

**Sevenoaks Cycling Strategy**

**Draft for Public Consultation August 2011**

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**Foreward**

This document has been produced for public consultation. We would like to hear your views and opinions on the document and the proposals contained within. Details of how to make your comments are provided on the website.

After the period of public consultation has ended, the document will be reviewed in light of the comments received and a Final Draft produced. Member approval will then be sought to formally adopt the Strategy.

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## 1. Introduction

This Draft Strategy has been developed by Kent County Council (KCC) in partnership with Sevenoaks District Council (SDC). It provides an overarching framework to help aid the development of cycling in Sevenoaks District.

The central aim of the Strategy is to increase the number of people choosing to cycle in the district. It is primarily focused towards improving facilities for so called 'maybe' cyclists i.e. those who have not previously considered cycling. In the long-term it is intended to make the district a safer place for children to cycle and encourage a shift towards sustainable transport choices.

The central aim will be achieved through action in the following five key areas:

- 1) **Developing a Joined-up Network** – developing proposals for new routes in the main urban areas of Sevenoaks, Swanley and Edenbridge as well as a number of longer leisure routes
- 2) **Safer Cycling** – ensuring infrastructure is well designed, prioritising routes on quiet residential streets away from dangerous 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** – raising awareness of cycling and its benefits amongst the community
- 5) **Maintenance** – ensuring existing and any future facilities are well maintained

The Strategy represents a first phase and 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. Background

### 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, 305<sup>1</sup>. 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.

The district has high levels of car ownership, with nearly 50% of households owning two or more cars<sup>2</sup>. This has contributed to congestion, particularly in Sevenoaks urban centre and Swanley<sup>3</sup>. Congestion leads to increased travel times and reduced reliability and undermines economic growth, with the Confederation of Business Industry (CBI) estimating that congestion on UK roads costs business £7-8 billion<sup>4</sup>. 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). Sustainable forms of travel such as cycling could contribute to reducing congestion and improving air quality. Cycling produces zero emissions and is an ideal alternative to the car for short distance journeys in urban areas where congestion is at its most severe. In addition, integrating cycling with public transport can also enable cycle use for longer multi-modal journeys.

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 2011<sup>5</sup>. 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 health<sup>6</sup>. A fifteen minute cycle ride to and from

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<sup>1</sup> 2001 Census Data, Office for National Statistics

<sup>2</sup> KCC (2010) Sevenoaks District Strategy for Transport

<sup>3</sup> KCC (2010) Sevenoaks District Strategy for Transport

<sup>4</sup> CBI (2010) Tackling Congestion, Driving Growth: A New Approach to Roads Policy

<sup>5</sup> Association of Public Health Observatories (2011) *Health Profile: Sevenoaks*, see

<http://www.apho.org.uk/resource/item.aspx?RID=105473>

<sup>6</sup> 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;

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 exercise<sup>7</sup>. Such benefits are of economic value with results from the Cycling Demonstration Towns (CDTs) indicating that for each £1 invested the saving in terms of decreased mortality alone was £2.59<sup>8</sup>. 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 the 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.

Improved conditions for cyclists can also encourage cycle tourism. 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 year<sup>9</sup>. Similar benefits are achievable in Sevenoaks, particularly if 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); and the Sevenoaks Local Development Framework (LDF), the first two of which include the objective to produce a Cycling Strategy for the District. Details of these and other relevant policies 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. Examples of potential funding avenues include:

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Hamer, M and Chida, Y (2008) *Active commuting and cardiovascular risk: A meta-analytic review*, Preventive Medicine, 46(1) 9-13

<sup>7</sup> 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

<sup>8</sup> Sloman et al (2009) *Analysis and synthesis of evidence on the effects of investment in six Cycling Demonstration Towns*

<sup>9</sup> Picton and Bull (2003) *The Economic Impact of Cycle Tourism in relation to the Viking Coastal Trail in Thanet*, Canterbury Christ Church University

