

Sevenoaks District Cycling Strategy



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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>

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

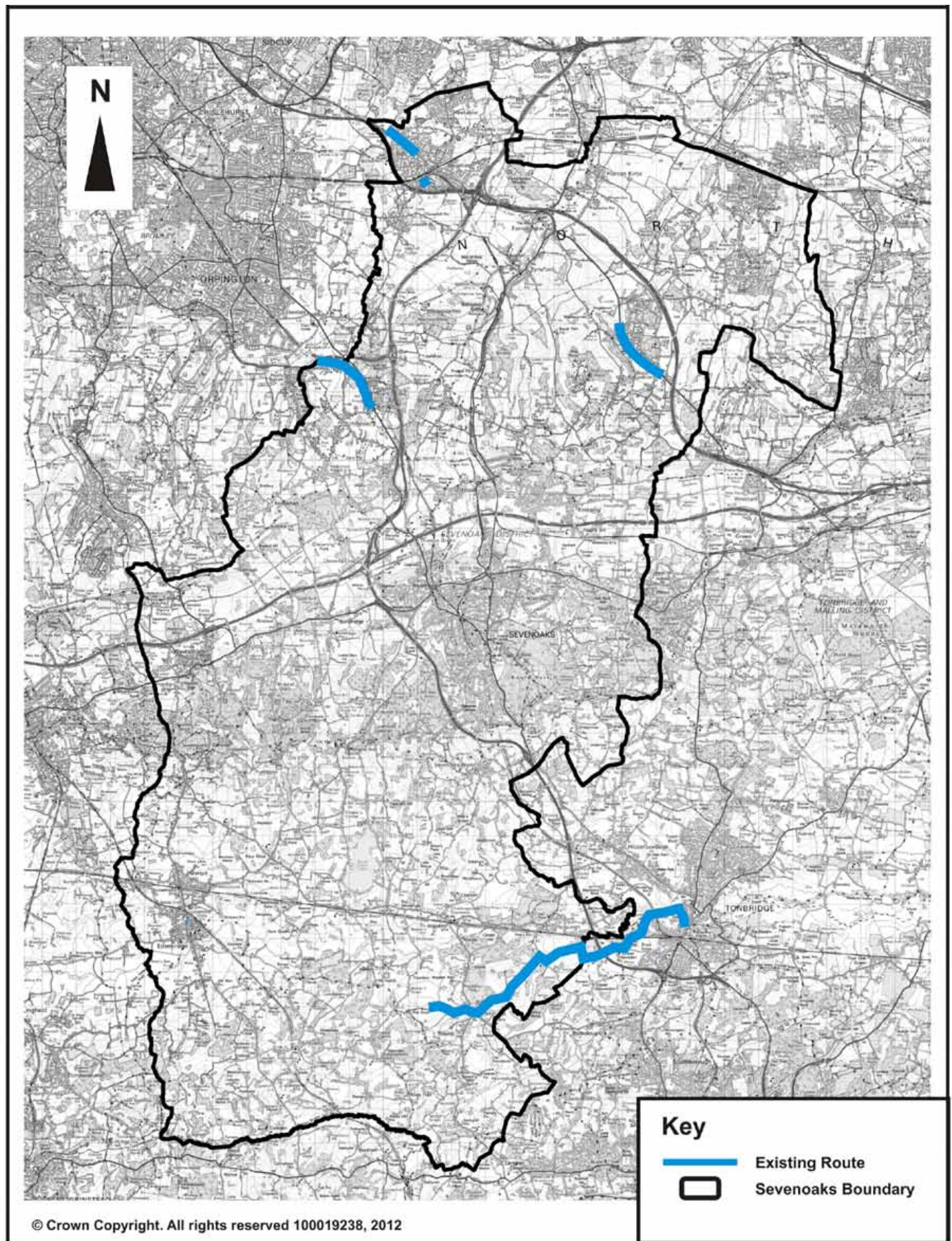
A map of the whole district showing these routes is provided in Figure 1. It is noted that Cyclists are also permitted to ride bicycles on public bridleways, byways, and restricted byways. An interactive map showing the location of these in Sevenoaks can be accessed via Kent County Council's website 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



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 | 8 stands and 10 lockers |
| | 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.

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 |

| | | |
|------------|----|--|
| 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

