

## **SEVENOAKS JOINT TRANSPORTATION BOARD – 10 MARCH 2015.**

### **BAT & BALL AREA LOCAL CYCLING INFRASTRUCTURE PROPOSALS.**

Report of the: Strategic Development Transport Planner – Adrian Pigott.

Status: For information / approval.

Chairman: Mr Nick Chard.

Head of Service: Head of Transportation – Tim Read.

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#### **Introduction.**

Kent County Council (KCC) Highways, Transportation & Waste is holding funding secured via Section 106 of the Town and Country Planning Act 1990 to improve cycling facilities at the Bat & Ball Junction and nearby locations. The Section 106 Agreements are linked to Sevenoaks Quarry (Tarmac Ltd/Ibstock Brick Hudsons Ltd) and Sainsbury's Supermarket.

Layout and signal improvements are set to be introduced at the Bat & Ball junction in the Summer of 2015, which incorporate standard cycling infrastructure improvements such as Cycling Advanced Stop Lines within the design. The proposals presented in this report are separate from the main Bat & Ball junction improvement and neither set of proposals are directly inter-related. However, to minimise disruption, any works proposed in this report would be coordinated and delivered simultaneously.

The Sevenoaks Cycling Strategy highlights a number of key routes and improvements within the Sevenoaks area which should – over time – facilitate increased levels of cycling in the District and improve the safety of existing cyclists. The Strategy was 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, approved by the Sevenoaks Joint Transportation Board (JTB) in March 2012.

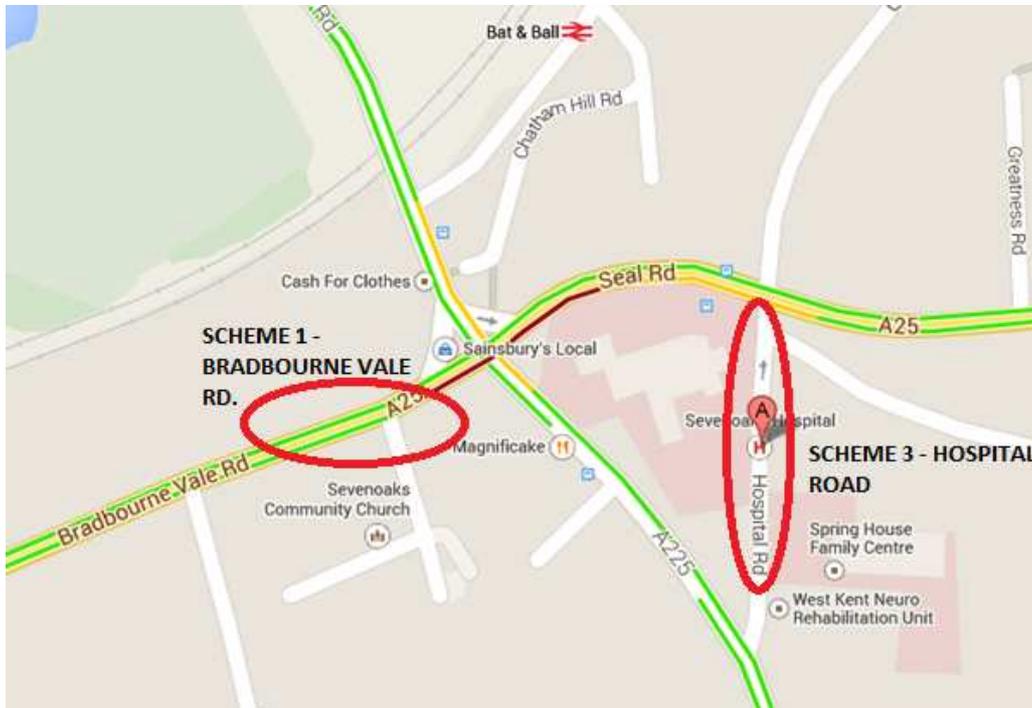
The proposals presented here form small components of that overarching Strategy which is supported at both District and County level.

