the district's position as traffic levels rise, congestion grows and its existing locational advantage erodes.

FIGURE 4: Major Trip Generators in Sevenoaks District



Source: Sevenoaks District Council

Protecting the quality and character of the District's environment, whilst improving accessibility to jobs, shops and services in rural areas, is a key challenge for this strategy and for the Local Development Framework.

The District's local economy is not dominated by any large employers, although there are four designated 'Major Developed Sites' in the Green Belt (Chaucer Business Park, Kemsing; Glaxo Smith Klein, Leigh; North Downs Business Park, Dunton Green; Fort Halstead, Halstead). In addition, there are a large number of small and medium sized enterprises operating in the District.

The district's excellent proximity to London, adjoining counties and the rest of Kent has promoted significant levels of outward and inward commuting mainly by train. Good access to the M25, M20, A20, A21 and A25 has also promoted inward and outward commuting by car, which is currently the preferred form of transport, placing tremendous pressure on the strategic and local road network during the peak traffic times of the day.

Although the South East Plan does not propose major development in Sevenoaks District, it is possible that the impacts of development in neighbouring sub-regions, in particular the Thames Gateway and Ashford, will be felt on the transport network in Sevenoaks District. Additional journeys by private car resulting from future development in Sevenoaks District and in neighbouring authority areas will need to be accommodated by existing road infrastructure and the limited committed improvements. Through the LDF process, the Highways Agency have raised concerns about the impact of proposed development at Swanley on the M25 at junction 3. Basic modelling work will be undertaken to assess the potential impact of proposed development in Swanley on the Strategic Road Network.

Sevenoaks (urban area) and Swanley were identified by the Sevenoaks Transport Study (2007) as key public transport nodes in the district (see Figure 5). Sevenoaks Town functions as the principal town centre within the District. It is a vital and viable town centre with a good range and choice of comparison goods retailers. The emerging LDF Core Strategy seeks to maintain and enhance Sevenoaks' position and proposes the development of additional retail floor space in the period to 2026.

The Core Strategy: Preferred Options recognises that Swanley town centre is in need of regeneration so that it can better meet the needs of the people it serves. Edenbridge town centre provides a range of local shopping serving the town and surrounding areas. This role will be maintained through the emerging LDF Core Strategy.

Many comparison retailers in Sevenoaks District compete with Bluewater, just off the M2 in Dartford, Lakeside, in Essex off the M25 by the Dartford Crossing, Bromley and Tunbridge Wells which are all within 20 miles of Sevenoaks town centre and easily accessible by car. The north of Sevenoaks District, with a population of 41,809⁽¹⁾ lies within 8 miles of Bluewater. Outward travel by car for certain shopping trips commonly falls outside the weekday peak traffic pressures but it does introduce seasonal network traffic pressures and Saturday mid-day pressures.

Land use patterns and the rural nature of the district continue to encourage the use of the private car, and the distances involved do not allow for a high use of non-motorised modes. Lack of significant parking pressures in town centres and low density development do not support a good local public transport network. The focus of out-commuting to Central London supports the rail services network, which has in turn resulted in severe overcrowding on many trains. Further reference to the external pressure on Sevenoaks Districts' transport system is made in [Appendix 02](#) of this Strategy.

The Sevenoaks District Transport Study (2007) identifies the following priority transport issues in Sevenoaks District:

- **The main concentration of congestion is around Sevenoaks Town and Swanley.**
- **There is heavy dependency on rail for commuting. Further improvements to services are needed.**
- **There are major gaps in the current bus network to the north east of the district, as well as poor access to and from the villages between Sevenoaks Town and Chiddingstone Causeway.**
- **Provision for cyclists and pedestrians is generally poor.**
- **Reliance on the private car in rural areas.**
- **The ageing population will result in increasing reliance on community transport.**
- **Parking problems exist around commuter stations and in town centres.**
- **Air quality is poor in a number of areas, including the whole of the Strategic Road Network.**

Development can contribute to both the prosperity and to the general amenity of an area. However as pressures on both the transport system and on the environment in general

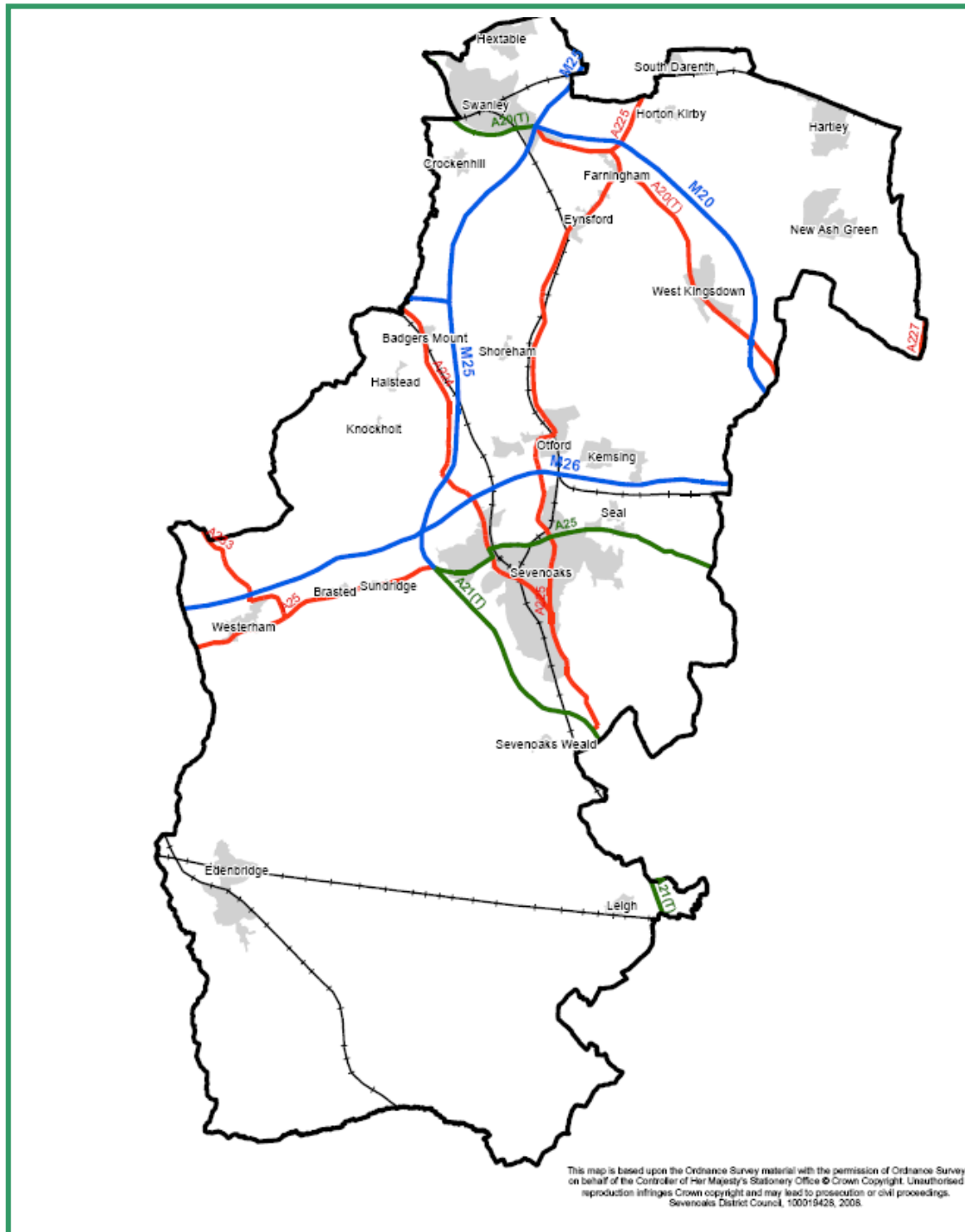
(Office of national Statistics (ONS) Census 2001)

The Sevenoaks District Strategy for Transport 2009 - 2026

increase, it becomes more important to ensure that not only land-use patterns, but also each individual development for which Planning Consent is granted, is as sustainable as possible.

This means that, even where there are no other Planning or environmental issues, the Transport Impact of all but the smallest development will need to be assessed at the Planning Application stage, either through submission of a Transport Statement or, if transport impact is likely to be significant, a full Transport Assessment. Further guidance on Transport Assessments is set out in the Appendices to this Strategy.

FIGURE 5: Main urban Centres and Principle Road and Rail Transport Network in Sevenoaks District



Source: Sevenoaks District Council

9.0 The Strategy Approach, Aims and Objectives

The Strategy sets out to reduce congestion and pollution and tackle problems of accessibility and road safety and tackle the districts 16 priority initiatives to achieve the four shared priority objectives of the SDST which are:-

- Improving accessibility;
- Tackling congestion;
- Providing safer roads; and
- Improving air quality.

In order to achieve the above and contribute to the delivery of the LTP and LDF Visions, the aim and objectives of the SDST are to promote an integrated transport network that:

1. Offers the greatest choice of transport mode;
2. Encourages the use of the most appropriate mode;
3. Reduces the impact on the environment; and
4. Maximises the efficient use of existing infrastructure, whilst diverting traffic away from sensitive areas.

Arising from the Sevenoaks District Local Development Framework, the Local Transport Plan for Kent 2006-2011, the Sevenoaks Transport Study and the Sevenoaks Transport Conferences, key Strategy objectives have been established.

They are to work in partnership with all sectors of the community to:

- Improve accessibility to jobs and services for all sections of the community;
- Reduce the need to travel;
- Where there is a need to travel, enable people to be less dependent on cars for their travel needs;
- Reduce the harmful environmental effects of traffic and transport;
- Improve safety and personal security for all travellers; and
- Protect and enhance the District's position as an attractive location for business and investment.

This requires investment in public transport, walking and cycling to make these modes more attractive and to reduce the reliance on the private car. At the same time, existing infrastructure must be maintained, managed and improved to ensure that this valuable resource can be used safely and effectively.

The integration of this strategy with the LDF Core Strategy will ensure that development is located where there is a range of good services and good public transport provision. As well as identifying existing transport issues, the transport impacts of the proposed distribution of development in the LDF Core Strategy: Preferred Options have been assessed in preparing this strategy.

The SDST has had regard to existing issues and the potential impacts of the policies and proposals of the emerging LDF Core Strategy in identifying spatial priorities for investment in transport infrastructure.

The spatial priorities for transport investment in order are:

- 1. Within the urban areas of Sevenoaks, Swanley, and Edenbridge;**
- 2. Along the main transport corridors;**
- 3. Within Local Service Centres;**
- 4. Within smaller settlements and rural areas.**

For the purpose of the SDST, the main transport corridors in Sevenoaks District are identified as M20, M25, M26, A20, A21, A25, A225, A224, B2042, B2026 and all currently operational railway lines.

The following sections of this document identify the broad and spatially specific issues associated with different modes of transport and particular consequences of existing transport patterns in Sevenoaks District. Potential transport constraints to the delivery of the LDF Core Strategy vision and the proposed distribution of development are also identified. These sections identify a range of initiatives that may be employed to tackle existing and potential transport problems.

The sustainable transport options section of this Strategy considers the alternatives to the private car and sets out the future transport agenda for Sevenoaks District. It is the development of the alternative transport options that form the basis for identifying transport priorities and preparing specific schemes that will be taken forward in the Local Transport Plan preparation process. Details of these schemes are set out in the Implementation Plan to this strategy.

10.0 Bus, Community Transport and Taxi

SDST Priority Initiative

“Develop a Quality Bus Partnership or similar local agreement and improve local bus services and infrastructure to support east-west and north-south services and link services to Pembury Hospital, Gatwick Airport, the railway stations and rural villages, and Sevenoaks and Swanley town centres.”

10.1 Existing Provision

High levels of car ownership, associated with the relative affluence of the district, and the dispersed rural nature of much of the population of Sevenoaks District result in bus operators finding it difficult to run commercially viable bus services. There is therefore currently a combination of contracted and commercial bus routes within the District. Nevertheless, of the 44,364⁽¹⁾ households in Sevenoaks District, 14.6% or 6,491⁽¹⁾ do not have access to a private car/van.

Sevenoaks District is served by a large number of bus routes, although the vast majority of these services are low frequency with 2 hourly services and some with only 1 run per day. There are also a number of peak hour and school transport only services. The bus services within the Sevenoaks District are often perceived to be poor, and many residents seem reluctant to use them. In many cases the services are piecemeal, as a result it can be difficult to produce a complete and easy to understand timetable.

Improved public transport services will be important in ensuring that future development does not lead to road traffic congestion on strategic and local roads of Sevenoaks District. The emerging LDF Core Strategy proposes that Sevenoaks (urban area), Swanley and Edenbridge will be the primary locations for future housing, employment and retail development. With increased populations in the most urban settlements in Sevenoaks District it may become more economically viable to provide new and improved services between and within these settlements. This may help to ensure that services are more affordable, faster and more reliable and, therefore, more attractive to residents. To increase bus patronage over the Core Strategy period there will be a need to provide improved waiting and interchange facilities.

In many Local Service Centres development proposed for the period 2006 – 2026 is unlikely to lead to significant increases in population, whilst in more rural settlements it may be anticipated that a lack of development, coupled with decreasing average household sizes, will lead to falling populations. This is unlikely to encourage private bus operators to provide new and improved services. Unless there are increases in subsidisation of bus services, it seems unlikely that adequate bus services to meet the needs of all those living in rural areas can be provided. Innovative solutions to providing access to shops, jobs and services by community transport in rural areas and some Local Service Centres, for example dial-a-ride, will need to be developed.