Figure 2: Suggested Cycle Routes in Sevenoaks Urban Area

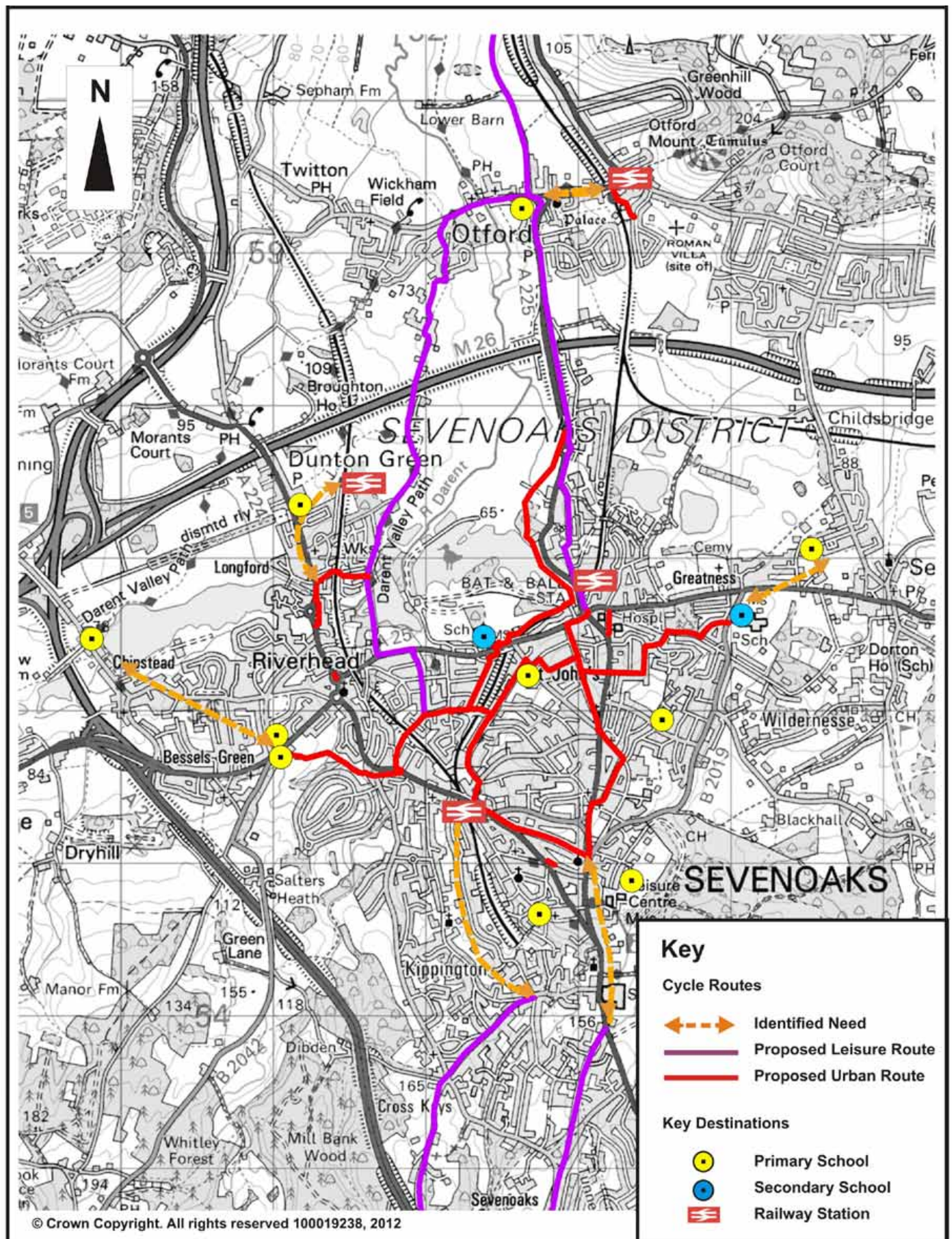


Figure 3: Suggested Cycle Routes in Swanley

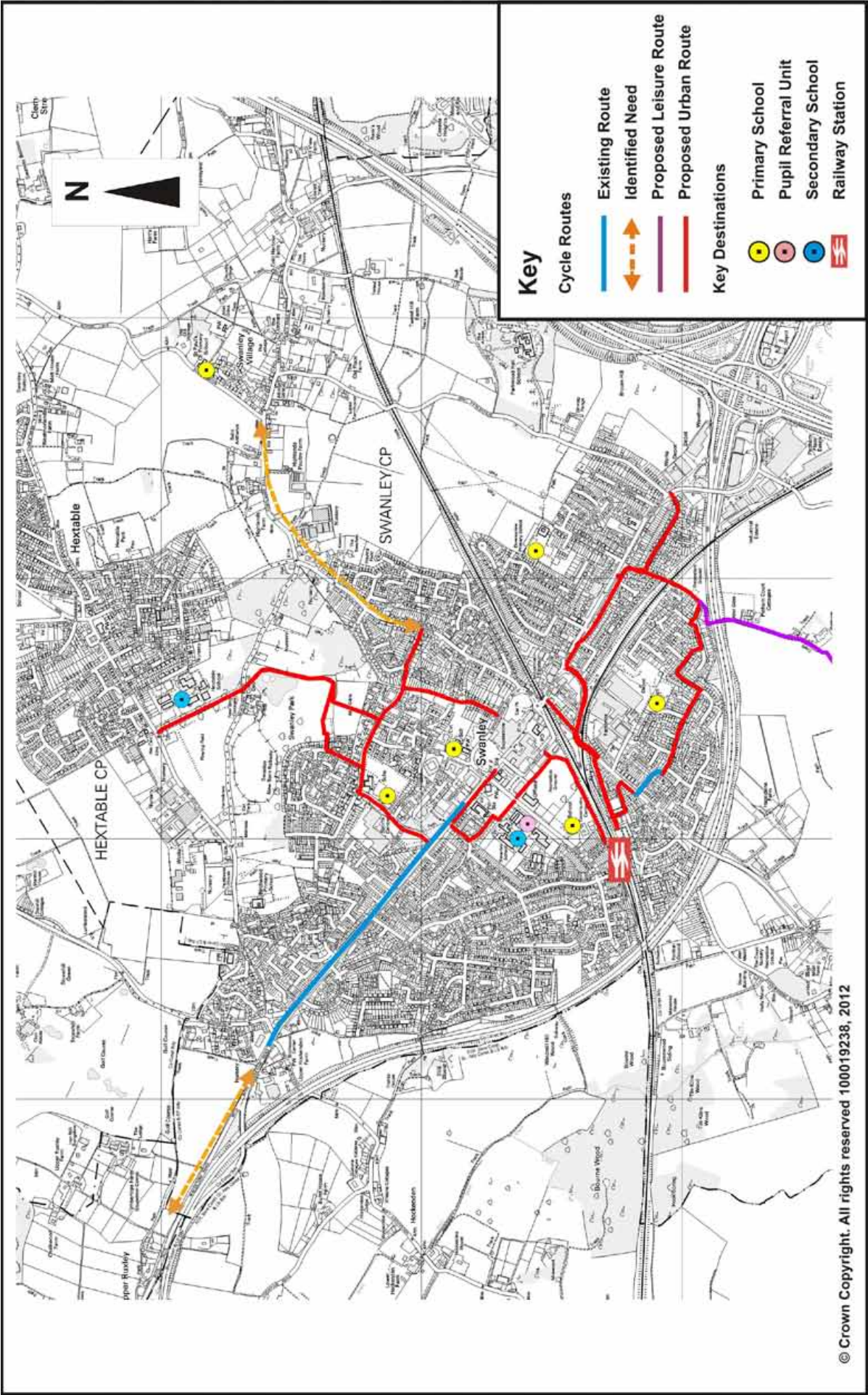


Figure 4: Suggested Cycle Routes in Edenbridge

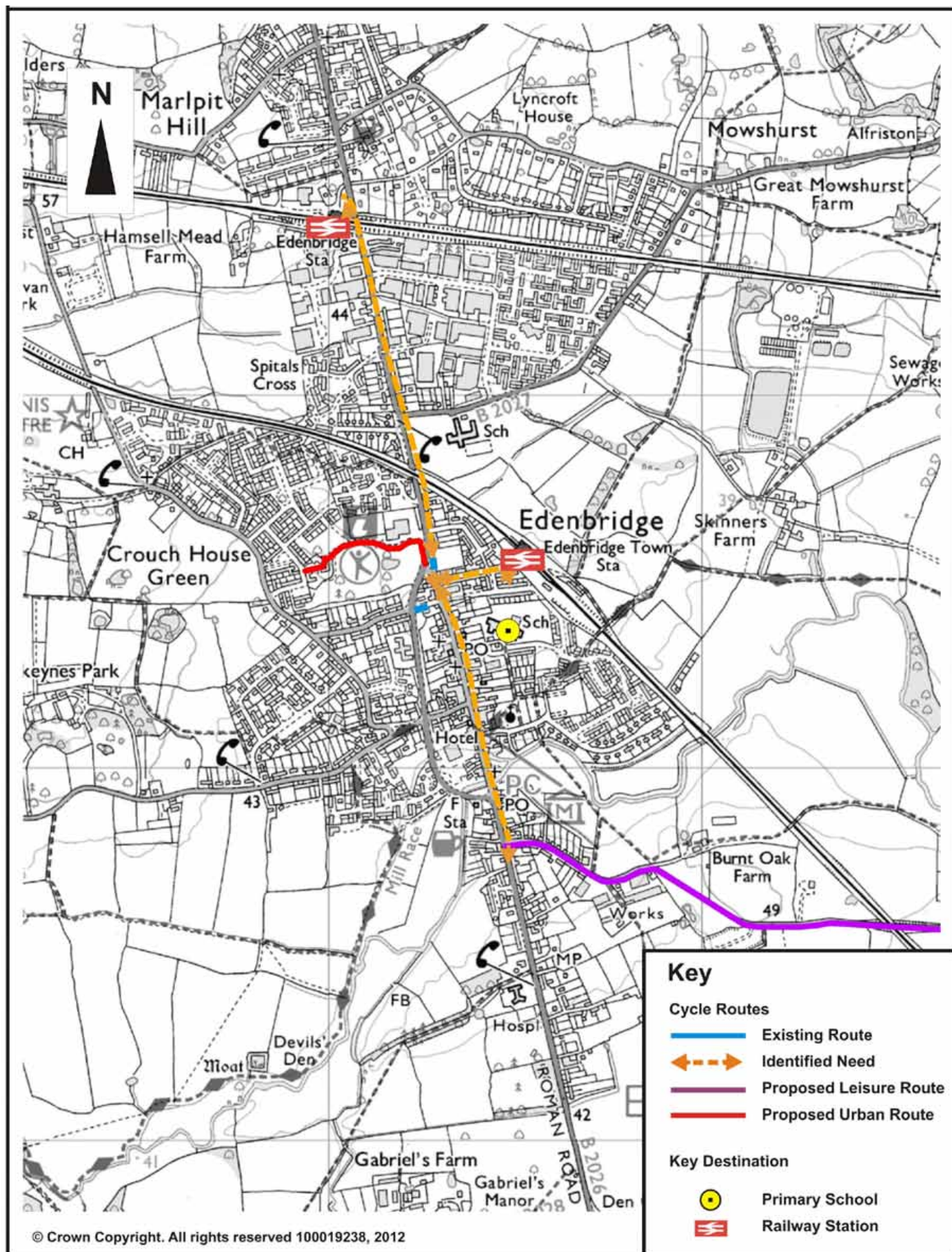


Figure 5: Suggested Leisure Routes 23 and 24