In Autumn 2014, KCC consulted on three separate schemes, including:

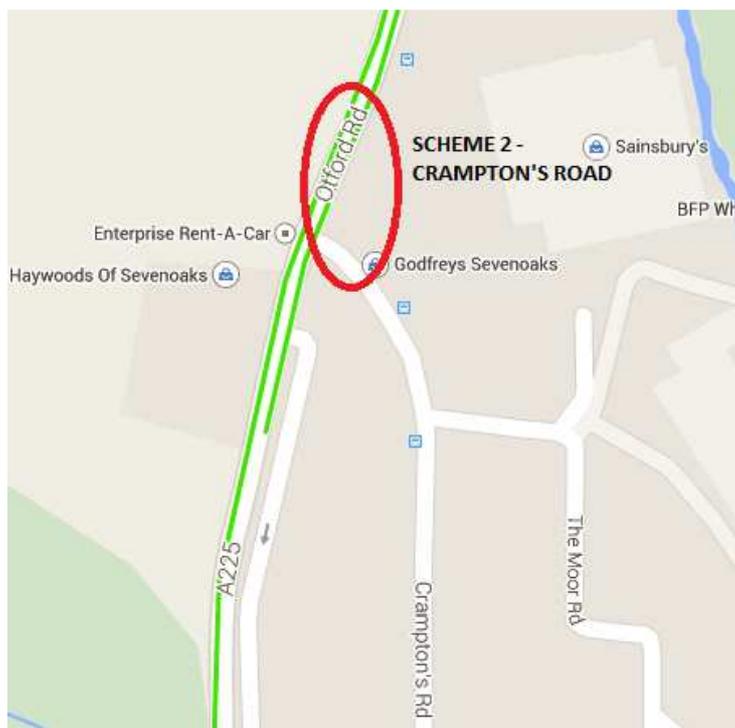
- (1) Bradbourne Vale Road** (see figure 3);
- (2) Hospital Road** (see figure 4);
- (3) Crampton's Road** (see figure 5);

These are described in more detail below, whilst the scheme consultation letters and supporting (conceptual) designs form Appendices 1-3 towards the end of this report.

**FIGURE 1) BRADBOURNE VALE RD / HOSPITAL RD – LOCATIONS:**



**FIGURE 2) CRAMPTON'S ROAD – LOCATION:**



## **Scheme 1) Bradbourne Vale Road.**

Recommendation **6c (p.46)** of the Sevenoaks Cycling Strategy proposes a route from Bat and Ball junction to St John's Road/Dartford Road junction (along Bradbourne Vale Road and St. John's Road).

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 strategy suggests 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, and that the path could be widened if space permits.

The proposal forms part of a series of links which would facilitate a north-south cycle route 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).

A route with lower traffic volumes is often preferable on hilly terrain due to the speed differential between cyclists and vehicles increasing, cyclists may also wander a little as their speed is reduced. For cyclists travelling from south to north (downhill) St John's Road may be less problematic. This route would also link to the proposed east-west route across Sevenoaks, as presented in the Strategy.

The existing path cannot simply be signed as a shared (pedestrian-cycle) facility as it is too narrow and would endanger the safety of existing pedestrian users.

Reflecting this fact, this proposal suggested widening the existing footway via the removal of a grass verge and associated trees on the south side of Bradbourne Vale Road between Otford Road and St John's Road, to create a shared footway/cycleway. It also includes the relocation of existing lighting columns and signs and installation of new signs indicating the status of the path as shared use cycle/foot path.



**Figure 3. Looking west along Bradbourne Vale Rd, verge for the proposed cycling scheme far left.**

### **Scheme 2) Hospital Road – Contra-flow cycle lane.**

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. The Sevenoaks Cycling Strategy – Recommendation 3 (p.41) – suggests 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.

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

This initiative would see the construction of a build-out at the Hillingdon Avenue/Hospital Road junction to create a segregated contraflow (against the directional flow of traffic) cycle lane. Installing cycle lane signing and road markings up to the Sevenoaks Hospital entrance to create a contra-flow cycle lane to a point where two-way traffic exists.