In order to accommodate the current and future housing and employment growth in Sevenoaks District, more efficient ways of getting people to where they want to go which reduces the reliance on the use of the private car is essential. Whilst trams and other light rail systems have been built elsewhere in the UK, Sevenoaks (urban area) does not have a large enough urban area with sufficient demand and congestion to justify the high expense of a tram network. Therefore, the bus lies at the heart of our planned integrated transport network.

(1) – Source: 2001 Census, Office of National Statistics

The improved bus network for Sevenoaks District will be formed around integrating and connecting four different types of bus service, bus rapid transit, inter-urban coach services, local buses and rural transport.

10.2 Bus Rapid Transit

Bus Rapid Transit aims to provide a service that is of a higher quality than an ordinary bus service through improvements to infrastructure, vehicles and scheduling such as 'Fastrack' in Kent Thameside. The improved features include sections of bus only routes to bypass queues, a strong image/brand, and very frequent service on a relatively direct route and off bus ticketing. These are longer term aspirations in this strategy, However, the link service to Pembury Hospital and Tunbridge Wells may be an opportunity to provide such a service

10.3 Local Bus Services

The SDST sets out over its 17 year horizon to develop local bus services which penetrate into and serve local communities and then feed into the rapid transit and inter-urban services at key locations and via a town centre hub.

Bus services on key corridors into Sevenoaks (urban area), Swanley and Edenbridge town centres, as the principal locations for development in the LDF, need to be affordable, faster and more reliable, while rural services also need to be more flexible and responsive to local needs. Improved links to other areas and nearby centres will be encouraged.

Public transport must continue to provide for community and socially necessary services, particularly to cater for the aging population of the district, as well as offering a truly attractive alternative to some car journeys. Where it is not feasible to provide viable public transport services, especially in rural areas, the provision of community transport needs to be encouraged.

10.4 Rural Bus Services

The SDST through KCC will seek to maintain rural services and interchange with core services and look to expand the Kent Karrier services and new minibus schemes with volunteer drivers and bookings via the KCC contact centre.

10.5 Inter-urban Coach Service

The SDST aims in the long term to investigate and implement where possible a network of direct coach services between our urban areas which may also serve Kent's ports and airports, future Park & Ride sites and other significant out of town locations. These will be especially implemented on those routes where rail does not exist as a viable option to some residents within Sevenoaks District.

10.6 Bus Interchange

The crucial element of this integrated bus network is the ability to change from one kind of service to another. This would be done at key sites in Sevenoaks and Swanley town centres, at Sevenoaks train station and at future edge of town park and ride sites if these are proved to be viable options, which would also serve to connect the rural bus services into the existing commercial bus network. This would enable the rural buses to remain in rural areas throughout their operating day.

10.7 Community Transport and Taxi Service

The SDST aims to develop on the existing system of taxi ranks so that they are only provided where there is likely to be demand for their use. Taxis will play a vital role in providing for home to school transport, where public transport provision is not viable.

Where rural bus services cannot provide a service to isolated communities an option will be to develop car-pooling and other community-based schemes, such as dial-a-ride, for the remotest locations. The SDST supports the improvement and extension of community transport services for people with limited mobility.

10.8 Making Bus Travel Easier

The SDST will ensure that initiatives to make the bus network more user friendly are developed with public transport operators. These will build on recent national initiatives such as online personal journey planning so residents can not only find out where routes go but also consider if taking the bus is cheaper and better for the environment.

10.9 Kent Freedom Pass

The introduction of the Kent Freedom Pass scheme which costs £50 for an annual pass, provides unlimited bus travel in Kent to students aged between 11–16yrs (academic years 7-11) attending schools in Kent. It has proved extremely successful in overcoming cost as a barrier to travel and tackling congestion in Kent and Sevenoaks District where it has been introduced. KCC is looking at extending this scheme to 17 year olds and journeys across the Kent boundary.

10.10 Kentcard/Smartcard Ticketing

It is important to look to technological progress being made to make public transport travel seamless across the range of services available. Therefore the SDST considers that the expansion of the Kentcard/ Smartcard as an Oyster card form of ticketing for all forms of transport and to enable booking of car club vehicles, car and cycle hire, car parking and toll charges to be integral to future public transport provision in Sevenoaks District and beyond.

10.11 Real Time Passenger Information

The strategy positively supports improvements and the expansion of information on service arrivals for bus and rail at the points of service.

10.12 Over 60s Concessionary Travel

Free travel for over 60s and disabled people is likely to become a KCC responsibility in 2011. The SDST looks to develop the existing concessionary travel system to improve and extend hours of operation of the scheme in Sevenoaks District.

10.13 Quality Partnership Bus Schemes/Kickstart

New initiatives will be developed with local bus operators to improve the image, reliability and overall attractiveness of services, many as part of a 'Quality Partnership' approach and by using powers in the Transport Act 2008.

The SDST sets out to achieve an improvement in bus services and facilities through:

Buses

- Development of a Quality Bus Partnership and Kick-start schemes, where appropriate;
- The development of new and improved bus and coach services;
- Greater integration between bus services and other forms of public transport;
- Modernising the Sevenoaks town centre bus station with high quality facilities;
- Improving the comfort and security of waiting facilities at bus stops throughout the District;
- Introducing bus priority measures to reduce journey times;
- Improving reliability where appropriate;
- Improving the availability, clarity and accuracy of public transport information, including real-time information at interchanges and bus stops;
- Hastening the renewal and improvement of the bus fleet with low-floor, clean fuel vehicles;
- Developing new fare and marketing strategies;
- Provision of the Kent Freedom Pass in Sevenoaks District

Community Transport and taxis

- Developing car-pooling and other community-based schemes, such as dial-a-ride, particularly to serve rural areas;
- Supporting community transport services for limited mobility;
- Providing taxis for home to school transport, where public transport provision is not viable; and
- Ensuring that taxi ranks are conveniently located and that the local taxi fleet is accessible to disabled people.

Further reference to bus, taxi and community transport issues and justification for these initiatives is made in [Appendix 03](#) of this Strategy.

11.0 Rail Travel

SDST Priority Initiative

“Promote increases in train patronage by lobbying for service and station improvements. In combination with measures to promote alternative forms of transport to access stations, provide sufficient off-street parking at stations and controls in nearby streets.”

11.1 The Local Rail Network

Sevenoaks District lies at a strategic point on the regional rail network served by six rail routes offering services to destinations in London, Kent, Surrey and Sussex.

As a result there is a strong emphasis on commuting to London, with a significant proportion by rail, as shown by the following statistics:-

- **34% or 26,600 of the District's resident workforce commutes to London**
- **16.5% or 8,585⁽¹⁾ of the District's resident workforce commutes to London by rail**
- **22% or 3,957⁽¹⁾ of Sevenoaks Urban Area's resident workforce commutes to London by rail**

The total population of Sevenoaks District is 109,305⁽²⁾. The population in Sevenoaks District of all people aged 16-74 in employment is 52,029⁽²⁾ which represents 46.7% of the total population. Due to high levels of rail commuting, the public transport mode share for travelling to work (16.5% or 8,585 passengers per working day) is the second highest in the County.

11.2 Enhancing the Benefits of Rail Services

For many, the existing rail network in Sevenoaks District and Kent will continue to be a vital service, influencing where people live and the quality of their lives.

It is important that improvements to the facilities at Sevenoaks District's stations and access to the stations by all modes is improved. Integrating rail travel with access by car, bus, walking and cycling is essential. It will also be important to explore the potential for new and exciting initiatives incorporating Smartcard technology to allow ticket-less integrated travel, cycle hire and storage and real-time journey information.

The expansion of Thameslink services from 2015 will significantly improve access to and from London. KCC will lobby for Kent to benefit from these new services and in particular for improvements to rail services and dualling and electrification of the Uckfield to London Bridge Line.

Crossrail Services serving Kent is an exciting new railway line running east to west across London from Maidenhead in the west via Heathrow, Paddington and Liverpool Street stations and then dividing to terminate at Shenfield in Essex and Abbey Wood. It will give direct rail access to the capital as well as Canary Wharf and Stratford. KCC is keen to see the route extended to Gravesend with good interchange at Ebbsfleet International. Commuters into London from Sevenoaks (urban area) will benefit from the reduction in congestion on London's public transport system.

(1) – Source: 2001 Census, Special Workplace Statistics, and Office of National Statistics

(2)- Source: 2001 Census, Travel to work Statistics, (KS15 dataset), Office of National Statistics

The new Cross Rail line will significantly increase the capacity of Thameslink services across London and enable direct services from Dartford, Sevenoaks and Ashford to the centre of London. This scheme will provide a significant improvement in the level and quality of accessibility from the Growth Areas of Kent to London and beyond. Construction started in 2007, with completion expected in 2012

The Local Development Framework Core Strategy proposes that the majority of development in the district will take place in Sevenoaks (urban area), Swanley and Edenbridge, where some of the most frequent train services in Sevenoaks District operate. It is not anticipated that the support given in the Core Strategy for retention and enhancement of the employment land and retail offer in Sevenoaks District will result in declining levels of commuting to London by rail.

The forecast impacts of new housing development in Sevenoaks District have been taken into account in Network Rail's adopted and emerging Route Utilisation Strategies (RUSs) that identify the needs for infrastructure and service improvements in the medium (2009-2019) and long (2020 – 2039) term.

A number of currently committed improvements, such as the introduction of domestic services on the High Speed One line and Thameslink works at London Bridge, will release sufficient capacity to run additional trains and longer trains on the Tonbridge Main Line, which serves Sevenoaks Town. The introduction of domestic services on the High Speed One line in December 2009 should reduce the number of people to the east of Sevenoaks District using services that call at stations such as Sevenoaks (urban area), Swanley and Otford. This should reduce overcrowding on high peak trains calling at these stations and reduce the number of people 'rail heading' to Sevenoaks District to take advantage of less expensive fares and shorter journey times.

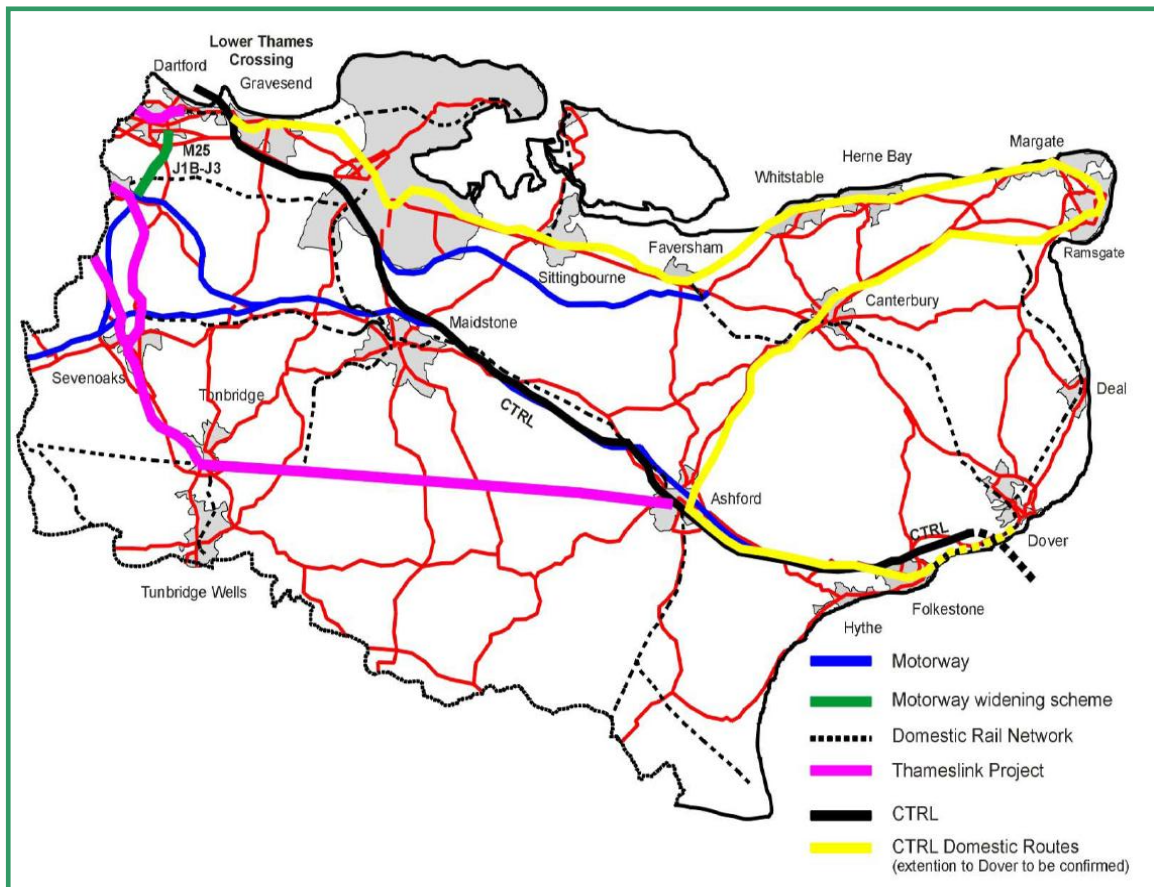
The Sussex RUS proposes that high peak trains on the Uckfield to London Bridge (via Edenbridge) line be lengthened to 8 car in the period 2009-2014 and again to 10 car in the period 2015-2019.