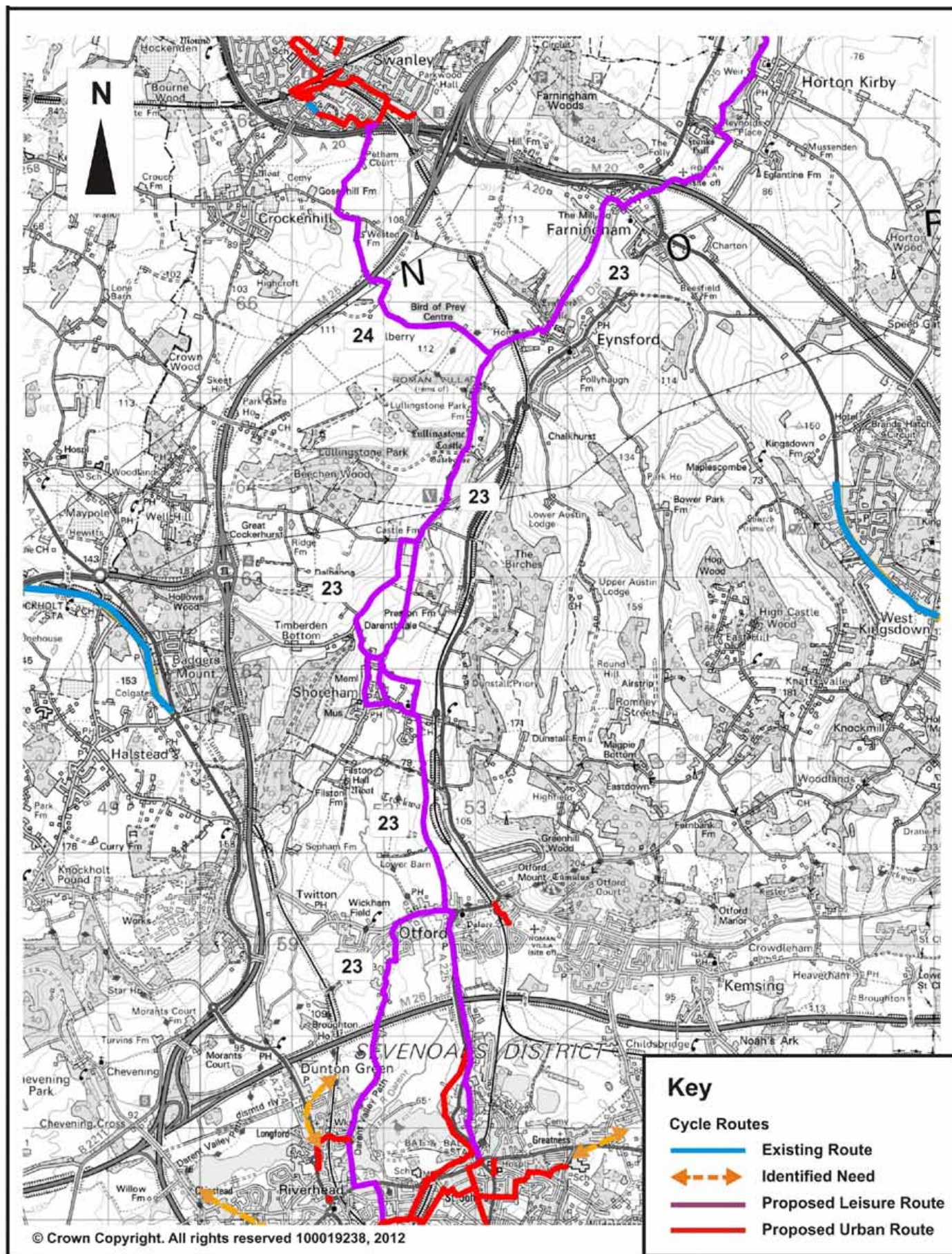
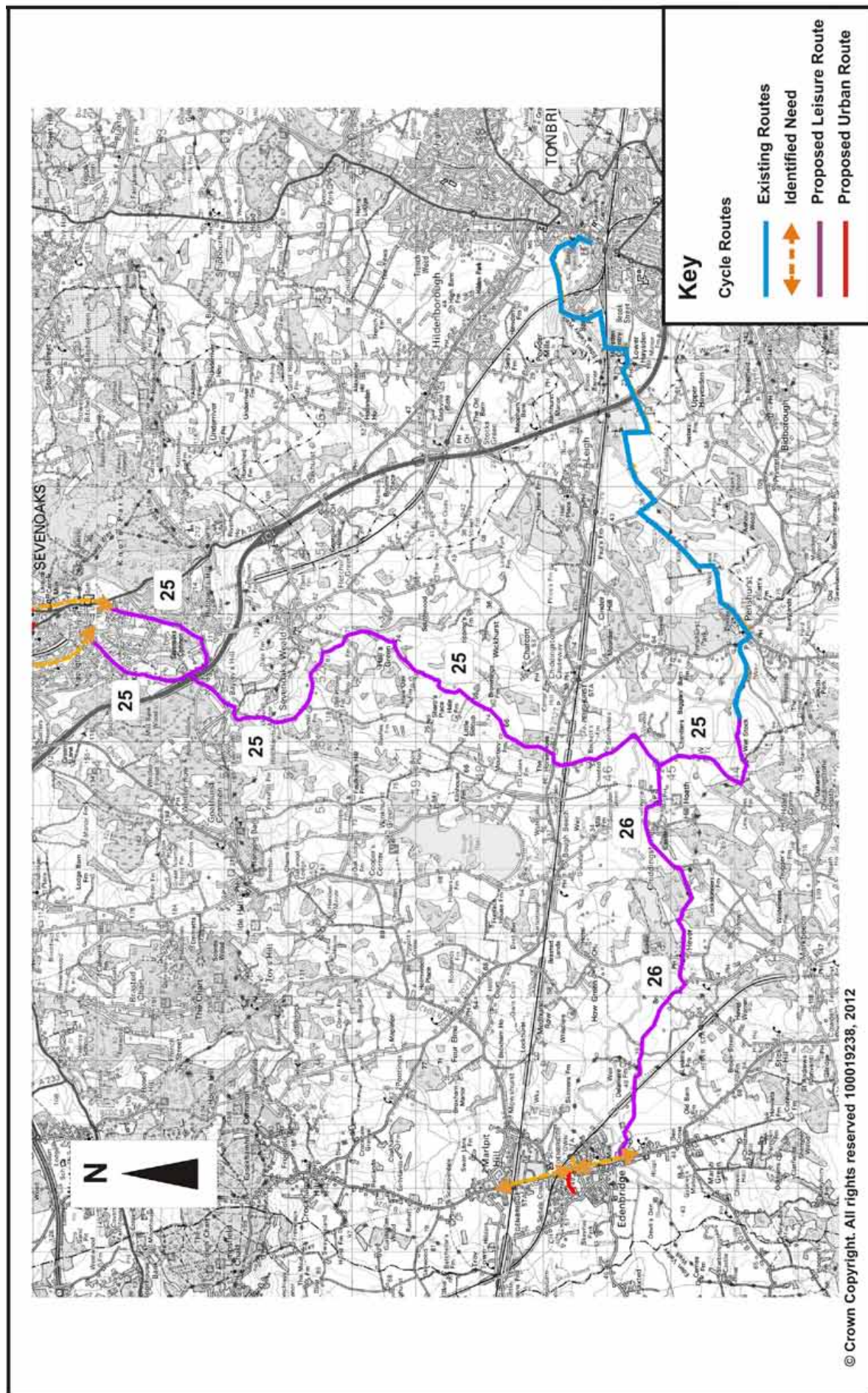


Figure 6: Suggested Leisure Routes 25 and 26



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

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

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.

Appendices

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.

