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THE SEVENOAKS DISTRICT STRATEGY FOR TRANSPORT 2010 - 2026

APPENDICES & FIGURES



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Existing Strategies and Policies

There are a number of local policies that have informed the Sevenoaks Transport Strategy, these are:

- **Vision for Kent (2006)**
- **Kent Partnership**
- **Sevenoaks District Community Plan**
- **Sevenoaks District Local Plan Saved Policies (2008)**
- **Kent's Supporting Independence Programme (2002)**
- **South East Plan (2009)**
- **Kent Environment Strategy (2003)**
- **Kent's Local Transport Plan (2006-2011)**
- **KCC's Framework for Regeneration**
- **Kent Prospects**
- **Sevenoaks District Emerging Core Strategy (2006 – 2026)**
- **West Kent Area Investment Framework**
- **Sevenoaks District Air Quality Action Plan (2009)**

The Vision for Kent (2006) is a community strategy for the County. It is aimed at improving the quality of life of all Kent residents. The vision for transport is: 'to provide good accessibility to jobs and services for all sections of the community in Kent and to improve the environment by reducing congestion and pollution, widening the choice of transport available, developing public transport, walking and cycling.' The Vision sets out a number of long term goals and short term priorities.

The Kent Partnership was formed in 2002. It oversees Kent's community strategy (Vision for Kent). The partnership meets every 3 months and encourages community leadership as well as supporting new initiatives and the effective delivery of services. In between these meetings, 5 working groups address key issues raised in partnership meetings. The 3 groups that are related to transport are: Safer and Stronger Communities, Healthy Communities and Older People, Economic Development and Sustainable Communities.

A number of transport related aims make up the **Sevenoaks District Community Plan**. These aims focus on increasing transport options and encouraging public transport use by making it safer and more frequent. There is also a focus on improving accessibility, particularly for people with disabilities and those living in rural areas. The SDST acknowledges the impact transportation has on the environment and wishes to promote 'green transport' options such as walking, public transport and cycling.

Saved policies of the **Sevenoaks Local Plan** aim to encourage the use of public transport or other environmentally suitable modes of transport and reduce the need to travel by private car. The saved policies of the Local Plan will be supplemented and eventually replaced by policies of the **Local Development Framework (LDF)**. Sevenoaks District Council are currently preparing the Core Strategy of the Local Development Framework. The timetable for preparation of the Core Strategy is set out in Sevenoaks District Council's Local Development Scheme. Following consultation on the 'Pre-submission Publication' version of the Core Strategy, it was submitted for Examination in Public in June 2010 and will hopefully be adopted in December 2010 – January 2011.

Kent's Supporting Independence Programme (SIP) began in April 2002. Its aim is to promote better working partnerships between public, private and voluntary sectors in order to help people gain more independence. The SIP has identified 10 groups of the most vulnerable people in our society that require help with gaining access to jobs, services and opportunities. Transport plays a key role in gaining this access.

The **South-East Plan** was adopted in May 2009. It replaces the Kent and Medway Structure Plan (2006) and Regional Planning Guidance 9 as the strategic level of the development plan for Kent. The South East Plan looks at the future of the region up until 2026. It looks at the issues that Kent may face in housing, the economy, transport and the environment, and how the County will tackle these issues. The amount of housing to be delivered in Sevenoaks district is 165 homes a year over the period 2006-2026.

The South East Plan states that 'the key challenges faced by the region's transport system are understood to be;

- i. to provide consistently good access between the United Kingdom and the world through gateway ports and airports**
- ii. to maintain high quality radial connectivity to London, and develop orbital routes around London**
- iii. to deliver transport measures which address severe deprivation**
- iv. to address unpredictable journeys in buoyant areas**
- v. to reduce the impact of the transport system on the environment.**

The South East Plan's Transport Strategy and Policies, which local authorities should take into account in their Local Development Documents and Local Transport Plans, are focused on a set of regionally specific objectives that integrate spatial and transportation planning at the regional level;

- i. to facilitate urban renaissance and foster social inclusion by re-balancing the structure and use of the transport system. In particular, bringing forward measures that encourage modal shift to more sustainable modes and significantly improve the attractiveness of local public transport services, walking and cycling**
- i. to reduce the wider environmental, health and community impact associated with the transport system, by bringing forward management measures that reduce our reliance on single occupancy car use**
- ii. to maintain the existing transport infrastructure as an asset**
- iii. to develop road and rail links that improve inter and intra-regional connectivity**
- iv. to improve and develop transport connections to the region's international gateways (ports, airports and international rail stations)**
- v. to improve transport management and infrastructure within and to the Thames Gateway to maximise regeneration potential and encourage economic potential**
- vi. to support economic regeneration in East Kent through investment in improved accessibility**
- vii. to take forward transport management and infrastructure proposals required to support development in the Growth Areas of Milton Keynes and Aylesbury Vale, Ashford and the designated new growth points**

- viii. to improve road and rail links along the South Coast to improve spatial connectivity and realise economic opportunities to reduce disparities within the region
- ix. to improve strategic road and rail links within and to the Western Corridor and Blackwater Valley to maintain economic success.

Increasing levels of traffic is one of the 6 challenges faced by the County noted in the **Kent Environment Strategy (2003)**. The strategy puts forward a number of ideas to tackle this problem. The majority of the ideas focus on making improvements to public transport to reduce dependency on the motor vehicle. In 2007, a progress report showed that the level of traffic actually fell in the last year for which data was available. This suggests people are willing to use alternatives to the car, however the carbon dioxide emissions have risen in the last year. A full review of the strategy is expected in 2008.

The four main objectives of **Kent's Local Transport Plan (2006-2011)** are; Improving Accessibility, Tackling Congestion, Improving Air Quality and Reducing Casualties. By achieving these aims KCC hopes to provide its residents with a better quality of life as well as protecting the environment against negative effects of transportation. The **Second Local Transport Plan (LTP2)** sets out a number of targets. These targets are as follows:

- **To achieve the national target of a 40% reduction between 2000/01 (based on 1994-98 average) and 2007/08 (based on 2007 calendar year data) in the number of people killed & seriously injured on Kent's roads, which equates to a 28% reduction between 2004/05 (based on 2000-04 data) and 2007/08 (based on 2007 calendar year data) (BVPI 99(x): All KSIs)**
 - **The 2000 base figure (1994-98 average) is 1006 KSIs**
 - **The target 2000 to 2007 for total KSIs is 604 (a 40% reduction)**
 - **The Child KSI base figure (base year 2000) is 137**
 - **The target figure for child KSIs (2000 to 2010) is 69 (a 50% reduction), with a target 28% reduction between 2004 and 2010, with a Child KSI figure of 69**
- **To achieve the national target of a 50% reduction between 2000/01 (based on 1994-98 average) and 2010/11 (based on 2010 calendar year data) in the number of people killed & seriously injured on Kent's roads, which equates to a 28% reduction between 2004/05 (based on 2000-04 data) and 2010/11 (based on 2010 calendar year data) (BVPI 99(y): Child KSIs)**
- **A reduction in average number of vehicle exceeding the speed limit on 30mph roads to be reduced by 10% (against a base figure of 59% for 2005/06) to a figure of 49% by 2010/11 (KLTP 7, Casualty Reduction - Vehicle Speeds on Local Roads);**
- **A 2% increase per year in bus patronage on the 2003/4 level (43.4 million passenger journeys countywide), with a target of 49.9 million passenger journeys countywide by 2011 (BVPI 102);**
- **To increase the proportion of bus services in Kent operating within the Traffic Commissioners 6 minute punctuality window by 6% to reach 95% by 2010/11 (against a base figure of 89% in 2005/06) (LTP 5, Bus Punctuality)**
- **To increase the number of daily cycle trips by 38% (Index = 138) based on 2003/04 figure by 2010/11. This represents a doubling in local cycle trips between 2000/01 and 2010/11.**
 - **Actual number of cycle trips:**
 - **2000 = 6,087 (Base Year Index = 100*).**
 - **2010 = 12,147 (Target Year Index = 200*).**

- **The LTP2 Target remains at 12,147 by 2010.**
 - **2003/04 Base Year = 8,809 (Index reset to 100*).**
 - **2010/11 Target = 12,147 (Index = 138*)**
- **Restraining Kent wide traffic growth to less than 2% per annum (LTP2, Area Wide Traffic)**
 - **Base year of 2004 with 8,044 million vehicle kilometres travelled**
 - **Target year of 2010, with corresponding figure of 8,881 million vehicle kilometres travelled**
- **Kent County Council will achieve a 10% reduction in the proportion of school trips undertaken by car (inc. vans and taxis) from 48% (base year 2005/06) to 38% by 2010/11 for children aged 5 – 10 by 2010/11 (LTP 4, Mode Share of Journeys to School).**
- **Kent County Council will achieve a 5% reduction in the proportion of school trips undertaken by car (inc. vans and taxis) from 25% (base year 2005/06) to 20% by 2010/11 for children aged 11 – 16 by 2010/11 (LTP 4, Mode Share of Journeys to School).**

It should be noted that all of the above indicators and targets are derived from Kent's Local Transport Plan 2006-11 (LTP1 & 2) and will be subject to revision and change based on KCC and national targets.

These will be further aligned to the next Local Transport Plan (LTP3), furthermore it should be noted that a number of public transport initiatives have been launched since the commencement of LTP2 – such as the Kent Freedom Pass and the nationwide free concessionary bus pass scheme for the OAP/Disabled.

In order to help to achieve these targets a number of Integrated Transport Schemes have already been identified, and those schemes that have been put forward for funding for the last 2 years of this current Local Transport Plan period are identified in the **Implementation Plan**. A number of other improvements have been identified and are included within the Implementation Plan of this strategy.

In August 2006 the Department for Transport published the document "Circular Road 1/2006 Setting Local Speed Limits" which gave guidance on the setting of speed limits and which also required all "A" and "B" class roads in Kent be brought up to the standards contained in the document. In order to comply with this policy Kent County Council has been assessing the speed limits on "A" and "B" class roads, with a pilot review of speed limits being carried out on "A" and "B" class roads in the Maidstone and Tunbridge Wells districts. A review of speed limits on all "A" and "B" class roads within the Sevenoaks district will be carried out in the 2010/2011 financial year, with consultation on any proposed changes being carried out in 2011/2012 financial year for implementation during the 2012/2013 financial year. Until that time no changes can be made to speed limits on "A" or "B" class roads unless there is an identified crash problem which warrants a change in the speed limit.

The Sevenoaks district has a number of Conservation Areas. These areas have been designated as areas of special architectural and/or historical interest. The aim of a Conservation Area is to preserve and enhance the best of the existing features and ensure that any changes within these areas is sympathetic towards and makes a positive contribution to its character.

There are currently 40 Conservation Areas within the district. The reason for the designation of these areas is a combination of architectural and historic features for which the area is notable. Each of the 40 Conservation Areas has an appraisal which has been adopted as Supplementary Planning Guidance. These appraisals identify the particular characteristics, architectural styles and historic development that must be respected by any new development or changes to the streetscape.

These Conservation Areas should be considered before any of the proposed improvements identified within this Strategy are implemented. Those Conservation Areas which could be affected by proposed improvements identified within this Strategy include the following;

- ***Bessels Green***
- ***Brasted High Street***
- ***Chiddingstone***
- ***Chiddingstone Hoath***
- ***Edenbridge***
- ***Eynsford***
- ***Otford***
- ***Penshurst***
- ***Riverhead***
- ***Seal***
- ***Sevenoaks – Granville and Eardley Road***
- ***Sevenoaks – High Street***
- ***Sevenoaks – The Vine***
- ***Sevenoaks – Vine Court***
- ***Sundridge***
- ***Westerham***

The Kent Downs Area of Outstanding (ANOB) Natural Beauty Streetscape Design Handbook was published in November 2007 as a consultation draft. It provides good practice principles as well as design examples that conserve and enhance the precious landscape. Before the handbook can be adopted as policy, it needs to be presented to the Highways Advisory Board. If the handbook is adopted as policy, it will need to be taken into consideration when implementing any future schemes.

Key Transport & External Pressures

In Sevenoaks some 85% of households (the number of households in with residents in Sevenoaks districts based on 2001 ONS data is 44,364) have access to one or more car, this compares to approximately 78% throughout Kent. The Government's projections to 2025, based on the National Transport Model, predict that this will increase and that traffic in England will grow by 26% between 2000 and 2010. At the regional level, it is likely that the rate of growth in car ownership and traffic levels in the South East region will be above the average figure predicted for England. Conversely, 22% of households in Kent do not have access to a car, which restricts people's ability to gain access to key services and employment.

The private car remains the dominant mode of travel for journeys to work in Sevenoaks with approximately 40% of the districts resident population (78,405) either driving or being driven to their places of work or local rail stations. This level of use reflects current levels of car ownership in the district brought about by higher rates of disposable income, and the trend in the fall of motoring in real terms.

In addition to the key pressures brought about by significant levels of road and rail transport there remains other external pressures on the district such as:

Development Pressures;

Be this residential, retail or commercial/industrial, the district has produced the Local Development Framework (LDF) to provide the basis for the determination of planning applications, together with the South East Plan (currently being prepared by SEERA) will form the Development Plan for Sevenoaks district.

Gatwick Airport Expansion;

The demand for air travel is still forecast to grow. Because people want to fly more frequently air travel has also become far more affordable in real terms and it is most often used for holidays and business travel.

Government policy;

The proposed future expansion of London Gatwick Airport and the implications this may pose for the local road, rail and public transport networks and as a background to the proposal; The Government published The Future of Air Transport White Paper in 2003, setting the context for airport development in the UK up to 2030. The White Paper said that the first priority was to make best use of existing runways. It also said that there should be two new runways in the south east between now and 2030: the first at Stansted, followed as quickly as possible by a third short runway at Heathrow, but only if strict noise and air quality limits could be met. It also said that land should be safeguarded for a second runway at Gatwick after 2019, in case a new runway at Heathrow could not meet the environmental limits.

Motorway and Major Road Corridors;

Developing the M25 between junctions 5 and 7 to allow hard shoulder running, and the possibility of providing east facing slip roads onto the M25, would have significant impacts with implications on the transport network in the district.

There are several other areas for consideration such as ;

- A25 Bat & Ball junction improvements
- Sevenoaks High Street/Town Centre (as part of AQMA)
- Junction modeling at M25/A21 Chipstead (Highways Agency)

Key to figure 1

West Kent Primary Care		Community Hospitals	
1	Headquarters – Tonbridge	1	Edenbridge
2	Maidstone office	2	Gravesham Community
3	Gravesham office	3	Hawkhurst
4	Preston Hall office	4	Livingstone (Dartford)
Acute (Hospital) Trusts		5	Sevenoaks
1	Darent Valley Hospital	6	Tonbridge Cottage
2	Kent & Sussex Hospital	Mental Health Services	
3	Maidstone Hospital	1	Kings Hill office
4	Pembury Hospital	2	Darent House (Sevenoaks)
Emergency Care Centres		3	Highlands House (T Wells)
1	Maidstone Hospital	4	Little Brook (Dartford)
2	Sevenoaks Hospital	5	Darent Wood Road
3	Gravesham	6	Priority House (Maidstone)
Urgent Care Centre		7	Trevor Gibbons Unit (Maidstone)
4	Darent Valley Hospital		
Other Acute Hospitals adjacent to Sevenoaks district			
A	Queen Victoria Hospital (East Grinstead)		
B	Princess Royal University Hospitals (Farnborough & Orpington)		
C	Queen Mary's Hospital (Sidcup)		

Access to Education and Learning;

Ensuring access to education and learning has been a key target of 'Towards 2010', the policy document published by KCC in 2005. The Kent Freedom Pass with initial pilot schemes being extended across all twelve Kent districts by the June 2009. **In 2010 this will also be extended to include those children residing within Kent but travelling to schools in neighbouring districts and boroughs.**

KCC first introduced the Kent Freedom Pass scheme in June 2007, providing bus travel free at the point of use to students attending school in three pilot areas (Canterbury district, Tonbridge Town and Tunbridge Wells Borough Council areas). Since then it has proven very successful, encouraging children away from car travel and on to Kent's bus network. By the end of the first year, pass holders had made more than 1 million journeys and the 10,000th pass was issued in October 2008.

The introduction of the Kent Freedom Pass scheme which costs £50 for an annual pass, provides unlimited bus travel in Kent to students aged between 11–16yrs (academic years 7-11) attending schools in Kent. It has proved extremely successful in overcoming cost as a barrier to travel and tackling congestion in Kent and Sevenoaks where it has been introduced. Subject to cost, KCC is looking at extending this scheme to 17 year olds and journeys across the Kent boundary.

The scheme has now been extended to cover the remaining districts and boroughs this year and this will cover schools in; Ashford, Dartford, Gravesham & Sevenoaks

There a numerous school journeys made across borders to other Kent districts and surrounding counties to enable students to access their chosen school or their nearest appropriate school as defined by KCC's Education department. Children from within the Sevenoaks district normally travel to either Tonbridge or Tunbridge Wells to access grammar schools. The district also has a substantial movement of scholars within and across the district given the high proportion of independent and private educational establishments for children of all ages in Sevenoaks.

In addition to this a substantial numbers of children travel from the Edenbridge vicinity to East Grinstead by school coach to access Sackville School following the closure of the local secondary school in Edenbridge.

The differences in trip generation between school term time and school holidays and the link therein to possible congestion is currently under review and it is expected to be included in the final document.

Bus, Community Transport & Taxi

The Sevenoaks district is serviced by a large number of bus routes, although some of these are low frequency with 2 hourly services and some with only 1 run a day. There are also a number of peak hour and school transport only services. Because of the high car use in rural areas, bus operators find it increasingly difficult to run commercially viable bus services. There is therefore a combination of contracted and commercial bus routes within the district. Bus operators are already operating bus routes where they are commercially viable, and despite frequent requests any new, or improvements to, existing routes would not be commercially viable and would need public funding to be operated.

In 2003 the Department for Transport made available funding for Kickstart schemes, which were “intended to enhance commercial bus services in terms of quality and frequency which could not be justified on commercial grounds; to push marginal supported services into the commercial areas and to encourage the development on new services to meet needs”. Schemes funded under Kickstart should represent partnership working between local authorities and bus operators and should aim to be either commercially viable, or guarantee of local authority revenue support, at the end of the Kickstart funding period.

Kickstart schemes have been able to directly improve the transport on offer to the travelling public and the local community in the project areas and are widely acknowledged by both local authorities and bus operators to be schemes which would not have been developed without the impetus provided by Kickstart funding. Kickstart has been successful in uplifting marginal commercial services to new levels of revenue and patronage, and in establishing their long term viability. A number of bus services within Sevenoaks are marginally commercial, further discussions should be held with bus operators to assess whether any of these services can be put forward for Kickstart funding.

As a result any new or improved routes will only be forthcoming from developers through S106 agreements or funded through Kent County Council (funding for which is already limited and fully utilised).

Bus operators are already in discussions with developers regarding planned development at Fort Halstead and the West Kent Cold Store, regarding improvements to bus services in these areas. It is expected that these services are going to need financial support through section 106 agreements, and such support is only likely to last a few years, after which time funding is going to need to be found to run these services or they will cease. Larger developments are required in order to support a bus service, unfortunately there are very few significantly sized development proposed within the Sevenoaks district which would help to support a new or improved bus service. A development of around 1,000 houses would be needed to be able to support a commercially viable bus service, given current patterns of usage. This therefore further illustrates the need to concentrate development in existing urban areas or medium to large sized villages, in order to help to create better more sustainable bus services within the district.

Some services in the north of the district are covered by a number of high frequency services, which fall within the Transport for London (TfL) bus network (London travel zone 6), operated by Metrobus **and Arriva**. Arriva runs a number of hourly bus services across the district, linking the major towns of Swanley, Bromley, Dartford, Sevenoaks Town, Tonbridge, Tunbridge Wells and Bluewater. However bus operators are finding it difficult to run a commercially viable bus service to Shoreham and Otford (possibly due to the rail services which are available creating spaces on the bus services), a Saturday service which uses this route is already being subsidised by Kent County Council.

Table 1 illustrates the gaps in the bus network within the rural areas east of the villages of New Ash Green and Hartley, as well as the rural areas between Sevenoaks Town and Chiddingstone Causeway. Due to the rural and sparsely populated nature of these areas a frequent commercial public transport service cannot operate. This is because the cost of running such a service greatly outweighs any revenue gained from the number of people within these areas that need to use such a service.

The bus services within the Sevenoaks district are often perceived to be poor **due to low frequency, few late evening and Sunday services**, and residents are reluctant to use them. In many cases the services are piecemeal and as a result it can be difficult to produce a complete and easy to understand timetable. In other areas of the County bus operators have produced pocket-sized timetables, however these have not been produced for the Sevenoaks district because the bus services are so irregular and infrequent. However if there is a bus service that is frequent the operator will carry out a door-to-door advertisement of the service.

Bus operators have also tried to integrate the bus services that are available with train services where possible, however this cannot always be done on every occasion because train services are more frequent.

Kent County Council subsidises bus services within the Sevenoaks district at a cost of £1.1 million a year. **Table 1** shows those bus services within the Sevenoaks district that are subsidised wholly, or in part by Kent County Council. Without this subsidy these services would not be able to operate. For all bus service information please go to www.travelinesoutheast.org.uk or www.kent.gov.uk/transport-and-streets/public-transport

Table 1: KCC supported bus services serving the Sevenoaks district (source KCC)

Service no.	Basic frequency	Days	Route
231/233/234	Hourly (some school variations)	Mon - Sat	Edenbridge, Bough Beech, Penshurst, Fordcombe Green, Tunbridge Wells
232/234/238/632	Numerous variations	Mon - Sat	Edenbridge, Hever, Cowden, Tunbridge Wells
235	2 Journey	SDO	Leigh, Penshurst, Tunbridge Wells, Hildenborough
236 (Surrey contract)	3 Journeys	Mon – Fri	Westerham, Crockham Hill, Edenbridge, Lingfield
237	2 Journeys	SDO & Sat	Edenbridge, Four Elms, Chiddingstone, Penshurst, Tunbridge Wells
246 (TfL contract)	30 min	Mon – Sun	Chartwell, Westerham, Biggin Hill, Bromley
306/308	Hourly	Mon – Sun	Sevenoaks, Seal, Ightham, Borough Green, Wrotham, Vigo, Gravesend, Bluewater
401	Hourly	Mon – Sun	Chartwell, Westerham, Brasted, Chipstead, Sevenoaks, Tonbridge, Tunbridge Wells
402	30 min	Mon – Sat	Tunbridge Well, Tonbridge, Hildenborough, Sevenoaks, Dunton Green, Knockholt, Badgers mount, Bromley
404	5 Journeys	Mon – Fri	Edenbridge, Four Elms, Ide Hill, Sevenoaks, Ivy Hatch, Plaxtol
405	2 Journeys	Wed	East Hill, W Kingsdown, Otford, Sevenoaks
407/408/409/418/419	Hourly with numerous variations	Mon – Sat	Swanley, Farningham, Eynsford, Dartford, New Ash Green, Crockenhill, Darent Valley Hospital , West Kingsdown, Wrotham, Borough Green, Vigo, Istead Rise
410	2 Journeys	Mon – Sat	Redhill, Godstone, Oxted, Westerham

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Service no.	Basic frequency	Days	Route
414	30 min	Mon – Sat	Eynsford, S Darenth, Horton Kirby, Sutton at Hone, Dartford
421	4 Journeys	Mon – Sat	Swanley, Eynsford, Otford, Sevenoaks
422	1 Journey	Thurs	East Hill, W Kingsdown, Farningham, Horton Kirby, Bean, Bluewater, Gravesend
423	3 Journeys	Mon – Sat	Swanley, New Ash Green, Longfield, Dartford, Gravesend
431/432	Hourly	Mon – Sat	Kemsing, Seal, Sevenoaks, Otford, Shoreham, Dunton Green, Riverhead, Sevenoaks
433	Hourly	Mon – Sun	New Ash Green, Longfield, Darent Valley Hospital , Bluewater
474/475	4 Journeys	Mon – Sun	Greenhithe, Bluewater, Longfield, Bean
477	20/40 min	Mon – Sun	Orpington, Crockenhill, Swanley, Hextable, Dartford, Darent Valley Hospital , Bluewater
489	Hourly	Mon – Sun	New Ash Green, Longfield, Gravesend
K2	~~	~~	Now forms part of services 408 & 419
R5 (TfL contract)	Hourly	Mon – Sat	Orpington, Knockholt, Halstead, Cudham,

SDO = School Days only

A full, comprehensive list and map of bus services for the district is not included within this document due to frequent changes of commercially operated services and timetables and for this reason full information may be found at;

www.kent.gov.uk/roads_and_transport/getting_around/planning_your_journey/bus_services.aspx

The District Council also provides subsidised minibus travel for older residents, residents with special needs, those who cannot easily access public transport and the mobility impaired. However these services and those subsidised by Kent County Council do not help to address the rural accessibility issues for the general public. **It should be further noted that the commitment made by the district council is discretionary and not a statutory obligation but KCC will continue to lobby and urge the district to continue with such arrangements for the foreseeable future.**

Kent County Council and Sevenoaks District Council have a responsibility to maintain and provide appropriate facilities at bus stops within the district, and Sevenoaks District Council have recently introduced new bus stop poles and timetable cases on a number of bus stops throughout the district. Kent County Council has also recently carried out an assessment at each bus stop within the Sevenoaks district which has focused on the type of service information each stop needs to be equipped with (i.e. the type of flag it needs, the type/size/layout of timetable information, if the flag has bus service numbers on it etc) and these improvements are ongoing.

Kent County Council are planning to carry out a more detailed assessment of each bus stop to take into account the need for shelters, bus borders and clearways as part of a retendering of the Councils Roadside Infrastructure Unit. This work will need to take into account of the need to improve the “accessibility” of buses at bus stops. Bus operators have a target of 2015/2016 to have a 100% “accessible” fleet, and new vehicles have a “kneeling” capability or ramps which make them more accessible.