Despite these improvements, some overcrowding is forecast to be a problem on some high peak services from Sevenoaks District by 2019. This includes those services from Sevenoaks Town on the Tonbridge Main Line, for which the Kent RUS has identified no opportunities to increase capacity before 2019. Schemes that may provide additional capacity on rail services serving Sevenoaks District include dualling and electrification of the Uckfield to London Bridge line and extension of the London Underground / Docklands Light Railway to areas in South London currently served by suburban train services.

There is considerable scope to encourage greater rail use for journeys other than those to and from London in the peaks, such as commuting into Redhill where there are wider links to the West Country and also Guildford, Reading, stations to the South of England and also Gatwick Airport. In 2009 South-eastern will begin operating domestic services on the High Speed One (CTRL) line from Ashford and stations in North Kent, including Ebbsfleet. This provides the opportunity to free up capacity on the South-eastern Mainline with potential for more seats at stations in Sevenoaks District.

Planned infrastructure improvements elsewhere on the network will enable the remainder of the Integrated Kent Franchise to be implemented in 2009, increasing the number of services from a number of stations in Sevenoaks District, including Sevenoaks (urban area), Swanley, Otford and Dunton Green, to London on the South-eastern mainline. Further infrastructure improvements, such as dualling and electrification of the line, on the Uckfield to London Bridge line (via Edenbridge Town) would improve the quality and sustainability of this service.

FIGURE 6: Kent Wide Major Transport Schemes



Source: South East Plan 2005

Network Rail, in the South London Rail Utilisation Strategy (RUS), have proposed to lengthen trains from 10 cars to 12 cars on the Sevenoaks (via Chislehurst) line by 2011 in order to accommodate predicted growth and alleviate overcrowding. However, further operational analysis and infrastructure improvements are needed before these improvements can be implemented.

The SDST places considerable emphasis on working with partners to investigate the feasibility of lengthening platforms and providing more carriages to reduce overcrowding and increase capacity on the network.

The SDST aims to achieve an improvement in rail services through:

- **Maintaining and enhancing the frequency and quality of services, including reducing overcrowding; and**
- **Promoting train travel to a wider range of destinations, including via Redhill;**
- **Lobbying for dualing and electrification of the Uckfield to London Bridge Line.**
- **Lobbying for infrastructure improvements that will provide additional capacity on the Tonbridge Main Line**

Sevenoaks (urban area) and Swanley stations are on the National Station Improvement Programme (NSIP). This presents opportunities to make rail travel a more attractive alternative to the private car for existing and future residents and to improve the accessibility of these stations by non-car modes. Kent County Council and Sevenoaks District Council will

work with Network Rail to ensure that improvements at these stations provide for more attractive environments for passengers, better information and improved interchange facilities. The local authorities will also lobby for improvements to Edenbridge stations and those in Local Service Centres and rural settlements.

Insufficient car parking at stations, combined with a lack of transport alternatives, can cause high demand for on-street parking in uncontrolled parking areas nearby. This can create accessibility problems for pedestrians and cyclists in areas around commuter rail stations and in town centres.

The Sevenoaks Transport Study (2007) suggests that people living to the east of Sevenoaks District 'rail head' into towns such as Sevenoaks and Swanley to take advantage of shorter journey times and less expensive fares. It might be expected that the introduction of High Speed One domestic services from December 2009 will have the impact of reducing some of this 'rail heading' into Sevenoaks District. However, additional station car parking will need to be provided at some stations in Sevenoaks District, especially those in Sevenoaks, Swanley and Edenbridge, to ensure that sufficient capacity is available to support future housing development.

Parking on local roads around the Stations will need to be monitored to ensure that on-street parking does not increase.

This strategy aims to balance the provision of adequate parking at stations with the objective of reducing people's dependence on the private car and the impacts of commuters parking in nearby streets. Proposals to increase station car parking should, therefore, be combined with measures to improve accessibility by walking, cycling and public transport.

The SDST aims to achieve an improvement in rail facilities through:

- **Improving the accessibility to stations serving the district by non-car means, including measures to:**
 - 1. co-ordinate bus and rail timetables, introducing through-ticketing and improving interchange facilities;**
 - 2. ensure convenient access to taxis at key public transport interchanges; and**
 - 3. provide secure cycle parking at railway stations.**
- **In combination with measures to promote alternative forms of transport to access stations, provide sufficient off-street parking at stations and controls in nearby streets.**
- **Improving publicity on integrated services.**
- **Improving passenger comfort, security and information at all stations.**
- **Working with Southeastern to develop rail station travel plans to bring together and promote all of the above.**

Further reference to rail travel issues and justification for these initiatives is made in [Appendix 04](#) of this Strategy.

12.0 Roads, Traffic and Congestion

SDST Priority Initiative

“Develop a Traffic Management Control system and introduce Intelligent Transport Systems that cover the high volume main road network in Sevenoaks District and Sevenoaks Urban Area and Swanley town centres.”

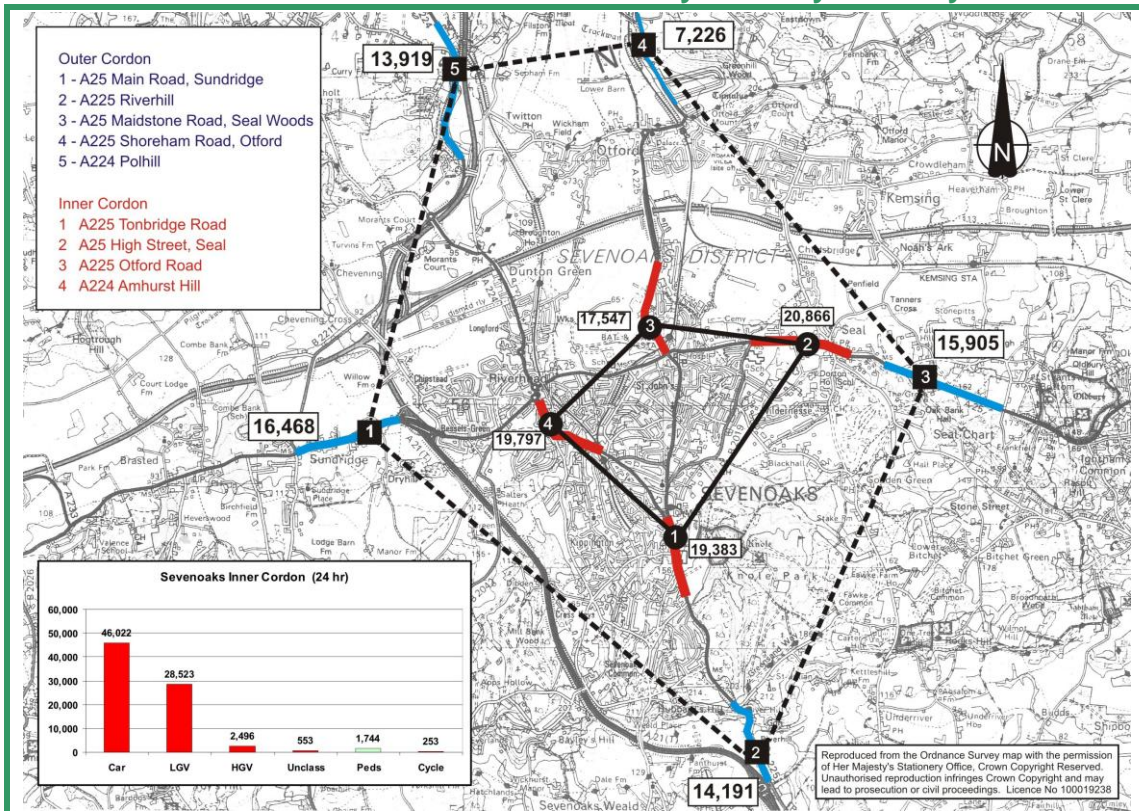
12.1 Roads - Network Management

Responsibility for the motorway and trunk road network within the Sevenoaks District falls with the Highways Agency, whereas local roads are the responsibility of Kent County Council. Good partnership working between Kent County Council and Sevenoaks District Council is an essential part of the day to day management of the overall network and future planning requirements to ensure that network problems and capacity issues are minimised.

Mobility and transport is an integral part of society and a key issue in a largely rural area like Sevenoaks District. Increasing car ownership and usage in line with national trends result in a high dependency on the private car to satisfy movement needs. The resulting increase in traffic volumes and road congestion contribute to and create a poorer quality environment. The car is a convenient and versatile means of transport for many but at increasing social, environmental and economic cost.

Congestion in the Sevenoaks District is not exceptional with the main concentration of congestion being around Sevenoaks Town and Swanley.

FIGURE 7: Sevenoaks Cordon – 2008 Daily Two-way Weekday Flows



Source: KCC Travel Report 2008

The Sevenoaks District Strategy for Transport 2009 - 2026

The M25, M26, M20, A20 and A21 make up the motorway and trunk road network and are easily accessible as they cross the District. Consequently Gatwick and Heathrow airports, the Channel Ports and the Channel Tunnel Rail Link are all within easy reach of residents of Sevenoaks District via the extensive road network.

The M25, M20 and M26 motorways and the A21 serve as bypasses for Sevenoaks Town. However, the lack of east facing slip roads at junction 5 of the M25 prevents access from the south to the M26 and the M20. As a result, the A25 is the most convenient alternative route through the north of Sevenoaks Town. This causes congestion on the A25 at peak times and when there are problems on the M25/M26.

Installing east facing slip roads could provide considerable capacity relief for the A25 and is a key consideration for this Strategy. It is currently being reviewed by the Highways Agency and options are under consideration for wider public consultation. Kent County Council and Sevenoaks District Council will work with the Highways Agency to find an appropriate solution to this issue. Both at trunk network and inner town road level, traffic is heavy at peak periods which causes congestion and air quality problems.

The M25, one of Europe's busiest motorways, handles around 200,000 vehicles every day and suffers from severe congestion at peak periods particularly between junctions 5 and 7. This congestion can impact on the A25 through Sundridge, Brasted, Westerham and the surrounding road network. The Highways Agency has scheduled to widen the section of the M25 between junctions 5 and 7. This may be hard shoulder running at peak periods.

The A21 to the west of Sevenoaks town acts as a bypass to the town and provides a road link between Sevenoaks town, Tonbridge and Tunbridge Wells. The majority of the A21 is dual carriageway. The Highways Agency have a planned scheme to dual the section of the A21 between Pembury and Tonbridge. This should reduce congestion and will provide an improved link between Sevenoaks District and Tunbridge Wells. In particular the dualling of this section will provide improved accessibility by private car and public transport from Sevenoaks to Pembury Hospital.

The scale of development proposed in the Sevenoaks Local Development Framework Core Strategy and the resulting population increase, may not significantly increase congestion on the motorway and trunk network in the district as a whole. However, the cumulative affects of development in neighbouring districts and sub-regions, in particular the Thames Gateway, on the motorway and trunk network also needs to be considered.

Kent County Council and Sevenoaks District Council will work together to assess the impacts of the scale and distribution of development proposed in the LDF Core Strategy. The scale of development proposed is not felt to warrant a full transport model. However, basic transport modelling will be carried out at Swanley, where the Highways Agency have expressed concern about the impacts of development on the Strategic Road Network. This should provide an indication of the likely transport impacts of the scale of development proposed in the LDF Core Strategy. This information will be used to make a judgement as to whether further improvements, beyond those identified in this strategy, to Swanley's public transport, walking and cycling links identified are required to facilitate proposed development.

12.2 Congestion on Local Roads

While the main congestion pinch points are located on the motorway network, in particular the M25 sections and junctions, there are a number of local congestion points.

The main congestion locations within the Sevenoaks District are around Sevenoaks Town and Swanley.

The main "Congestion Hotspots" are at the following locations:

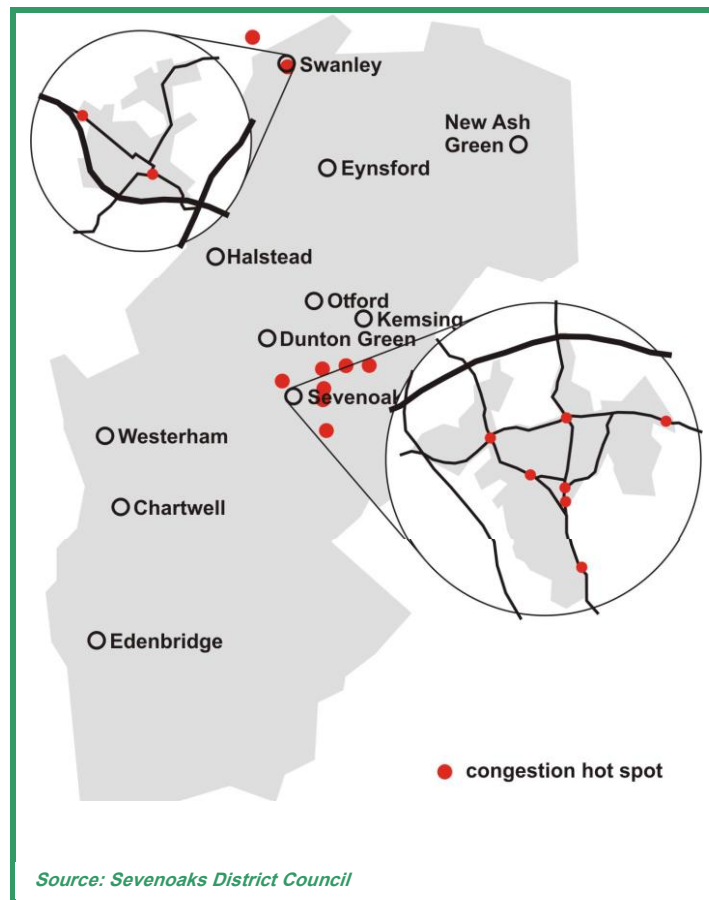
- **A25 Bat & Ball traffic signal junction;**
- **A25/A224 mini roundabouts, Riverhead;**
- **A224 Dunton Green to Riverhead**

The Sevenoaks District Strategy for Transport 2009 - 2026

- **A224 London Rd/Hitchen Hatch Lane (near Sevenoaks Station);**
- **A25 High Street, Seal;**
- **A225 High Street, Sevenoaks Town;**
- **A225 Tonbridge Road, Sevenoaks Town (outside Sevenoaks School);**
- **A225 Dartford Road j/w B2019 Seal Hollow Road (peak time delays);**
- **B2173 High Street j/w Goldsel Road, Swanley;**
- **B2173 London Road j/w Birchwood Road, Swanley.**

These peak hour congestion hotspots are shown on the map below. The map shows a concentration of congestion around Sevenoaks Town, as well as two congestion hot spots in the Swanley area.