**Figure 4. Looking north towards the A25 (Seal Road) on Hospital Road.**

### **Scheme 3) Crampton's Road.**

There is an existing cycle route running from Sainsburys roundabout to just prior to Crampton's Road. This begins on the eastern footway and then joins the carriageway as an advisory route. Crampton's Road is a quiet residential street and at its southern end there is a short section of path which rejoins Otford Road.

Recommendation **6b (p.45)** of the Sevenoaks District Cycling Strategy suggests that's 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. This is the second in a series of links which would provide a north-south link between Otford and Sevenoaks.

In line with the aspirations of the Strategy, the proposed scheme would involve widening the existing footway adjacent to Otford Road and construction of a new, realigned path in the verge at Crampton's Road. The redundant footpath would be excavated and topsoil and turf laid. It includes installation of associated signing/lining.



**Figure 5. Looking south along Otford Road, Crampton's Road to the left.**

**Consultation outcomes.**

Out of the three proposals, the Bradbourne Vale Road proposal met with significant objections from residents as it would result in the loss of a line of established trees which separate the existing footpath and homes from the highway and play a key part in the street scene. These include a Horse Chestnut, Flowering Cherry and a large mature Sycamore tree, visible in the photograph presented as Figure 3.

The range of comments that were received can be seen is summarised below:

**Scheme (1): Bradbourne Vale Road.**

Consultation leaflets were distributed to local business and residents immediately adjacent to the proposed scheme. The majority of the households consulted residing immediately adjacent to the proposed scheme submitted objections, as did a local business owner, Sevenoaks Town Council and Sevenoaks Cycling Forum.

Summarised as follows:

<b>From</b>	<b>Object/Support</b>	<b>Comments</b>
Business	Object	Concerned as to conflict regarding access point to business, buses and cyclists.
Resident	Object	Questions need. Very low cycle usage. Removal of trees will increase run-down appearance of area. Trees protect and assist in reducing pollution.

Resident	Object	Objection to felling trees. Low cycle usage. Trees importance with wildlife. Verge protection.
Resident	Object	Removal of healthy trees. Negligible benefit to cyclists. Increased danger to peds and children by removing verge buffer. Danger of damage to vehicles from passing cyclists.
Resident	Object	Loss of trees and aesthetic appearance. Trees and verge as natural safety zone. Abuse of double-yellow-lines and risk of parking on path. Location of refuse bags obstructing new footway. Questions whole idea of cycle improvements.
Resident	Support	Glad to remove dangerous trees that will cause property damage in the future. Keen cyclists and will fully use it. Downside of losing green verge, but worth the small price.
Sevenoaks Cycle Forum	Object	Questions improvement as they are only in isolation and not as complete corridor as suggested in strategy
STC	Object	Loss of trees – amenity value. Negligible positive impact on cycle safety. Detrimental impact on pedestrian safety.

It should be noted that this location forms part of Sevenoaks Air Quality Management Area (AQMA 12). The removal of trees contradicts the general principal of environmental improvements, in that trees are proven to help filter harmful small particulates from vehicle emissions, as well as acting as a natural screen between the local dwellings and the highway.

Reflecting the fact that there is no way of addressing concerns about the loss of the trees, and considering objections from both the Town Council and Sevenoaks Cycling Forum, it is proposed that this scheme is removed from the proposals. However, it should be noted that there is no other option available in terms of facilitating a north to south route that avoids the heavily trafficked and relatively steep St. John's Hill.

It is not considered that failure to construct such a link significantly undermines the principles of the Sevenoaks Cycling Strategy, which represented a first

phase/starting point for the development of cycling across the District. It must be recognised that on occasions, the merits of introducing a specific piece of cycling infrastructure are outweighed by the type of work that is required to achieve such, so as to meet national guidelines that would mean groups of pedestrians and a cyclist could pass each other with ease.

**Recommendation:** Remove the Bradbourne Vale Road scheme from proposals.

## **Scheme (2): Hospital Road.**

Residents of Hospital Road living immediately adjacent to the proposed scheme were consulted and highlighted local parking issues linked to the hospital. The issue of drivers breaching an “Access only” arrangement, using Hospital Road as a rat-run between Seal Road (A25) and St.John’s Hill (A225) was also presented.