Kerbs may still be required to be set at a certain height to ensure as level an access as possible as wheelchairs may still have difficulty boarding or alighting from a low kerb. Also such new technology on buses will be of little use if parked cars are obstructing the bus stop completely, in such instances bus clearways, pavement build-outs of bus stop piers should be introduced.

The Action Plan, which can form part of the **Implementation Plan**, identifies where better facilities for bus stops including bus timetable information and therefore where promotion can be provided. It is hoped to encourage use of the bus services within the district that are available. However it is also suggested that the bus operator along with Kent County Council and District Council officers drive the bus routes with a bus so that a thorough assessment of every bus stop is carried out and improvements identified where necessary (such as the need for the introduction of bus boarders and clearways).

Quality Bus Partnerships (QBP's)

Kent County Council has established or is in the process of establishing QBP's in the following areas of the county.

- **Ashford**
- **Canterbury**
- **Maidstone**
- **Thanet**
- **Tunbridge Wells**
- **Dover**

It is envisaged to extend these QBP's to other areas of the county – but they are very dependant of strong partnership bonds, good viable bus services and additional funding streams for implementation.

These QBP partnerships aim to bring about significant improvements in the quality of bus services within the County. The local authorities are investing in improvements such as bus lanes and bus priority at traffic lights as well as bus stop improvements such as raised kerbing and traffic restrictions known as bus stop "clearways". The bus companies are investing in easy access low floor buses and are improving the frequency, punctuality and reliability of their services.

All parties must recognise that these objectives require high quality reliable public transport that can only be successfully delivered through working in partnership, and through a commitment to co-ordinate investment and complementary initiatives.

Rural Transport

Much of the district is within the greenbelt and within areas of outstanding natural beauty. However with the decline of the farming industry comes the rise in diversity and the use of rural accommodation for residential use not directly associated with that industry.

The loss of many village shops, Post Offices, local services and the decline in local services such as schools and healthcare places a burden on transport for the rural community to substitute those losses by travelling to other neighbouring shopping centres.

Understandably the lack of population density does not give rise to economic provision of public transport and some of the alternatives are;

- **Subsidised public transport**
- **Cycling and walking**
- **Car share**
- **Use of the private car**

For education (primarily secondary schools) the school bus has been successful but the costs have been continually rising. The service is difficult to manage with some pupils starting early and some pupils being involved in after school activities. Distances often preclude cycling and walking along with safety. Hence it is unlikely that the private motor vehicle will be replaced.

Given the likely limited expansion of housing stock in rural locations, any significant funding from planning gain will not support the expansion of public transport. What, therefore needs to be done is see if the limited funding can support joint ventures such as shared car journeys, shared bus journeys (school and commuter trips) and improved highway safety to encourage walking and cycling. The latter may only be achievable by the introduction of lower speed limits but this would need a national review of rural speed limits and the support of the police.

The rural and sparsely populated nature of the Sevenoaks district, coupled with high car ownership and poorly utilised services makes it difficult to run a frequent, commercially viable bus service. As a result those people who do not have access to a car experience significant accessibility problems.

There are several rural villages located within the district that have poor public transport accessibility. In addition, the rural nature of the Sevenoaks district attracts significant levels of leisure tourism which is highly dependent on motorised individual transport due to restricted public transport provision (particularly buses) both in terms of frequency and times of operation. The Darent Valley has experienced significant growth in car-borne leisure traffic in recent years, as supported by data from the National Statistics Survey (DfT 2005), which shows that 31% of all trips nationally in 2005 were for leisure purposes, 70% of which were made as a car driver or car passenger.

Historic sites, parks, walks and other leisure destinations within the Sevenoaks district include;

- **Chartwell - Winston Churchill's former home**
- **Chiddingstone Castle**
- **Darent Valley Path**
- **Eagle Heights (near Eynsford)**
- **Eden Valley Museum**
- **Emmetts Garden, (Ide Hill)**
- **Hever Castle**
- **Ightham Mote, (Tonbridge & Malling district)**
- **Knole House & Park**
- **Lullingstone Castle**
- **Lullingstone Park Visitors Centre**
- **Lullingstone Roman Villa**
- **North Downs Way**
- **Penshurst Place**
- **Quebec House, (Westerham)**
- **Shoreham Woods Visitors Centre**
- **Squerryes Court (Westerham)**

Issues of rural accessibility within the district looked at greater detail under the heading "Accessibility". The strategy, and ways to improve public transport provision within the rural areas of the Sevenoaks district are set out in the Implementation Plan of this strategy.

Community Transport

Due to the sparsely populated and rural nature of the District and resultant lack of rural public transport services, the population within such areas must find alternative modes of transport, one such mode being community/voluntary transport services. Sevenoaks District Council runs a community bus service using 9 buses, which vary in size from 15 to 24 seat vehicles. The service currently operates using a permit system, with a permit costing £62 per year (or £31 for 6 months) a reduced rate is also available where the service operates infrequently. In order to obtain a permit, users must meet certain criteria to ensure that only those that need these services use them.

At present approximately 370 people within the District have registered and hold permits to use this service. The service is aimed at people that can not access public transport because there are currently no services or existing services are poor, as well as those that are mobility impaired and are not physically able to access public transport services. The service is available Monday to Friday, 8:30am to 4:00pm, however for an additional fee and subject to available capacity; the service can also operate out of hours.

An expenditure budget of £453,529 has been set aside to run the Sevenoaks District Council mini-bus service for this current financial year (2009/2010). A proportion of this cost is offset by payments, for Day Centre Transport, from Kent County Council Social Services (some via Age Concern) and West Kent PCT. It is estimated that these payments should total approximately £70,000 for this financial year. A further £59,000 is expected to be recovered from charges. The total cost is subsidised by Sevenoaks District Council by approximately £320,000. However these figures cannot be guaranteed and don't take into account large fluctuations in diesel fuel costs, which during 2008/2009 increased by up to 38% and although prices have fallen back they are predicted to rise, putting further pressure on the limited budget despite such services being in constant high demand.

The following services are provided by the mini-bus service: Day Centre Transport, Shopping Bus Services, Club Transport, Private Hire Services and Organised Youth Trips, and are explained in further detail below.

Day Centre Transport

For operational efficiency the district has been split into three areas: Swanley, Sevenoaks and Edenbridge. Two vehicles are assigned to operate in each area carrying passengers to and from the day centres and lunch clubs that are available within these areas. The remaining 3 vehicles are assigned to cover day to day variations in each areas schedules, as well as shopping trips and private hire work.

An informal arrangement between Sevenoaks District Council, KCC Social Services and West Kent Primary Care Trust (WKPCT) is in place to provide a transport service to and from Edenbridge Hospital, one vehicle operates each day to transport users to and from the hospital day centre. This service is under review by WKPCT and may cease unless budget provision is made by the PCT and KCC Social Services.

Where payment is received from KCC Social Services via Age Concern or WKPCT for Day Centre transport, users are not required to be permit holders although many choose to do so to give access to shopping and other trips.

In Swanley, Sevenoaks District Council support Darent Valley Rural Age Concern by providing transportation to and from day centres and lunch clubs in Swanley. Darent Valley Rural Age Concern support Sevenoaks Community Transport Services through recommending clubs which are likely to require transport services, as well as liaising with members of the public for individual transport requests and organising shopping trips.

Sevenoaks Age Concern operates three of its own mini-buses within the Sevenoaks Town area as well as referring clients to Sevenoaks District Council's mini-buses for transport to Day Centres at Holybush, Sevenoaks, and the Leisure Centre, Edenbridge. The service also provides shopping trips for sheltered housing groups and clubs.

Shopping Bus Services

These services are provided by Sevenoaks District Council and are used to provide better access for the mobility impaired and those who are frail and do not have access to a private car. Currently these services operate in the following areas: Cowden, West Kingsdown, Westerham, Weald, Kemsing, Ide Hill, Dunton Green, Sevenoaks Town, Bough Beech, New Ash Green, Hartley, Leigh, Chiddingstone, Brasted, Holybush, Riverhead, Horton Kirby, Swanley, West Kingsdown, Marsh Green Edenbridge, Fordcombe, Sundridge, Eynsford, Four Elms, Rockdale, East Hill, Otford, Penshurst and Roman Court. However there are currently no services serving Halstead, Knockholt, Chiddingstone Causeway, Fawkham, Shoreham and Underriver. Budget limitations mean there are no plans to extend services to these areas.

These services provide a vital transport link from these rural areas, where public transport services are poor or are not promoted, as well as for those people who have mobility problems and cannot physically access public service vehicles. These services allow residents to access goods and services that would otherwise be inaccessible to them.

Private Hire & Club Transport

To supplement the limited community transport service's budget, Sevenoaks District Council carries out private hire work for groups within the District. Such work can include providing transport for a day trip to the coast for example. In addition, subsidised transport is also provided by Sevenoaks District Council for registered youth groups. The service is only available to registered youth groups three times a year due to budgetary restrictions and as a result very few youth groups currently use this service.

Overall community transport services for the young within the district are extremely limited. Where commercial bus services do operate the service that they provide normally ceases in the evening, resulting in passengers (including the young/teenagers) being able to use public transport services to travel to their evening destination but do not provide a return service during the evening. Kent County Council and Bus Operators also provide school transport, however these services only operate directly after the school day ends, preventing those students wanting to attend after school clubs from doing so.

If private hire work were not carried out a number of community transport services would not be able to operate. Consequently Sevenoaks District Council, has to operate ad-hoc private hire services commercially. The Community Transport Services which operate are continually under pressure, with no way to cut current operating costs without a corresponding reduction in core services. Furthermore, if the number of drivers and vehicles reduced, available capacity to generate income support through the private hire work also reduces. Hence pressure on services would continue to increase.

Voluntary Services

A number of organisations currently operate voluntary transport services within the Sevenoaks District, to include:

- **Edenbridge Transport Bureau;**
- **Sevenoaks and Swanley Volunteer Centres;**
- **Compaid Trust;**
- **Voluntary Services Unit;**
- **Schools;**
- **Youth Zone Van.**

The Edenbridge Transport Bureau provides transport on demand to hospitals, using volunteers who use their own vehicles and accept donations from individuals who use the service to cover the cost of fuel. The service operates through individuals contacting the bureau with the time and day they require transport, the centre organizer then arranges the transport by contacting volunteers to see who is able to provide transport for individuals. Sevenoaks and Swanley Volunteer Centres provide similar transport services but rely on donations from individuals to cover fuel costs and grants from social services.

The Compaid trust provides transportation for people with special needs, transport is provided not only for Compaid clients (Compaid Trust is a charity that focuses on using computers as a communication tool for people who for various reasons are unable to speak and/or express themselves) but also for Social Services, the local Health Authority and those within the local community who may be disabled and/or elderly. This voluntary transport service is operated by six people, who operate a fleet of cars and wheelchair accessible minibuses covering a wide area including, Kent, Surrey, Sussex and Essex, although journeys much further a field can be arranged.

Some schools also have their own minibus, providing transportation to sporting events and other school trips. However this is solely run by the schools themselves out of their own costs.

Due to the lack of available public transport in some rural areas of the District and particularly in areas where there are a number of low income families, Sevenoaks District Council tries to transport services to these areas. For example the Youth Zone Van is used by voluntary youth workers to provide outreach facilities to young people in the community that have difficulty in accessing such

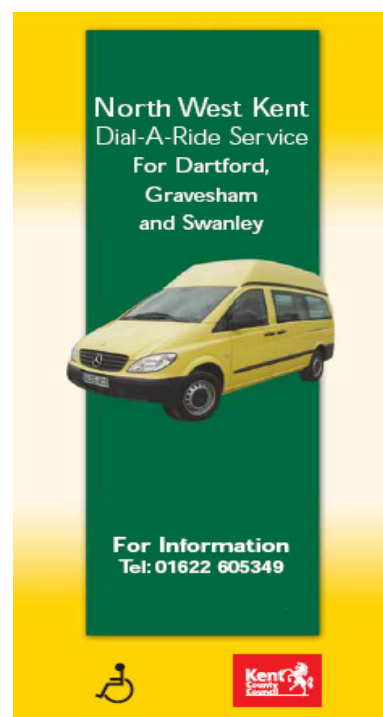
facilities. The Youth Zone Van can also be used to take key services to those in rural areas, where there are low income families with little access to transport. Such services that can be provided using the Youth Zone van include family planning clinics, advice on council tax and housing benefits.

Sevenoaks District Council has also given consideration to providing a dial-a-ride service following requests for such a service from Edenbridge and Cowden. However concern was raised regarding how much demand there would be for such a service, it was felt that the demand for such a service would not be sufficient enough to make it commercially viable. To operate such a service an annual fee and service charge would need to be introduced. Furthermore even if such a service was commercially viable it would need to be subsidised initially which Sevenoaks District Council does not have the funding available to support such a service.

Kent County Council already operates a similar Kent Karrier 'dial-a-ride' service in Swanley which provides transport to anywhere in Dartford, Gravesham, Sidcup, Bexley, Bexleyheath and Crayford. This service operates for those people who have a medical condition which makes travelling on public transport difficult and for those who live in a rural area more than 500m from a conventional bus route, transport is provided for trips to Doctor's appointments, shopping, visits to family and friends as well as to provide connections to other bus and train services. A year's membership of this scheme costs £5 and a fare is also charged for every journey. Users phone when they want to travel, and the service operates between 8am and 6pm Mondays to Fridays and 9am to 6pm on Saturdays and Sundays. This service is funded by Kent County Council at a cost of approximately £25,390 per annum.

The Community and Voluntary Transport Services provided within the Sevenoaks District help to address the accessibility issues for those people with special needs, and/or those who are mobility impaired who are either unable to access public transport services that are available or there are no public transport services for them to access. However these services do not help to improve rural accessibility for the general public where public transport services are poor, they also do not improve access for the elderly who do not use day centres. And although a large sector of the population within the Sevenoaks District has access to a private vehicle there is a small section of the population, particularly those on low incomes in rural areas who do not have access to good, reliable transport. This section of the community needs to be identified and ways to improve their transport needs assessed.

Figure 2: Cover of current North West Kent Karrier leaflet (source KCC)



Rail Travel

The Sevenoaks district is served by a number of rail routes offering destinations to central London, Kent, Surrey and Sussex.

Table 2: Rail Services in the Sevenoaks district

Franchise	Line	London Termini	SDC Stations
Southeastern	Tonbridge Main Line	London Bridge, London Waterloo East, Charing Cross, Blackfriars	Sevenoaks, Dunton Green, Knockholt
	Chatham Main Line	London Victoria, Blackfriars	Swanley, Longfield* , Farningham Road*
	Maidstone Line	London Victoria	Kemsing, Otford, Shoreham, Eynsford, Swanley
	Sevenoaks (via Otford) Line	London Blackfriars, City Thameslink	Sevenoaks, Bat and Ball, Otford, Shoreham, Eynsford, Swanley
Southern	Tonbridge – London Bridge (via Redhill)	London Bridge, London Victoria	Leigh, Penshurst, Edenbridge
	Uckfield	London Bridge	Cowden, Hever, Edenbridge Town

* Indicates a station is not within Sevenoaks District and shown for information only

As a result of Sevenoaks' location there is a strong emphasis on commuting to London, with a significant proportion by rail, as shown by the following statistics with some useful comparisons (more census data may be found in tables 12, 13 & 14);

The districts total resident workforce for the whole district = 52,029

- 8,473 (16%) of those commute by train
- 31,140 (59%) travelling by car
- 481 (1%) cycle
- 3,783 (7%) walk
- 5,948 (11%) working mainly at home

Population in the six Sevenoaks town wards have a resident workforce = 10,858

- 2,762 (25%) commute by train
- 4,871 (45%) travel by car
- 96 (0.9%) cycle
- 1,078 (10%) walk
- 1,321 (12%) working from home

source: 2001 Census, (ONS – KS15), Office of National Statistics

Table 3 overleaf shows the single train journeys taken from strategically chosen stations in Kent. The table shows journey numbers that are translated from ticket sales during each calendar year. Ticket sale figures do not include tickets purchased on the internet.

Ticket sales data is acknowledged by the industry as a fair measure of the number of passengers using each station. Also included are season tickets (equivalent to 480 journeys), weekly tickets (10.3

The Sevenoaks District Strategy for Transport 2010 - 2026

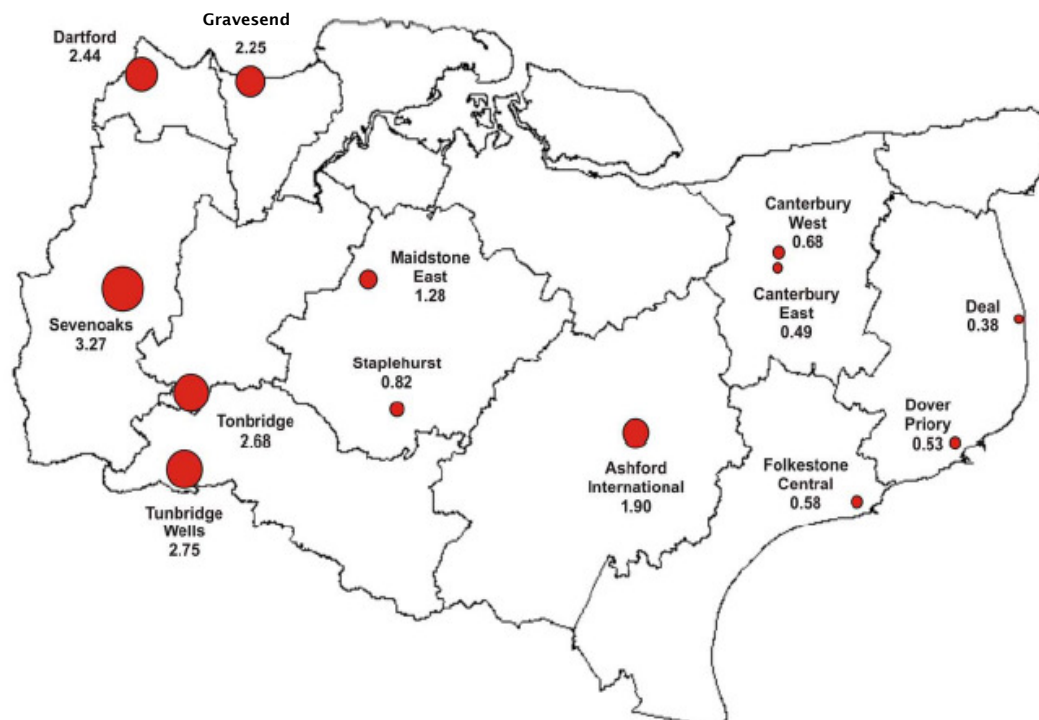
journeys) and other special tickets that are purchased at each station, in addition to conventional single and return purchases.

Table 3: Journeys taken from 13 railway stations in Kent (1000s)

Station	2001	2002	2003	2004	2005	2006	2007	2008	% Growth 07-08
Ashford	1,391	1,430	1,519	1,591	1,619	1,747	1,882	1,901	1.0
Canterbury East	413	403	416	449	451	496	491	494	0.6
Canterbury West	436	419	437	461	518	543	668	685	2.5
Dartford	2,046	2,090	2,137	2,223	2,194	2,311	2,482	2,436	-1.9
Deal	301	296	308	291	297	328	335	377	12.5
Dover Priory	404	408	442	483	438	476	511	531	3.9
Folkestone Central	434	428	438	455	498	541	601	584	-2.8
Gravesend Central	1,545	1,661	1,822	1,899	1,924	2,036	2,247	2,251	0.2
Maidstone East	914	950	984	1,024	1,035	1,098	1,229	1,282	4.3
Sevenoaks	2,808	2,782	2,856	2,994	2,965	3,169	3,380	3,274	-3.1
Staplehurst	671	673	710	733	732	785	827	823	-0.5
Tonbridge	2,267	2,297	2,289	2,414	2,397	2,505	2,690	2,681	-0.3
Tunbridge Wells	2,048	2,123	2,142	2,274	2,258	2,407	2,677	2,745	2.5
AVERAGE	1,206	1,228	1,269	1,330	1,333	1,419	1,540	1,543	0.2

(source Southeastern Railway 2008)

Figure 3: Locations of the 13 Stations and their flows for 2008 (millions)



Circle diameters are directly proportional to journey numbers

(source Southeastern Railway 2008)

Southeastern Railway services

The Southeastern Mainline between Sevenoaks and Orpington is one of the most highly utilised during the morning peak within the South London rail network. Network Rail's South London Route Utilisation Strategy (RUS), available from www.networkrail.co.uk confirmed that fast services on this line have passengers in excess of capacity at peak times.

The dependency on rail for commuting is expected to increase, with an extra 366 rail trips during the AM Peak expected by 2019. A number of improvements have already implemented or programmed to resolve some of the capacity problems and include the following;

The High Speed One (CTRL) line was completed in November 2007 which resulted in the removal of Eurostar Trains from the section between Fawkham Junction (near Longfield) and Waterloo releasing sufficient capacity to enable additional services to run on the Chatham mainline via Herne Hill. Southeastern took the opportunity to double the frequency of off peak services between Orpington and Victoria via Herne Hill and reduce journey times of other services from Chatham and Maidstone East that affect stations such as Swanley and Otford.

In 2009 Southeastern begun operating domestic services on HS1 from Ashford and stations in North Kent. This provides the opportunity to free up capacity on the Southeastern Mainline with potential for more seats at stations in Sevenoaks district if users decide to accept the premium fares for these services.

Infrastructure improvements elsewhere on the network will enable the remainder of the integrated Kent Franchise to be implemented at this time increasing the number of services from Sevenoaks to London on the Southeastern mainline. The off-peak service provision is expected to be as follows:

Via Sevenoaks

- ***Tunbridge Wells – London via Sevenoaks 2 trains per hour (tph)***
- ***Hastings – London via Sevenoaks 2 tph***
- ***Ramsgate/ Dover Priory – London via Sevenoaks 2 tph***
- ***Sevenoaks to London via Dunton Green 2 tph***
- ***Sevenoaks – Blackfriars and beyond via Otford 2 tph***

These improvements in off-peak service at Dunton Green are welcomed as anecdotal evidence suggests that passengers from its catchment area prefer to drive to Sevenoaks **and other surrounding stations** to use the faster and more frequent services.

Improved services will be required at Dunton Green with the proposed redevelopment of the West Kent Cold Store site, and strong consideration should be given to increasing operating hours at Dunton Green. At present the last weekday train from London arrives at Dunton Green at 21:43, although services to Sevenoaks operate until approximately 01:00.

Via Otford

- ***Sevenoaks – Blackfriars and beyond 2 trains per hour (tph)***
- ***Ashford/Maidstone – Victoria 2 tph***

Via Swanley

- ***Sevenoaks – Blackfriars and beyond 2 tph***
- ***Ashford/Maidstone East – Victoria 2 tph***
- ***Gillingham – Victoria 1 tph***

In addition to this the Horton Kirby Paper Mill site redevelopment will create a further 210 dwellings and this may also put some pressure on neighbouring rails stations such as Farningham Road, Longfield, Eynsford and Swanley.