FIGURE 8: Congestion Hotspots in Sevenoaks District



Many trips in the area will continue to use the road network. However, given the scale and distribution of development proposed in the emerging Core Strategy, and the demand management measures incorporated within policy, there is unlikely to be any significant impact on the local highway network. Clearly the detailed impacts of each significant proposal on the local network will need to be accompanied by a Transport Assessment and in some cases development may be conditional on implementation of specific transport mitigation measures.

Consideration of all future local road demand in Sevenoaks District and rebalancing transport provision to meet future demand is set in the local and regional growth projections contained in the South East Plan, Kent & Medway Structure Plan, Kent Environment Plan (2003), Kent's Local Transport Plans (2006 – 2011) and emerging LTP32011 – 2016. Following these strategies, the focus for Sevenoaks District in this Transport Strategy should be tackling congestion on the Strategic Road Network and those local congestion 'hot spots' identified above and improving road safety at locations identified in the 'Road and Travel Safety' section.

Sevenoaks District focus in all these planning documents can be reduced to the following strategic road transport issues:-

- **Traffic capacity and congestion on M26, M25, and A21 Motorway and Trunk Road network.**
- **Traffic capacity and congestion on A25 and A225 routes.**
- **Traffic capacity and congestion issues in Sevenoaks and Swanley Town Centres.**
- **Road safety concerns on County road network.**
- **Rural road network capacity and safety issues in the villages in the District.**

Whilst the listed road congestion “hotspots” exist causing serious traffic delays, the congestion periods are normally confined to the peak traffic times of the day. Outside of the peak traffic times there is usually minimal peak hour spreading of the problem.

The SDST primarily sets out to reduce these traffic pressures by providing and investing in the alternative modes of transport to encourage and attract people out of their cars for journeys made at these times of the day. In parallel, the SDST also sets out to create more capacity within the existing road network through better management of the existing road space through new technology - Traffic Management Control system and Intelligent Transport Systems.

Future improvements which benefit the use of the private car will only be progressed if they are considered the most effective means of achieving the strategy’s objectives, in particular reducing the harmful environmental effects of traffic on air quality.

The SDST aims to achieve the maintenance and enhancement of the current road network and the more efficient use of the existing infrastructure by:

- **Working with the Highways Agency to find an appropriate solution to congestion on the A25 and access to / egress from the M25 / M26;**
- **Ensuring that the effects of measures implemented to reduce congestion between junctions 5 and 7 of the M25 are monitored;**
- **Prioritising investment in the local road network at existing or potential congestion hotspots, having regard to the spatial priorities identified above;**
- **Develop a Traffic Management Control system and introduce Intelligent Transport Systems that cover the high volume main road network in Sevenoaks District and Sevenoaks and Swanley town centres.**
- **Using traffic management to prevent the inappropriate use of different types of roads;**
- **Encouraging the appropriate use of the road hierarchy in urban and rural areas to reduce traffic levels, rat-running, traffic speed and danger on local roads;**
- **Making more use of traffic signal control to manage and direct traffic;**
- **Using new technology to provide better travel information for drivers;**
- **Making best use of the available road space, including reallocating it to other modes of transport, such as bus and cycle lanes where physically possible;**
- **Taking account of all road users in the design of highway improvements; and**
- **Encouraging local people and organisations to reduce traffic demands, particularly at peak times, through car-journey sharing or changing their journey times.**

Further reference to roads, traffic and congestion issues and justification for the initiatives is made in [Appendix 05](#) of this Strategy.

13.0 Freight

SDST Priority Initiative

“Designate lorry routes within Sevenoaks District and develop a Freight Quality Partnership.”

13.1 Introduction

The Channel Corridor in Kent is a major gateway for the movement of international freight, which is dominated by road haulage, with 3.5 million lorries crossing the Channel every year. A consequence of this is the impact on Kent when cross channel services are disrupted and the resulting backlog of lorries are parked on the M20/A20, known as Operation Stack. This closure of the M20/A20 has a knock on affect on the wider motorway network in Kent including the M26 and M25 and can severely disrupt local roads close to the motorway networks.

The impact that the increasing volume of freight traffic has on the M25 is also an issue as general traffic levels frequently exceeds the design capacity of the road causing delays and traffic to divert onto the A25 through the centre of the district. The diverted M26 and M25 traffic in turn severely disrupts local traffic movements along the A25 route and adjoining local road network.

The SDST supports the need for all transport authorities to work closely to ensure that freight traffic passes through the County as harmlessly as possible, including local lorries not being directed down country lanes and through other sensitive areas.

The other potentially significant rail freight flow in the County is to and from the Thames deep sea container port where currently some 20% of the freight is taken by rail and there is potential to expand the port at Sheerness. The SDST recognises that further capacity development of these ports, particularly the rail freight operations, will help to relieve the pressure on the M20 and M25 in Sevenoaks District.

In response to the problems caused by disruption to cross-channel services, it should be noted that KCC is investigating a possible lorry park near Aldington between Junctions 10 and 11 on the south side of the M20. It would provide some 500 secure overnight parking spaces for heavy goods vehicles (HGVs) and an overflow area for some 2,000 additional HGVs during Operation Stack.

13.2 Britdisc

The SDST supports the County Council's proposal to introduce a charge for lorries using Kent's roads to provide up to £40m per annum for the lorry park and other infrastructure improvements which will mitigate the impact of cross-channel traffic on Kent's road network and the local road network in Sevenoaks District.

13.3 CTRL Rail Freight

The Channel Tunnel Rail Link (CTRL) offers a higher loading gauge than the rest of the rail network in the UK and could make the transfer of freight by rail between East London and mainland Europe much more competitive when compared with road haulage. The SDST recognises the benefits of moving higher volumes of freight by this means to the continent and supports KCC's campaign to press central and international government to put more

freight through the Channel Tunnel. The more freight transported by rail the greater the relief on road capacity pressures, however, the economical arguments against freight from road to rail do not offer any possibility of this happening in the short term.

13.4 Lorry Management

Where practical, the SDST supports the need to signpost heavy transport and HGV routes away from rural, residential and environmentally sensitive areas and show these on a web-based Kent Lorry Route Map.

13.5 Overnight Lorry Parks

The SDST supports the provision of over-night lorry parking and associated facilities at suitable sites adjacent to Kent's motorway and trunk road network. It also supports the need to work with other agencies to reduce the occurrence of inappropriate lorry parking on Kent's roads.

13.6 Low Emission Freight (LEF)

The SDST recognises the need to work in partnership with local hauliers/distributors/public transport operators and taxis to replace vehicle fleet with low emission vehicles (LEV) and incentivise local business, through business rate discounts, to utilise LEVs. It is also important to encourage local businesses and retailers to work in partnership to co-ordinate deliveries, particularly in outlying areas, to reduce duplicated trips and emissions.

13.7 Freight Strategy

The SDST recognises the need for a Freight Strategy for Kent which creates a framework for more sustainable freight distribution in Kent. It is understood that one is being developed alongside the preparation for the third Local Transport Plan for Kent which will be published in March 2011.

Further reference to freight initiatives is made in [Appendix 06](#) of this Strategy.

14.0 Kent's Airports

SDST Priority Initiative

“Promote alternative forms of transport to access airports.”

14.1 Maximising the benefits of Air Travel

It is assumed that most air passengers use the main London Hub airports (Heathrow, Gatwick, Stansted and Luton) for most of the air travel needs, yet Kent has two functional commercial airports; Kent International Airport (Manston), and London Ashford Airport (Lydd). There is also Biggin Hill City Airport which is located in the London Borough of Bromley.

Both Kent airports are looking to increase passenger numbers and expand other air transport activities to meet the predicted future shortfall in runway capacity in the South East but both suffer from peripheral locations in relation to the M25 and the rail network.

14.2 Kent International Airport (KIA)

Kent International Airport (Manston) has the potential to develop into a regional airport and become one of the largest single generators of economic activity within the county. The airport predicts that it will serve around 6 million passengers and cater for 500,000 tonnes of freight by 2033. This could generate over 3,500 jobs by 2018 and 7,500 jobs by 2033 within Kent in a range of employment opportunities. Its future growth depends upon its ability to attract passengers from the major London airports and to capture new markets.

KCC - Growth without Gridlock – April 2009

The development of this airport is likely to have important influence on airport choice for air travel customers. This in turn may impact on general travel patterns to and from airports on existing transport systems in Sevenoaks District. It is not known if this will have a positive or negative impact on the current travel patterns in Sevenoaks District and this will have to be monitored and taken into consideration over the life time of the SDST.

14.3 KIA Parkway Station

The KIA draft masterplan proposes major expansion with 6 million flights in operation by 2033, supported by a Parkway station with high speed rail services from London, serving not just the airport but also the local area. This will be located near to the perimeter of KIA, with improved bus links and local road improvements to link to the A253.

Further reference to Kent's airports is made in [Appendix 07](#) of this Strategy.

15.0 Climate Change & Transport Planning

SDST Priority Initiative

“Assist in the development and implementation of work place and school travel plans to reduce emissions from car journeys, improve air quality and promote health.”

15.1 Introduction

There is now overwhelming evidence from scientists that the world's climate is significantly changing as a result of human activity. Current levels of CO₂ emissions have caused the world to warm by more than half a degree Celsius and, over the next few decades, will lead to at least a further half a degree warming.

This is largely as a result of burning fossil fuels, deforestation and other land use changes. Transport is responsible for around half of the UK's CO₂ emissions and so needs to make a considerable contribution to reduce this impact. By reducing emissions from transport this will also improve air quality and potentially reduce noise impacts.

The Climate Change Act (2008) commits central Government, by 2050, to reduce greenhouse gas emissions by at least 80 per cent lower than the 1990 baseline. In addition, five yearly budgets are to be set which will contribute to meeting the longer term targets.

Taking early and 'strong' action to begin reducing emissions should be viewed as an investment which will avoid the risks of very severe consequences in the future. This strategy is consistent with and aligns with the key national commitment to reduce greenhouse gases.

15.2 Delivering a Sustainable Transport System (2008)

Two out of five goals in the Governments 'Delivering a Sustainable Transport System' (DaSTS) document relate to climate change, these are:

- To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
- To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

DaSTS states “we want to encourage low-carbon technology and improve efficiency of all modes of transport. We also want to ensure that, wherever practicable, there are low-carbon transport options for people to choose, and also solutions, such as better planning, which may reduce their need to travel”. To decrease emissions, in the short to medium term, improved vehicle and fuel efficiency and behavioural change will play a significant role, “and increasing the carrying capacity of transport networks will be a key element in supporting economic growth”.

However, in the longer term, moves towards electric vehicles, rail electrification and decarbonisation of electricity generation will continue towards the greenhouse gas reduction targets. In addition to technological advances, the relationship between economic growth and transport demand needs to be considered, “for example by planning cities to bring housing, jobs and services closer”. Over time, it must be clear that levels of emissions are declining in line with the greenhouse gas targets.

15.3 Local Transport Plan (2011-2016) Guidance

Local Transport Plan (LTP) 3 Guidance recognises that ‘in addition to measures to reduce greenhouse gas emissions, it is important that local Transport Strategies put in place measures to improve the resilience of local transport to the impacts of climate change.’

This Strategy has carefully considered all achievable and deliverable options to meet the climate change agenda and these involve:

- **The development and implementation of work place and school travel plans to reduce emissions from car journeys, improve air quality and promote health;**
- **Improvement of public transport services to reduce congestion**
- **Better integration of transport and land use planning to reduce the need to travel;**
- **Working with partners to change the way key services such as highway maintenance and street lighting are delivered.**

15.4 Regional Funding Allocation

All major schemes in an authority’s Local Transport Plan are required to be assessed by the regional assemblies who then advise Government on which schemes should be funded.

The Government announced in its advice to regions for the 2008/09 Regional Funding Allocation refresh in 2008 that: “In developing their proposals, regions should note that carbon budgets and targets are likely to become more challenging over time. The Department for Transport (DfT) will therefore consider regional advice in the light of their aggregate impact on transport Carbon Dioxide emissions over time. In turn, regions should seek to estimate the effects of proposals on Carbon Dioxide emissions and to develop advice which supports delivery of this key DfT goal“. Therefore it is reasonable to assume that greater value will be placed on schemes that reduce Carbon emissions.

