



Despatched: 06.03.12

SEVENOAKS JOINT TRANSPORTATION BOARD

14 March 2012 at 7.00 pm

Conference Room, Argyle Road, Sevenoaks

AGENDA

Membership:

Chairman: Cllr. (James) London (SDC) Vice-Chairman: Cllr. Brazier (KCC)

District Council Members:

Cllrs. Mrs. Davison, Edwards-Winser, Searles, Towell, Underwood and Williamson.

The County Councillors for the 7 County Electoral Divisions representing the Sevenoaks District:

Cllrs. Brookbank, Chard, Gough, Lake, (John) London and Parry.

The representative from the Kent Association of Local Councils:

Cllr. Robson

	<u>Pages</u>	<u>Contact</u>
Apologies for Absence.		
1. Minutes	(Pages 1 - 6)	
Minutes of the meeting held on 14 December 2011.		
2. Declarations of interest		
3. Matters Arising/Update (Including Actions from Previous Meetings)	(Pages 7 - 8)	
4. Waiting Restrictions Consultation Response - Shoreham	(Pages 9 - 14)	
5. S278 Works Associated with the West Kent Cold Store Redevelopment	(Pages 15 - 20)	
(Station Road, Dunton Green – Petition)		
6. Petition - London Road, Westerham	(Pages 21 - 24)	
7. Review of Parking Restrictions near Knockholt Station, Halstead	(Pages 25 - 40)	Gary Connor

- | | | |
|-----|---|-------------------|
| 8. | A224 Polhill and London Road: Speed Limits and Road Safety | (Pages 41 - 48) |
| 9. | Sevenoaks Cycle Strategy | (Pages 49 - 122) |
| 10. | A21 Tonbridge - Pembury Dualling | (Pages 123 - 126) |
| 11. | Highway Improvement and Members' Highway Fund | (Pages 127 - 138) |

EXEMPT ITEMS

(At the time of preparing this agenda there were no exempt items. During any such items which may arise the meeting is likely NOT to be open to the public.)

Please note the following reports may be of interest for information and can be found on the Sevenoaks District Council website:

- | | | |
|-----|--|-------------------|
| 12. | Freight Transportation Strategy | (Pages 139 - 142) |
| 13. | Street Lighting Report | (Pages 143 - 148) |

To assist in the speedy and efficient despatch of business, Members wishing to obtain factual information on items included on the Agenda are asked to enquire of the appropriate Director or Contact Officer named on a report prior to the day of the meeting.

Should you require a copy of this agenda or any of the reports listed on it in another format please do not hesitate to contact the Democratic Services Team as set out below.

For any other queries concerning this agenda or the meeting please contact:

The Democratic Services Team (01732 227241)

SEVENOAKS JOINT TRANSPORTATION BOARD

**Minutes of the Sevenoaks Joint Transportation Board held on
14 December 2011 commencing at 7 pm**

Present: Chairman: Cllr. London (James)

Vice-Chairman: Cllr. Brazier

District Councillors: Mrs. Davison, Edwards-Winser, Searles, Towell,
and Underwood.

County Councillors: Brookbank, Gough, Lake, London (John) and
Parry.

The representative from the Kent Association of Parish Councils:
Cllr. Robson.

Apologies for absence were received from Cllrs. Chard and Williamson.

Officers: Mr. Bracey (SDC), Mr. Connor (SDC) Mr. Cook (KCC), Mr.
Wilson (SDC) and Ms. Etheridge (SDC).

District Cllrs. Davison, Mrs. Hunter and Mrs. Parkin were also in
attendance.

14. **DEDICATION TO COUNCILLOR DIBSDALL**

The Chairman on behalf of the Board, expressed sorrow at the recent passing of an esteemed and respected colleague, District Councillor Colin Dibsdall who had been a long serving and valued member of the Sevenoaks Joint Transportation Board until May 2011, and would be greatly missed.

15. **MINUTES OF THE MEETING OF THE BOARD HELD ON 14 SEPTEMBER
(ITEM NO. 1)**

Resolved: That the minutes of the meeting of the Sevenoaks Joint Transportation Board held on 14 September 2011 be approved and signed by the Chairman as a correct record, subject to the Officers being corrected to read: Mr. Burton (KCC) and Mr. Connor (SDC).

16. **DECLARATIONS OF INTEREST** (Item No. 2)

Cllr. James London and County Councillor John London declared a personal interest in minute item 20 in that Mrs London (Councillor John London's wife and Councillor James London's Mother) was a Sevenoaks Town Councillor.

17. **MATTERS ARISING/UPDATES (INCLUDING ACTIONS FROM PREVIOUS
MEETINGS** (Item No. 3)

The completed actions were noted.

18. PROPOSED PARKING RESTRICTIONS IN CHEVENING AND RIVERHEAD
(Report No. 4)

The Senior Parking and Traffic Engineer (SDC) presented the report which requested that Members approve a Traffic Regulation Order to introduce new and amend existing parking restrictions in the Witches Lane, Westerham Road, Cranmer Road and St Marys Drive areas of Chevening and Riverhead parishes. Formal consultation had been carried out on the proposals in accordance with statutory requirements from 10 February to 13 March 2011, with the proposals for St Mary's Drive being amended following informal consultation carried out in 2010. The Senior Parking and Traffic Engineer (SDC) advised that since the publication of the agenda Riverhead Parish Council had again emailed asking for the proposals as detailed in Appendix B to the report, be agreed.

Members noted that Chevening Parish Council's had opposed the proposals for Witches Lane but that no reason had been given. A Member considered their concerns centred on displacement parking that may result from implementation of the scheme. A Member pointed out that the Parish Council and local Member represented many residents' views which should not be taken lightly. He asked for the restrictions in the Chevening area to be rejected or deferred.

Members noted that it was possible to reduce the scope of the restrictions under specific circumstances if so desired, without the need to go back out for consultation, and that it was possible to take separate decisions on the three areas under consideration in the Order. It was also possible for the restrictions to be put in place but if deemed unsuccessful when reviewed, could be subsequently removed by a further amendment to the Traffic Order.. Members were reminded that there had already been informal and formal consultation on the proposed restrictions.

In light of the concerns expressed the Chairman moved that the Traffic Regulation Order be voted on as a whole with the proviso that if this fell it be considered as three separate areas.

Resolved: That

- (a) the comments and objections to the changes in the on-street parking Traffic Regulation Order 2009 Amendment 16 be noted;
- (b) Officer recommendations set out within the report be approved for implementation; and
- (c) a review be carried out and reported to the Board six months after implementation.

19. PETITION – VALLEY ROAD FAWKHAM (Report No. 5)

The report described a petition presented to the Sevenoaks Joint Transportation Board on 14 September 2011 by Cllr. Mrs. Parkin on behalf of the parents at Fawkham School. It requested action to lower the speed limit from 40mph to 20mph and for additional road safety measures along Valley Road. The District Manager (Sevenoaks) advised that Kent Police did not support the speed reductions and it

would need significant highways works to make it self-enforcing. The request for a formal crossing would also require significant work and due to the significant pressures on finances, major works were only being carried out where there were high crash records as part of the Crash Remedial Measure Programme (CRM). He could not comment on the parking problems as this was a situation the school needed to address and was not a highways matter. Since the meeting the Highways Steward had inspected the area and arranged for the lining to be refreshed, 540m worth of 'siding' to be undertaken on the footway and some minor patching. This area would continue to be monitored in line with the statutory inspection requirements with works undertaken as necessary.

The District Manager (Sevenoaks) reported that since the publication of the agenda, County Councillor Brazier had agreed to use his Member Highway Fund to carry out a feasibility study into a speed reduction to 30mph. Cllr. Mrs. Parkin thanked County Councillor Brazier on behalf of the petitioners. A Member reminded those present that children hit at 30mph stood an 80% better chance of survival than those hit at 40mph. The County Councillor commented that there was strong local feeling that needed to be respected and he was prepared to fund an inquiry to assess the overall value of lowering the speed limit. If it were deemed a worthwhile exercise, he expected he may then need to fund it.

Resolved: That

- (a) the Highway Authority not pursue any changes in the road environment or a reduction in the speed limit along Valley Road in the vicinity of Fawkham School;
- (b) it be noted that the provision of parking facilities and pedestrian access into the school is not the responsibility of the highway authority; and,
- (c) the lead petitioner be informed of the Board's decision.

20. SEVENOAKS PEDESTRIAN GUARDRAILING ASSESSMENT (Report No. 6)

The District Manager (Sevenoaks) introduced the report which informed the Board of the results of a survey of pedestrian guardrailing in Sevenoaks and sought comments on proposals to remove sections of guardrailing from some sites.

Members were concerned that removal of the railings near the Railway Station (Site 2) would be dangerous and at least served to guide pedestrians to cross correctly and that they had originally been put in place for safety reasons. In fact there was possibly not enough railings. A Member advised that the Rail Station was also set to make improvements to the station forecourt area and that it may be advisable to wait until these changes were carried out.

With reference to the proposal to remove the railings at the junction with the A225 Dartford Road and Suffolk Way/Pembroke Road (Site 4) a Member was concerned that this was driven by costs and not safety. There was also an understanding that

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improvements were to be made to this junction under a s.106 agreement and that it may be advisable to wait until these had been carried out.

Resolved: That

- (a) Sites 1, 3, 5 – 8 as set out in the report, be agreed; and
- (b) consideration of Sites 2 and 4 be deferred until the next meeting of the Board.

21. HIGHWAY IMPROVEMENT SCHEME PROGRESS REPORT (Report No. 7)

The report described the progress to date and anticipated progress over the next three months of all programmed highway improvements and those schemes that were expected to be included in Kent County Council's 2011-12 Capital Programme. The District Manager (Sevenoaks) apologised that the Transport Planner was not able to attend the meeting due to an earlier work related incident. With reference to the Polhill Crash Remedial Measures he advised that there was to be a meeting in the New Year to discuss this and other hills in the area. In response to a query that Otford Parish Council had not seen the proposals, he advised that consultation had gone out that week but he would double check Otford Parish Council had been on the list. In response to a Member's question he advised that the traffic island had been placed at Polhill as a crash remedial measure and therefore could be done ahead of the consultation. It was only included on the consultation for information.

ACTION 1: Invitation to the meeting concerning Polhill Crash Remedial Measures to be extended to County Councillors Gough and Parry.

A Member advised the Board that the junction works near Station Road were causing concern among many local residents and the Parish Council. Considering the cost he was concerned that there needed to be more certainty that the measures would physically work. The current view was that the mini roundabout did not work. The District Manager confirmed that a petition had recently been received concerning the traffic calming measures, but was too late to be included on the agenda.

ACTION 2: Petition and Officer response to the Station Road, Dunton Green petition, to be submitted to the next meeting of the Board, with all local representatives kept apprised of the situation.

The District Manager (Sevenoaks) updated the Board on additional items to the Members' Highway Fund expenditure. The Board noted that where the report stated 'Awaiting Member Approval' it referred to County Council Cabinet Member approval. It was advised that in many cases this had already been granted.

ACTION 3: Kent Highways to note and investigate the following

David Brazier

- no note of completed works outside Hartley Post Office

Peter Lake

- 'Fordcombe to Penshurst Village – Request for an illuminating speed reduction sign' ongoing and should not be taken off the list
- query from a Member as to why the 'Station Road, Edenbridge – Request for a Pedestrian Crossing' was not covered by the building costs of the Community Centre

Robert Brookbank

- 'Emerson Avenue and Victoria Hill Road, Hextable – Request for measures to improve visibility' lining is outstanding and causing parking problems
- 'Russet Way, Swanley – request that unsuitable for HGV signs' still not completed after two years.

The District Manager (Sevenoaks) advised that he was aware that there were a number of issues concerning the list which is why he had hoped the relevant Officer would have been able to attend the meeting.

Members noted that in many cases costs were estimates based on a previous Contractors rates, and that the new Contractor was much more competitive. Members felt that it was a good scheme that allowed them to respond more positively to constituents concerns.

Resolved: That the progress of programmed highway improvements, be noted.

22. KENT COUNTY COUNCIL HIGHWAYS AND TRANSPORTATION
RESTRUCTURE (Report No.8)

The Kent Highway Schemes Manager's report set out recent changes following a restructure of the department and highlighted how Kent Highways and Transportation (KH&T) would continue to focus on working with communities and ensure proper engagement with Members, Councillors, Parishes and local people.

In response to a number of concerns that it was difficult to contact a Highway Steward, the District Manager advised that every parish representative, clerk and member had been sent the plan and contact details. If contact was needed to report a specific problem then it was necessary to do this via the contact centre so that there was a formal record and it was accountable within the system. However Stewards could be contacted directly for information, advice or judgements. He was aware that there may have been a recent issue with the contact centre which he hoped to address. There had been a number of changes in personnel and the management structure, but it was believed that the new arrangements were working well.

Resolved: That the report be noted.

THE MEETING WAS CONCLUDED AT 8.30 P.M.

Chairman

ACTION SHEET

ONGOING/ PENDING ACTIONS				
	Action date	Description	Status and last updated	Contact Officer
1.	14.12.11	Invitation to the meeting concerning Polhill Crash Remedial Measures to be extended to County Councillors Gough and Parry.	Completed – Site meeting held, speed limit to be reviewed – please see report Item No. 8.	Julian Cook 0845 8247 800
2.	14.12.11	Petition and Officer response to the Station Road, Dunton Green petition, to be submitted to the next meeting of the Board, with all local representatives kept apprised of the situation.	Please see report Item No. 5.	Jamie Hare 0845 8247 800

3.	14.12.11	<p>Kent Highways to note and investigate the following :</p> <p><u>David Brazier</u> no note of completed works outside Hartley Post Office</p> <p><u>Peter Lake</u></p> <ul style="list-style-type: none"> • 'Fordcombe to Penshurst Village – Request for an illuminating speed reduction sign' ongoing and should not be taken off the list • query from a Member as to why the 'Station Road, Edenbridge – Request for a Pedestrian Crossing' was not covered by the building costs of the Community Centre <p><u>Robert Brookbank</u></p> <ul style="list-style-type: none"> • 'Emerson Avenue and Victoria Hill Road, Hextable – Request for measures to improve visibility' lining is outstanding and causing parking problems • 'Russet Way, Swanley – request that unsuitable for HGV signs' still not completed after two years. 	Please see report Item No. 11 in response.	<p>Steven Noad</p> <p>0845 8247 800</p>
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SEVENOAKS JOINT TRANSPORTATION BOARD – 14 MARCH 2012

WAITING RESTRICTION CONSULTATION RESPONSE - SHOREHAM

Report of the: Kent County Council Director of Highways and Transportation

Status: For Consideration

Executive Summary: This report describes the comments and objections to waiting restrictions recently advertised by public notice. Members are asked to consider and resolve how to proceed.

This report supports the Key Aim of Reducing speed, encouraging safer driving and tackling known speeding crash hotspots. Also improving pedestrian safety, including measures to improve access for people with disabilities as indicated in the Sevenoaks Community Plan.

Chairman Cllr James London

Head of Service KHS – Head of Transportation – Tim Read

Recommendations: Recommendations will be tabled at the meeting of the Board.

Background and Discussion

- 1 A public notice confirming no waiting at any time restrictions (double yellow lines) were proposed at the following locations was open for consultation between 12th February and 5th March 2011:
 - The junction of High Street with Mill Lane.
 - The junction of High Street and Crown Road.
 - The bends on Church Street (near The George Inn).
- 2 The original proposed restrictions for all locations are attached as Appendix A.
- 3 With regards to the above proposals Kent County Council's objective is to deter drivers from parking at locations that would:
 - Prevent a fire engine or a bus on a scheduled service from driving along a road.
 - Pose a serious road safety hazard (e.g. by severely restricting visibility at a road junction).
- 4 The extent of these problems in Shoreham means that resolving them has a high priority when it comes to introducing yellow-line waiting restrictions.

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- 5 The proposed yellow lines would achieve these objectives at these locations but will in all probability displace most of those who currently park at hazardous locations to park elsewhere. The issue is whether the locations that these drivers will park in future will be any less hazardous and whether the lengths of yellow line should be extended to far beyond where people currently park to avert such a problem. This is why public consultation is so helpful when determining whether there is a preference for restrictions to be extended beyond where people currently park.
- 6 Appendix B (to be provided at the meeting of the JTB) to this report confirms the number of comments and objections received for each proposal and summarises the detail of these for each location.

Key Implications

Financial; Resource (non-financial); Legal etc.; Value For Money

- 7 Sevenoaks District Council will be required to enforce any new waiting restrictions. Kent County Council has allocated funding to introduce these restrictions.

Risk Assessment Statement

- 8 None.

Conclusion

- 9 Officer recommendations on how to proceed will be presented verbally at the meeting.

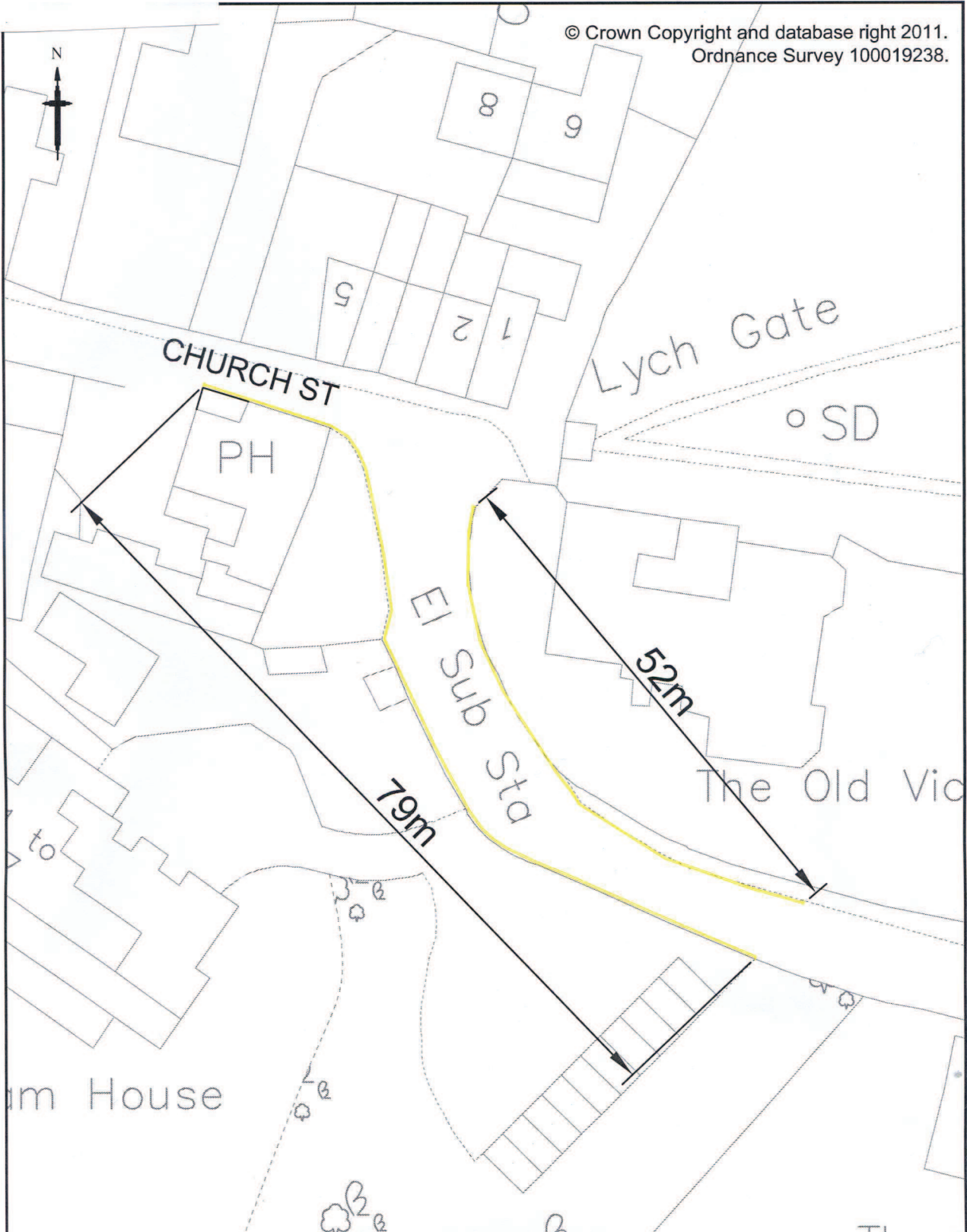
Appendices


- A Original proposed restrictions for all locations.
- B Summary of Comments Received about Proposed Waiting Restrictions (to be provided at the meeting).
- C Any recommended alterations to the original proposals (to be provided at the meeting).

Sources of Information: Background papers pertaining to this report are held on KHS file.

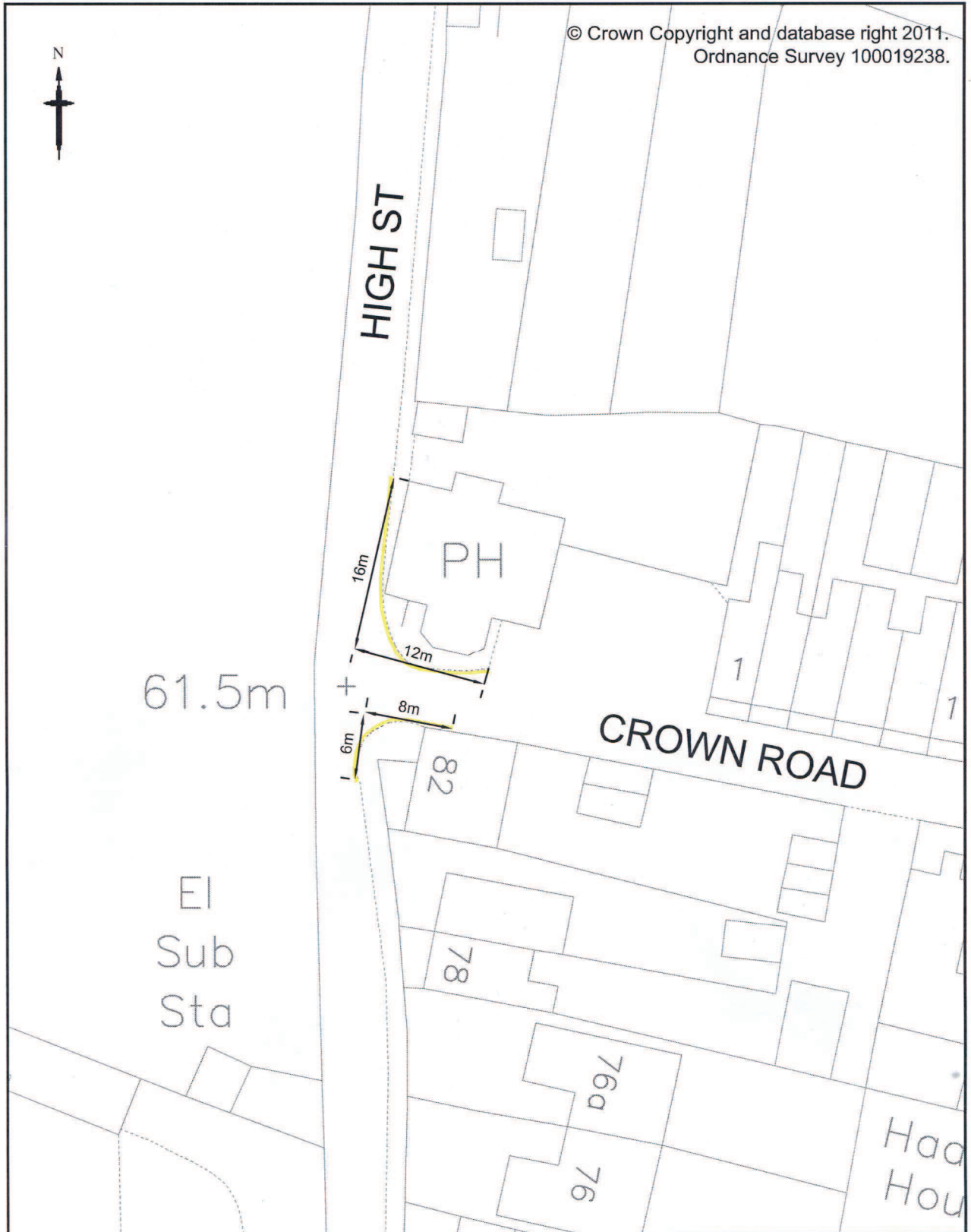
Contact Officer: Laura Squires, Kent Highway Services
08458 247 800

Director: John Burr – Kent Highway Services 08458
247 800




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	Rev	Revision Date	Purpose of revision	Drawn	Check'd	App'd
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	Drawing status FIRST ISSUE					
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Project WAITING RESTRICTIONS						

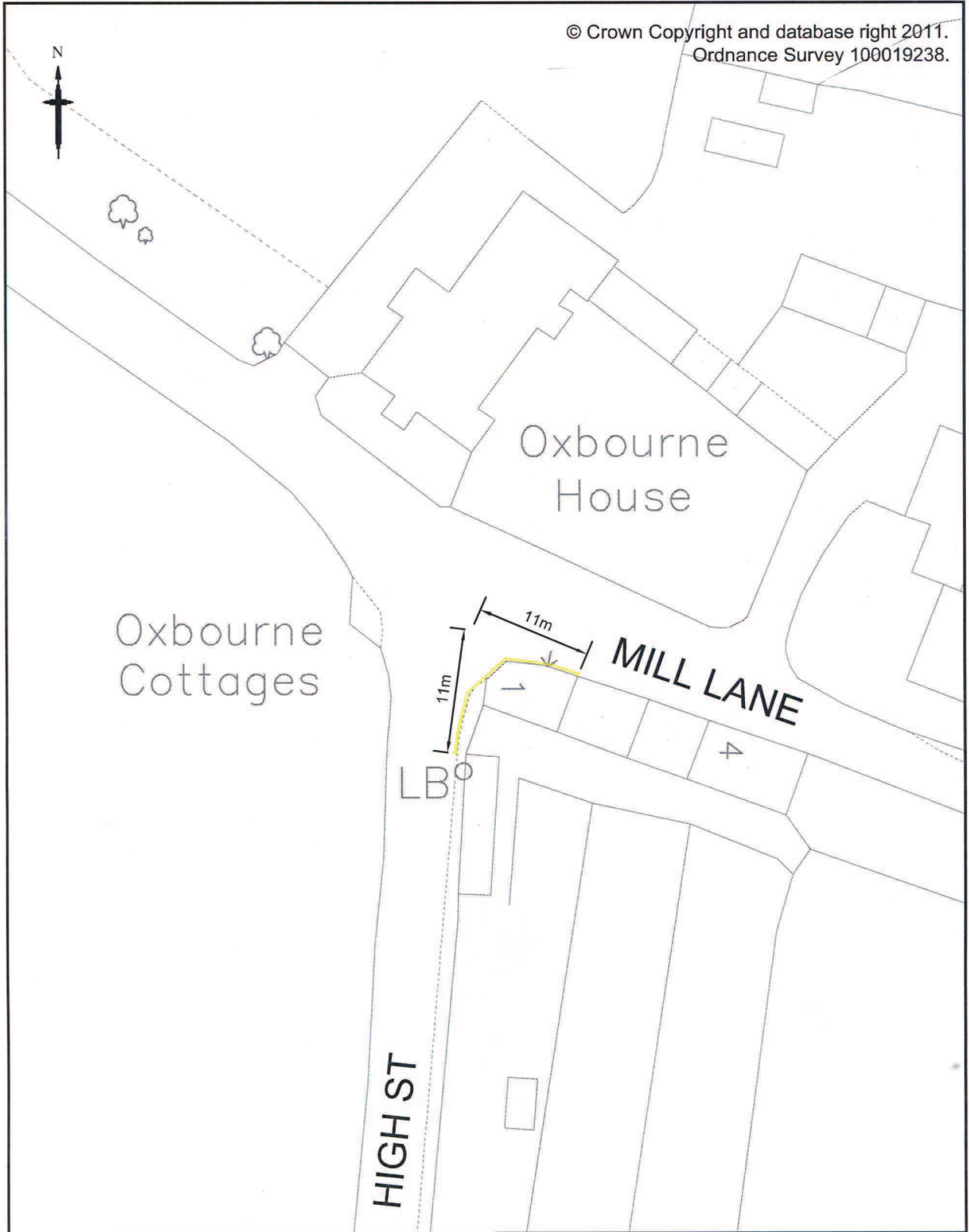
Agenda Item 4




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 Kent County Council Ashford Highway Depot Henwood Industrial Estate Ashford TN24 8AD Tel: 08458 247 800		Drawing title CROWN ROAD SEVENOAKS					
		Drawing status FIRST ISSUE					
Project WAITING RESTRICTIONS		Scale 1:500 at A4			Do not scale		
		Drawing number 11-TRO-SEV-1201				Rev 0	

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		Drawing title MILL LANE SEVENOAKS					
Kent County Council Ashford Highway Depot Henwood Industrial Estate Ashford TN24 8AD Tel: 09458 247 800		Drawing status FIRST ISSUE					
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SEVENOAKS JOINT TRANSPORT BOARD – 14 MARCH 2012

S278 WORKS ASSOCIATED WITH THE WEST KENT COLD STORE REDEVELOPMENT

Report of the: Highways & Transportation Director

Status: Cabinet – For Decision / Select Committee – For Consideration

Executive Summary:

This report sets out details of a petition that has been received requesting the that the whole matter of S278 works in Station Road is re-assessed with the views of the people who are actually going to be affected taken fully into account.

This report supports the Key Aim of Protecting and Enhancing the Built and Natural Environment.

Portfolio Holder Cllr. Bryan Sweetland

Head of Service Tim Read

Recommendation: It be RESOLVED that Members note the contents of the report.

Introduction

1 A petition has been received from the residents of Dunton Green regarding the traffic calming “pinch points” that have been constructed as part of developer funded highway works under a section 278 agreement. The petition was submitted in November 2011 containing 86 signatures.

The petition states “We, the undersigned, are of the opinion that the three “pinch points” and associated signage along the length of Station Green are inappropriate, intrusive and, in one case, dangerous and should be removed. We charge Dunton Green Parish Council with the task of presenting and supporting our views at any meeting with Berkeley Homes and Kent Highways.”

The petition was first presented to the Parish Council at their November meeting who have commented with the following.

“Having spoken with local residents, the main areas of contention are:

- *the excessive size and quantity of the signage that has been introduced in Station Road*
- *the ineffectiveness of the pinch points that have been introduced in Station Road as a measure to ease traffic congestion if Station Road*
- *the increased danger to vehicle drivers exiting Kingswood Road onto Station Road in having to negotiate a pinch point close to that junction.*

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The Parish Council supports these residents concerns and wishes to pursue resolution of these issues at the earliest possible juncture”.

Background

- 2 Following the closure of the West Kent Cold Store, at Rye Lane Dunton Green, the site was acquired by Berkeley Homes (South East London) Limited. Subsequently a planning application was submitted to Sevenoaks District Council under reference SE/06/00900/OUT on 21 April 2006.
- 3 The application was for a mixed use redevelopment comprising residential (up to 500 dwellings) and commercial uses (4,500 sq m) a medical or community facility (500 sq m), together with associated access roads, car parking, footpaths and cycleway, landscaping and open space. The application included highway improvement works consisting of a mini roundabout on the junction of London Road (A224) and Station Road together with traffic calming (pinch points) on Station Road itself.
- 4 The application went to appeal on the grounds of non determination via a public inquiry with the Inspector recommending that the appeal be allowed. This was upheld by the Secretary of State, on the 14 August 2008, following its recovery for their determination as the application raised policy issues relating to residential development of 150 or more dwellings impacting on the Governments objectives. This established the principal of the redevelopment of the Cold Store site and the associated Highway Works.
- 5 A further application was made in 2009 (SE/09/02635/FUL) by Berkeley Homes Ltd varying certain aspects of the permitted development and is now being implemented. This application included the Highway Works identified in the 2006 Public Inquiry decision and formed part of the Section 106 Legal Agreement dated 6 May 2010.
- 6 A detailed design was submitted for approval in accordance with the section 278 agreement processes which included a two stage safety and technical audit of the design to ensure it met the relevant guidance. The s278 agreement was completed in January 2011 with the works starting at the same time and which have now been completed.