Figure 4: Southeastern Network Maps (source Southeastern Railways)

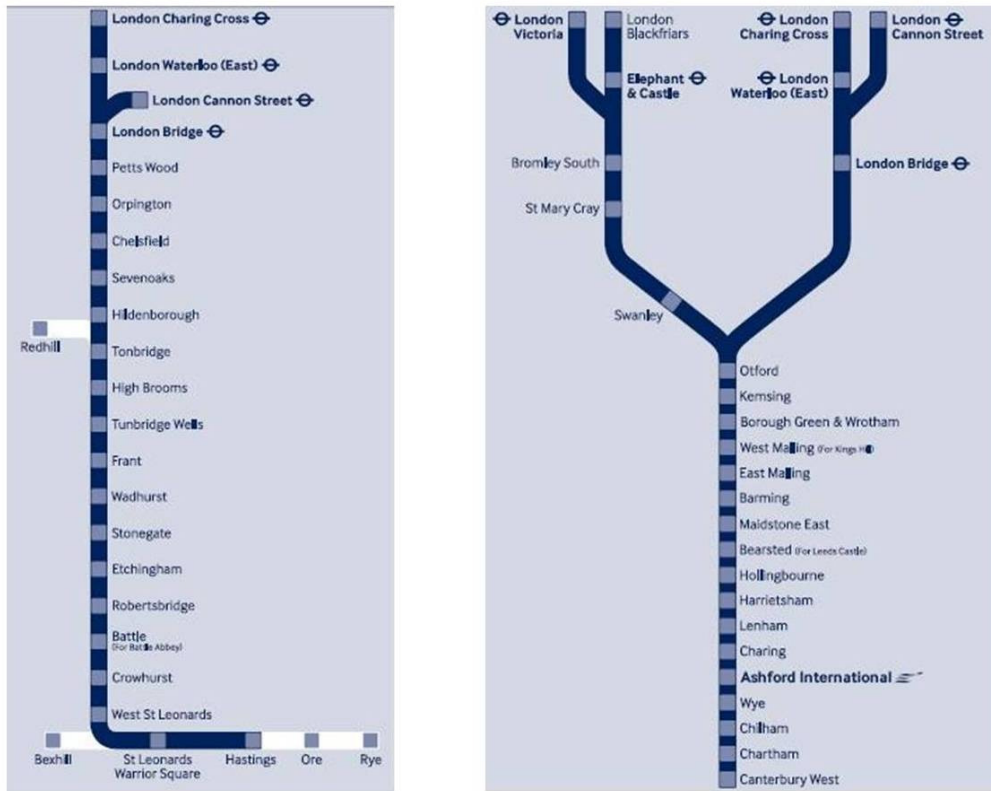
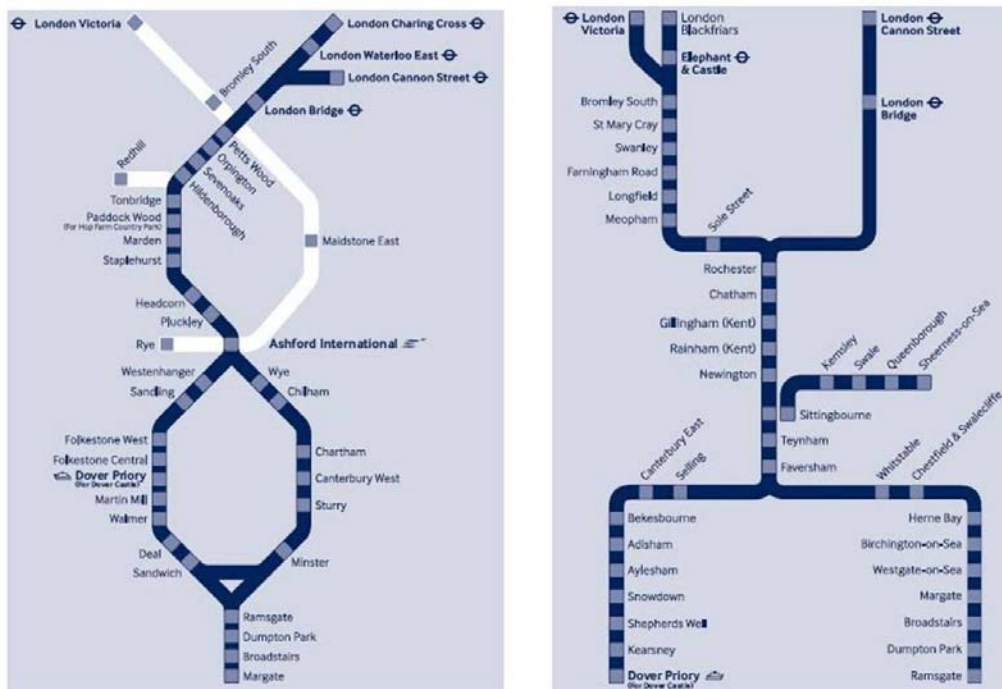


Figure 5: Southeastern Network Maps (source Southeastern Railways)

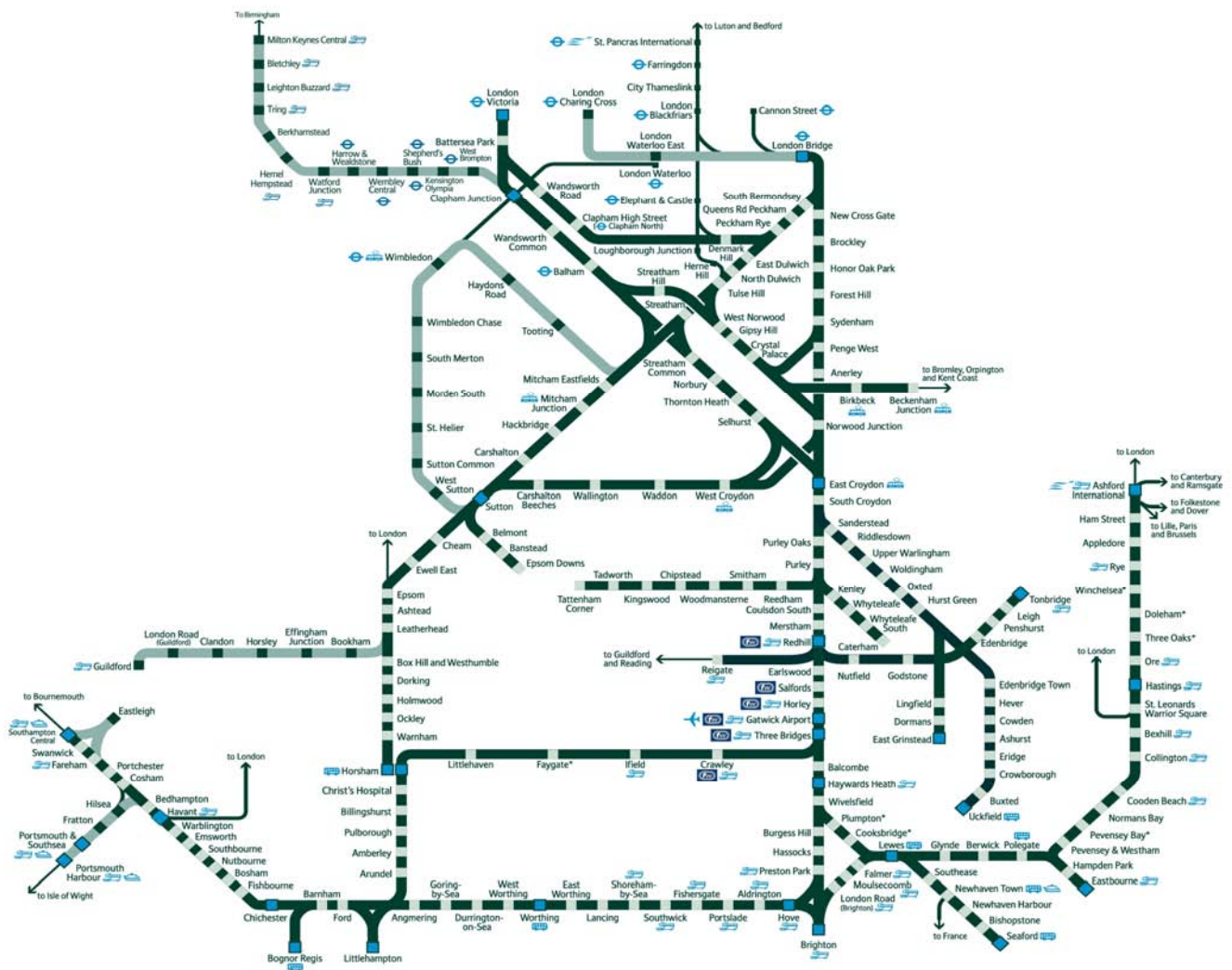


Southern Services

Southern provides services in South London and between central London and the South Coast, through East and West Sussex and Surrey, and parts of Kent and Hampshire. In June 2008, Gatwick Express became part of Southern and in December 2008, the Gatwick Express service was extended to run from and to Brighton at peak times. In 2009 they carried around 120 million passengers. Overall, Southern manages 167 stations, 113 of which have Secure Station accreditation, and operates and maintains a fleet of almost 300 new and refurbished trains, seven days a week and up to 24 hours a day.

Between Uckfield and London Bridge there is a basic hourly service via Edenbridge Town. Unlike the majority of the rail network in Kent the service is operated by modern diesel trains since the line south of Hurst Green is not electrified. However there are no current plans to electrify the line and whilst operating hours on this line have improved in recent years, last trains from London are generally earlier than other comparable lines in the district.

Figure 6: Southern network map (source Southern Railway)



Thameslink Services

Network Rail's recently completed South London RUS presents a detailed analysis of how Network Rail plans to cope with the growth in demand on the suburban rail network and implement the Thameslink programme approved by Government, with a horizon year of 2019.

The commencement of construction work on the Thameslink programme at Blackfriars in early 2009 will result in the closure of platforms 1-3, requiring all services into Blackfriars to continue to operate northwards, meaning that stations such as Sevenoaks, Bat & Ball, Otford, Shoreham, Eynsford and Swanley will benefit from new direct journey opportunities beyond Blackfriars to stations such as St. Pancras International, Kentish Town and beyond to St. Albans, Luton and Bedford.

Work will involve lengthening platforms at Farringdon and Blackfriars and upgrading signalling systems and when complete will allow 12 car trains and a higher frequency of service to operate on the Thameslink network. The focus of this is on the route via Elephant & Castle (Key Output 1), resulting in Maidstone East and Rochester services via Swanley also being extended north of Blackfriars.

Reconstruction of London Bridge will be a critical issue for the 2012 – 2015 period and when complete will eliminate the current bottleneck caused by the existing track and station layout in the London Bridge area. The envisaged network by the rail industry will result in additional fast Thameslink services via Swanley and Otford, and fast Thameslink services on the Sevenoaks mainline via London Bridge. The RUS suggests that these will be a replacement of current fast Cannon Street services rather than new additional services.

The suggestion of additional Thameslink services on the Maidstone East Line via Otford and Swanley is welcomed. Anecdotal evidence suggests that some passengers from its catchment area currently drive to Sevenoaks to use faster and more frequent services, adding to overcrowding and local traffic problems. The completion of Thameslink Key Output 2 will also have major benefits for other non Thameslink services. For instance all trains from Sevenoaks to Charing Cross will serve London Bridge.

In addition to these major infrastructure changes the rail network is expected to see an ongoing renewals programme and signalling changes as detailed in Network Rail's Route Plan for Kent.

Network Rail have also proposed in the South London RUS to lengthen trains from 10 cars to 12 cars on the Sevenoaks (via Chislehurst) line by 2011 in order to accommodate predicted growth and alleviate crowding. However, further operational analysis and infrastructure improvements are needed before these improvements can be implemented.

It is noted that Network Rail are currently preparing the Kent RUS to examine the fast services that operate from the county to London. It is important that the strategy evolves and helps to influence the outcome of the RUS during the consultation stage.

Improvements are also proposed at the Sevenoaks and Swanley Railway Stations as part of The National Stations Improvement Programme (NSIP). This is a Department for Transport (DfT) backed programme that is to be implemented by Network Rail and the train operators, Southeastern Railway and which will be partly funded by third parties including Councils and developers as part of Section 106 agreements. The amount of money to be invested in the improvement work is expected to be in the region of £1.6 million for Sevenoaks Station and £0.5 million for Swanley Station. The objectives of the improvements are to increase passenger perception of security, to improve access and egress, to enhance the overall presentation of the station and to improve information provision and other facilities. Network Rail and Southeastern Railway are working in close cooperation to develop the proposed improvements.

Although the responsibility for the provision of new infrastructure and services is the responsibility of Network Rail and the Train Operating Companies, the Local authority have powers to improve access to the railways stations for those travelling on foot, by cycle, bus or by car as well as providing improved public transport information and better integration of different transport modes. The Implementation Plan identifies where better integration of transport modes around train stations and better public transport information and promotion can be provided in order to encourage use of these transport modes.

Figure 7: Thameslink network map (© John Rowland from Railtrack plans)



Uckfield to Lewes Line

A recent study commissioned by East Sussex County Council has examined the potential to reopen the railway between Uckfield and Lewes allowing trains on the line to serve south coast destinations such as Brighton. Due to a low benefit to cost ratio was discovered meaning that the scheme is unlikely to proceed in the near future without additional population growth or further change in travel behaviour. Much information can be found at the campaigns web sites; www.wealdenline.co.uk & www.wealdenlink.org.uk

Figure 8: Wealden Line map (© Frank Filardo & Wealden Line Campaign)



Roads, Traffic & Congestion

Increasing congestion is one of the districts biggest problems. Increasing car ownership, a lack of suitable alternatives, future planned growth and Kent's role as the gateway to Europe all combine to put extra pressure on the local transport network, reducing journey time reliability, causing extra delay and communities through poor air quality and noise.

The private car is a very successful and attractive mode of travel and in Sevenoaks 85% of households own one or more cars. The overall cost of motoring has remained at or below its 1980 level compared with the 37% rise in bus, coach and rail fares. It therefore remains a dominant mode of travel for journeys to work, representing 67% of all work trips made and is exacerbated by Kent's dispersed settlement pattern which results in a high proportion of intra and inter-district commuting.

The Government's projections for traffic growth to 2025, based on the National Transport Model, predict that traffic in England will grow by 26% between 2000 and 2010. At a regional level, it is likely that the rate of growth in car ownership and traffic levels in the South East region will be above the average figure predicted for England.

Kent's strategy to tackle congestion comprises five broad approaches:-

- **Introducing better public transport services and infrastructure, improving walking and cycling facilities and reallocating road space and managing of traffic in favour of these sustainable alternatives,**
- **Active management of the availability, cost and enforcement of parking provision at the journey destination,**
- **Raising awareness of the impact of travel and the availability of alternatives relevant to people's needs to promote behavioural change,**
- **A consistent approach to new development to ensure the demand for travel they create is met in sustainable ways,**
- **Measures to restrain car use and reduce the need to travel to access goods and services.**

Additionally there are many sustainable transport options available such as:-

Car Sharing

- **Saves money – reduce your transport costs by up to £1000 a year**
- **Reduces the number of cars on the roads**
- **Less congestion**
- **Less pollution**
- **Fewer parking problems**
- **Provides a real solution to the transport problems of rural areas**
- **Gives employees and employers more transport options**
- **Reduces the need for a private car**
- **If half of UK motorists received a lift one day a week, congestion and pollution would be reduced by 10%, and traffic jams by 20%!**

Travel Plans

- **A Travel Plan is a set of measures that are designed to suit an organisation's specific transport needs. Its aim is to reduce the number of regular journeys made by car, particularly car journeys with a single occupant.**
- **A Travel Plan will usually feature a variety of measures; car-share schemes, encouraging cycling and walking, home working, and so on. And there are grants and tax benefits to help organisations set up and use a Travel Plan.**

- Kent County Council can help you plan, create and put in place a Travel Plan that works for you, your employees, parents and pupils, and visitors.

Walking Buses;

- A Walking Bus is a supervised group of children walking to or from school.
- It is made up of at least two adult volunteers, who act as a 'driver' and a 'conductor' to escort the children.
- Adults and children all wear high-visibility waistcoats.
- The bus follows a set route and 'walks' along a defined route to a published timetable.
- Children can join or leave the bus at set points along the route.
- Walking Buses benefit children, parents, the school and the local community by;
 - (I) developing pedestrian and social skills,
 - (II) promoting healthy exercise,
 - (III) saving time for parents,
 - (IV) developing children's independence in a supervised environment,
 - (V) reducing traffic congestion around schools,
 - (VI) improving air quality.

FREIGHT & HEAVY GOODS VEHICLE MOVEMENT

Introduction

The Channel Corridor Kent is a major gateway for the movement of international freight, which is dominated by road haulage, with 3.5 million lorries (this equates to an average of approximately 400 per hour) crossing the Channel every year. A consequence of this is the impact on Kent when cross-channel services are disrupted and the resulting backlog of lorries are parked on the M20/A20, known as Operation Stack. This closure of the M20/A20 severely disrupts local roads and results in severe congestion and lengthy delays.

The impact that the increasing volume of freight traffic has on the M25 is also an issue as general traffic levels frequently exceeds the design capacity of the road causing delays and traffic to divert onto the A25 along the north of the district. The diverted M26 and M25 traffic in turn severely disrupts local traffic movements along the A25 route and adjoining local road network.

The SDST supports the need for all transport authorities to work closely to ensure that freight traffic passes through the County as harmlessly as possible, including local lorries not being directed down country lanes and through other sensitive areas.

The other potential significant rail freight flow in the County is to and from the Thamesport deep sea container port where currently some 20% of the freight is taken by rail and there is potential to expand the port at Sheerness. The SDST recognises that further capacity development of these ports, particular the rail freight operations, will help to relieve the pressure on the M20 and M25 in Sevenoaks district.

In response to the problems caused by disruption to cross-channel services, it should be noted that KCC is investigating a possible lorry park near Aldington between Junctions 10 and 11 on the south side of the M20. It would provide some 500 secure overnight parking spaces for HGVs and an overflow area for some 2,000 additional HGVs during Operation Stack.

Industry should be encouraged to use rail where the economics and infrastructure permit. This will require significant investment by the rail industry to ensure that any transfer operations are well related to the road distribution network.

Once on the highway network the strategy needs to address the routes that larger vehicles and HGV's use. The district council can ensure that any new industrial development is restricted to locations with good accessibility from the distributor network. There are, however, a number of pressures/conflicts arising from existing use rights and Government direction in the form of diversification. Coupled with the EU directive of increasing the size of HGV's many of the minor roads are under pressure to accommodate these vehicles.

All too often highway safety on local roads is perceived as being compromised by the need for wider roads and larger turning circles. Additional pressure is placed on local trade by such vehicles, as the historic areas for loading and unloading are not large enough, or are being inappropriately used for storage and staff parking, or not available at all.

A level of HGV traffic in the rural environment has historically been necessary and will continue, even if the need is not fully accepted by everyone. The collection and delivery of many goods will continue via the local road network and in some situations farm diversification has resulted in an increased frequency of HGV's movements often spread over the whole year rather than just seasonal.

With drivers being unfamiliar with routes and locations they often rely heavily on satellite navigation systems, often such devices do not recognise the constraints of the rural road network. KCC are collating a comprehensive inventory that will provide accurate data relating to road widths, height restrictions, gradients and traffic orders, this data will be provided to Ordnance Survey and the satellite navigation companies to upload this data onto their devices.

KCC is keen to see that satellite navigation equipment and map data is improved to reduce the number of large vehicles being directed, inappropriately down unsuitable roads. It must be recognised however that this is a longer term solution due to the complexity of the data held by KCC and the lead times for new data to be utilised by the mapping industry and users.

As part of its monitoring programme, the County Council reports on HGV flows. In total, three different sources of data collection are used, e.g. 12 urban area cordon counts, 43 inter-urban counts, and 11 manual counts on motorways and trunk roads. Of the 43 inter-urban counts, the summary below presents the total number of HGVs counted by Rigid and Articulated (tractor cab unit coupled to a trailer) configuration and the number of axles. In 2006 the 43 inter-urban counts changed from manual counts to automatic counts using Metrocount machines, 24 hours per day over all days Monday to Sunday. The old 12 hour manual counts were only during weekdays Monday to Friday. The HGV figures for 2006, 2007 and 2008 cannot be compared with previous years to calculate growth rates.

Table 4: HGV's at Motorway and Trunk Roads MCC Site (24 Hour) (source KCC 2009)

District	12 hour manual counts (7am to 7pm)						24 hour Metrocounts			Growth 07-08
	2000	2001	2002	2003	2004	2005	2006	2007	2008	
Ashford	2,802	3,002	2,437	2,192	2,111	2,222	4,396	4,593	3,639	-20.8
Broadstairs	-	-	-	-	-	-	1,251	1,184	692	-41.6
Canterbury	4,213	4,525	4,038	4,283	4,284	4,117	6,846	7,376	7,093	-3.8
Dartford	1,676	1,590	1,553	1,609	1,626	1,565	3,085	2,987	3,767	26.1
Dover	-	9,944	8,461	8,500	9,733	10,111	2,827	2,696	2,949	9.4
Folkestone	-	3,662	3,569	3,452	3,591	3,197	5,522	2,744	5,856	113.4
Gravesend	1,362	1,536	1,453	1,462	1,486	778	2,842	2,840	2,685	-5.5
Maidstone	2,161	4,691	4,355	4,515	4,680	3,804	8,975	8,971	8,964	-0.1
Margate	1,329	1,077	1,015	1,067	1,126	1,515	3,128	2,988	2,768	-7.4
Ramsgate	-	-	-	-	-	-	2,425	2,506	2,329	-7.1
Sevenoaks	-	1,628	1,441	1,521	1,493	1,577	2,541	2,437	2,496	2.4
Sittingbourne	-	-	-	2,582	2,259	2,526	3,934	3,968	3,843	-3.2
Tonbridge	1,779	2,009	1,866	1,844	1,859	1,846	3,483	3,071	3,047	-0.8
Tunbridge W	-	3,099	3,170	2,983	3,051	3,111	5,866	5,655	5,311	-6.1
AVERAGE	2,189	3,342	3,033	3,039	3,108	2,844	4,080	3,858	3,960	2.6

Britdisc

The SDST supports the County Council's proposal to introduce a charge for lorries using Kent's roads to provide up to £40m per annum for the lorry park and other infrastructure improvements which will mitigate the impact of cross-channel traffic on Kent's road network and the local road network in Sevenoaks district.

CTRL Rail Freight

The Channel Tunnel Rail Link (CTRL) offers a higher loading gauge than the rest of the rail network in the UK and could make the transfer of freight by rail between East London and mainland Europe much more competitive when compared with road haulage. The SDST recognises the benefits of moving higher volumes of freight by this means to the continent and supports KCC's campaign to press central and international government to transport more freight through the Channel Tunnel.

Lorry Management

Where practical, the SDST supports the need to signpost heavy transport and HGV routes away from rural, residential and environmentally sensitive areas and show these on a web-based Kent Lorry Route Map.

Overnight Lorry Parks

The SDST supports the provision of over-night lorry parking and associated facilities at suitable sites adjacent to Kent's motorway and trunk road network. It also supports the need to work with other agencies to reduce the occurrence of inappropriate lorry parking on Kent's roads.

Low Emission Freight (LEF)

The SDST recognises the need to work in partnership with local hauliers/distributors/public transport operators and taxis to replace vehicle fleet with low emission vehicles (LEV) and incentivise local business, through business rate discounts, to utilise LEVs. It is also important to encourage local businesses and retailers to work in partnership to co-ordinate deliveries, particularly in outlying areas, to reduce duplicated trips and emissions.

Freight Strategy

The SDST recognises the need for a Freight Strategy for Kent which creates a framework for more sustainable freight distribution in Kent. It is understood that one is being developed alongside the preparation for the third Local Transport Plan for Kent which will be published in March 2011.

Kent's Airports

Maximising the benefits of Air Travel

It is assumed that most air passengers use the main London Hub airports (Heathrow, Gatwick, Stansted and Luton) for most of the air travel needs, and Kent has two functional regional airports; Kent International Airport (Manston) and London Ashford Airport (Lydd).

Both Kent airports are looking to increase passenger numbers and expand other air transport activities to meet the predicted future shortfall in runway capacity in the South East but both suffer from peripheral locations in relation to the M25 and the rail network.

London Gatwick - Environmental Noise Action Plan 2010 – 2015

The British Airport Authority (BAA) published their draft Environmental Noise Action Plan as part of the EU's Environmental Noise Directive 2002/49/EU for consultation in June 2009.

More information on the Noise Action Plan can be found at www.gatwickairport.com

Climate Change & Transport Planning

Introduction

There are considerable concerns being raised that the world's climate is significantly changing as a result of human activity. Current levels of CO₂ emissions have caused the world to warm by more than half a degree Celsius and, over the next few decades, will lead to at least a further half a degree warming.

This is largely as a result of burning fossil fuels, deforestation and other land use changes. Transport is responsible for around half of the UK's CO₂ emissions and so needs to make a considerable contribution to reduce this impact. By reducing emissions from transport this will also improve air quality and potentially reduce noise impacts.

By 2050 the Climate Change Act (2008) commits central Government, by 2050, to reduce greenhouse gas emissions by at least 80 per cent below 1990 baseline. In addition, five yearly budgets are to be set which will contribute to meeting the longer term targets.

Taking early and 'strong' action to begin reducing emissions should be viewed as an investment which will avoid the risks of very severe consequences in the future. This strategy is consistent with and aligns with the key national commitment to reduce greenhouse gases.

Delivering a Sustainable Transport System (2008)

Two out of five goals in the Governments 'Delivering a Sustainable Transport System' (DaSTS) document relate to climate change, these are;

- **To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change.**
- **To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.**

DaSTS states 'we want to encourage low-carbon technology and improve efficiency of all modes of transport. We also want to ensure that, wherever practicable, there are low-carbon transport options for people to choose, and also solutions, such as better planning, which may reduce their need to travel. To decrease emissions, in the short to medium term, improved vehicle and fuel efficiency and behavioural change will play a significant role, 'and increasing the carrying capacity of transport networks will be a key element in supporting economic growth.'

However, in the longer term, moves towards electric vehicles, rail electrification and decarbonisation of electricity generation will continue towards the greenhouse gas reduction targets. In addition to technological advances, the relationship between economic growth and transport demand needs to be considered, 'for example by planning cities to bring housing, jobs and services closer.' Over time, it must be clear that levels of emissions are declining in line with the greenhouse gas targets.

Local Transport Plan (2011-2016) Guidance

Local Transport Plan (LTP) 3 Guidance recognises that 'in addition to measures to reduce greenhouse gas emissions, it is important that local Transport Strategies put in place measures to improve the resilience of local transport to the impacts of climate change.'

Regional Funding Allocation

All major schemes in an authority's Local Transport Plan are required to be assessed by the regional assemblies who then advise Government on which schemes should be funded.

The 2008 Government announced in its advice to regions for the 2008/09 Regional Funding Allocation refresh in 2008 that: “In developing their proposals, regions should note that carbon budgets and targets are likely to become more challenging over time. DfT will therefore consider regional advice in the light of their aggregate impact on transport Carbon Dioxide emissions over time. In turn, regions should seek to estimate the effects of proposals on Carbon Dioxide emissions and to develop advice which supports delivery of this key DfT goal“. Therefore it is reasonable to assume that greater value will be placed on schemes that reduce Carbon emissions.

In undertaking LTP3, Kent will have to take into account the need to actively demonstrate Carbon benefits for its major schemes as identified in this Strategy’s Implementation Plan .

Air Quality Management

The locations of the eleven Air Quality Management Areas in Sevenoaks district are set out in Sevenoaks District Council's Air Quality Action Plan 2009 (available at www.sevenoaks.gov.uk/environment/pollution/air_quality/487.asp). These are set out in section 16 of the main strategy.

The Air Quality Action Plan (2009) sets out the following actions to reduce air pollution and AQMAs across the district:

Direct Actions:

- Action 1 :** The Sevenoaks Joint Transport Board will continue to consider and review options and proposals made under the Traffic Management Act and the LTP as well as via the Member/Officer air quality working group and both liaise and lobby KCC to establish scheme acceptance, prioritisation and funding
- Action 2 :** The District Council will continue to consider the impact new developments have on air quality and take appropriate steps to minimise any increase in air pollution. This includes seeking Section 106 funding where appropriate.
- Action 3 :** The District Council will continue to be an active participant in consultation processes and liaise with the Highways Agency to secure those improvements to the M25 considered most likely by the scenario testing to result in a reduction in pollution levels within the motorway AQMAs.
- Action 4 :** Set up an internal working group to identify, implement and monitor air quality mitigation measures secured by Section 106 Agreement with respect to developments affecting the Riverhead and Dunton Green AQMA. The group, to also consider other Air Quality Section 106 agreements within the district
- Action 5 :** For the KCC/SDC Member/officer air quality working group to make recommendations to the JTB regarding suitable traffic reducing proposals within the Riverhead and extended Dunton Green /London Road AQMAs
- Action 6 :** For the KCC/SDC Member/officer air quality working group to make recommendations to the JTB regarding suitable traffic reducing proposals within AQMA 8 - Swanley Town Centre
- Action 7 :** For the KCC/SDC Member/officer air quality working group to make recommendations to the JTB regarding suitable traffic reducing proposals within AQMA 9 – Seal High Street
- Action 8 :** For the KCC/SDC Member/officer air quality working group to make recommendations to the JTB regarding suitable traffic reducing proposals within AQMA 10 - Sevenoaks Town Centre
- Action 9 :** For the KCC/SDC Member/officer air quality working group to make recommendations to the JTB regarding suitable traffic reducing proposals within AQMA 11 – Westerham Town Centre
- Action 10 :** For the KCC/SDC Member/officer air quality working group to continue to make recommendations to the JTB regarding suitable traffic flow measures on all legs of the Bat and Ball AQMA junction.

