

# St John's car parking study

For Sevenaoks Town Council







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# 1. The brief

## 1.1 Client brief

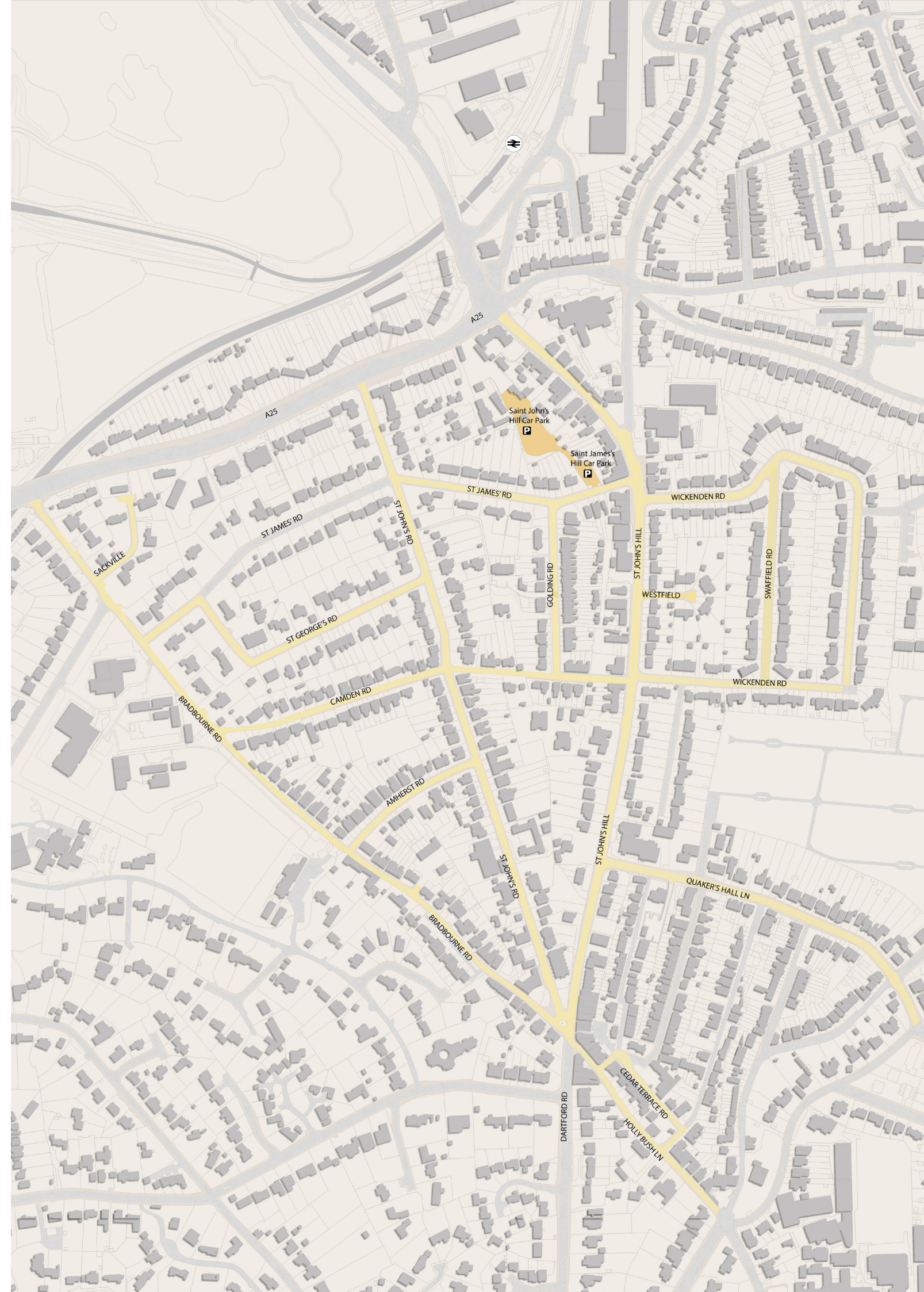
Concerns have been raised by local residents about on-street car parking in the 'St. John's Triangle' area. Issues include inconsiderate car parking that blocks vehicular access to residents driveways, and 'two-wheels-up' footway parking that (partially) blocks footways affecting pedestrian access, along with a general frustration that parking in the area is free for those leaving their car here all day whilst commuting from the nearby train stations.