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 (CO ₂) 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 |

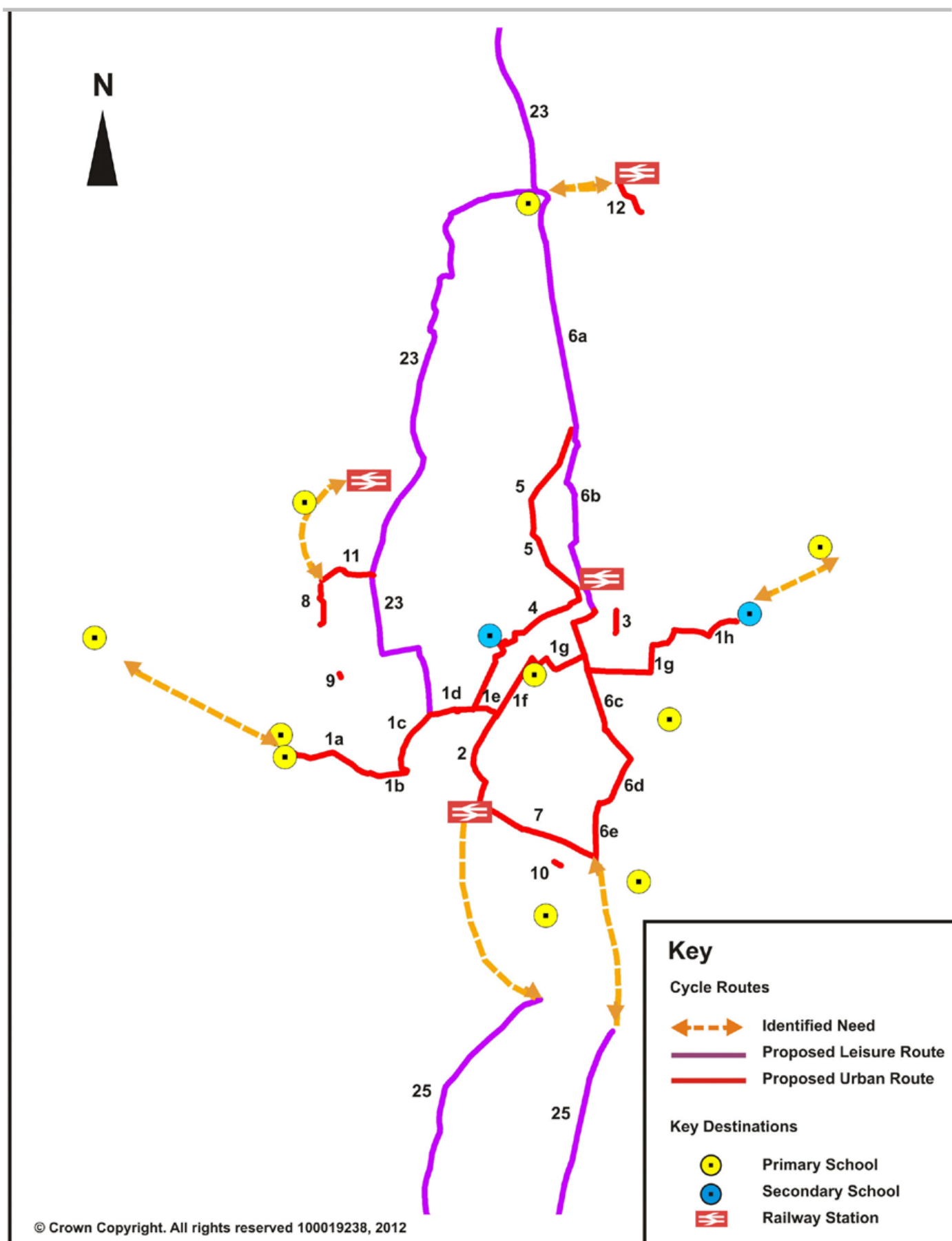
Sevenoaks Air Quality Action Plan (SDC, 2009)

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

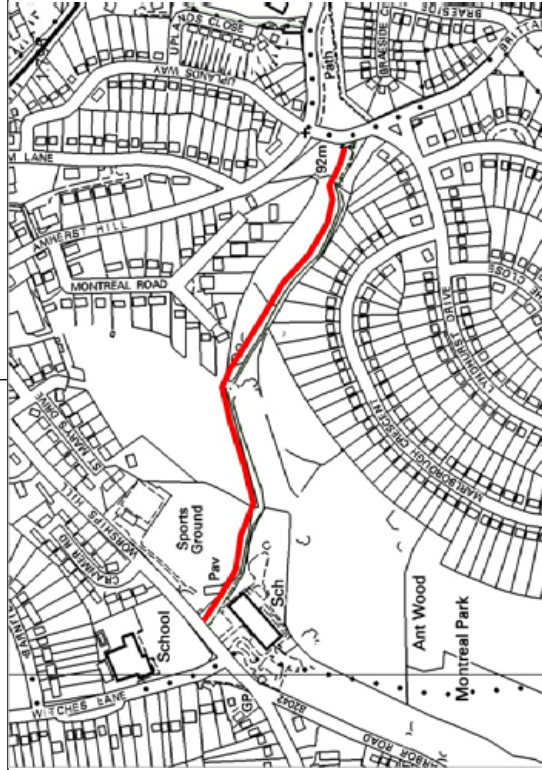
Recommendation No: 1a



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

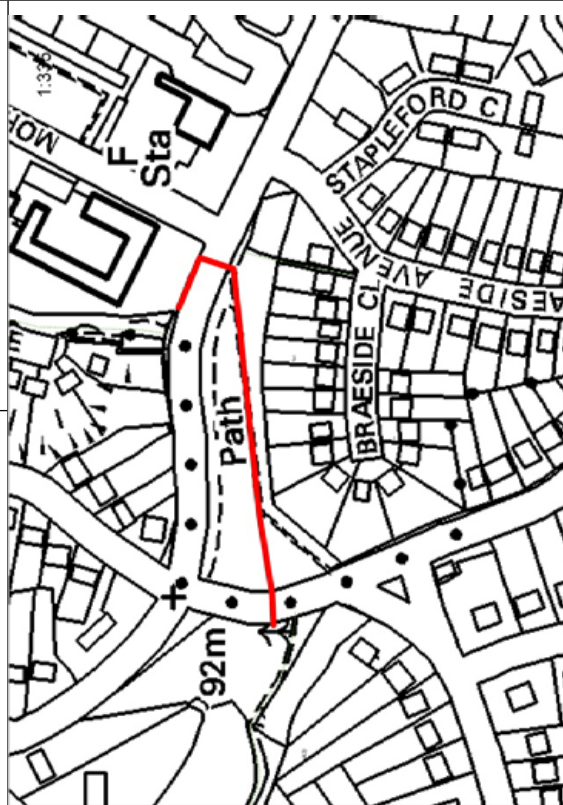
Status: Public footpath, KCC owned



Exit of footpath SR734/1 and dropped kerbs on Britains 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 Britains 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



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

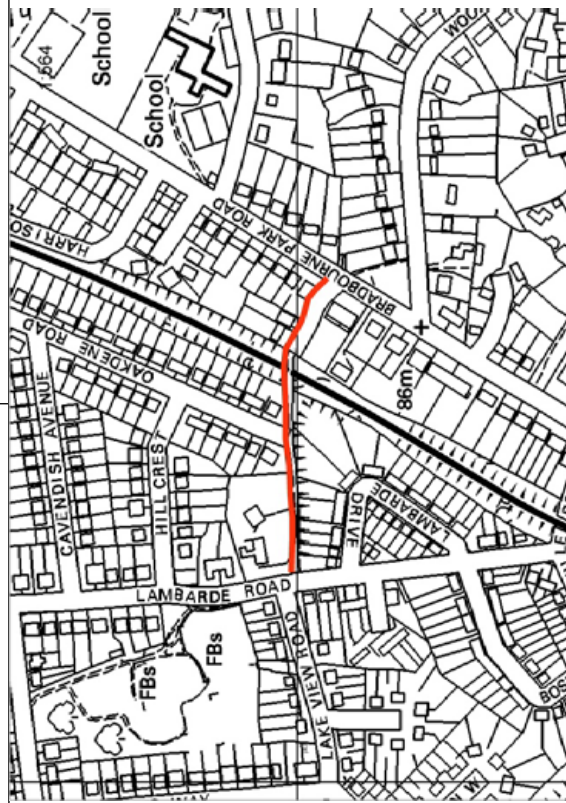
Recommendation No:

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.