Indirect Actions:

- Action 11 :** The District Council will demonstrate best practice in the purchase and operation of its own vehicle fleet in order to cut harmful emissions where possible
- Action 12 :** The District Council will continue to promote and publicise schemes including working with partners where appropriate to encourage a reduction in car use
- Action 13 :** Reducing congestion and improving air quality as a result through parking schemes
- Action 14 :** The District Council will promote a number of initiatives to reduce energy consumption, improve energy efficiency and recycling and develop its carbon management role
- Action 15 :** The District Council will continue to proactively enforce industrial control and nuisance legislation to minimise pollution emissions from these sources
- Action 16 :** Continue to improve and raise the level of knowledge and publicity relating to air pollution
- Action 17 :** The District Council will continue to undertake routine monitoring of air pollution in existing AQMA's and locations around the district and increase the number of monitoring points as necessary

In conclusion the SDST aims to work towards achieving the national air quality objectives for nitrogen dioxide and particulates by implementing the actions and measure contained within the Sevenoaks District council Air Quality Action Plan 2009.

Kent Design – Best Practice

The Kent Design Guide seeks to provide a starting point for good design while retaining scope for creative, individual approaches to different buildings and different areas. It aims to assist designers and others achieve high standards of design and construction by promoting a common approach to the main principles which underlie Local Planning Authorities' criteria for assessing planning applications. It also seeks to ensure that the best of Kent's places remain to enrich the environment for future generations.

Designing for Movement

Activity is the life blood of a successful community. The ease with which people can move within and between neighbourhoods fundamentally affects activity. Once the fundamental elements of the layout are fixed, a strategy for movement can be designed.

Designing for Pedestrians and Cyclists

Developments should be 'permeable' (*easy to move through in all directions*) and linked to the surrounding network, allowing safe, direct routes for pedestrians and cyclists.

Streets and paths should be naturally overlooked. Walking and cycling on safe routes is a requirement. Schemes such as 'Safe Routes to Schools' are encouraged www.saferoutestoschools.org.uk Convenient cycle storage should be provided in homes and outside community facilities, shops and other destinations.

It is particularly important to ensure that pedestrian and cycle routes are safe, secure and convenient; if they are not, people will feel forced back onto the roads resulting in conflict over the use of road space. In certain locations and street types e.g. home zones, pedestrians should have clear priority. 'Trim trails' and attractive walking routes will encourage residents to take regular exercise.

Routes that link key areas should be considered at the outset so that, over short distances, residents are encouraged to walk or cycle.

Many development sites will include existing footpaths and bridleways which can be incorporated into more strategic routes for walkers and riders. Safety is enhanced by increasing the number of walkers and cyclists, and children will benefit from routes segregated from traffic. Routes should be designed to allow for the needs of blind or partially-sighted people.

People with disabilities benefit from direct links to and from services that have a smooth and well-maintained surface. The Kent County Council Public Rights of Way advice note provides further information on the design of rights of way. Ribbed tactile paving should be used and raised line markings can be used to assist visibly impaired pedestrians to use the appropriate part of the path and to indicate the presence of side accesses or crossings.

Direct routes through developments should be provided for walkers and cyclists.

These may either be segregated or combined, but must be 'user-friendly'. They should not be too far removed from surveillance or hidden from roads or houses. Walking and cycling should be promoted as a dominant mode of travel for short trips, so these routes should be more direct than those for cars. Strategic foot and cycle ways should be well lit to encourage use, unless they are primarily for leisure use where night time use is unlikely, or in rural surroundings where lighting would be inappropriate.

Cycle routes need to be planned strategically, rather than on a piecemeal basis. Where cyclists will share the use of a path with pedestrians and it is considered that conflicts will pose an unacceptable risk, it is desirable to segregate the two uses. Where it is intended to include provision for cyclists on a public right of way, the 'Cycle Tracks Act 1984' should be referred to.

Space for cyclists should be designed to ensure safety of cyclists and pedestrians and encourage use. However the need to provide and indicate segregation should be balanced against the need to minimise the clutter and confusion created by small areas of different coloured surfacing, tactile paving, line markings and signs.

Factors such as the width of paths, cycling speeds, likely levels of use and the frequency of interruptions from side accesses and crossings should be considered at the initial design stage. The forward visibility requirements of cyclists should also be considered.

Adequate secure storage for cycles must be provided at dwellings and at destinations such as workplaces, shops, community facilities and transport nodes. It should be integrated with the design of buildings and streets, be weather protected and either within a lockable curtilage or have good natural surveillance.

Public Transport

Good public transport should be available at the initial phase of a new development, either by linking to existing networks or by establishing new routes. A coordinated approach between different transport modes should be encouraged with cycle pedestrian routes and taxi ranks linked to stations and all key transport nodes.

Designing for Bus Passengers

Bus stops should generally provide shelter facilities. Where real-time information services can be made available, such facilities must also be incorporated. Other considerations are:

- **Bus stops should be within a convenient walking distance**
- **Shelters should be designed as an integral part of the streetscape and should be in context with the local area and the form of the development**
- **Kerbs adjacent to bus stops should be raised where appropriate to facilitate easy boarding**
- **Bus priority measures should be considered where appropriate**
- **Provide accessible routes to bus stops with dropped kerbs and tactile paving as appropriate (*routes should be overlooked*)**

Motor Vehicle Provision

Access provision for motor vehicles should cater for the size and frequency of essential vehicles and should reflect the need for public safety and the requirements of all modes of transport.

Support for Sustainable Transport

A comprehensive movement framework will not be effective unless people are aware of it and are willing to support the more sustainable forms of transport. With the more major forms of development, schools, businesses and developers should submit 'travel plans' which encourage staff and, where appropriate visitors, to think about their travel choice and consider alternatives to the car. It is not an all-or-nothing choice. The essence of a travel plan is travel blending, where an alternative to the car is used perhaps once a week. Incentives can be offered to those supporting such initiatives.

Highway design should relate to a specific spatial type, use, form and function. Guidance on the design of roads has previously tended to rely on a strict application of geometric standards related to road type and design speed. This may simplify matters for designers but it often restricts the ability to create attractive places and thoroughfares complementing surrounding buildings or open spaces. So, in addition to outlining the usual parameters applicable to each road function, this section gives guidance on flexibility of use and where in some cases minimum or maximum standards must apply. The tables should be used as guidance – flexibility is permitted to produce well designed solutions.

Travel Safety

Kent County Council's Road Safety Plan sets out how Kent is to contribute towards reducing road crash casualties in line with the national targets unveiled in "Tomorrow's Roads – Safer for Everyone".

Based on the average figures for 1994 - 1998, the minimum targets for 2010 are:

- ***A 40% reduction in the number of people killed or seriously injured (KSI) in road crashes between 2000 and 2010 (BVPI 99x) – KSI rates have decreased from 840 in 2004 to 725 in 2007, This is projected to continue to fall to 650 by 2010***
- ***A 50% reduction in the number of children killed or seriously injured (KSI) between 2000 and 2010 (BVPI 99y) – child KSI rates have declined from 85 in 2004 to 61 in 2007. This is above the LTP objective of 75 by 2010***
- ***A 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres driven between 2000 and 2010 (BVPI 99z) – these have decreased from the 2004 rate of 5925 to 5750 in 2007. However this is higher than the LTP trajectory of 5525 for 2007 and a predicted drop to 5360 by 2010***

KCC successfully reached these targets during the 2007/08 financial year. The target for KCC now is to achieve further improvement in their performance of reducing the number of casualties on the County's roads.

KCC's ability to meet these targets has been in part a result of a research led approach to reducing road casualties relying on the quantitative and qualitative research analysis of crash and casualty data, provided by Kent Police, which provides valuable information about where and when crashes happen. The data also provides information on who was involved and identify any factors such as weather conditions and time of day/night that the crash happened. Only a limited amount is provided on key factors such as the behaviour of the road users involved at the time of the crash.

Since 2003 KCC Road Safety has used the findings of qualitative research to find out more about the causes of crashes and to inform education, training and publicity (ETP) priorities and programmes of work. This approach to research also leads KCC's evaluation techniques enabling greater insight into why particular interventions are more successful than others. KCC will continue to use this approach to maintain their level of success in terms of reducing the numbers of casualties on the County's roads.

Overall crash levels in the Sevenoaks district are considered to be low because during the annual review of personal injury crashes carried out by Kent Highway Services. Few locations are identified with significant crash problems that can be identified as "crash hot spots" (i.e. locations with more than 6 personal injury crashes in the last 3 year period). These can be addressed by implementing engineering measures that could reduce the number of crashes occurring.

Table 5: Casualties on KCC roads, by district 2002 to 2008 (source KCC 2009)

District	2002			2003			2004			2005			2006			2007			2008		
	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
Ashford	78	519	597	62	512	574	70	462	532	67	473	540	56	453	509	50	445	495	56	473	529
Canterbury	70	456	526	77	468	545	68	518	586	67	477	544	51	425	476	64	443	507	69	439	508
Dartford	49	344	393	37	339	376	27	364	391	46	394	440	30	317	347	33	301	334	29	325	354
Dover	49	364	413	44	320	364	43	290	333	45	358	403	52	325	377	58	293	351	34	304	338
Gravesham	47	327	374	33	268	301	32	266	298	41	299	340	26	231	257	26	292	318	17	283	300
Maidstone	86	502	588	94	513	607	75	586	661	72	544	616	63	494	557	87	547	634	75	542	617
Sevenoaks	82	381	463	58	330	388	66	340	406	39	347	386	39	253	292	45	325	370	26	259	285
Shepway	45	304	349	55	319	374	50	298	348	36	354	390	41	284	325	35	305	340	39	302	341
Swale	62	392	454	52	367	419	53	378	431	46	383	429	41	371	412	42	353	395	36	367	403
Thanet	62	545	607	66	468	534	55	451	506	50	522	572	72	538	610	51	492	543	42	451	493
T & M	70	455	525	61	393	454	83	443	526	60	380	440	34	355	389	31	421	452	49	383	432
Tun Wells	60	381	441	44	355	399	63	334	397	63	327	390	54	330	384	64	361	425	48	358	406
TOTAL	760	4,970	5,730	683	4,652	5,335	685	4,730	5,415	632	4,858	5,490	559	4,376	4,935	586	4,578	5,164	520	4,486	5,006

Table 6 below shows casualties by mode of transport. It shows that, in 2008, motorcyclists are the most vulnerable with nearly **24%** of all motorcycle casualties being killed or seriously injured. The safest were car users with just **7.1%** of car casualties being killed or seriously injured. On average, **10.4%** of all casualties were killed or seriously injured.

Table 6: Casualties on KCC roads, by mode 2004 to 2008 (source KCC 2009)

District	2004			2005			2006			2007			2008			% Change 07-08		
	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
Pedestrian	134	546	680	107	592	699	123	581	704	123	575	698	105	483	588	-14.6	-16.0	-15.8
Cycle	36	269	305	41	292	333	41	249	290	35	263	298	35	262	297	0.0	-0.4	-0.3
Motorcycle	165	501	666	166	480	646	124	413	537	152	456	608	127	408	535	-16.4	-10.5	-12.0
Car	323	3,129	3,452	297	3,266	3,563	255	2,910	3,165	253	3,005	3,258	237	3,110	3,347	-6.3	3.5	2.7
Other	27	285	312	21	228	249	16	223	239	23	279	302	16	223	239	-30.4	-20.1	-20.9
TOTAL	685	4,730	5,415	632	4,858	5,490	559	4,376	4,935	586	4,578	5,164	520	4,486	5,006	-11.3	-2.0	-3.1

Measures that have been introduced to try to reduce the number of personal injury crashes on the County's roads, where all other measures have been unsuccessful, include the installation of safety cameras. There are two types of safety cameras, and these are as follows;

- **Fixed Camera – these cameras are permanent cameras which are installed at the side of the road.**
- **Mobile Camera – these cameras are located temporary at sites for a short period and are operated at the site within a well marked vehicle. The safety camera is operated at each site at regular intervals.**

Only one fixed camera site and seven mobile camera sites operate within the Sevenoaks district, however all sites where a safety camera operates have seen a reduction in the number of personal injury crashes that have occurred. **Table 6** above shows the number of personal injury crashes at each of the camera sites within the Sevenoaks district, before and after the cameras began operating.

Table 7: Crash data for fixed and mobile safety camera sites (source KCC 2009)

Site Location	Date Camera Installed	Camera Type	No. of People Killed or Seriously Injured Prior to Installation	No. of People Killed or Seriously Injured Since Installation
A20 Gorse Hill – West Kingsdown	Dec. 2003	Fixed	5	1
A225 Sevenoaks Road	July 2002	Mobile	2	1
A224 London Road	March 2004	Mobile	5	2
Ash Road/Hartley Road Junction	Oct. 2005	Mobile	3	5
A25 Seal Road	March 2003	Mobile	5	2
B2016 Seal Hollow Road	July 2006	Mobile	4	0

As shown in the above table, safety cameras may help to reduce the number of personal injury crashes at a particular location. However, strict criteria have to be met before a safety camera can be installed at any location. To ensure that safety cameras are only installed where necessary to reduce personal injury crashes.

These criteria include there having to be at least 3 serious or fatal casualties within the location of the proposed safety camera site. No additional sites have been identified for safety camera installation as part of this strategy, however Kent County Council assesses crash data and identifies possible sites on an annual basis.

Interactive speed signs have also been installed around the County, including a number within the Sevenoaks district. A report produced by the County's consultant, Jacobs, assessed the effectiveness of a number of interactive signs around the County in 2006, in terms of their ability to reduce vehicle speeds and personal injury crashes. Two sites within Sevenoaks were assessed and the results of the assessment of these two sites are shown in **Table 7** above.

Table 8: Before and After data for Interactive Speed Signs (source KCC 2009)

Site Location	Date Interactive Sign Installed	Mean Speed Before Sign Installed	Mean Speed 4 Years after Sign Installed	No. of Crashes Before Sign Installed	No. of Crashes 3 Years After Sign Installed
A25 Brasted	February 2002	36.9 mph	34.4 mph	1 fatal, 1 serious, 1 slight	2 slight
A25 Seal	February 2002	33.3 mph	28.5 mph	5 slight	none

The results above show that the installation of interactive signs at these two locations has resulted in the reduction of vehicle speeds and crashes. Additional sites are identified as part of the County's annual assessment of crash data, and are only be installed where there is clear evidence of a speed and personal injury crash history. Sites also have to be carefully selected to ensure that the radar equipment within the interactive sign operates properly.

In order to ensure that interactive signs are only located where the equipment will operate and will actively result in reducing vehicle speeds and personal injury crashes, KCC has produced criteria which have to be met before an interactive sign can be installed at an appropriate location. The criteria are as follows;

- **Signs should be located between 100m and 250m from the start of the speed limit**
- **There should be sufficient verge or footway width to accommodate the sign ideally a minimum of 1.4 metres**
- **These signs are triggered by a radar beam and so the section of road leading to the sign should therefore be straight**
- **The sign needs to be free of vegetation and sites where extensive annual clearance would be needed should be avoided**
- **Consultation with house owners is necessary if the sign is to be installed close to a private dwelling**
- **The sign should not face the windows of nearby properties**
- **The sign should not be installed near any natural or engineered feature that already acts as a speed reducing feature**
- **Electrical supply should be available**

No additional interactive signs have been suggested as part of this strategy due to the additional work required in order to identify possible sites (including carrying out speed surveys). However additional sites are continually being identified during KCC's annual crash assessment.

Any proposed new development should take account of the Kent Design Guide which contains information on best practice in terms of designing for safety within new development and makes the following recommendations;

- **Parking should be designed in a way that promotes safety for all highway users**
- **Unrealistically low parking provision with new developments can result in inappropriate parking, which may affect highway safety**
- **Safety is enhanced by increasing the number of walkers and cyclists**
- **Routes should be designed for the mobility and visually impaired by using tactile paving and dropped kerbs**
- **Walking/cycling routes should be well overlooked, not hidden from roads and houses**
- **Footways, cycle-ways and paths should be well lit, unless they are primarily for leisure use (and therefore are only likely to be used during the day) and in rural areas where lighting would not be appropriate**
- **Space for cyclists should be designed to ensure the safety of cyclists and pedestrians, and encourage use. However the need to provide and indicate segregation should be balanced against the need to minimise clutter and confusion created by small areas of different coloured surfacing, tactile paving, line markings and signs**
- **Access provision in the new development should cater for the size and frequency of essential vehicles and should reflect the need for public safety and the requirements of all modes of transport**

The "Kent Design Guide" also sets out parameters for visibility at junctions, carriageway widths and

distances between speed restraint features in order to “design out” inappropriate vehicle speed and the design of new development must also take this into account.

Any proposed new development within the district should also take account of any improvements that are required on the existing highway and infrastructure. For example the introduction of footways (particularly where the development is located in a rural area), pedestrian crossings, cycle ways and improved (or in some cases the introduction of) highway lighting may be required in order to improve safety for those travelling to and from the completed development.

Car Parking

The effect of high car ownership within the district is masked by some extent due to the high commuting public transport mode split. CENSUS data does not take into account the importance of car travel as an access mode to public transport and the resultant congestion and parking problems around commuter stations. Leisure traffic is largely based on car travel creating pressure on town centre car parks with car parking spilling out onto surrounding residential streets.

There are 21 District Council operated car parks in the Sevenoaks district, **Table 9** shows the number of car parking spaces at each location within the district. A full audit of cycle parking provision will be carried out through the preparation of a Cycling Strategy.

Table 9: SDC Car Parking (Council Operated Car Parks) in the district

Town	Location	Car Park Spaces	Disabled spaces
Kemsing	Kemsing Village	40	2
Shoreham	Filston Lane	28	
Eynsford	High Street	21	1
Sevenoaks	Blighs	241 + 51 off London Road	7
Sevenoaks	Bradbourne	48 + 168 Season tickets	
Sevenoaks	Suffolk Way	156	9
Sevenoaks	Council Offices (Gordon Road)	146 (Saturdays only)	
Sevenoaks	South Park	143	7
Sevenoaks	Buckhurst 2	291 + 150 Season tickets	
Sevenoaks	Sennocke	84	
Sevenoaks	St Johns Hill	65	
Sevenoaks	Buckhurst 1	60	3
Sevenoaks	Pembroke Road	54	
Sevenoaks	St James Road	21	
Swanley	Bevan Place	80	
Swanley	Station Road	48	
Swanley	Park Road	34	
Westerham	Darent	97	4
Westerham	Quebec Avenue	35	3
Westerham	Vicarage Hill	13	1
Westerham	Fullers Hill	11	

source: Sevenoaks DC

In addition to the municipally operated car parks above Edenbridge Town Council provide the Market Yard car park with 88 spaces.

Large parts of the rural district still have uncontrolled on-street parking, including some of the areas around rural railway stations. Additionally, increased car ownership and use has created accessibility problems for pedestrians and cyclists in areas around commuter rail stations and in town centres as parked vehicles reduce carriageway (and sometimes footway) width and provide obstacles to cyclists.

Commuter parking can also be inconvenient to residents of roads that suffer from commuter parking.

Although parking problems around railway stations appears to be a local problem, a significant element of those parking come from outside the district, travelling some distance by car to reduce the cost of their train ticket to London, as well as taking advantage of the free parking around some stations, and a better train service. The train operator, Southeastern Railways has increased parking charges within their major station car parks, and has introduced charges at station car parks in the rural areas. The impact that any increase or change to private station parking has on cars parking on local roads around the Stations will need to be monitored to ensure that on-street parking does not present further problems.

Table 10: Rail Station Car Parking (source: Network Rail)

Station	Car Park Spaces
Ashurst ★	Information not available
Bat & Ball	21
Borough Green & Wrotham ★	187
Chelsfield ★	109
Cowden	15
Dunton Green	26
Edenbridge	20
Edenbridge Town	80
Eridge ★	60
Eynsford	15
Farningham Road ★	41
Hever	Information not available
Hildenborough ★	285
Kemsing	10
Knockholt	55
Leigh	Information not available
Longfield ★	92
Otford	172
Penshurst	15
Sevenoaks	528
Shoreham	10
Swanley	167
Tonbridge ★	722

★ Indicates a station in not within Sevenoaks District
and shown for information only

A review of on-street parking facilities was carried out by Sevenoaks District Council in January 2008, one of the aims was to maximise parking facilities for commuters whilst minimising inconvenience to residents, trying to prevent displacement of commuters in to residential roads. The review also resulted in so called “green” vehicles being exempt from parking charges within District Council owned car parks. Those “green” vehicles exempt from parking charges include those powered by electricity, bio-fuel, LPG, Hydrogen-Fuel Cells and other recognised hybrid vehicles that combine such power sources with petroleum or diesel. Cycle and motorcycles are also exempt from car parking charges within the district and a full audit of cycle parking provision at rail stations will be carried out through the preparation of a Cycling Strategy.

Park & Ride

The Sevenoaks Transport Study (2007) recommended that levels of urban congestion are currently not substantial enough to introduce viable conventional park and ride services, without significant and ongoing revenue support. The Sevenoaks Transport Strategy suggests that the case for Park and Ride should be considered alongside other approaches to town centre car parking in any future Parking Strategy.

It is important that Park and Ride facilities are sited so that they intercept existing or potential car journeys rather than generating additional car trips. Park and Ride should be provided as part of an overall transport strategy for an area.

Key to this strategy is the identification and acquisition of suitable sites, ensuring they are designed and developed to high standards and represents the best value for money. It could be that if the vision was to be fully embraced these facilities they could provide transfer nodes for school bus transfers, bus and coach services as well as pedestrians and cyclists.

In order to fully consider the case for Park and Ride sites, a great deal of work will need to be undertaken to;

- ***Identify and prioritise main corridors in terms of current and predicted traffic forecasts***
- ***Identify potential sites and options for their acquisition and development***
- ***Clarify and resolve long-term funding issues***
- ***Design and develop high quality park and ride sites***
- ***Monitor the usage of all park and ride services as well as customer satisfaction levels to identify and disseminate best practice***
- ***Assess the environmental impact***

Walking

Walking is to be encouraged not only for a reduction of car use but also the health benefits, it needs to promote a pleasant experience in urban areas routes to destinations need to be identified and if necessary improved. Those improvements are not only to ensure accessibility for all, but lighting and cleansing.

Locations need to cater for pedestrians as well as the provision of secure pushchair and pram stores as well as the setting out point. For integration bus stops, stations and taxi stands all need to consider provisions for pedestrians, shelters with real time information, where possible landline public telephones should be available or mobile phone coverage ensured to promote the feeling of security.

Pedestrian routes need to be in good repair, trips and potential hazards reduced. Statutory service providers need to be made aware that covers, cabinets and poles do impact on pedestrian use and that their statutory rights should not have adverse impact on pedestrian movement.

Walking in the rural environment is difficult given that most rural communities have restricted footway provision and in some cases none at all.

In village centres parking is often an issue, parking can restrict pedestrian transit and hinder movement across the carriageway both physically and reduced sight lines. Once again sites need to be assessed, where required traffic regulation orders put in place and enforced.

Walking is not only for to and from place of employment, transfer mode or to and from schools and shops but is also a recreational pastime. Access to start of routes is important so public transport does play a part as well as parking provision.

Rural footpaths (PROWS) are a valuable addition to access and landowners should be encouraged to provide and maintain sustainable routes. When these routes share the rural highway network "Quiet Lane" approach coupled with speed reductions can make the experience for pedestrian and equestrians more acceptable. After all if motorways can be subject to 30/40 mph speed limits to protect the workforce why should it be different for rural roads, where pedestrian, equestrian and slow moving farm vehicles are to be expected?

Where pedestrian footways are subject to 'pavement parking' such occurrences should be investigated. There will be situations where enforcement of parking restrictions or obstructions can and should be encouraged. Where it is not possible solutions such as reduced speed limits or designed shared surfaces can be introduced to make those areas a good experience for all road users.

Cycling

Although Census data reveals the low levels of non-motorised modes of transport within the Sevenoaks district, there is potential to increase provision for cyclists and walkers within the district and there has been a gradual increase in the numbers of cyclists counted. **To promote and target limited resources it may be necessary to develop a district wide cycling strategy looking at all aspects, including both leisure and commuter cyclists and their journeys and such a move will be reflected in the Implementation Plan.**

Indeed one of the objectives within the second Local Transport Plan for Kent (2006-11) is to increase the number of daily cycle trips, to help to reduce traffic on Kent's roads and consequently reduce congestion and pollution. There are already a good number of cycle routes within the County, with over 490km of cycle network, cycling levels also increased by 56% from 2001-2006.

However there are few significant lengths of cycle route within the Sevenoaks district and, these are in the following locations;

- **Edenbridge, Mont Saint Aignan Way**
- **B2173, London Road, Swanley**
- **A20, West Kingsdown**
- **Old London Road, Halstead**

Coverage of the National Cycle Network is also poor, with only Regional Cycle Route 12 passing through Leigh in the very southeast of the district.

Despite the lack of dedicated cycling facilities, cyclists are a visible component of Sevenoaks district traffic. There is also a possibility that there is a significant level of latent demand for cycling that could be released. The Sevenoaks Sustainable Development Action Plan revealed that over 70% of all car journeys within the district are under 5 miles in length and 46% are less than 2 miles. Such journeys have the potential to be replaced by cycling journeys if provision for cyclists could be improved.