Discussion

- 7 As the section 278 agreement obligations have not been completed and the works formally adopted by the County Council the developer Berkeley Homes Ltd are still responsible for the site. A copy of the petition has also been sent to them for comment.
- 8 Berkeley Homes Ltd has made the following comments on the petition;

“The planning application for the redevelopment of West Kent Cold Store (reference SE/09/02635/FUL) was formally submitted to the Council in November 2009. As part of the planning application, Berkeley Homes agreed to undertake Highway Improvement Works along Station Road/Rye Lane and at the junction of Station Road and London Road.

The scope of the highway works was agreed between Sevenoaks District Council and Kent County Council and formed part of the s106 agreement dated 6 May 2010. The scope of the highway works were presented to the public during two public exhibitions held on the 24 October 2008 and 6 October 2009. In addition, the extent of the highway works were presented and discussed with members of the West Kent Cold Store Community Forum at regular meetings held on 22 June 2009, 5 October 2009, 14 December 2009, 15 February 2010, 2 February 2011, July 2011 and 22 November 2011.

Following the grant of planning permission, Berkeley Homes progressed the detailed design of the proposed works and this was incorporated into a s278 agreement dated January 2011 with Kent County Council.”

- 9 It has been acknowledged that the sign sizes are considered excessive and was highlighted within the Stage 3 (as built) safety audit. The number of signs on site is to meet the legal requirements for priority working past the pinch point build outs. Although their size is excessive the developer has been issued approval for them and as such they will remain as erected. These can be reduced in size as and when they need replacing.
- 10 The pinch points were included as part of the planning application as a means to mitigate the impact of the development containing up to 500 dwellings to reduce the speed of vehicles of Station Road. It is acknowledged that their effectiveness will be limited until the development is fully occupied as they rely upon a certain level of traffic flows to be fully effective. These are a long term traffic calming measure to forestall complaints of speeding vehicles on Station Road in the future (post occupation of the development).
- 11 Significant public consultation has taken place both during and after the planning permission had been issued with the residents and Parish Council. The pinch point traffic calming measures were included within the public exhibitions and residents had ample opportunity to comment upon these.
- 12 The developer has complied with their planning permission and installed the works as approved and in accordance with the Section 278 Agreement. These works have been safety audited and, subject to some minor works which have been completed, are considered to be safe. They have also made it clear that they will not fund the removal of the build outs.

Options (and Reasons for the Recommendation)

Key Implications

Financial

- 13 Currently there are no financial implications for the County Council as the site is still the responsibility of the developer. However once adoption has taken place pressure may be applied for the County Council to fund their removal.

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Conclusions

- 14 As the developer has completed the works in accordance with their planning permission and section 278 agreement they have no obligation to remove or change the works beyond the safety audit recommendations. The full benefit of the build outs will not be realised until the cold store site starts to be occupied. The developer is currently building the infrastructure roads to be followed by the housing which is likely to take 5-7 years to fully complete.
- 15 It is recommended that Members note the content of the report and officers continue to monitor the traffic flows and situation in Station Road, Dunton Green as the cold store site becomes occupied.

Sources of Information: Berkeley Homes Ltd

Contact Officer(s): Jamie Hare (08458 247 800)

Nasser Sarrafan (08458 247 800)

Highway & Transportation Director
John Burr

RISK ASSESSMENT STATEMENT

There is currently no risk to the County Council as the developer is responsible for the site under the s278 Agreement however pressure may be applied on future budgets by the residents to remove the build outs. This would only be justified if a history of crashes is established over a number of years after the development has been completed.

30 Station Road,
Dunton Green,
Sevenoaks,
Kent.
TN13 2XA

Jamie Hare,
Kent County Council,
Aylesford Highways Depot,
St.Michael's Close,
Aylesford,
Kent.
ME20 7BU

8/11/2011

Dear Sir,

S278 WKCS, STATION ROAD, DUNTON GREEN

Please see enclosed copy of a survey carried out on behalf of local residents and presented to Dunton Green Parish Council at their recent meeting.

It reflects the virtually unanimous view of the residents of Station Road and surrounding area.

As you can see, the survey refers specifically to the "pinch points" in Station Road, although, whilst carrying out the survey, it became obvious that there were also major issues with such things as the new roundabout (junction of Station Road and London Road), parking and street lighting.

In view of the strength of opinion expressed by local residents, can I suggest that the whole matter of the S278 works in Station Road is re-assessed with the views of the people who are actually going to be affected taken fully into account.

Yours truly,



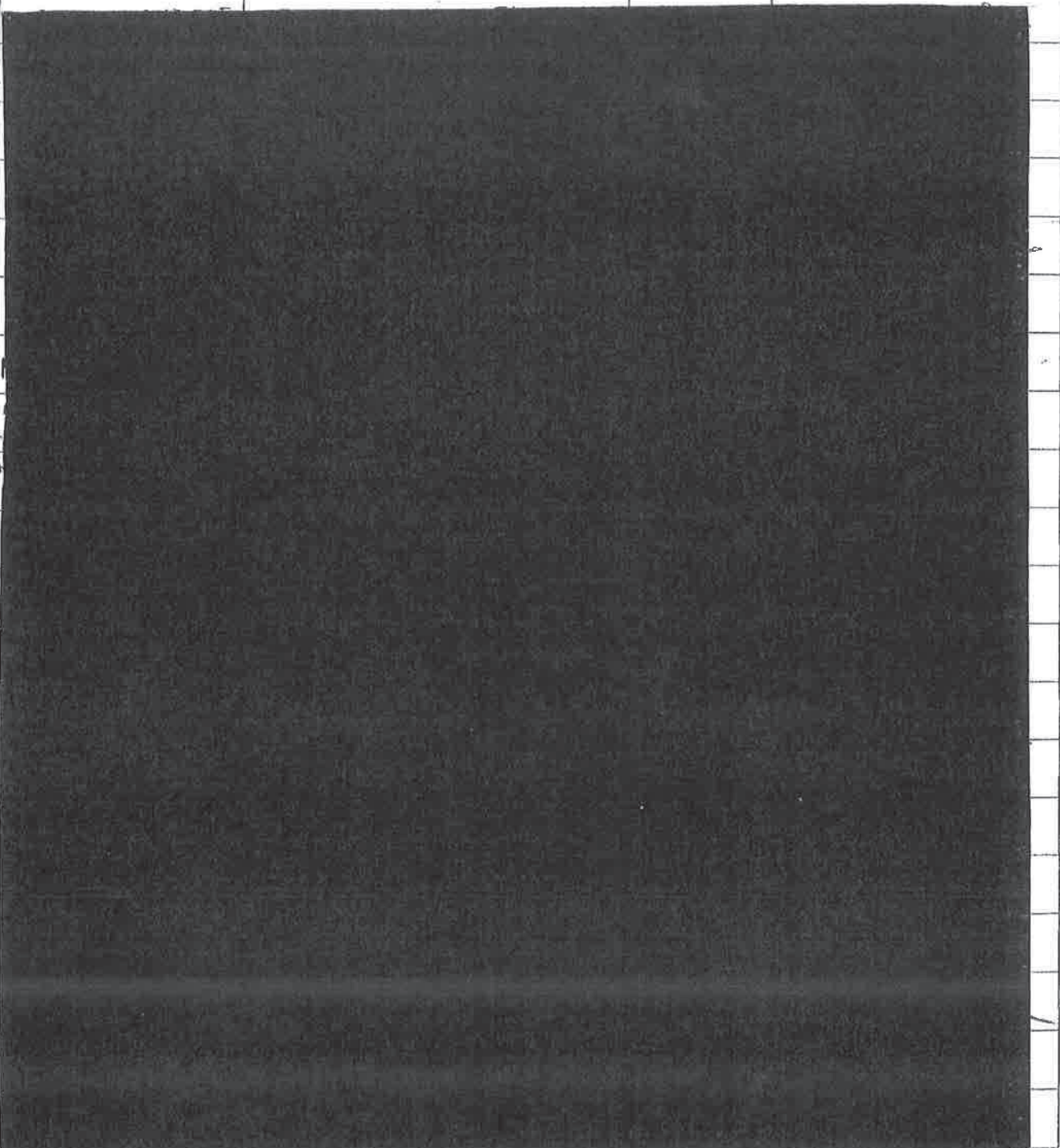
C.A. Teasdale (Mr)

Cc Wendy Wong Chang (Berkeley Homes)

Agenda Item 5

REDEVELOPMENT OF THE WKCS SITE BY BERKELEY HOMES

We, the undersigned, are of the opinion that the three "pinch points" and associated signage along the length of Station Road, Dunton Green are inappropriate, intrusive and, in one case, dangerous and should be removed. We charge Dunton Green Parish Council with the task of presenting and supporting our views at any meeting with Berkeley Homes and Kent Highways.

NAME	ADDRESS	POST CODE	SIGNATURE
			

SEVENOAKS JOINT TRANSPORTATION BOARD – 14 MARCH 2012

PETITION – LONDON ROAD, WESTERHAM

Report of the: Kent County Council Director of Highways and Transportation

Status: For Consideration

Executive Summary: This report describes a petition received by Westerham Parish Council. It requests traffic calming to be put in place on London Road as they believe it is difficult to cross at the existing zebra crossing.

This report supports the Key Aim of Reducing speed, encouraging safer driving and tackling known speeding crash hotspots. Also improving pedestrian safety, including measures to improve access for people with disabilities as indicated in the Sevenoaks Community Plan.

Chairman Cllr James London

Head of Service Kent County Council Highways and Transportation – Head of Transportation – Tim Read

Recommendations: That:

- (i) the highway authority does not pursue any engineering measures specific to reducing traffic speed;
 - (ii) the only action taken in respect of this petition based on Police advice is to install a zebra crossing warning triangle accompanied by a “SLOW” marking in the road; and
 - (iii) the lead petitioner is informed of this Board’s decision.
-

Background and Discussion

- 1 A petition signed by 205 people has been received from Westerham Parish Council. A copy of the petition is included as Appendix A.
- 2 The petitioners are requesting that traffic calming is implemented on London Road as they believe it is dangerous to cross at the existing zebra crossing.
- 3 The current speed limit of London Road is 30mph and is correctly signed.
- 4 The 10 year crash record for zebra crossing on London showed that there has been 1 personal injury accident. This is a very low frequency of crashes for any zebra crossing. There is no pattern of crashes on this road, and this means that engineering methods to reduce the speed of traffic would not make the road safer.

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- 5 Kent County Council consulted the Police and their response is attached as Appendix B.
- 6 The County Council's policy is that the installation of any speed-reducing measures needs to demonstrate a quantifiable injury crash saving. Such schemes will need to be supported by the Police and prioritised for potential inclusion in the Crash Remedial Measure (CRM) Programme for 2012 / 13.

Key Implications

Financial; Resource (non-financial); Legal etc.; Value For Money

- 7 None for Sevenoaks District Council. The cost of the works described in Recommendation (ii) will be met from Kent County Council's traffic sign budget.

Risk Assessment Statement

- 8 None.

Conclusions

- 9 The County Council's policy is that the installation of speed-reducing measures needs to demonstrate a quantifiable injury crash saving. Such schemes will need to be supported by the Police and prioritised for potential inclusion in the Crash Remedial Measure (CRM) Programme for 2012 / 13.
- 10 After consulting with the Police, it is recommended that Kent County Council install zebra crossing warning signs accompanied by a white "SLOW" marking in the carriageway.
- 11 In light of the above Members are asked to agree the recommendations.

Appendices

- A Sample page of petition.
- B Letter from the Police.

Sources of Information: Petition (14 pages) – KCC file CSM 15802617

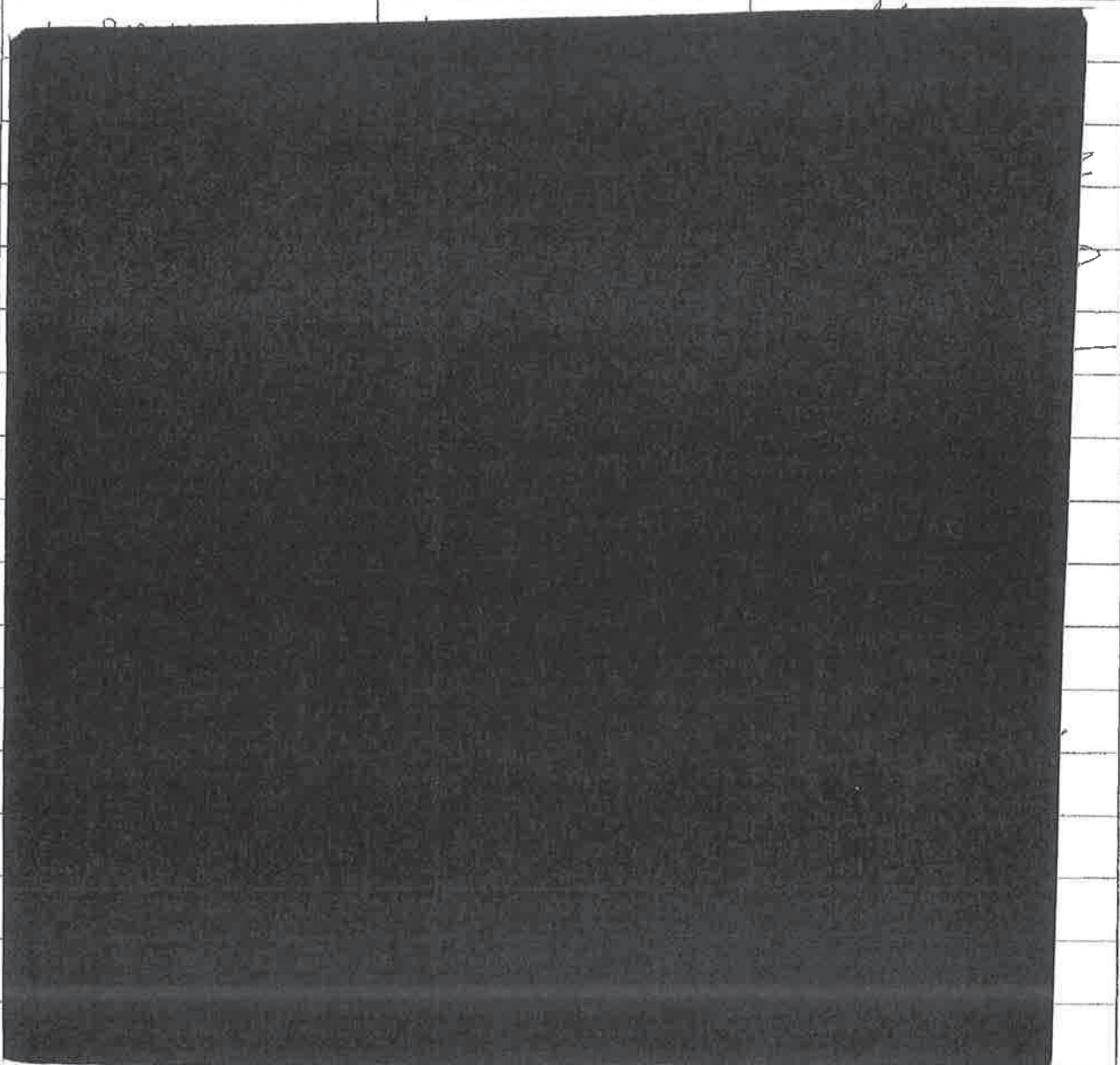
Contact Officer: Laura Squires, Kent County Council
08458 247 800

Director: John Burr – Kent County Council 08458
247 800

Appendix A

LONDON ROAD, WESTERHAM

We the undersigned use the London Road crossing and request traffic calming measures be put in place as we believe it is dangerous to cross.

NAME	HOUSE NO. & POSTCODE	SIGNATURE
		

Information given will be used for the purpose of this petition ONLY and will NOT be shared.

PTC

Appendix B

MEMORANDUM



Traffic Management Unit, Tactical Operations, London Road, Aylesford, Kent ME20 7SL
Telephone: (01622) 798542 Fax: 01622 798549

To:- Laura Squires

From:- PC 7981 Cave

Subject:- Zebra Crossing, London Road, Westerham.

London Road Westerham is a 2 lane single carriageway road, the zebra crossing is located just north of the junction with Hortons Way. There is good visibility to the crossing for southbound traffic. The visibility is restricted for northbound traffic due to a right hand bend, pedestrians on the nearside are clearly visible but there is a point where pedestrians on the offside cannot be seen clearly, however a vehicle approaching the crossing travelling at the 30 mph speed limit has sufficient visibility of pedestrians on the offside to be able to stop.

Laura Squires has checked the collision record and there has been 1 recorded injury collision on the crossing in the last 10 years, this involved a southbound vehicle driven by an elderly person who collided with an elderly female on the crossing. This does not show a pattern of collisions that would justify crash remedial action. Observed traffic speeds were within the ACPO enforcement guidelines for a 30 mph limit.

The only amendments to the road layout and signing that could be considered are advance warning sign as per sign diagram 544 Traffic Signs Regulations and General Directions 2002 and a 'SLOW' road marking as per road markings 1024 Traffic Signs Regulations and General Directions 2002, both on the northbound approach.

As it would not be possible to claim a reduction in casualties as a result of these measures the decision on their introduction is a matter for KCC Highways

PC 7981 Paul Cave
Traffic Management Unit

SEVENOAKS JOINT TRANSPORTATION BOARD – 14 DECEMBER 2011

REVIEW OF PARKING RESTRICTIONS NEAR KNOCKHOLT STATION, HALSTEAD

Report of the: Community and Planning Services Director & Deputy Chief Executive

Status: For decision

Executive Summary: This report reviews the operation of the parking restrictions implemented in the vicinity of Knockholt station, Halstead, with recommendations to address issues that have arisen.

This report supports the Key Aim of safer communities and the effective and efficient use of resources.

Portfolio Holder Cllr. Hunter

Head of Service Head of Environmental and Operational Services – Mr. Richard Wilson

Recommendation: It be RESOLVED that the proposals as outlined in the report be approved for public consultation.

Introduction

1. Following approval by the JTB in June 2011, a scheme to introduce parking restrictions in the vicinity of Knockholt station was implemented at the beginning of October 2011. Previously, a number of yellow line restrictions had been introduced by Kent Highways to address parking issues at and near road junctions.
2. Schemes of this nature are normally review after six months of operation, which in this case would be the end of March. However, in order to take accommodate residents' concerns and to be able to progress any remedial measures without delay, the review is being undertaken slightly earlier in order to meet the timetable for this meeting.

Review of the Scheme

3. The review is undertaken with reference to site observations and communications received during the six month period. To assist the review, comments have been invited from the parish councils of Halstead, Knockholt and Shoreham, and from local District and County Council Members.
4. For information, an overview of the scheme as implemented, including other restrictions introduced by Kent Highways, is attached as Appendix A.

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5. The yellow line restrictions introduced along the main road and side roads have been working well with no real enforcement issues being encountered.
6. Minor issues of land ownership has arisen in the lay-by on the southeastern side of Watercroft Road, but this is being resolved via enquiries against the Kent County Council gazetteer and the via a search with the Land Registry.
7. Use of the pay and display parking bays has been lower than expected, with approximately 60% utilisation currently being achieved. Although this has an effect upon income received, it does mean that there are spaces available for those wishing to park.
8. There have been reports that the overall reduction in parking numbers has been linked with an increase in usage of Chelsfield Station (within the Bromley area) and at other stations up and down the railway line. There has also been anecdotal reports of commuters that had been travelling from further afield now choosing to use their local stations.
9. In the period leading up to Christmas, a temporary car park was operated on land adjacent the station in competition to the on-street parking which reduced the level of patronage on-street.
10. As can be seen from the plan in Appendix A, the yellow line restrictions implemented along the main road (Old London Road) at the south-east limit of the scheme, end approximately halfway between the junctions of Watercroft Road and Badgers Rise. Displacement parking has been regularly occurring beyond the restrictions up to and around the junction of Badgers Rise. This has had the effect of reducing visibility at the junction and has caused severe difficulties for residents in Old London Road to the north of the junction in accessing and, particularly in exiting, their driveways.
11. Residents of Badgers Rise have reported that commuter parking is also taking place in that road.
12. The District Council has not had powers to immediately deal with parking at the junction and is seeking to address this issue as part of this review.
13. Some comments have also been received concerning the displacement parking which is affecting the cycle lanes.
14. Correspondence received from the Halstead Parish Council and the Badgers Mount Residents Association and from a number of residents is attached as Appendix B for information. This is not a record of all correspondence received, but is representative of the issues raised. Any further notable communication received following preparation of this report will be reported at the time of the meeting.

Proposals and Recommendations

15. We believe the current scheme is working well and there are no adjustments proposed.

16. Issues of displacement parking in the vicinity of Badgers Rise need to be addressed. We propose to provide double yellow line restrictions on the north-east side of Old London Road at the junction with Badgers Rise either side of the junction. These will extend a distance appropriate to the traffic speed and road layout towards the station in order to keep the area outside the adjacent properties clear and south-eastwards to ensure the adjacent bus stop and crossing point from the nearby residential areas to the stop on the other side of the road are kept clear.
17. In addition, to ensure no parking will take place on the south-west side and to assist with keeping the bus stop on this side of the road and the crossing point clear, double yellow lines will be provided on the opposite side of Old London Road, the south-west side, to effectively extend the current double yellow lines southwards to terminate at the same point just beyond the bus stop.
18. It is not proposed that restrictions be introduced to prevent the displaced parking along Old London Road beyond the current restrictions. There are no properties along this length of the main road, there is sufficient road width to accommodate parking and provided parking is kept clear of the junction with Badger Rise and adjacent properties, it should not create issues with visibility.
19. Parking on the north side of Old London Road is currently constrained by the eastern end of the existing single yellow lines. To allow the existing parking capacity to remain, but to move the parking away from Badgers Rise, it is proposed to reduce the length of the existing single yellow lines by 2 car spaces (approximately 10m), which should also help deter parking from displacing from this area to the southeast of Badgers Rise.
20. This would retain a free parking option as opposed to using the pay and display parking areas nearer the station, and although parking here would effectively prevent use of the advisory cycle lane, the situation would be no different to the parking areas outside the station. Parking in an advisory cycle lane is not in contravention of any parking restriction. Should this issue require attention, it would fall to the County Council's Highways and Transportation team to consider. By permitting parking along this stretch of the main road, properties to the south-east of Badgers Rise are unlikely to be affected.
21. To prevent commuter parking in Badgers Rise, a single yellow line restriction operating for one hour in the day (11am to noon to match others in the area) is proposed for the entire cul-de-sac. This may prove controversial with some residents, as there were some reports of parking occurring in Badgers Rise that predates any parking proposal around Knockholt Station, but this restriction could be introduced or abandoned in line with the views of residents received via the consultation process.
22. The proposals are shown on the plan attached as Appendix C. It is recommended that these be approved for formal public consultation, with any objections being brought back to the next meeting for consideration.

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23. Residents of Badgers Drive and adjacent properties in Old London Road have suggested new restrictions be provided further along Old London Road towards the Polhill roundabout. We believe that the provision of restrictions in this area is unnecessary. Further measures can always be considered in the future should the need arise.

Key Implications

Financial

24. The costs to implement the further measures, estimated at £850, will be met from the District Council's On-Street Parking Account.

Community impact and outcomes

25. The proposals should improve the safe use of the highway for local residents.

Legal, Human Rights, etc

26. The procedures will be subject to the procedure as set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996).

Equality Impacts

27. The restrictions are being proposed to improve road safety. There should not be any relevant equality issues that will need to be taken into consideration.

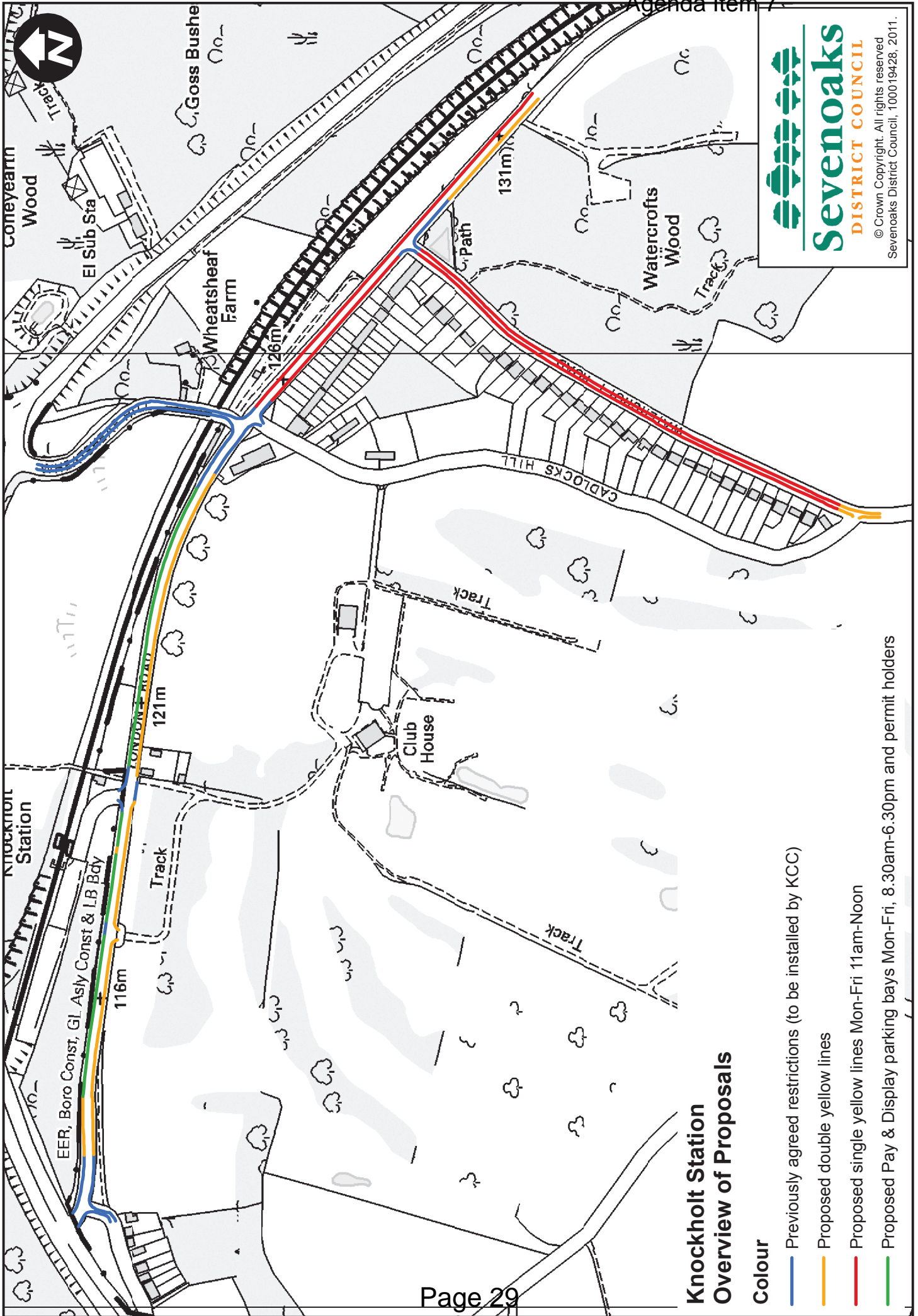
Risk Assessment Statement

28. The proposals should have no increased level of risk beyond those relating to the management of on-street parking.

Sources of Information: Feedback and correspondence received from residents and other interested parties.

Contact Officer(s): Andy Bracey Ext.7323

**KRISTEN PATERSON
COMMUNITY AND PLANNING SERVICES DIRECTOR & DEPUTY
CHIEF EXECUTIVE**




Sevenoaks
DISTRICT COUNCIL

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**Knockholt Station
Overview of Proposals**

- Colour**
- Previously agreed restrictions (to be installed by KCC)
 - Proposed double yellow lines
 - Proposed single yellow lines Mon-Fri 11am-Noon
 - Proposed Pay & Display parking bays Mon-Fri, 8.30am-6.30pm and permit holders

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Comments from Halstead Parish Council

HALSTEAD PARISH COUNCIL

www.halsteadparish.org.uk

PARISH CLERK
Gillian King Scott
10 Bond Close
Knockholt TN14 7NB
01959 534881
gillian@ra-ra.wanadoo.co.uk

21 February 2012

Mr Gary Connor
Parking and Amenities Officer
Sevenoaks District Council

BY EMAIL

Dear Mr Connor

Parking Scheme London/Sevenoaks Road, Halstead - Review

Please will you accept my apologies for Council's late response to your letter dated 2 February. The Parking Scheme was discussed at the Parish Council meeting on 13 February but it completely slipped my mind that you required comments by 17 February.

1. Council believes that the safety issues have been addressed by the installation of this scheme.
2. Council notes that there has been displacement into Shoreham Parish at Badgers Mount.
3. Council would be interested to know what monitoring has been undertaken to assess how the scheme has impacted on the neighbouring properties and station users.

Yours sincerely



Gillian King Scott
Clerk to Halstead Parish Council

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Comments from the Badgers Mount Residents Association

Sent: 23 January 2012

I write further to our correspondence in late November 2011, when you indicated that we would be able to offer us a chance to make comments on the current parking situation in Badgers Mount since introduction of Pay & Display bays and parking restrictions around Knockholt Station.

We have had discussions with residents within Badgers Rise, Badgers Mount and understand that they have submitted comments direct to you in relation to their concerns and that they have suggested possible ways that they would like to see the parking issues resolved. We hope that you will be taking these into consideration when reviewing the parking situation around Knockholt Station. As a Residents Association we have not been involved with their plans as we understand that they have been receiving assistance from Cllr. John Grint. These residents are the most affected within Badgers Mount from the introduction of parking restrictions. From talking to a resident from that road within the last week I gather that twice in one day when trying to turn out of Badgers Rise onto the Old London Road, she had near misses of her car being hit due to the poor visibility available to road users where vehicles are parking right on the Badgers Rise junction.

We also have a concern that several Badgers Mount residents (children and some elderly included) cross this section of the road twice daily to board public/school transport. They now have to walk out in between parked cars to be able to see what is coming along the road as some days vehicles are now parking beyond the bus stop to the east of Badgers Rise . We are fully aware that despite a 40 mph speed limit being in place along the Old London Road very few vehicles actually adhere to this and these residents are being put at increased risk by trying to cross the road due to the now decreased visibility they are afforded.

Having considered what we would like to see implemented in relation to the station parking situation we feel that we can do no more than attach a copy of our letter submitted to the initial consultation process and ask that once again, you give consideration to our comments. It is a major concern to many residents that if people cannot park reasonably close to the station they will find an alternative station to travel from that can provide this facility and our station will once again be under threat of closure due to poor use. With extremely limited bus services, the station provides a much needed alternative form of transport that Badgers Mount can ill afford to lose. Knockholt Station provides the only direct link to Orpington for Badgers Mount residents as requests for bus services running in a neighbouring village to easily include a route through our village have been met with refusal by the bus company.

I look forward to hearing from you in due course.

Secretary, Badgers Mount Residents Association

Comments from a Shoreham Parish Councillor

Sent: 19 February 2012

I recently rang to speak with you regarding the parking issues round Knockholt Station, however, you were not at your desk so I spoke with your colleague Andy Bracey, whom I have copied into this correspondence.