In undertaking LTP3, Kent will have to take into account the need to actively demonstrate Carbon benefits for its major schemes as identified in this Strategy’s Implementation Plan.

Further reference to climate change and transport planning is made in [Appendix 08](#) of this Strategy.

16.0 Air Quality Management

SDST Priority Initiative

“To reduce the annual average level of NO₂ missions at Sevenoaks 5 AQMAs to 40 µg/m³ by 2018. Intermediate traffic flow monitoring will form annual trajectory for this particular indicator.”

16.1 Introduction

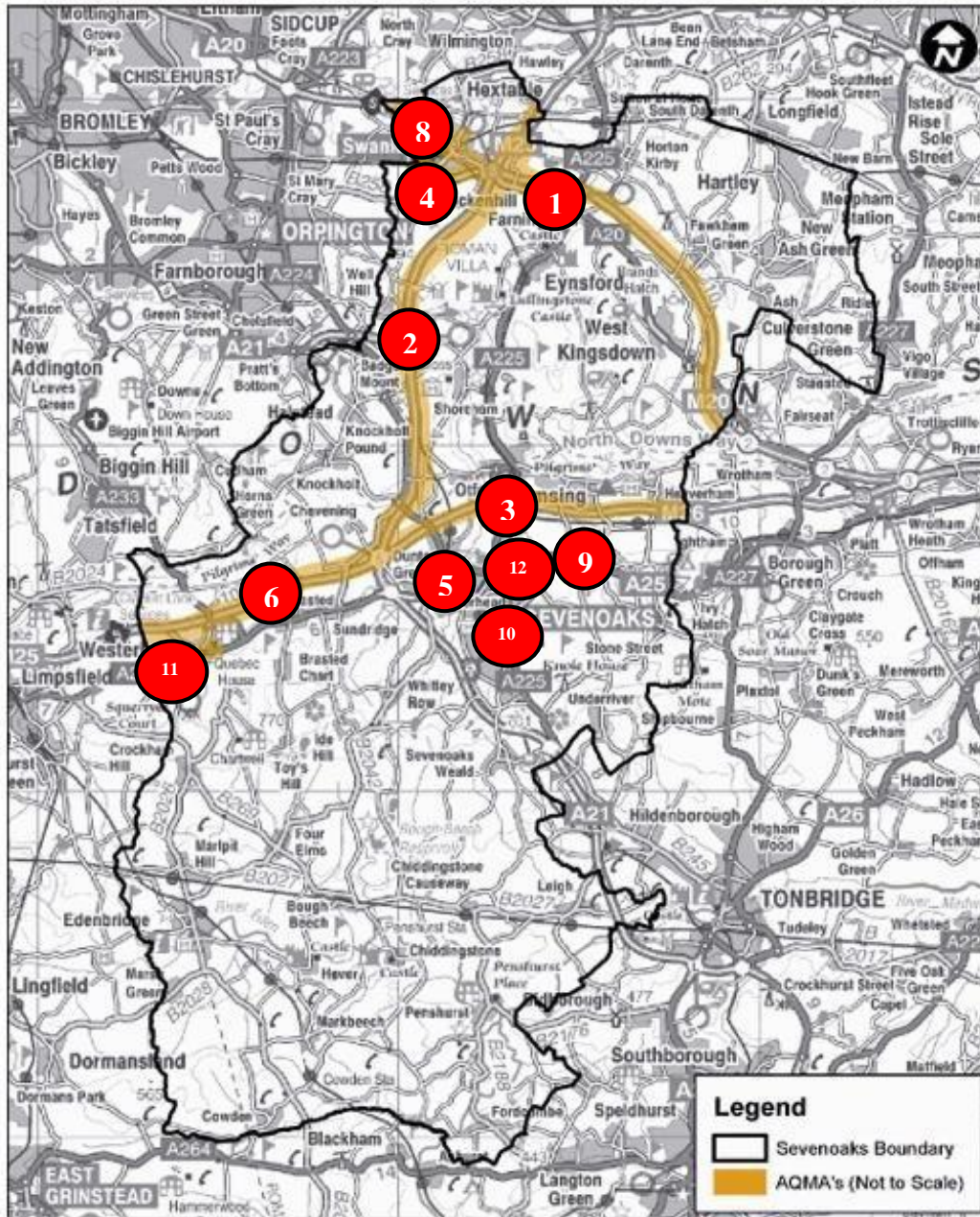
Air pollution is a severe threat to public health and to the quality of life. Over the years the increase in road traffic has had a significant impact on air quality. The introduction of the Environment Act in 1995 required local authorities to regularly assess the air quality in their area against targets set in the National Air quality Strategy. Where targets are not or are unlikely to be met and the public are exposed to pollution, local authorities are required to designate Air Quality Management Areas (AQMAs).

Air quality is one of the principal concerns of the SDST, with the impact of widespread transport use and its detrimental impact on air quality and climate change being recognised as a major contributor. The wider impacts of poor air quality include detrimental effects on human health and quality of life. Without intervention the number and severity of Sevenoaks District AQMAs will grow, undermining the health of its communities and the ability of future generations to live in an environmentally sustainable society.

The Sevenoaks Air Quality Action Plan 2009 identifies 11 Air Quality Management Areas in Sevenoaks District. These are:

AQMA 1	M20 - from Junction 3 of the M25 to the district boundary with Tonbridge and Malling Borough Council (6.9 miles) and part of A20, Farningham.
AQMA 2	M25 - County border with Surrey to district border with Dartford, including Junctions 3, 4 and 5 and the extension of Junction 5 to connect with the A25 at Bessel's Green (13.5 miles).
AQMA 3	M26 - from junction 5 of the M25 to the district boundary with Tonbridge and Malling Borough Council (5.6 miles).
AQMA 4	A20 (T) Swanley Bypass - from junction 3 of the M25 to the district boundary with the London Borough of Bromley (2.7 miles).
AQMA 5	A25 Riverhead - between its northern and southern junctions with the A224 (155m) and part of London Road.
AQMA 6	M25 - Junction 5 to Kent / Surrey border (designated for PM10 levels)
AQMA 8	Swanley – London Road (East); High Street; Bartholomew Way and parts of Central town area
AQMA 9	Seal – High Street
AQMA 10	Sevenoaks – High Street and part of London Road
AQMA 11	Westerham – High Street; Market Square; Vicarage Hill; London Road (A233)
AQMA 12	Sevenoaks – Bat & Ball junction with A225

FIGURE 9: Sevenoaks District – Designated AQMAs



Source: SDC (May 2007)

The local authorities have greater power to bring about interventions that have the potential to alleviate air quality problems at those Air Quality Management Areas on the local road network. It should be noted that, with the exception of Westerham High Street, all of the AQMAs currently designated are identified as congestion hotspots. Alleviating congestion and promoting non car modes along transport corridors through these locations are therefore likely to be necessary to reduce air quality problems.

16.3 The LDF Core Strategy Policies

The LDF Core Strategy provides for development at the most sustainable locations in Sevenoaks District. Proposals and policies in the Core Strategy should ensure that most new development is provided where jobs, shops and services are accessible by public transport, walking and cycling. Where this is not the case, the Core Strategy encourages developers to provide, or contribute to, transport improvements. The emerging LDF Core Strategy requires that development that may have an adverse impact on air quality incorporates measures to reduce the impact to an acceptable level.

In addition to the measures set out in the roads, traffic and congestion section above, in developing action plans for AQMAs, the SDST aims to:

- **Commit the Authorities to lobby the Highways Agency to consider air quality issues in decisions on the development of the motorway and trunk road network;**
- **Promote the use of public transport and walking and cycling;**
- **Encourage customers and operators to move freight by rail, ;**
- **Introduce measures to reduce bus emissions as part of a Quality Bus Partnership agreement or similar;**
- **Address freight emission and fuel efficiency through Freight Quality Partnerships (FQP); and**
- **Provide Air quality guidance for developers.**

Further reference to air quality issues and justification for the initiatives is made in [Appendix 09](#) of this Strategy.

17.0 Road, Rail and Bus Travel Safety

SDST Priority Initiative

“Introduce crash reduction measures and re-engineer the highway to protect vulnerable highway users giving priority to journeys to school and speed reduction.”

Improving safety is a key objective of the strategy, particularly for vulnerable road users. High vehicle speed has been a prominent contributor to crashes that have occurred in the Sevenoaks District (Kent Crash Database analysis). However, the Sevenoaks District Transport Study notes that overall crash levels in Sevenoaks District are generally low compared to the rest of Kent.

TABLE 3: Personal Injury Crash Record for Kent

Kent District	All Personal Injury Crashes			
	2005 Total	2006 Total	2007 Total	3yr Total
Ashford	280	209	284	773
Canterbury	432	364	379	1177
Dartford	319	254	255	828
Dover	299	293	259	851
Gravesham	263	208	247	718
Maidstone	456	421	456	1342
Shepway	289	247	270	806
Sevenoaks	280	209	284	773
Swale	338	311	297	946
Thanet	435	462	407	1304
Tonbridge & Malling	317	294	340	951
Tunbridge Wells	291	291	328	910
TOTAL	3999	3563	3806	11379

Source: KCC Personal Injury Crash Statistics- KCC Website

Through consultation, concern has been expressed about road safety on the B2026 and B2042 corridors to Edenbridge and in the villages of Harley, New Ash Green, West Kingsdown, Chiddingstone Causeway and Penshurst.

The Kent Crash Database holds information for every crash recorded by the Police on Kent's road network which has resulted in a personal injury casualty. The database was established more than 28 years ago through a joint collaboration between Kent Police and Kent County Council. The database is used to identify crash sites that require some form of intervention and this form of analysis is routinely carried out annually right across Kent's road network. It is also used to monitor crash trends and establishes how successful mitigating intervention

has been. In this way crashes in Sevenoaks District will continue to be identified, remedied and monitored.

Particular attention will be given to reducing traffic speed, and this will be achieved in partnership with the Kent and Medway Safety Camera Partnership and the Kent Constabulary. This will include promoting speed-awareness education and improved enforcement of speed limits.

Any proposed new development is required to take account of the Kent Design Guide, which has been adopted as a Supplementary Planning Document by Sevenoaks District Council. Proposals for new development should also take account of Manual for Streets. The Kent Design Guide contains information on best practice in terms of designing for safety within new development. More information on this best practice is provided in [Appendix 10](#) of this Strategy.

The SDST aims to achieve an improvement in road safety by:

- **Promoting low speed limit regimes in built up residential areas consistent with the Governments advice on the setting of local speed limits;**
- **Identifying and tackling high-risk, single-site crash locations and routes which have speed and related casualty problems;**
- **Identifying and tackling high-risk road casualty areas, particularly where the use of otherwise good pedestrian and cycle routes is discouraged;**
- **Targeting measures to calm traffic in areas of high pedestrian activity including school entrances and shopping areas; and**
- **Supporting the application of the principles of the Kent Design Guide and Manual for Streets.**

Further reference to road and travel safety issues and the initiatives identified here is made in [Appendix 11](#) of this Strategy.

18.0 Car Parking

SDST Priority Initiative

“To promote alternative forms of transport to access stations, provide sufficient off-street long-stay parking at stations and controls in nearby streets.”

18.1 Introduction

The generally good supply of car parking in Sevenoaks District contributes greatly to the high levels of car use and, as a result, congestion. It is recognised that other centres, in particular Bluewater, with substantial levels of free car parking, compete with retailers in Sevenoaks and Swanley town centres. The Sevenoaks District LDF Core Strategy seeks to maintain and enhance the viability and vitality of town centres in Sevenoaks District. The provision of District Council operated car parks, uncontrolled on-street parking and vehicle parking standards applied to new development in town centres in Sevenoaks District needs to be balanced with the provision of improved accessibility by public transport, walking and cycling.

18.2 Vehicle Parking Standards

The availability of parking has a major influence on the means of transport people choose for their journeys. The provision of parking at new developments, or extensions to existing developments, is a fundamental part of development control and can be one of the main ways of promoting more sustainable forms of transport. Parking also takes up a large amount of space, constituting a major land use, and has a direct influence on the density of developments.

Development proposals must comply with the respective vehicle parking policies and standards adopted by Sevenoaks District Council and contained in the Kent Vehicle Parking Standards. The policy basis for Vehicle Parking Standards once the South East Plan replaces the Kent and Medway Structure Plan and its Supplementary Planning Guidance is still to be determined.

The broad aim of the Kent Vehicle Parking Standards is to provide a framework, which will lead to a consistent approach to the determination of the levels of parking provision associated with development proposals.

In determining the levels of parking provision developers and local planning authorities are required to: -

- **Ensure that levels of parking provision will promote sustainable transport choices and a more sustainable form of development.**
- **Encourage the shared use of parking where appropriate.**
- **Take care not to create perverse incentives for development to locate away from town centres or threaten future levels of investment in town centres.**
- **Require the provision of parking spaces for the mobility impaired.**
- **Require the provision of convenient and safe cycle parking.**
- **Consider appropriate parking provision for powered two-wheelers.**
- **Consider the accessibility and permeability of developments by pedestrians and public transport.**

Whilst the Kent Vehicle Parking Standards set out a broad framework they also recognise that there will be circumstances where the local planning authorities will need to adopt variations to these standards to more accurately reflect local circumstances. The Kent Vehicle Parking Standards aim to promote parking provision within the broader context of local transport provision and local development strategies.

The Kent Vehicle Parking Standards are not intended to be restrictive. The determination of the level of parking provision for any particular development will generally be an iterative process involving the impact of the development on transport demand and an assessment of the travel options that are either already available or that can be provided to meet any changes in demand.