Concerns also related to road safety in terms of vehicles reversing from private driveways and cyclists coming in to conflict with the parked vehicles of Blue Badge holders. Sevenoaks District Council and Sevenoaks Town Council also objected to the proposal, however it should be noted that this link provides a key connection as part of the overarching Strategy which Sevenoaks District Council helped developed and approve. Sevenoaks Cycling Forum support the proposal.

Comments summarised as follows:

<b>From</b>	<b>Object/Support</b>	<b>Comments</b>
Resident	Safety comments	Considers scheme unsafe. Have to reverse out of driveway and consider it inevitable they will hit a cyclists. Blue badge holders park on DYL’s at busy times
Resident	Safety comments	Cars abusing no-entry. Blue badge parking on DYL’s Conflict of signing as Access Only
Sevenoaks District Council	Object	Blue badge holders parking on DYL’s will force cyclists in to on-coming traffic. If not made mandatory with no-loading they will object. With mandatory lane and loading ban will support
STC	Object	Poor value for money. Promote mixing of cyclists and pedestrians.
Sevenoaks Cycle Forum	Support	Support proposal as contained within strategy

To address these concerns, loading/unloading restrictions would be introduced and the cycle lane would be made mandatory. This would mean that Blue Badge holders would be prevented from parking in the cycle lane and parking enforcement would be undertaken. Any encroachment in to the cycle lane by moving traffic could be enforced with a fine. Road Safety concerns are not considered to be severe, in that vehicles reversing off private driveways already have to be aware of pedestrians using the existing footpath.

**Recommendation:** Continue the Hospital Road scheme to detailed design and construction.

**Scheme (3): Cramptons Road.**

A local business and small number of adjacent residents were consulted, neither of which responded. However, both Sevenoaks Cycle Forum and Sevenoaks Town Council objected. They voiced concerns regarding value for money and the delivery of parts of a corridor as opposed to a whole-corridor approach, which would be cost prohibitive to KCC.

Summarised as follows:

<b>From</b>	<b>Object/Support</b>	<b>Comments</b>
Sevenoaks Cycle Forum	Object	Questions improvement as they are only in isolation and not as complete corridor as suggested in strategy
STC	Object	Poor value for money. Little positive impact for cycle safety. Detrimental impact on pedestrian safety.

Whilst KCC recognises this proposal provides only a small improvement in a longer identified route from the Sevenoaks Cycling Strategy, we believe it is important to establish infrastructure which means that cyclists do not have to use junctions if at all possible and this proposal facilitates such. The shared pedestrian/cycle path would be designed as per good-practice guidelines so as to ensure pedestrians and cyclists had enough space to pass with ease and neither was at risk of injury.

The Sevenoaks Cycling Strategy also recognises the fact this is a first phase/starting point for the development of cycling infrastructure across the wider area. The need for the incremental implementation of the Strategy – reflecting the lack of significant available funds in this era of economic austerity – also needs to be acknowledged.

**Recommendation:** Continue the Crampton's Road scheme to detailed design and construction.

Sources of Information:

Kent County Council Highways &  
Transportation

03000 413 912

Contact Officer(s):

Adrian Pigott – Strategic Transport Planner  
or  
Nasser Sarrafan – Transport Development  
Manager

03000 413 912

**Director of Highways, Transportation & Waste**

**John Burr**

## APPENDIX (1)

### BRADBOURNE VALE ROAD CONSULTATION LETTER & DESIGN



Resident

Highways and Transportation  
Development Planning Team  
Ashford Highway Depot  
Javelin Way  
Ashford  
Kent

TN24 8AD  
Contact us at [www.kent.gov.uk/highways](http://www.kent.gov.uk/highways)  
Tel: 03000 41 81 81  
Ask for: Graeme Lansell  
Our ref: A4/KCC/S106/BBCW/001  
Date: 20 October 2014

Dear Sir / Madam,

#### **Public Consultation: Cycle Facility Improvements – Bradbourne Vale Road, Sevenoaks**

Kent County Council (KCC) Highways and Transportation is in receipt of funding negotiated under Section 106 of the Town and Country Planning Act 1990, to improve cycle facilities adjacent to the Bat & Ball junction.