Existing speed cushions on Bradbourne Park Road



View of Bradbourne Road and junction with Camden 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



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

Recommendation No:

Recommendation No:

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





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



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 Offord Road.

Status: Oakdene Road is a publicly maintainable road



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

| | | |
|---|--|---|
|  <p>Footway on the eastern side of Otford Road on the dual carriageway section</p> |  <p>Footway on the eastern side of Otford Road between Vestry Road and Sainsbury's Roundabout</p> | <p>Recommendation: Route along the northern section of Otford Road (from Station Road, Otford to Sainsbury's Roundabout)</p> <p>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.</p> <p>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.</p> <p>Considerations: Road width and highway capacity; safety implications</p> <p>Status: Otford/Sevenoaks Road is a publicly maintainable road</p> |
|---|--|---|

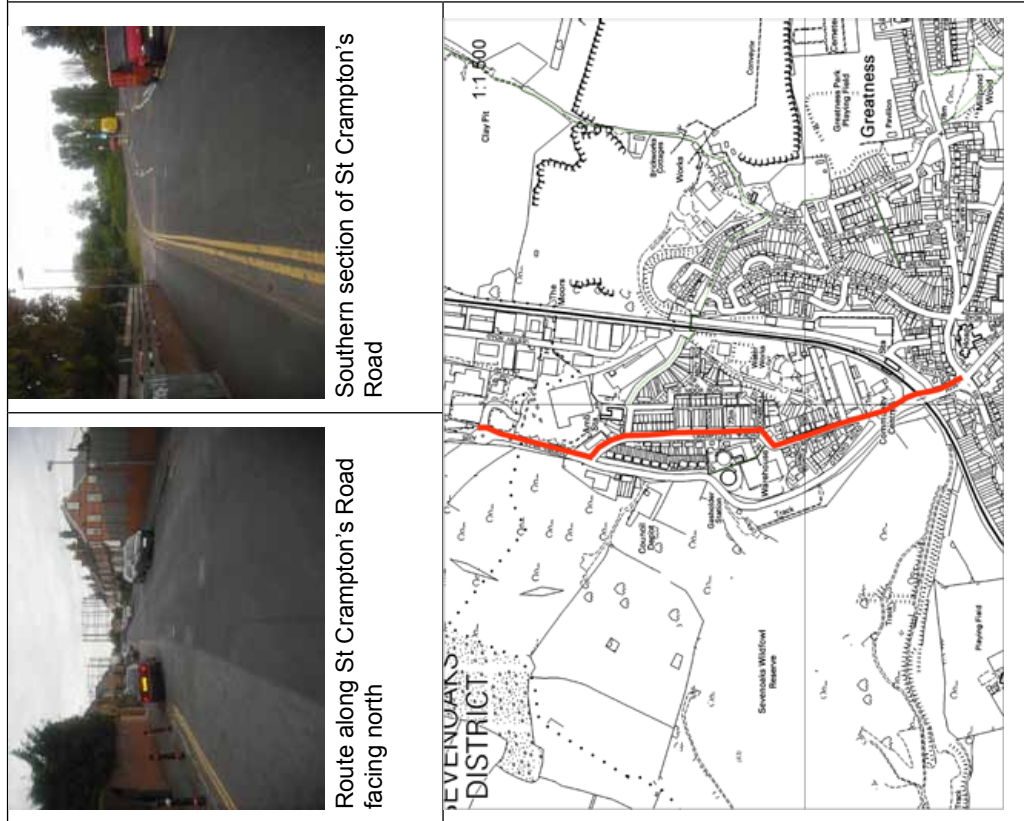


Footway on the eastern side of Otford Road on the dual carriageway section



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





Recommendation: Route 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 Sainsbury's 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

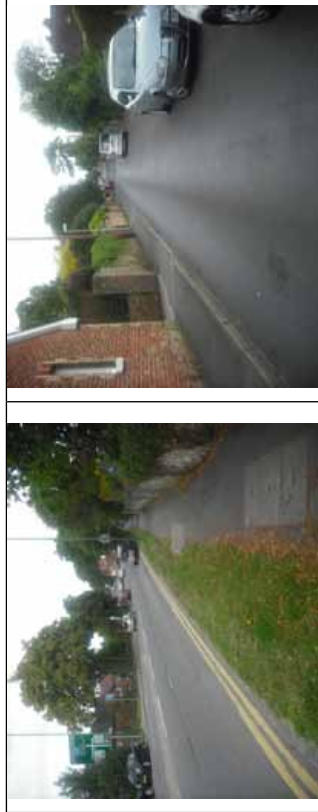
Benefits: This is the second in a series of links which would provide a north-south link between Otford and Sevenoaks. A route along this section is one of the route options being considered as part of Route 23 (see Appendix F).

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 Offord 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



View of Hollybush Lane facing north -east



View of Hollybush Lane facing south-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



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 Otford 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



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



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 Duntun 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

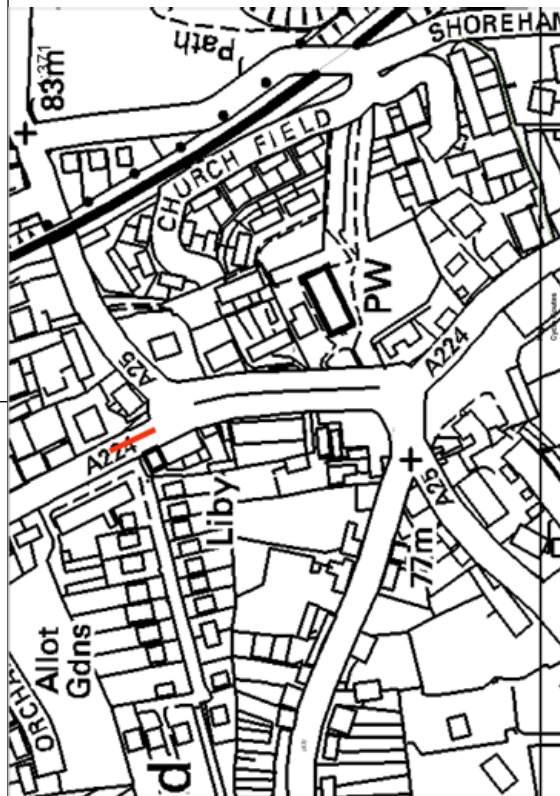
Status: The section is a publicly maintainable road



A224 northern approach



Parked cars on approach



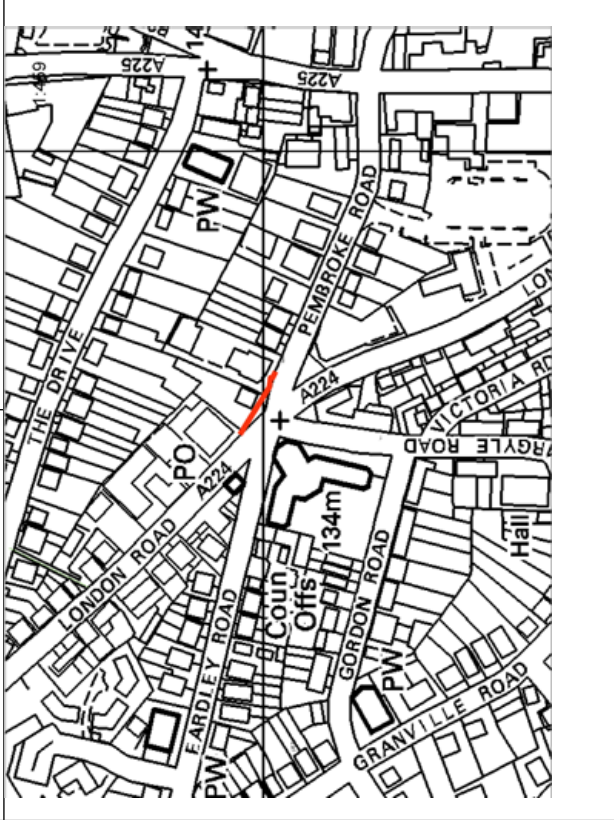
Recommendation: Improvements to twin roundabouts at Riverhead