Whilst public off-street car parking is available at St. John's Hill car park (51 spaces) and St. James's Road car park (20 spaces), the parallel development of a masterplan for this area could see the capacity of these car parks reduced. Furthermore, the masterplan may also be recommending changes to the wider traffic management in the area, both of which may potentially affect the issues listed above.

Our comission from Sevenoaks Town Council (STC) is to build an understanding of the challenges and opportunities for parking in this area, using parking surveys, desktop research and on-site observations. It is understood that a similar parking survey was commissioned by local residents for a small portion of the same study area, covering Upper St. Johns, and carried out on Friday 29th June 2024.

This understanding will be expanded and enriched through dialogue with stakeholders, including local councillors, Kent County Council (KCC) as the Highway Authority, Sevenoaks District Council (SDC) responsible for enforcement, and local schools.

We will analyse this data and stakeholder input to determine where parking pressures are greatest within the study area and infer the likely reason for the parking (commuting / rail heading, school pick-up / drop-off, resident, etc.) and where existing parking restrictions are being ignored. From this analysis we will be able to recommend appropriate parking control strategies that aim to address the issues identified.





## 1.2 The Study Area

### High-level opportunities and challenges

The St John's Triangle Area is located to the North of Sevenoaks town centre, defined by St John's Hill, Holly Bush Lane, Bradbourne Road, and the streets that connect them.

The area comprises local shopping parades on St John's Hill and Hollybush Lane, Primary and Secondary schools, Nursery schools, a hospital and local religious centres, all of which generate local trips. Bat and Ball Train Station is also located just north of the area. The study area is also located on the edge of the controlled parking zone that surrounds Sevenoaks railway station.

According to the 2021 Census

# 88.6%

of households in Sevenoaks own at least one car or van, higher than the national average.

# 33%

of households have two cars or vans, with

# 15%

owning three or more.

Whilst some neighbourhoods in Sevenoaks are characterised by some wide streets, with set back houses and private driveways, it is also characterised by narrow historical streets with back-of-pavement houses which are simply not designed to accommodate the current level of vehicles.

As a significant proportion of people were having to work from home during 2021, data from both 2011 and 2021 has been reviewed. **This shows that 14% of people used to work mostly from home, a number that increased in 2021.** The continuation of this trend means many cars will remain parked at home for the

mostpart, freeing up less parking spaces for people coming in to the area for work or leisure.

**In 2011, 58% of those living in Sevenoaks travelled to work by car or van,** creating parking demand at their destination and creating a parking turnover on residential streets. **19.3% travelled by train, while 6.5% travelled on foot.** Sevenoaks performs poorly on a national level for people walking or cycling to work or education.

Opportunities to provide resident and visitor parking in the area are constrained by a number of factors:

- Narrow carriageways without space for parking bays
- Private driveways with dropped kerbs
- Restrictions on parking close to side roads
- School zones
- Bus stops

**When combined with high levels of car ownership and usage, this engenders issues of parking supply versus demand.** This is explored in greater detail on the following pages.





## 1.3 Policy context

### Sevenoaks and St John's Masterplans

This parking study is being undertaken as part of the wider Sevenoaks Town Centre and St John's Masterplan commissions. The Masterplans are likely to involve changes to traffic management and parking themselves, presenting an opportunity to explore, and hopefully address, the reported parking issues around St John's Hill. These changes will not happen quickly, but should support mode shift away from private vehicles, and therefore the need for as much parking, in the longer term.

### Sevenoaks Town Neighbourhood Plan 2020-38

*'The priority of this Plan is to encourage the use of sustainable modes of transport rather than the use of the private car. However, it is also recognised that the provision of sufficient car parking spaces is critical to support the town's shops, businesses and public transport network. In specific local circumstances, where it can be proven that additional parking provision is needed to support economic growth, the development of new car parks will be supported.'*