- The Integrated Transport Block Allocation (DfT);
- The Local Sustainable Transport Fund (DfT);
- Safe Link to Schools (Sustrans);
- Section 106 contributions/Community Infrastructure Levy (Developer led);
- Interreg (European Union);
- The Members Highway Fund (KCC); and
- The Big Community Fund (SDC)

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### 3. Cycling in Sevenoaks Today

#### 3.1. Levels of Cycling

##### 3.1.1. Cycle Flow Data

Cycle flows in Sevenoaks are currently monitored via four inner urban 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. The composite data from these sites, as well as the average county data, is provided in Table 1.

Year	Average yearly count (12 hours, 7am to 7pm)
2001	140
2001	120
2003	160
2004	110
2005	137
2006	267
2007	242
2008	253
2009	356
2010	337
% Change (2009-2010)	-5.3

Table 1: Average yearly cycle count in Sevenoaks years 2001-2010<sup>10</sup>

While the figures are limited, the data indicates that the level of cycling in the district fell by 5.3% in 2010 compared to 2009. However, the data also shows that since 2001 there has been a general growth in levels.

<sup>10</sup> KCC (2010) Kent Travel Report  
[http://www.kent.gov.uk/roads\\_and\\_transport/highway\\_improvements/our\\_transport\\_vision/kent\\_travel\\_report.aspx](http://www.kent.gov.uk/roads_and_transport/highway_improvements/our_transport_vision/kent_travel_report.aspx)

### **3.1.2. Journey to Work Data**

Travel to work data taken from the 2001 census is provided in Table 2<sup>11</sup>. This shows the transport mode used for the longest part of the journey. As shown in the table, most people in Sevenoaks (60%) travel to work by car. However, although access to private cars is particularly high in the district, this figure is slightly lower than the average for Kent as a whole (64.1%). In comparison, over 16% of residents in Sevenoaks travel to work by train. This is the highest level of all the districts within Kent and is well above the County, South-East and English averages. Cycling accounts for less than one percent in the Sevenoaks District travel to work profile. The equivalent figures for the South East and England are 3.1% and 2.8% respectively. However, a large number of bicycles are parked at Sevenoaks station during the week, suggesting that cycling forms an important part of a longer multi-modal journey in the District. This is something which could be further encouraged.

Travel to work	Sevenoaks District		Kent (excl Medway)		South East		England	
	No.	%	No.	%	No.	%	No.	%
Travel to work by car <sup>12</sup>	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 <sup>13</sup>	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 2: Proportion of people travelling to work by mode as a percentage of the total number in employment (number and percentage) Source: KCC (2006)

### **3.1.3. Journey to School Data**

Travel to School data is collected in the annual School Census and data from this, showing the percentage of children using different transport modes for the

<sup>11</sup> 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](http://www.kent.gov.uk/your_council/kent_facts_and_figures/population_and_census/2001_census.aspx)

<sup>12</sup> Includes 'driving a car or van' and 'travelling as a passenger in a car or van' categories

<sup>13</sup> Includes 'Taxi or minicab'; 'Motorcycle, scooter or moped' and 'other' categories

journey to school in Sevenoaks as well as the national and Kent wide figures are provided in Table 3<sup>14</sup>.

	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 3: Mode of travel to school (all schools)<sup>15</sup>

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.

### **3.2. Existing Cycling Infrastructure**

There is a small number of existing local cycle routes in Sevenoaks District. These are as follows:

- 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

<sup>14</sup> School Census Data 2010

<sup>15</sup> School Census Data 2010

- 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

There is also National Cycle Route 12 which connects Penshurst Place with Tonbridge. This is the only section of the National Cycle Route in Sevenoaks. A map showing the existing cycle routes in the district is provided in Appendix B. As indicated in the map, there are currently no dedicated cycle routes within Sevenoaks Urban Area.

Existing parking facilities within Sevenoaks, Swanley and Edenbridge have also been identified. These are provided in Appendix C.