In that conversation he informed me that KCC were responsible for the parking issues that arose in Old London Road because it was considered there was considerable potential risk for public safety. He also said that they had the funding for resolving this type of situation and SDC did not. He went on to explain that the proposal originally put forward by the Badgers Mount Residents Association was a sensible solution and if KCC had taken the responsibility for the situation, this option would most likely have been introduced there. He stated that as SDC were left to deal with the risks to public safety and that

Agenda Item 7

your department had no budget to deal with it, so SDC considered they had no alternative but to introduce a self-funding scheme.

Should money be the basis on which such important environmental issues are decided?

It seems, due to the excessive amount of parking displacement that is going on at the station since the introduction of the 'pay for parking scheme', your solution is not going to be self funding anyway. It would have been far more economical to have simply put parking restrictions on the golf course side of the road and to leave the parking free on the station side of the road. The scheme your department has introduced is not only left at least 50% redundant of 'paid for parking', but has also moved the dangerous situation further up the road, having made the area around Badgers Rise extremely dangerous for the residents in the properties immediately before Badgers Rise and residents trying to exit Badgers Rise. Cllr Abbot and I visited a resident from Badgers Rise, to find out first hand what problems were being encountered. He informed us that your office had instructed the resident from Melesworth, Old London Road that as they are having problems with seeing traffic approaching the Close due to all the displaced parked vehicles, they should reverse out of their driveway onto Old London Road. I wonder whether your office is aware that this is NOT advised by the High Code. I would draw your office's attention to the Highway Code which specifically states: 'Do not reverse from a side road into a main road'. I would ask you to be extremely careful about what advice you provide to the community, particularly when it conflicts with the Highway Code.

I have done as Andy suggested and consulted with KCC regarding this matter. I have asked them why they did not take responsibility for the risks that your department agreed had been identified at this location, and they say that as far as they are concerned, the parking issues did not present any risk to public safety. They also say they have no reports to send me which indicate any studies they conducted to establish this but they seem to stand by their decision of not taking responsibility for the parking problems around the station.

Cllr Abbott and I are concerned that the community is not being best served by either SDC or KCC with regards to this matter. We would expect both councils to work together to find a sensible solution to the problems there. Both Councils are funded by the public and should therefore hold their best interests as priority, and any preferences they provide for a solution to the problem should take precedence over funding. Furthermore, it should be borne in mind that the public have already contributed to resolving such problems via their Council Tax levies.

Would you please be kind enough to provide information regarding under what legislation or regulations do you have the power to turn a 'free parking' section of the highway into a 'pay to park' area?

We would request that both councils reconsider the problems of parking around the Knockholt Station area, and work together to find an acceptable solution for the risks that are currently occurring there. We would also like information about when the Joint Transport Board intend to meet to discuss this matter? We would also like information about how the public can interact with the JTB to make their views known. How should the Badgers Mount Residents Association contribute to the JTB meeting? Are they able to attend the meeting to present their views personally?

We look forward to hearing from you shortly.

Best regards, Cllr Liz Dallimore - Shoreham Parish Council

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Comments from a resident of Badgers Rise (on behalf of other residents)

Sent: 09 January 2012

Attached is a final document compiled by some residents in the Badgers Mount area after a meeting with Counsellor Grint. We would very much like you to review this document and use the points when the 6 month period for review comes up re the parking displacement situation. We have sent this document to Counsellor Grint who will be raising the issues at the various parish council meetings. Please let me know if this is ok and if you require anything further.

Solutions to Knockholt station parking displacement in Badgers Mount

The below issues and solutions have arisen from meetings with Counsellor John Grint, residents in Badgers Rise and residents on the corner of Badgers Rise on Old London Road, Badgers Mount. Residents are extremely worried about the Knockholt station displacement parking that is taking place in Badgers Mount as it has caused a dangerous area of parked cars on Old London Road near Badgers Rise.

The main issues are :-

- 1) Poor visibility when pulling out of Badgers Rise onto Old London Road because of the cars parked on the bend on Old London Road. There have already been a few narrowly avoided accidents and the residents feel that it is only a matter of time before a serious accident occurs.
- 2) Poor visibility for the houses affected by the parked cars on Old London Road. They are unable to get out of their driveway with a clear view of fast oncoming traffic and again residents feel that an accident will happen.
- 3) Cars that park along the Old London road where the yellow line finishes are turning around in Old London Road in the morning and evening. They are also reversing, on the wrong side of the road all the way back to Badgers Rise in order to turn around. The traffic on this road usually exceeds 40 mph speed limit.
- 4) Cars parked and left all day in Badgers Rise especially at the bottom of the road cause obstructions on the corners and force cars to take the turning wide which is perilous when traffic is coming down the road.
- 5) Cars are sometimes parked on both sides of the bottom of Badgers Rise and left all day which blocks most of the road and would most certainly prevent larger emergency vehicles such as fire engines, from access.

Solutions :-

- 1) Continue the single yellow line with time restriction parking from where it currently stops along Old London Road all the way up to the roundabout.
Put single yellow line with time restriction parking into and all around Badgers Rise.
Put Double yellow lines on the corners of Badgers Rise leading into Old London Road like all other road junctions near Knockholt station.
- 2) As above for solution No.1 but in addition to also continue the double yellow lines on the opposite side of the road of Old London Road all the way up to the roundabout.
- 3) Continue the pay and display parking bays from where it currently stops along Old London Road all the way up to the roundabout.
Put single yellow line with time restriction parking into and all around Badgers Rise.
Put Double yellow lines on the corners of Badgers Rise leading into Old London Road like all other road junctions near Knockholt station.

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- 4) As above for solution No.3 but in addition to also continue the double yellow lines on the opposite side of the road of Old London Road all the way up to the roundabout.
- 5) Take out the pay and display around Knockholt station.
Take away the single yellow lines with time restriction parking on same side as Knockholt station.
Leave the double yellow lines on the opposite side of the road.
Continue the double yellow lines on the opposite side of the road all the way up to the Roundabout on the one side of the road.

Please be aware that we have spoken to many of the commuters that park on Old London Road near Badgers Rise and they have told us that they travel here from Chelsfield and Orpington (Borough of Bromley) as it is easier to park for free here. We need them to either start using the pay and display parking bays or to return to their own local train station and allow the local residents of this area the safety required on nearby roads.

Sent: 24 January 2012

Also just to let you know that 2 cars were also parked In Badgers Rise today and left all day by commuters. Again notes have been put on their windscreens asking them not to park here, we should not have to be doing this in an attempt to make it safer around here.

Could you please provide an update on where we are at present re any discussions on changes being made here.

Sent: 26 January 2012

Re the below email and doc that you received from the Badgers Mount resident association, I have thanked them for helping us residents in this situation and hopefully also you can see how this is effecting a lot of residents in Badgers Mount. I do however have one concern with their original doc that they sent you and attached again to you. I feel that now that the pay and displays are installed, if the yellow lines are removed from the area where the sheds are on Old London Road all that will happen is that the cars that are currently parking in the Pay and Display will just move a bit further back to save £3.00 a day and will probably end up meeting with the cars that are currently on Old London Road near Badgers Rise and thus not really solve the dangerous issue we have here, thus I believe that now the pay and displays are installed any of the ideas on the attached doc would solve the problem .

Comments from a resident of Badgers Rise

Sent: 24 January 2012

I would like it also noted with you that I am getting increasingly concerned about safety pulling out of our road.

I have had a couple of 'near misses' in the past few weeks, as has my visiting mother, as it is so deceptive with all the cars parked to see round the corner for on coming cars and judge speed etc.

I really feel that it is only a matter of time before someone pulling out of Badgers Rise collides with someone coming along Old London Road and at even 40 mph it could be very nasty. With my young 2 year old son so often travelling with me I hate having to put him in unnecessary danger like this especially when we are all aware that a solution could be easily brought in.

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Comments from a resident of Old London Road

Sent: 11 October 2011

I live at Melesworth, Old London Road, Badgers Mount and am concerned about the revised parking on my road. This week there have been very few people parking in the bays now the machines are operating which has meant they now park outside my house.

When coming out of my drive, I have no visibility of what is coming down the road anymore as the cars completely obscure my view of traffic from the direction of Knockholt station. The cars park right up to the edge of my driveway so I am unable to see if I reverse out my drive way anymore. It is also difficult for me to reverse into my driveway each day.

I have a son of 17 who is currently learning to drive and so I am concerned also about his safety. Can something be introduced to give some visibility down the road? If cars parked with some distance from my drive then I could see traffic. If nothing happens I will have to put up some sort of sign explaining to people the danger of parking right up to the edge of my drive and hope they appreciate my concern.

I have pictures of the problem if you would like me to send them. If you would like to contact me on I would be happy to show you the danger.

Sent: 17 November 2011

For your information - today the cars stopped one car distance from my driveway. The last car parked was a Zafira, so as this is a taller car, the lack of visibility was still dangerous from our driveways.

This fits in with the general pattern - cars are parked all the way up to Badgers Rise from Monday to Wednesday and then Thursday to Friday the car numbers decrease as we get closer to the weekend so there can be up to between 1 and 3 spaces.

Most cars park against the traffic facing down the road towards Knockholt Station. Many do U-turns in the evening to get back on the road.

Sent: 24 January 2012

Usual update - the cars are parked right up to my drive each day (apart from Fridays).

Tonight they are just over my driveway so I had to drive around the back of a car to swing into my drive. Impossible to get out without someone guiding me.

I have left a note on their windscreen asking them not to park over the drive and also explained that blocking our visibility is a safety issue on this fast road.

Still lots of illegal parking and 3 point turns on a busy road each evening.

Any update on the madness?

Comments from a local resident

Sent: 12 October 2011

As you may well imagine the issue of the displacement parking on London Road, Badgers Mount has caused most of the residents in Badgers Rise to write and complain to you. Those who have not taken the time to write may well do so in the coming days.

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I would support all the comments made by my fellow residents so far and would like to add mine to the mix.

1. It should not have come as a surprise to anyone involved in the decision making process to alter the parking arrangements at Knockholt Station this would happen.
2. Someone, I would presume Kent Highways, went to the trouble and expense of re-doing the lines on the whole of London Road recently. This included the marking of a cycle lane that is now quite frankly useless. Anyone who wants to ride a bike on this part of London road is in my opinion putting their life at risk.
3. The parking issue has been moved from a straight part of the road onto a bend and considering motorists generally ignore the speed limit on London Road also adds to the danger.
4. I don't know the cost of erecting the new pay and display machines but on the face of it the evidence of use so far would suggest it will take some time to recover the investment.
5. I hope that it does not take a serious accident or fatality to ensure that this issue is taken seriously and change it from a low priority in the eyes of the council and as you stated the police.

I have attached images of the view from my perspective when sitting in my car at the junction of Badgers Rise and London Road. Please remember that this is a 40 MPH speed limit that is generally ignored.

All this to accommodate motorists who are prepared to jump in their cars and drive to Badgers Mount, causing pollution on the way, to save a couple of pounds in parking fees.

At least you have encouraged free enterprise from all of this with a new parking lot, in a field, at £2 per day that undercuts your fees. Pity you cannot do something to make the motorists use it!

Comments from a local resident

Sent: 12 October 2011

PARKING AT KNOCKHOLT STATION Comments: Hello, with the new yellow lines on old london road (with i must say has sorted out the double parking problem very well) about 20 cars are parking at the end of the yellow lines going towards sevenoaks, they are parking in the clearly marked cycle lanes, are they allowed to park in the cycle lanes? Many Thanks

Sent: 12 December 2011

parking at knockholt station **Comments:** hello, i think you need to extend the yellow lines on london road for parking at knockholt station, around 30 cars park on the bend, it's dangerous because the cars pull out into the middle of the road on the bend, could be a bad crash soon.

Comment from a member of public

Sent: 13 October 2011

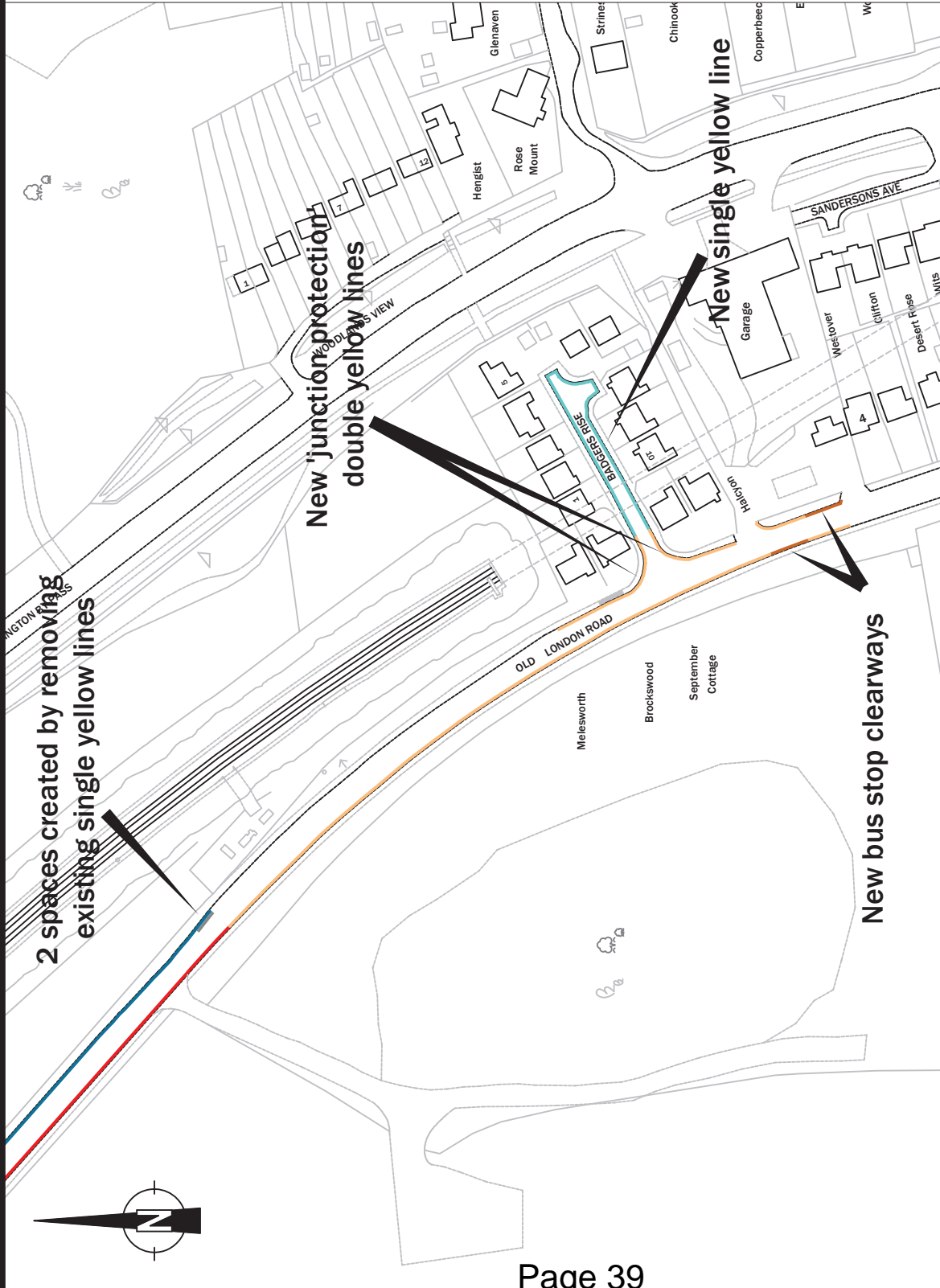
I am pleased to see the new parking restrictions in Old London Road, Halstead by Knockholt station are now in force. It appears that the cars have now moved approximately 1 mile up the road towards Polhill roundabout and are parking in the advisory cycle way, and are obstructing the cyclists.

Could you please let me know how Sevenoaks District Council are proposing to deal with this problem.

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Key

- Existing double yellow lines
- Proposed double yellow lines
- Existing single yellow line Mon-Fri, 11am - Noon
- Existing single yellow line (to be revoked)
- Proposed single yellow line Mon-Fri, 11am - Noon
- Proposed bus stop clearway 7am-7pm
- Existing vehicle access



Proposed new parking restrictions - Consultation Old London Road & Badgers Rise, Badgers Mount Halstead

If you find the plans or colours confusing, please try viewing the plans on the District Council website www.sevenoaks.gov.uk

File name : Halstead - Badgers Rise - 120112.pdf

Title

Date Revision Ref Drawn

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SEVENOAKS JOINT TRANSPORTATION BOARD – 14 MARCH 2012

A224 POLHILL AND LONDON ROAD: SPEED LIMITS AND ROAD SAFETY

Report of the: Kent County Council Director of Highways & Transportation

Status: For Consideration

Executive Summary: To consider responses to public consultation on a proposed reduction in speed limit in Polhill and London Road, Sevenoaks.

This report supports the Key Aim of Reducing speed, encouraging safer driving and tackling known speeding crash hotspots.

Chairman Cllr. James London

Head of Service Kent County Council Head of Transportation – Tim Read

Recommendations: That:

- (i) the speed limit on A224 London Road and Polhill Sevenoaks be reduced to 50mph between Calcutta Club Restaurant and Star Hill roundabout as illustrated in Appendix A of this report;
 - (ii) Members NOTE making Polhill a single lane in each direction (with corresponding cycle lanes) will be investigated only if funding is allocated either to its maintenance or other improvement.
-

Background

- 1 As part of the 2010 annual road safety assessment for Kent, the junction of A224 Polhill and Pilgrims Way in Dunton Green was identified as having a worse road safety record than would be expected for a junction of this type. Five crashes resulting in personal injury were reported to the police as having occurred at this junction in the period January 2007 – December 2009.
- 2 A study of police records revealed a pattern to the crashes that elsewhere has been successfully remedied by modifying the junction layout. These modifications (a traffic island to prevent overtaking, improved traffic signs to warn drivers of the hazards and better roadmarkings to encourage lane discipline) started on site on 20 February 2012 works and are due to be completed on 17 March.
- 3 In addition to these physical changes, officers were of the opinion that reducing the speed-limit to 50mph on Polhill and London Road between Star Hill Road and Badgers Mount roundabout (illustrated as Appendix A to this report) could have a beneficial affect on road safety.
- 4 Unlike proposed traffic regulation orders there is no legal requirement to consult on proposed speed limit orders. However, there is a legal requirement for a local

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authority to give public notice before introducing a speed limit order and this frequently results in members of the public notifying the Council of their opinions.

Discussion

50MPH SPEED LIMIT

- 5 In the three weeks following publication of proposed 50mph speed limit order, Kent County Council received 17 written opinions. These are summarised in Appendix B of this report.
- 6 The Department for Transport's national advisory document on speed limits is Circular Roads 1/06, "Setting Local Speed Limits". By adhering to the guidelines in this document, a highway authority can consistently apply the most appropriate speed limit for any stretch of road. Broadly, applying these criteria to a rural single-carriageway A-road (such as Polhill / London Road), the appropriate speed limit is likely to be:
 - 60 mph: high quality road with few bends, junctions or accesses
 - 50 mph: lower quality road which may have a relatively high number of bends, junctions or accesses
 - 40 mph: where there is high number of bends, junctions or accesses, substantial development, where there is a strong environmental or landscape reason, or where the road is used by considerable numbers of vulnerable road users (pedestrians, cyclists and equestrians).
- 7 Officers assessed Polhill as meeting the 50mph criteria by virtue of the pattern of crashes at the junction with Pilgrims Way and the loss of the climbing lane before the top of the hill. London Road between Polhill and Badgers Mount roundabout was assessed as meeting the 50mph criteria by virtue of the series of commercial accesses. The view of Kent Police is that whilst there may be a case for reducing the speed limit on Polhill, they do not agree that this is so on the 900metres of London Road between Badgers Mount roundabout and Calcutta Club restaurant. Officers advise that since the crash reduction investigation that triggered the proposed lowering of the speed limit was carried out on Polhill and not London Road it is reasonable to accede to the police advice.
- 8 Unfortunately there is not yet any statistically significant evidence in Kent that simply reducing a national speed limit to 50mph speed limit has any effect on the frequency of road traffic crashes. This is because, as in the case of Polhill, lower speed limits have until recently only been introduced in conjunction with other measures and the effect of the lower speed limit in isolation cannot be determined. However, because the extent of damage in a road traffic accident increases in proportion to the square of the vehicle speed, any reduction in vehicle speed that was achieved would reduce the severity of injury in any accident that does occur.

CYCLISTS' SAFETY

- 9 Twelve of the seventeen responses to the proposed reduction in speed limit related to the safety of cyclists on Polhill. As noted in paragraph 6, where a rural single-carriageway A-road is used by considerable numbers of vulnerable road users, a 40mph would be in accordance with Circular Roads 1/06. However, what

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constitutes considerable numbers is open to interpretation; although Polhill is well used by “club” cyclists, especially at weekends, the absolute number is not high and, in the opinion of KCC officers and the police, does not warrant the lower speed limit.

- 10 Nonetheless the gradient, alignment, environment and lane arrangement do combine to pose hazards that are particular to cyclists ascending and descending Polhill. Notwithstanding this, in the three years ending October 2011 (the latest date for which verified police data is available), only one accident resulting in a cyclist being injured has been reported on this stretch of road; this occurred at the Pilgrims Way junction. This means that KCC is unable to attach sufficient priority at this time to allocate the funds necessary to carry out specific improvements to mitigate these hazards. Nevertheless, both the junction improvement at Pilgrims Way and the proposed 50mph would both assist in this respect.
- 11 Although funds are not currently allocated to additional works on Polhill, officers will continue to bear in mind the improvements that cyclists, in particular, have requested. Central to this, KCC will bear in mind the proposal that Polhill is made a single lane in each direction (with corresponding cycle lanes). This will be investigated in more detail as part of any future maintenance or improvement scheme that may be carried out. An example of a maintenance scheme that could trigger this detailed investigation would be the road requiring resurfacing and an example of a highway improvement that could enable this would be any off-site highway works that are required by virtue of any nearby development. As a note of caution, whilst converting Polhill to a single lane in each direction would lessen the risk to cyclists, more work is required to determine whether the change could result in another type of crash being more likely (eg an uphill or downhill overtaking manoeuvre).

Key Implications

Financial; Resource (non-financial); Legal etc.; Value For Money

- 12 None for Sevenoaks District Council. Kent County Council has allocated £25,000 for the crash remedial works on Polhill. The works to the junction of Pilgrims Way are forecast to cost £17,000 and the 50mph speed limit is forecast to cost £5,000 to introduce. The design, contract management and safety audit is forecast to cost £3,000.
- 13 Responsibility for enforcing a 50mph speed limit would rest with Kent Police. They are concerned that if the lower limit is not widely observed then they would be unable to resource sufficient enforcement to significantly improve compliance.

Risk Assessment Statement

- 14 None as a result of this report.

Appendices

- A Location of advertised and proposed 50mph speed limit
- B Summary of responses to Notice of Speed Limit Order

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Sources of Information: None

Contact Officer: Andrew Burton, KCC Traffic & Schemes Team Leader
08458 247 800

Summary of Support Received

	Comments
Sevenoaks Cycle Forum	Feel a reduction to less than 50mph would be more appropriate.
11 No. individuals	

Summary of Objections Received

	Comments	Response to Comments
Shoreham Parish Council	No justification for its introduction. Drivers do not respond to lower speed limits but rather to perceived hazards so this would not slow traffic down.	See paragraphs 6 and 13 of this report
Police	A reduction to 50mph does not comply with the Circular 01/2006. Police would consider supporting a 50mph speed limit on Polhill between the Calcutta Club and the junction with Morants Court Road but require speed data over a week period prior to making their decision.	See paragraph 6 of this report
Respondent No.1	The existing national speed limit is correct. No evidence has been provided to show a lower speed limit would comply with DfT Circular 1/2006	
Respondent No. 2	Objector believes that more direct 60mph speed limit signing is required.	A signed 60mph speed limit on a single carriageway road is not permitted by national regulations
Respondent No. 3	50mph would be unenforceable.	See paragraph 13 of this report

	Comment	No. of people
Comments	People drive too slowly.	1
	Re-design of the road is required with a single lane in both direction separated by a double white line and dedicated cycle lanes.	7
	More consideration for cyclists	12
	Improve Old Polhill	1

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EXTENTS OF PROPOSED NEW 50MPH SPEED LIMIT

0 DD/MM/YY



East Kent Division
Ashford Highway Depot, Javelin Way,
Ashford, Kent, TN24 8AD
Tel: 08458 247 800

Project
**POLHILL CRM SCHEME
EXTENTS OF PROPOSED 50MPH ROAD SPEED LIMIT**

Drawing title
A 224 POLHILL & LONDON ROAD
DUNTON GREEN
FROM STAR HILL JUNCTION TO
OUTSIDE THE GOLF CLUB

Page 47

Rev	Revision Date	Purpose of revision	Drawn	Check'd	App'd
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Drawing status
FOR CONSULTATION PURPOSES

Scale	NTS	Do not scale
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Drawing number	Rev
DH/POLHILL/CRM/SPEED LIMIT	B

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SEVENOAKS JOINT TRANSPORTATION BOARD – 14 MARCH 2012

SEVENOAKS CYCLE STRATEGY

Report of the: Director of Kent Highway Services

Status: For Decision

Key decision No

Executive Summary: This report presents the final version of the Sevenoaks District Cycling Strategy and seeks members' support to take the plan forward for appropriate approval at KCC and SDC.

This report supports the Key Aim of: the Draft Vision for Kent; Kent County Council (KCC) Local Transport Plan 3; Sevenoaks District Strategy (SDC) for Transport; Sevenoaks Sustainable Community Action Plan (2010-2013).

Chairman Cllr. James London

Head of Service Head of Highway Transportation – Tim Read

Recommendation: That Members support:

- (i) the Strategy; and
- (ii) the plan to take it forward for appropriate approval at both Kent County Council (KCC) and Sevenoaks District Council (SDC)

Introduction

- 1 Kent County Council (KCC), in partnership with Sevenoaks District Council (SDC), has been working on the development of a Sevenoaks District Cycling Strategy (SDCS).
- 2 District cycling strategies are vital to the delivery of a well planned local cycle network and are useful tools when trying to secure funding. A number of other districts have produced Cycle Strategies¹ and Kent's Third Local Transport Plan (LTP3) includes the objective that all districts in Kent have a Cycling Strategy in place by 2012. The development of a SDSCS is also included in the Sevenoaks District Strategy for Transport and the Sevenoaks Sustainable Community Action Plan.
- 3 Board members were made aware of the SDSCS in December 2010 and June 2011 when progress updates were reported to the Board and in September 2011 when

¹ Canterbury, Dover, Thanet, Tonbridge and Malling, Ashford, Shepway

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approval was sought to undertake a public consultation on the Draft Cycling Strategy.

- 4 This report presents a final Draft of the SDCS and seeks the support of Members to take the Strategy forward for appropriate approval at both KCC and SDC.

Public Consultation:

- 5 Since this matter was previously reported to the Board a full public consultation on the Draft Cycling Strategy has been undertaken. This took place for period of six weeks between October 10th and November 21st 2011. During this time the Draft Strategy was made available on both the KCC and SDC websites along with an electronic questionnaire. Key parties were informed of the consultation period and encouraged to respond via emails and letters. Notices advertising the consultation were also placed on cycles at Sevenoaks Railway Station and Cycle shops.

Responses and Feedback Received:

- 6 In total 48 responses were received. Of these 36 were questionnaire responses and 12 were longer written comments. Overall, the consultation showed good support for the principles of the Strategy, with 89% of those responding to the questionnaire broadly in favour of the actions proposed within the document
- 7 A report summarising all of the responses received during the consultation is available and should members wish to obtain a copy they are advised to contact Rachel Thomas.
- 8 Following the consultation, the Draft Strategy was revised to take account of the comments received. All of the consultation feedback was considered during this process and helped inform the development of the Final Cycling Strategy.

Final Strategy:

- 9 The Final 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. It includes a discussion on the benefits of cycling; a policy background; an examination of existing provision; suggestions for new routes and linkages; suggestions for locations for additional cycle parking; and information on promotion and maintenance.
- 10 The suggestions for new routes and linkages in the Strategy include 1) urban routes which aim to connect residential areas with key services in the three main urban areas in the District, namely Sevenoaks, Swanley and Edenbridge; and 2) a number of attractive longer rural routes aimed at leisure cyclists.
- 11 It should be noted that the suggestions for new routes and linkages are initial outline plans only. Implementing the proposals within the document will depend on securing the necessary funding and detail scheme design and full costings will be undertaken only when funding is secured.

Financial

None as a result of this report

Community Impact and Outcomes

None as a result of this report

Legal, Human Rights etc.

None as a result of this report

Resource (non-financial)

The recommendations are fully resourced by Kent County Council

Value for Money and Asset Management

Not assessed at this time

Equality Impacts

An Equality Impact Screening has been undertaken

Risk Assessment Statement

None prepared at this time

Background Papers: Sevenoaks Cycle Strategy: Draft for Public Consultation
JTB Committee Report 14th September 2011

Sevenoaks Cycle Strategy Update Report 15th June 2011

Sevenoaks Cycle Strategy Update December 2010

Sevenoaks Cycle Strategy Summary of Consultation responses received

Sevenoaks Cycle Strategy Equality Impact Screening

Contact Officer(s): Rachel Thomas, Kent Highway Services 08458 247 800

Director of Kent Highway Services John Burr – Kent Highway Services 08458 247 800

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Sevenoaks District Cycling Strategy



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This document is available in a range of formats and can be explained in other languages. To ask for an alternative version, please contact:

Kent County Council Contact Center:

Tel: 0845 824 247

Minicom: 08458 247 905

Acknowledgements

Kent County Council and Sevenoaks District Council would like to express their appreciation to all of the individuals who generously volunteered their time to assist in producing this document. Particular thanks are expressed to Reg Oakley and John Morrison and all those who attended the site visits on a voluntary basis.

Photos

Front page: centre and bottom pictures from Explore Kent www.kent.gov.uk/explorekent

Page 6: top picture from Explore Kent www.kent.gov.uk/explorekent

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1. Summary

This Strategy has been developed by Kent County Council (KCC) in partnership with Sevenoaks District Council (SDC) and provides an overarching framework for the development of cycling in Sevenoaks.

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:

1. **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
2. **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
3. **Improvements to Cycle Parking** – identifying locations for additional cycle parking facilities and positioning them to maximise security
4. **Promotion and Encouragement** – raising awareness of cycling and its benefits amongst the community
5. **Maintenance** – ensuring existing and any future facilities are well maintained

It is recognised that cyclists have different levels of experience and journey purposes and some are more willing and able to mix with motor traffic than others. This Strategy aims to support and encourage cyclists of all abilities and functions through different provision. In terms of route proposals, it is anticipated that the urban routes would primarily benefit inexperienced cyclists and young people of school age; the longer leisure routes would primarily benefit recreational cyclists; and where consideration is given to providing appropriate facilities at junctions would primarily benefit experienced cyclists.

The development of a Cycling Strategy for Sevenoaks is timely given that the district will be hosting the Paralympic Road Cycling events in September 2012. As part of this there will be a total of 32 road cycling events with 155 men and 70 women athletes from 40 nations taking part. Such a prestigious event will attract considerable publicity and offers an unprecedented opportunity to encourage more people to cycle across the district.

It should be noted that this Strategy represents a first phase and a starting point for the future development of cycling in the district. In accordance with the local transport plan KCC and SDC will seek to review the document in five years time. Throughout the development of the Strategy, KCC and SDC have worked closely with local cyclists and will continue to work with them during both the implementation and review of the document.