### Net Zero Action Plan 2030

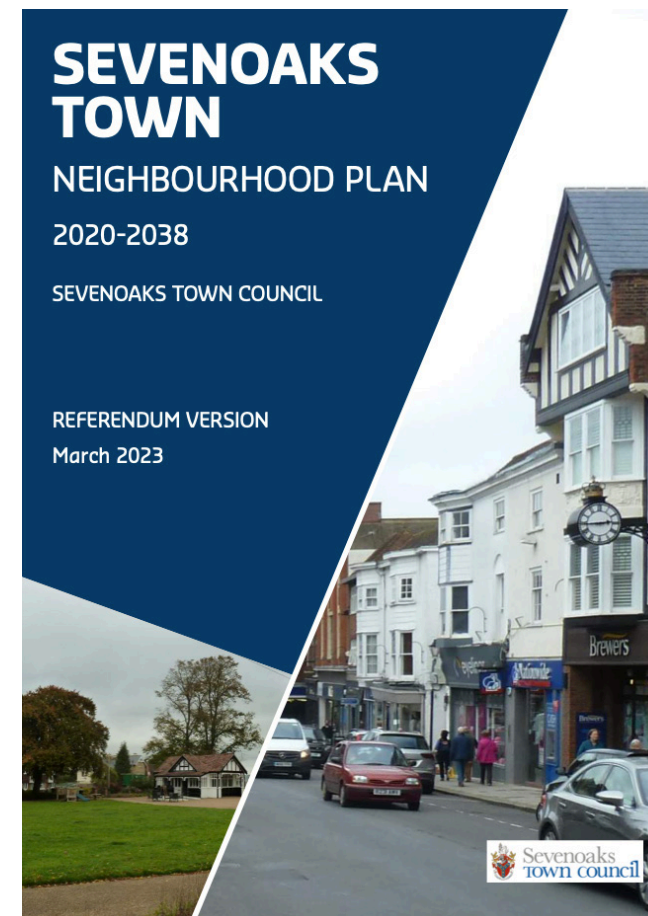
The Plan includes the following actions:

- Promote low carbon travel and sustainable movement
- Work with schools, local communities and groups to encourage low carbon travel such as car clubs, travel plans, cycling and walking routes

### Sevenoaks District Council Transport Strategy (2010-26)

The Strategy notes that the generally good supply of car parking in Sevenoaks district contributes to the high levels of car use and, as a result, some of the congestion that occurs. Some of the aims and objectives of the Strategy which relate to, impact or are impacted by car parking include:

- To promote alternative forms of transport to access stations, provide sufficient offstreet long-stay parking at stations and controls in nearby streets
- Enable people to be less dependent on cars
- Using traffic management to prevent the inappropriate use of different types of roads
- Making best use of the available road space, including reallocating it to other modes of transport, such as bus and cycle lanes where physically possible
- Encouraging local people and organisations to reduce traffic demands, particularly at peak times, through car-journey sharing or changing their journey times
- Improve pedestrian routes between residential areas and workplaces, schools and town centres and improve access for the mobility impaired to encourage more walking trips
- Increasing the proportion of pupils travelling to school by sustainable transport modes. Promoting the health benefits of walking including at primary schools through walking buses and other walk to school promotions





# 1.4 Relevant schemes

## 20mph scheme

The Sevenoaks Joint Transportation Board (JTB) created a proposal for a new 20mph speed limit across the majority of the town shown on the adjacent map. Some of the roads that were initially proposed as 20mph routes, including St Botolph’s Road, Mount Harry Road and Hitchen Hatch Lane, have been subsequently removed from these proposals with restrictions reverting back to their current speed limits. This decision was based on how likely 20mph speeds would be adhered to as it was determined that the design of these roads does not currently reinforce a lower speed limit.