### **3.3. Previous Cycling Plans**

In 1992 Sustrans produced a Cycling Plan for Sevenoaks. This focused on developing routes for recreational use but also put forward some recommendations for measures to improve journeys to work and school. The 1992 Plan has been reviewed and proposals and recommendations from it have been incorporated where appropriate.

## **4. Strategy**

### **4.1. Action Areas**

As discussed in the introduction, the aim of this Strategy is to increase the number of people choosing to cycle in the district and this will be achieved through action in the following five areas:

- 1) Developing a Joined-up Network
- 2) Safer Cycling
- 3) Improvements to Cycle Parking
- 4) Promotion
- 5) Maintenance

In this Section each of these Action Areas will be discussed.

### **4.2. Developing a Joined-up Network**

In order to encourage cycling, it is vital that new strategic routes and new leisure routes are created in the district.

Through close collaboration with the local cycling community a number of potential strategic routes have been identified. Concept plans and maps showing these routes are provided in Appendices D, E and F. It should be noted that these are initial outline plans only. If funding was to become available to implement a route, it would be subject to a detailed design process and a safety audit and a full public consultation on the detailed design would be undertaken.

The route suggestions are primarily focused within 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. They are also identified in the Local Development Framework (LDF) as the primary locations for development (see Appendix A). In identifying these new strategic routes the rationale was to enable people to cycle to work and school, and improve access to key services. Particular emphasis has been placed on links to train stations because of the high percentage of residents in Sevenoaks who currently travel to work by train and the resultant potential for modal shift.

In addition to these strategic routes, in recognition of the fact that many people first take up cycling through leisure activities, a number of longer leisure routes have also been identified (see Appendix G). These include the extension of National Cycle Route 12 into Chiddingstone, Hever, and Edenbridge and a Darent Valley route between Dartford and Sevenoaks, both of which are already



being investigated by KCC's Countryside Access team. A map of the whole district, showing both the existing cycle routes and all of the route suggestions in this document is provided in Appendix H.

### **4.3. Safer Cycling**

It is recognised that people are sometimes deterred from cycling as a result of concerns over safety. When identifying and designing new routes, to ensure safety is maximised, KCC will follow best practice guidelines as set out in the Department for Transport's (DfT) Local Transport Note 2/08 entitled "Cycle Infrastructure Design" (LTN 2/08)<sup>16</sup>; A266 and the Code of Practice for the Design of Street Lighting (British Standard BS 5489)<sup>17</sup>; and the DfT's Inclusive Mobility (2002)<sup>18</sup>.

In identifying the potential strategic routes, as far as possible, priority attention has been given to signing safe routes on residential streets which allow cyclists to avoid more dangerous main roads and junctions. Where busier roads are highlighted, KCC will aim to provide appropriate facilities including:

- Advanced Stop Lines at signalised junctions
- Dedicated Cycle Lanes if widths allow
- Toucan crossings instead of Pelican crossings
- Priority within any new junction layout

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. This is a solution which is placed lower down the DfT's Hierarchy of Provision (See Figure 1) and has therefore only been considered when on-carriageway routes are unworkable and the potential for conflict with pedestrians is low. Where conversions are sought, KCC will ensure the design of routes are sensitive to the needs of people with disabilities and will follow guidelines set out in Local Transport Note 02/86 entitled "Shared Use by Cyclists and Pedestrians" (LTN 02/86).