2. Introduction

2.1 Introduction to Sevenoaks

Sevenoaks is located in West Kent and borders Greater London to the north-west, Surrey to the West and East Sussex to the south. The district has a population of 109,305¹. Sevenoaks Urban Area, located in the centre, is the principal settlement in the district; Swanley, situated in the north, is the second largest settlement and Edenbridge is the main centre in the rural south.

2.2 Why Promote Cycling in Sevenoaks?

There are many benefits associated with increased levels of cycling for the community of Sevenoaks.



Sustainable forms of travel such as cycling can contribute to reducing congestion and improving air quality. Sevenoaks has high levels of car ownership, with nearly 50% of households owning two or more cars² and this has contributed to congestion, particularly in Sevenoaks urban centre and Swanley³. Congestion leads to increased travel times and reduced reliability and undermines economic growth. Local air pollution in Sevenoaks, as a result of high traffic levels, is also a problem. The introduction of the Environment Act in 1995 required local authorities to designate Air

Quality Management Areas (AQMA) for locations where air quality targets were not met. There are currently eleven AQMAs in Sevenoaks (see Appendix A for a full list of locations). Cycling produces zero emissions and is an ideal alternative to the car for short trips (under five miles) in urban areas where congestion is at its most severe and can also form part of longer multi modal transport journeys. Such trips can be encouraged through the promotion of routes and linkages which connect residential areas to key destinations such as train stations, schools and shops.

There is also significant health benefits associated with cycling. An annual profile produced by the Association of Public Health Observatories indicates that 23.9% of adults in Sevenoaks and 15.5% of Year 6 children were classified as obese in 2011⁴. There are strong links between obesity and coronary heart disease, diabetes, stroke and other health problems. Encouraging cycling is one way to reduce obesity and promote good health⁵. A fifteen minute cycle ride to and from work would meet the Government's recommended Daily Amount (RDA) of physical activity for adults and could easily be incorporated into people's lifestyles, meaning that they do not need to take prescribed exercise⁶. Such benefits are of economic value with results from the Cycling Demonstration Towns

1 2001 Census Data, Office for National Statistics

2 KCC (2010) Sevenoaks District Strategy for Transport

3 KCC (2010) Sevenoaks District Strategy for Transport

4 Association of Public Health Observatories (2011) Health Profile: Sevenoaks, see <http://www.apho.org.uk/resource/item.aspx?RID=105473>

5 Andersen, L. B., Schnohr, P., Schroll, M. and Hein, H. O. (2000) All-cause mortality associated with physical activity during leisure time, work, sports, and cycling to work, Archives of Internal Medicine, 160 1621-1628; Hamer, M and Chida, Y (2008) Active commuting and cardiovascular risk: A meta-analytic review, Preventive Medicine, 46(1) 9-13

6 The Recommended Daily Amount (RDA) of physical activity for adults is 30 minutes on five or more days of the week. For more information see Department of Health (2004) At least five a week: Evidence on the impact of physical activity and its relationship to health, A Report from the Chief Medical Officer

(CDTs) indicating that for each £1 invested the saving in terms of decreased mortality alone was £2.59⁷. In developing new routes, in order to maximise the health benefits of cycling, priority will be given to those links which allow cyclists to avoid areas of poor air quality. Cycling is also a low cost, widely accessible activity which can contribute to social inclusion and improved accessibility. It can be adapted to allow for disability and can also provide a degree of independence for children which may be especially important in areas of Sevenoaks where bus services are less frequent.

Improving conditions for cyclists can also encourage tourism. Leisure cycling is an enjoyable and healthy activity which families can enjoy together and which can attract significant visitors to the area. A study of the Viking Coastal Trail by Canterbury Christ Church University in 2003 found that the average spend of cyclists using the trail was £5.49 and that the overall economic impact of cyclists to the local economy of Thanet equated at the time to £293,297 per year⁸. Similar benefits are achievable in Sevenoaks, particularly if attractive leisure routes linking the key visitor attractions can be encouraged.



2.3 Policy Background

Cycling is supported as a means of, amongst other things, cutting congestion, improving health, reducing carbon emissions and improving accessibility in key national, county-wide and local policy documents. These include Kent’s third Local Transport Plan (LTP 3); the Sevenoaks District Sustainable Community Action Plan (2010-2013); the Sevenoaks District Transport Strategy (SDTS) and the Sevenoaks Local Development Framework (LDF). Details of these and other relevant policies and their relationship with the Sevenoaks Strategy are provided in Appendix A.

2.4 Funding Sources

Implementing the actions identified in this document, including the route proposals, will depend on securing the necessary funding and this is dependent on the prevailing economic situation. However, having an agreed Cycling Strategy in place can be a useful negotiating tool when seeking private and public sector funding. In order to deliver the objectives of the Strategy KCC and SDC will examine all possible funding avenues.



⁷ Sloman et al (2009) Analysis and synthesis of evidence on the effects of investment in six Cycling Demonstration Towns

⁸ Picton and Bull (2003) The Economic Impact of Cycle Tourism in relation to the Viking Coastal Trail in Thanet, Canterbury Christ Church University

3. Cycling in Sevenoaks Today

3.1 Levels of Cycling

3.1.1 Sevenoaks District Journey to Work Data

Travel to work data for Sevenoaks District taken from the 2001 Census is provided in Table 1⁹. Given the date on which it was collected a note of caution should be taken when interpreting this data.

Travel to work	Sevenoaks District		Kent (excl Medway)		South East		England	
	No.	%	No.	%	No.	%	No.	%
Travel to work by car ¹⁰	31,140	59.9	390,753	64.1	2,521,343	64.8	13,694,851	61.0
Train	8,575	16.5	46,340	7.6	227,771	5.9	1,659,409	7.4
Bus	1,020	2.0	23,200	3.8	169,312	4.4	1,685,361	7.5
Walk to work	3,783	7.3	64,317	10.5	385,450	9.9	2,241,901	10.0
Cycle to work	481	0.9	12,210	2.0	119,315	3.1	634,588	2.8
People who work from home	5,948	11.4	59,545	9.8	386,302	9.9	2,055,224	9.2
Other ¹¹	1082	2.1	12,923	2.1	79,263	2.0	470,164	2.1
Total in employment	52,029	97.0	609,288	95.5	3,888,756	96.3	22,441,498	94.5

Table 1 ¹⁰¹¹: Proportion of people travelling to work by mode as a percentage of the total number in employment (number and percentage) Source: KCC (2006)

As shown in the Table, cycling accounted for less than one percent in the Sevenoaks District travel to work profile in 2001. This is considerably lower than the equivalent figures for the South East (3.1%) and England (2.8%). The data also indicates that travel to work by train is particularly high in Sevenoaks (over 16%) compared to the County (8%), South-East (6%) and English (7%) averages. As discussed in Section 2.2 cycling can form part of longer multimodal journeys. The high level of train use in Sevenoaks suggests there is significant potential in this regard. Indeed, in Sevenoaks urban area there are already a large number of cycles parked at Sevenoaks Railway Station during the week, to the extent that the number of parked cycles outweighs the existing cycle parking provision. The use of cycles to access train stations is something this strategy seeks to further encourage.

3.1.2 Sevenoaks District Journey to School Data

Travel to School data is collected in the annual School Census. Data from this showing the percentage of children using different transport modes for the journey to school in Sevenoaks District as well as the national and Kent wide figures are provided in Table 2¹².

9 KCC (2006) 2001 Census Bulletins: Travel to Work Patterns in Kent County http://www.kent.gov.uk/your_council/kent_facts_and_figures/population_and_census/2001_census.aspx

10 Includes 'driving a car or van' and 'travelling as a passenger in a car or van' categories

11 Includes 'Taxi or minicab'; Motorcycle, scooter or moped' and 'other' categories

12 School Census Data 2010

	Car (Including vans and taxis)	Car share	Public Transport	Walking	Cycling	Other
National (Year 2010)	26.5%	3.0%	17.5%	50.3%	2.0%	0.7%
Kent (Year 2010)	31.4%	3.9%	19.8%	42.6%	1.6%	0.6%
Sevenoaks (Year 2010)	42.3%	7.6%	11.1%	38.4%	0.4%	0.0%
Sevenoaks (Year 2008)	45.1%	8.3%	10.8%	35.4%	0.5%	0.0%

Table 2: Mode of travel to school (all schools)¹³

As shown in the Table, the percentage of children cycling to school in Sevenoaks at both the primary and secondary school level is considerably lower than the Kent and national average. In addition, there has been a small decline over the last two year period on which data is available, dropping from 0.5% in 2008 to 0.4% in 2010. The average level of car use for the school trip (42.3%) is higher in Sevenoaks than both the Kent (31.4%) and the national average (26.5%) but there has been a decline on 2008 levels. Similar patterns are evident at both primary and secondary school level. Car use for the journey to school adds considerable traffic to the network and reducing these levels could lead to significant reductions in congestion, particularly in the morning peak. As such the Strategy will seek to target cycle use for the journey to school.

3.1.3 Sevenoaks Urban Area Cycle Flow Data

Cycle flows in the main urban areas of Kent have been monitored since 2001 via inner urban count sites placed on the main access routes into the centres. In Sevenoaks urban area there are currently four count sites. These are located on the A225 Tonbridge Road; the A25 High Street in Seal; the A225 Otford Road; and the A224 Amherst Hill. An annual one-off 12 hour manual count has been undertaken at each of these sites since 2001. The results from each site are then summated to provide a total figure. This composite data is provided in Table 3.

Year	Composite cycle count (12 hours, 7am to 7pm)
2001	140
2002	120
2003	160
2004	110
2005	137
2006	267
2007	242
2008	253
2009	356
2010	337

Table 3: Cycle count data in Sevenoaks years 2001-2010¹⁴

This data is necessarily limited since it focuses only on a small sample of sites on one specific day and covers the hours 7am – 7pm only. However, bearing these limitations in mind, it can be used for general year-on-year comparisons at these specific locations. As shown in the above table the

¹³ School Census Data 2010

¹⁴ KCC (2010) Kent Travel Report, <https://shareweb.kent.gov.uk/Documents/roads-and-transport/road-policies/kent-travel-report/Kent%20Travel%20Report%202010.pdf>

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data indicates that there has been a considerable increase (by over 140%) in the number of cyclists in Sevenoaks urban area between 2001 and 2010, the nine year period since the 2001 census. This trend is supported by local observations, including the growing number of bicycles parked at Sevenoaks Railway Station, and suggests that there is much potential for further growth in the district.

3.2 Existing Cycling Routes and Parking Facilities

A lack of adequate cycling facilities such as dedicated cycle routes and secure cycle parking can be a significant deterrent to cycling. It is therefore appropriate to consider existing provision within the district.

In terms of routes, there is a small number of existing cycle connections and linkages. These are as follows:

- National Cycle Route 12 (NCR 12) which connects Penshurst Place with Tonbridge
- On carriageway advisory route, A20, West Kingsdown
- On carriageway advisory route, Old London Road, Halstead
- Segregated Shared use cycleway, London Road, Swanley
- Segregated Shared use cycleway between Cranleigh Drive and Goldsel Road, Swanley
- Short section of Segregated shared use cycleway which runs from the traffic lights junction at Stangrove Road/Mont St Aignan Way to the High Street, Edenbridge.
- Short section of cut through cycle lane from Station Road to Minstrels Close, Edenbridge

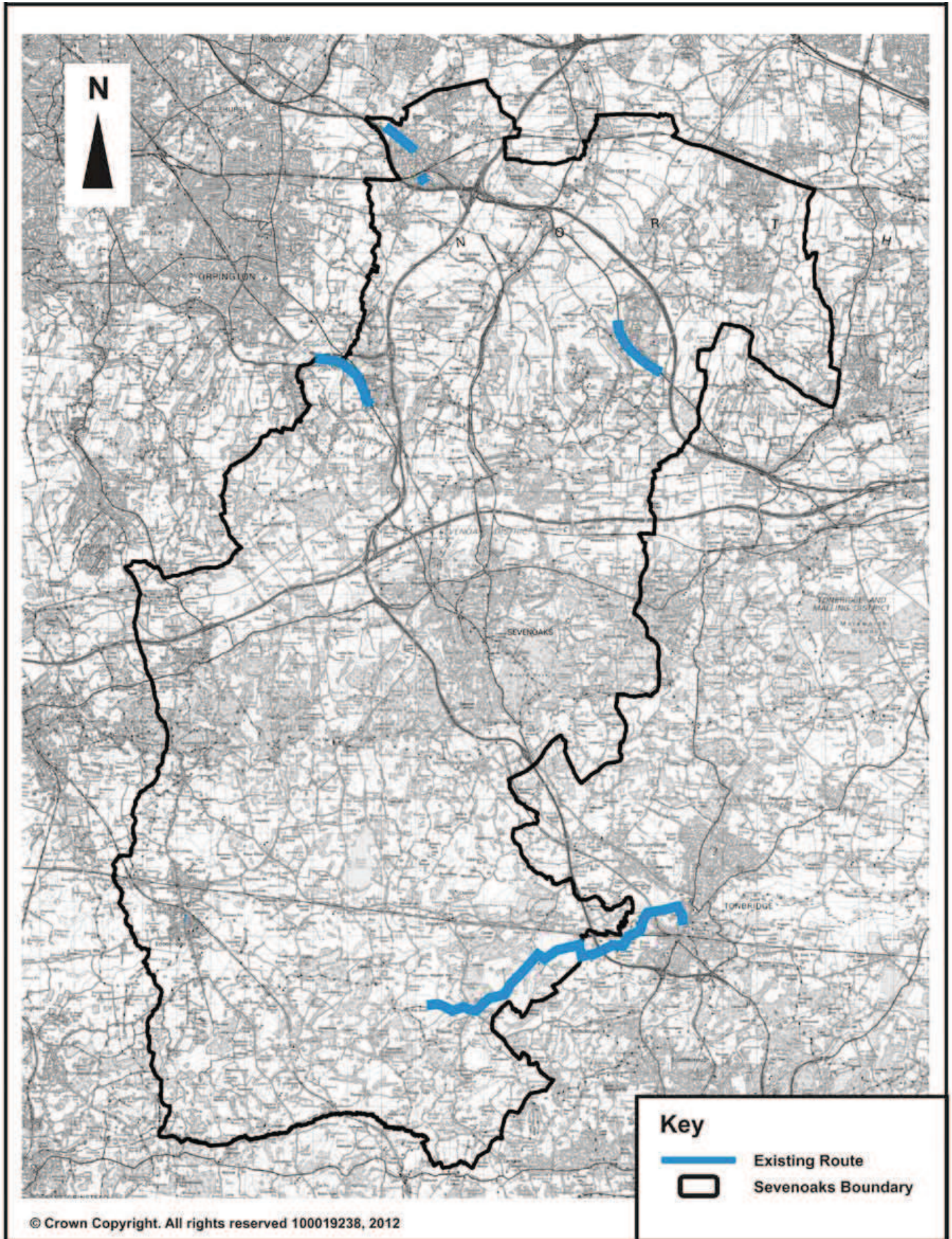
A map of the whole district showing these routes is provided in Figure 1. It is noted that Cyclists are also permitted to ride bicycles on public bridleways, byways, and restricted byways. An interactive map showing the location of these in Sevenoaks can be accessed via Kent County Council's website at the following address <http://www.kent.gov.uk/explorekentgis/map.aspx>



As indicated in Figure 1, there are currently no dedicated cycle routes within Sevenoaks urban area and there are very few connections in both Swanley and Edenbridge. Routes linking to the train stations, schools, and other key destinations are currently absent in all three centres. As discussed in Section 2.2, cycling is ideal for short distance journeys and if these are to be encouraged routes connecting residential areas to train stations, schools, and other key destinations must be identified. In addition, leisure routes which connect the main urban centres with the surrounding rural attractions are lacking. The only long distance leisure route

in the district is NCR 12 connecting Penshurst Place to Tonbridge. As discussed in section 2.2 the promotion of leisure cycling can bring important economic benefits as well as a means of exercise for local residents and families. If leisure cycling is to be encouraged attractive long distant leisure routes which connect to the key centres in the district need to be identified.

Figure 1: Existing Cycle Routes in Sevenoaks District



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Existing cycle parking provision in the three main centres in the district has also been identified. Details of this are included in Table 4. During the consultation conducted as part of this Strategy, a lack of suitable cycle parking particularly within the centre of Sevenoaks and the train station was identified as a particular problem. The provision of good quality cycle parking is a key element in developing a cycle-friendly environment and if cycling is to be encouraged improved facilities need to be provided at major destinations.



Area	Location	Parking Provision
Sevenoaks	Sevenoaks Railway Station	80 stands
	Sevenoaks District Council	1 stand - unsheltered
	High Street/Suffolk Way junction	1 stand - unsheltered
	Town Centre South west corner of Blighs Car Park, near Café Rouge	1 stand - unsheltered
	London Road/Rockdale, outside Loch Fyne restaurant	1 stand - unsheltered
	Tesco, High Street	1 stand - sheltered
	Waitrose, High Street	3 stands - sheltered
	Tesco, Dunton Green	3 stands – unsheltered (located at back)
	Sainsburys, Otford	14 stands - unsheltered
	Halfords, Otford Road	4 stands - unsheltered
	Sencio Leisure Centre and Pool	12 stands - unsheltered
	Swanley	Swanley Railway Station
Asda, Town Centre		10 stands - unsheltered
Roundabout (High Street/Bartholomew Way/ Nightingale Way)		5 stands – unsheltered
Swanley Library		2 stands - unsheltered
Edenbridge	Edenbridge Town Station	5 stands - sheltered
	Edenbridge Leisure Centre	2 wheel only stands - unsheltered
	High Street	8 stands - unsheltered

Table 4: Existing Cycle Parking Provision in the three largest centres in Sevenoaks

4. Strategy

4.1 Action Areas

As discussed in the introduction, the primary focus of the Cycling Strategy is 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:

1. **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) promote leisure cycling through the identification of attractive longer leisure routes which connect to the main urban centres
2. **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
3. **Improvements to Cycle Parking** – identifying locations for additional cycle parking facilities and positioning them to maximise security
4. **Promotion and Encouragement** – raising awareness of cycling and its benefits amongst the community
5. **Maintenance** – ensuring existing and any future facilities are well maintained

In this Section each of these areas will be discussed in greater depth.

4.2 Creating New Routes and Linkages

As discussed in Section 3.2 existing cycle routes in the district are limited. There are no cycle routes in Sevenoaks urban area and there are very few links in Swanley and Edenbridge. In addition, there is only one longer leisure route in the district, namely NCR12. In order to encourage cycling for both transport and leisure purposes it is vital that additional routes and linkages are created.

To promote cycling for short distance journeys KCC and SDC will seek to develop routes and linkages which connect residential areas with key destinations including:

- Employment areas and schools to encourage cycle use for the journey to work and school;
- Key public transport interchange points such as railway stations to capitalise on the high level of rail use in the district and encourage cycling as part of longer multi-modal journeys; and
- Other key services such as shopping areas, libraries and leisure activities to encourage cycling as a mode of transport to access key services.

These route suggestions will focus in and around the main urban areas of the district, namely Sevenoaks, Swanley and Edenbridge. This is because, as the main urban areas, these are likely to be where most short distance car journeys are undertaken and therefore where the greatest potential for modal shift exists.

Through close collaboration with the local cycling community a number of potential new routes and linkages have been identified in Sevenoaks, Swanley and Edenbridge. These are detailed in Table 5 and Figures 2, 3, and 4 respectively. Additional maps and descriptions of these suggestions and potential considerations which would need to be examined if the route was taken forward are provided in Appendix B, C, and D. It should be noted that these additional descriptions are based on initial investigations only. If funding was to become available to implement a route, it would need to be further examined, a detailed design drawn up, and a full safety audit and public consultation undertaken.

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The suggested routes and linkages are not exhaustive but rather represent a first phase. Ideally, in the long term a coherent and comprehensive network would be developed. To achieve this additional routes would need to be identified which fill in the gaps within the proposed network. These would need to be examined and worked up into coherent proposals. Lines showing areas where an existing need for additional routes has already been identified but for which a solution has not yet been arrived at are included in Figures 2, 3 and 4 as areas of “identified need”. Where these identified needs can be met through the use of private roads, the council will explore opportunities to get agreements for cyclists to use these roads so as to further develop the network.

During the consultation undertaken as part of this Strategy a number of suggestions were made for routes in New Ash Green. These consultation suggestions are included in Appendix E. Unlike the other route suggestions included in this document, these routes have not undergone a preliminary investigation by KCC or SDC officers. Rather preliminary investigation would be undertaken should an opportunity for improvements to be made in New Ash Green arise. The routes would then be consulted upon if it is decided that they should be taken forward.

In addition to the more strategic aspects of the network, SDC and KCC will also work with willing landowners on sites in appropriate locations to develop off-road cycling facilities to encourage family and recreational cycling. This would provide new facilities for tourists visiting the District, as well as offering opportunities for outdoor exercise for residents.

With this in mind a number of suggestions for longer leisure routes have been identified. These are listed in Table 6 and Figures 5 and 6. More detail on these routes is provided in Appendix F. In addition to these routes, as part of the Olympic and Paralympic legacy ambitions in Sevenoaks District, SDC are discussing the possibility of an off-road cycling path being identified in Knole Park with representatives of the Knole Estate.

Area	Route Number	Urban Route Suggestion
Sevenoaks	1	West-east route across northern Sevenoaks (1a-1h)
	2	Link between Footpath 0221/SU11/2 (Clockhouse Lane) and the Sevenoaks Railway Station (along Bradbourne Park Road and Hitchen Hatch Lane).
	3	Install a contraflow cycle lane on Hospital Road
	4	Link between footpath 0221/SU11/2 (Clockhouse Lane) and underpass beneath the A25 (along Oakdene Road)
	5	Off-road route between Oakdene Road and Otford Road (around Wildfowl Reserve)
	6	Route between Otford and Sevenoaks (6a-6e)
	7	Link between the Sevenoaks Railway Station and the Town Centre (along section of Tubs Hill and The Drive)
	8	Alternative north-south link on the old main road parallel to Tesco roundabout, London Road
	9	Improvements to twin roundabouts at Riverhead
	10	Improvements to London Road/Pembroke Road/ Eardley Road/Argyle Road Junction
	11	Link between the A224 London Road and footpath 0078/SR103/2 (along Pounsley Road and footpath 0078/SR104/1)
	12	Upgrade existing footpath 0192/SR48/1 which runs between Station Road and Tudor Drive in Otford

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Swanley	13	Link from the existing London Road cycle Lane to the town centre
	14	Link from the existing London Road Cycle Lane to St Mary's Road (along Oliver Road, Ruxton Close and existing path)
	15	Route across the recreational ground between the Town Centre and Swanley Railway Station
	16	West-east route to the north of the town centre (along Hilda May Avenue, North-view and Woodlands Rise)
	17	Link between Woodlands Rise and the town centre (upgrade existing public footpath 0262/SD81/2)
	18	Link from Swanley to Hextable (through Swanley Park and along existing Footpath 0305/SD69/1) Route to the Railway Station from High Street
	19	Link to Swanley Railway Station from High Street (along Station Road, Goldsel Road and Station Approach)
	20	West-east link to the Railway Station from London Road (along Salisbury Avenue; restricted byway 0262/SD88/1; Glendale; Pinks Hill; Cranleigh Drive; existing cycleway; Goldsel Road; Azalea Drive and Station Road)
	21	East-west route to the Railway Station from London Road (along Salisbury Avenue, St George's Road, London Road, Goldsel Road and Station Approach)
Edenbridge	22	Link from Pine Grove to Station Road (through Stangrove Park)

Table 5: Route Suggestions in Sevenoaks urban area, Swanley and Edenbridge

Route Number	Suggested Leisure Route
23	Extension of the Darent Valley Path (DVP) from Dartford to Sevenoaks
24	Link between Swanley and Lullingstone Castle
25	Extension of National Cycle Route 12 (NCR 12) from Penshurst to Sevenoaks
26	Link between Edenbridge and Chiddingstone

Table 6: Suggestions for longer leisure routes in the district

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Figure 2: Suggested Cycle Routes in Sevenoaks Urban Area

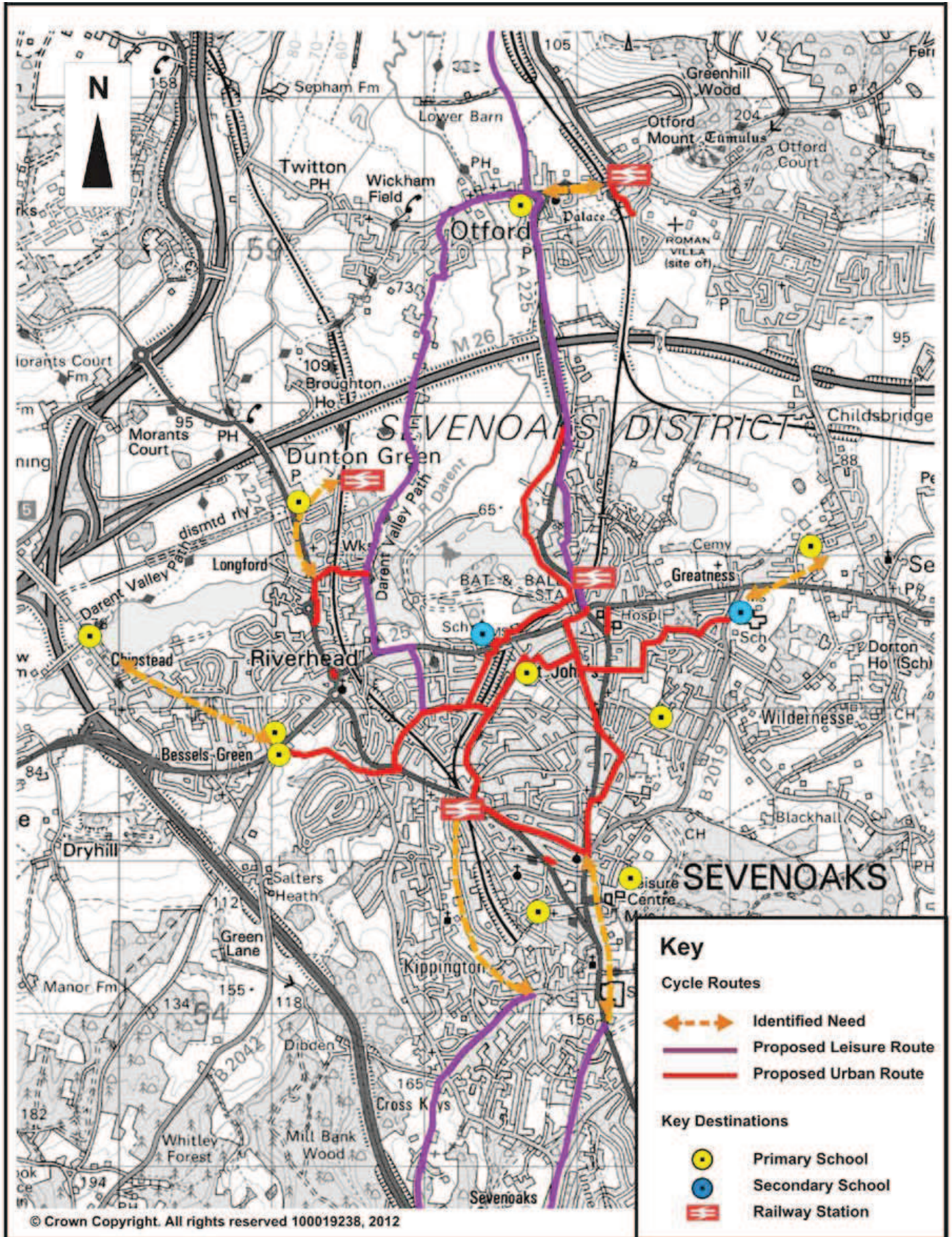
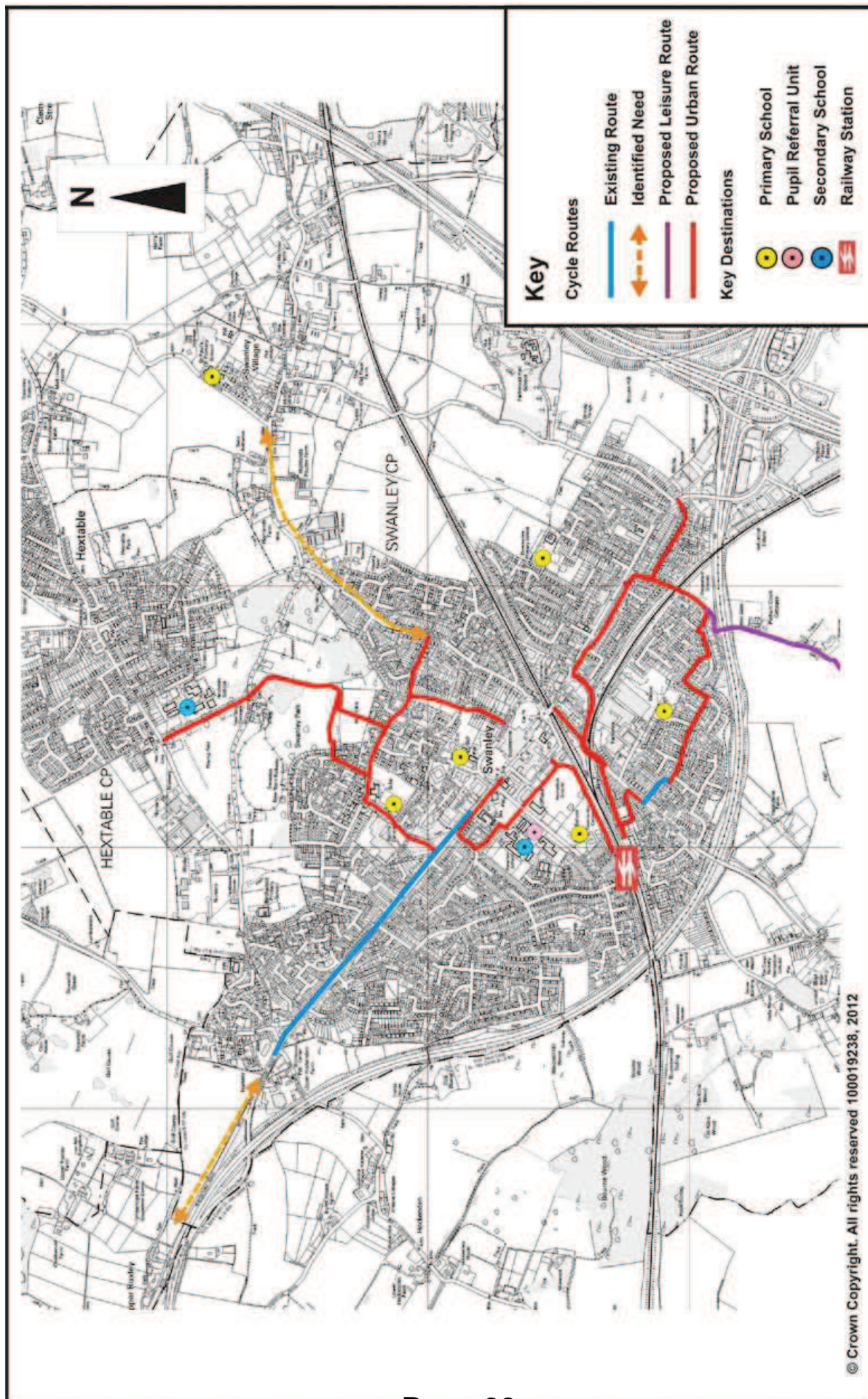


Figure 3: Suggested Cycle Routes in Swanley



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Figure 4: Suggested Cycle Routes in Edenbridge