As part of its monitoring programme, the County Council reports on cycle flows. In total, three different sources of data collection are used, i.e. 12/14 inner urban area cordon counts, 21 automatic cycle counts and 43 inter urban counts. However, as from 2006 the 43 sites are monitored by Metrocount machines which do not count cycles. Hence, cycles counts at the 43 locations are only up to 2005.

Table 11: Inner Cordon Cycle Counts (12 Hours, 7am To 7pm) (source KCC 2009)

District	2000	2001	2002	2003	2004	2005	2006	2007	2008	% Growth 07-08
Ashford	342	972	660	676	548	611	832	825	945	14.5
Broadstairs	~	~	~	~	~	~	291	324	352	8.6
Canterbury	1,589	1,691	1,111	1,451	1,568	1,714	1,626	1,579	1,399	-11.4
Dartford	461	403	416	296	345	407	380	457	475	3.9
Dover	~	285	347	279	241	318	339	348	495	42.2
Folkestone	~	489	367	279	333	378	390	420	461	9.8
Gravesend	562	472	555	482	398	207	551	482	587	21.8
Maidstone	257	409	293	334	307	307	623	567	605	6.7
Margate	434	375	446	503	383	429	683	636	717	12.7
Ramsgate	~	~	~	~	~	~	549	471	495	5.1
Sevenoaks	~	140	120	160	110	137	267	242	253	4.5
Sittingbourne	~	~	~	573	460	461	623	498	602	20.9
Tonbridge	793	799	928	925	956	960	1,021	984	990	0.6
Tunbridge Wells	~	547	497	485	446	628	554	564	676	19.9
AVERAGE	634	598	522	537	508	546	624	600	647	7.8

Sevenoaks Urban Cordon Survey Results 2006

Summary of Results for Average Weekday 24 Hour period 0000-2359 (two-way)

Inner Cordon

Site	Location of site	Date of count	Vehicle Counts				12-hr 7am-7pm			Vehicle Speeds			Vehicle Headways			
			CAR	LGV	HGV	UN	Total	Peds	Cycles	Limit	Av.	% over limit	0-1	1-2	2-4	4+
I1	A225 Tonbridge Road	14/06/06 - 21/06/06	12537	6730	524	205	19996	1110	102	30	22.0	8.2	2088	3206	6616	8225
I2	A25 High Street Seal	14/06/06 - 21/06/06	13114	6829	828	175	20946	195	44	30	28.0	34.6	1716	4889	6792	7738
I3	A225 Offord Road	14/06/06 - 21/06/06	9667	6972	654	29	17322	198	47	30	32.1	74.8	401	4567	5298	7193
I4	A224 Amherst Hill	14/06/06 - 21/06/06	10903	6900	535	78	18416	516	74	30	29.9	55.2	1264	3918	4734	8664
Totals			46221	27431	2541	487	76680	2019	267	Ave.	27.8	41.7	5469	16580	23440	31820

Outer Cordon

Site	Location of site	Date of count	Vehicle Counts				Vehicle Speeds			Vehicle Headways					
			CAR	LGV	HGV	UN	Total	Limit	Av.	% over limit	0-1	1-2	2-4	4+	
O1	A25 Main Rd Sundridge	13/06/06 - 19/06/06	-	-	-	-	18734	-	-	-	-	-	-	-	-
O2	A225 Riverhill	13/06/06 - 19/06/06	-	-	-	-	15069	-	-	-	-	-	-	-	-
O3	A25 Maidstone Road Seal Woods	13/06/06 - 19/06/06	-	-	-	-	16068	-	-	-	-	-	-	-	-
O4	A225 Shoreham Road Offord	13/06/06 - 19/06/06	-	-	-	-	7743	-	-	-	-	-	-	-	-
O5	A224 Polhill	15/06/06 - 21/06/06	-	-	-	-	14404	-	-	-	-	-	-	-	-
Totals			-	-	-	-	72018	-	-	-	-	-	-	-	-

Notes

Vehicle classes based on axle spacings (see attached sheet)
 HGV - includes buses
 UN - unknown vehicle type
 "-" data not recorded by permanent traffic count site
 Speed limits have been checked against the Hims database

I2 A25 High Street Seal - No data 18th - 20th June. There is a 40mph zone near the survey site.
 O5 A224 Polhill excludes data for 19th June

Sevenoaks Urban Cordon Survey Results 2006

Summary of Results for Average Weekday Morning Peak Period 0700-1000 Inbound to Town Centre

Inner Cordon

Site	Location of site	Date of count	Vehicle Counts				7am-10am		Vehicle Speeds			Vehicle Headways				
			CAR	LGV	HGV	UN	Total	Peds	Cycles	Limit	Av.	% over limit	0-1	1-2	2-4	4+
I1	A225 Tonbridge Road (NB)	14/06/06 - 21/06/06	1189	771	88	29	2077	148	17	30	20.1	2.1	188	332	828	736
I2	A25 High Street Seal (WB)	14/06/06 - 21/06/06	1267	706	113	18	2104	20	5	30	28.7	40.1	166	447	762	739
I3	A225 Otford Road (SB)	14/06/06 - 21/06/06	871	835	96	4	1806	9	6	30	30.3	63.9	32	472	540	770
I4	A224 Amherst Hill (SB)	14/06/06 - 21/06/06	1208	682	63	8	1961	95	15	30	29.5	47.2	125	451	554	841
Totals			4535	2994	360	59	7948	272	43	Ave.	27.0	37.3	511	1702	2684	3086

Outer Cordon

Site	Location of site	Date of count	Vehicle Counts				Vehicle Speeds			Vehicle Headways						
			CAR	LGV	HGV	UN	Total	Limit	Av.	% over limit	0-1	1-2	2-4	4+		
O1	A25 Main Rd Sundridge (EB)	13/06/06 - 19/06/06	-	-	-	-	1825	-	-	-	-	-	-	-	-	-
O2	A225 Riverhill (NB)	13/06/06 - 19/06/06	-	-	-	-	2147	-	-	-	-	-	-	-	-	-
O3	A25 Maidstone Road Seal Woods (WB)	13/06/06 - 19/06/06	-	-	-	-	2324	-	-	-	-	-	-	-	-	-
O4	A225 Shoreham Road Otford (SB)	13/06/06 - 19/06/06	-	-	-	-	1117	-	-	-	-	-	-	-	-	-
O5	A224 Polhill (SB)	15/06/06 - 21/06/06	-	-	-	-	1809	-	-	-	-	-	-	-	-	-
Totals			-	-	-	-	9222	-	-	-	-	-	-	-	-	-

Notes

Vehicle classes based on axle spacings (see attached sheet)

HGV - includes buses

UN - unknown vehicle type

"-" data not recorded by permanent traffic count site

Speed limits have been checked against the Hims database

I2 A25 High Street Seal - No data 18th - 20th June. There is a 40mph zone near the survey site.

O5 A224 Polhill excludes data for 19th June

Sevenoaks Urban Cordon Survey Results 2007

Summary of Results for Average Weekday 24 Hour period 0000-2359 (two-way)

Inner Cordon

Site	Location of site	Date of count	Vehicle Counts					12-hr 7am-7pm			Vehicle Speeds			Vehicle Headways			
			CAR	LGV	HGV	UN	Total	Peds	Cycles	Limit	Av.	% over limit	0-1	1-2	2-4	4+	
I1	A225 Tonbridge Road	09/06/07-17/06/07	13595	6400	512	248	20755	1216	107	30	21.8	7.9	2769	3074	6608	8299	
I2	A25 High Street Seal	08/06/07-17/06/07	12670	6382	783	140	19975	159	23	30	28.4	35.2	1382	4687	6286	7616	
I3	A225 Otford Road	08/06/07-17/06/07	9617	7475	674	47	17813	186	51	30	31.7	72.9	401	4747	5612	7044	
I4	A224 Amherst Hill	08/06/07-17/06/07	6893	5595	468	36	12992	592	61	30	27.3	43.1	519	2845	3986	5640	
Totals			42775	25852	2437	471	71535	2153	242	Ave.	27.1	38.1	5071	15363	22492	28599	

Outer Cordon

Site	Location of site	Date of count	Vehicle Counts					Vehicle Speeds			Vehicle Headways					
			CAR	LGV	HGV	UN	Total	Limit	Av.	% over limit	0-1	1-2	2-4	4+		
O1	A25 Main Rd Sundridge	09/06/07 - 17/06/07	-	-	-	-	17814	-	-	-	-	-	-	-	-	-
O2	A225 Riverhill	09/06/07 - 17/06/07	-	-	-	-	15667	-	-	-	-	-	-	-	-	-
O3	A25 Maidstone Road Seal Woods	09/06/07 - 17/06/07	-	-	-	-	15313	-	-	-	-	-	-	-	-	-
O4	A225 Shoreham Road Otford	09/06/07 - 17/06/07	-	-	-	-	7932	-	-	-	-	-	-	-	-	-
O5	A224 Polhill	09/06/07 - 17/06/07	-	-	-	-	14708	-	-	-	-	-	-	-	-	-
Totals			-	-	-	-	71434	-	-	-	-	-	-	-	-	-

Notes

- Vehicle classes based on axle spacings (see attached sheet)
- HGV - includes buses
- UN - unknown vehicle type
- "-" data not recorded by permanent traffic count site
- Speed limits have been checked against the Hirms database

- I2 A25 High Street Seal - No data 18th - 20th June. There is a 40mph zone near the survey site.
- O5 A224 Polhill excludes data for 19th June

Sevenoaks Urban Cordon Survey Results 2007

Summary of Results for Average Weekday Morning Peak Period 0700-1000 Inbound to Town Centre

Inner Cordon

Site	Location of site	Date of count	Vehicle Counts				7am-10am			Vehicle Speeds			Vehicle Headways			
			CAR	LGV	HGV	UN	Total	Peds	Cycles	Limit	Av.	% over limit	0-1	1-2	2-4	4+
I1	A225 Tonbridge Road (NB)	09/06/07-17/06/07	1212	470	41	19	1742	190	25	30	21.6	6.7	394	199	446	703
I2	A25 High Street Seal (WB)	08/06/07-17/06/07	1937	830	112	16	2895	23	5	30	28.2	31.0	187	364	1170	674
I3	A225 Otford Road (SB)	08/06/07-17/06/07	746	573	75	10	1404	26	5	30	22.9	37.0	29	289	509	578
I4	A224 Amherst Hill (SB)	08/06/07-17/06/07	784	701	64	5	1554	96	7	30	29.8	49.8	88	378	427	660
Totals			4679	2574	292	50	7595	335	42	Ave.	26.0	30.4	698	1730	2552	2615

Outer Cordon

Site	Location of site	Date of count	Vehicle Counts				Vehicle Speeds			Vehicle Headways					
			CAR	LGV	HGV	UN	Total	Limit	Av.	% over limit	0-1	1-2	2-4	4+	
O1	A25 Main Rd Sundridge (EB)	09/06/07 - 17/06/07	-	-	-	-	1840	-	-	-	-	-	-	-	-
O2	A225 Riverhill (NB)	09/06/07 - 17/06/07	-	-	-	-	2138	-	-	-	-	-	-	-	-
O3	A25 Maidstone Road Seal Woods (WB)	09/06/07 - 17/06/07	-	-	-	-	2172	-	-	-	-	-	-	-	-
O4	A225 Shoreham Road Otford (SB)	09/06/07 - 17/06/07	-	-	-	-	1073	-	-	-	-	-	-	-	-
O5	A224 Polhill (SB)	09/06/07 - 17/06/07	-	-	-	-	1905	-	-	-	-	-	-	-	-
Totals			-	-	-	-	9128	-	-	-	-	-	-	-	-

Notes

- Vehicle classes based on axle spacings (see attached sheet)
- HGV - includes buses
- UN - unknown vehicle type
- “-” data not recorded by permanent traffic count site
- Speed limits have been checked against the Hims database

- I2 A25 High Street Seal - No data 18th - 20th June. There is a 40mph zone near the survey site.
- O5 A224 Polhill excludes data for 19th June

Sevenoaks Urban Cordon Survey Results 2008

Summary of Results for Average Weekday 24 Hour period 0000-2359 (two-way)

Inner Cordon

Site	Location of site	Date of count	Vehicle Counts				12-hr 7am-7pm		Vehicle Speeds		Vehicle Headways					
			CAR	LGV	HGV	UN	Total	Peds	Cycles	Limit	Av.	% over limit	0-1	1-2	2-4	4+
I1	A225 Tonbridge Road	06/06/08-15/06/08	11804	6818	487	274	19382.6	1032	89	30	23.0	9.1	2067	3052	6011	8250
I2	A25 High Street Seal	06/06/08-15/06/08	13945	5986	764	171	20866	185	31	30	28.2	34.6	1946	4743	6524	7649
I3	A225 Olford Road	06/06/08-15/06/08	9296	7547	682	23	17547.2	136	57	30	32.4	75.4	349	4609	5307	7273
I4	A224 Amherst Hill	06/06/08-15/06/08	10977	8173	563	84	19797.2	391	76	30	30.3	56.2	1381	4285	5230	8898
Totals			46022	28523	2496	552.6	77593	1744	253	Ave.	28.4	43.0	5742	16688	23072	32071

Outer Cordon

Site	Location of site	Date of count	Vehicle Counts				Vehicle Speeds		Vehicle Headways						
			CAR	LGV	HGV	UN	Total	Limit	Av.	% over limit	0-1	1-2	2-4	4+	
O1	A25 Main Rd Sundridge		-	-	-	-	16468.2	-	-	-	-	-	-	-	-
O2	A225 Riverhill		-	-	-	-	14190.5	-	-	-	-	-	-	-	-
O3	A25 Maidstone Road Seal Woods		-	-	-	-	15905	-	-	-	-	-	-	-	-
O4	A225 Shoreham Road Olford		-	-	-	-	7226	-	-	-	-	-	-	-	-
O5	A224 Polhill		-	-	-	-	13919	-	-	-	-	-	-	-	-
Totals							67708.7								

Notes

From 2006 the survey method changed from 12 hour manual weekday counts to average weekday 24 hour counts collected using Metrocount temporary ATC equipment. As a result the number of vehicles recorded in each vehicle class will not be directly comparable to those recorded during the manual counts of previous years. Metrocount units derive vehicle classifications from the axle spacings which can lead to some overlap whereas manual counts derive them by the size and shape of each vehicle.

Vehicle classes based on axle spacings (see attached sheet)

CAR - includes motorcyclists

HGV - includes buses

UN - unknown vehicle type

"-" data not recorded by permanent traffic count site

Speed limits have been checked against the Hims database

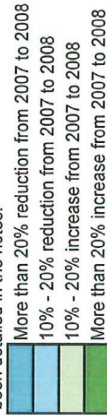
Pedestrian and Cycle surveys were conducted on Wednesday 13th June 2007 and the weather was dry and overcast

I1 A225 Tonbridge Road - In 2007 five buses stopped on the pedestrian count line carrying school children from Tonbridge

I2 A25 High Street Seal - There is a 40mph zone near the survey site.

I4 A224 Amherst Hill - comparison with 2006 data suggests 2007 flows are low, possibly due to roadworks in the area in 2007.

Increases or decreases of more than 10% compared with 2006 have been highlighted within the tables in accordance with the following key. Known events on the local road network which may explain these movements have been detailed in the notes.



Sevenoaks Urban Cordon Survey Results 2008

Summary of Results for Average Weekday Morning Peak Period 0700-1000 Inbound to Town Centre

Inner Cordon

Site	Location of site	Date of count	Vehicle Counts				7am-10am			Vehicle Speeds			Vehicle Headways			
			CAR	LGV	HGV	UN	Total	Peds	Cycles	Limit	Av.	% over limit	0-1	1-2	2-4	4+
I1	A225 Tonbridge Road (NB)	06/06/08-15/06/08	1686	688	74	59	2506	161	21	30	19.4	2.3	302	422	1034	748
I2	A25 High Street Seal (WB)	06/06/08-15/06/08	2261	717	103	24	3105	31	4	30	26.8	20.6	271	398	1270	666
I3	A225 Otford Road (SB)	06/06/08-15/06/08	695	788	94	4	1581	6	5	30	27.6	53.5	31	380	513	656
I4	A224 Amherst Hill (SB)	06/06/08-15/06/08	1292	910	85	14	2302	110	20	30	27.6	42.8	145	549	767	840
Totals			5934	3104	356	100	9494	308	50	Ave.	25.2	26.6	749	2249	3585	2910

Outer Cordon

Site	Location of site	Date of count	Vehicle Counts				Vehicle Speeds			Vehicle Headways					
			CAR	LGV	HGV	UN	Total	Limit	Av.	% over limit	0-1	1-2	2-4	4+	
O1	A25 Main Rd Sundridge (EB)		-	-	-	-	552	-	-	-	-	-	-	-	-
O2	A225 Riverhill (NB)		-	-	-	-	674	-	-	-	-	-	-	-	-
O3	A25 Maidstone Road Seal Woods (WB)		-	-	-	-	2329	-	-	-	-	-	-	-	-
O4	A225 Shoreham Road Otford (SB)		-	-	-	-	1015	-	-	-	-	-	-	-	-
O5	A224 Polhill (SB)		-	-	-	-	1799	-	-	-	-	-	-	-	-
Totals							6369								

Notes

From 2006 the survey method changed from 12 hour manual weekday counts to average weekday 24 hour counts collected using Metrocount temporary ATC equipment. As a result the number of vehicles recorded in each vehicle class will not be directly comparable to those recorded during the manual counts of previous years. Metrocount units derive vehicle classifications from the axle spacings which can lead to some overlap whereas manual counts derive them by the size and shape of each vehicle.

Vehicle classes based on axle spacings (see attached sheet)

CAR - includes motorcyclists

HGV - includes buses

UN - unknown vehicle type

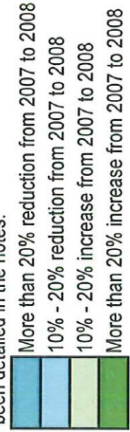
"-" data not recorded by permanent traffic count site

Speed limits have been checked against the Hims database

Pedestrian and Cycle surveys were conducted on Wednesday 13th June 2007 and the weather was dry and overcast

I2 A25 High Street Seal - There is a 40mph zone near the survey site.

Increases or decreases of more than 10% compared with 2006 have been highlighted within the tables in accordance with the following key. Known events on the local road network which may explain these movements have been detailed in the notes.



Powered Two-Wheelers

The SDST promotes the use of powered two wheelers (PTW) as an alternative to the car. It will achieve this by working with community transport operators to develop two 'wheels 2 work' schemes in key areas within the district. 'Wheels 2 Work' schemes help people access employment and education opportunities through the loan of a scooter where other forms of transport may not be available.

The promotion of PTW will help the SDST to achieve the following:-

- **Reduce Congestion - PTWs take up less road space than cars**
- **Improve Accessibility - Many PTWs are cheaper to run than private cars. By improving conditions and parking facilities for users more people will be confident and able to access facilities that might not have been accessible without a car**
- **Improve Air Quality - Small capacity PTWs produce less emissions than most cars and help improve air quality if the journey would otherwise have been made by a car**

The SDST aims to improve safety and security for PTW users as part of its road safety agenda.

Disability Access

The Disability Discrimination Acts of 1995 & 2005 aim to end discrimination that disabled people face and this act was significantly extended in 2005 to give disabled people rights in the areas of access to goods, facilities, transport services.

The provision of dropped kerbs and tactile paving reduces barriers to goods and services for disabled people as well as those travelling with small children or carrying luggage, people with temporary mobility problems and many older people.

It is therefore important to install such facilities wherever possible through an ongoing work programme based on audits by disabled groups as well as all new schemes and the highway enhance access wherever possible.

KHS will continue to engage with local access groups and forums such as the Sevenoaks District Access Group thereby identifying specific areas and corridors for improvement via all potential available funding mechanisms.

Smarter Choices

Setting SMARTer Targets

Targets have an important role to play in measuring and monitoring progress towards achieving the overall objectives. Some of the key targets have been set by the DfT, particularly in relation to School Travel Plans (40% of schools by 2006 and 100% of schools by 2010) but there are clear benefits to setting other district targets to enable the delivery of the strategy to be monitored and continually developed. Such targets should be SMART i.e. Specific, Measureable, Achievable, Realistic and Timed.

Key achievements include;

- **50-60 new School Travel Plans, taking the Kent Total to 470 (approx) or 78%**
- **A 1% shift to sustainable modes of travel to school (against 2006/07 school census base data)**
- **114,000 school-run journeys saved through walk to school initiatives (as of March 09)**
- **Over 13,000 Kent Freedom Passes issued, with an estimated 2%-6% improvement in journey times outside those schools with a significant uptake of the scheme**
- **£100,000 of capital investment in sustainable travel to school facilities, within school grounds (Local Transport Plan)**
- **A projected 3,163,283 car journeys saved in 2009 through 'Kentcarshare' which equates to a saving of over 1000 metric tonnes of CO₂**

A ten year action plan, coincident with the Local Transport Plan for Kent (2006-11) and future updates over the life time of the SDST, is proposed to ensure these targets are achieved. These are organised under the following Smarter Choices headings:

- **School Travel Plans**
- **Work Place Travel Plans**
- **Public Transport Information and Marketing**
- **Travel Awareness Campaigns**
- **Personalised Travel Planning**
- **Car Sharing**
- **Car Clubs**
- **Tele/Flexible Working**

Smarter Choices operates within the context of the following major national and local priorities:

- **Travelling to School: An Action Plan – Department for Education and Skills (DFES)/Department for Transport (DfT) (2003) – which made significant funding available to local authorities and schools and set a target of 40% of schools to have travel plans by 2006 and 100% by 2010**
- **The Future of Transport – DfT (2004) – “promoting the use of school travel plans, workplace travel plans and personalised travel planning to encourage people to consider and use alternatives to their cars.”**
- **Choosing Health – Department of Health (DoH) (2004) – which sets out the key principles for supporting the public to make healthier and more informed choices in regards to their health**

- **LTP2 Guidance – DfT (2004) – which includes a mandatory requirement for all local authorities to set targets for mode share of journeys to school for the period 2006 to 2011**
- **Every Child Matters – DfES (2004) – which sets out the national framework for local change programmes to build services around the needs of children and young people under the headings “be healthy; stay safe; enjoy and achieve; make a positive contribution and achieve economic well-being”**
- **The Next Four Years – KCC (2003) – which sets out the County Council’s priorities for the term of the administration, including initiatives aimed at “Keeping Kent Moving”**
- **Vision for Kent – KCC (2003) – the Community Strategy for improving the economic, environmental and social wellbeing of the county of Kent over the next 20 years**
- **Local Transport Plan for Kent 2006-2011 – KCC (2005) – which includes the vision “to widen the choice of transport available and reduce dependency on the private car, thereby providing good accessibility to jobs and services for all sections of the community and conserving and enhancing the environment”. The Strategy is accountable to a steering group of senior officers from the Environment & Regeneration and Education & Libraries Directorates and is ultimately accountable to the Cabinet Members for Environment, Highways and Waste and Education and School Improvement**

Delivery, Objectives and Targets

The successful delivery of Smarter Choices Kent presents a challenge for a wide range of stakeholders. However, the benefits of its delivery provide an important stimulus for action. An action plan is required to reverse the ever increasing number of car journeys and the decline in more sustainable forms of travel such as walking to school. The following sections set out the key objectives of Smarter Choices, overall targets and a detailed action plan to ensure their delivery.

The key objectives of Smarter Choices Kent are;

- **To give people better information about their existing travel options. For example through the development of Traffic Management and Information systems, providing real-time travel information to the public through a variety of media. This will enable people to make informed decisions about their journey before leaving their homes or workplaces and also to react to situations affecting their journey en-route**
- **To market sustainable transport options more effectively. For example, through signage at key congestion hot-spots throughout the County advertising the Kentcarshare initiative and forging effective partnerships with the media**
- **To make improvements to bus services, so that they better meet the needs of a particular group of people. For example, through the development of Quality Bus Partnerships with the aim of building on relationships between Local Authorities, principal bus operators and local transport user groups**
- **To provide new transport services, closely focused on a particular target market such as a workplace or a residential area. For example, through the provision of dedicated high quality school bus services. The priority for providing a bus needs to be assessed using those School Travel plans which help to identify the greatest potential for a switch away from private car at lowest overall cost and cost per passenger of the service**
- **To provide new options that reduce the need to travel. For example, through the promotion and development of flexible working and IT solutions, led and championed by the County Council**

Smarter Choices Kent – An Action Plan

School Travel Plans

School Travel Plans are an initiative to encourage pupils, parents and staff to address the issues of congestion, road safety, health and the environment in relation to their school and wider community. Schools are encouraged to think about their own unique environment and ethos, the needs of their particular community and what issues matter to them.

In line with the one of the key national targets set by the DfT, it is proposed that **100%** of schools in Sevenoaks district will have an approved Travel Plan by 2010.

Workplace Travel Plans

Travel plans can cover a single site or a cluster of businesses, for example on a business park.

The targeted marketing of travel plans to companies in Sevenoaks district with more than 100 Staff will be applied to ensure that all businesses of this size and above have an adopted 'Plan' in place by 2018.

Public Transport Information and Marketing

There is much potential to promote individual bus routes to people through travel plans and other Smarter Choices initiatives by:

- **Supporting the delivery of the Public Transport Information Strategy**
- **Promoting public transport through school and workplace travel plans**
- **Developing new *Kickstart* bids with public transport operators**

Travel Awareness Campaigns

Travel awareness campaigns improve understanding of traffic growth and encourage people to think about their own travel behaviour, they use a wide range of media and co-ordinate with national events such as Walk to School Week.