Parking standards for development need to be set within the broader context of planning and transport policy. They are only one element in the contribution to achieving a more sustainable pattern and form of development. Local planning authorities and developers should recognise that the level of parking provision for a particular development will need to be determined in conjunction with the contribution that can be made by all modes of transport.

18.3 Parking Strategy for Sevenoaks Town and District

A Parking Strategy for Sevenoaks town was introduced in June 2008, and as the largest generator of commuter trips, it was developed to take into account development proposed in the then emerging LDF Core Strategy. The parking strategy does not cover the whole of Sevenoaks District and this will need to be developed over time to coincide with the aspirations of the SDST and Sevenoaks District LDF.

18.4 Park & Ride

The Sevenoaks Transport Study (2007) concluded that the existing population catchments of settlements in Sevenoaks District and the levels of urban congestion are currently not considered substantial enough to introduce viable conventional park and ride services, without significant and ongoing revenue support. However, amongst the parking options to be considered, the Parking Strategy will fully appraise the potential viability of Park and Ride. If potentially viable operations and sites are identified, proposals should be set out in the LDF Allocations DPD.

In tandem with the introduction of other transport alternatives, future car parking policy in Sevenoaks District aims to:

- **To promote alternative forms of transport to access stations, provide sufficient off-street long-stay parking at stations and controls in nearby streets.**
- **Ensure that the parking needs of disabled people and those with restricted mobility are met.**
- **Manage parking, including the ratio of short-stay to long-stay parking, to maintain the economic competitiveness of town centres;**
- **Apply maximum Vehicle Parking Standards to the number of car parking spaces provided in new development areas;**
- **Ensure that parking policies do not have an unacceptable impact on adjoining residential areas; and**

Further reference to car parking issues and further justification for the strategy is made in [Appendix 12](#) of this Strategy.

19.0 Heavy Goods Vehicle Movement

SDST Priority Initiative

“Designate lorry routes within Sevenoaks District and develop a Freight Quality Partnership.”

The Strategy provides for the efficient movement of freight essential for local business while seeking to reduce its effects on local communities, safety, congestion and air quality.

The LDF Core Strategy states that the needs of business will be met primarily through the retention, intensification and regeneration of existing business areas at Sevenoaks (urban area), Swanley, Edenbridge and Westerham. The Core Strategy also supports the diversification of the rural economy (draft policy LO8) and gives priority for business uses or tourist accommodation in the conversion of buildings in rural areas (draft policy SP9).

In addition, the current status of Major Developed Sites will be maintained. The SDST considers that the scale and nature of business uses in the redevelopment of buildings in rural areas should be consistent with the aim of reducing the impact of freight movements on local amenity, safety, congestion and air quality. Given the scale and distribution of development proposed in the emerging Core Strategy, and the demand management measures incorporated within policy, there is unlikely to be any significant impact on the local highway network.

Clearly the detailed impacts of each significant proposal on the local network will need to be accompanied by a Transport Assessment and in some cases development may be conditional on implementation of specific transport mitigation measures. Particular consideration will be given to the impact of development at Swanley on junction 3 of the M25.

The SDST supports national and regional policies to develop sustainable freight distributions systems by:

- **Encouraging customers and operators to move freight by rail;**
- **Controlling the flows and routing of heavy goods vehicle movements by traffic management measures; and**
- **Locating new industrial development appropriately in relation to residential areas and the transport network.**

Further reference to heavy goods vehicle initiatives and issues is made in [Appendix 13](#) of this Strategy.

20.0 Walking

SDST Priority Initiative

“Improve pedestrian routes between residential areas and workplaces, schools and town centres and improve access for the mobility impaired.”

Walking is to be encouraged not only for a reduction of car use but also the health benefits. The towns of Sevenoaks, Swanley and Edenbridge have a generally good network of pedestrian routes. However, the CENSUS 2001 data shows that the Sevenoaks District has the lowest percentage of population walking/cycling to work/education in the County with only 8.2% or 8,963⁽¹⁾ of the population, compared to an average of 12.6% or 13,962⁽¹⁾ for the County.

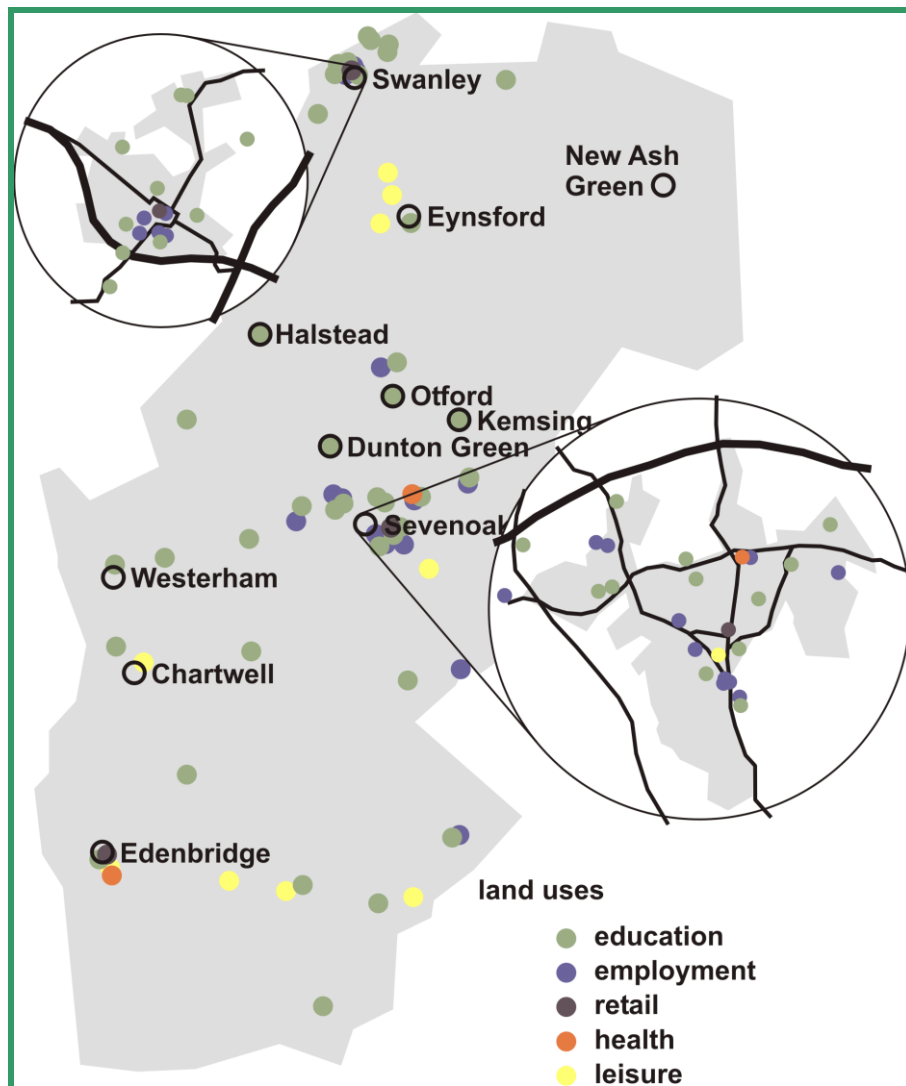
Investment in improvements to the existing walking networks, can provide for many more short-distance trips in greater safety and with more enjoyment. Where possible, investment should be focused on schemes that improve links to major trip generators (**see Figure10**) e.g. work places, schools & colleges, stations and town centres. Specific improvements to the walking network, including Public Rights of Way, will be targeted in rural areas to address specific local needs.

The SDST aims to achieve an improvement in the walking environment by:

- **Enhancing safety and security on existing routes with improved surfacing, lighting and road crossings;**
- **Providing new routes, particularly where they close gaps in the existing network or link to major trip generators or public transport;**
- **Providing wheelchair-friendly routes, particularly in Sevenoaks, Swanley and Edenbridge town centres in association with ‘Shop-mobility’ where feasible;**
- **Improving the walking environment; and**
- **Promoting the health benefits of walking including at primary schools through walking buses and other walk to school promotions.**

(1)- Source: 2001 Census, Travel to work Statistics, (KS17 dataset), Office of National Statistics

FIGURE 10: Major Trip Generators (Source: Sevenoaks Transport Study)



Source: Sevenoaks District Council

Further reference to walking issues and justification for the initiatives is made in [Appendix 14](#) of this Strategy.

21.0 Cycling

SDST Priority Initiative

“Provide cycle friendly infrastructure and introduce new cycle routes along the main transport corridors and improve home to school links.”

Facilities for cycling have in the past have had a relatively low priority in Sevenoaks District and consequently little investment has gone into developing this mode of transport. Yet there is potential to encourage more cycle use, particularly for the many local journeys of five miles or less and journeys to school and rail stations.

Coverage of the National Cycle Network (NCN) in central Kent, and in Sevenoaks District, is particularly poor. Only Regional Cycle Route 12 connects Penshurst Place and Tonbridge passing through Leigh in the very southeast of the District. However the local Sustrans group is very keen to improve this and has identified a potential new route connecting Edenbridge with Regional Cycle Route 12. Improved connections to the national and regional cycle route networks in Sevenoaks District will be supported.

To some extent the dispersed rural nature and topography of Sevenoaks District act as barriers to the development of extensive cycle networks across the district. However, there is scope to improve cycle infrastructure, particularly in and around Sevenoaks (urban area), Swanley and Edenbridge, as the principal settlements and locations for future development. Investment will be directed towards these settlements and will look to link to the main trip generators identified in the Sevenoaks District Transport Study ([see Figure 10](#)) and emerging key trip generators as a result of development proposed in the LDF.

The SDST aims to achieve an improvement in cycling facilities by:

- **Creating a well-signed urban cycle route network, particularly in Sevenoaks, Swanley and Edenbridge, incorporating both on-road and off-road routes. This network will link residential areas to identified and emerging key trip generators;**
- **Developing cycle routes connecting surrounding settlements to the countryside and linking to the National Cycle Network;**
- **Improving safety for cyclists, particularly by providing new cycle crossings and measures to help cyclists through busy junctions;**
- **Ensuring that routes are attractive and well landscaped;**
- **Introducing safe and secure parking and storage facilities in public places and encouraging provision at schools and places of employment; and**
- **Promoting the health and environmental benefits of cycling;**
- **Supporting the development of the Kent rider/Bikeability cycle training scheme and Bike IT initiatives at Sevenoaks District schools, working in partnership with Sustrans.**

Further reference to cycling issues and justification for the initiatives is made in [Appendix 15](#) of this Strategy.

22.0 Powered Two-Wheelers

SDST Priority Initiative

“Positively promote the use of small capacity and electric powered two wheelers (PTW) as an alternative to the car.”

The SDST positively promotes the use of small capacity and electric powered two wheelers (PTW) as an alternative to the car. It will achieve this by working with community transport operators to develop two 'wheels 2 work' schemes in key areas within the district. 'Wheels 2 Work' schemes help people access employment and education opportunities through the loan of a scooter where other forms of transport may not be available.

The positive promotion of PTW will help the SDST to achieve the following:-

- **Reduce Congestion - PTWs take up less road space than cars.**
- **Improve Accessibility - Many PTWs are cheaper to run than private cars. By improving conditions and parking facilities for users more people will be confident and able to access facilities that might not have been accessible without a car.**
- **Improve Air Quality - Small capacity PTWs produce fewer emissions than most cars and help improve air quality if the journey would otherwise have been made by a car.**

The SDST aims to improve safety and security for PTW users as part of its road safety agenda.

Further reference to powered two-wheelers and the initiatives proposed is made in [Appendix 16](#) of this Strategy.

23.0 Disability Access

SDST Priority Initiative

- 1. All pedestrian crossings to be upgraded to meet all current DDA requirements across the district.**
- 2. For those with visual impairments, tactile paving will be installed at all pedestrian crossing points for those with visual impairments.**
- 3. Introduce Ramps/dropped kerbs will be introduced along key transport corridors to improve accessibility for wheelchair, mobility scooter users, and prams and push chairs.**
- 4. Ensure bus stops along the key transport corridors will have raised kerbs installed where physically possible to improve wheelchair, pram and push chair access and this programme will be applied progressively to all bus stops in the district.**

The SDST is committed to an accessible public transport system for disabled people have the same opportunities to travel as other members of society.

The Disability Discrimination Acts (DDA) of 1995 & 2005 aim to end discrimination that disabled people face and this act was significantly extended in 2005 to give disabled people rights in the areas of access to goods, facilities and transport services.

The powers in Part 5 of the DDA 1995 allow regulations to be made requiring all new land-based public transport vehicles - trains, buses, coaches and taxis - to be accessible to disabled people, including wheelchair users. Regulations covering buses and coaches, the Public Service Vehicles Accessibility Regulations 2000 (PSVAR), have been made and cover all new buses and coaches introduced into service since 31 December 2000 which can carry more than 22 passengers and are used to provide a local or scheduled service.

Nationally the percentage of disabled people experiencing any difficulties in using transport related to their health problem or disability decreased from 27.2% in 2005 to 25.4% in 2006.

Source: ONS Omnibus Survey 2006

23.1 Buses

The provision of accessible vehicles is important to ensure that, in particular, older people, people with disabilities and people with pushchairs are afforded equal access to bus transport. There is a need to comply with legal requirements in the provision of accessible vehicles as defined under the DDA 1995 & 2005. The SDST is very clear on the importance of partnership working and recognises the need for formal arrangements to be established with bus operators to ensure that all new vehicles are DDA compliant.