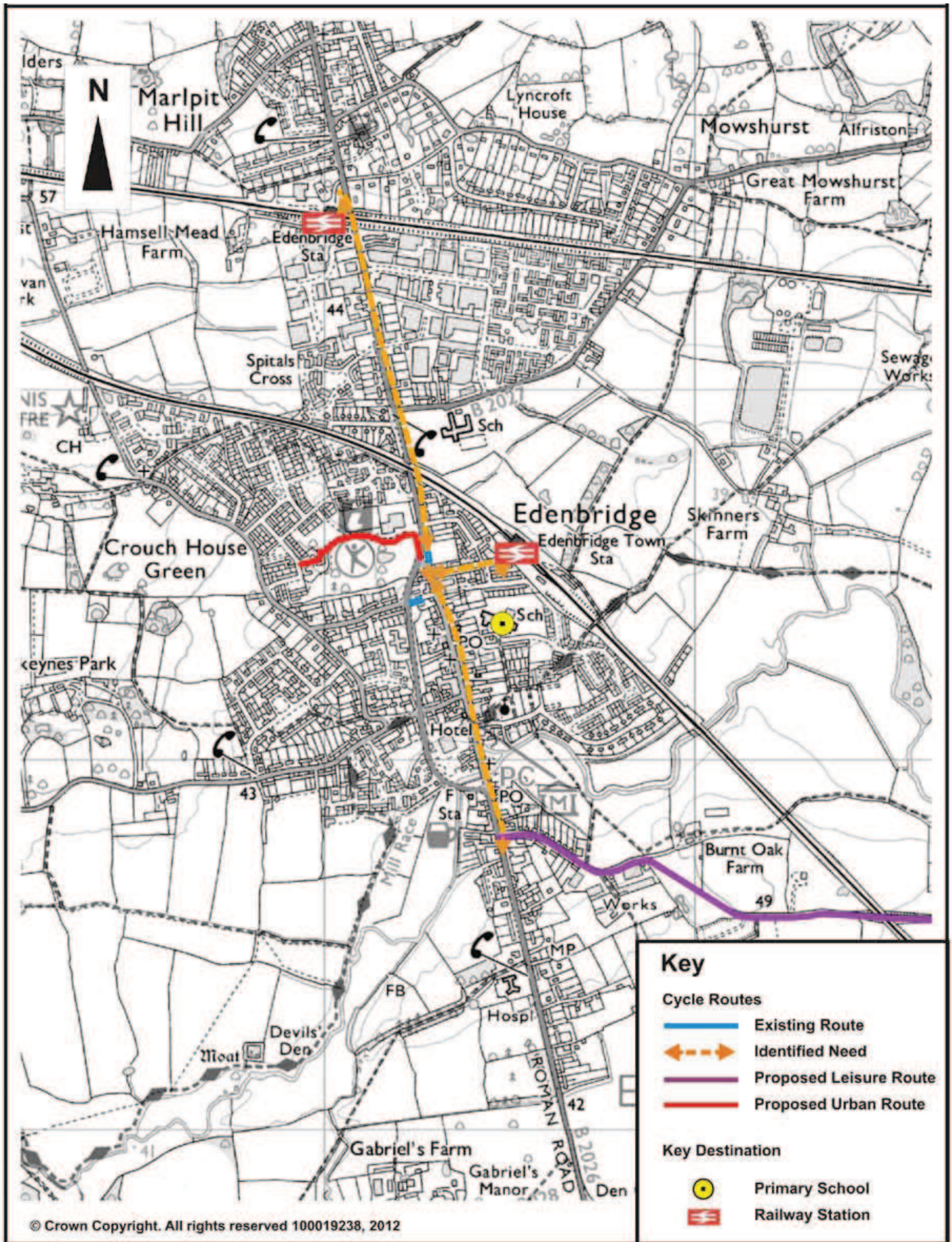
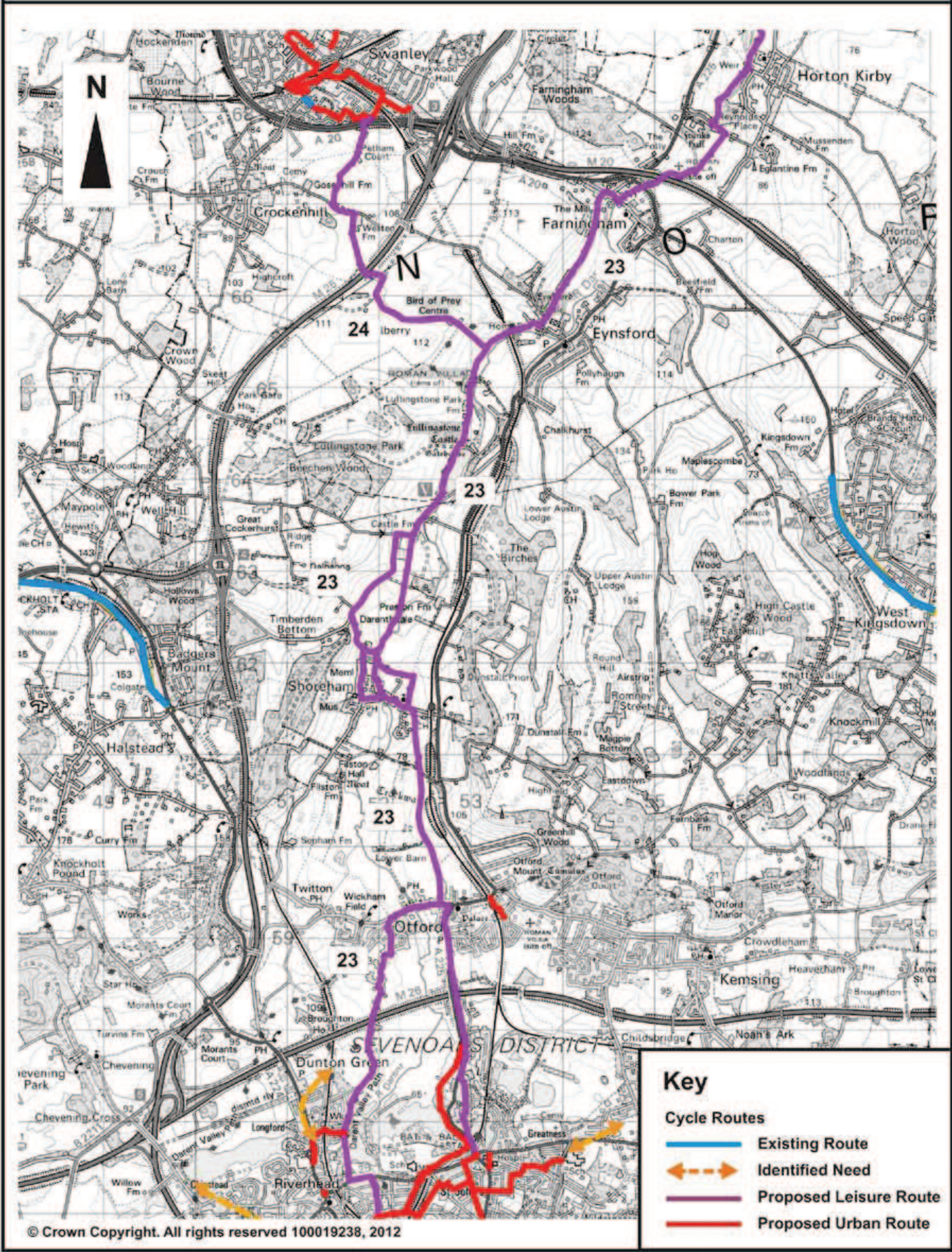
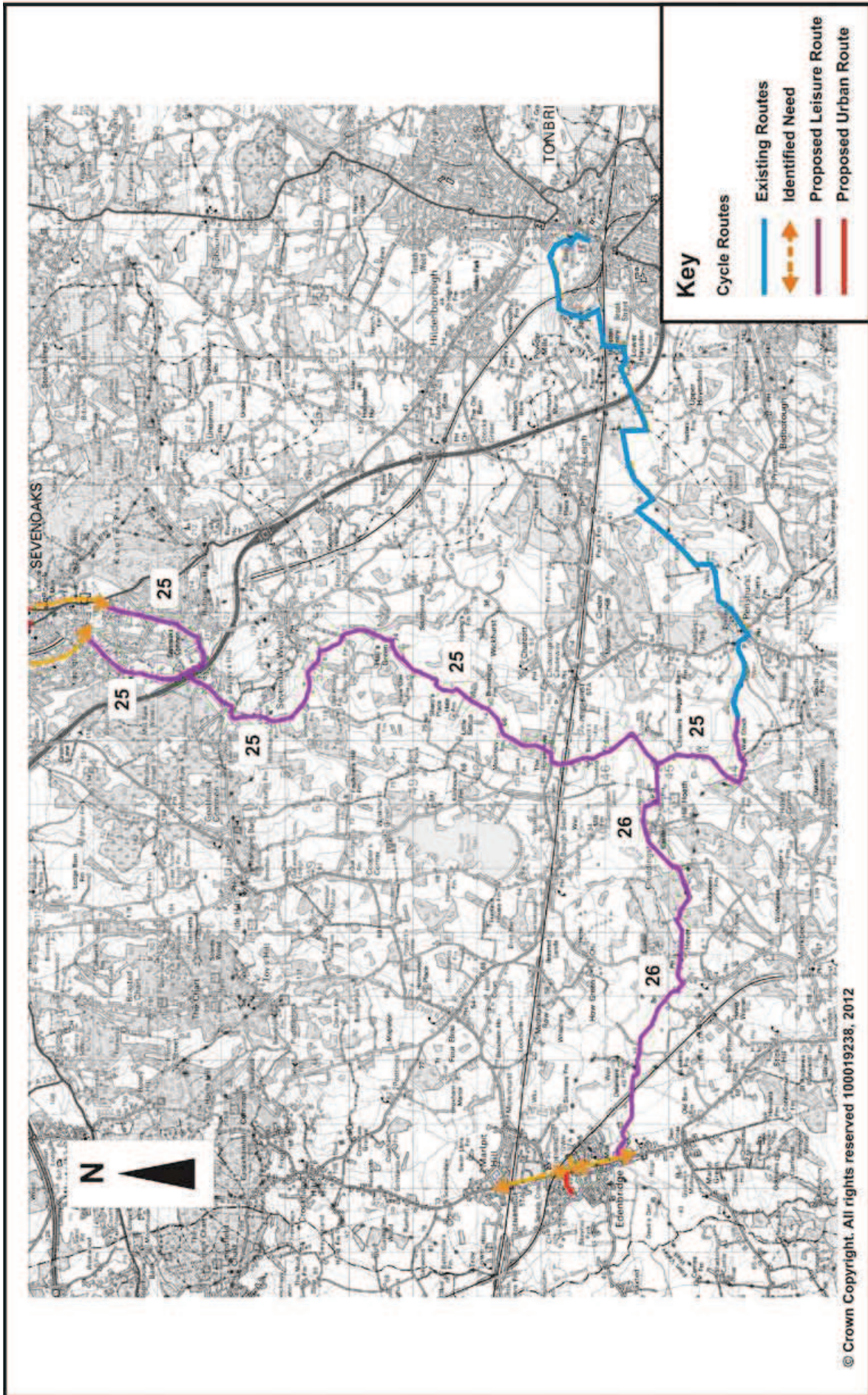


Figure 5: Suggested Leisure Routes 23 and 24



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Figure 6: Suggested Leisure Routes 25 and 26



4.3 Safer Cycling

Concerns over safety can be a significant deterrent from cycling. When identifying and designing new routes, to maximise safety, KCC will refer to guidelines set out in the Department for Transport's (DfT) Local Transport Note 2/08 entitled "Cycle Infrastructure Design" (LTN 2/08)¹⁵; the DfT's Inclusive Mobility (2002)¹⁶; and the Code of Practice for the Design of Street Lighting (British Standard BS 5489)¹⁷;

KCC and SDC recognise that cyclists have different levels of experience and that in identifying and designing routes, a balance must be struck between the needs of different users. The DfT identify a number of different categories of cyclist each of which requires a different level of support and encouragement. These are detailed in Box 1.

- **Fast commuter** – confident in most on road situations and will use a route with significant traffic volumes if it is more direct than a quieter route;
- **Utility cyclist** – may seek some segregation at busy junctions and on links carrying high speed traffic;
- **Inexperienced and/or leisure cyclist** – may be willing to sacrifice directness, in terms of both distance and time, for a route with less traffic and more places to stop and rest;
- **Child** – may require segregated, direct largely off road routes from residential areas to schools, even where an on road solution is available. Design needs to take account of personal security issues. Child cyclists should be anticipated in all residential areas and on most leisure cycling routes; and
- **Users of specialised equipment** – includes users of trailers, trailer cycles, tandems and tricycles, as well as disabled people using hand cranked machines. This group requires wide facilities free of sharp bends and an absence of pinch points or any other features that force cyclists to dismount.

Box 1: Examples of the different categories of cyclist¹⁸

In identifying the potential routes and linkages in this document, as far as possible, priority attention has been given to signing safe routes on residential streets which allow cyclists to avoid busier main roads and junctions without incurring excessive detours. To benefit experienced cyclists, where highly trafficked roads are highlighted, KCC will consider appropriate facilities including:

- Advanced Stop Lines at signalised junctions;
- Dedicated Cycle Lanes; and
- Toucan crossings instead of Pelican crossings.

KCC and SDC will also work with the Police to improve the enforcement of speed limits in the District and will assess proposals for 20mph speed limit reductions at appropriate locations.

A number of the route proposals in this document suggest converting existing footpaths/footways to shared use. Where conversions are sought, KCC will consider the needs of people with disabilities and will refer to guidelines set out in Local Transport Note 02/86 entitled "Shared Use by Cyclists and Pedestrians" (LTN 02/86). It is particularly important to consider security issues on off road routes, especially where they do not benefit from existing street lighting and/or are not overlooked

¹⁵ DfT (2008) Cycle Infrastructure Design, Local Transport Note 2/08

¹⁶ DfT (2002) Inclusive Mobility, <http://www2.dft.gov.uk/transportforyou/access/peti/inclusivemobility.html>

¹⁷ BSI (2003) British Standard BS 5489 Code of Practice for the Design of Street Lighting

¹⁸ DfT (2008) Cycle Infrastructure Design, Local Transport Note 2/08, p12

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by houses. KCC will consider if additional lighting is required on a route by route basis.

Improvements in safety will also be pursued through road safety education. KCC will continue to promote road safety amongst various road users including young driver, motorcyclists, and pedestrians. This information will be targeted towards raising mutual awareness amongst drivers, cyclists, and pedestrians. The council will also continue to provide cycle training for all 10-11 year olds (year 6) through the Kent Rider Plus and, subject to sufficient funding, will work on expanding the scheme including developing adult cycle training programmes.

KCC will also continue to monitor crashes involving personal injury on the public highway using data provided by Kent Police. Where patterns of crashes are identified, KCC promotes measures which aim to reduce the number of crashes occurring and these will include strategies seeking to address personal injury crashes involving cyclists.

In the consultation undertaken as part of this Strategy a number of respondents voiced concern over safety for cyclists at Polhill. KCC recognises the particular challenges faced by cyclists ascending and descending Polhill but at the current time is unable to attach sufficient priority to allocate the funds necessary to carry out specific improvements. However, although funds are not currently allocated KCC will continue to bear in mind the improvements that cyclists, in particular have requested, specifically, the proposal that the road be made a single lane in each direction (with corresponding cycle lanes). These works will be investigated in more detail as part of any future maintenance or improvement scheme that may be carried out.

4.4 Improvements to Cycle Parking

A lack of secure cycle parking can be a significant deterrent to choosing to cycle¹⁹. KCC and SDC will therefore seek opportunities to provide improved and additional cycle parking in the District. In identifying locations for such facilities, the rationale will be to enable people to cycle to work and school and improve access to key services and therefore emphasis will be placed on major destinations in Sevenoaks, Swanley and Edenbridge including train stations, town centres, schools and employment areas.

Increasing provision at commuter train stations is a key priority, especially in Sevenoaks urban area where, as discussed in Section 3.1, there is high demand. KCC is currently working with Network Rail to deliver significant interchange improvements at Sevenoaks station as part of Network Rail's National Station Improvement Programme. As part of the initiative, the number of cycle parking spaces will be increased from 80 to 300. KCC will continue to work with Network Rail and other agencies to seek similar improvements at other key commuter stations including Swanley Rail Station.

The encouragement of cycling for the journey to school is also a key aim of the Strategy and KCC and SDC will continue to liaise with schools to encourage the provision of appropriate cycle parking facilities at schools in the district.

KCC and SDC will also encourage the provision of innovative and secure parking facilities in new developments as outlined in the Kent Vehicle Parking Standards²⁰ and in accordance with the Sevenoaks LDF. The provision of other trip end facilities such as changing rooms and showers will be pursued where appropriate.

In selecting and positioning cycle parking facilities KCC will seek to maximise safety and security and will consider parking guidelines outlined in the LTN 2/08.

19 DfT (2008) Cycle Infrastructure Design Guide, Local Transport Note 2/08, p70

20 KCC (2003) Kent Vehicle Parking Standards (formerly part of the Kent and Medway Structure Plan),

http://www.kent.gov.uk/community_and_living/regeneration_and_economy/kent_design_initiative/about_the_guide.aspx

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During the consultation conducted as part of this strategy, a number of potential locations for additional cycle parking facilities in Sevenoaks urban area, Swanley and Edenbridge were highlighted. These are provided in Table 7.

Area	Suggested Locations for Parking Provision
Sevenoaks	Town Centre (Bligh's Car Park/outside local shops)
	Sevenoaks Railway Station
	Sevenoaks Hospital
	GP surgeries
	Sevenoaks Town Council Offices
	Sevenoaks Library
	Recreation ground Car Park and adjacent to café (near Bayham Road)
	Schools
Swanley	Swanley Railway Station (additional stands)
	White Oak Leisure Centre
	Swanley Library
	Schools
Edenbridge	Edenbridge Station
	Edenbridge Town Station (additional stands)
	Edenbridge Leisure Centre (replace existing wheel only stands)
	Schools

Table 7: Potential locations for additional cycle parking

4.5 Promotion and Encouragement

It is recognised that improving cycling facilities alone will not dramatically increase the level of cycling in the district and that promotion of cycling and its health, environmental and economic benefits is also required.

The selection of Brands Hatch in Sevenoaks as the venue for the prestigious Paralympic Road Cycling Events will attract considerable publicity and offers an unprecedented opportunity to promote cycling across the district. KCC and SDC will look to secure increased participation in cycling from promotional events connected to the Olympic torch relay and Paralympic cycling events. Both councils are organising Sky Rides, which will use trained volunteers to lead groups of residents on cycle rides around the District. A range of other opportunities to promote cycling through events connected to the Olympics and Paralympics will also be explored.

Beyond the Paralympics KCC and SDC will continue to support and promote cycling. As outlined in Appendix A, cycling has already been included in a number of KCC and SDC policy documents and both councils will continue to promote cycling and its benefits in all strategies where an increase in the number of people cycling can make a significant contribution towards the achievement of the strategy aims. In addition, to support Disability Cycling opportunities KCC will work with partnership agencies including the Kent Sport Leisure and Olympics in the development of a Kent Disability Cycling Development Plan.

Where funding allows cycling will also be encouraged through the development of web and map based resources and continued support for national cycling events such as Bike Week. Both councils currently provide a range of web-based resources relating to cycling, including an interactive map detailing the Public Rights of Way and cycle routes in the area, and are committed to developing these further. The DfT are currently expanding their Cycle Journey Planner, an online facility which

enables users to plan their cycle trips, highlighting the quietest, quickest or most recreational route²¹. KCC has been asked to contribute to this process and will ensure Sevenoaks District is included. KCC will also seek to develop a cycle route map for Sevenoaks. This would include standard symbols used across the county to allow for easy recognition and could be displayed at railway stations and schools and distributed during cycling training and promotional events.

To encourage and facilitate sustainable travel choices KCC will also continue to work with and support individuals, employers, and other organisations in accordance with the prevailing guidelines. This includes the New Ways 2 Work initiative, support for Travel Plans secured through the planning process, and locally led partnerships to promote and encourage alternatives to single occupancy car-use.

4.6 Maintenance

It is important that cycle facilities are adequately maintained so that they remain both safe and attractive to users. In constructing and maintaining cycle routes, KCC will refer to guidance outlined in Application Guide AG26 (Version 2)²².

A cycle route maintenance schedule will be produced for off road routes subject to funding. This will include the use of volunteers, such as Sustrans Rangers, as well as dedicated contractors. KCC works in partnership with Sustrans, the UK's leading sustainable transport charity, on a number of initiatives including the Rangers Project. Rangers help maintain the cycle network in a number of ways including placing temporary signs, reporting faults, undertaking small scale vegetation clearance and organising work days for more ambitious maintenance projects. Road surfaces will be surveyed by highway inspectors in a way which takes into account the needs of cyclists, for example, by giving appropriate attention to the two metre strip alongside the kerb where most cyclists ride.

21 See <http://www.transportdirect.info/Web2/JourneyPlanning/FindCycleInput.aspx>

22 UK Roads Board (2003) Application Guide AG26 (Version 2), Footway and Cycle Route, Design Construction and Maintenance Guide, [http://www.footways.org/data/uploads/AG26%20Version%202%20\(published%202003\).pdf](http://www.footways.org/data/uploads/AG26%20Version%202%20(published%202003).pdf)

5. Monitoring and Review

As stated in the introduction, this document is a first phase and, in accordance with the LTP3, KCC and SDC will seek to review the Strategy in five years time.

To aid monitoring over this period KCC will seek to install two Automated Cycle Counts (ACCs) in the District. Monitoring will also be undertaken on an informal basis through continued dialogue with cyclists and other road users in Sevenoaks.

The results of the monitoring will be used to guide future revisions of this document. Reviews should include:

- an analysis of the data on cycling levels in Sevenoaks;
- a review of the progress to date;
- exploring opportunities to develop proposals to meet the 'identified needs' in this strategy; and
- the inclusion of additional proposals/policies where appropriate.

KCC and SDC will continue to work closely with local cyclists and other key stakeholders during this review process.

Agenda Item 9 Appendix A: Policy Background

Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (DfT, 2011)

This White Paper was published in January 2011. In it, the government outlines its support for the development of cycling at the local level. It notes that “a substantial proportion of drivers would be willing to drive less, particularly for shorter trips, if practical alternatives were available” (p7) and that “the biggest opportunity for encouraging sustainable travel lie in short, local journeys” (p8). The document advocates greater devolution of decision-making to the local level and increased partnership working with voluntary organisations and the local community.

Vision for Kent 2012-2022 (The Kent Forum, 2012)

The Vision for Kent was produced by The Kent Forum, a partnership of the councils that provide services to the people of Kent and is the Community Strategy for the County. It sets out a long term vision for how to improve the quality of life for everybody in Kent. A draft version of the new Vision for Kent was open for consultation between the 20th June and 20th August 2011.

The three Countywide Ambitions in the new Vision are:

- **to grow the economy** - for Kent to be ‘open for business’ with a growing, successful economy and jobs for all
- **to tackle disadvantage** - for all people in Kent to achieve their potential and to have increased confidence that their quality of life is improving
- **to put the citizen in control** - for all people in Kent to be able to use their own resourcefulness to take control and responsibility for themselves, their families and communities

There are also a number of cross cutting themes which include ‘Protecting and Enhancing the Environment’ and ‘Improving Health’. Following the feedback received during the consultation, the Draft Strategy has been revised and the final draft will go to the meeting of Kent Forum in early 2012.

Kent County Council Local Transport Plan 3 2011-2016 (KCC, 2011)

Local Transport Plans (LTP) are the method by which local transport authorities secure funding for local transport improvements. KCC has previously produced two LTPs covering the periods 2001-2006 and 2006-2011. LTP 3 was adopted in April 2011. The approach to LTP 3 develops five key themes:

1. Growth without Gridlock
2. A Safer and Healthier County
3. Supporting Independence
4. Tackling a Changing Climate
5. Enjoying Life in Kent

The plan proposes to allocate a proportion of the budget to each of the five themes and to focus investment in each of these themes in specific areas where challenges are most acute and good value for money can be attained. Cycling is linked to all five themes. The document states that KCC is committed to the provision of a comprehensive cycle network for residents and visitors in Kent with priority given to routes which enable people to cycle continuously to schools, work places, shops and leisure opportunities. The LTP3 also sets the aim that each district have a Cycling Strategy in place by 2012.

Kent Countryside Access Improvement Plan 2007-2017 (KCC, 2007)

The Countryside Access and Improvement Plan (CAIP) is KCC’s Rights of Way Improvement Plan (RoWIP). It sets out a ten year strategy for the future management of Public Rights Of Way (PROW) and green space and aims to increase the usage and enjoyment of facilities. The Sevenoaks Cycling Strategy will work alongside the CAIP in the following areas:

CAIP Objective Reference	CAIP Objective
D4	Develop multi-user routes that allow walking, cycling, horse riding from towns to the wider countryside
N3	Increase provision for off-road cycling and mountain biking activity
K4	Produce and distribute information on Cycling and Horse Riding
K7	Work in partnership to improve regional/national/international awareness of walking, cycling and horse riding opportunities in Kent, to directly support tourism objectives
ST2	Identify and investigate where the public rights of way network can provide safe alternative routes to avoid people having to walk, ride or cycle on busy roads
ST3	Develop the public rights of way network to support the County Council’s “Healthy Schools” initiative

Sevenoaks Local Development Framework and Core Strategy Development Plan Document (SDC, 2011)

The Local Development Framework (LDF) is used in the long-term planning of the District and in the determination of planning applications and comprises a portfolio of Local Development Documents. The Core Strategy Development Plan Document, which was adopted on 22 February 2011, is the key Local Development Document contained within the LDF. It sets out the vision for future development in the District over the period to 2026 and the policies in accordance with which development control decisions should usually be made. The document contains both Location Policies (LO) which cover the distribution of development and Strategic Policies (SP) which are general policies to be applied to development across the district. Policy LO1 identifies Sevenoaks urban area as the principal location for development in the district with Swanley being the secondary focus and Edenbridge the third. Policy SP2 states that the Council will ‘seek improved facilities for cyclists and pedestrians’. This provides the policy basis for the Council to seek contributions towards cycle routes and parking from developers.

Sevenoaks District Strategy for Transport 2009-2026 (KCC, 2009)

The Sevenoaks District Strategy for Transport (SDST) sets out the vision for the District’s transport network until 2026 and was prepared by KCC with support from SDC. It was produced in parallel with the Core Strategy and its proposals are based on the level and distribution of development in the DPD. The SDST has four priority objectives, namely:

- Improving Accessibility
- Tackling Congestion
- Providing Safer Roads
- Improving Air Quality

These objectives were used to identify priorities in four parts of the District, namely Sevenoaks Urban Area, Swanley, Edenbridge and the villages and rural areas. Improving facilities for walking and cycling were priorities in each of these areas and in Swanley there was an additional priority to improve access to the Railway Station by walking and cycling. The SDST is accompanied by an Implementation Plan which sets out individual policies by which to achieve the SDST objectives one of which is the development of a Cycling Strategy for the District.

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Sevenoaks Sustainable Community Action Plan 2010-2013 (Sevenoaks District Local Strategic Partnership, 2010)

The Sevenoaks District Community Action Plan 2010-2013 was produced by the Sevenoaks District Local Strategic Partnership which is made up of various organisations in Kent including KCC and SDC and was adopted by SDC in 2010. The plan sets out the priorities for many local services across the District for the next three years and will guide the preparation of other strategies prepared by the District during this period. The document identifies twelve Priority Outcomes and a number of actions within each Priority. Those which are particularly relevant to the Cycling Strategy are included in the Table below. Included within Action 10.4 is the Target to produce a Cycling Strategy for the district.

Priority Outcome Reference	Priority Outcome	Action Reference	Action
5	A Clean and Healthy Environment	5.3	Improve air quality in AQMAs and across the district generally
6	Energy, Resources and Climate Change	6.1	Increase carbon (CO2) savings
10	Keep Sevenoaks District Moving	10.3	Reduce the number of school children travelling by car
10	Keep Sevenoaks District Moving	10.4	Increase proportion of journeys made by cycling by improving facilities for cyclists

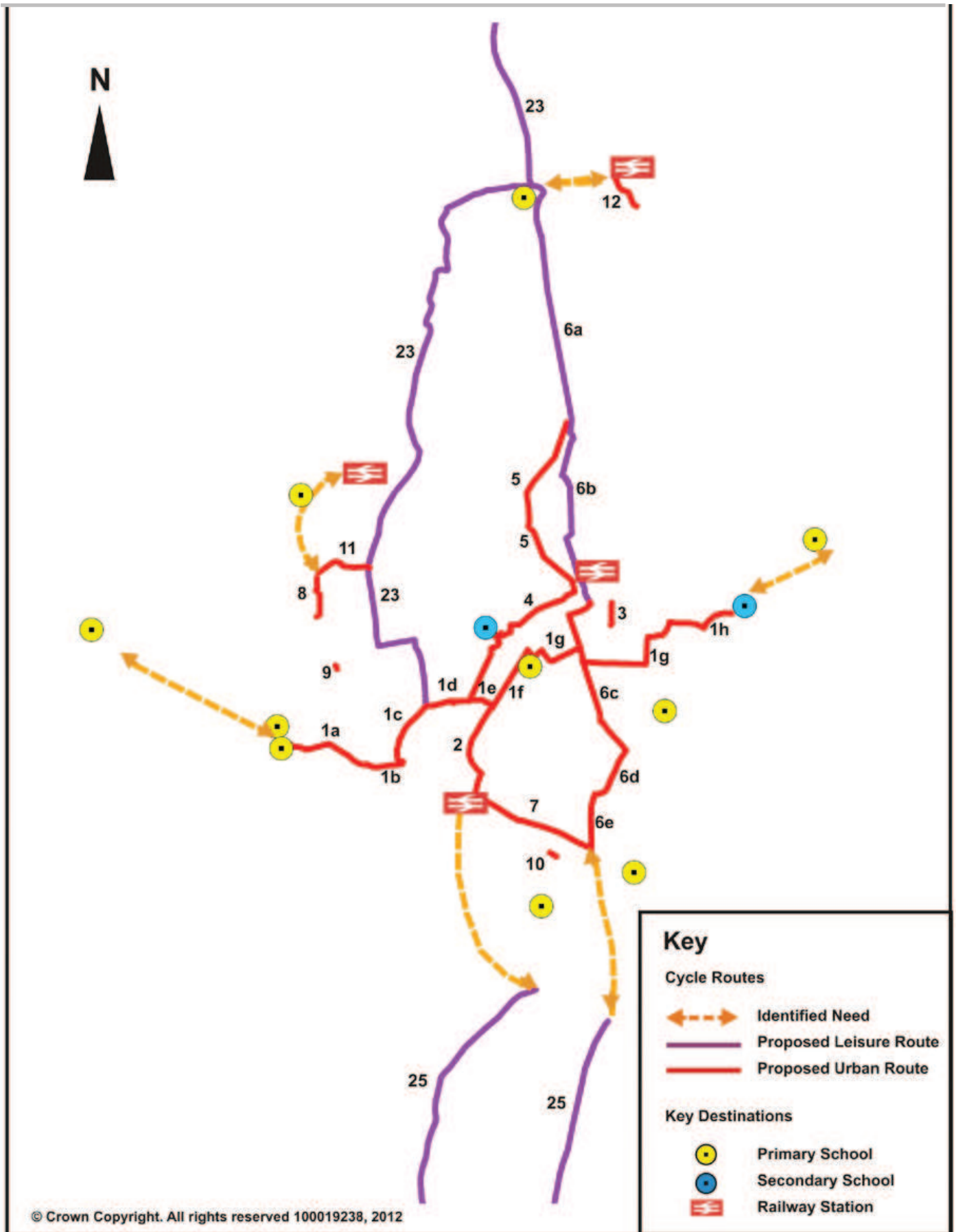
Sevenoaks Air Quality Action Plan (SDC, 2009)

The Environment Act 1995 requires local councils to regularly assess the air quality in their area. If any of the key pollutants in the National Air Quality Strategy are likely to exceed the targets set and where the public are exposed, the council is required to designate “Air Quality Management Areas” (AQMA). There are currently eleven AQMAs in Sevenoaks and these are included in the Table below. The Act also requires local authorities to produce an Action Plan for improving air quality in those locations designated as AQMAs. The current Sevenoaks Air Quality Action Plan was published in 2009 and includes a number of actions to work with KCC to reduce traffic in these areas. The Plan recognises that the promotion of cycling forms part of an agreed county-wide strategy for tackling congestion.