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

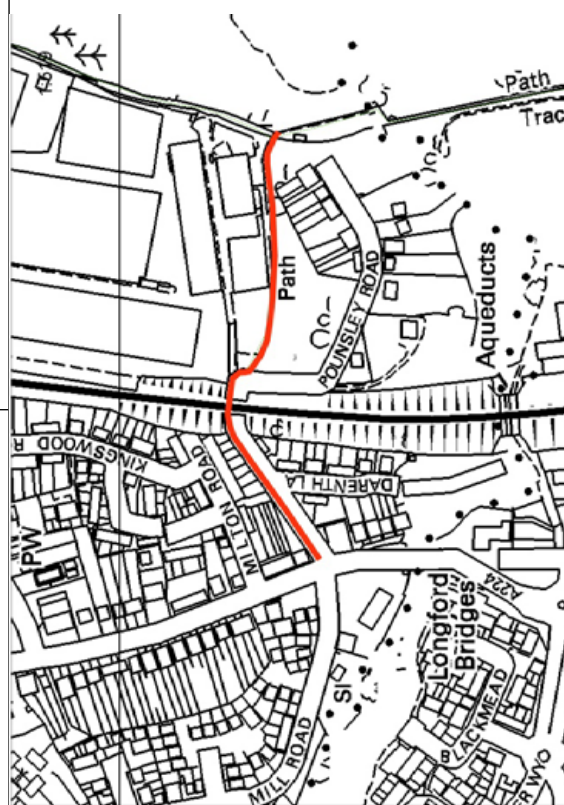
| | |
|--|--|
| | <p>Recommendation: Improvements to London Road/Pembroke Road/Eardley Road/Argyle Road Junction</p> <p>Brief Description: The London Road/Pembroke Road/ Eardley Road/Argyle Road Junction is a traffic light junction which has been identified as being difficult to navigate for cyclists. 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.</p> <p>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.</p> <p>Considerations: Width and highway capacity; safety considerations</p> <p>Status: All approaches to the junction are publicly maintainable roads</p> |
|  | |



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/SR103/2. 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

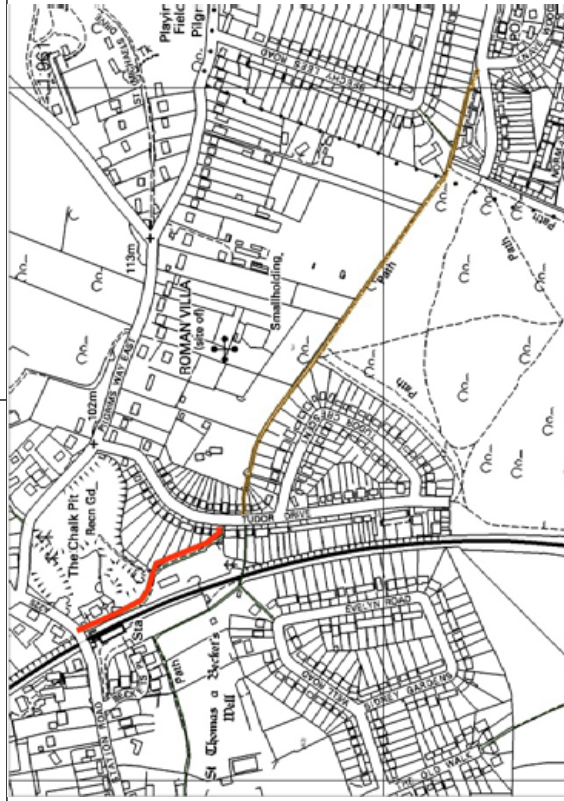
Status: This section of Pounsley Road is a publicly maintainable road. The path is a public footpath; ownership is unknown



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

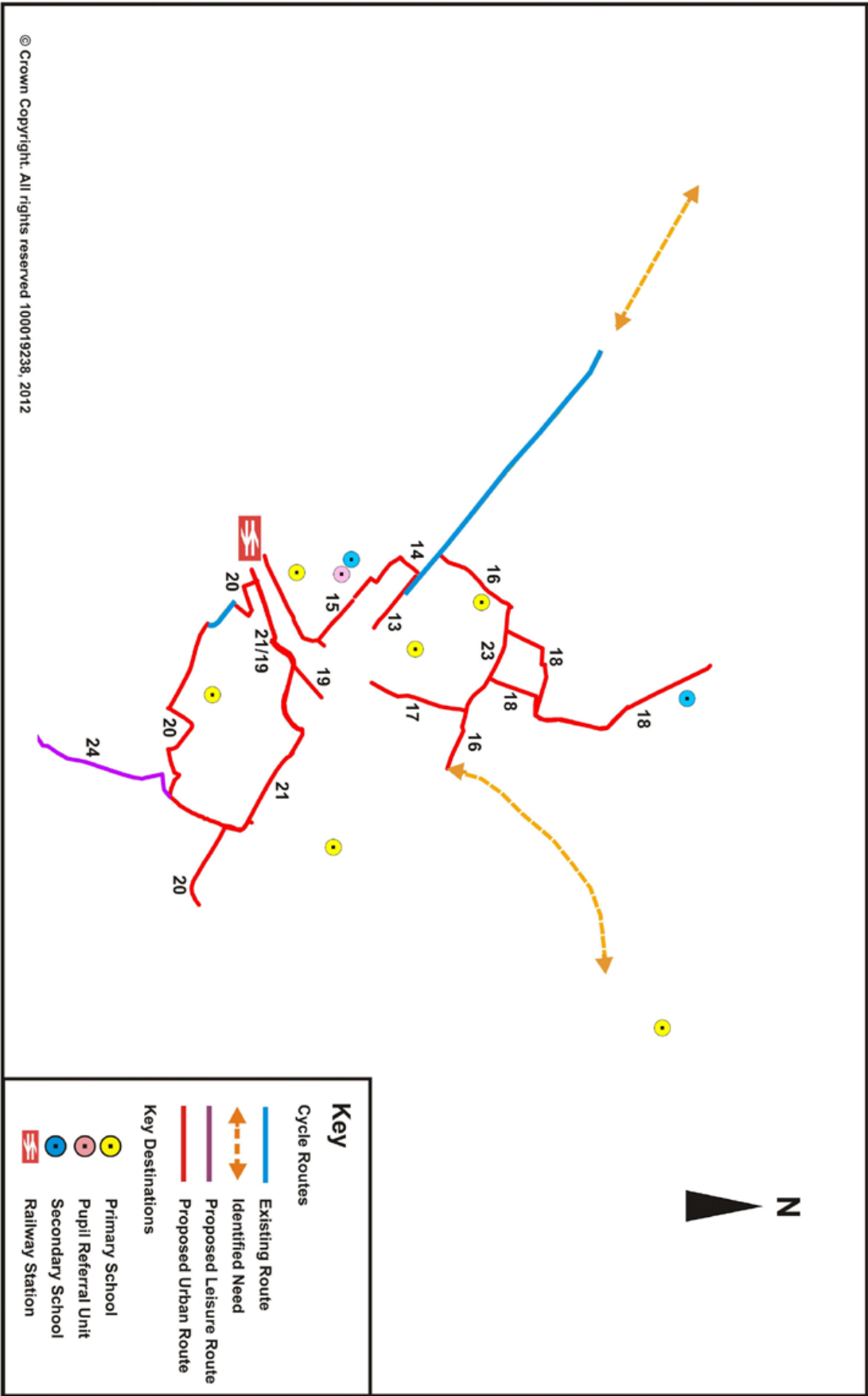
Brief Description: The footpath runs between Station Road, Otford and Tudor Drive, Otford. At its exit on Tudor Drive there is a link to an existing public bridleway (0192/SR49A/1) which continues to Kemsing. This footpath could be upgraded to allow cycle use.

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

Appendix C: Suggested Cycle Routes in Swanley



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.