The Office of National Statistic's 'Omnibus Survey in 2006' produced the following results.

- 75% of adults with disabilities who experienced difficulties using bus services said they had difficulty getting to the bus stop, and a similar proportion said they had difficulty in getting on or off buses. Just over half cited difficulty with waiting at the bus stop.
- 69% said they did not use local buses at all.

Adequate and accessible roadside infrastructure is also an important element in affording people access to bus travel in Sevenoaks District. The Strategy commits to improving bus shelters and bus boarders across the District and to prioritise future infrastructure enhancements along the key bus corridors. This includes improvements to bus infrastructure in rural areas and where low floor accessible vehicles are operating within the district.

The existing network of rural shelters will also need to be maintained to ensure that they remain attractive and safe areas for bus users. The SDST will therefore continue to work with the operators and the Parish Councils to ensure that maintenance of the shelters is sustained and prioritise locations for the build of accessible infrastructure.

The SDST will also continue to ensure that all rural stops are identified with a bus stop flag and timetable case. In addition, the Strategy recognises the importance of working with Parish Councils to ensure that full use is made of the County Councils offer of a grant to Parish Councils who request a bus shelter in their Parish based on evidence of need.

23.2 Taxis

The regulation making powers in the DDA do not apply to private hire vehicles.

Accessible taxi policies remain a matter for individual local licensing authorities in line with previous guidance that has been issued by the Government.

The role of taxis and private hire vehicles (PHV) are recognised as part of an integrated transport system and especially as important modes of transport for disabled people.

The SDST recognises that taxis have the following important role to play in the movement of people:-

- The movement of business people and other visitors, particularly those attending conferences and other major events and visiting local businesses
- They provide services when it is not economic for public transport to operate frequently or to remote locations. Furthermore, it is not unusual for people without a car to take a bus to a shop or town centre and then use a taxi or PHV for the return trip with their purchases. Additionally, taxis and PHVs are used by vulnerable travellers (for example, unaccompanied children) for a range of daily trips, including home-to-school journeys
- They can help someone with a disability make a journey that could not be made by conventional public transport. Importantly, they are able to provide a flexible door-to-door service and drivers are reasonably prepared to assist with the carriage of shoppers or other loads into the passenger's house
- They can provide an important link in longer public transport journeys by providing access to railway, coach and bus stations and airports. Without such links, travellers might be encouraged to use private vehicle for the whole journey.

23.2 Rail

In 2006, 59% of disabled rail passengers were satisfied facilities at the train station met with their needs, and 67% were satisfied with the trains themselves met with their needs.

80% of rail passengers who require special arrangements to travel by rail were satisfied with the booking process; however this drops to 50% when looking at how these arrangements were carried out on the day.

Source: National Rail Passenger Survey, Spring 2006

The Sevenoaks District Strategy for Transport 2009 - 2026

The Government's 'The Railways for All' Strategy explains what the railway industry is doing to improve access for disabled people.

This Strategy considers plans to improve the accessibility of all aspects of the rail industry including:

- information, ticketing and reservations;
- station buildings and platforms;
- train carriages;
- the quality and consistency of staff training.

Through working with partners and the community, this Strategy will ensure that there are the necessary measures in place to provide disabled access from the public highway to all rail stations in the district, and that there is the necessary infrastructure in place, along the key transport corridors in main urban centres in Sevenoaks District, for disabled highway users to get to rail stations without difficulty.

23.3 Public Highway

The provision of dropped kerbs and tactile paving reduces barriers to services for disabled people as well as those travelling with small children or carrying luggage, people with temporary mobility problems and many older people.

It is therefore important to install such facilities to enhance access, wherever possible, through an ongoing work programme based on audits by disabled groups as well as all new schemes.

To help pedestrians with mobility impairments the following actions are being taken:-

- All pedestrian crossings are being upgraded to meet all current DDA requirements across the district.
- For those with visual impairments, tactile paving will be installed at all pedestrian crossing points to help guide pedestrians safely to crossing points.
- Ramps/dropped kerbs will be introduced along key transport corridors to improve accessibility for wheelchair, mobility scooter users, and prams and push chairs.
- Bus stops along the key transport corridors will have raised kerbs installed to improve wheel chair, pram and push chair access and this programme will be applied progressively to all bus stops in the district.

KHS will continue to engage with local access groups and forums such as the Sevenoaks District Access Group thereby identifying specific areas and corridors for improvement via all possible available funding mechanisms.

Further reference to disability access is made in [Appendix 17](#) of this Strategy.

24.0 Smarter Choices

SDST Priority Initiative

“Expand school, workplace and area travel planning and raise awareness including through rail station travel plans.”

In recent years, there has been growing interest in a range of initiatives under the “Smarter Choices” umbrella. Such initiatives seek to give better information and opportunities, aimed at helping people to choose to reduce their car use while enhancing the attractiveness of alternatives. They are fairly new as part of mainstream transport policy, relatively uncontroversial, and often popular. Smarter Choice initiatives in this report include school, workplace and individualised travel planning, improving public transport information and marketing, car sharing, car clubs and flexible working.

As plans for growth and development in Sevenoaks District come to fruition it is vital that people are given attractive and viable alternatives to travelling alone by car, as set out in the emerging LDF Core Strategy, together with increased use of technology to reduce the demand for travel as a whole. Only through the introduction and wide take up of such actions, in conjunction with planned physical measures, will pressure on the road network be better managed for the benefit of all highway users.

The success of Smarter Choices relies on improved partnership working between government departments, businesses, schools and other stakeholders. Sevenoaks District Council has an important role to play in developing and promoting schemes at the local level and as transport authority, Kent County Council has responsibility for initiating and leading on many aspects of the SDST.

A rolling ten year action plan, coincident with the existing Local Transport Plan for Kent (2006-11) and future updates of the Local Transport Plan for Kent over the SDST life time up to 2026 is proposed to ensure these targets are achieved.

The targets are organised under the following Smarter Choices headings:

- **School Travel Plans**
- **Work Place Travel Plans**
- **Public Transport Information and Marketing**
- **Travel Awareness Campaigns**
- **Personalised Travel Planning**
- **Car Sharing**
- **Car Clubs**
- **Tele/Flexible Working**

This Strategy provides a framework for Smarter Choices in Sevenoaks District which can be found in [Appendix 18](#) of this Strategy.

25.0 Development Planning and Transport Assessments

SDST Priority Initiative

“To ensure that Transport Assessments, required under the provisions of the planning process for new developments, are developed in accordance with KCCs Guidance on Transport Assessments and Travel Plans, published in October 2008.”

25.1 Introduction

The Implementation Plan identifies the schemes to achieve the initiatives set out in the thematic sections above. Schemes are identified by timescale, broad location and transport mode. Proposed funding sources for the schemes are set out in the Implementation Plan. Where LTP funding is identified as the most likely source of funding, schemes will be subject to appraisal by Kent County Council's Scheme Prioritisation System (formerly PIPKIN), which will make a recommendation on whether LTP funding be made available or not.

The lists of schemes identified in the Implementation Plan will be reviewed during Annual Progress Reports. This will help to make the SDST a living document and will allow the Implementation Plan to react to changing priorities in Sevenoaks District as development associated with the LDF Core Strategy is brought forward. Revised Implementation Plans will take account of projects that have been completed, new projects and feasibility studies that may have emerged over the course of the year.

In addition to investments in infrastructure and services, as set out in the Implementation Plan, initiatives of the SDST will be implemented through the application of Transport Assessments, Travel Plans and Vehicle Parking Standards. Transport Assessments are used to identify the likely transport impacts of development. Travel Plans are used to promote sustainable transport initiatives at a more local level and in greater detail than the SDST is able to do. Travel Plans can be developed for new or existing workplaces and schools, for example. Vehicle Parking Standards set the maximum number of parking spaces to be provided for a new development.

25.2 Transport Assessment

To enable the Planning Authority to determine whether a Transport Assessment is likely to be needed, the developer will need to prepare and submit an initial Transport Statement which determines; how accessible the development is by all modes of transport; whether the site access can accommodate the predicted level of traffic, if any; and what measures can be undertaken to encourage travel by walking, cycling and public transport.

A Developer is required to submit a Transport Assessment in the following cases:

- **Where there are particular transport, accessibility or environmental issues in connection with the proposed site.**
- **In any case where the development exceeds the threshold given in the table in [Table 4](#).**

Smaller development applications within the Sevenoaks District, will be required to submit an initial Transport Statement for approval and consideration of amalgamated impact of such smaller developments on the District road network will be assessed to determine the most effective package of highway improvements needed.

TABLE 4: Thresholds for Provision of a Transport Assessment

Class	Land use	Threshold
A1	Food Retail	1000 m2 GFA
A1	Non-food Retail	1000 m2 GFA
A2	Financial and Professional Services	2500 m2 GFA
A3	Restaurants and Cafes	1000 m2 GFA
A4	Drinking Establishments	1000 m2 GFA
A5	Hot Food Takeaways	1000 m2 GFA
B1(a)	Offices	2500 m2 GFA
B1(b&c)	Research & Development/Light Industry	3000 m2 GFA
B2	General Industry	5000 m2 GFA
B8	Storage & Distribution	4000 m2 GFA
C1	Hotels	100 Bedrooms
C2	Residential Institutions (including hospitals)	100 parking spaces
C3	Housing	100 units
D1	Primary and Secondary Schools, Higher and Further Education	All new locations Expansion of existing facilities to be individually assessed
D1	All other non-residential Institutions	2500m2 GFA
D2	Assembly and Leisure	1000 m2 GFA
D2	Stadia	1500 Seats
	Use not filling any of the above classifications (Sui Generis)	Individually Assessed

(Source SPG4)

The location of currently proposed development within the district is shown in the **Appendices and Figures** of this Strategy by location. It should be noted that the proposals identified include a number that have been granted planning permission and a number where planning applications are yet to be submitted or determined. Identification of these schemes in the SDST does not indicate that they would or would not be supported by saved Sevenoaks District Local Plan Policies or the emerging Local Development Framework. This list of sites is also not exhaustive and further small scale developments continue to be submitted to the Council. The Appendices and Figures of this Strategy will be the subject of regular review to keep the information up-to-date.

25.3 Travel Plans

Changes in Government Guidance have led to a significant increase in Travel Plan Conditions secured through the planning process. In this context a Travel Plan can be defined as 'a strategy for managing multi-modal access to a site or development focusing on promoting access by sustainable modes'. The main objective of a Travel Plan is to reduce the number of single occupant car trips to a site. A successful Travel Plan will give anyone travelling to and from a business or organisation a choice of travel options and encourage them to use the more sustainable ones.

The development of workplace and school travel plans help to identify ways of reducing private vehicle use and encourage the use of alternative modes of transport.

A number of schools and businesses in Sevenoaks District have travel plans in place. It is important to continue the good progress that is being made in this area of transport planning towards the implementation of smarter choice techniques. To influence people's travel behaviour towards more sustainable options, through improving public transport and marketing services such as travel awareness campaigns, setting up websites for car share schemes, implementing "walk to school" event, supporting car clubs and encouraging tele-working.

25.4 Employer / Developer Travel Plans

Provision of an effective Travel Plan will never be able to justify the siting of a development in a totally unsuitable location. However, a sufficiently strong Travel Plan may help to counterbalance the disadvantages of a site where sustainable access without Travel Plan measures would be less than ideal. A Travel Plan will need to be robust enough to give assurance that the sustainable travel patterns predicted by the developer will be delivered once the site is complete and operating.

Significant progress has been made in the last year in clarifying protocols and processes between KHS, District Planning Authorities and the Highway Agency for the scoping, implementation, monitoring and enforcement of Travel Plan conditions. This has included the publication of Kent's "Guidance on Transport Assessment and Travel Plans" which is intended for adoption by KCC as a material consideration in Planning.

The five tests relating to the appropriate use of planning obligations (as set out in ODPM Circular 05/2005) will be adhered to when considering the Travel Plan as part of the legal agreement. The use of conditions will also need to be in line with the guidance outlined in the DoE Circular 11/95. This is particularly important in the current economic climate where KHS and the Planning Authority need to balance what is 'reasonable' and viable with environmental and sustainability considerations.

25.5 School Travel Plans

The highly successful School Travel Plans project is now entering its final 'official' year. As part of funding secured by the Government's "Travelling to School" initiative, KCC – along with all other Local Authorities – is expected to deliver School Travel Plans at 100% of schools in Sevenoaks District and the County by March 2010.

There are 42 primary schools, 4 secondary school, 3 special schools and 1 pupil referral unit in Sevenoaks District. Of these, 29 primary schools, 1 secondary school and 1 special school has a KCC approved school travel in operation. The remaining schools are either awaiting KCC approval or are currently developing a school travel plan. There are also 13 Independent Schools operating in Sevenoaks District. *Source: KCC*

As well as showing a demonstrable impact on the school-run, the initiative has also secured additional capital funding to schools in Kent which have been spent on a wide range of initiatives to support the objectives of School Travel Plans e.g. cycle storage, sheltered waiting areas for parents, footpaths etc.

Further reference to development planning and transport assessments is made in [Appendix 19](#) of this Strategy.

26.0 Setting, Achieving & Monitoring Targets

26.1 Introduction

The effectiveness of the policies, initiative and interventions proposed and set out in the SDST will be monitored throughout the period of the Strategy and measured against a series of 4 performance indicators and 16 respective targets. The SDST indicators are grouped under the 'Shared Priority' objectives of **improving accessibility**, **tackling congestion**, **providing safer roads** and **improving air quality** as, agreed between Government and Local Authorities, and to the transport and wider policy objectives of the SDST.