**All roads within the study area therefore have, or will have, a 20mph speed limit, aside from St John’s Hill.**

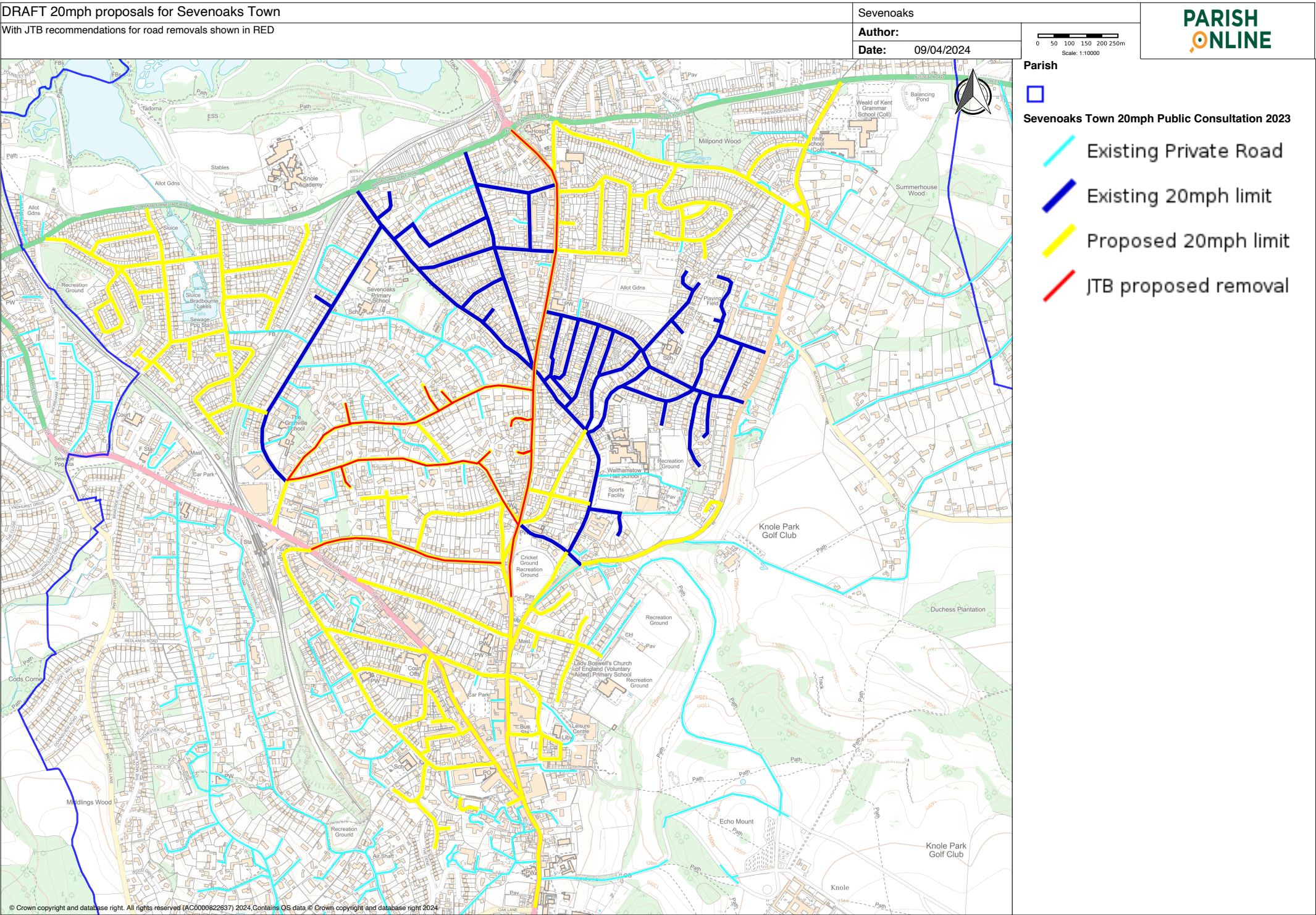


Figure 01 Map showing most up to date 20mph scheme in Sevenoaks Town Centre, Kent County Council 2024



### East-West active travel route

**The preferred route alignment uses the solid green line to avoid Sevenoaks Primary School as it is viewed as an unsafe route for cyclists at drop off and pick up time.**









## 2.1 Experiences on the ground

### Site visit with Local Councillors

The Team attended a site visit with Local Councillors to explore the challenges and opportunities that they felt were most prominent in relation to parking. The key locations that they drew to our attention were:

- Sevenoaks Primary School/Bradbourne Road
- Camden Road
- St John's Road
- Golding Road
- St James's and St John's Hill Car Park
- St John's Hill

The key challenges highlighted were:

- Roads too narrow for parking on both sides, either limiting opportunity to park or encouraging pavement parking
- Parked cars blocking locations which would otherwise be useful for people crossing
- Narrow and missing footways in key locations
- Congestion caused by two way traffic operating in spaces which aren't wide enough
- Overly wide priority junctions
- Parking and access issues around Sevenoaks Primary School
- Particularly poor conditions for pupils and their parents accessing Sevenoaks primary school

Some of the solutions discussed on site were:

- Formalising parking bays in the carriageway to discourage pavement parking
- Better organisation of parking to maximise availability
- Changes to timed restrictions to discourage commuter parking
- New pedestrian crossing points
- Tightening some priority junctions to improve safety for people walking



Narrow carriageways not suited to on-street parking



Private driveways creating inefficient on-street parking patterns



Parking restrictions around junctions



Footway parking



Lack of space for double parking and two-way traffic



St James's Car Park feels out of sight - many don't know about it



## 2.1 Experiences on the ground

### Meeting with Sevenoaks Primary School Travel Committee

The Team met with the Sevenoaks Primary School (SPS) Travel Committee, which comprises both staff and parent/carers. The Committee has already created a travel plan which identifies that a high number of pupils live within two miles of the school, with the potential for more journeys to school to be walked or cycled. In recent years the school has also grown from a 2 form to a 3 form entry, with minimal changes to parking provision or management.