#### *Why do we want to carry out this work?*

Layout and signal improvements have already been proposed for the Bat & Ball junction which are due to be constructed in 2015. The draft Sevenoaks Cycling Strategy highlights a number of key routes and improvements, within the Sevenoaks area, which would assist in the movement and increased safety of cyclists. This section would provide an alternative route to St John's Hill for cyclists travelling in an east-west direction.

#### *What does the proposed scheme involve?*

The scheme (as shown on drawing number KCC/S106/BBCW001) involves:-

Widening the footway, by removing the grass verge on the south side of Bradbourne Vale Road, between Otford Road and St John's Road, to create a shared footway/cycleway. Relocation of existing lighting columns and signs and installation of new signs indicating the status of the path as shared use cycle/foot path.

#### *What is the purpose of this consultation?*

This information is being provided to raise awareness of the proposed traffic scheme. KCC would like to hear from you should you wish to support the proposals or if you have any related concerns or points that are appropriate to be considered as part of the scheme progression. If you have any comments please email [sevenoaks.highwayconsultations@kent.gov.uk](mailto:sevenoaks.highwayconsultations@kent.gov.uk) quoting Bradbourne Vale Cycle Path in the email title or call 03000 41 81 81 by Friday 14<sup>th</sup> November to register your views. The attached plan can also be viewed online by using the following web address:  
<http://consultations.kent.gov.uk/consult.tj>