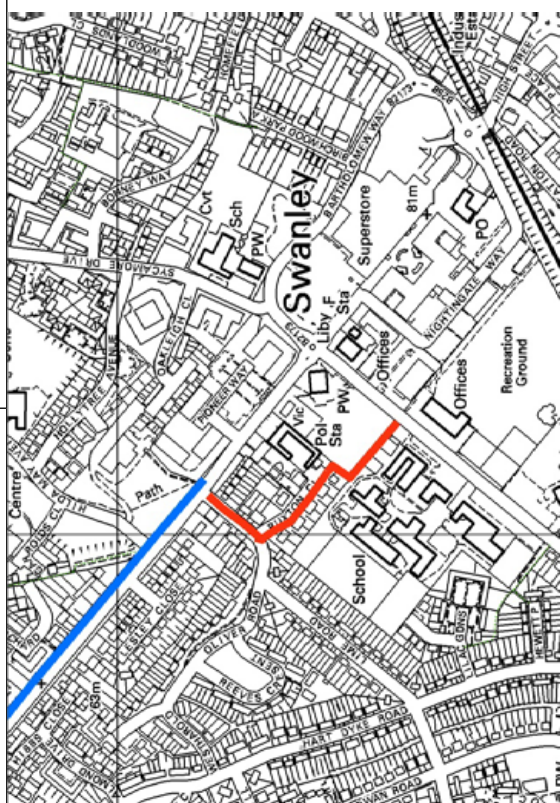
Status: London Road is a publicly maintainable road



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

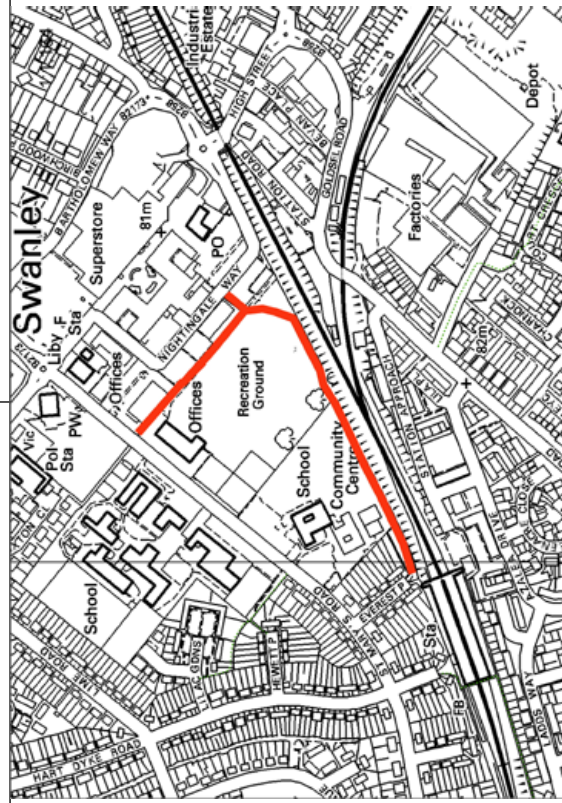
Status: Oliver Road and Ruxton Close are publicly maintainable roads; the path is owned by KCC



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



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 SD81/2 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

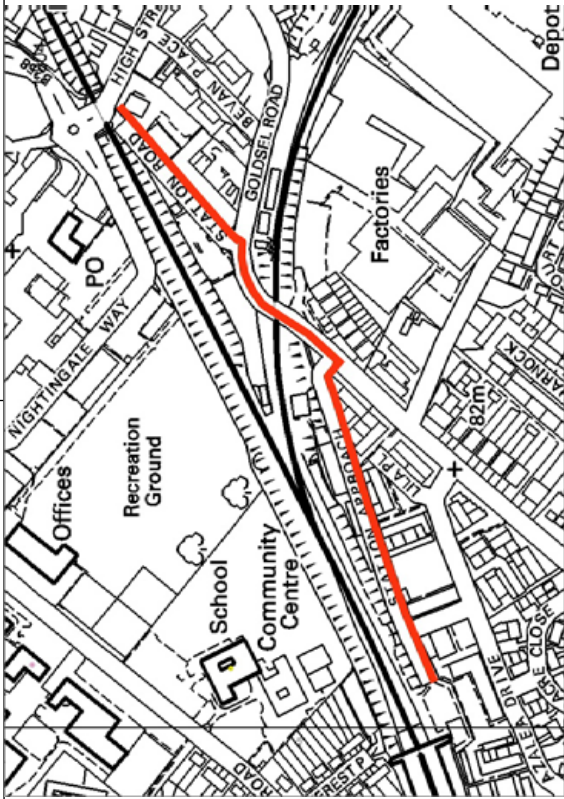
Status: The Spinney and The Birches are publicly maintainable roads; KCC/Swanley Town Council own the land within the recreation ground; and the owner of the footpath is KCC.



Station Road



Goldsel Road

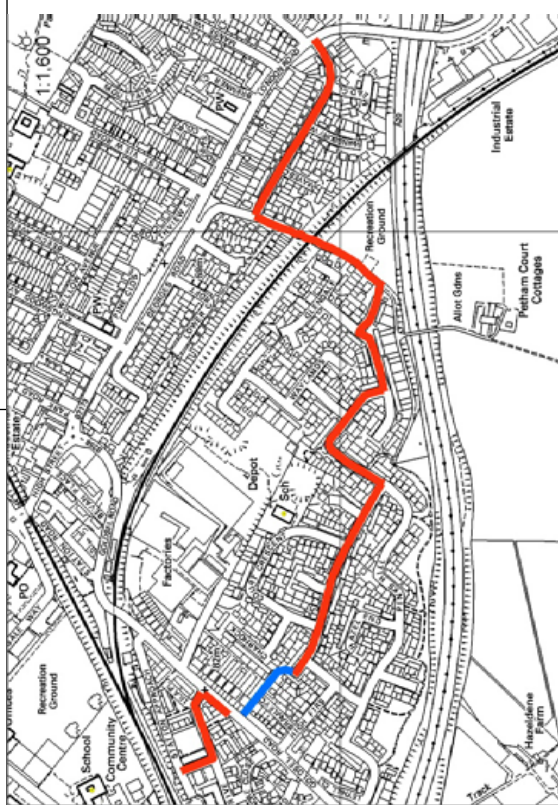
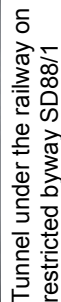


Recommendation: Provide a link to Swanley Railway Station from High Street (along Station Road, Goldsel Road and Station Approach)

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



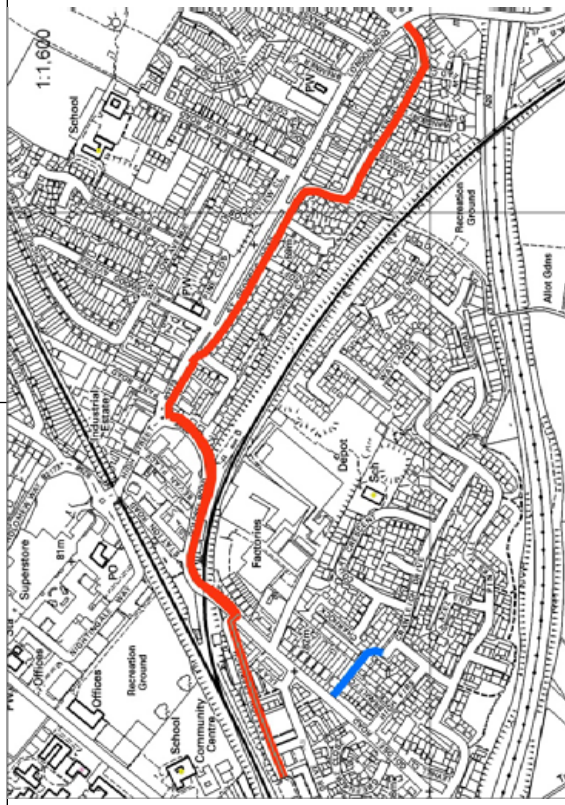
Status: The roads are publicly maintainable