AQMA	Location
1	M20 - from Junction 3 of the M25 to the district boundary with Tonbridge and Malling Borough Council (6.9 miles).
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)
3	M26 - from junction 5 of the M25 to the district boundary with Tonbridge and Malling Borough Council (5.6 miles).
4	A20 (T) Swanley Bypass - from junction 3 of the M25 to the district boundary with the London Borough of Bromley (2.7miles).
5	A25 Riverhead - between its northern and southern junctions with the A224 (155m).
6	M25 - Junction 5 to Kent / Surrey border
8	B2173 Swanley – London Road (East); High Street; Bartholomew Way and parts of Central town area
9	A25 Seal – High Street
10	A225 Sevenoaks – High Street
11	A25 Westerham – High Street; Market Square; Vicarage Hill; London Road (A233)
12	A25 Sevenoaks – Bat & Ball junction with A225

Note: there is no AQMA 7

Appendix B: Suggested Cycle Routes in Sevenoaks Urban Area



Sevenoaks

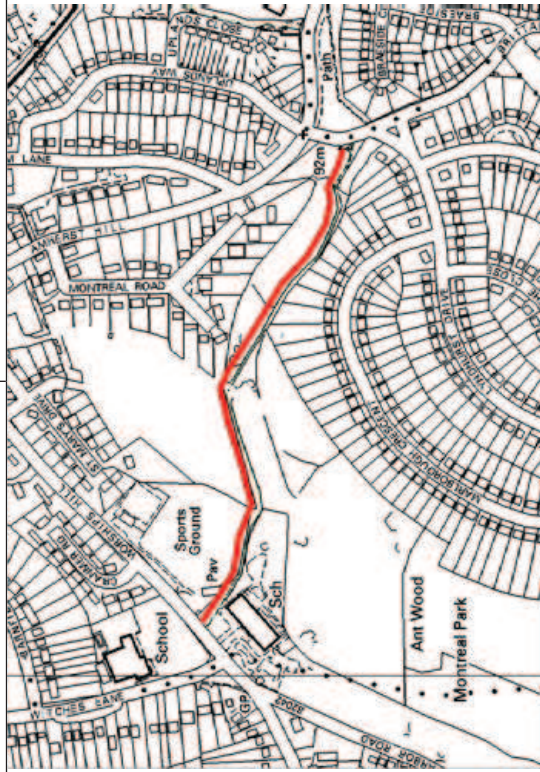
Recommendation No: 1a



Entrance to footpath SR734 from Worships Hill.



View of footpath facing east



Recommendation: Upgrade Footpath 0210/SR734/1 which runs between Worships Hill and Brittain's Lane

Brief Description: The existing footpath runs west to east between Worships Hill and Brittain's Lane. At the Worships Hill end the footpath passes near Riverhead Infant School and Amherst Primary School.

Benefits: This is the first in a series of links that would create a west-east route across northern Sevenoaks which would provide cyclists with an alternative route to the A25. This section would provide a route to Riverhead Infant School and Amherst Primary School for children travelling from housing areas in the east of the town.

Considerations: Upgrading the footpath to permit cycle use would be subject to the landowner's approval and a formal agreement; issues of security and lighting

Status: Public footpath, KCC owned

Sevenoaks

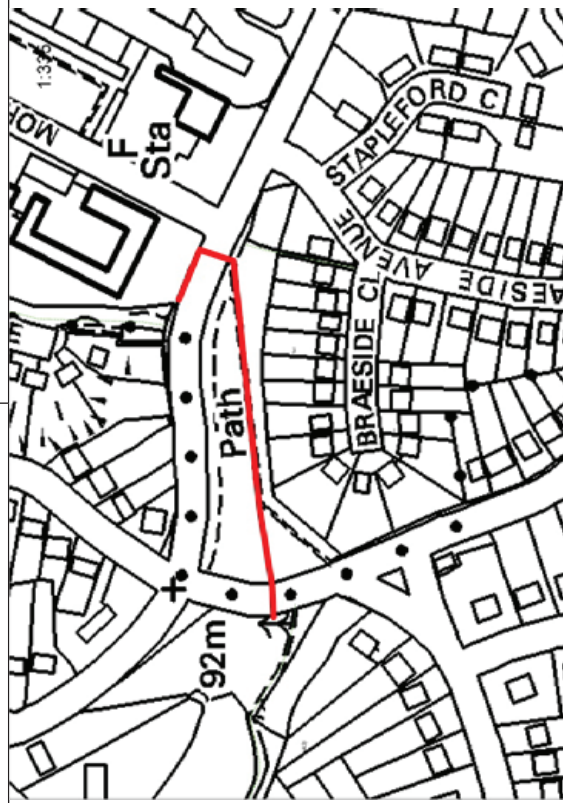
Recommendation No: 1b



Exit of footpath SR734/1 and dropped kerbs on Brittain's Lane



Path and wide grassed area



Recommendation: Create a link between footpath 0210/SR734/1 and footpath 0221/SU12/1

Brief Description: There are existing dropped kerbs on Brittain's Lane which link to a path across a wide grassed area. This, in turn, links to an existing zebra crossing on London Road. This path should be signed as a cycle route. In the longer term the path could be widened and the zebra crossing upgraded to a toucan crossing if funding and width allow.

Benefits: This is the second in a series of links that would create a west-east route across the centre of Sevenoaks which would provide cyclists with an alternative route to the A25.

Considerations: Providing cycle access on this section would be subject to the landowner's approval and a formal agreement; issues of security and lighting

Status: The path is owned by KCC

Sevenoaks

Recommendation No: 1c



Exit of footpath SU12 onto Robyns Way



Recommendation: Upgrade Footpath 0221/SU12/1 which runs from London Road to Robyns Way

Brief Description: This footpath crosses the railway line and links London Road to Robyns Way. It should be upgraded to allow cycle use.

Benefits: This is the third in a series of links that would create a west-east route across the centre of Sevenoaks which would provide cyclists with an alternative route to the A25. This specific section provides a route across the railway line avoiding the busier London Road.

Considerations: Upgrading the footpath to permit cycle use would be subject to the landowner's approval and a formal agreement; issues of security and lighting

Status: Public footpath, KCC owned

Sevenoaks

Recommendation No:

1d



View of Robyns Way facing east



Entrance to Clockhouse Lane from Lakeview Road



Recommendation: Create a link between footpath 0221/SU12/1 and footpath 0221/SU11/2 (Clockhouse Lane) along Robyns Way and Lake View Road

Brief Description: Robyns Way and Lake View Road are quiet residential streets. At the western end of Robyns Way is footpath 0221/SU12/1 and at the eastern end of Lake View Road is footpath 0221/SU11/2 (Clockhouse Lane). Both Robyns Way and Lake View Road should be signed as cycle routes and appropriately located dropped kerbs provided.

Benefits: This is the fourth in a series of links that would create a west-east route across the centre of Sevenoaks which would provide cyclists with an alternative route to the A25.

Status: Robyns Way and Lake View Road are publicly maintainable roads

Sevenoaks

Recommendation No: 1e



Entrance of Clockhouse Lane from Lakeview Road



Clockhouse Lane exit onto Bradbourne Park Road



Recommendation: Upgrade Footpath 0221/SU11/2 (Clockhouse Lane) linking Lake View Road to Oakdene Road and Bradbourne Park Road

Brief Description: The footpath runs between Lake View Road and Bradbourne Park Road and also connects to Oakdene Road. The route should be upgraded to allow cycle access.

Benefits: This is the fifth in a series of links that would create a west-east route across the centre of Sevenoaks which would provide cyclists with an alternative route to the A25.

Considerations: Upgrading the footpath to permit cycle use would be subject to the landowner's approval and a formal agreement; issues of security and lighting

Status: Public footpath, land owner unknown.

Sevenoaks

Recommendation No:

1f



View of Bradbourne Road and junction with Camden Road



Existing speed cushions on Bradbourne Park Road



Recommendation: Create a link from Footpath 0221/SU11/2 (Clockhouse Lane) to Camden Road (along Bradbourne Park Road and Bradbourne Road)

Brief Description: Bradbourne Park Road, Bradbourne Road and Camden Road are 30mph residential streets. Bradbourne Park Road has traffic calming speed cushions that are not cycle friendly since they have cobbled ramps and steep edges. These roads should be signed as cycle routes and the speed cushions on Bradbourne Park Road modified by installing a half a metre strip of black top on each side.

Benefits: This is the sixth in a series of links that would create a west-east route across the centre of Sevenoaks which would cyclists with an alternative route to the A25. The route passes Sevenoaks Primary School.

Considerations: Interaction with school traffic during school opening and closing times

Status: Bradbourne Park Road and Bradbourne Road are publicly maintainable roads

Sevenoaks

Recommendation No:

1g

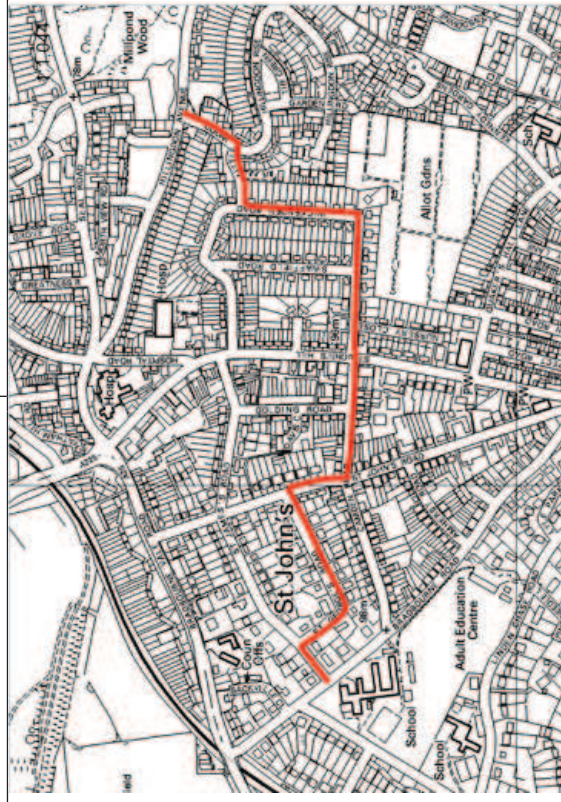
Agenda Item 9



View of Camden Road facing east



Junction between Camden Road and Wickenden Road crossing St John's Hill



Recommendation: Create a link from Bradbourne Road to Hillingdon Avenue (along St James's Road; St George's Road; St John's Road; Camden Road, Wickenden Road and Littlewood Avenue)

Brief Description: St James's Road; St George's Road; St John's Road; Camden Road, Wickenden Road and Littlewood Avenue are quiet 30mph residential streets. Littlewood Avenue has dual status as a public footpath. These roads should be signed as cycle routes.

Benefits: This is the seventh in a series of links that would create a west-east route across the centre of Sevenoaks which would provide cyclists with an alternative route to the A25.

Status: St James's Road; St George's Road; St John's Road; Camden Road, Wickenden Road and Littlewood Avenue are publicly maintainable roads

Sevenoaks

Recommendation No:

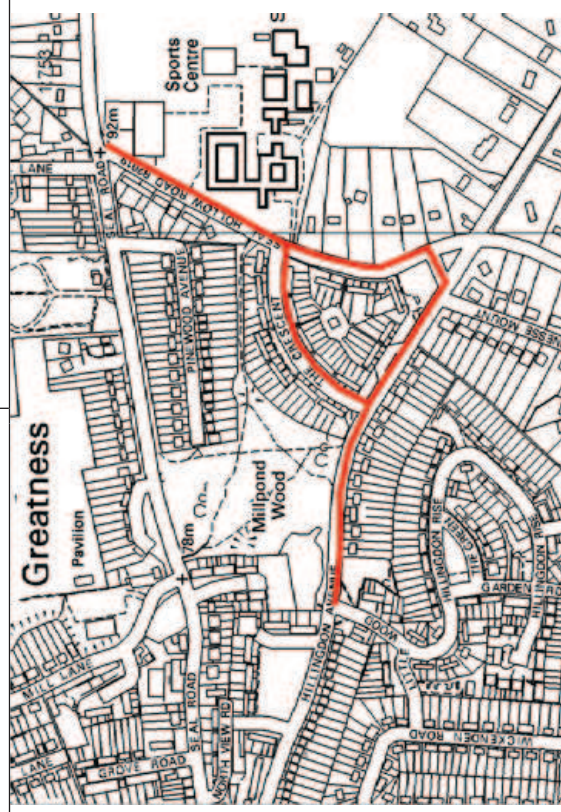
1h



View of The Crescent facing south



View up Seal Hollow Road facing north



Recommendation: Create a link from Littlewood Avenue to Seal Road (along Hillingdon Avenue, The Crescent and Seal Hollow Road)

Brief Description: Hillingdon Avenue, the Crescent and this section of Seal Hollow Road are 30mph residential streets. Knole Academy and the Wildernesse sports Centre are located on Seal Hollow Road. The three roads should be signed as cycle routes.

Benefits: This is the eighth in a series of links that would create a west-east route across the centre of Sevenoaks which would provide cyclists with an alternative route to the A25. This link would provide a good route to the Wildernesse Sports Centre from the west. In addition, it is possible that the former Wildernesse School site will be redeveloped in the future and that an opportunity may arise to provide a cycle route through the grounds. KCC and SDC will continue to monitor progress in this regard.

Status: Hillingdon Avenue, The Crescent and Seal Hollow Road are publicly maintainable roads

Sevenoaks

Recommendation No:

2



Existing speed cushions, Bradbourne Park Road



Hitchen Hatch Lane facing south towards the station



Recommendation: Create a link between Footpath 0221/SU11/2 (Clockhouse Lane) and Sevenoaks Railway Station (along Bradbourne Park Road and Hitchen Hatch Lane).

Brief Description: Bradbourne Park Road is a residential 30mph street. The road has traffic calming speed cushions with cobbled ramps and steep edges. Bradbourne Park Road and the western end of Hitchen Hatch Lane should be signed as cycle routes and the speed cushions on Bradbourne Park Road modified by installing a half a metre strip of black top on each side. In addition, an advanced stop line should also be installed on the traffic lights on London Road for cyclists turning right up Bradbourne Park Road.

Benefits: This route would provide a link to the railway station from the west-east route across Sevenoaks (Route 1).

Considerations: Highway capacity at junction

Status: Bradbourne Park Road and Hitchen Hatch Lane are publicly maintainable roads

Sevenoaks

Recommendation No: 3



No entry sign on northern section of Hospital Road



Existing crossing on Hillingdon Avenue



Recommendation: Install a contraflow cycle lane on Hospital Road

Brief Description: Hospital Road is a short north-south link between Seal Road and St John's Hill. The southern half of the road is two-way and the northern section is one-way, with a "No entry" sign at the junction with Seal Road/Hillingdon Avenue. A cycle entry point segregated from the opposing traffic flow should be provided on the one-way section to allow cyclists travelling south to use the road. The "No entry" requirement for motorists should be signed as usual.

Benefits: This route would provide an alternative link for cyclists from Greatness travelling towards the town centre which avoids the Bat and Ball junction.

Status: Hospital Road is a publicly maintainable road

Sevenoaks

Recommendation No: 4



Exit of footpath SU11 onto Oakdene Road



Underpass beneath A25 at the end of Oakdene Road



Recommendation: Create a link between footpath 0221/SU11/2 (Clockhouse Lane) and underpass beneath the A25 (along Oakdene Road)

Brief Description: Oakdene Road is a 30mph wide residential street. At the southern end is existing footpath 0221/SU11/2 and at its northern end there is an underpass beneath Bradbourne Vale Road (A25) which leads to Knole Academy. This route should be signed as a cycle route.

Benefits: This route would provide a link between the east-west route across Sevenoaks (Route 1e) and the existing Knole Academy site which avoids the busy A25. The route would also link with Route 5, the suggested off road route between Oakdene Road and Otford Road.

Status: Oakdene Road is a publicly maintainable road

Sevenoaks

Recommendation No:

5



Underpass near Bradbourne School



Recommendation: Create an off-road route between Oakdene Road and Otford Road (around the Wildfowl Reserve)

Brief Description: This route would link to Route 5 and would skirt the eastern end of the Wildfowl Reserve before rejoining Otford Road. The route was first proposed by Sustrans in 1992 and would require the construction of a two-way off road cycle route. This would be subject to the landowner's permission. A crossing facility on Otford Road would also be required to allow cyclists to join Otford-Sevenoaks route, with the exact location for this to be determined.

Benefits: This route would provide a link north towards Otford for both cyclists and pedestrians which avoids the busy Bat and Ball junction. It would also link with Route 4 which goes south into Sevenoaks. The route runs past the Bradbourne School site, providing a good access route for children

Considerations: The creation of an off road cycle facility would be subject to the landowner's approval and a formal agreement. The area is also a Site of Special Scientific Interest (SSSI) and therefore consent would be needed from Natural England as well as the owner. Issues of security and lighting.

Status: The land is owned by Lafarge and is managed by the Kent Wildlife Trust.

Sevenoaks

Recommendation No: 6a



Footway on the eastern side of Otford Road on the dual carriageway section



Footway on the eastern side of Otford Road between Vestry Road and Sainsbury's Roundabout



Recommendation: Route along the northern section of Otford Road (from Station Road, Otford to Sainsbury's Roundabout)

Brief Description: Otford Road is the main route between Otford and Sevenoaks. The character of the road changes along its length. Between Station Road and Bubblestone Road the speed limit is 30mph; at Bubblestone Road it increases to 40mph and the dual carriageway section it is national speed limit. From the High Street/Station Road roundabout to the junction with Bubblestone Road an on carriageway advisory lane on each side of the road should be installed. From Bubblestone Road to Sainsbury's roundabout the eastern footway should be signed as a two-way shared use facility and in the longer term the footway could be widened. If not already, the existing crossing on Vestry Road should be widened to 2m.

Benefits: This is the first in 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) details of which are discussed in Appendix F.

Considerations: Road width and highway capacity; safety implications

Status: Otford/Sevenoaks Road is a publicly maintainable road

Sevenoaks

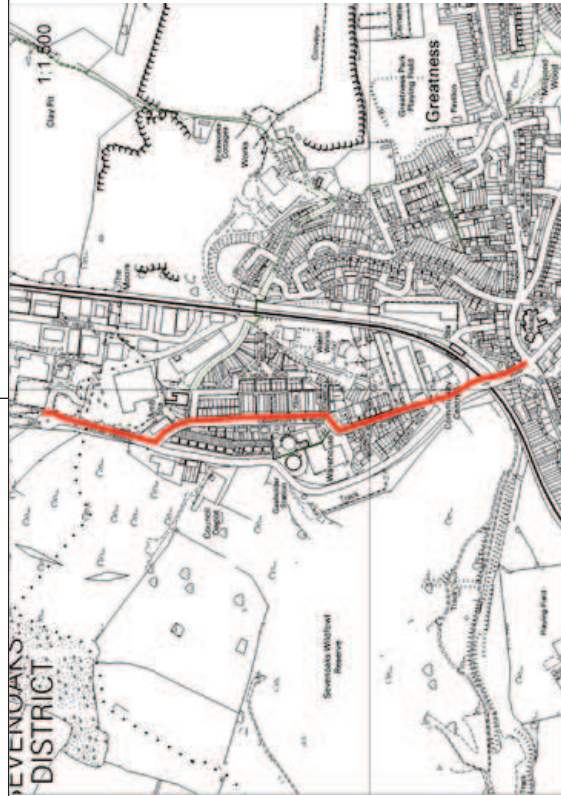
Recommendation No: 6b



Route along St Crampton's Road facing north



Southern section of St Crampton's Road



Recommendation: Route from Sainsbury's Roundabout, Otford Road to Bat and Ball junction (along Otford Road and Crampton's Road)

Brief Description: There is an existing cycle route running from Sainsburys roundabout to just prior to Crampton's Road. This begins on the eastern footway and then joins the carriageway as an advisory route. Crampton's Road is a quiet residential street and at its southern end there is a short section of path which rejoins Otford Road. From the end of the existing route on the eastern footway to the junction with Crampton's Road should be widened and signed as a shared use cycleway. Crampton's Road and the path should be signed as cycle routes and in the longer term, the path could be widened. At the Bat and Ball junction, subject to detailed examination, a central feeder lane and advanced stop lines should be provided on the A225/Otford Road approach on the straight ahead and right turn lanes.

Considerations: Traffic sensitive location; impact on AQMA; highway capacity restrictions at junction

Benefits: This is the second in 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 Route 23 (see Appendix F).

Status: Otford Road and Crampton's Road are publicly maintainable

Sevenoaks

Recommendation No: 6c



Bradbourne Vale Road facing east towards the Bat and Ball junction



View of St John's Road facing south



Recommendation: Route from Bat and Ball junction to St John's Road/Dartford Road junction (along Bradbourne Vale Road and St John's Road)

Brief Description: St John's Road and St John's Hill which is the alternative north-south link are relatively steep but St John's Road has significantly lower traffic volumes. The footway on the southern side of Bradbourne Vale Road should be signed as a shared route facility for cyclists travelling in an east-west direction. In the longer term it could be widened if space allows. St John's Hill should be signed as a cycle route.

Benefits: This is the third in a series of links which would provide a north-south link between Otford and Sevenoaks. This section would provide an alternative route to St John's Hill for cyclists travelling from north to south (in an uphill direction). When travelling uphill the speed differential between cyclists and motorists tends to be larger and cyclists may wander a little as their speed is reduced. A route with lower traffic volumes may therefore be preferable. For cyclists travelling south to north (downhill) St John's Road may be less problematic. The route would also link to the proposed west-east route across Sevenoaks (Route 1g).

Considerations: Highway capacity and width restrictions on Bradbourne Vale Road; safety implications

Status: Bradbourne Vale Road and St John's Road are publicly maintainable roads

Sevenoaks

Recommendation No: 6d



View of Hollybush Lane facing south-east



View of Hollybush Lane facing north-east



Recommendation: Route along Hollybush Lane and Vine Court Road

Brief Description: Hollybush Lane and Vine Court Road are quiet residential streets. Hollybush Lane is a one-way street with parking on one side.

Benefits: This is the fourth in a series of links which would provide a north-south link between Otford and Sevenoaks. This section would provide an alternative route to St John's Hill for cyclists travelling from north to south (in an uphill direction). For cyclists travelling south to north (downhill) Dartford Road may be less problematic.

Status: Hollybush Lane and Vine Court Road are publicly maintainable roads

Sevenoaks

Recommendation No: 6e



Route to the west of the cricket ground facing south



Recommendation: Route along Vine Cricket Ground

Brief Description: There is a wide footway on the western side of the cricket ground. Where width allows, the footway on this section should be signed as a shared use cycleway. If width allows an advisory cycle lane, with a coloured surface on the mouth of the Holly Bush lane junction could be installed. The Pembroke Road/Suffolk Way/High Street junction has been identified as being difficult to navigate for both pedestrians and cyclists and funds have been secured to modify the junction from the nearby Waitrose. The junction is prone to becoming congested and the desire to lessen any hazard for vulnerable road users and improve access by foot needs to be balanced with the need to keep traffic moving. The opportunity to establish where the balance in these demands lies will be considered before the junction is modified in 2012. Detailed proposals will be drawn up and consulted on prior to any decision being taken.

Benefits: This is the fifth in a series of links which would provide a north-south link between Offord and Sevenoaks. The footway on this section is already used by cyclists and would provide a route into the town centre which avoids Dartford Road. An advisory lane passing the mouth of the junction may help to raise driver awareness of the likely presence of cyclists

Considerations: Highway capacity and width at junction

Status: Dartford Road is a publicly maintainable road

Sevenoaks

Recommendation No:

7



Single yellow line on northern side of carriageway and slope uphill



Planting on northern footway



Recommendation: Create a link between the Railway Station and the Town Centre (along section of Tubs Hill and The Drive)

Brief Description: Tubs Hill is a 30mph road which links London Road and the Station and the Drive is a residential street. Both roads are relatively steep (sloping uphill as you travel west-east). On The Drive there is a single yellow line on the northern side of the carriageway with parked cars on the southern side. If width allows, an advisory lane should be provided on the northern side of Tubs Hill and the single yellow line on The Drive should be replaced by a mandatory cycle lane. The northern footway where Tubs Hill meets the Drive should be widened using space currently occupied by planting and appropriately located dropped kerbs and signage provided. Directional signs indicating the way to the station and the town centre should also be installed. Subject to funding, in the longer term the zebra crossing on Dartford Road could be upgraded to a toucan crossing if width allows.

Benefits: This route would provide a link between the railway station and the town centre which avoids the busier A224 London Road and difficult Pembroke Road junction. The mandatory lane would assist cyclists travelling in the uphill direction (west-east)

Status: Tubs Hill and The Drive are publicly maintainable roads

Sevenoaks

Recommendation No:

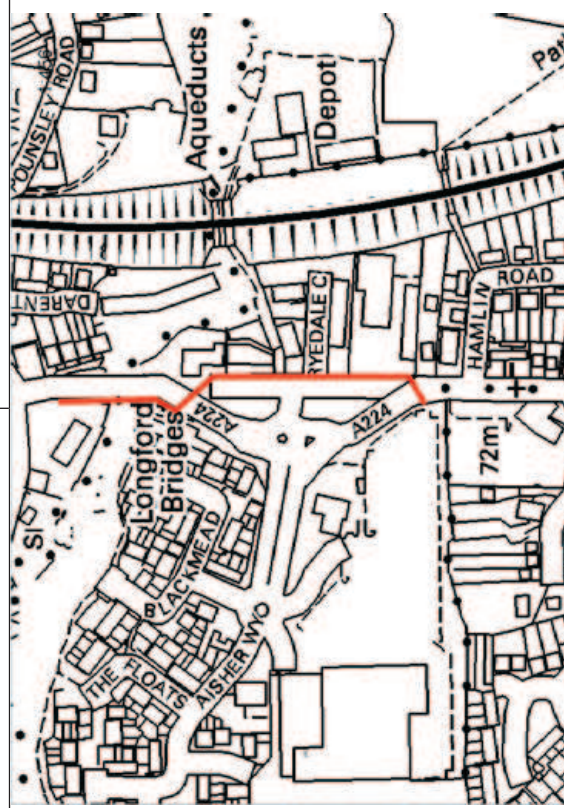
8



Railings on southern approach



Existing traffic island on northern approach



Recommendation: Provide a short alternative north-south link on the old main road parallel to Tesco roundabout, London Road

Brief Description: Tesco roundabout is located on London Road between Dunton Green and Sevenoaks and is a difficult junction for inexperienced cyclists to navigate. A section of the old main road runs parallel to the roundabout in a north-south direction.

Benefits: This would provide an easy route through for cyclists travelling north or south allowing them to bypass the roundabout

Considerations: Third party land may be required; safety considerations

Status: The section is a publicly maintainable road

Sevenoaks

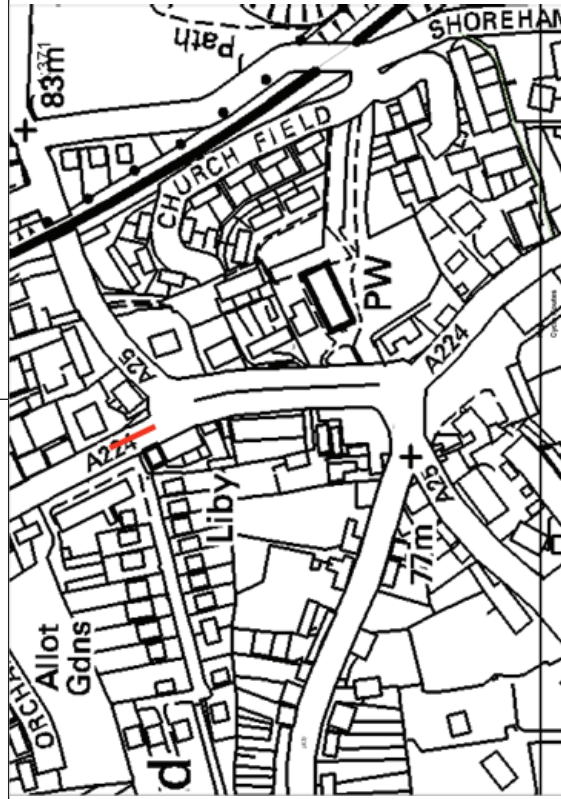
Recommendation No: 9



A224 northern approach



Parked cars on approach



Recommendation: Improvements to twin roundabouts at Riverhead

Brief Description: The twin roundabouts at Riverhead are located on the main route from Dunton Green to Sevenoaks and are difficult for cyclists to navigate. On the London Road approach there is currently a dedicated left-turn lane and a lane for travelling straight ahead. Finding a safe position to occupy on this approach is particularly difficult and cyclists are at risk of not being noticed by drivers entering the junction. If width allows, a central cycle lane should be provided for cyclists travelling straight ahead. The no parking restriction on the approach should be extended backwards and signage directing cyclists to use the central lane for straight ahead should be placed prior to the junction.

Benefits: This would provide cyclists with a dedicated space when entering the junction and would raise drivers' awareness.

Considerations: Highway capacity; safety considerations

Status: London Road is a publicly maintainable road

Sevenoaks

Recommendation No:

10

Recommendation: Improvements to London Road/Pembroke Road/ Eardley Road/Argyle Road Junction

Brief Description: The London Road/Pembroke Road/ Eardley Road/Argyle Road Junction is a traffic light junction which has been identified as being difficult to navigate for cyclists. The lanes onto the junction, particularly the Pembroke Road approach are quite narrow. The northern footway between London Road and Pembroke Road is built out. A cycle pass could be provided on this section to allow cyclists wishing to turn left up Pembroke Road to bypass the lights. Subject to a full assessment, if width and capacity allow advanced stop lines could also be provided on the approaches.

Benefits: This would provide an easy route through for cyclists travelling from the northern London Road approach to Pembroke Road, allowing them to bypass the lights.