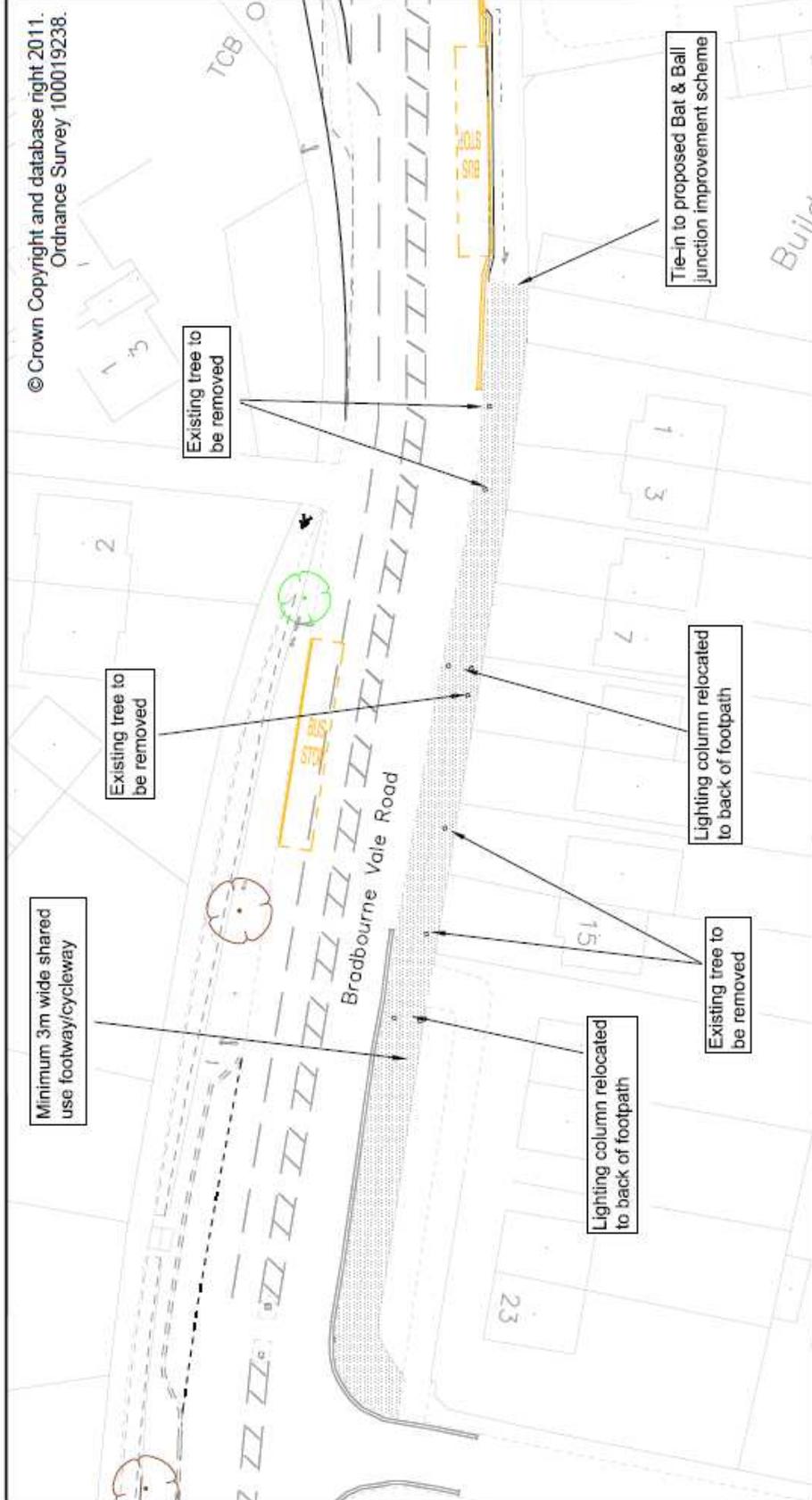
#### *What will happen next?*

Subject to the results of this consultation exercise, the scheme will be progressed to its detailed design stage, taking into consideration the feedback received.



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 <p>Kent County Council Kent County Council Highways Department Herne Road, Maidstone, Kent, ME14 4AG Tel: 01622 419181</p>		<p>Drawing title S106 Proposals Bradbourne Vale Road Shared Path Option</p>	
<p>Project Bat and Ball Cycle Improvements</p>		<p>Drawing status Consultation</p>	
<p>Scale 1:500 at A4</p>		<p>Do not scale</p>	
<p>Rev 0</p>		<p>Drawing number KCC/S106/BBCW/001</p>	
<p>07/10/14 Revision Date</p>		<p>FIRST ISSUE</p>	
<p>Purpose of revision Drawn</p>		<p>GDL</p>	
<p>Checked</p>		<p>Approved</p>	
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## APPENDIX (2)

### CRAMPTON'S ROAD CONSULTATION LETTER & DESIGN



Resident

Highways and Transportation  
Development Planning Team  
Ashford Highway Depot  
Javelin Way  
Ashford  
Kent  
TN24 8AD

Contact us at [www.kent.gov.uk/highways](http://www.kent.gov.uk/highways)  
Tel: 03000 41 81 81  
Ask for: Graeme Lansell  
Our ref: [AA/KCC/S106/BBCW/003](#)  
Date: 20 October 2014

Dear Sir / Madam,

#### Public Consultation: Cycle Facility Improvements – Crampton's Road, Sevenoaks

Kent County Council (KCC) Highways and Transportation is in receipt of funding negotiated under Section 106 of the Town and Country Planning Act 1990, to improve cycle facilities adjacent to the Bat & Ball junction.

*Why do we want to carry out this work?*

Layout and signal improvements have already been proposed for the Bat & Ball junction which are due to be constructed in 2015. The draft Sevenoaks Cycling Strategy highlights a number of key routes and improvements, within the Sevenoaks area, which would assist in the movement and increased safety of cyclists. This section would provide an extension to the existing shared use facility, adjacent to Sainsbury, to connect with the junction of Crampton's Road.

*What does the proposed scheme involve?*

The scheme (as shown on drawing number KCC/S106/BBCW003) involves:-

Widening the existing footpath adjacent to Otford Road and construction of a new path in the verge at Crampton's Road. The redundant footpath would be excavated and topsoil and turf laid. Installation of associated signing and road markings.