Recent changes secured by the school have included additional school zone road markings and extended double yellow lines at nearby junctions, resulting in clearer lines of sight. Drop off/pick up times have also been coordinated with the nearby Walthamstow Hall School to reduce pressure on parking.

The key points discussed are summarised on the map on the following page. Additional points raised by the Committee were:

- Two-way traffic trying to operate on parked up streets leads to drivers mounting the kerb to pass one another
- Future redevelopment of the Adult Learning Centre could create higher parking demand
- Traffic Regulation Orders (TROs) are expensive so we should look to identify a package of changes that can be done at once as part of one TRO

See Appendix A for further detail on the issues identified by the school, as written by the Committee, and Appendix B for their travel plan. This is also available on the school's website [sevenoaks.kent.sch.uk](https://sevenoaks.kent.sch.uk).



Driver having to mount the kerb to pass an oncoming vehicle, with a pedestrian having to wait on someone's driveway to keep safe



Image shows how close moving vehicles are to people walking on the narrow footway



Parked vehicles make accessing the pedestrian route from the Adult Centre difficult. People have to cross here due to missing sections of footway



Footway parking forcing people to walk into the carriageway



2.1 Experiences on the ground

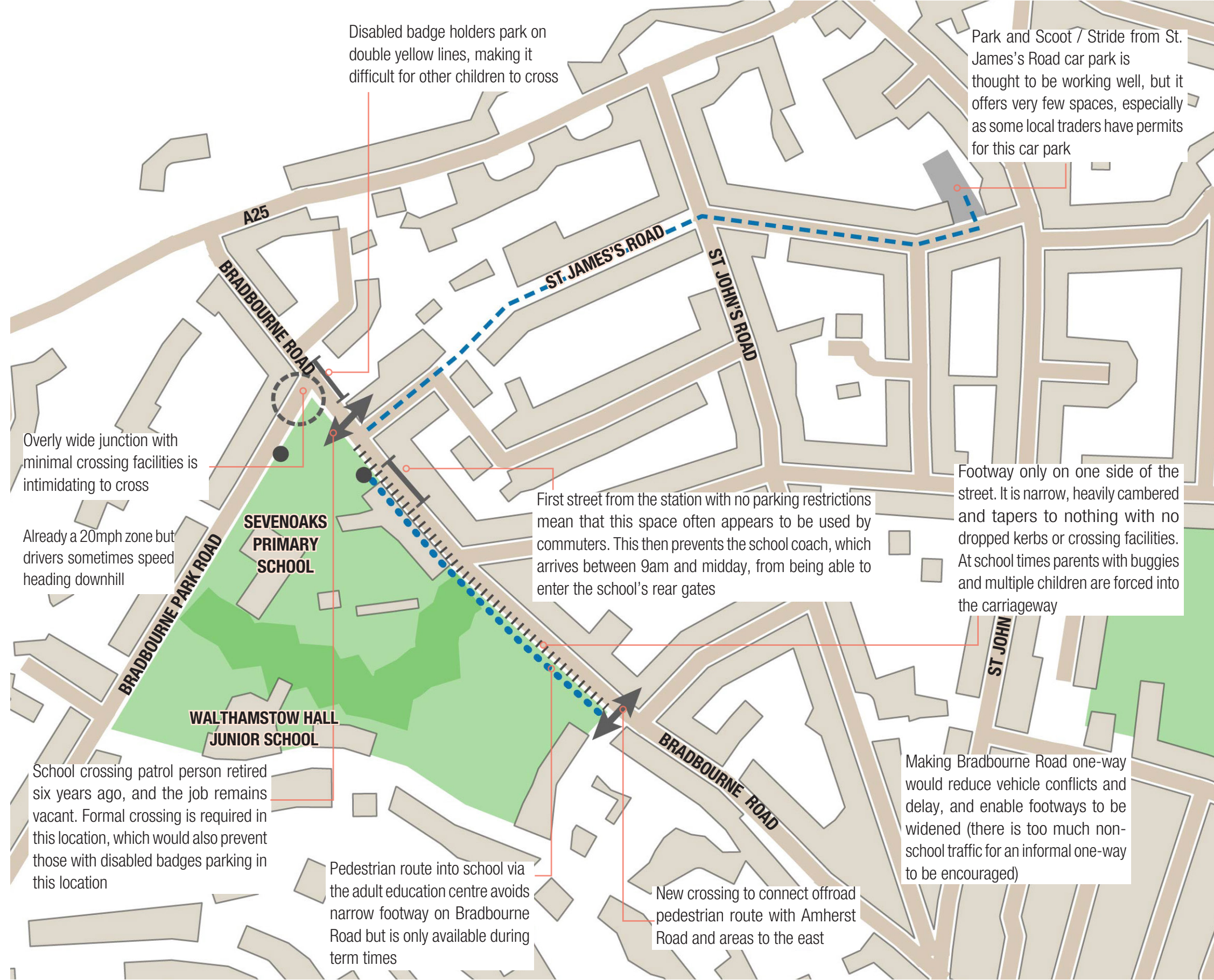


Figure 03 Mapped summary of discussion points from meeting with SPS Travel Committee



## 2.2 Parking Beat Survey findings

A parking beat survey was undertaken on Thursday 12th September for the area shown adjacent. The survey was repeated on Saturday 14th September just for St John's and St James's Car Parks.

Westfield and Swaffield Road weren't included originally but were surveyed at a later date on Thursday 3rd October. This included re-surveying Wickenden Road nearby to provide a direct comparison between the two surveys as a check for consistency, with the more recent survey superseding the original data set. These two data sets are therefore being treated as one and have been analysed together.

The central section of St James's Road has not been surveyed as it is private and therefore not subject to the same parking restrictions or parking enforcement.

### Parking restrictions overview

A number of parking restrictions are implemented across the area, all of which were mapped as part of the traffic survey. **Resident permits are hardly used in the area currently**, appearing only on Bradbourne Road.

**Most restrictions are found on St John's Hill**, likely due to its role in moving significant amounts of traffic north/south. There are also some restrictions on the northern end of Holly Bush Lane, on Bradbourne Road and Wickenden Road. This is likely to therefore push shopping/visitor related parking demand onto nearby residential streets.

**Local schools, the Hospital and Train Station compound the issue by generating additional parking demand in the area.