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<sup>16</sup> DfT (2008) Cycle Infrastructure Design, Local Transport Note 2/08

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

<sup>18</sup> DfT (2002) Inclusive Mobility,

<http://www2.dft.gov.uk/transportforyou/access/peti/inclusivemobility.html>

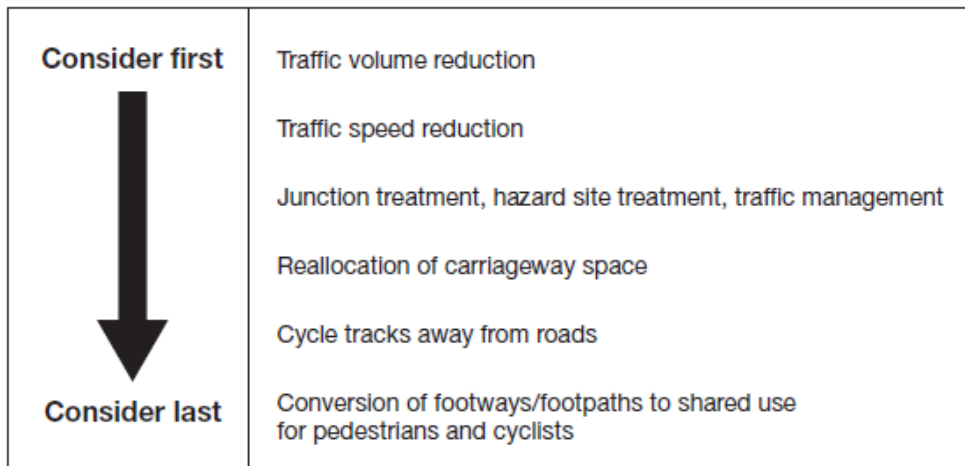


Figure 1: Hierarchy of provision<sup>19</sup>

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 pedestrian education programmes. This information will be targeted towards raising mutual awareness amongst different road users. The council will also continue to provide cycle training for all 10-11 year olds (year 6) through the Kent Rider Scheme and, subject to sufficient funding, will work on developing adult cycling 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.

#### **4.4. Improvements to Cycle Parking**

It is recognised that a lack of secure cycle parking can be a significant deterrent to choosing to cycle. During the consultation conducted as part of this strategy, a number of proposed locations for additional cycle parking facilities were identified. These are provided in Appendix I.

In identifying locations for cycle parking, as with the route proposals, the rationale was to enable people to cycle to work and school and improve access to key services. Emphasis was therefore placed on major destinations in the main urban areas of Sevenoaks, Swanley and Edenbridge. Increasing provision at commuter train stations is a key priority. KCC is currently working with Network Rail to deliver significant interchange improvements at Sevenoaks station through 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.

<sup>19</sup> DfT (2008) Cycle Infrastructure Design, Local Transport Note 2/08, p10

KCC will continue to work with Network Rail and other agencies to seek similar improvements at other key commuter stations including Swanley Rail Station.

KCC and SDC will also encourage the provision of innovative and secure parking facilities in new developments as outlined in the Kent Vehicle Parking Standards<sup>20</sup> 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 follow parking guidelines outlined in the LTN 2/08.

#### **4.5. Maintenance**

A high standard of maintenance is vital if a cycle route is to remain both safe and attractive to users. In constructing and maintaining cycle routes, KCC will follow guidance outlined in *Application Guide AG26 (Version 2)*<sup>21</sup>.

A programmed cycle route maintenance schedule will be produced for off road routes subject to funding. This will involve the use of volunteers, such as Sustrans Rangers. 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.

New cycle infrastructure and facilities will only be introduced if it is possible to maintain them once introduced. Where new infrastructure and facilities are introduced they will be designed so as to minimise future maintenance liabilities. For example, a balanced approach to signing will be adopted so as to avoid street clutter.

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<sup>20</sup> KCC (2003) Kent Vehicle Parking Standards (now 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](http://www.kent.gov.uk/community_and_living/regeneration_and_economy/kent_design_initiative/about_the_guide.aspx)

<sup>21</sup> 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%20%20\(published%202003\).pdf](http://www.footways.org/data/uploads/AG26%20Version%20%20(published%202003).pdf)

#### **4.6. Promotion**

It is recognised that improving and maintaining 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.