Salisbury Avenue looking East



Northern section of St George's Road



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

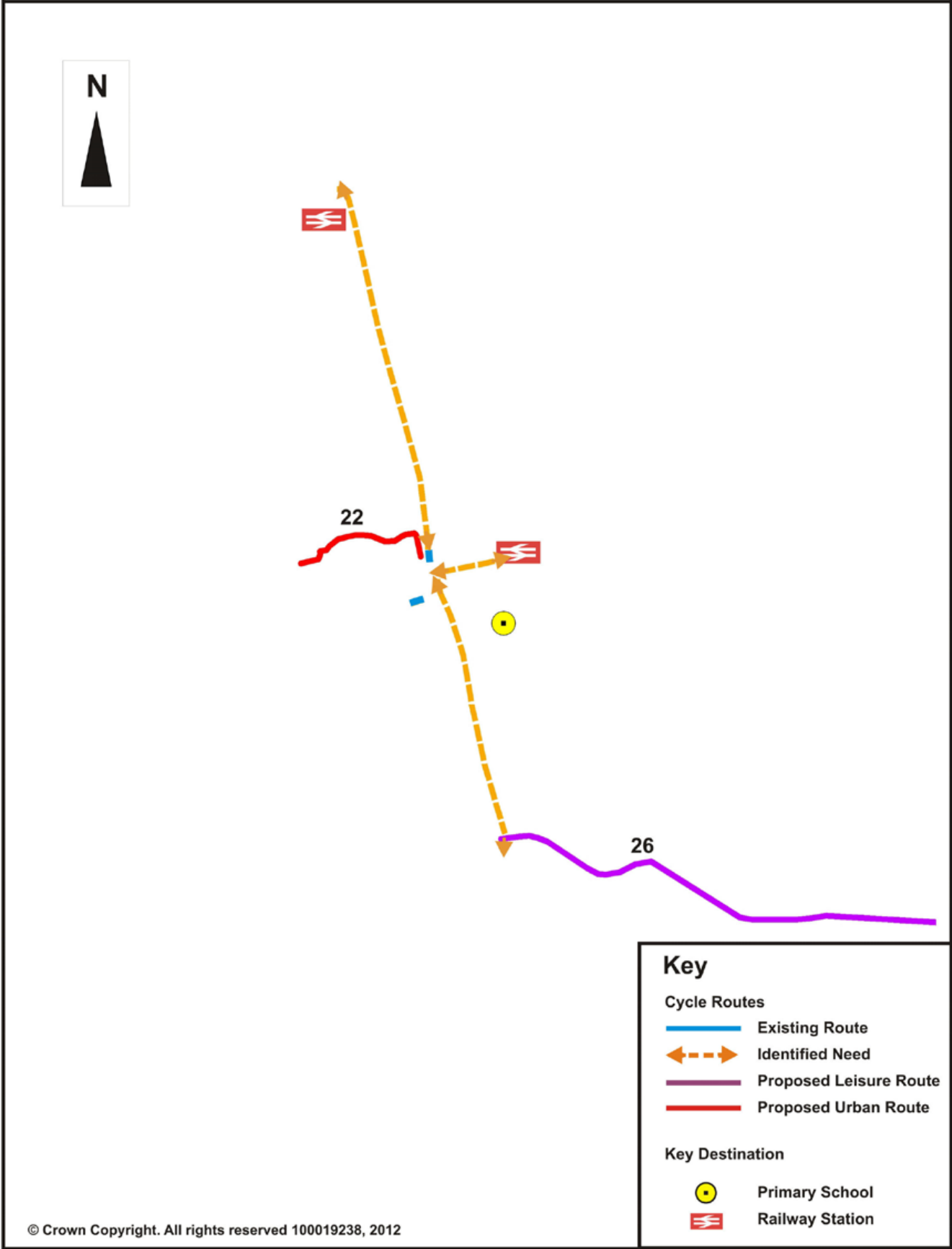
Brief Description: St George's Road is a quiet residential street which runs parallel to London Road. It is currently blocked off to restrict vehicular access at its southern end and there is a path which links back to London Road at its northern end. A route through the blocked off section should be 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

Appendix D: Suggested Cycle Routes in Edenbridge





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.

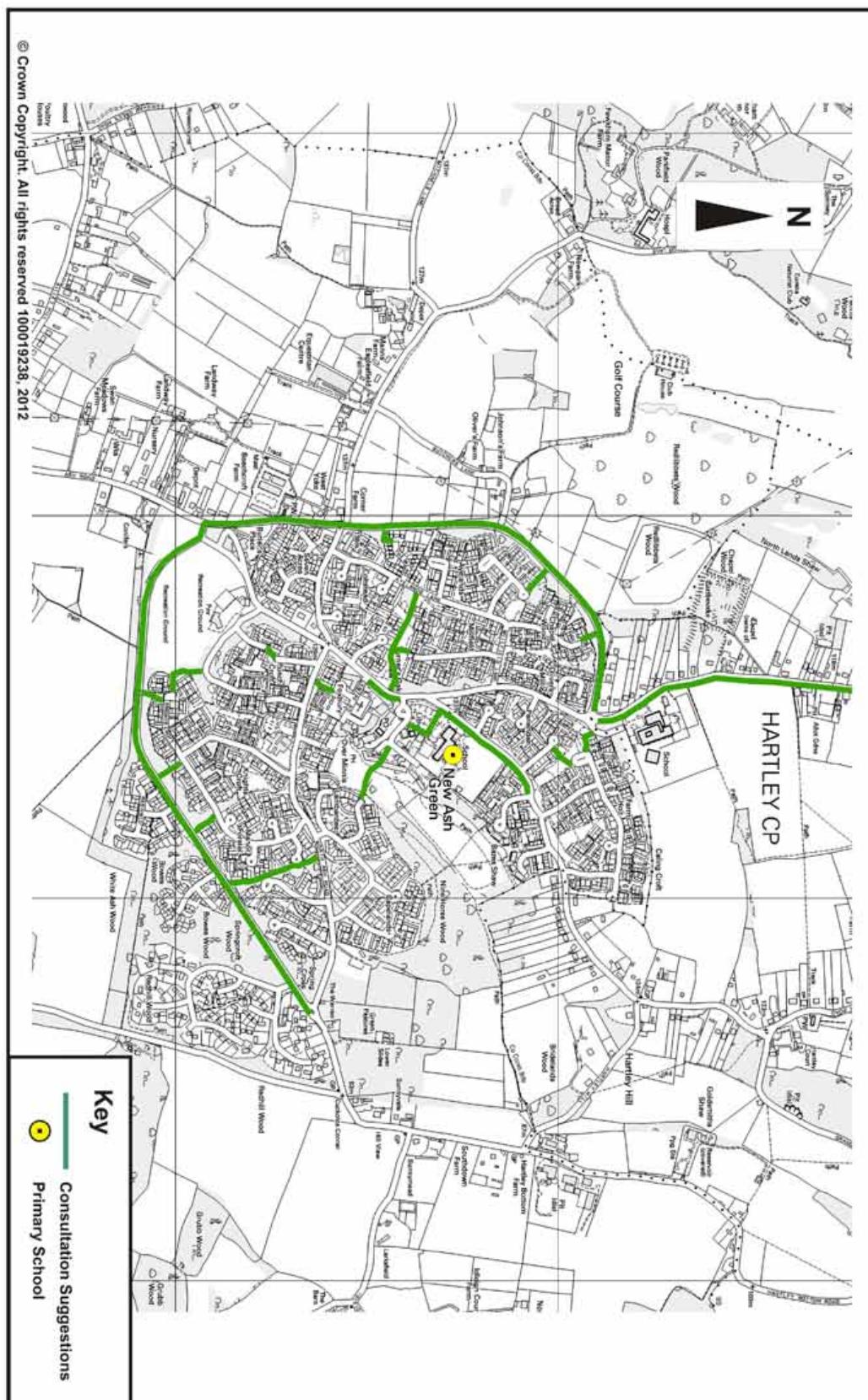
Benefits: This route would provide a route to the town centre and railway station from the residential areas in the north-west of the town just below the railway line. It would also provide a link to Edenbridge Leisure Centre.

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.



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.

