

To: Sevenoaks District Council
By: Tim Read, Head of Transportation
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Subject: Sevenoaks District Cycling Strategy – Progress Update

SEVENOAKS DISTRICT CYCLING STRATEGY – PROGRESS UPDATE

Summary

This report provides an update on progress with Sevenoaks District Cycling Strategy.

1.0 BACKGROUND

The Sevenoaks District Cycling Strategy was endorsed by JTB back in 2011 and by KCC and SDC in 2012. Local stakeholders including the Sevenoaks Cycling Forum were consulted extensively on the cycling strategy and site meetings were held to walk the routes. The cycling strategy provides an overarching framework for the expansion of cycling in Sevenoaks. The full document can be accessed via the following link:

http://www.kent.gov.uk/data/assets/pdf_file/0006/7863/Sevenoaks-cycling-strategy.pdf

The strategy aims to enable more people to cycle more safely in the district so as to encourage a shift towards more sustainable transport choices and healthy leisure activities. In order to achieve this, a number of priority areas for action have been identified, namely:

- **Creating New Routes and Linkages** – seeking opportunities to develop new routes and linkages which 1) connect population centres to key services such as local schools, employment areas and transport interchanges in the main urban areas of Sevenoaks, Swanley and Edenbridge; and 2) promoting leisure cycling through the identification of attractive longer leisure routes which connect to the main urban centres
- **Safer Cycling** – ensuring infrastructure is well designed, prioritising routes on quiet residential streets away from busy main roads and junctions and providing road safety education
- **Improvements to Cycle Parking** – identifying locations for additional cycle parking facilities and positioning them to maximise security
- **Promotion and Encouragement** – raising awareness of cycling and its benefits amongst the community
- **Maintenance** – ensuring existing and any future facilities are well maintained

2.0 FUNDING SOURCES

As stated in the strategy, implementing the identified cycling improvement measures will depend on securing the necessary funding. This task is more difficult in the current economic climate. However, having an agreed cycling strategy in place can be a useful negotiating tool when seeking private and public sector funding.

2.1 Community Infrastructure Levy (CIL)

CIL is a potential source of funding. In 2012, KCC and SDC agreed to put forward £1,440,000 in the CIL charging schedule process for implementing cycling improvement measures identified in the strategy. CIL is Community Infrastructure Levy paid by developer towards education, highways etc. There is no guarantee that KCC will receive the money identified but it is included in the charge setting and charging schedule procedures. CIL can only be collected by SDC as developments come forward, so we cannot be certain of when money will be received for the strategy or how much.

Identified routes from the strategy to be funded through CIL are as follows:

- Route 1 – East-west route across northern Sevenoaks
- Route 6 – North-south route connecting Otford and Sevenoaks - urban and leisure route
- Route 7 – Link between the Sevenoaks Railway Station and town centre
- Route 13 – Link from existing London Road cycle lane to the town centre
- Route 14 and 15 – Route connecting town centre to Swanley railway station.
- Route 19 Link to Swanley station from High Street

2.2 The Integrated Transport (IT)

IT block is a capital funding allocation paid to KCC on an annual basis by the Department for Transport. It is the mechanism by which the majority of measures in the Local Transport Plan (LTP) implementation programme have traditionally been funded. Some of the cycling improvement measures identified in the Sevenoaks District Cycling Strategy and included in the LTP programme are as follows:

- A224 Polhill – provision of cycle lanes
- East to west A25 route (Route 1) – taking cyclists off A25
- Swanley Area
- Sevenoaks station and town centre link (Route 7)

2.3 Local Sustainable Transport Fund

The Government has announced, as part of the Local Transport White Paper (2011), the creation of a Local Sustainable Transport Fund to help build strong local economies and address the urgent challenges of climate change. It reflects the Government's core objectives of supporting economic growth by improving the links that move goods and people and meeting its commitment to reducing greenhouse gas emissions.

In July 2014, it was announced that the South East Local Enterprise Partnership had awarded West Kent £4.89 million of Local Sustainable Transport Fund. There is potential for some of this money to be used to deliver some measures in the Sevenoaks District Cycling Strategy.

2.4 Section 106 Developer Contributions

Opportunities will be taken as developments come forward to either:

- Take contributions from developers for cycling improvement measures
- Or place an obligation on the developers to deliver cycling improvement measures

3.0 TIMESCALE FOR IMPLEMENTING CYCLING STRATEGY

The Sevenoaks District Council Core Strategy was adopted in February 2011. It sets out the main elements of growth that will need to be supported by further infrastructure. In particular it provides for the development of 3,300 new dwellings to be built in Sevenoaks District over the period 2006-2026. The cycling strategy is part of this further infrastructure to support growth, so in theory has a lifespan aligned to the Core Strategy which is to 2026. However, with uncertainties on when developments will come forward and on funding, the reality is that the timescale is uncertain.

The cycling strategy will be implemented in a phased approach, with each phase being legible and able to stand alone. This is important as the time gap between phases cannot be predicted and may be years.

4.0 PROGRESS TO-DATE

4.1 Section 106 Developer Contributions

Sections of the cycling strategy will be implemented as part of the S106 funded improvement scheme at the Bat and Ball junction. The sections are as follows:

Bradbourne Vale Road – Footpath Widening Works - (see drawing KCC-S106BBCW-001) The Sevenoaks District Cycling Strategy recommended the implementation of this path and that it is signed for use in both directions to provide an alternative route that avoids the steeper section of St Johns Hill.

Hospital Road – Contra-flow Cycle Lane – (see drawing KCC-S106-BBCW-002) - The cycling strategy recommended the contra flow cycle lane to provide an alternative link for cyclists from Greatness travelling towards the town centre and avoids the Bat & Ball junction.

Otford Road, Sainsbury to Cramptons Road – Shared Use Cycle Path – (see drawing KCC-S106-BBCW-003) - The cycling strategy considers this path to be part of

a series of links which would provide a north-south link between Otford and Sevenoaks. A route along this section is one of the route options being considered as part of the proposed extension of the Darent Valley Path (Route 23).

4.2 Integrated Transport/Local Transport Plan

Amey have been commissioned to prepare more detailed design and cost estimate of cycling strategy improvement measures included in the LTP programme for 2014-15. The work is being done to give the measures the best possible chance to obtain LTP funding for 2015-16. The funding would enable delivery of these measures.

4.3 Local Sustainable Transport Fund

The process of allocating the £4.89 million is on-going and it is envisaged that money will be allocated for implementing some of the measures in the Sevenoaks District Cycling Strategy.

Recommendation

The Board **NOTES** progress to date on the Sevenoaks District Cycling Strategy.

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