KCC and SDC 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 the Cycle Journey Planner as part of the Transport Direct Service<sup>22</sup>. This enables users to plan their cycle trips, highlighting the quietest, quickest or most recreational route. KCC have been asked to contribute to this process and will ensure Sevenoaks District is included and that the journey planner is continually updated as new infrastructure is developed. 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, where funding allows, will be distributed to employers, schools, libraries and health centres. Where funding allows, KCC will also continue to support National cycling events such as Bike Week through the Explore Kent website, social media sites, posters and media campaigns.

In accordance with Kent's Third Local Transport Plan (LTP 3) and Sevenoaks Local Development Framework (LDF) (see Appendix A), KCC and SDC will also continue to promote Travel Plans. A Travel Plan is a unique document produced by a particular site or organisation which outlines how it will promote sustainable transport options, such as cycling. Policy SP2 within the LDF Core Strategy Development Plan Document requires that new developments which generate significant traffic volumes include Travel Plans. Guidance on when these should be submitted and how they will be evaluated, monitored and enforced is contained within KCC's guidance document entitled "Guidance on Transport Assessments and Travel Plans"<sup>23</sup>. In addition, in Swanley, it has been agreed that, in order to overcome the Highways Agency's concerns about the potential impact of development on the Strategic Road Network, all developments of twenty dwellings or more will include a Travel Plan.

KCC will also continue to encourage individuals, employers and other organisations to encourage sustainable travel choices including through the New Ways to Work Initiative. As outlined in the Sevenoaks District Strategy for Transport (SDST), KCC and SDC will work to ensure that all businesses with more than 100 employees will have a travel plan in place by 2015<sup>24</sup>. KCC will

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<sup>22</sup> See <http://www.transportdirect.info/Web2/JourneyPlanning/FindCycleInput.aspx>

<sup>23</sup> KCC (2008) Guidance on Transport Assessments and Travel Plans, See <https://shareweb.kent.gov.uk/Documents/roads-and-transport/getting-around/technical-guidance.pdf>

<sup>24</sup> KCC (2010) Sevenoaks District Strategy for Transport

also continue to work with schools in the district in order to encourage further modal shift towards sustainable travel choices.

As outlined in Section 2.2 there are many benefits associated with cycling for the community in Sevenoaks and, as detailed in Appendix A, cycling has already been included in a number of KCC and SDC strategy documents. 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.

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## 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.

Over this period KCC will continue to monitor cycle levels in Sevenoaks. As discussed in section 3.1.1, cycle trips in Sevenoaks are currently monitored via 4 inner urban count sites located on the A225 Tonbridge Road; the A25 High Street in Seal; the A225 Otford Road; and the A224 Amherst Hill. To aid monitoring KCC will seek to install two Automated Cycle Counts (ACCs) in the District. As discussed in Section 4.5, the number and location of personal injury crashes involving cyclists will also be assessed. 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; 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**

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## Appendix A: National, County and Local Policy Background

### Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (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.

### Draft Vision for Kent (2011-2021)

The Vision for Kent 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 consultation draft of the new Vision for Kent (2011-2012) is currently open for consultation (20 June 2011- 20<sup>th</sup> 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

Promoting and encouraging walking and cycling are included as priorities for tackling disadvantage and putting the citizen in control.

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

Local Transport Plans (LTP) are the method by which local 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 objective that a Countywide Cycling Strategy be drafted by mid 2011 and that each district have a Cycling Strategy in place by 2012.

Kent Countryside Access Improvement Plan (2007-2017)

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 (LDF) and Core Strategy Development Plan Document (DPD)

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 in the district 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 cycle parking and contributions towards cycle routes from developers.