Travel awareness messages are general and tend to be aimed at the whole population rather than particular groups. It is proposed to:

- **Establish and promote the New Ways 2 Work, New Ways 2 School and New Ways 2 Travel brands across Kent whilst supporting existing branding**
- **Develop and tailor initiatives to support nationally and internationally recognised events and travel awareness programmes e.g. Walk to School Week, National Green Transport Week and European Mobility Week**
- **Establish partnerships with local media serving those travelling to work in key congestion areas e.g. Maidstone, Canterbury and Tunbridge Wells**

Personalised Travel Planning

Personalised travel planning (PTP) is a targeted marketing technique, providing travel advice and information to people based on an understanding of their personal trip patterns. PTP can have a significant impact in promoting more sustainable journeys, so much so it now has its own national web site for door-to-door journey information at www.transportdirect.info

Car Sharing

Car sharing schemes can have a significant impact on tackling congestion, reducing parking pressures and saving travel costs. The most successful car share schemes are those which support the daily commute. Such schemes can operate within a company, or across a number of different employers in the same area.

It is planned to expand car sharing by:

- **Launching a dedicated car share scheme for schools (*schoolrun*)**
- **Marketing the schemes through a variety of innovative and targeted media**
- **Supporting companies and schools registering with the schemes**

Car Clubs

A car club gives people access to a car whenever they need it, but without the high fixed costs of individual ownership. Car club members are able to mix and match their travel modes, using a car when that is the best option but travelling by public transport, on foot or by bike at other times. The number of schemes in the UK is small but growing steadily.

It is planned to facilitate car clubs by:

- **Promoting car clubs where appropriate at new developments**

Tele/Flexible Working

Tele/flexible working generally involves working remotely from a usual office base by phone and computer. Nationally this practice has been increasing at 13% per annum.

To support this Smarter Choices proposes to:

- **Promote tele/flexible working as part of workplace travel plans**

Partnership Working

A fundamental principle of Smarter Choices is to develop and deliver highway schemes and services which are aligned with people's travel needs; this can be achieved by engaging with the public and other stakeholders to raise awareness, ownership and behavioural change.

Station Travel Plans (Assn. Train Operating Companies - ATOC)

Many of the above objectives also form part of the Station Travel Plans as promoted by ATOC but a summary is shown below for information;

- **Workplace and school travel plans**
- **Personalised or individual travel planning**
- **Public transport information and marketing**
- **Car clubs and car sharing schemes**
- **Teleworking, teleconferencing and home shopping/working**

Conclusion

By working together with key partners and stakeholders, Smarter Choices has the potential to make a substantial contribution to reducing the impact of congestion through the provision of innovative, viable and cost effective alternatives to the private car. Smarter Choices will also support a wide range of other government policies and initiatives and provide an opportunity to benefit the health of individuals and the economic vitality of town centres and businesses.

Development Planning & Transport Assessments

Mechanisms for controlling the impact of traffic are already in place. The planning process seeks the views of parish council's, residents, local and county members as well as Kent County Council as Highway Authority and the Highways Agency as a consultee.

Through the planning process the impact of development is identified. Where the impact is identified as being detrimental to existing highway conditions developers are expected to put in place, provide for fund mitigating measure to ensure that the impact is negated to provide a sustainable development. This can be done by condition or legal agreement.

It is therefore essential that a catalogue of potential highway improvements is developed. By doing so where priorities for public funding preclude such improvements contributions from a development can be essential to pump prime or fund them can be a decisive issue.

Indeed this strategy document is the forerunner if any such wish list to be put together by KCC, SDC and parish councils who are uniquely positioned to the local needs.

It is essential that SDC or KCC continue to work in partnership to continue to seek to deliver a quality highway network.

- **Planning controls on new applications**
- **Enforcement of existing on site turning and loading areas**
- **Enforcement of loading and unloading restrictions and provide appropriate location with enforcement to prevent misuse**
- **Review HGV routing strategy or signing**
- **Working with Satellite Navigation providers to ensure both permanent routes and temporary directions routes are identified**

A sustainable community is a place where people want to live and work, now and in the future. But is this more about hot air rather than clean air, or building civic empires rather than green environments? Central government is working with councils, partner agencies and local people to create 'sustainable communities'. These are seen as the residential and workplace surroundings in which people live and thrive, where there is a balance and integration of the social, economic and environmental components that define a community area.

In short, these communities are likely to be:

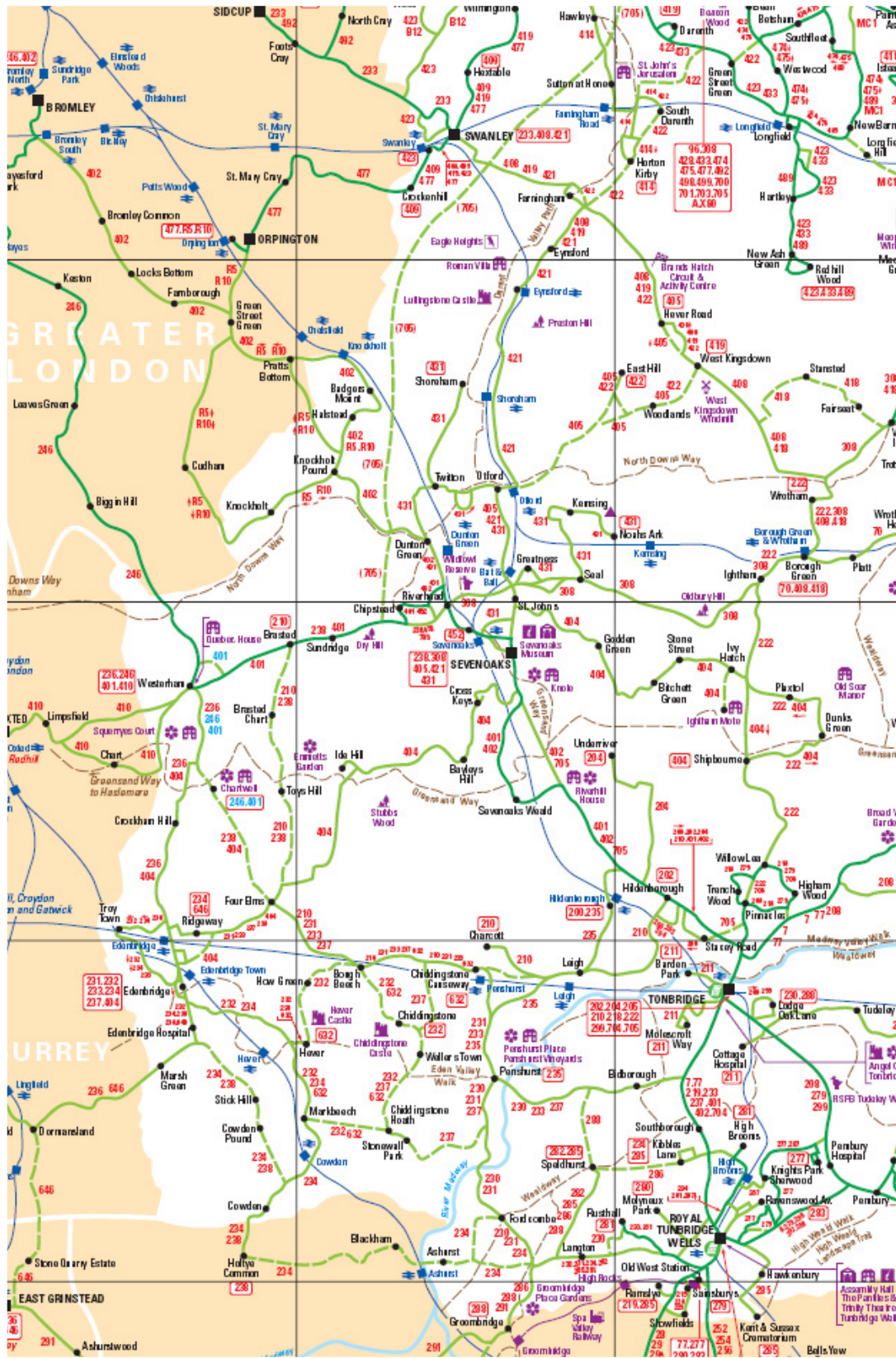
- **safe and inclusive**
- **well planned, built and run**
- **offering equality and opportunity for all**

But forget the 'one size fits all' template, because sustainable communities are diverse, reflecting their own local circumstances.

There can be many forms of social exclusion. Physical restrictions such as mobility can be easily recognised, dropped crossings for mobility chairs and push chairs and prams along with controlled and uncontrolled crossings can address many of their needs. In addition adaptation of transport and the means of access goes a long way to complete those with physical impairment. But those with sight and hearing deficiencies also need to be considered. There are however further sections of the community that are subject to social exclusion. The young who need to use the highway safely and need to become streetwise. Those that can not or do not have the use of the car, or unable to use a two wheel cycle. Public transport may be their only means of accessing employment, shopping and leisure facilities. It is therefore essential that accessible and affordable public transport is available where ever possible with dial-a-ride and taxi services on hand where it fails.

Figure 09

Public Transport Map



source: KCC

Figure 10

Proposed Developments in Edenbridge

1	Land West of Enterprise Way	Safeguarded for future development in the Local Plan. SDC's Strategic Housing Land Availability Assessment (SHLAA) identifies the potential for the development of 260 dwellings. The emerging Core Strategy states that this site should be re-allocated as 'Reserve land' to be brought forward after 2015 if required to maintain a 5 year land supply.
2	Former Edenbridge Secondary School Site	Planning Permission (SE/07/01932) granted for the development of 40 dwellings and a community centre.
3	Penlee, Hawthorns & Eden Lodge, Station Road	Development of 34 dwellings permitted under SE/07/03881.

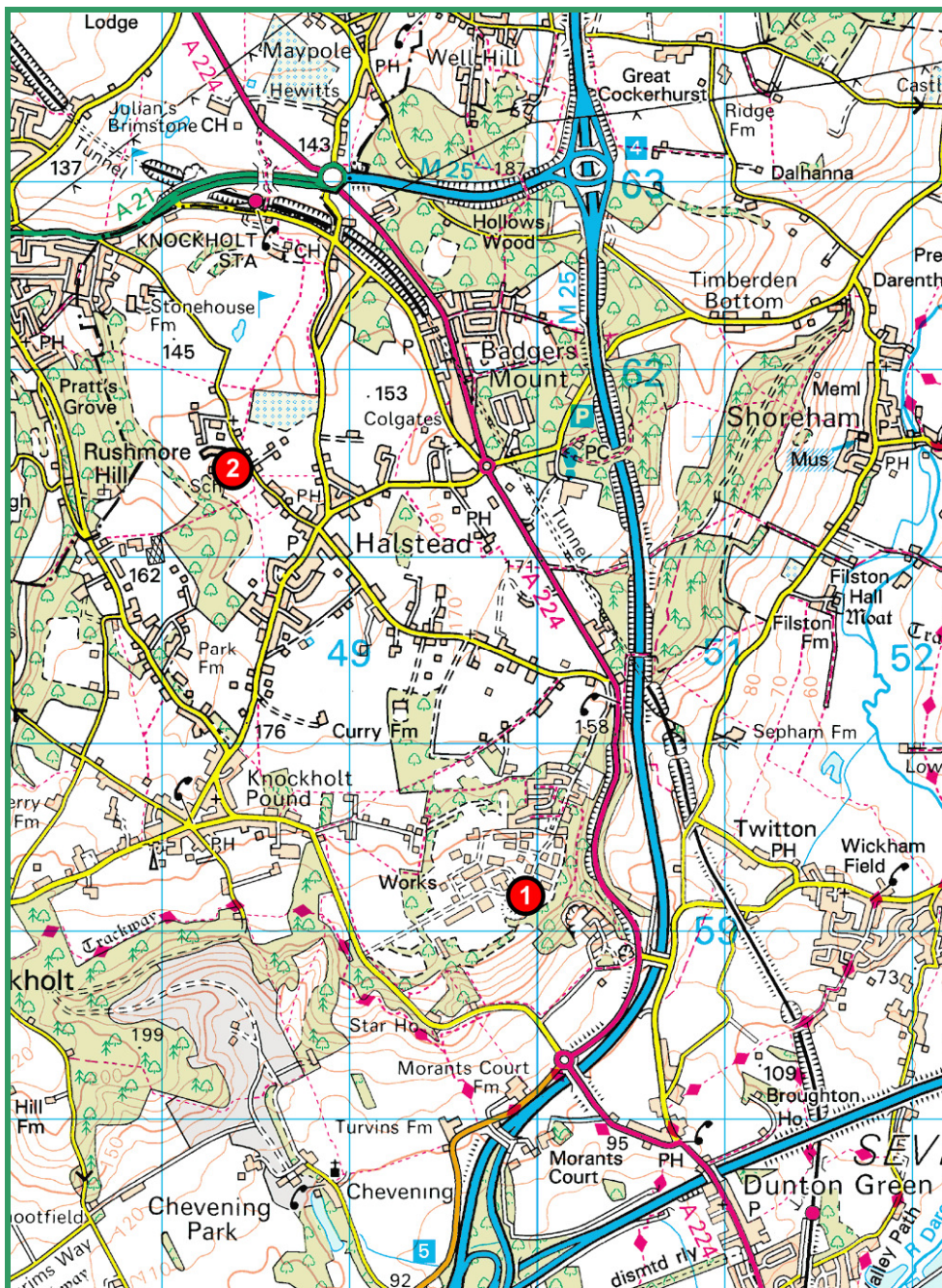


source: Sevenoaks DC

Figure 11

Proposed Developments in Halstead

1	Fort Halstead	A proposal has been put forward for a major redevelopment to provide a mixed use scheme to accommodate up to 1000 dwellings, employment provision and other uses. No planning application has been submitted. The Core Strategy does not support the allocation of this site for residential redevelopment.
2	Halstead Place School, Church Road, Halstead	Development of 33 dwellings permitted under SE/08/01915



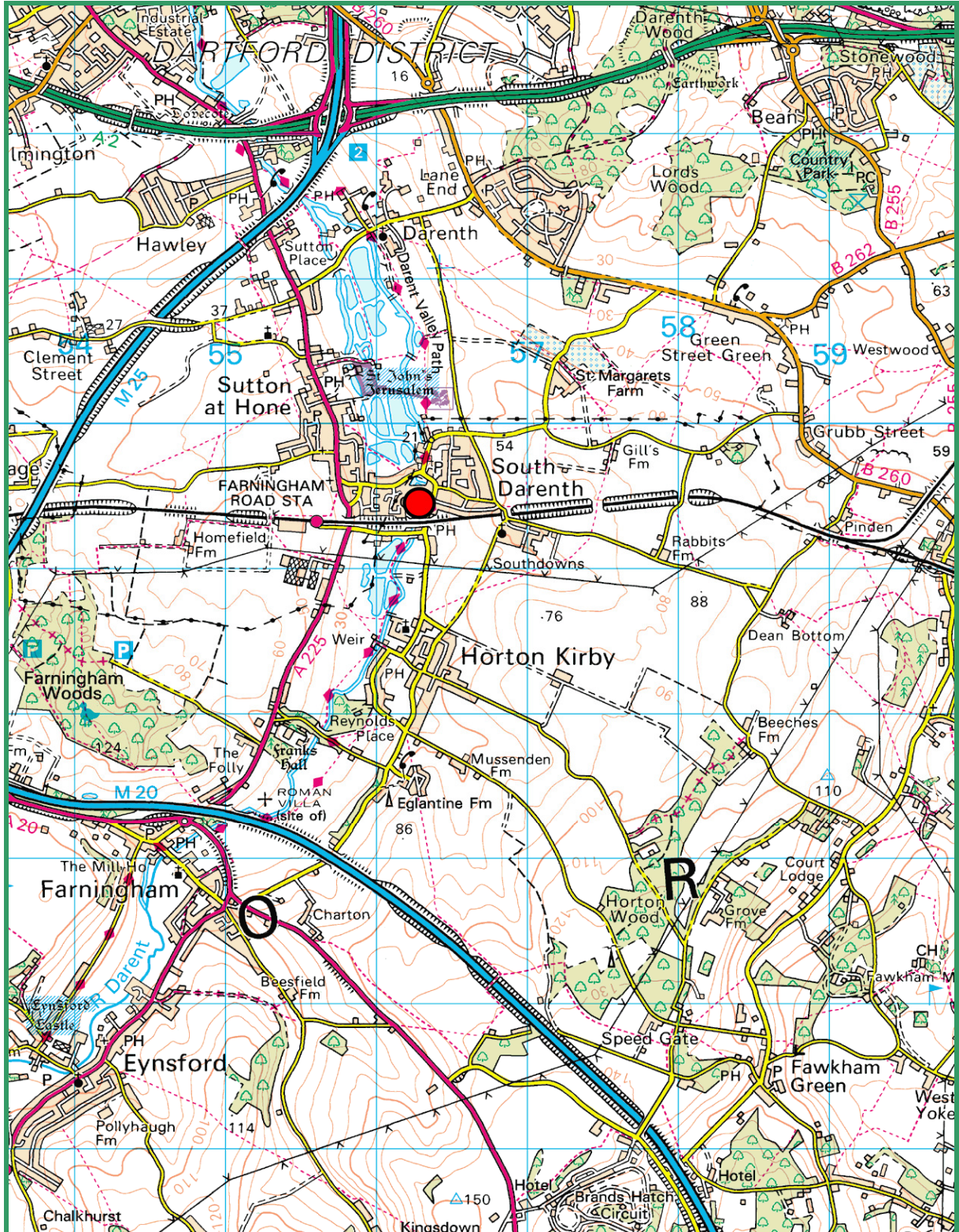
source: Sevenoaks DC

Figure 12

Proposed Developments in Horton Kirby

Horton Kirby Paper Mills, South Darenth, site still under construction

Site has planning permission for the development of 210 dwellings.



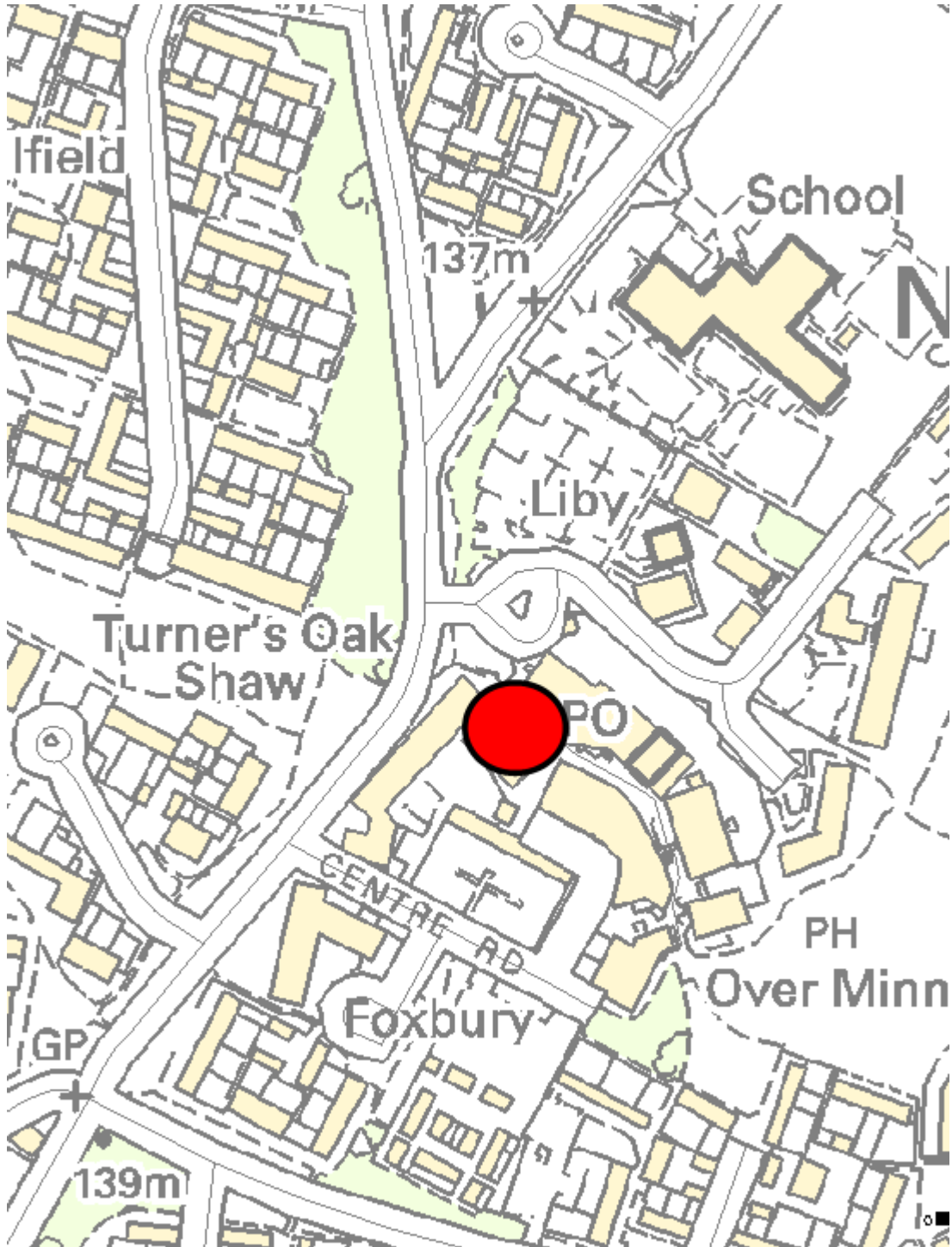
source: Sevenoaks DC

Figure 13

Proposed Developments in New Ash Green

New Ash Green Village Centre

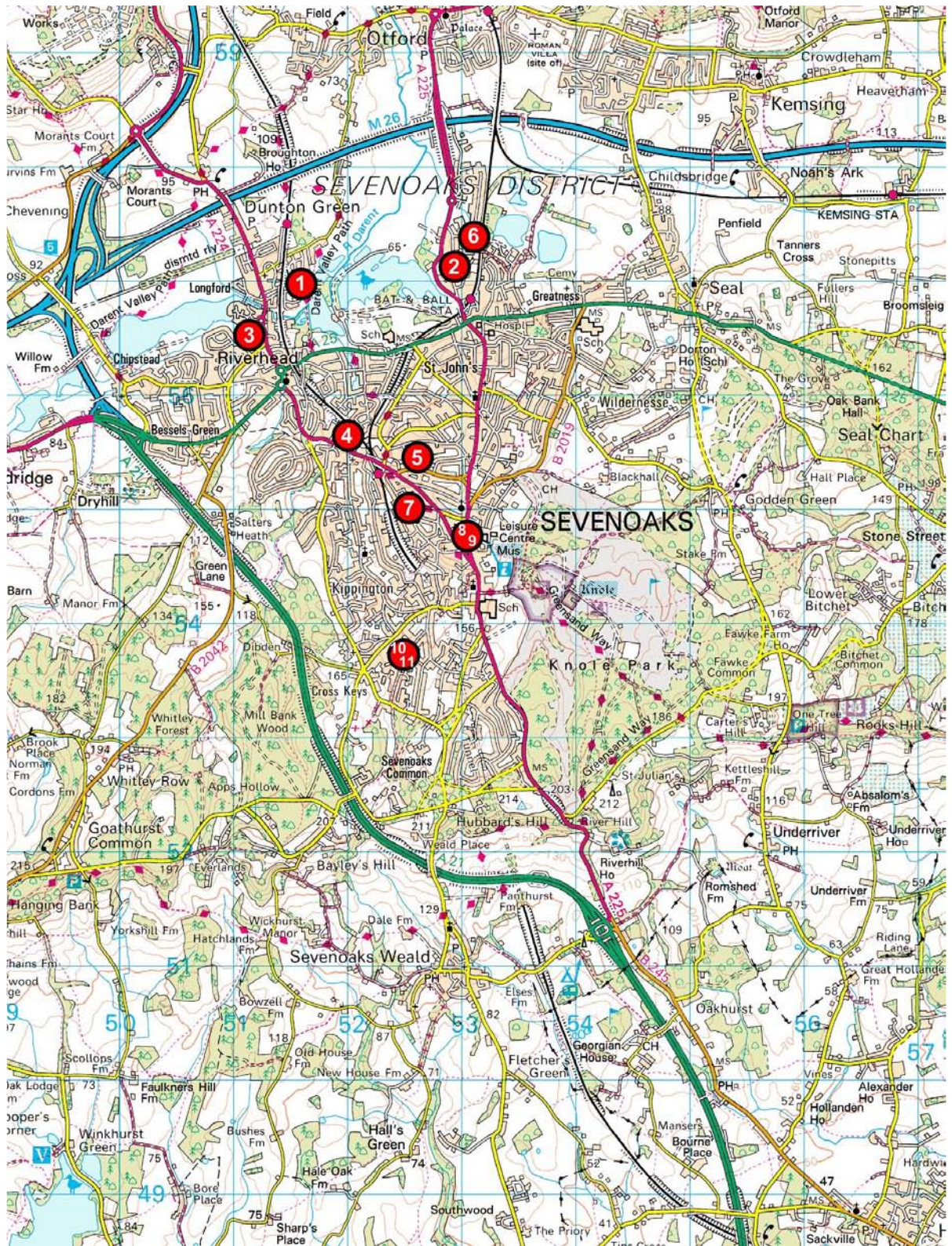
Regeneration of New Ash Green Village Centre is supported by the emerging Core Strategy. SDC's Strategic Housing Land Availability Assessment identifies the potential for 50 additional dwellings.