Considerations: Width and highway capacity; safety considerations

Status: All approaches to the junction are publicly maintainable roads



Sevenoaks

Recommendation No:

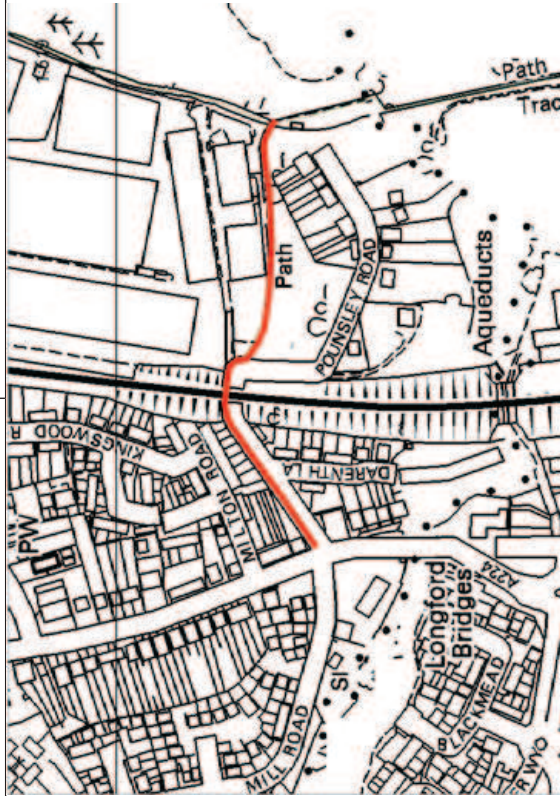
11



Entrance to Pounsley Road from A224



Entrance to footpath 0078/SR104/1 from Pounsley Road



Recommendation: Create a link between the A224 London Road and Footpath 0078/SR103/2 (along Pounsley Road and Footpath 0078/SR104/1)

Brief Description: Pounsley Road is a residential street which passes underneath the railway line. It is a T junction and the section after the railway bridge is a private road. The existing footpath runs from the tunnel under the railway bridge to existing Footpath 0078/SR/103/2. North of the footpath is the former West Kent Cold Store site on which a new housing development is being constructed. This route could be upgraded to allow cycle use.

Benefits: This route would provide a link south from Dunton Green and the north-west of Sevenoaks which avoids the Tesco Roundabout and the Twin Roundabouts at Riverhead. The route would link to footpath 0078/SR103/2 which is one of the route options being considered as part of the proposed extension of the Darent Valley Path (Route 23) details of which are discussed in Appendix F.

Considerations: Upgrading the footpath to permit cycle use would be subject to the landowner's approval and a formal agreement; issues of security and lighting

Status: This section of Pounsley Road is a publicly maintainable road. The path is a public footpath; ownership is unknown

Sevenoaks/Otford

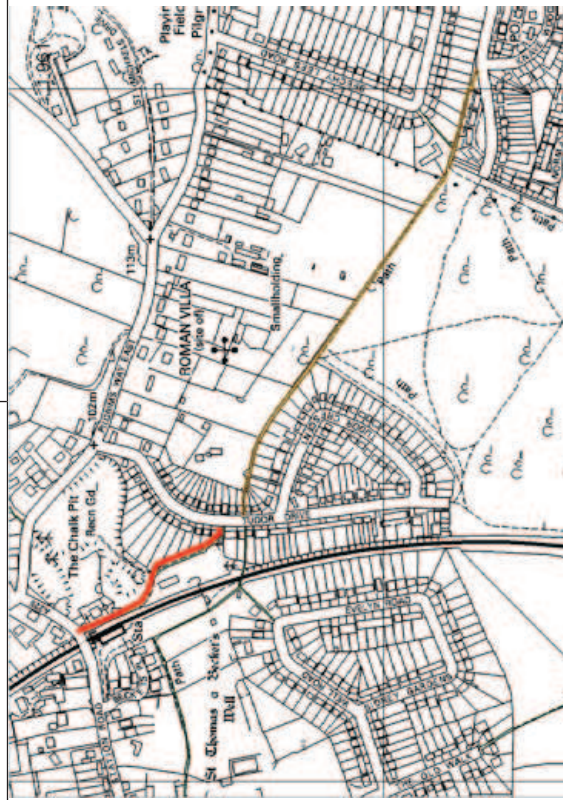
Recommendation No: 12



Exit of footpath SR48/1 onto Tudor Drive



Entrance to existing bridleway



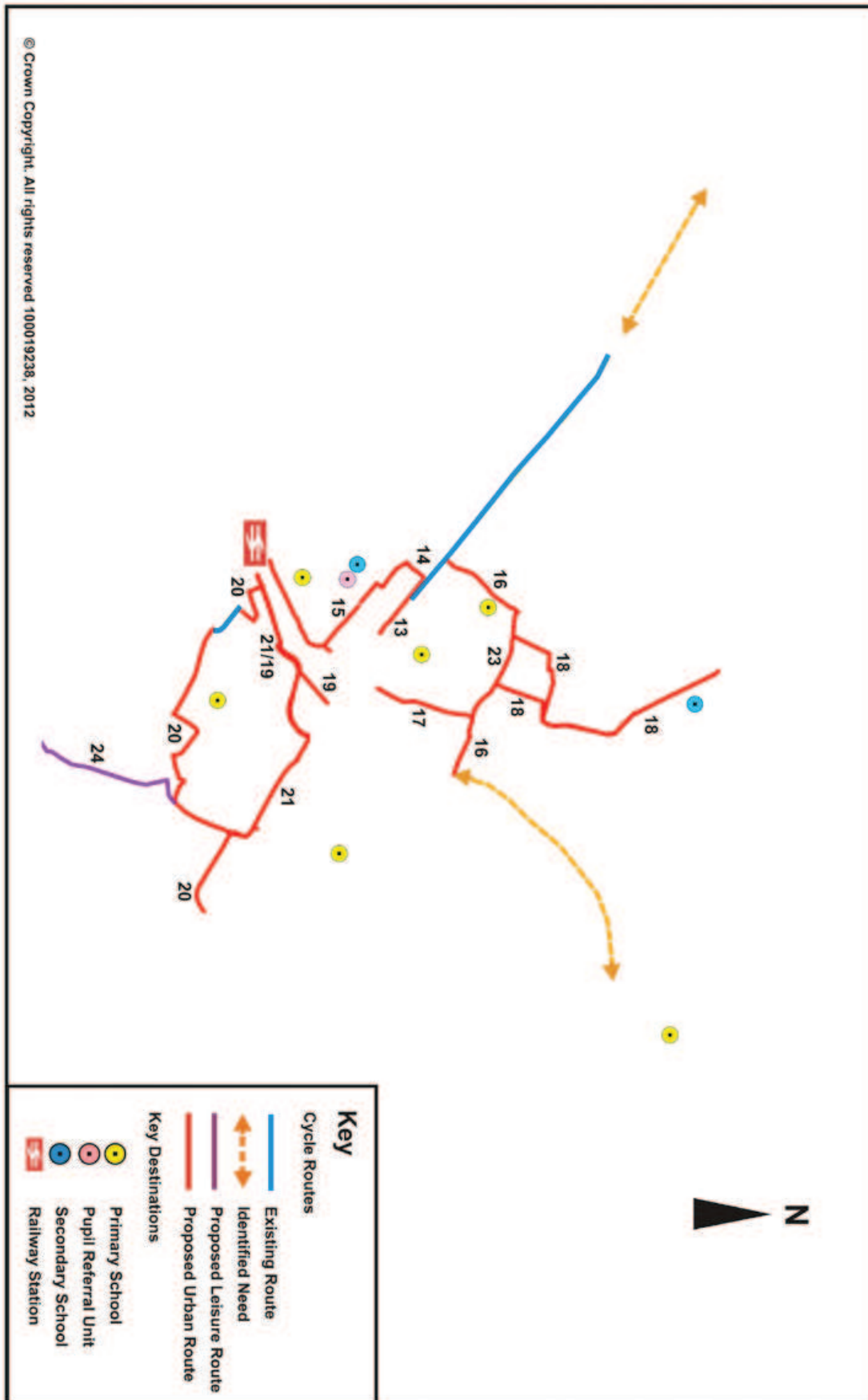
Recommendation: Upgrade existing footpath 0192/SR48/1 which runs between Station Road and Tudor Drive

Brief Description: The footpath runs between Station Road, Otford and Tudor Drive, Otford. At its exit on Tudor Drive there is a link to an existing public bridleway (0192/SR49A/1) which continues to Kemsing. This footpath could be upgraded to allow cycle use.

Benefits: The route would provide a valuable link between Otford and Kemsing which allows cyclists to avoid the hazardous section of Pilgrim's Way.

Considerations: Upgrading the footpath to permit cycle use would be subject to the landowner's approval and a formal agreement; issues of security and lighting

Status: public footpath; land ownership unknown



Swanley



Route along London Road facing east



Existing crossing on St Mary's Road



Recommendation: Create a link from the existing London Road Cycle Lane to the town centre.

Brief Description: The existing cycle lane on the northern footway of London Road ends at a pelican crossing near Oliver Road prior to the town centre. A link to the town centre could be provided on the southern footway. This would require the footway to be widened and would be subject to there being sufficient width and capacity available. Cyclists could then use the existing crossing on St Mary's Road and rejoin the carriageway near Swanley Library.

Considerations: Width and highway capacity; safety considerations

Benefits: This route would provide a link to the town centre from the north-west.

Status: London Road is a publicly maintainable road

Swanley

Recommendation No: 14



View of Oliver Road and turning into Ruxton Close



View of the path



Recommendation: Create a link from the existing London Road Cycle Lane to St Mary's Road (along Oliver Road, Ruxton Close and existing path)

Brief Description: The existing cycle lane on the northern footway of London Road ends at a Pelican crossing near Oliver Road which links to Ruxton Close. Both Oliver Road and Ruxton Close are quiet residential streets. At the end of Ruxton Close is an a short section of path which leads to St Mary's Road, on which are three schools, namely Orchards Academy, St Mary's Primary School and Centre Class. The path could be signed as a cycle route.

Benefits: This route would provide a link from the north-west of Swanley to the three schools on St Mary's Road which avoids the roundabout at Bartholomew Way/St Mary's Road/Nightingale Way. The route would also link to Route 15.

Considerations: Permitting cycle use would be subject to the landowner's approval and a formal agreement; issues of security and lighting

Status: Oliver Road and Ruxton Close are publicly maintainable roads; the path is owned by KCC

Swanley

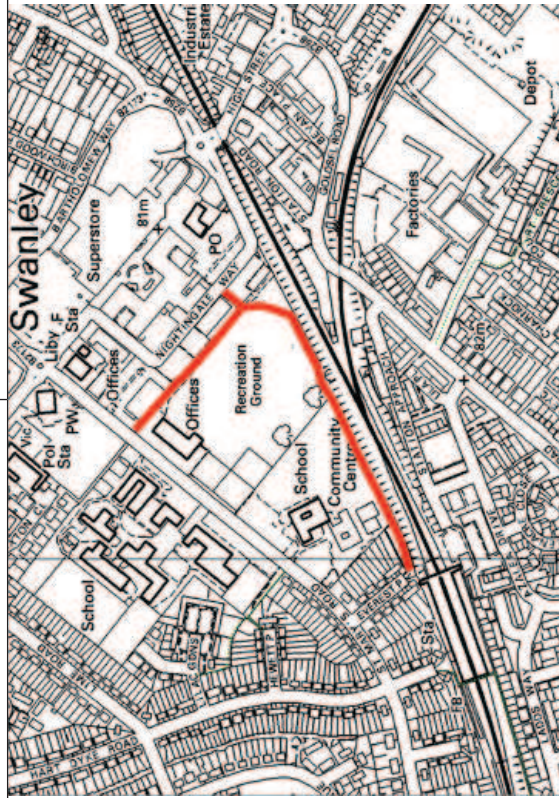
Recommendation No: 15



Existing path at the eastern end of the recreation ground



Car Park at Swanley Station



Recommendation: Provide a cycle route across the recreational ground between the town centre and Swanley Railway Station.

Brief Description: This is an off road route from Nightingale Way, along the existing path at the eastern end of the recreation ground; and across the recreation ground, the play area and the grounds of St Mary's C E Primary School to the Swanley Station. The route would link to the car park at the northern entrance to Swanley Station. This route is included in Sevenoaks LDF.

Benefits: This route would provide a direct link between Swanley Rail Station and the town centre instead of the longer road route along St Mary's Road and Everest Place. It would also connect to Route 14.

Considerations: Providing an off road route would be subject to the landowner's approval and a formal agreement; issues of security and lighting to be considered

Status: Swanley Town Council own the recreation ground, KCC own the school playing field and Network Rail own the car park

Swanley

Recommendation No:

16



View of Hilda May Avenue facing south-west



Woodlands Rise



Recommendation: Provide west-east route to the north of the town centre (along Hilda May Avenue, Northview and Woodlands Rise)

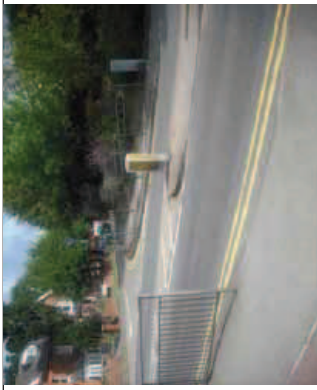
Brief Description: Hilda May Avenue, Northview and Woodlands Rise are quiet residential streets. White Oak Leisure Centre and Horizon Primary School are located on Hilda May Avenue. All three streets should be signed as cycle routes.

Benefits: This route would provide a link to the sports centre and the primary school from the east. It would also link with Routes 17 and 18.

Status: Hilda May Avenue, Northview and Woodlands Rise are publicly maintainable roads



Footpath SD8 1/2 facing south



Crossing on Bartholomew Way



Recommendation: Provide a link between Woodlands Rise and the town centre (upgrade existing public footpath 0262/SD81/2 which runs from Woodlands Rise to Birchwood Park Avenue).

Brief Description: There is an existing public footpath 0262/SD81/2 which runs from Woodlands Rise to Birchwood Park Avenue. The footpath has a minimum width of 2.1m. Birchwood Park Avenue is a quiet residential street and at its southern end there is an existing central refuge for pedestrians crossing Bartholomew Way (1.8 wide) which links to a pedestrian access into Asda superstore and onward to the town centre. The footpath could be upgraded to allow cycle use and Birchwood Park Avenue signed as a cycle route. The central refuge should be widened to 2m if there is sufficient width.

Benefits: This would provide a direct route north-south into the town centre from the residential areas to the north. It would also link with Route 16.

Considerations: Upgrading the footpath to permit cycle use would be subject to the landowner's approval and a formal agreement; issues of security and lighting

Status: Birchwood Park Avenue is a publicly maintainable road; the ownership of the public footpath is unknown



Entrance to Swanley Park via The Birches



Existing footpath 0305/SD69/1



Recommendation: Provide a link from Swanley to Hextable (through Swanley Park and along existing Footpath 0305/SD69/1)

Brief Description: This route which link with Route 16 (either from Hilda May Avenue; the Spinney and the Birches or from the left hand turn off Northview). The route would skirt the edge of the park leading around the paddling pool/play area. The route would then link to existing footpath 0305/SD69/1, also known as 'The Avenue of Limes', which runs between New Barn Road and College Road in Hextable. The footway is a very wide grassed area and with the landowners permission could be upgraded to allow cycle use. There are kissing gates at either end of the footpath which would need to be removed.

Benefits: This route would provide a north-south link between Hextable and Swanley which avoids Swanley Lane. The route would also provide a link to Hextable Secondary School and would link with Route 16.

Considerations: Providing a route through the park and upgrading the footpath to permit cycle use would be subject to the landowner's approval and a formal agreement; issues of security and lighting

Status: The Spinney and The Birches are publicly maintainable roads; KCC/Swanley Town Council own the land within the recreation ground; and the owner of the footpath is KCC.

Swanley

Recommendation No:

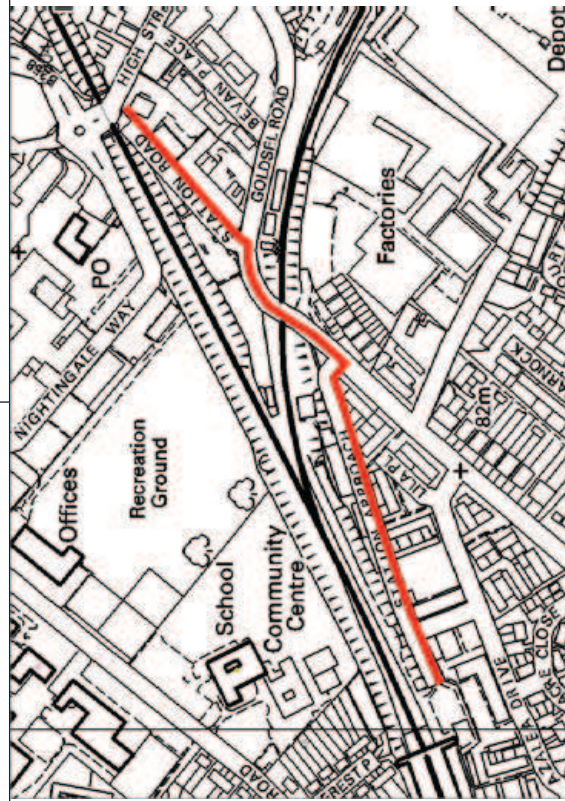
19



Station Road



Goldsel Road



Recommendation: Provide a link to Swanley Railway Station from High Street (along Station Road, Goldsel Road and Station Approach)

Brief Description: Station Road is a 30mph road which is blocked off at its northern end where it meets High Street; Goldsel Road is a 30mph street and is also a bus route and Station Approach is an access road into the station. Station Road and Station Approach should be signed as cycle routes. If width allows, an on carriageway advisory lane should be placed on Goldsel Road between Station Road and Station Approach.

Benefits: This route would provide a link to Swanley Railway Station from the High Street.

Status: Station Road, Goldsel Road and Station Approach are publicly maintainable roads



Tunnel under the railway on restricted byway SD888/1



View along Cranleigh Drive facing east



Recommendation: Provide a west-east link to Swanley Railway Station from London Road (along Salisbury Avenue; restricted byway 0262/SD888/1; Glendale; Pinks Hill; Cranleigh Drive; existing cycleway; Goldsel Road; Azalea Drive and Station Road)

Brief Description: These are quiet residential streets. The restricted byway runs along St Georges Road and there is a cut through to Glendale. There is an existing section of segregated shared use cycle way between Cranleigh Drive and Goldsel Road. All the roads should be signed as cycle routes. From Goldsel Road, cyclists should be directed along Azalea Drive and Station Approach rather than along the footpath in order to avoid the stairs. There is a steep uphill gradient travelling from east to west on this route and it should be signed as such. Route 21 Provides an alternative less steep route for cyclists travelling in an east-west direction.

Benefits: This route would provide a west-east route to the south east of Swanley from the Railway Station. The Route would also link with Route 24, details of which are provided in Appendix F.

Considerations: issues of security and lighting

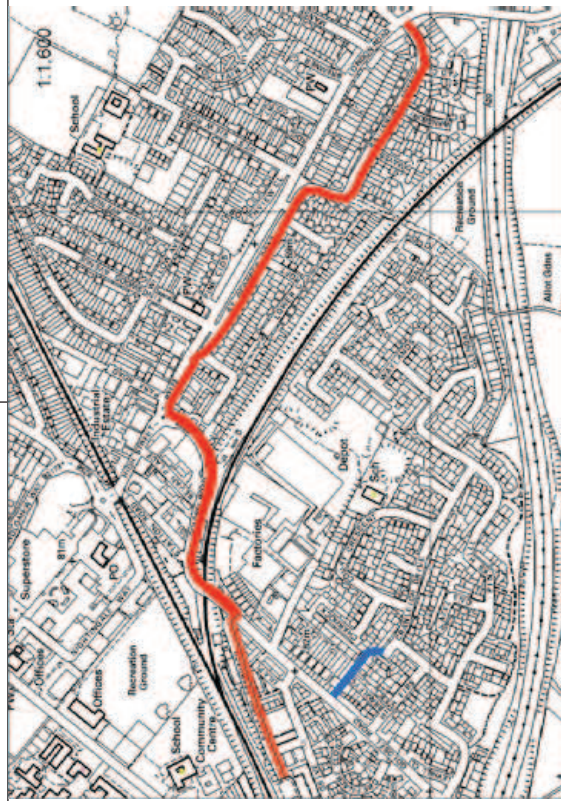
Status: The roads are publicly maintainable



Salisbury Avenue looking East



Northern section of St George's Road



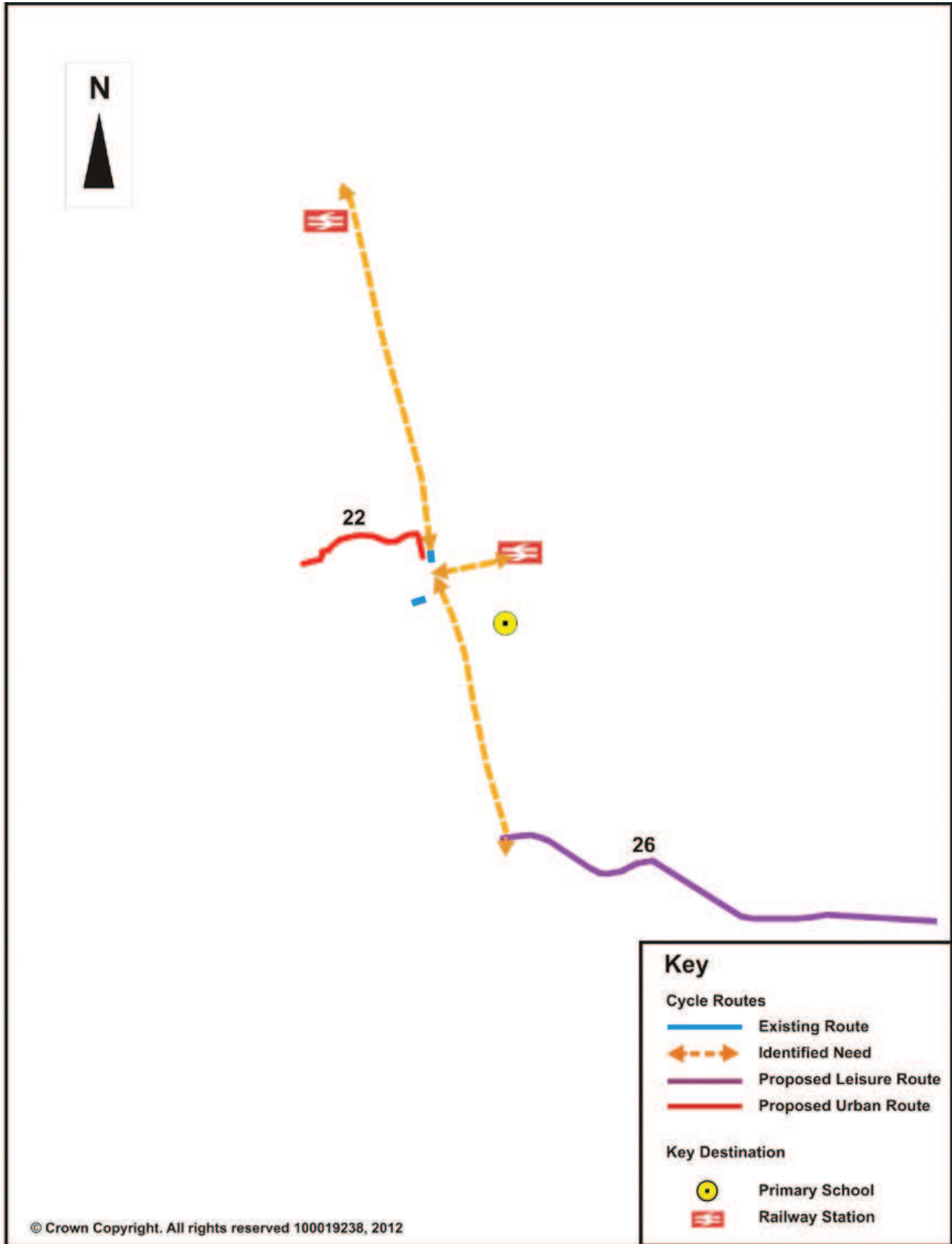
Recommendation: Provide an east-west route to the Railway Station from London Road (along Salisbury Avenue, St George's Road, London Road, Goldsel Road and Station Approach)

Brief Description: St George's Road is a quiet residential street which runs parallel to London Road. It is currently blocked off to restrict vehicular access at its southern end and there is a path which links back to London Road at its northern end. A route through the blocked off section should be provided for cyclists; the road should be signed as a cycle route and the path converted to shared use. Where the path meets London Road an advisory lane should be placed on the north bound carriageway. This single advisory lane should continue onto Goldsel Road until the junction with Station Approach which should be signed as a cycle route. This would provide an east-west route from London Road to the Railway Station, with Route 20 providing a route in the opposite direction.

Benefits: This route would provide an east-west route to the Railway Station from the south east of Swanley

Considerations: Highway capacity and width

Status: The roads are publicly maintainable





Path through park



Link onto Pine Grove

Recommendation: Provide a link from Pine Grove to Station Road (through Stangrove Park)

Brief Description: Stangrove Park is in the centre of Edenbridge just west of Edenbridge Town Station and north of the High Street. There is an existing crossing on Station Road which leads into the park. The existing path through the park should be signed as a cycle route. Where the route exits onto Pine Grove the path would need to be widened and a dropped kerb installed.

Benefits: This route would provide a route to the town centre and railway station from the residential areas in the north-west of the town just below the railway line. It would also provide a link to Edenbridge Leisure Centre.

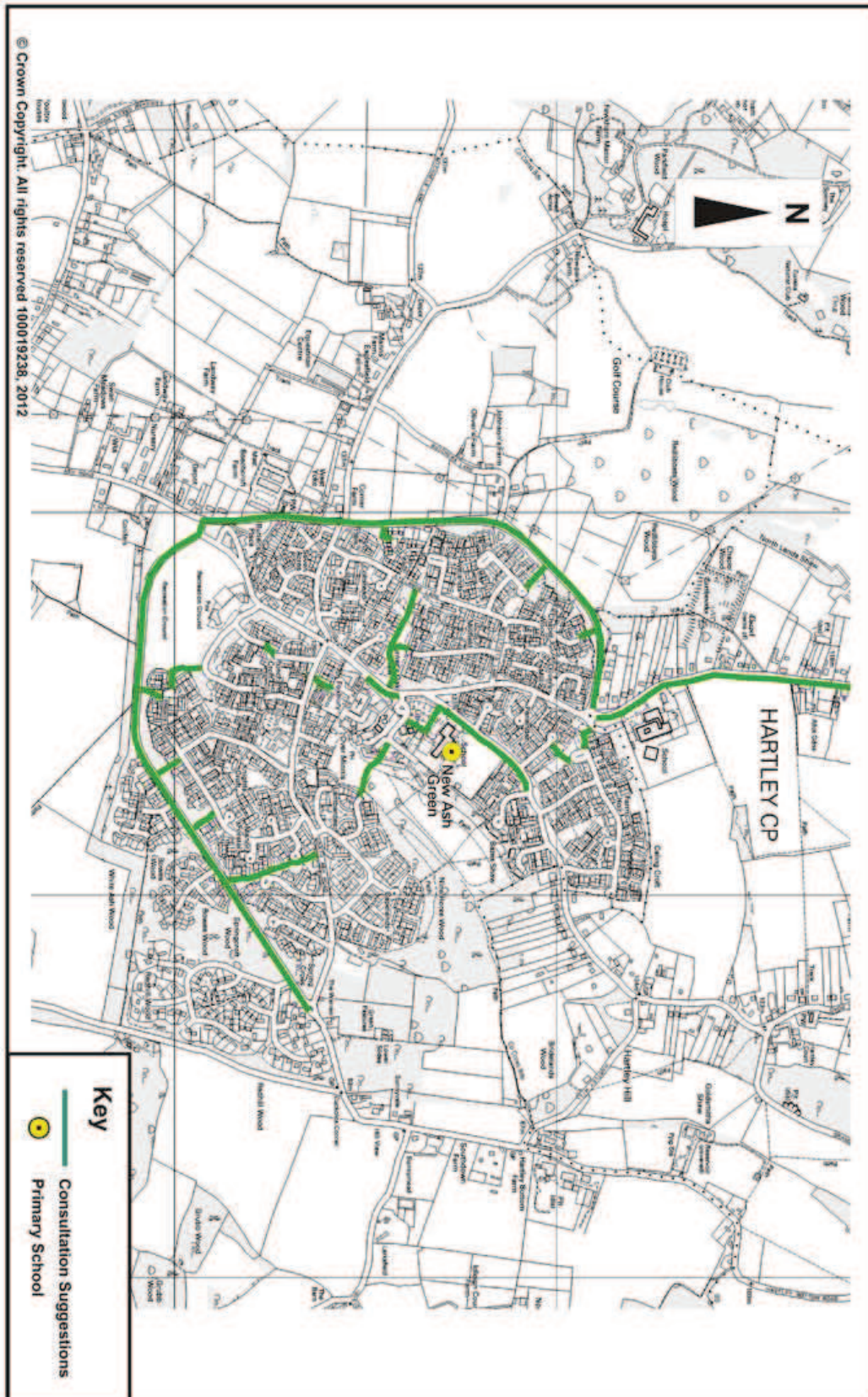
Considerations: Providing a route through the park would be subject to the landowner's approval and a formal agreement; issues of security and lighting

Status: The land is owned by Edenbridge Town Council



Appendix E: Consultation Suggestions in New Ash Green

As discussed in Section 4.2, during the consultation undertaken as part of this Strategy a number of suggestions were made for routes in New Ash Green. These are included below. However, it should be noted that unlike the other route suggestions included in this document, these routes have not undergone a preliminary investigation by KCC or SDC officers. Rather preliminary investigation would be undertaken should an opportunity for improvements to be made in New Ash Green arise. The routes would then be consulted upon if it is decided that they should be taken forward.



Agenda Item 9 Appendix F: Leisure Route Suggestions

Route 23

Recommendation:

Extension of the Darent Valley Path (DVP) from Dartford to Sevenoaks

Description:

A number of route options are currently being considered by the Kent Countryside Access Scheme. Starting from Sevenoaks, there are two routes to Otford. The preferred route passes along Otford Road/Sevenoaks Road running from Cramptons Road to the junction with High Street in Otford (Route 6 in the route suggestions). The second option passes along: Robyn's Way, Bradbourne Vale Road; existing footpath 0221/SU1/2; existing footpath 0078/SR103/2 and Rye Lane. This is would link to Route 11 and Route 1d.

Moving from Otford northwards the proposed route would follow: Existing Public Bridleway 0192/SR32A which cyclists are already permitted to use and existing Public Footpath 0228/SR32/1. This footpath passes through grounds of Shoreham Cricket Club. It would be the intention therefore to take the route around the perimeter of the ground to avoid the play area. There are then a number of options between footpath 0228/SR32/1 and the Lullingstone Visitor's Centre. The first would go through Shoreham village centre following: Station Road (between footpath 0228/SR32/1 and Church Street); Church Street; High Street (between Church Street and Mill Lane); Mill Lane (between High Street and Castle Farm Road); Castle Farm Road (between Mill Lane and Redmans Lane); and Redmans Lane (between Castle Farm Road and the Lullingstone Park Visitor Centre). The second route would follow existing footpaths which would need to be upgraded to allow cycle use. From Station Road to Mill Lane there are two options: either footpath 0228/SR19/4 and footpath 0228/SR18/2 or footpath 0228/SR4/4 and footpath 0228/SR4/3. Both these options reach Mill Lane. From here, to reach Redmans Lane, the route could either follow existing footpath 0228/SR4/2 or take a road route along Mill Lane and Castle Farm Road.

From Lullingstone Visitors' Centre, the route would link to Lullingstone Castle via a route around the field perimeter separate from the pedestrian only route along the bank of the lake. It would continue along the following: Lullingstone Lane (between the Castle and Sparepenny Lane); Sparepenny Lane; High Street (between Sparepenny Lane and off-road route); an off road route parallel to Dartford Road; existing footpath 0093/SD154/1; existing footpath 0130/SD154/1; Franks Lane; existing footpath 0130/SD151/2; Station Road (between footpath 0130/SD151/2 and Horton Road); Horton Road (between Station Road and Holmesdale Road); Holmesdale Road (between Horton Road and footpath 0071/DR41/2); and footpath 0071/DR41/2 which crosses the district border. From there the route would continue north, eventually connecting with the existing DVP in Dartford.

This route would link with Route 24 at Lullingstone Castle and Lullingstone Lane.