#### Sevenoaks District Strategy for Transport (2009-2026)

The Sevenoaks District Strategy for Transport (SDST) was published in July 2009 and sets out the vision for the District's transport network until 2026. 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)

SDC adopted the Sevenoaks District Community Action Plan 2010-2013, produced by the Sevenoaks District Local Strategic Partnership, 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 <sub>2</sub> ) 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 (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: District Map showing existing Cycle Routes**

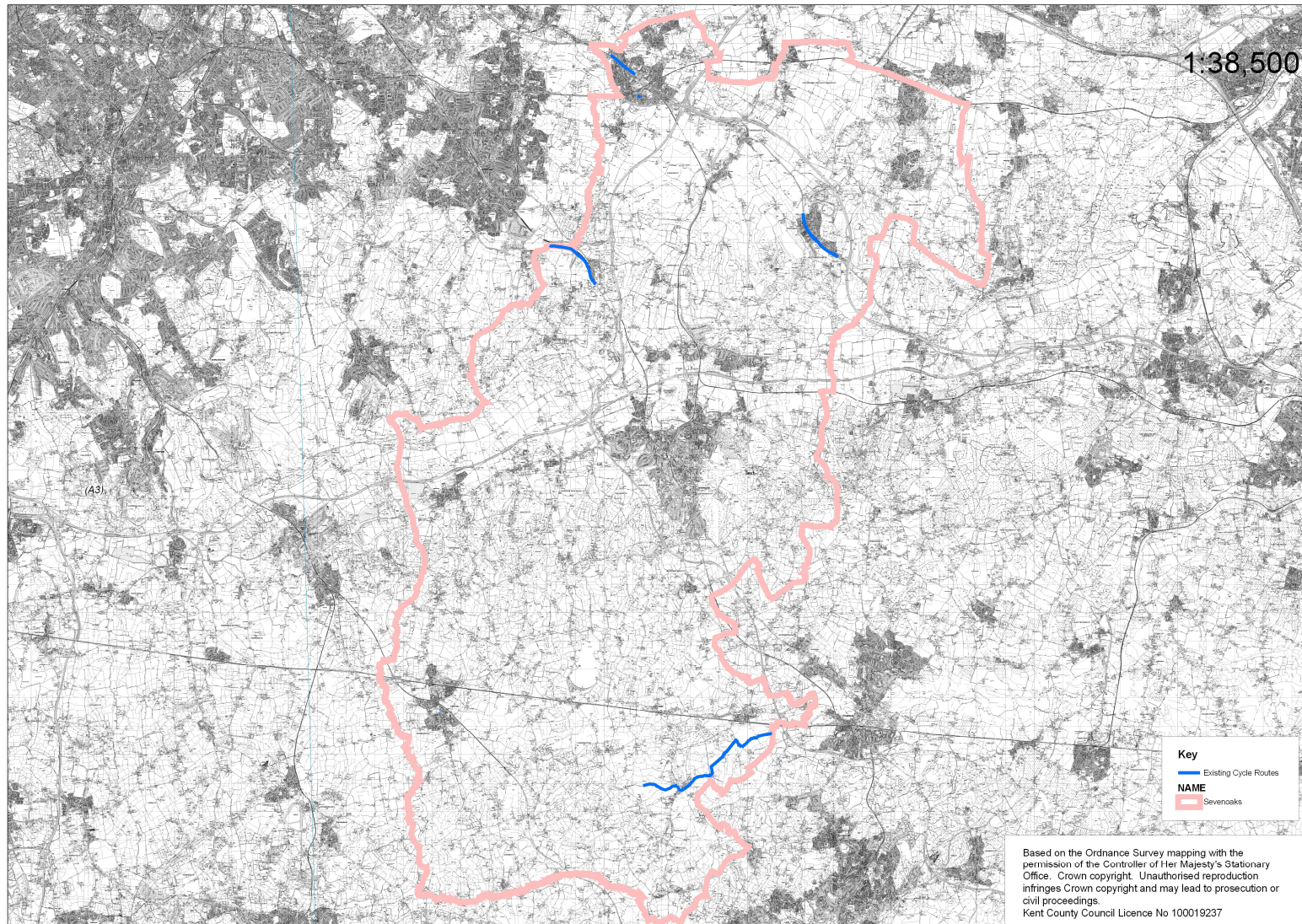


Figure 2