

SEVENOAKS LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP) UPDATE

Sevenoaks Joint Transportation Board - 8 June 2023

Report of: Deputy Chief Executive and Chief Officer - Planning and Regulatory Services

Status: For information

Key Decision: No

Executive Summary: This report updates members on the recently completed Local Cycling and Walking Infrastructure Plan (LCWIP) for Sevenoaks urban area, supported by the Movement Strategy (2022) and emerging Local Plan.

This report supports the Key Aim of: the Council's commitments to promoting better active travel and achieving Net Zero 2030.

Portfolio Holder: Cllr. Margot McArthur

Contact Officer(s): Emma Henshall, Ext. 7358

Recommendation to the Sevenoaks Joint Transportation Board:

To note this update report for information.

Reason for recommendation: Identifying opportunities for better active travel across the District is a key priority that can assist in reducing carbon emissions, improve air quality and result in positive health outcomes, as well as helping achieve the Council's Net Zero 2030 commitment.

Introduction and Background

- 1 Active travel has many benefits - walking, wheeling and cycling can all help to positively impact the health of the population and bring significant environmental benefits including improving air quality, reducing noise pollution and reducing traffic and therefore carbon emissions. The Council is committed to promoting and creating opportunities for better active travel in the District through its Movement Strategy (2022) and emerging Local Plan.

Sevenoaks Urban Area LCWIP

- 2 Last year we commissioned Sustrans, the custodians of the national cycle network, to undertake the District's first Local Cycling and Walking Infrastructure Plan (LCWIP) covering Sevenoaks urban area. SDC and KCC

were successful in securing £15,000 from Active Travel England's Capability Fund to contribute towards the study. The Plan was completed earlier this year, and is available online:

https://www.sevenoaks.gov.uk/downloads/file/3677/sevenoaks_urban_area_local_cycling_and_walking_infrastructure_plan.

- 3 LCWIPs are a strategic approach to identifying cycling and walking improvements needed at the local level, with a view to developing local cycling and walking networks over the longer term. They can be used to support current and future funding bids and negotiations with developers and delivery partners to provide better walking and cycling infrastructure in the District.

Walking, Wheeling and Cycling Routes

- 4 The Sevenoaks Urban Area LCWIP identifies 8 walking, wheeling and cycling routes, mapped at Appendix 1, and prioritises them in terms of benefits and likelihood of achieving modal shift.
- 5 The routes were determined through consideration of a number of factors:
 - Analysis of origin and destination points across the study area, including key trip generators such as schools and transport hubs, and consideration of future development sites identified in the emerging Local Plan;
 - Desire line mapping and use of the Propensity to Cycle Tool (PCT), to identify which routes have the greatest potential for an increase in the number of commuters cycling to work and the number of children cycling to school; and
 - Conversion of the desire lines to appropriate routes, influenced by stakeholder engagement.
- 6 The top 3 prioritised routes are as follows:

Sevenoaks Town East to West Route (LCWIP route 3)

- 7 This route connects the east and west of Sevenoaks town, connecting 6 schools to provide a safe and accessible walking, wheeling and cycling route as an alternative to short car journeys. The route is mapped at Appendix 1 (route 3 - turquoise). Further details on funding and progress on delivery is set out in a separate report to this committee.

Sevenoaks to Otford Route (LCWIP route 1)

- 8 This route connects Sevenoaks town centre with Otford village centre including making significant improvements to the A225 and to the very busy Bat and Ball junction. This route was first identified in the Council's 2012 Cycling Strategy and a feasibility study was carried out in 2017. The route is mapped at Appendix 1 (route 1 - green). Whilst the Otford to Bat and Ball section of the route is fairly straightforward to deliver, the section from Bat

and Ball to Sevenoaks town centre requires some further detailed consideration as it presents a number of challenges owing to the road's constrained nature. Further details on funding and progress on delivery is set out in a separate report to this committee.

Sevenoaks to Seal to Otford Route (LCWIP route 6)

- 9 This route connects Sevenoaks town centre with Seal and links through the proposed Sevenoaks Quarry development (conceptually at present) to connect through to the Riverside Retail Park south of Otford. The route is mapped at Appendix 1 (route 6 - pink). KCC and SDC have successfully secured £10,000 from Active Travel England to undertake scheme planning and design work. It is expected that expert consultants will be appointed to undertake the scheme planning and design work following the proper procurement process in the coming weeks.

Swanley Urban Area LCWIP

- 10 Following on from the success of the Sevenoaks Urban Area LCWIP, we have secured a further £25,000 from Active Travel England to undertake a LCWIP for Swanley Urban Area in partnership with KCC. Sustrans have again been commissioned to complete the study and work is currently underway. Stakeholder engagement is due to take place in the coming weeks and it is expected that the Plan will be complete by the end of the year. Swanley suffers from poor air quality and also has some of the most deprived wards in the country, and so boosting active travel opportunities in this area is key if we are to tackle these issues.

Other options Considered and/or rejected

The active travel initiatives referred to in this report have largely been secured and/or completed using external funding from Active Travel England and in partnership with KCC. We could choose not to engage in further active travel initiatives, through external funding streams or our own budget, however this would contradict the Council's commitment to promoting and creating opportunities for better active travel in the District, and therefore disadvantage our residents. This is not considered to be an acceptable approach. Further, the Council has made a commitment to Net Zero 2030.