** Though not part of the survey area, it should be noted that the two schools which fall just outside the study area, Walthamstow Hall Juniors and Walthamstow Hall Secondary School, are both within largely restricted areas for parking, including double yellow lines and school zones. The Hospital and Train Station provide their own parking, but it is unknown if their supply meets demand.





# 2.2 Parking Beat Survey findings

## Comparing different times of day

Car parking space stress has been mapped for each zone at different times of day, as shown adjacent. The average length that vehicles are parked in each zone has also been mapped, shown on the following page.

### Daytime trends

Holly Bush Lane is parked up during the day but not late in the evening. Most people parking in the Permit Holder /2 hour zone stayed for up to two hours. **This suggests that it is mostly used by visitors rather than residents during the day.**

Quaker's Hall Lane is **almost fully parked up on one side** throughout the day and into the evening, likely taking resident vehicles from the nearby smaller streets such as Prospect Road who struggle for parking. **The length of time vehicles are parked for varies, meaning they likely belong to a mix of residents and visitors.**

The number of vehicles parked on Bradbourne Road increases around 3pm, **likely due to school pick up time, with spillover onto nearby streets.**

Wickenden road experiences a high level of stress during the day within its restricted parking bays which offer a 1 hour stay. **These are used mostly between 9am and 6pm, suggesting use by visitors.** There are limited opportunities to park outside of the zones, due to vehicle crossovers.

### Evening trends

Feedback from a local resident suggests evening parking is an issue for many residents who can't get a space near their homes. Whilst a small percentage of this may be due to evening visitors to the area, **it is likely that this problem mostly stems from there being more private vehicles owned by residents than there are spaces.** Some streets have so few parking spaces that it is very easy for them to be at full capacity, with car parking demand likely to spill onto nearby streets.





# 2.2 Parking Beat Survey findings

## Parking behaviours

The parking beat survey identified where people were parking in restricted parking zones, over dropped kerbs, or where they were parking partially on the footway.

In relation to school parking on Bradbourne Road, the parking beat data shows a small number of instances (c. 5) of cars being parked on double yellow lines around 3pm. The time of day and short nature of the parking suggests that this may be linked to school pick up and drop off time. There were also some instances identified of parking over dropped kerbs and in locations that were too narrow on Bradbourne Road.

On the day of the survey a number of key locations for footway parking were identified, including Golding Road, Amhurst Road and St John's Road. The heatmap is based on beats, meaning that cars that were there for more than one hour have been counted more than once.

For most streets, there were some cases of parking on Double Yellow Lines or across dropped kerbs. Some of these dropped kerbs relate to informal crossing points, but most relate to private driveways. Double Yellow Lines appear to have been ignored most of quaker's Hall Lane and Hollybush Lane.