*What is the purpose of this consultation?*

This information is being provided to raise awareness of the proposed traffic scheme. KCC would like to hear from you should you wish to support the proposals or if you have any related concerns or points that are appropriate to be considered as part of the scheme progression. If you have any comments please email [sevenoaks.highwayconsultations@kent.gov.uk](mailto:sevenoaks.highwayconsultations@kent.gov.uk) quoting Crampton's Road, Sevenoaks in the email title or call 03000 41 81 81 by Friday 14<sup>th</sup> November to register your views. The attached plan can also be viewed online by using the following web address:  
<http://consultations.kent.gov.uk/consult.t>

*What will happen next?*

Subject to the results of this consultation exercise, the scheme will be progressed to its detailed design stage, taking into consideration the feedback received.



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the reference number above



## APPENDIX (3)

### HOSPITAL ROAD CONSULTATION LETTER & DESIGN



Resident

Highways and Transportation  
Development Planning Team  
Ashford Highway Depot  
Javelin Way  
Ashford  
Kent  
TN24 8AD

Contact us at [www.kent.gov.uk/highways](http://www.kent.gov.uk/highways)  
Tel: 03000 41 81 81  
Ask for: Graeme Lansell  
Our ref: A4/KCC/S106/BBCW002  
Date: 20 October 2014

Dear Sir / Madam,

#### **Public Consultation: Cycle Facility Improvements – Hospital Road, Sevenoaks**

Kent County Council (KCC) Highways and Transportation is in receipt of funding negotiated under Section 106 of the Town and Country Planning Act 1990, to improve cycle facilities adjacent to the Bat & Ball junction.

#### *Why do we want to carry out this work?*

Layout and signal improvements have already been proposed for the Bat & Ball junction which are due to be constructed in 2015. The draft Sevenoaks Cycling Strategy highlights a number of key routes and improvements, within the Sevenoaks area, which would assist in the movement and increased safety of cyclists. This section would provide an alternative link for cyclists from Greatness travelling towards the town centre which avoids the Bat & Ball junction.

#### *What does the proposed scheme involve?*

The scheme (as shown on drawing number KCC/S106/BBCW002) involves:-

Constructing a buildout at the Hillingdon Avenue/Hospital Road junction to create a segregated contraflow cycle lane. Installing cycle lane signing and road markings up to the Sevenoaks Hospital entrance to create a contra-flow cycle lane to a point where two-way traffic exists.

#### *What is the purpose of this consultation?*

This information is being provided to raise awareness of the proposed traffic scheme. KCC would like to hear from you should you wish to support the proposals or if you have any related concerns or points that are appropriate to be considered as part of the scheme progression. If you have any comments please email [sevenoaks.highwayconsultations@kent.gov.uk](mailto:sevenoaks.highwayconsultations@kent.gov.uk) quoting Hospital Road, Sevenoaks in the email title or call 03000 41 81 81 by Friday 14<sup>th</sup> November to register your views. The attached plan can also be viewed online by using the following web address: <http://consultations.kent.gov.uk/consultations>