Key Implications

Financial

Funding for the active travel initiatives referred to in this report has been secured through external sources and it is not expected that any top up will be required.

Legal Implications and Risk Assessment Statement

No legal implications have been identified.

Equality Assessment

The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no perceived impact on end users.

Net Zero Implications

Members are reminded of the Council's stated ambition to be Net Zero with regards to carbon emissions by 2030. This report is to inform members of the ongoing work to meet the commitment.

Conclusions

This report updates members on the active travel initiatives that the District Council is engaged in. It is considered that progress so far is consistent with achieving Net Zero by 2030.

Appendices

Appendix 1 - Walking, Wheeling and Cycling Routes identified in the Sevenoaks Urban Area LCWIP

Background Papers

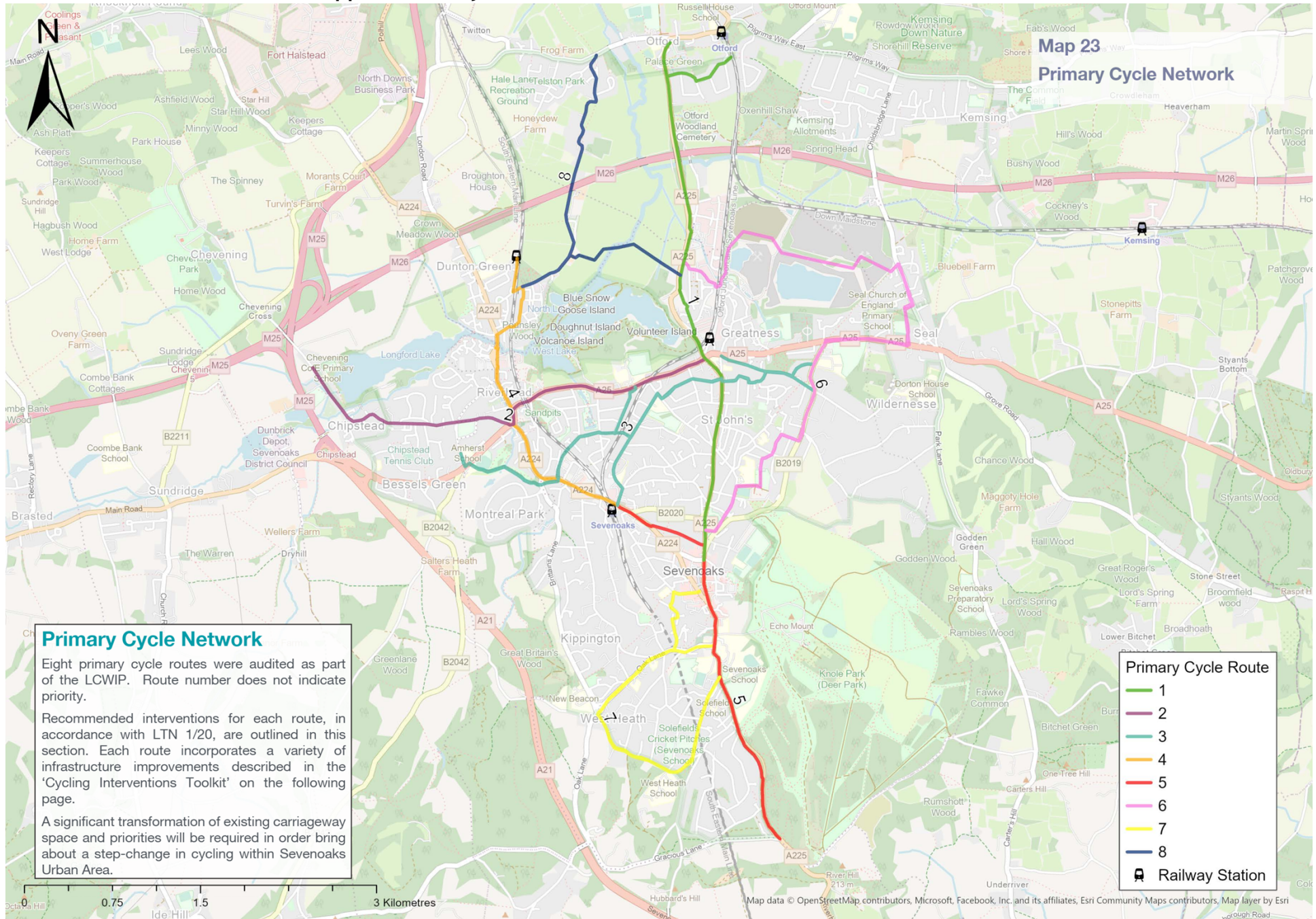
None

Richard Morris

Deputy Chief Executive and Chief Officer - Planning and Regulatory Services

Appendix 1 - Cycle Routes identified in the Sevenoaks Urban Area LCWIP

Map 23
Primary Cycle Network



Primary Cycle Network

Eight primary cycle routes were audited as part of the LCWIP. Route number does not indicate priority.

Recommended interventions for each route, in accordance with LTN 1/20, are outlined in this section. Each route incorporates a variety of infrastructure improvements described in the 'Cycling Interventions Toolkit' on the following page.

A significant transformation of existing carriageway space and priorities will be required in order bring about a step-change in cycling within Sevenoaks Urban Area.

Primary Cycle Route

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- Railway Station