source: Sevenoaks DC

Figure 14

Proposed Developments in Sevenoaks



source: Sevenoaks DC

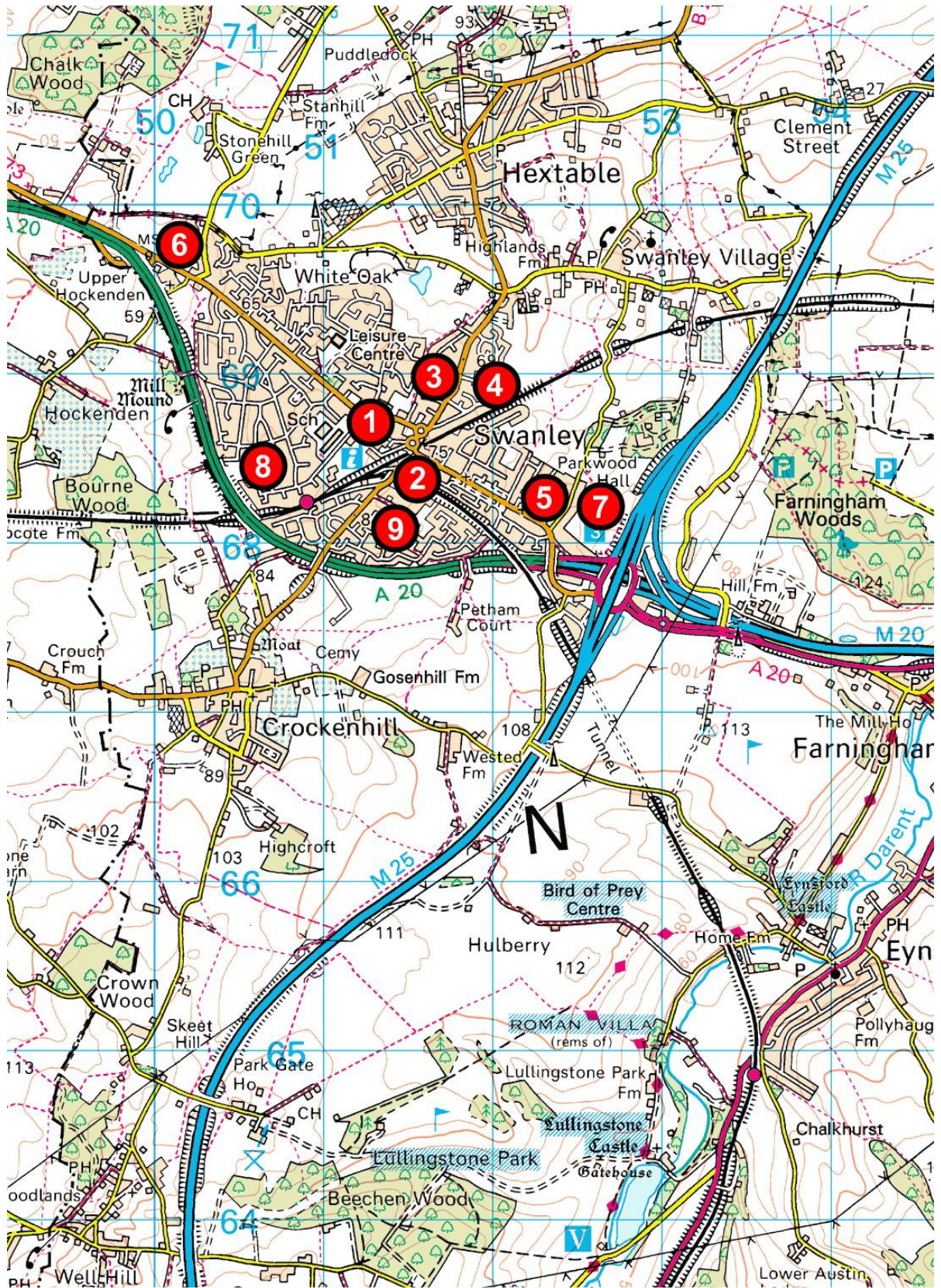
Key to development map above

1	West Kent Cold Store	Site has planning permission for the development of 500 dwellings, commercial and community/medical floorspace.
2	Sevenoaks Gas Holder Station, Cramptons Road	The SHLAA identifies the potential for development of 48 dwellings.
3	Riverhead, Tesco Expansion	Expansion of store to provide an additional 3552 sq m of net retail floorspace permitted under SE/07/03724.
4	Sevenoaks Police Station & Magistrates Court, Morewood Road	Planning Permission (09/00650) granted for the development of 52 units and redevelopment of 1,228 sq m of office floor space.
5	The Farmers Site, London Road	Development of 23 dwellings permitted under SE/04/00526.
6	Cramptons Road, Water Works	The SHLAA identifies the potential for development of 55 dwellings.
7	Railway and Bicycle Public House, London Road, Sevenoaks	Development of 24 dwellings permitted under SE/06/02156.
8	Bligh's Meadow redevelopment	The SHLAA identifies the potential for development of 59 dwellings.
9	Retail Development at Sevenoaks Town Centre	The emerging Core Strategy supports the development of additional retail floorspace at Sevenoaks Town Centre after 2016.
10	Johnsons, land between Oak Lane & Hoggarden Lane	The SHLAA identifies the potential for development of 34 dwellings.
11	Sevenoaks School, land between Oak Lane & Hoggarden Lane	The SHLAA identifies the potential for development of 37 dwellings.
12 (not on map)	Greatness Mills, Mill Lane	The SHLAA identifies the potential for development of 22 dwellings.

source: Sevenoaks DC

Figure 15

Proposed Developments in Swanley & Crockenhill



source: Sevenoaks DC

Key to development map above

1	Swanley Town Centre	The SHLAA identifies the potential for development of 128 dwellings.
2	Bevan Place	The SHLAA (including the Allocated LP site) identifies the potential for development of 52 dwellings.
3	Former Laundry Site, Bonney Way	Planning Permission (09/00274) granted for the development of 65 dwellings.
4	Keston and the Beeches	Development of 25 units permitted under SE/04/00248.
5	Old Bus Garage, London Road	Allocated for development in the Local Plan. The SHLAA identifies the potential for development of 20 dwellings.
6	Former Déjà vu nightclub and land to the north	The SHLAA identifies the potential for development of 34 dwellings.
7	Broomhill	The emerging Core Strategy supports the development of 12ha of employment land at Broomhill.
8	Land to the west of Cherry Avenue	The SHLAA identifies the potential for development of 75 dwellings.
9	United House, Goldsel Road	The SHLAA identifies the potential for development of 116 dwellings.

source: Sevenoaks DC

2001 Census Tables

Table 15: 2001 ONS Census data – Resident Workforce

2001 ONS Census - Travel to Work (KS15) Last updated 2nd June 2006		Sevenoaks district	South East region	England wide
All People aged 16-74 in employment	Count	52,029	3,888,756	22,441,498
People who work mainly at or from home	Count	5,948	386,302	2,055,224
People who work mainly at or from home	Percentage	11.4	9.9	9.2
People aged 16-74 who usually travel to work by: Underground, Metro, Light Rail or Tram	Count	102	8,949	709,386
People aged 16-74 who usually travel to work by: Underground, Metro, Light Rail or Tram	Percentage	0.2	0.2	3.2
People aged 16-74 who usually travel to work by: Train	Count	8,473	218,822	950,023
People aged 16-74 who usually travel to work by: Train	Percentage	16.3	5.6	4.2
People aged 16-74 who usually travel to work by: Bus, Mini Bus or Coach	Count	1,020	169,312	1,685,361
People aged 16-74 who usually travel to work by: Bus, Mini Bus or Coach	Percentage	2.0	4.4	7.5
People aged 16-74 who usually travel to work by: Motorcycle, Scooter or Moped	Count	677	43,731	249,456
People aged 16-74 who usually travel to work by: Motorcycle, Scooter or Moped	Percentage	1.3	1.1	1.1
People aged 16-74 who usually travel to work by: Driving a Car or Van	Count	28,837	2,301,493	12,324,166
People aged 16-74 who usually travel to work by: Driving a Car or Van	Percentage	55.4	59.2	54.9
People aged 16-74 who usually travel to work by: Passenger in a Car or Van	Count	2,303	219,850	1,370,685
People aged 16-74 who usually travel to work by: Passenger in a Car or Van	Percentage	4.4	5.7	6.1
People aged 16-74 who travel to work by: Taxi or Minicab	Count	206	16,032	116,503
People aged 16-74 who travel to work by: Taxi or Minicab	Percentage	0.4	0.4	0.5
People aged 16-74 who usually travel to work by: Bicycle	Count	481	119,315	634,588
People aged 16-74 who usually travel to work by: Bicycle	Percentage	0.9	3.1	2.8
People aged 16-74 who usually travel to work by: On foot	Count	3,783	385,450	2,241,901
People aged 16-74 who usually travel to work by: On foot	Percentage	7.3	9.9	10.0
People aged 16-74 who usually travel to work by: Other	Count	199	19,500	104,205
People aged 16-74 who usually travel to work by: Other	Percentage	0.4	0.5	0.5
Average distance (km) travelled to fixed place of work	Kilometres	17.25	14.89	13.31
Public transport users in households: With car or van	Count	9,055	323,282	2,307,988
Public transport users in households: With car or van	Percentage	94.4	81.4	69.0
Public transport users in households: Without car or van	Count	535	70,393	1,018,494
Public transport users in households: Without car or van	Percentage	5.6	17.7	30.5

This table is about **travel to work**. Information on this table comes from responses to a number of questions from the 2001 Census, including the address of the main place of work. The means of travel to work is that used for the longest part, by distance, of the usual journey to work.

Table 16: 2001 ONS Census data – Distance Travelled to Work

2001 ONS Census - Distance Travelled to Work (UV35) Last updated 18th November 2004		Sevenoaks district	South East region	England wide
All People	Count	52,029	3,888,756	22,441,497
Works mainly at or from home	Count	5,948	386,302	2,055,224
Less than 2km	Count	7,572	792,325	4,484,082
2km to less than 5km	Count	4,902	683,531	4,510,259
5km to less than 10km	Count	6,773	589,320	4,094,614
10km to less than 20km	Count	8,765	532,799	3,412,081
20km to less than 30km	Count	6,612	260,817	1,197,605
30km to less than 40km	Count	6,279	138,450	527,840
40km to less than 60km	Count	1,252	151,207	487,683
60km and over	Count	724	141,187	607,571
No fixed place of work	Count	3,056	199,278	991,537
Working outside the UK	Count	128	11,593	59,346
Working at offshore installation	Count	18	1,947	13,655

This table is about **distance travelled to work**. The distance travelled to work is measured in kilometres of a straight line between the residence and workplace post codes. It is not calculated for people working mainly from home, those with no fixed or offshore workplaces.

Table 17: 2001 ONS Census data – Method of Travel to Work

2001 ONS Census - Method of Travel to Work - Resident Population (UV39)		Sevenoaks district	South East region	England wide
Last updated 18th November 2004				
All People	Count	78,405	5,766,307	35,532,091
Works mainly at or from home	Count	5,948	386,302	2,055,224
Underground, metro, light rail or tram	Count	102	8,949	709,386
Train	Count	8,473	218,822	950,023
Bus, minibus or coach	Count	1,020	169,312	1,685,361
Taxi or minicab	Count	206	16,032	116,503
Driving a car or van	Count	28,837	2,301,493	12,324,166
Passenger in a car or van	Count	2,303	219,850	1,370,685
Motorcycle, scooter or moped	Count	677	43,731	249,456
Bicycle	Count	481	119,315	634,588
On foot	Count	3,783	385,450	2,241,901
Other	Count	199	19,500	104,205
Not currently working	Count	26,376	1,877,551	13,090,593

This table is about **method of travel to work**. The table shows the usual resident population aged 16 to 74 by the method of travel to work. The method of travel to work is for the longest part, by distance of the usual journey to work.

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Consultation Responses

Ref.	From	Date	Type	Doc	Included in revisions	Page	Section	Subject	Comments	Comments
1	Sir Michael Harrison	02-Oct	Sevenoaks Conservation Council	Strat	Yes	33	8	Roads, Traffic & Congestion	Urgent need for the M26/M25 east facing slips after such a long period.	Re-worded and amended
2	Cllr E Purves	02-Oct	SDC	Strat	Yes, to be included with in Cycling Strategy to be developed (see Imp. Plan)	49	12	Cycling	Cycling should be at the heart of the transport policy	Strategy and Imp. Plan
3	Cllr E Purves	02-Oct	SDC	Strat	Yes, to be included with in Cycling Strategy to be developed (see Imp. Plan)	49	12	Cycling	Targets for cycle storage should be included	Strategy and Imp. Plan
4	Cllr E Purves	02-Oct	SDC	Strat	Yes, to be included with in Cycling Strategy to be developed (see Imp. Plan)	49	12	Cycling	Cycle storage and provision at many local facilities	Strategy and Imp. Plan
5	Sir Michael Harrison	02-Oct	Sevenoaks Conservation Council	Strat	Yes	56	16	Freight & HGV Movements	Ban HGV's from upper part of Sevenoaks High Street.	Make reference to the proposed FOP and Freight Strategy in Appendix 16
6	Stephen Lee	04-Oct	Individual	Strat	No		12	Cycling	Raking level - should this have 1 as 'improving safety'	
7	Roland Courtney	10-Oct	Individual	Strat	Yes, to be included with in Cycling Strategy to be developed (see Imp. Plan)	49	12	Cycling	General dismay at inadequate provision for cycling	Strategy and Imp. Plan
8	Nigel Whitburn	20-Oct	Rural Kent	Strat	Yes	39	9.4	Rural Bus Services	Aspirational issues surrounding pooling and organisation of mini-buses	Re-worded and amended
9	Steve Birkin	20-Oct	Individual	Strat	Yes, to be included with in Cycling Strategy to be developed (see Imp. Plan)	49	12	Cycling	Low priority given to cycling throughout the district. It should be far more important within the district. More cycling facilities within the district if it is to assist in reducing congestion. Cycling safety improvements needed.	Strategy and Imp. Plan
10	Nigel Whitburn	20-Oct	Rural Kent	Strat	Yes	51	14	Smarter Choices	Station Travel Plans are not included in SDST	Reference added, see also appendix 17 (page 53)
11	Nigel Whitburn	20-Oct	Rural Kent	Strat	Yes	42-46	10.2	Enhancing the Benefits of Rail Services	Recognition of the Sussex Rail partnership and the benefits that could be achieved by working with them	KCC would be willing to become involved as a consultees
12	Nigel Whitburn	20-Oct	Rural Kent	Strat	No		7.3	Transport Pressures	Ageing population creating more demand for transport solutions	
13	Nigel Whitburn	20-Oct	Rural Kent	Strat	No		9.1	Existing Provision	percentage questions between rural and urban access to cars	
14	Nigel Whitburn	20-Oct	Rural Kent	Strat	No		9.3	Local Bus Services	Criticism of SDST, LTP2 etc of how better services can be achieved	
15	Nigel Whitburn	20-Oct	Rural Kent	Strat	No		9.7	Community Transport	Criticism of SDST, LTP2 etc of how better services can be achieved	
16	Lucy Bull	20-Oct	Kent Velo Girls	Strat	No		12	Cycling	General maintenance of A227 And sweeping issues	
17	Brian Barrett	20-Oct	Individual	Strat	No		12	Cycling	Blocked cycle racks in Sevenoaks High Street by market traders on Saturday mornings.	Strategy and Imp. Plan
18	Prosper Marr-Johnson	29-Oct	Individual	Strat	Yes, to be included with in Cycling Strategy to be developed (see Imp. Plan)	49	12	Cycling	Vague proposals in SDST for cycling. More safe storage areas for cycles at many locations. Insufficient storage space at Sevenoaks rail station and provision needed for mopeds and other two wheelers. System required for coping with abandoned & damaged cycles. Bolder policies for cyclists over car users.	Strategy and Imp. Plan
19	Peter Ashlee	29-Oct	Individual	Strat	Yes, to be included with in Cycling Strategy to be developed (see Imp. Plan)	49	12	Cycling	Overall the need to improve cycling facilities and provide them with a much higher profile.	Strategy and Imp. Plan
20	Christine Lane	06-Nov	Edenbridge Town Council	Strat	Yes	40	9.9	Bus, Community Transport & Taxi	Kent Freedom Pass to be made available for those residing in Kent and travelling to out of county schools.	Make reference as this has recently been announced and is applicable from 2010
21	Christine Lane	06-Nov	Edenbridge Town Council	Strat	Yes, to be included with in Cycling Strategy to be developed (see Imp. Plan)	49	12	Cycling	Encourage more cycling and extending cycle route 12 to Edenbridge.	Strategy and Imp. Plan

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Ref.	From	Date	Type	Doc	Included in revisions	Page	Section	Subject	Comments	Comments
22	Jim Purves	06-Nov	Individual	Strat	Yes, to be included with Cycling Strategy to be developed (see Imp. Plan)	49	12	Cycling	More encouragement and cycle facilities.	Strategy and Imp. Plan
23	Christine Lane	06-Nov	Edenbridge Town Council	Strat	Yes	54	15	Disability Access	Improve station accesses.	Continue to lobby for improvements and the required investments needed and reference made top the National Station Improvement Programme
24	Christine Lane	06-Nov	Edenbridge Town Council	Strat	Yes	56	16	Freight & HGV Movements	Action to reduce the inappropriate use of roads by lorries.	Refer to this as part of the overall all freight strategy
25	Christine Lane	06-Nov	Edenbridge Town Council	Strat	No		10	Rail Travel	Electrification of Uckfield to London Bridge, double tracking and improved services to Gatwick.	
26	Carol Allart	09-Nov	Horton Kirby Parish Council	Strat	No		9	Bus, Community Transport & Taxi	Lack of connection to Sevenoaks for SDC offices, plus changes to services have left some without buses.	
27	John Spurling	12-Nov	Tunbridge Wells Borough Council	Strat	Yes	9	2	Executive Summary	Provide explanation of how priority initiatives are ranked.	Add reference to LTP
28	John Spurling	12-Nov	Tunbridge Wells Borough Council	Strat	Yes	22	5	Context	State or add to heading table the average number of car trips per day. Also explain average number of dwellings is based on the SE plan.	if data available
29	John Spurling	12-Nov	Tunbridge Wells Borough Council	Strat	Yes	33	8	Roads, Traffic & Congestion	8.2 The Kent & Medway Structure Plan is being referenced - is this still appropriate as it is not the development plan for SDC?	Re-worded and amended
30	John Spurling	12-Nov	Tunbridge Wells Borough Council	Strat	Yes	60	9	Bus, Community Transport & Taxi	How will SDC seek to establish if park and ride is viable.	By feasibility study
31	John Spurling	12-Nov	Tunbridge Wells Borough Council	Strat	Yes	61	18	Kent's Airports	Further development of this section is required.	Develop this section to include reference to the loss of the Tunbridge Wells to Gatwick rail service and include X11 bus service
32	John Spurling	12-Nov	Tunbridge Wells Borough Council	Strat	No		3	Introduction	Cross reference Section 4 - linking to community input?	Amend
33	John Spurling	12-Nov	Tunbridge Wells Borough Council	Strat	Yes		8	Roads, Traffic & Congestion	8.1 refer to TWBC's infrastructure delivery plan & implementation plan for infrastructure projects.	noted
34	John Spurling	12-Nov	Tunbridge Wells Borough Council	Strat	No		9	Bus, Community Transport & Taxi	Clarify whether or not having access to a private car/van is the same as car ownership or is it genuinely about access.	
35	John Spurling	12-Nov	Tunbridge Wells Borough Council	Strat	No		9	Bus, Community Transport & Taxi	Good reference to Pembury Hospital.	
36	John Spurling	12-Nov	Tunbridge Wells Borough Council	Strat	No		22	Development Planning & TA's	Should table 5 refer to SPG4 - is this still appropriate as it is not the development plan for SDC?	
37	John Spurling	12-Nov	Tunbridge Wells Borough Council	Strat	No		23	Setting, Achieving & Monitoring Targets	SDST target to increase household access to Pembury Hosp - this is quite relevant to all modes of transport.	
38	John Spurling	12-Nov	Tunbridge Wells Borough Council	Strat	No		24	Key Background Documents	24.3 RPG9 is referred to and it should be the South East Plan. 24.4 same for SPG4	
39	Jon Lord - CED CK	13-Nov	Individual	Strat	No		10	Rail Travel	A two-car Diesel or electric unit could run an evening service, and as anyone will tell you, getting from the Holmesdale valley to the towns of Sevenoaks, Tonbridge or Tunbridge Wells and Maidstone is a logistical nightmare. The addition of this section of track would, at one stroke, provide a network link-up to all these locations. A unit running from Sevenoaks Tubs Hill to Bromley would take in Otford, Shoreham, Eynsford, St Mary's Cray and Swanley. At Tonbridge there is a link to Tunbridge Wells.	
40	Kevin Hawkins	16-Nov	Arriva Southern Counties	Strat	Yes	20	5	Context	Consider change of wording to include 'although recent frequency changes have been made to the services to Orpington and to Tonbridge and Tunbridge Wells'.	Re-word and amend as required
41	Kevin Hawkins	16-Nov	Arriva Southern Counties	Strat	Yes	33	8	Roads, Traffic & Congestion	Agreement with the congestion hot-spots and bus activated signals may be a way of assisting free flow of bus services.	Noted
42	Kevin Hawkins	16-Nov	Arriva Southern Counties	Strat	Yes	39	9	Bus, Community Transport & Taxi	Second paragraph is perceived to be very negative. Bus rapid transport - it is though unlikely to be viable. Local bus services - Arriva would support outlined alterations. Inter-urban coach services - such vehicles are not really suited to low floor accessible services and would be better suited to longer distance journeys. Bus interchanges - improvements are possible, particularly at Swanley where there is no formal interchange.	Re-worded and amended
43	John Beamish	16-Nov	Individual	Strat	Yes	40	9	Bus, Community Transport & Taxi	KCC should request further government grant to permit the introduction of over 60's free off peak rail travel as some areas have poor bus services but reasonably good rail connections	Re-worded and amended

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44	Kevin Hawkins	16-Nov	Arriva Southern Counties	Strat	Yes	41	9	Bus, Community Transport & Taxi	Arriva would support, in principal a Quality Bus Partnership in Sevenoaks.	Re-worded and amended
45	Kevin Hawkins	16-Nov	Arriva Southern Counties	Strat	Yes	47	11	Walking	Full support for improvements to walking routes to bus stops.	Improvements will be funded through LTP where possible
46	Kevin Hawkins	16-Nov	Arriva Southern Counties	Strat			10	Rail Travel	Add a further bullet point with the aim 'Provide an increase in the level of bus services serving Sevenoaks station, particularly at commuter times'.	Amended at page 45
47	Kevin Hawkins	16-Nov	Arriva Southern Counties	Strat	No		23	Setting, Achieving & Monitoring Targets	fully support improving accessibility the fourth bullet point is covered by legislation.	
48	Alan Waters	17-Nov	Individual	Strat	Yes, to be included with in Cycling Strategy to be developed (see Imp. Plan)	49	12	Cycling	Support for whole section and comment made that SDC could do much more - viz. TMBC's example	Strategy and Imp. Plan
49	Alan Waters	17-Nov	Individual	Strat	Yes	60	17	Car Parking	Scope for 1 hour free car parking within town centres to re-vitalise them	suggestion added
50	Alan Waters	17-Nov	Individual	Strat	No		9	Bus, Community Transport & Taxi	Buses - services for inpatients, patients, visitors and staff	
51	Alan Waters	17-Nov	Individual	Strat	No		10	Rail Travel	Train services Ashford to St Pancras have little impact on Sevenoaks	
52	Derry Wiltshire	18-Nov	Amherst School	Strat	Yes, to be included with in Cycling Strategy to be developed (see Imp. Plan)	49	12	Cycling	More emphasis on cycling to school and making safe routes	Strategy and Imp. Plan
53	Ken Marsden	18-Nov	Individual	Strat	Yes, to be included with in Cycling Strategy to be developed (see Imp. Plan)	49	12	Cycling	More emphasis on cycling to school and making safe routes	Strategy and Imp. Plan
54	Ken Marsden	18-Nov	Individual	Strat	Yes, to be included with in Cycling Strategy to be developed (see Imp. Plan)	49	12	Cycling	More cycle parking facilities in Sevenoaks town centre	Strategy and Imp. Plan
55	Ken Marsden	18-Nov	Individual	Strat	Yes, to be included with in Cycling Strategy to be developed (see Imp. Plan)	49	12	Cycling	Explore all the funding options - Sustrans and Connect2	Strategy and Imp. Plan
56	Ken Marsden	18-Nov	Individual	Strat	Yes, to be included with in Cycling Strategy to be developed (see Imp. Plan)	49	12	Cycling	Do not exclude cyclists for the transport debate.	Strategy and Imp. Plan
57	Ken Marsden	18-Nov	Individual	Strat	No		8	Roads, Traffic & Congestion	More 20mph zones, divert traffic away from 'rat-runs'	
58	Ken Marsden	18-Nov	Individual	Strat	No		20	Air Quality Management	Comment that SDC 'seem to ignore this'	
59	R W Evans	19-Nov	Tandridge DC	Strat	Yes	33	8	Roads, Traffic & Congestion	Support for the proposed M26/M25 east facing slips.	Re-worded and amended
60	R W Evans	19-Nov	Tandridge DC	Strat	Yes	42	10	Rail Travel	Improved rail services are needed	Continue to lobby for improvements
61	R W Evans	19-Nov	Tandridge DC	Strat	Yes	56	16	Freight & HGV Movements	Develop a sustainable freight strategy	Refer to this as part of the overall all freight strategy
62	R W Evans	19-Nov	Tandridge DC	Strat	No		9	Bus, Community Transport & Taxi	Inclusion of real time information should be a priority	
63	Andrew Stott	22-Nov	Sevenoaks Rail Travellers Assn.	Strat	Yes	43	10	Rail Travel	Kent RUS - only a few measures to assist and alleviate overcrowding from Sevenoaks.	Make reference to
64	Andrew Stott	22-Nov	Sevenoaks Rail Travellers Assn.	Strat	Yes	42-46	10	Rail Travel	Comprehensive report also included from SRTA's Dr Brian Houghton	Use where appropriate and make reference to as a key document
65	Andrew Stott	22-Nov	Sevenoaks Rail Travellers Assn.	Strat	No		10	Rail Travel	Over generalist and unrealistic 'gloss' on the current state of rail services and their future prospects.	
66	Andrew Stott	22-Nov	Sevenoaks Rail Travellers Assn.	Strat	No		10	Rail Travel	More emphasis on the development pressures on rail services with particular reference to out of district developments	
67	Chris Owlett	22-Nov	Individual	Strat	No				In my view, a major factor in improving transport in the District, but also in Kent itself, is to make Kent Highways Services accountable to the public, which it is not at present. The service presently looks inward and answers only to itself. It is reactive, not proactive. It has no focus on the legal framework within which it should operate. It has too many poorly qualified or untrained staff. It admits to working within "silos" where each section has no knowledge of or interest in the role of any other section. It cannot even comply with the Data Protection Act. The contrast with other departments of KCC, which strive for excellence, and in many instances achieve it, is stark. Also included is a further 3 page of issues that are difficult to align precisely with the SDST.	