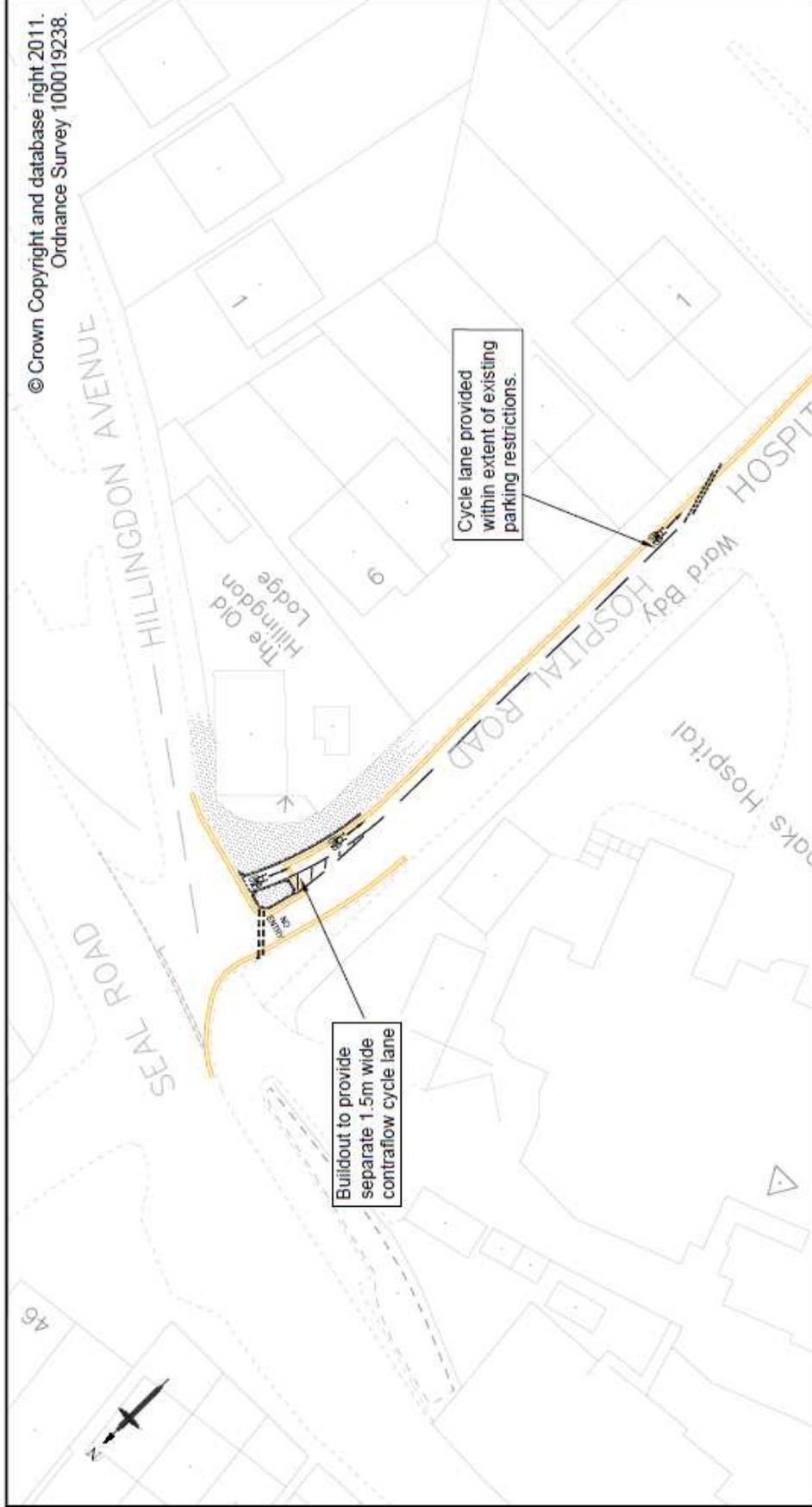
#### *What will happen next?*

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Buildout to provide separate 1.5m wide contraflow cycle lane

Cycle lane provided within extent of existing parking restrictions.

 <p>Kent County Council Ashford Highway Depot Herwood Industrial Estate Ashford TN24 8AD Tel: 01233 418181</p>		<p><b>Bat and Ball Cycle Improvements</b></p>	
<p><b>Drawing title</b> S106 Proposals Hospital Road Contraflow Cycle Lane</p>		<p><b>Drawing status</b> Consultation</p>	
<p><b>Scale</b> 1:500 at A4</p>		<p><b>Do not scale</b></p>	
<p><b>Drawing number</b> KCC/S106/BBCW/002</p>		<p><b>Rev</b> 0</p>	
<p><b>Project</b> Bat and Ball Cycle Improvements</p>		<p><b>Approved</b></p>	
<p><b>Checked</b></p>		<p><b>Drawn</b></p>	
<p><b>GDL</b></p>		<p><b>Purpose of revision</b></p>	
<p><b>FIRST ISSUE</b></p>		<p><b>Revision Date</b></p>	
<p><b>0</b></p>		<p><b>07/10/14</b></p>	
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