This Strategy has sought to set challenging, yet realistic targets. The targets selected reflect what progress KHS can make towards achieving measurable outcomes given its own resources and the resources of Strategy Partners between 2009 and 2026.

The SDSTs targets for the strategy period 2009 to 2026 are summarised below under their appropriate shared priority heading.

26.2 Improving Accessibility

The SDSTs accessibility targets aim to monitor the ability of local people to physically access public transport services in Sevenoaks District and their ability to access key services using public transport. Improving access to key services can significantly impact on the quality of people's lives and on their life chances. Through working with the Strategy Partners, the SDST can develop a range of effective transport solutions for all sections of the community. The SDSTs approach to tackling accessibility is based on an assessment of the needs and problems across the District, which are established using Kent's Local Transport Plan approach to accessibility planning as outlined in the **Accessibility Strategy for Kent (ASK)**.

Access to health care facilities schools, education facilities and employment are the key focus areas of the SDST.

The SDSTs Accessibility Targets comprise:

- **To increase household access to hospitals within 30 minutes by 15% over the Strategy period.**
- **To increase household access to GP surgeries within 15 minutes by 10% over the Strategy period.**
- **To increase the number of pedestrian trips into Sevenoaks and Swanley town centres by 15% over the Strategy period.**
- **To increase the number of buses operating in Sevenoaks District with low floor access by 100% by 2017.**

26.3 Tackling Congestion

Congestion is one of Sevenoaks District's biggest problems. Increasing car ownership, the need for suitable alternatives, future planned growth and Kent's role as the gateway to Europe all combine to put extra pressure on the local transport network, reducing journey time reliability, causing extra delay and affecting local communities through poor air quality and noise.

Making changes to the way people travel can help reduce congestion, with the greatest impact being possible during the peak traffic periods of the day. Reductions in car use; can help to reduce carbon emissions, has a positive effect on climate change and encourages more sustainable transport development.

26.4 Congestion Targets

Demand management represents the most fundamental policy approach to achieving a significant proportion of the 'Shared Priority' objectives and targets in the SDST.

The SDST aims to achieve a reduction in road congestion in Sevenoaks District through the following targets:-

- To increase bus patronage in Sevenoaks by 0.5% per annum up to 2026.
- To limit traffic growth in Sevenoaks overall road network to less than 2% per annum up to 2026.
- To increase the average number of daily cycle trips by 2% per annum up to 2026.
- To increase the proportion of pupils travelling to school by sustainable transport modes by 2% (Secondary Schools) and 1% (Primary Schools) per annum up to 2026.
- To restrict peak hour traffic growth A25/A225 Bat & Ball junction to less than 2% per annum up to 2026 and no more than 32% by 2026, against the predicted 3% per annum growth (2004 base year).

And in conjunction with the above targets the following SMARTer Targets:-

- All employers in Sevenoaks District employing more than 100 staff to have Travel Plans by 2018.
- 20% increase in the number of primary school children (5-10 year olds) travelling to school by 'sustainable modes' (2004/05 base) by 2018. This will be off-set against non-car sharing car/van trips.
- 10% increase in the number of secondary school children (11-16 year olds) travelling to school by 'sustainable modes' (2004/05 base) by 2018. This will be off-set against non-car sharing car/van trips.

26.5 Providing Safer Roads

KCC, Sevenoaks District Council and its Strategy Partners will continue to work towards reducing the number of road casualties in Sevenoaks District.

KCC is already committed to reducing road casualty rates in line with the national targets set in the Government's Road Safety Strategy.

The SDST is also committed to achieving the Governments road casualty reduction rate targets which are currently set at and comprise:

- Achieving a 40% reduction in the number of people killed or seriously injured on Kent's road network in Sevenoaks District between 2000 and 2010 and thereafter by 1% per annum up to 2026.
- Achieving a 50% reduction in the number of children killed or seriously injured between 2000 and 2010 and thereafter by 1% per annum up to 2026.
- Achieving a 10% reduction in the number of slight injuries between 2000 and 2010 and thereafter by 0.5% per annum up to 2026.

These targets may need to be revised in accordance with future revisions of the Governments Road Safety Strategy. Fundamentally, these targets will be used to measure the impact of a wide range of road safety initiatives and the impact of the ongoing road safety scheme identification and implementation programmes in Sevenoaks District.

26.6 Improving Air Quality

Kent County Council and Sevenoaks District Council are committed to improving local air quality and through the SDST have identified a number of transport measures that could improve air quality in Air Quality Management Areas (AQMA's).

Kent's LTP sets an ambitious air quality target aimed at reducing NO₂ emissions in line with the national target at 11 AQMA sites in Kent, many of which are located in densely populated and heavily trafficked urban areas.

Sevenoaks Air Quality Target comprises:

- **To reduce the annual average level of NO₂ missions at Sevenoaks 12 AQMA's to 40 µg/m³ by 2018. Intermediate traffic flow monitoring will form annual trajectory for this particular indicator.**

Each target has a robust methodology and includes a quantifiable base year and target year figure set against a time-series trajectory covering the period of the plan. Full details of targets are presented in [Appendix 20](#) of this Strategy.

27.0 Conclusion

Sevenoaks District is located within the Metropolitan Green Belt, and has a population of 109,305⁽¹⁾ with 45,000⁽²⁾ dwellings. The District has three main settlements: the Sevenoaks urban area (population 22,508⁽¹⁾), Swanley (15,879⁽¹⁾) and Edenbridge (7,808⁽¹⁾). Around 47% of the District's population live in these urban areas, which are the focus for residential, shopping, business and social activities and also cater for the needs of neighbouring villages.

(1)- Source Sevenoaks District Council Emerging LDF Document

(2)- Source Sevenoaks District Council Housing Strategy 2003

The emerging Local Development Framework Core Strategy identifies Sevenoaks (urban area), Swanley and Edenbridge as the primary locations for development over the period of this strategy. Limited development in Local Service Centres (Brasted, Crockenhill, Eynsford, Farningham, Halstead, Hextable, Kemsing, Leigh, New Ash Green, Otford, Seal, Shoreham, South Darenth, Westerham and West Kingsdown) is also proposed by the Core Strategy. In smaller settlements and rural areas development is heavily constrained by Green Belt and AONB policies.

The Sevenoaks District Strategy for Transport aims to respond to existing transport challenges and those that may arise as a result of the scale and distribution of development proposed in emerging spatial planning policies. The Transport Strategy recommends that future investment in transport infrastructure is predominately structured around the distribution of development proposed by the LDF Core Strategy.

The Strategy sets out to reduce congestion and pollution and tackle problems of accessibility and road safety and the districts 16 priority initiatives to achieve the four shared priority objectives of the SDST which are:-

- **Improving accessibility;**
- **Tackling congestion;**
- **Providing safer roads; and**
- **Improving air quality.**

It is important that SDST is seen as a continually evolving document which needs to be reviewed in association with the preparation of future Local Transport Plans and Local Development Framework. Annual Progress Reports will outline the Strategy's progress in delivering the strategy's objectives and targets.

The development of Annual Progress Reports will significantly help to make the SDST a more visible document and should help to deliver transport performance improvements by encouraging transport operators to work towards the targets. Where monitoring shows that SDST targets are not being met, consideration will need to be given to reviewing the priorities and initiatives identified in the SDST.

The top current 16 priority transport initiatives in Sevenoaks District can be summarised as follows, and together they help to tackle the 4 shared priority objectives of the SDST to **improve accessibility, tackle congestion, provide safer roads**

Bus, Community Transport & Taxi

- 1. Develop a QBP or similar local agreement and improve local bus services and infrastructure to support east-west and north-south services and services to Pembury Hospital, railway stations and rural villages.**

Rail Travel

- 2. In combination with measures to promote alternative forms of transport to access stations, provide sufficient off-street parking at stations and controls in nearby streets.**

and improve air quality:-

Roads, Traffic & Congestion

3. Develop a Traffic Management Control system and introduce Intelligent Transport Systems that cover the high volume main road network in Sevenoaks District and Sevenoaks and Swanley town centres.

Freight

4. Designate lorry routes within Sevenoaks District and develop a Freight Quality Partnership.

Kent's Airports

5. Promote alternative forms of transport to access airports.

Climate Change & Transport Planning

6. Assist in the development and implementation of work place and school travel plans to reduce emissions from car journeys, improve air quality and promote health;

Air Quality Management

7. To reduce the annual average level of NO₂ emissions at Sevenoaks 12 AQMAs to 40 µg/m³ by 2018. Intermediate traffic flow monitoring will form annual trajectory for this particular indicator.

Road, Rail, Bus Travel Safety

8. Introduce crash reduction measures and re-engineer the highway to protect vulnerable highway users giving priority to journeys to school and speed reduction.

Car Parking

9. To promote alternative forms of transport to access stations, provide sufficient off-street long-stay parking at stations and controls in nearby streets.

Heavy Goods Vehicle Movements

10. Designate lorry routes within Sevenoaks District and develop a Freight Quality Partnership.

Walking

11. Improve pedestrian routes between residential areas and workplaces, schools and town centres and improve access for the mobility impaired.

Cycling

12. Provide cycle friendly infrastructure and introduce new cycle routes along the main transport corridors and improve home to school links.

Powered Two-Wheelers

13. Positively promote the use of small capacity and electric powered two wheelers (PTW) as an alternative to the car.

Disability Access

14. To help pedestrians with mobility impairments the following actions are being taken :-
 - All pedestrian crossings are being upgraded to meet all current DDA requirements across the district.
 - For those with visual impairments, tactile paving will be installed at all pedestrian crossing points to help guide pedestrians safely to crossing points.
 - Ramps/dropped kerbs will be introduced along key transport corridors to improve accessibility for wheeler chair, mobility scooter users, and prams and push chairs.
 - Bus stops along the key transport corridors will have raised kerbs installed to improve wheel chair, pram and push chair access and this programme will be applied progressively to all bus stops in the district.

Smarter Choices

15. Expand school, workplace and area travel planning and raise awareness including through rail station travel plans.

Development Planning & Transport Assessments

16. To ensure that Transport Assessments required under the provisions of the planning process for new developments, are developed in accordance with KCCs Guidance on Transport

28.0 Key Background Documents

A number of important international, national, regional and Local publications and policy documents have been used to guide and shape the development of this Strategy.

Some of the Key documents are:

28.1 International

Rio Earth Summit 1992 -
<http://www.un.org/geninfo/bp/enviro.html>

Kyoto Climate Change Conference 1997 –
<http://unfccc.int/2860.php>

Montreal Climate Change Conference 2005 –
http://ec.europa.eu/environment/climat/montreal_05.htm

28.2 National

A new deal for Transport, Better for Everyone 1998 –
www.dft.gov.uk/stellent/groups/dft_about/documents/page/dft_about_610276.hcsp

Transport Act 2000 –
www.opsi.gov.uk/ACTS/acts2000/20000038.htm

Transport White Paper, Future of Transport 2004 –
www.dft.gov.uk/stellent/groups/dft_about/documents/divisionhomepage/031259.hcsp

Planning Policy Guidance 13 2001 -
www.communities.gov.uk/index.asp?id=1144015

28.3 Regional

Regional Planning Guidance 9 –
www.go-se.gov.uk/gose/planning/regionalPlanning/

South East Plan 2009 –
www.southeast-ra.gov.uk/southeastplan/plan/view_plan.html

28.4 Local

Supplementary Planning Guidance 4 –
www.kmsp.org/pdfs/draft/SPG4VPSSep03.pdf

Kent and Medway Structure Plan –
www.kmsp.org/pdfs/kmsp-spg4-pre-print.pdf

Kent County Council Local Transport Plan 2006-2011 –
www.kent.gov.uk/static/local-transport-plan/index.html

Local Plans / Local Development Frameworks / Local Development Documents for **Sevenoaks District** – these can be found on the **Sevenoaks District's Planning Website**.

29.0 Acronyms

The following is a list of all the acronyms (in alphabetical order) used in this document for reference purposes:-

- AQMA - Air Quality Management Area
- ASK - Accessibility Strategy for Kent
- CTC - Cyclist Touring Club
- CTRL - Channel Tunnel Rail Link
- DaSTS - Delivering a Sustainable Transport System
- DCP - District Community Plan
- DDA - Disability Discrimination Act
- DfT - Department for Transport
- G.O.S.E- Government Office for the South East
- HGV - Heavy Goods Vehicle
- JTB - Joint Transportation Board
- KCC - Kent County Council
- KHS - Kent Highway Services
- KIA - Kent International Airport
- LDF - Local Development Framework
- LEV - Low Emissions Vehicle
- LTP - Local Transport Plan
- NCN - National Cycle Network
- NSIP - National Station Improvement Programme
- ODPM - Office of the Deputy Prime Minister
- ONS - Office of National Statistics
- PHV - Private Hire Vehicle
- PIPKIN - Integrated Transport Scheme Prioritisation Methodology
- PSVAR - Public Service Vehicles Accessibility Regulations
- PTW - Powered Two-Wheelers
- QBP - Quality Bus Partnership
- RUS - Route Utilisation Strategies
- SDC - Sevenoaks District Council
- SDST - Sevenoaks District Strategy for Transport
- SEERA - South England Regional Assembly
- SPG - Supplementary Planning Guidance

The Sevenoaks District Strategy for Transport 2009 - 2026