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Ref.	From	Date	Type	Doc	Included in revisions	Page	Section	Subject	Comments	Comments
68	Alison Tilbury	23-Nov	Riverhead Parish Council	Strat	Yes	33	8	Roads, Traffic & Congestion	East facing motorway slips could well impact to the detriment of Riverhead.	Re-worded and amended
69	Alison Tilbury	23-Nov	Riverhead Parish Council	Strat	Yes	35	8	Roads, Traffic & Congestion	Fig 8 - map 'useless'	Attempt to improve but as this map has been imported from SDC it may not be possible
70	Alison Tilbury	23-Nov	Riverhead Parish Council	Strat	Yes	36	8	Roads, Traffic & Congestion	Should the A224 be added to the list in the green box?	Amended
71	Alison Tilbury	23-Nov	Riverhead Parish Council	Strat	Yes	40	9	Bus, Community Transport & Taxi	Better public transport and information for existing services needed, including Real Time Information.	Re-worded and amended
72	Alison Tilbury	23-Nov	Riverhead Parish Council	Strat	Yes, to be included within Cycling Strategy to be developed (see Imp. Plan)	49	12	Cycling	No provision in Riverhead for cyclists.	Strategy and Imp. Plan
73	Rod Shelton	23-Nov	Otford Parish Council	Strat	Yes, to be included within Cycling Strategy to be developed (see Imp. Plan)	49	12	Cycling	Cycle path between Otford and the Sainsbury roundabout on the A225	Strategy and Imp. Plan
74	Rod Shelton	23-Nov	Otford Parish Council	Strat	No		6	The Strategy Development, Aims & Objectives	A225 improvements are desperately needed.	Additional bullet point added at page 36 of Strategy document
75	Alison Tilbury	23-Nov	Riverhead Parish Council	Strat	No		8	Roads, Traffic & Congestion	Impact of new developments with approval, but not yet built are not considered.	
76	Alison Tilbury	23-Nov	Riverhead Parish Council	Strat	No		8	Roads, Traffic & Congestion	Traffic Management - the need to remove HGV's and large lorries.	
77	Rod Shelton	23-Nov	Otford Parish Council	Strat	No		9	Bus, Community Transport & Taxi	Bus services are poor and haphazard with no services after 5pm. Service to link the outlying communities to the centre and in particular the Stag theatre. Community bus scheme could assist the community greatly. Park & Ride and shopping services were locally though to be a good idea.	
78	Barbra Ide	23-Nov	Shoreham Parish Council	Strat	No		9	Bus, Community Transport & Taxi	Links to Orpington not well covered.	Revised coverage
79	Joe Bourne	23-Nov	Individual	Strat			10	Rail Travel	Changing rail times and the difficulties this is creating for certain groups of commuters.	
80	Alison Tilbury	23-Nov	Riverhead Parish Council	Strat			10	Rail Travel	Improved rail services are needed when the Dunton Green development is underway.	Amended sections at page 44
81	Rod Shelton	23-Nov	Otford Parish Council	Strat	No		11	Walking	Facilities for walking buses in rural areas are not practicable.	
82	Alison Tilbury	23-Nov	Riverhead Parish Council	Strat	No		16	Freight & HGV Movements	No mention of the proposed Borough Green terminal is made	
83	Rod Shelton	23-Nov	Otford Parish Council	Strat	No		17	Car Parking	Better parking provision for rail travellers.	
84	Alison Tilbury	23-Nov	Riverhead Parish Council	Strat	No		20	Air Quality Management	Any moves to divert traffic from the A225/A225 to the A25 would increase pollution in Riverhead.	
85	Barbra Ide	23-Nov	Shoreham Parish Council	Strat	No		23	Setting, Achieving & Monitoring Targets	Targets are ambiguous and unclear.	
86	Mary Bassendine	24-Nov	Friends of the Earth	Strat	Yes	40	9	Bus, Community Transport & Taxi	More encouragement of bus travel. More support for rural bus routes. Kent Freedom Passes - extend to 17 & 18 year olds.	Re-worded and amended
87	Mary Bassendine	24-Nov	Friends of the Earth	Strat	Yes, to be included within Cycling Strategy to be developed (see Imp. Plan)	49	12	Cycling	Better road surfaces with more attention being given to edge of carriageway.	Strategy and Imp. Plan
88	Mary Bassendine	24-Nov	Friends of the Earth	Strat	Yes	42-46	10	Rail Travel	Better bus links to rail stations.	Continue to work with bus companies and KCC Sustainable Transport
89	Reg Oakley	24-Nov	Individual	Strat	No		11	Walking	Move the priority of foot traffic up the agenda - it is always secondary to motorised traffic.	
90	Reg Oakley	24-Nov	Individual	Strat	No		11	Walking	Better pedestrian crossing facilities - less traffic refuges that create 'pinch-points'.	
91	Mary Bassendine	24-Nov	Friends of the Earth	Strat	No		11	Walking	Better infrastructure and more safe crossing points.	
92	Tamsin Leigh	24-Nov	Penshurst Place	Strat	No				General report on tourism needs.	

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93	Richard Howkins	24-Nov	Southeastern Rail	Strat	Yes		42		Comprehensive update of current services for inclusion into the SDST.	Amended and updated sections appertaining to this
94	Howard Moore	24-Nov	Highways Agency	Strat	Yes				Full update from HA on current network plans and comments on SDST.	Amended and updated sections appertaining to this
95	Martin Gill	25-Nov	Cyclists Touring Club	Strat	Yes, to be included within Cycling Strategy to be developed (see Imp. Plan)	49	12	Cycling	Sevenoaks needs to have far more ambitious targets for cycling.	Strategy and Imp. Plan
96	David Meachin	26-Nov	Farningham Parish Council	Strat	Yes	8	1	Forward	Comment on wording for paras 3 & 7	Section re-worded
97	David Gamble	26-Nov	The Sevenoaks Society	Strat	Yes	22	5	Context	Table attached for population and rail travel. Difference is figure quoted for housing development - differs from SE plan.	Amended
98	Colin Stratton-Brown	26-Nov	Leigh Parish Council	Strat	Yes	33	8	Roads, Traffic & Congestion	Suggestions for A21/M26 slips.	Re-worded and amended
99	David Gamble	26-Nov	The Sevenoaks Society	Strat	Yes	33	8	Roads, Traffic & Congestion	Fig 7 - road traffic cordon counts and traffic generation levels. Support for east facing slips. Reclassify the A225 to a B road to permit the provision of traffic calming. Congestion on local road and the effect of HGV's.	Re-worded and amended
100	David Gamble	26-Nov	The Sevenoaks Society	Strat	Yes	41	9	Bus, Community Transport & Taxi	Consideration for electric hybrid vehicles should be given. Buses to meet train times. Use only environmentally friendly buses.	Re-worded and amended
101	Colin Stratton-Brown	26-Nov	Leigh Parish Council	Strat	Yes	42	17	Car Parking	Rail travellers should be encouraged to use local stations by provision of cheaper car parking. Town centre parking should be cost effective for those coming in from rural areas without good public transport.	See chapter 10
102	Colin Stratton-Brown	26-Nov	Leigh Parish Council	Strat	Yes - route description corrected	49	12	Cycling	Cycle route 12 - description of route not correct in Leigh.	Strategy and Imp. Plan
103	Lorna Talbot	26-Nov	Seal Parish Council	Strat	Yes, to be included within Cycling Strategy to be developed (see Imp. Plan)	49	12	Cycling	Danger for cyclists from speeding vehicles.	Strategy and Imp. Plan
104	David Gamble	26-Nov	The Sevenoaks Society	Strat	Yes, to be included within Cycling Strategy to be developed (see Imp. Plan)	49	12	Cycling	Improve cycle safety. More cycle routes needed.	Strategy and Imp. Plan
105	David Gamble	26-Nov	The Sevenoaks Society	Strat	Yes	50	13	Powered to Wheelers	Parking provision for two wheelers with electric hook-ups.	Reference added
106	David Gamble	26-Nov	The Sevenoaks Society	Strat	Yes	56	16	Freight & HGV Movements	Lorry management - HGV's to be confined to approved routes with clear signage to assist drivers of large vehicles.	Refer to this as part of the overall all freight strategy
107	David Meachin	26-Nov	Farningham Parish Council	Strat	Yes	56	16	Freight & HGV Movements	Page 52, Section 16.1, paragraph 1 - error 'affect' should read 'effect' & page 52, 16.1 'FOP' should read 'FQP'	Amended
108	Colin Stratton-Brown	26-Nov	Leigh Parish Council	Strat	Yes	61	18	Kent's Airports	Should we be pushing for a better rail link to LGW.	Make reference to KCC's lobbying for better services - see chapter 10
109	David Gamble	26-Nov	The Sevenoaks Society	Strat	Yes	61	17	Car Parking	Use two storey car parking to provide more capacity in town centre. Sections for non commuters are required. Electrical hook-up points for electric vehicles.	Covered for in chapter 17 'aim of ensuring efficient use of land'
110	David Meachin	26-Nov	Farningham Parish Council	Strat	Yes	68	21	Travel Safety	Error on page 64 'Harley' should read 'Hartley'	Amended
111	Colin Stratton-Brown	26-Nov	Leigh Parish Council	Strat	Yes	42-46	10	Rail Travel	Reinstate the half hourly services on the Tonbridge/Redhill line.	Continue to lobby for improvements
112	David Gamble	26-Nov	The Sevenoaks Society	Strat	Yes	42-46	10	Rail Travel	Overcrowding, service improvements, Borough Green freight interchange.	Continue to lobby for improvements
113	David Meachin	26-Nov	Farningham Parish Council	Strat	Yes	42-46	10	Rail Travel	'Crossrail' is discussed earlier in this section; I don't think Crossrail is related to Thameslink and I suspect you mean the 'Thameslink 2000' developments in the London Bridge area. Passengers in my area have seen the opposite effect. The new December 2009 timetable actually cuts the number of trains serving Farningham Road station, offering the worst service in living memory. This will inevitably result in more car journeys, leading to even less demand for services at that station and greater congestion elsewhere. These points sound wonderful and would be a great step forward. However, please note that current transport publicity, particularly for bus services outside the primary settlements, is very poor. At the time of writing, I don't think any bus stops in Farningham have timetables.	Revise section as required
114	David Gamble	26-Nov	The Sevenoaks Society	Strat	No		1	Forward	Aspiration approved of but concerns as to how the sustainable aspects will be achieved.	
115	David Meachin	26-Nov	Farningham Parish Council	Strat	No		5	Context	when describing the primary settlements of Sevenoaks, Swanley and Edenbridge, there is no mention of their sports centres. These attract traffic throughout the day on every day of the week.	

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Ref.	From	Date	Type	Doc	Included in revisions	Page	Section	Subject	Comments	Comments
116	David Meachin	26-Nov	Farningham Parish Council	Strat	No		6	The Strategy Development, Aims & Objectives	"The transport issues identified within this Strategy must be taken into account by... bus companies, train companies, Network Rail ... now and in the future." Comment: is there any legal basis to this assertion? Experience in the Farningham area suggests that these organisations do not have any obligation to provide an attractive service for passengers and will ignore any objections or suggestions which do not increase their profits.	
117	David Gamble	26-Nov	The Sevenoaks Society	Strat	No		7	Key Transport & External Pressures	More restrictions on HGV travel through the town centre.	
118	Lorna Talbot	26-Nov	Seal Parish Council	Strat	No		9	Bus, Community Transport & Taxi	Not enough emphasis on the need to improve bus services.	
119	David Meachin	26-Nov	Farningham Parish Council	Strat	No		9	Bus, Community Transport & Taxi	These statistics from 2001 are by definition quite old and of limited value. It would have been useful to have more recent statistics and also to know how many households have more than one car. In some Farningham streets with limited parking there are households with as many as four cars.	
120	David Gamble	26-Nov	The Sevenoaks Society	Strat	No		11	Walking	More pedestrian seating in Sevenoaks town centre. Make off road paths more attractive. Poor pedestrian routes in and out of Sevenoaks Station have the potential to prove hazardous.	
121	Colin Stratton-Brown	26-Nov	Leigh Parish Council	Strat	No		16	Freight & HGV Movements	CTRL freight traffic suggestions and comments.	
122	Lorna Talbot	26-Nov	Seal Parish Council	Strat	No		20	Air Quality Management	Little improvement scope in strategy for AQMA.	
123	David Gamble	26-Nov	The Sevenoaks Society	Strat	No		20	Air Quality Management	Increase cycling to assist in reducing pollution. HGV ban in upper part of Sevenoaks High Street.	
124	David Gamble	26-Nov	The Sevenoaks Society	Strat	No		21	Travel Safety	Downgrade parts of A25 to B classification so that traffic calming could be used!! Other areas have been identified for improvements.	
125	David Gamble	26-Nov	The Sevenoaks Society	Strat	No		22	Development Planning and Transport Assessments	New developments should give consideration to the limitation of the Sevenoaks and Orpington lines.	
126	David Meachin	26-Nov	Farningham Parish Council	Strat	No		23	Setting, Achieving & Monitoring Targets	"Increasing bus patronage in Sevenoaks from 2010-2026 by 0.5% per annum ..." Comment: this is a disappointingly low figure, even allowing for compound growth. In particular, it is considerably lower than the 2% increase per year target stated by the Kent Local Transport Plan (2006-2011), which is quoted on page 6 of your Appendix 01.	
127	Steve Craddock	26-Nov	Sevenoaks DC	Strat	Yes				SDC's formal response to SDST	Amended and updated sections appertaining to this
128	Yolanda Tredoux	27-Nov	Kemsing Parish Council	Strat	Yes	33	8	Roads, Traffic & Congestion	Only limited reference to additional M25/M26 slip roads made.	Re-worded and amended
129	Barbra Cornell	27-Nov	Sundridge with Ide Hill Parish council	Strat	Yes	33	8	Roads, Traffic & Congestion	M25/M26 slip roads - if they go ahead it is considered that the A25 would be adversely affected. A25 improvements for pedestrian safety. A21 requires to be upgraded to assist with access to the new Pembury Hospital.	Re-worded and amended
129	Barbra Cornell	27-Nov	Sundridge with Ide Hill Parish council	Strat	Yes	33	8	Roads, Traffic & Congestion	M25/M26 slip roads - if they go ahead it is considered that the A25 would be adversely affected. A25 improvements for pedestrian safety. A21 requires to be upgraded to assist with access to the new Pembury Hospital.	Re-worded and amended
130	Diana Outram	27-Nov	Individual	Strat	Yes, to be included with in Cycling Strategy to be developed (see Imp. Plan)	49	12	Cycling	Pay attention to cycling, particularly for children going to and from school. Also for those cycling to rail stations for commuting.	Strategy and Imp. Plan
131	Jeff Lee	27-Nov	The Otford Society	Strat	Yes, to be included with in Cycling Strategy to be developed (see Imp. Plan)	49	12	Cycling	Safe secure cycle storage at all stations.	Strategy and Imp. Plan
132		27-Nov	Kemsing Parish Council	Strat	No		9	Bus, Community Transport & Taxi	Services from Kemsing have deteriorated to Sevenoaks rail station. No direct service to Otford rail station. Provide additional commuter services to Sevenoaks rail station	

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Ref.	From	Date	Type	Doc	Included in revisions	Page	Section	Subject	Comments	Comments
133	Barbra Cornell	27-Nov	Sundridge with Ide Hill Parish council	Strat	No		9	Bus, Community Transport & Taxi	Improved rural bus services required, operation much later than present.	
134	Jeff Lee	27-Nov	The Otford Society	Strat	No		9	Bus, Community Transport & Taxi	Poor bus services	
135	Jeff Lee	27-Nov	The Otford Society	Strat	No		11	Walking	Better walking facilities for children to and from school and the promotion of walking bus routes.	
136	Jeff Lee	27-Nov	The Otford Society	Strat	No		17	Car Parking	Manage parking issues better	
137		27-Nov	Sundridge with Ide Hill Parish council	Strat	No		22	Development Planning and Transport Assessments	B2042 - The Parish is pleased to acknowledge that this corridor has been identified for improvements.	
138	Gareth Siddorn	27-Nov	Parliamentary Labour candidate	Strat	Yes				Submission on behalf of local Labour Party	Amended and updated sections appertaining to this
139	Steve Craddock	27-Nov	Sevenoaks DC	Strat	Yes				SDC's final formal response to SDST	Amend and update to ensure links to LDF are in place
140	Angela Howells	27-Nov	Westerham Parish Council	Strat	No				Parish is disappointed to find only limited reference to Westerham.	
141	Ann Watt	27-Nov	Hever Castle	Strat	No				General report on tourism needs.	
142	Ian Smith	27-Nov	Transition Town Sevenoaks	Strat	No				General report on traffic and cycling issues.	
143		13-Nov	Sevenoaks Cycling Forum	Strat	Yes	55	12	Cycling	A comprehensive response to the SDST, many useful facts, information and additions	
144	Stephen Lee	04-Oct	Individual	App	Yes, to be included within Cycling Strategy to be developed (see Imp. Plan)	48	14	Cycling	Halsted cycle advisory is regularly parked across on weekdays	Strategy and Imp. Plan
145	Nigel Whitburn	20-Oct	Rural Kent	App	Yes	13	3	Community Transport	SDC's current transport commitments are not a statutory duty and any withdrawal of services could pose issues for the real community.	Lobby SDC for the continuation of support for community transport services
146	Nigel Whitburn	20-Oct	Rural Kent	App	No		4	Rail Travel	Southern services make no reference to the North Downs Line	
147	John Spurling	12-Nov	Tunbridge Wells Borough Council	App	No		2	Key Transport & External Pressures	duplicate point in first paragraph. Development Pressures heading - need to update to refer to Se Plan. Access to Healthcare - TWBC's IDP, hospital being built by Laing O'Rourke. Access to Education - TW borough not District.	
148	John Spurling	12-Nov	Tunbridge Wells Borough Council	App	No		3	Bus, Community Transport & Taxi	Page 12 might be referring to information to support the statement that 'the bus services within'.	
149	John Spurling	12-Nov	Tunbridge Wells Borough Council	App	No		4	Rail Travel	Table 3 - Any info about journeys to these stations. Page 21 refer to TWBC's IDP which provides info. In the 'turnback' facility in TWBC and how this will enable improved frequent of trains to London. Page 26 SDC official position re Uckfield to Lewes line.	
150	Kevin Hawkins	16-Nov	Arriva Southern Counties	App	Yes	11	3	Bus, Community Transport & Taxi	TfL routes are operated by both Arriva and Metrobus.	Amended
151	David Meachin	26-Nov	Farningham Parish Council	App	Yes	12	3	Key Transport & External Pressures	"407/408/409/418/419" - Omission: this service also runs to Dartford and Darent Valley Hospital; it is an important transport link for those without access to a car.	Amended
152	David Meachin	26-Nov	Farningham Parish Council	App	Yes	12	3	Key Transport & External Pressures	"413/414/415" - Error: for many months this service has been renumbered 414 and no longer runs to Farningham and Eynsford, the bus company citing lack of demand. Information: there is a new 413 service, operated by Go-Coach (http://www.go-coach.co.uk/), which runs once in each direction between West Kingsdown and the Dartford Grammar schools via Farningham; initial reports of this service are very favourable. The same company is introducing a service 420 on a trial basis for the Christmas 2009 period from West Kingsdown to Bluewater via Eynsford, Farningham and Sutton-at-Hone. If successful, the company hope to continue this bus route.	413 & 415 Amended. Go-Coach services quoted are not supported by KCC and as such are not shown in Table 1 (pages 12 & 13)

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153	David Meachin	26-Nov	Farningham Parish Council	App	Yes	13	3	Key Transport & External Pressures	"422" Error: "Eat Hill" is actually "East Hill".	Amended
154	David Meachin	26-Nov	Farningham Parish Council	App	Yes	13	3	Key Transport & External Pressures	"433" and "477" Error: "Darrent" should be "Darent".	Amended
155	David Meachin	26-Nov	Farningham Parish Council	App	Yes	19	4	Rail Travel	Table 2; In this table, Longfield and Farningham Road stations are listed as being within Sevenoaks District. Later in Appendix 12, Table 10 correctly marks these stations as lying just outside the District. However, since large numbers of District residents use these stations, it is right to include them in this document.	Keep in these stations outside SDC area and add note or change table heading
156	David Meachin	26-Nov	Farningham Parish Council	App	Yes	20	4	Rail Travel	Page 20, Appendix 04, Figure 3. Error: Gravesend station is labelled incorrectly as "Gravesham".	Amended
157	David Meachin	26-Nov	Farningham Parish Council	App	Yes	21	4	Rail Travel	Page 21, Appendix 04, paragraph 6 (after indented bullet points): "... passengers ... prefer to drive to Sevenoaks ...". Comment: similarly, some passengers from Farningham and surrounding area prefer to drive to Chelsfield or Orpington in order to catch a fast train to the City or to Charing Cross. These numbers may well increase following the implementation in January 2010 of the Oystercard scheme from railway stations within the Greater London area: likely destinations include Orpington, Chelsfield, Knockholt and St. Mary Cray. Note that Dunton Green and Swanley are the Kent stations immediately bordering the Oystercard area.	Amended
158	David Meachin	26-Nov	Farningham Parish Council	App	Yes	21	4	Rail Travel	Page 21, Appendix 04, paragraph 7. "Improved services will be required at Dunton Green with the proposed redevelopment ...". Comment: there is a development already underway at Horton Kirby (see Appendix 19, page 62) for more than 200 additional homes. However, this has been completely ignored in this section and Southeastern are taking no account of it.	KCC will continue to lobby rail franchisees
159		26-Nov	Farningham Parish Council	App	Yes	24	4	Rail Travel	Page 24, Appendix 04, paragraphs 1-5 (Thameslink services). Comment: I fear that the Kent RUS and this document are over-reliant on the Thameslink route beyond Blackfriars to solve our rail congestion problems. There is only one track in each direction from Blackfriars to St. Pancras and trains must switch between third-rail and overhead power supplies en route, limiting the types of rolling stock available for this route and increasing the chances of equipment failure. It will only take one significant incident (for example, a terrorist attack or a serious derailment) to block this corridor and cause chaos on the railway approaches from Kent to London. In the short period since engineering work began on this project (March 2009), there have already been many instances of Thameslink trains stopping short of their destinations or simply being cancelled for various reasons.	Continue to lobby for improvements
160		26-Nov	Farningham Parish Council	App	Yes	44	4	Rail Travel	Page 44, Appendix 12, Table 9. Error: the car park in Eynsford High Street includes one disabled space.	Amended table
161	David Meachin	26-Nov	Farningham Parish Council	App	No		3	Key Transport & External Pressures	example of SDC bias in favour of Sevenoaks town itself. Many children from the north-west of Sevenoaks district actually travel to the Kent grammar schools in Wilmington, Dartford and Gravesend.	
162	David Meachin	26-Nov	Farningham Parish Council	App	No		3	Key Transport & External Pressures	as already mentioned, bus stop information in Farningham is poor to non-existent. We look forward to the promised improvements.	
163	David Meachin	26-Nov	Farningham Parish Council	App	No		3	Key Transport & External Pressures	the loss of Farningham and Eynsford Post Offices was a severe loss to both communities, particularly as the Post Office refused to justify two closures in adjoining villages. As a result, many local residents are forced to use car journeys instead of taking what was a pleasant walk and an opportunity for social interaction. Any measures to reinstate local services would be welcomed, and indeed should form part of the scope of this study.	

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Ref.	From	Date	Type	Doc	Included in revisions	Page	Section	Subject	Comments	Comments
164	David Meachin	26-Nov	Farningham Parish Council	App	No		3	Key Transport & External Pressures	Why is a national review required? Many areas of the country have already introduced local 20mph zones (for example). The excessive speed of vehicles through residential areas of Farningham is a topic of much interest at present: prompted by the concerns of residents, the Parish Council recently held a site meeting with Kent Highways to discuss this.	
165	David Meachin	26-Nov	Farningham Parish Council	App	No		3	Key Transport & External Pressures	Page 16; Farningham is noticeable by its absence from this paragraph.	
166	David Meachin	26-Nov	Farningham Parish Council	App	No		4	Rail Travel	"Ticket sale figures do not include purchased on the internet." Question: why not? Do Southeastern not have any idea of the number of tickets sold in this way? Comment: the sales figures also fail to include those passengers who travel without tickets between open stations in Kent, where few stations gates are manned, especially outside peak hours.	
167	David Meachin	26-Nov	Farningham Parish Council	App	No		4	Rail Travel	Page 20, Appendix 04, Table 3. Comment: it would be more useful if this table also included figures for journeys from Swanley station, a busy station which also serves as an interchange as well as a destination.	Agreed if this data is available
168	David Meachin	26-Nov	Farningham Parish Council	App	No		4	Rail Travel	Page 21, Appendix 04, paragraphs 3 and 4. Comment: experience and communication with Southeastern has shown that any new capacity on the line between Longfield and Swanley has not been used for the benefit of passengers living in that area. In fact, the December 2009 timetable cuts our train service. We have received no satisfactory response to letters and emails regarding these cuts, so we have no confidence that Southeastern will take any notice whatsoever of any recommendations arising from this Strategy.	
169		26-Nov	Farningham Parish Council	App	No		4	Rail Travel	Page 26, Appendix 04, Uckfield to Lewes line (Wealden Line). Comment: whilst I encourage and applaud the instigation of more public transport links, I have reservations about the impact of the possible restoration of the line through Tunbridge Wells as an overflow route for trains from Sussex. An alternative solution, and one which does not involve Kent lines directly, would be to reinstate the line from Haywards Heath to East Grinstead. The northern part of this route is covered by the Bluebell Railway, which is due to reconnect to the national network at East Grinstead in 2010. The southern part of the route, from Horsted Keynes to Haywards Heath via Ardingly, is safeguarded by the local transport plan for Mid-Sussex District Council: the former track bed has been deliberately protected from redevelopment.	