Route 24

Recommendation:

Link between Swanley and Lullingstone Castle

Description:

This route provides a link between Swanley and Lullingstone Castle and is currently being considered by the Kent Countryside Access team.

Moving from Swanley to Lullingstone the route would follow:

- Existing restricted byway 0068/SD88/2
- Eynsford Road between restricted byway 0068/SD88/2 and existing footpath 0068/SD189/1
- Existing footpath 0091/SD189/1
- Existing footpath 0091/SD194/2
- Lullingstone Lane
- A route along the field margin between Lullingstone Lane and Lullingstone Visitor Centre

This route would link with Route 20 at restricted byway 0068/SD88/2 and Route 23 at Lullingstone Lane and Lullingstone Visitor Centre.

Route 25

Recommendation:

Extension of National Cycle Route 12 (NCR 12) from Penshurst to Sevenoaks

Description:

This route would link Sevenoaks with NCR 12.

Moving south from Sevenoaks there are two route options. The first would follow Oak Lane (from the junction with Oak Hill Road to Gracious Lane Bridge) and the second would follow Solefields Road, existing footpath SU39/1 which crosses the small triangle of the common, Weald Road, Windmill Road and Gracious Lane up to Gracious Lane Bridge. From here the route would follow:

- White House Road
- Bayley's Hill
- Bowzell Road
- Hale Oak Road
- Short section of B2027 from Hale Oak Road to Hampkins Hill
- From Hampkins Hill south to existing bridleway.

This route would link with Route 26 near Hampkins Hill.

Route 26

Recommendation:

Link between Edenbridge and Chiddingstone

Description:

KCC are currently working on an extension of the Penshurst route to Hever and there has been some discussion about extending this further to provide a link to Edenbridge. The proposed route currently being examined goes along Hever Road. However, discussions are currently at an early stage. This route would link with Route 25 near Hampkins Hill.

SEVENOAKS JOINT TRANSPORTATION BOARD – 14 MARCH 2012

A21 TONBRIDGE–PEMBURY DUALLING

Report of the: Director of Kent Highway Services

Status: For Decision

Key decision No

Executive Summary: This report updates efforts being made to secure Government approval to progress the A21 Tonbridge– Pembury scheme.

Chairman Cllr. James London

Head of Service Head of Programmed Works

Recommendation: That Members note the report.

Introduction

- 1 The A21 between the Tonbridge and Pembury is a trunk road and under the responsibility of the Highways Agency (HA). It is an unsatisfactory stretch of single carriageway road with very poor vertical and horizontal alignments. It links two busy sections of dual carriageway and carries over 40,000 vehicles per day which is significantly over its capacity. There are serious delays with a significant cost to the local economy and it has a very poor accident record.
- 2 Serious delays on this section of the A21 hinder economic growth in Kent and East Sussex, not only because of the increase in journey time but also because of the inherent unreliability of travelling along its length.
- 3 The problem has worsened over recent years. The construction of a new flagship NHS hospital as well as a large retail park have both increased traffic flow and will continue to do so. Reasonable accessibility to and from the north to the new hospital at Pembury is entirely dependent on the improvement to this road. The concentration of a number of key services to this hospital from Maidstone increases the need to have good accessibility.
- 4 In the post election Comprehensive Spending Review on 26 October 2010, all A21 schemes were cancelled with the exception of A21 Tonbridge - Pembury Dualling which was deferred into the post 2015 funding review period despite a date having been set for the public inquiry into the statutory Orders.

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Current Situation

- 5 The scheme has been under consideration since 1984 and over the past twenty years it has been repeatedly delayed. It has a good Cost Benefit ratio which is well above the threshold for good value for money schemes.
- 6 Given the significance of the scheme to the economies of Kent and East Sussex, Paul Cater, Leader of KCC, ordered a review of the project with the view to developing a common sense affordable proposal. This review has identified that significant savings could be made using Value engineering to reduce the cost of the scheme with larger savings in the treatment of risk and inflation. The outcome was an estimated cost of less than £70m for the delivery of the scheme as opposed to HA's estimate of over £120m, a difference of over £50m.
- 7 This work was the subject of discussion between the Under Secretary of State, Mike Penning and Paul Carter in June 2011. It was agreed that KCC would work with the HA to review the scheme to reach a consensus on the estimated cost to be used as a comparator with competing scheme for development funding of future schemes.
- 8 Using KCC's extensive knowledge of successfully delivering major projects to time and budget, officers worked with the HA using value engineering within the context of HM Treasury and DfT rules to evaluate the scheme. The outcome was that even using Government criteria the scheme would have an estimated cost of around £88m, some £32m less than the HA's previous estimate. This was subsequently the subject of HA's report to the Minister.
- 9 KCC has now undertaken two separate reviews of the HA A21 scheme and each review has shown that it could be delivered for less than £70m, approximately £50m less the HA's estimated cost. This has been reported separately by KCC to the Minister with the recommendation that to achieve the savings, funding should be provided in January 2012 with construction starting in July 2013. To kick start the scheme the Leader of KCC offered to inject some £2m - £4m.
- 10 The Minister has considered the report and has raised a number of queries. The Leader of the County Council has replied giving the required clarification. The Minister's response is awaited.
- 11 In the intervening periods a local has offered a seven figure contribution subject to delivery of the scheme and their proposed planning application being successful.

Conclusion

- 12 The existing A21 seriously undermines economic growth and regeneration in Kent and East Sussex. The road needs to be dualled and KCC have clearly demonstrated that it can deliver this vital scheme at a greatly reduced cost, at £70m, over £50m less than HA's original estimate and over £18m less than HA's revised estimate.

- 13 KCC has provided all the required information to the Minister, and has shown that:-
- The scheme can be delivered for substantially less than the original HA estimate
 - The scheme can be delivered in a much shorter time frame (pre 2015)
 - KCC is so committed to this important scheme that it is prepared to kick start the required funding and take the full construction cost risk (in excess of £70m).

Legal Implications

- 14 Not applicable

Financial and value for Money Considerations

- 15 Not applicable

Risk Assessment

- 16 Not applicable

Background Papers: None

Contact Officer(s): Behdad Haratbar – 01622 696289

Director of Kent Highway Services John Burr – Kent Highway Services 08458 247 800

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SEVENOAKS JOINT TRANSPORTATION BOARD – 14 MARCH 2012

HIGHWAY IMPROVEMENT SCHEME PROGRESS REPORT

Report of the: Kent County Council Director of Highways and Transportation

Status: For Information

Executive Summary: This report describes the progress to date and anticipated progress over the next three months of all programmed highway improvements and those schemes that are expected to be included in Kent County Council's 2011-12 Capital Programme.

This report supports the Key Aim of Reducing speed, encouraging safer driving and tackling known speeding crash hotspots. Also improving pedestrian safety, including measures to improve access for people with disabilities as indicated in the Sevenoaks Community Plan.

Chairman Cllr James London

Head of Service Kent County Council Highways and Transportation – Head of Transportation – Tim Read

Recommendations: That Members NOTE the progress of programmed highway improvements.

Background and Discussion

- 1 This report gives details of the specific schemes which will be progressed in Sevenoaks including the schemes carried over from the 2010/11 financial year, as well as new schemes identified as crash remedial schemes.
- 2 Appendix A summarises the schemes and gives an overview of the progress to date and anticipated progress prior to the next meeting of this Board.
- 3 Appendix B summarises the committed Member Highway Funds for each County Member as well as details of applications which are currently being progressed.
- 4 **Polhill Crash remedial Measures** – Proposal recommends 50mph speed limit on Polhill and London Road but this subject to Police approval. If approval is not forthcoming then the remainder of the scheme will be implemented as planned in February. A report considering the speed limit is presented separately.

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Key Implications

Financial; Resource (non-financial); Legal etc.; Value For Money

- 5 None for Sevenoaks District Council or Kent County Council as a result of this report.

Risk Assessment Statement

- 8 None.

Appendices

- A Highway Improvement Schemes.
- B Member Highway Fund Schemes.

Sources of Information: None

Contact Officer: Laura Squires, Kent County Council
Steven Noad, Kent County Council
08458 247 800

Director: John Burr – Kent County Council 08458 247
800

Appendix A - Highway Improvement Programme: Sevenoaks District 2011-12

KHS Ref	Location	Description of Works	Current Progress	Anticipated Actions for next 3 months (Prior to next JTB)	Original Allocation 2011-12	Forecast Out-turn 2011-12	Kent Highway Services Contact 08458 247800
	London Road Swanley	Junction Improvements at Birchwood Road.	Designer has identified significant underground utilities that will require diverting. Estimates have been sought for this work.	Detailed design to be progressed.	£40K	£5K	Laura Squires
	A25 Brasted Road/Beggars Lane, Westerham	Re-align junction radius to prevent the simultaneous exit of right turn and left turn vehicles from Beggars Lane.	Detailed design complete.	Programmed for construction late March.	£20K	£20K	Laura Squires
	A224 Polhill	Reduce speed limit to 50mph, new traffic island, improve existing advanced signing, refresh existing carriageway markings & cut back vegetation at Pilgrims Way Link Bridge.	Detailed design complete.	Programmed for construction on the 20 th February. See main body of report.	£25K	£25K	Laura Squires

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Member	Brief Description of Proposal	Amount of MHF Funding Committed	Status of Works/Notes
David Brazier	Valley Road, Fawkham. Problem with speeding vehicles outside school, request for 'wig-wag' lights	£7,909	Works completed 27/5/2010, confirmed by KHS Street-lighting team
	Ash Road, Ash-cum-Ridley. Contribution towards salt for Parish Council	£3,368	Contribution to local parish council
	Church Road, West Kingsdown - request for footway	£6,120	Works completed
	Valley Road, Fawkham - To investigate the feasibility of making up the unmade lay-by		Land search complete, commission to be raised for land transfer to KCC
	Hodsoll Street & Gravesend Road - To provide a dropped crossing to enable disabled users	£1,200	Job passed to Enterprise 7/2/12
	Fawkham School - Introduce of 30 mph limit	£5,500	Approved by Cabinet Member, speed checks required to ascertain current 85th percentile speeds before progressing further Checks will be conducted after Feb '12 half term
	Porchester Close - 2 new salt bins	£1,191	Bins approved, job with Operations for installation
	New Ash Green roundabout - contribution towards landscaping	£3,200	Contribution, payment details passed to finance 17/1/12
	Ash Road, Hartley - request for bollards	£1,274	Original proposal for guard-rails changed to bollards after consultation with Member
	TOTAL	£29,762	

John London	High Street, Sevenoaks - request for streetlight to be reinstated	£14,333	Works completed
	The Vine, Sevenoaks - request to replace broken streetlight to fit in with Conservation area	£4,004	Works completed
	Marlborough Crescent - To replace a number of trees	£13,409	Works completed
	Riverhead Parish Council - Contribution to the parish council for the provision and maintenance of the village notice board	£2,250	Contribution to Riverhead Parish Council
	Top Dartford Road/Pembroke Road - To provide the existing signalised junction with full pedestrian crossing facilities		Investigations ongoing, S106 funding from Waitrose development
	Buckhurst Lane and Sevenoaks High Street - investigate options for providing disabled crossing facilities	£14,400	Ongoing issues at this location, likely to be expensive due to strengthening works and traffic management costs along with Sunday working
	Middlings Rise - Request for a new salt bin	£350	Difficulty with location - revised location found Chichester Drive
	Top Dartford Road/Pembroke Road - Contingency fund to look at effects of congestion and air quality if the Pembroke Road/Dartford Road junction is fitted with full pedestrian facilities	£6,000	Estimated quotation provided before design progressed
	Lyndhurst Drive, Sevenoaks - improve eroded footway	£5,500	
	Witches Lane, Riverhead junction with Worships Hill - improve footway surface and widen	£10,000	
	Shoreham Lane, Riverhead - new salt bin, to be located near to the junction of Churchfields	£596	Works completed

	High Street, Sevenoaks - request for review of streetlighting in the area		Town centre lighting reviewed any repairs to be carried out by KHS
	TOTAL	£70,842	
Nick Chard	Childsbridge Lane, Seal - contribution towards scheme	£30,000	Works completed
	A25 Seal - request to lower speed limit	£18,500	Traffic Order drafted w/c13/2/12, checking in progress ahead of advertising for consultation
	A six month trial reinstatement of the 402 service between Tonbridge and Sevenoaks via Sevenoaks Weald.	£5,000	Support for 402 bus service serving Weald village
	Church Road, Stone Street & Childsbridge Lane, new salt bins and salt	£1,190	Works completed
	TOTAL	£54,690	
Peter Lake	Four Elms Road, Hever - request for bus shelter	£6,726	Works completed
	Penshurst Road, Chiddingstone - request to create parking area	£7,849	Works completed
	High Street, Leigh - request for interactive sign	£4,400	Works completed
	Fordcombe Road, Penshurst - request for interactive sign	£4,400	Works completed
	Station Road, Edenbridge - request for a pedestrian crossing	£23,625	Associated with local development on old school site,
	Lingfield Road, Edenbridge - request to extend the 30mph limit	£1,420	Design prepared
	Hildenborough Road, Leigh - road safety improvements Laundry Cottages area	£7,500	Design and costing complete
	Hildenborough Road, Leigh - road safety improvements - request to extend the existing 30mph limit	see item above	Police do not support reduction in speed limit and the location is a CRM cluster site for 2011

	Cowden Village, B2026 - To reduce speeds through the village and improve signage	£5,750	Designs ongoing
	B2028 Marsh Green Road, Edenbridge - reduce the speed limit in this area to 50mph	£4,700	Designs ongoing
	Fordcombe to Penshurst Village - Request for an illuminating speed reduction sign		Referred to Member as location difficulties
	Spode Lane salt bin & salt	£350	Job passed to Operations 14/2/12
	Windmill Hill salt bin and salt	£350	Job passed to Operations 14/2/12
	TOTAL	£67,070	
Richard Parry	Knockholt - request for wigwags	£5,208	Meeting has taken place with the school to clarify requirements
	Quebec Square, Westerham - request for removal of bollard	£2,310	Works completed
	Provide a new interactive speed sign for Crockham Hill	£5,400	Job sent to Paul Thrower at Jacobs 19/12/2012, parish approved location w/e 10/2/12
	Quebec Square, Westerham - request to make the junction safer, one option would be to realign the junction	£25,000	Designs almost complete, further site visits required due to possible drainage problems w/c 13/2/12
	Cold Arbor Road - Various options have been discussed regarding safety concerns in the 30mph limit.	£9,000	Designs almost complete, further site visit required w/c 13/2/12
	Improved road signage and lines at Ide Hill school	£2,500	Awaiting final design before orders are placed w/c 13/2/12
	Additional edge of carriageway markings to the west of Westerham village centre	£750	Job passed to contractor 7/2/12

	Station Road, Halstead - request for interactive sign	£4,500	Awaiting Cabinet approval, job sent to Paul Thrower at Jacobs 19/12/2012
	Crockham Hill upgrade school amber flashing Wig-Wag signals	£3,500	Passed to street-lighting team 19/12/2011
	Hosey Common Road/Mapleton Road - A proposal for hard standing to improve the pair of bus stops nearest to Chartwell		Project being funded by KCC's Sustainable Transport
	Chevening Road, Riverhead - review existing width restrictions and Traffic Order		Scope of scheme currently being evaluated
	TOTAL	£58,168	
Robert Brookbank	Emersons Avenue, Swanley - request for measures to improve visibility	£3,068	Works completed
	Main Road, Swanley - request to look at signage for Hextable	£10,735	Ongoing
	Sycamore Drive, Swanley - request for parking restrictions	£2,544	Works completed
	Various Roads, Swanley - request for salt bins	£1,787	Works completed
	Russett Way, Swanley - request for unsuitable for HGV signs	£1,418	A scheme is currently being drawn up and costed by the design team
	Archer Way, Swanley - request for salt bin	£596	Works completed
	School Keep Clear markings - contribution of £5000 from the MHF to promote and implement a district wide (Sevenoaks) TRO to make markings enforceable	£5,000	Works completed by SDC
	High Street, Swanley - Options to improve the bus stop to improve capacity and assist with pedestrian flows	£20,500	Outline scheme

	To improve 54 bus stops and will provide new posts, flags and timetable cases.	£4,000	Works completed
	Lower Road/Top Dartford Road, Hextable - New ornamental pedestrian railings	£13,700	Estimated quotation provided before design progressed
	Contribution towards the purchase of one snow blower for Hextable Parish Council	£1,100	Complete
	Contribution towards the purchase of one snow blower for Swanley Town Council	£1,100	Complete
	Salt Bin request for Conifer Way, Swanley	£596	Works completed
	Salt Bin request for Lullingstone Avenue, Swanley	£596	Works completed
	London road, Swanley - new bus shelter in London Road near the Bull Hotel	£4,000	Ongoing
	TOTAL	£70,738	
Roger Gough	Cray Road, Crockenhill - request for change of priority for junction	£19,773	Final design and costs being completed before presenting to Member & Parish Council
	Riverside, Eynsford - request to look at edge protection between the road and the river	£28,500	Works completed
	Manse Way, Swanley - request for surfacing	£13,735	Works completed
	To improve 54 bus stops and will provide new posts, flags and timetable cases.	£3,000	Works completed
	Charnock, Swanley - request for salt bin	£350	Works completed
	Contribution towards the purchase of one snow blower for Swanley Town Council	£1,100	Complete
	Place speed limit roundels on road at numerous location in Horton Kirby & South Darenth	£3,600	Estimated quotation provided before design progressed
	Hotham Close & Canada Farm Road salt bins	£750	Works completed

	Provide a new interactive speed sign for Horton Kirby in the school area	£5,400	Estimated quotation provided before design progressed
	High Firs Estate, Cranleigh Drive & Pinks Hill - For the provision to 2 new salt bins	£700	Works completed
	Parkgate Road, Crockenhill - new salt bin & salt	£350	to Operations for installation 14/2/12
	The Street, Horton Kirby - new salt bin & salt	£350	to Operations for installation 14/2/12
	Swanley village Road, j/w Park Lane - new salt bin and salt	£350	to Operations for installation 15/2/12
	TOTAL	£77,958	

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Kent Freight Action Plan

An Information report by the Director of Kent County Council Highways and Transportation

Summary

1. This report describes the current progress with the Kent Freight Action Plan (FAP) and the next steps in the process before it is formally adopted.

Purpose of the report

2. To update Members on the Kent FAP and the consultation process.

Background

3. The Traffic Management Team has been working to form a draft Kent FAP that will effectively help to address concerns with the movement of freight both through and within the county.

4. The FAP sets out the vision to:

Promote safe and sustainable freight distribution networks into, out of and within Kent, which support local and national economic prosperity and quality of life, whilst working to address any negative impacts on local communities and the environment both now and in the future.

5. The draft FAP has been specifically written to include actions achievable by Kent County Council (KCC), albeit some of them by working with partner organisations. Hence, schemes like Foreign Lorry Road User Charging have been omitted because the decision to implement such a tax regime lies with central government and KCC does not have a direct influence over it. Furthermore, the emphasis of the FAP is on road haulage as this has the greatest impact on our residents and, clearly, the highway.
6. The draft FAP has at its heart six objectives under which a number of action points sit. Some of these actions are already being undertaken, others are beginning to take shape and the rest are for the future development. Timeframes for all actions will be assigned.

Objectives and selected action points

7. This section will outline the six objectives and provide example action points for each.
8. Objective 1: To find a long-term solution to Operation Stack.
 - 8.1 Operation Stack is a relatively rare occurrence. Aside from the financial burden on Kent Police and other agencies, the primary negative effect is on business activities in East Kent.
 - 8.2 Action point: KCC will continue to progress the Operation Stack lorry park scheme adjacent to the M20.

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9. Objective 2: To take appropriate steps to tackle the problem of overnight lorry parking in Kent.
 - 9.1 In 2005, the Kent Overnight Lorry Parking Study found there was demand for 1000 spaces in the county but a supply of only 450 official and 220 unofficial spaces. It was also found that signing on trunk roads was poor, likely resulting in greater use of unofficial and unsuitable sites to avoid the possibility of getting lost.
 - 9.2 Action point: KCC are working on updating the recommended lorry route maps for Kent that will also show lorry parking facilities. These will be distributed online and through industry associations.
 - 9.3 Action point: KCC will continue investigating the feasibility of new truck stops at various locations along the M20/A20 and M2/A2 corridors.
10. Objective 3: To effectively manage the routing of HGV traffic to ensure that such movements remain on the strategic road network for as much of their journey as possible.
 - 10.1 Probably the most widely recognised issue with HGV routing is overreliance on satellite navigation systems that have been designed with cars in mind resulting in large vehicles using inappropriate routes or getting stuck.
 - 10.2 Action point: KCC are investigating the development of a lorry route journey planner that would sit on the KCC website so that hauliers would be able to input specific vehicle details, such as weight and height, and generate a suitable route.
 - 10.3 Action point: KCC are working with some boroughs and districts, including Maidstone Borough Council, as they start the procurement process for waste collection. Advice is being provided on key routes to keep refuse vehicles off at peak times.
11. Objective 4: To take steps to address problems caused by freight traffic to communities.
 - 11.1 This objective will cover some of the common freight-related incidents that are reported to KCC and the range of interventions that KCC can make.
 - 11.2 Action point: To continue to use positive signing to direct HGVs onto the strategic road network.
 - 11.3 Action point: To use width, weight and height restrictions where appropriate. However, KCC recognises that the success of these measures is largely down to enforcement, which is done on a priority basis.
 - 11.4 Action point: KCC will continue to work in partnership with industry bodies and freight generators. For example, KCC is currently working with the National Farmers' Union to produce an article in their regional newsletter that highlights seasonal issues, such as slow moving vehicles, as well as offering support to the farming community.

12. Objective 5: To ensure that KCC Highways and Transportation continues to make effective use of its role in forward planning and development management to reduce the impact of freight traffic.

- 12.1 Involvement in forward planning and development planning enables KCC to influence freight movements and, therefore, to reduce their impact on local communities where possible.
- 12.2 As the highway authority (excluding trunk roads), KCC can recommend that the district council (as the planning authority, except for “County matters” applications) imposes conditions of planning consents and/or enters into legal agreements with developers. Such conditions can be made with the aim to minimise any impact on the physical road network as well as the surrounding properties.
- 12.3 KCC H&T is also involved, in partnership with the district councils, with the forward planning of development through the preparation of local development frameworks/local plans and related local transport strategies.
- 12.4 However, KCC also monitors applications for Goods Vehicle Operator Licences (GVOL), which are made to the Traffic Commissioner. These licenses relate to sites at which HGVs are based and from which they operate.
- 12.5 Action point: To continue to comment on Operator Licences and work with districts and boroughs in doing so.
- 12.6 Action point: To recommend that necessary planning conditions be placed on sites to minimise any impact on the road network and local communities.

13. Objective 6: To encourage sustainable freight distribution.

- 13.1 Many people use home delivery for goods but a large proportion of deliveries fail and have to be redelivered. This primarily uses smaller vehicles but there is great potential to reduce the number of these on the roads and, therefore, their impact on congestion, air quality and noise.
- 13.2 Action point: To support and promote alternative delivery networks.
- 13.3 Action point: To investigate the use of workplace deliveries within KCC.

14. The Traffic Management Team intends to begin internal consultation on the initial draft soon. This will ensure any current projects and processes that can help alleviate the negative impacts of freight transport have been included.

Consultation process

- 15. The Traffic Management Team intends to begin internal consultation on the initial draft FAP soon. This will ensure that any current and future projects and processes that can help alleviate the negative impacts of freight transportation have been included.
- 16. Once this is complete, the new version of the FAP will be sent to partner organisations for comment, including the districts and boroughs, industry bodies and KCC Members.

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17. After the consultation process is complete, the FAP can be adopted by the County Council.

Conclusion

18. The issues discussed in the Kent FAP are not new but the document presents an opportunity to show residents and businesses in Kent that KCC is aware of the problems and working to alleviate them.

Accountable Officer: Andrew Westwood 0845 8247 800

A Common Sense Plan for Safe and Sensible Street Lighting

An Information report by the Director of Kent County Council Highways and Transportation

Introduction

1. Energy costs in the recent past have increased significantly and this trend is likely to continue. In response the County Council has been reviewing its Street Lighting management, details of which are set out in the attached report - A Common Sense Plan for Safe and Sensible Street Lighting. This report was considered and wholeheartedly endorsed by KCC's Environment, Highways and Waste Policy Overview Committee on 22 November, with some Members indicating that the County Council should consider being more radical in approach.
2. As part of its formal consultation process, KCC would welcome the views of Joint Transportation Boards.

Conclusion

2. To note the content of the attached report.
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Contact Officer – Behdad Haratbar, Head of Programmed Work, Kent Highways and Transportation - Tel: 08458 247200

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To: Environment Highways & Waste Policy Overview & Scrutiny Committee - 22 November 2011

By: Bryan Sweetland, Cabinet Member for Environment Highways and Waste
John Burr, Director of Highways and Transportation

Subject: A Common Sense Plan for Safe and Sensible Street Lighting

Classification: Unrestricted

Summary: This report sets out how the County Council can reduce energy costs in street lighting whilst working with the community to improve acceptance of this and reduce the perception that such a policy increases crashes and reduces personal safety. The proposals in this report for safe and sensible street lighting in Kent are informed by the Street Lighting Policy agreed by the EHW POSC in May 2010.

1. Introduction

Street Lighting energy costs the County Council £5.1m p.a. It is on an upward trend and the cost of energy is set to rise year on year, the anticipated increase for the next financial year is over 10%.

KCC has some 118,500 street lights and 29,000 lit signs/bollards. Provision of street lighting is not a legal requirement, except when linked to demonstrable road safety. However it has become established practice over time and almost all street lights in Kent are continually lit during the hours of darkness, ie automatically turn on at dusk (due to a fitted light sensor in each column) and turn off at first light.

The challenge of rising energy costs and carbon emissions were among the key factors resulting in a new approach to street lighting provision and operation being formally agreed at the EH&W POSC in May 2010.

The Government's Carbon Reduction Commitment requires councils to publish their greenhouse gas emissions, including CO₂. The street lighting energy in Kent currently equates to approx 29,000 Tonnes of CO₂. Although it has not been a requirement to pay for carbon credits, this is likely to change and some form of levy linked to carbon emission is likely to be introduced thus increasing the cost of energy even further.

A number of initiatives have been introduced by Highways & Transportation in the past two years to reduce energy consumption, these are:

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- Upgrades – 6,289 inefficient mercury lamps as well as 3,441 failing lamps have been replaced with energy efficient units.
- Trimming – The photocell in 12,616 lamps has been reset to reduce burning time (lights come on later at dusk and going off earlier at dawn). All new columns have these photocells as standard.
- Dimming – New lanterns have been fitted to 230 columns of 60w and above to dim the wattage at pre-determined times to reduce energy consumption. This is quite costly as it requires replacement of lanterns and has only been incorporated where lantern replacement was programmed.

These initiatives have reduced the energy charges by £128,000 annually.

2. Discussion

Light pollution and costs can be reduced in locations where the street lights are not contributing to safety at all. Many road lights were installed when vehicles had poor lighting systems and ambient light levels on major urban roads were low. Today, some street lighting is far less effective than the illumination provided by traffic or nearby buildings yet it remains switched on all night.

Where streetlights have been dimmed or switched off, data shows that crashes and crime have **not** increased. There is a clear difference between perception and actual data. It is the design of lighting schemes, rather than the number or hours of illumination that is most important. Kent County Council's aim is to target the wasted lights and energy.

There are a number of useful articles linking street lighting and crime, for example;

From the Guardian newspaper (2003): Bright lights 'do not deter criminals'. "Over-anxious Britons are placing a blind, almost medieval, faith in brighter street-lamps and security lighting as crime deterrents, according to a statistical analysis... published in the British Journal of Criminology. "

In Essex, a trial to turn off suburban street lights between midnight and 05.30, has been deemed a success. Police state: "A year on year comparison for April 2006 to May 2007 [when street-lights were left on all night] and April 2007 to May 2008 [when street-lights were turned off at midnight] has shown that night-time crime has almost halved in Saffron Walden and reduced by over a third in Dunmow."

Better lighting by itself has very little effect on crime.", a quote from The effect of Better Street-lighting on Crime and Fear: A review, by Malcom Ramsay of the UK's Home office.

"The principal conclusion is that no evidence could be found to support the hypothesis that improved street lighting reduces reported crime.", from The Influence of Street lighting on Crime and the Fear of Crime (Crown Copyright 1991).

"The very wide extent of the study, covering some 3500 new street lights introduced over a period of nearly three years, was unprecedented in the UK. The change in street lighting standard was considerable; typically a four-fold increase in the intensity of lighting was achieved, with more lighting columns and white light sources being introduced throughout.

"The main database for the study consisted of over 100,000 reported crimes, although analysis was principally focused on some 9500 allegations in the most relevant locations and time periods. The area studied, an inner London Borough, has a high crime rate in a national context and thus represented a fair test for environmental crime prevention measures. In short, if street lighting does affect crime, this study should have detected it."

To overcome the negative perception, it is vital that we address this by involving residents in discussions about what makes some people feel they are less safe.

3. Next Steps

We have established how further savings could be achieved. This has identified a number of potential areas suitable for energy conservation, these are:

Part Night Lighting – This involves installing new light sensor in each column that has a timer built into it. The net result is that the column would light automatically at dusk, turn off at a pre determined time (possibly midnight), turn back on at a predetermined time (possibly 5am) and stay on until first light. Other than complete removal of lighting, part night lighting provides the most significant energy savings. Two categories of roads could be suitable for this, minor roads (which includes residential, estate and rural roads) and high speed roads. There are over 70,000 street lights in these roads which could be changed to part-night lighting and could result in a reduction of 10% in the annual energy bill.

Removal of Lights – In the past, extension of street lighting went far beyond the required needs, a clear case in point here is street lighting on main routes. These are generally roads leading to or out of local settlements where current design standards would not recommend street lighting. There are some 5000 unnecessary high wattage lights on these roads potentially suitable for permanent disconnection and removal. Their removal will have no adverse effect on the locality yet delivery a saving of around 5% of the energy bill. Lights within the settlements would be retained.

Future areas for possible review

Dimming – This involves reducing the illumination level of lights. However, the technology for implementing this option is currently very expensive as it involves replacing the lantern on each lighting column. Some 25,000 lights could be suitable for this treatment and as technology improves this could become a viable option. Savings could be achieved up to 10% of the annual energy bill. As of today, this is not a cost effective option.

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Central Monitoring System -This involves installing a small radio device on each column, a collection of these, around 1,000 are then linked to a local base station, which in turn is connected to a remote Central Monitoring Unit. This future option would allow each column to be remotely monitored and controlled. Benefits would be significant but the systems are relatively new and expensive. This option will be reviewed in detail in the spring of 2012/13. There will be no abortive costs if this option is adopted.

4. Conclusion

In order to ensure that KCC utilises its limited resources in the best manner it is proposed to follow the agreed Street Lighting Strategy agreed by POSC in May 2010. This will reduce energy costs and protect the environment. The County Council should;

- Ensure value is achieved by supplying lighting at the time of greatest demand or need.
- Manage energy sensibly thus reducing consumption for street lighting. This will help address the financial challenge to reduce costs of service delivery as outlined in Bold Steps for Kent.
- Reduce CO2 emission to help meet the challenge of climate change as set out in Bold Steps for Kent.
- Engage with Kent stakeholders to consult on ways to ensure an appropriate and effective level of street lighting.

5. Recommendations

Members of the Committee are asked to comment on:

- (1) The specific proposals outlined above to introduce a common sense approach to safe and sensible management/operation of street lighting is endorsed

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Addendum – this report was wholeheartedly endorsed by POSC with some Members indicating that the County Council should consider being more radical in approach.