### LEGEND

- UNPERMITTED / INCONSIDERATE PARKING  
(Beat counts)
- DYL

DK

Parking on Double Yellow Lines
- DK

Parking over dropped kerbs
- None / no parking restrictions
- Up to and including 5 vehicles
- 5 - 10 vehicles
- More than 10 vehicles
- Instances of footway parking
- None
- Up to and including 5 vehicles
- 5 - 10 vehicles
- More than 10 vehicles





# 2.2 Parking Beat Survey findings

## Car parks

St John's Hill Car Park ("St Johns CP") and St James's Road Car Park (St James CP) are operated by SDC. These car parks offer quick access to the northern end of St John's Hill, but are at least a ten minute walk from the shops on Holly Bush Lane. This is likely to be a disincentive for some shoppers. The costs for parking at these two sites is £0.50 for 30 minutes, £2 for 2 hours and £5 for all day parking.

There is also a Sainsbury's car park at this northern end of St John's Hill. This has 11 spaces and one disabled parking bay. There is no capacity data analysed for this car park.

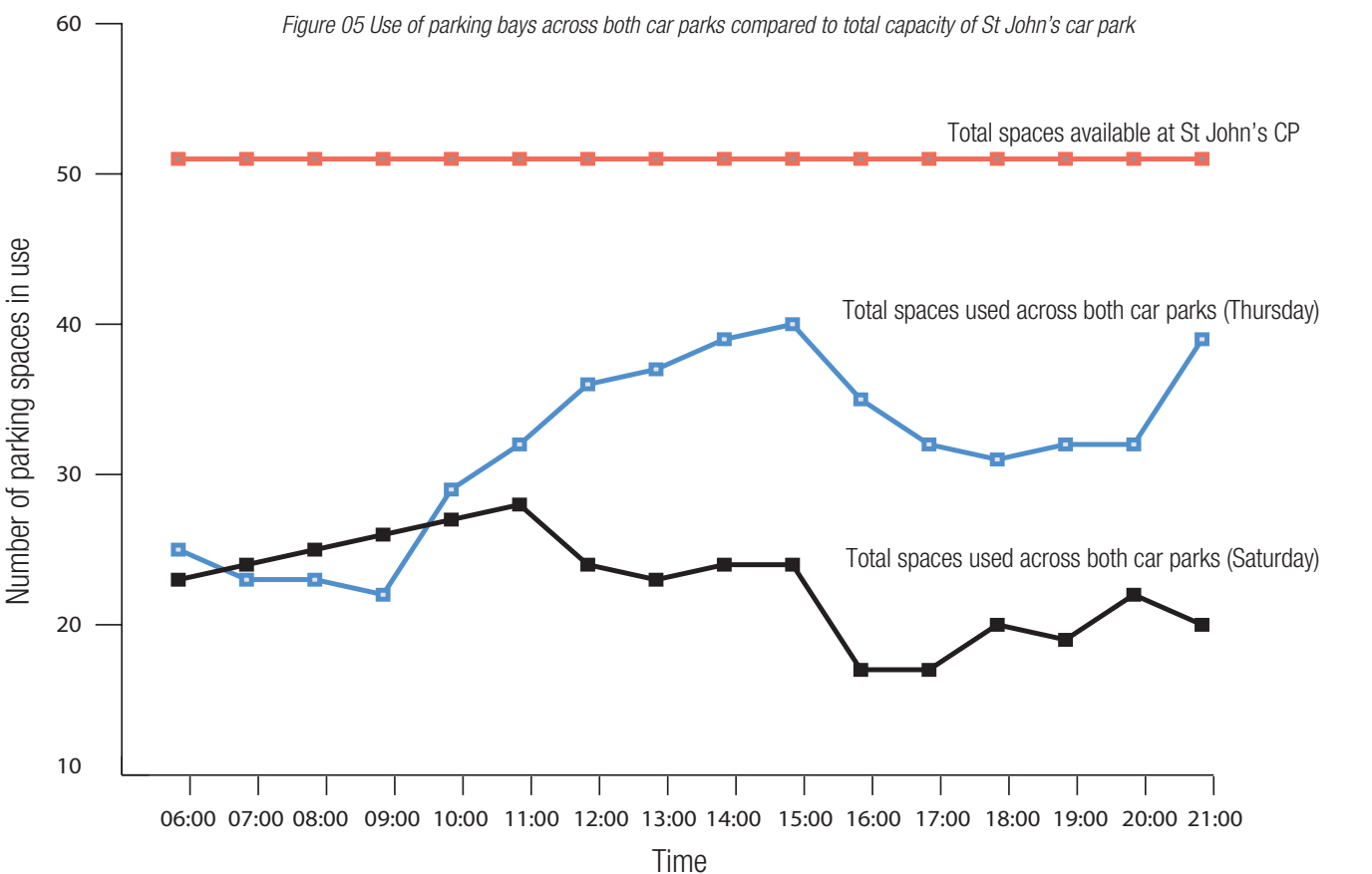
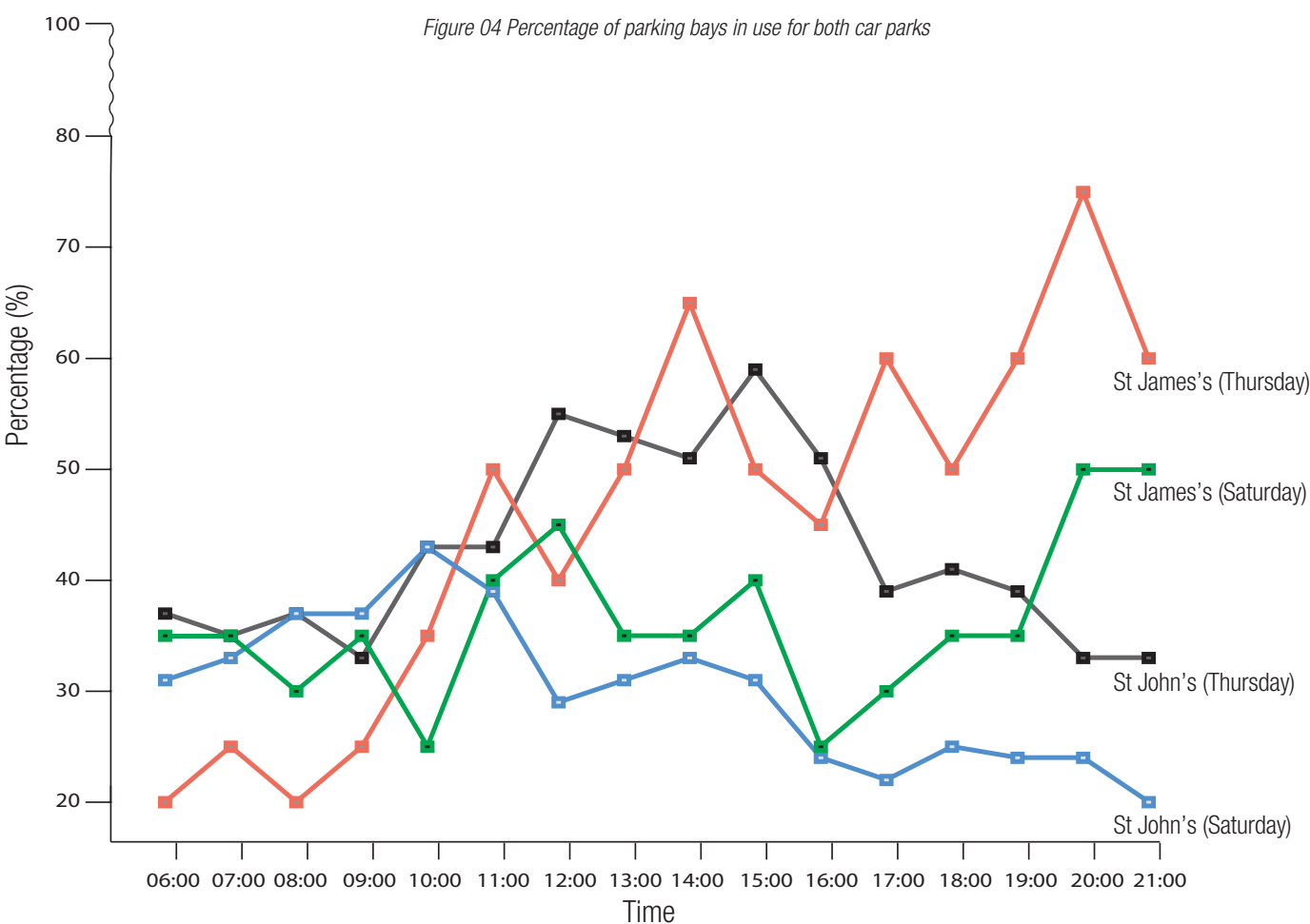
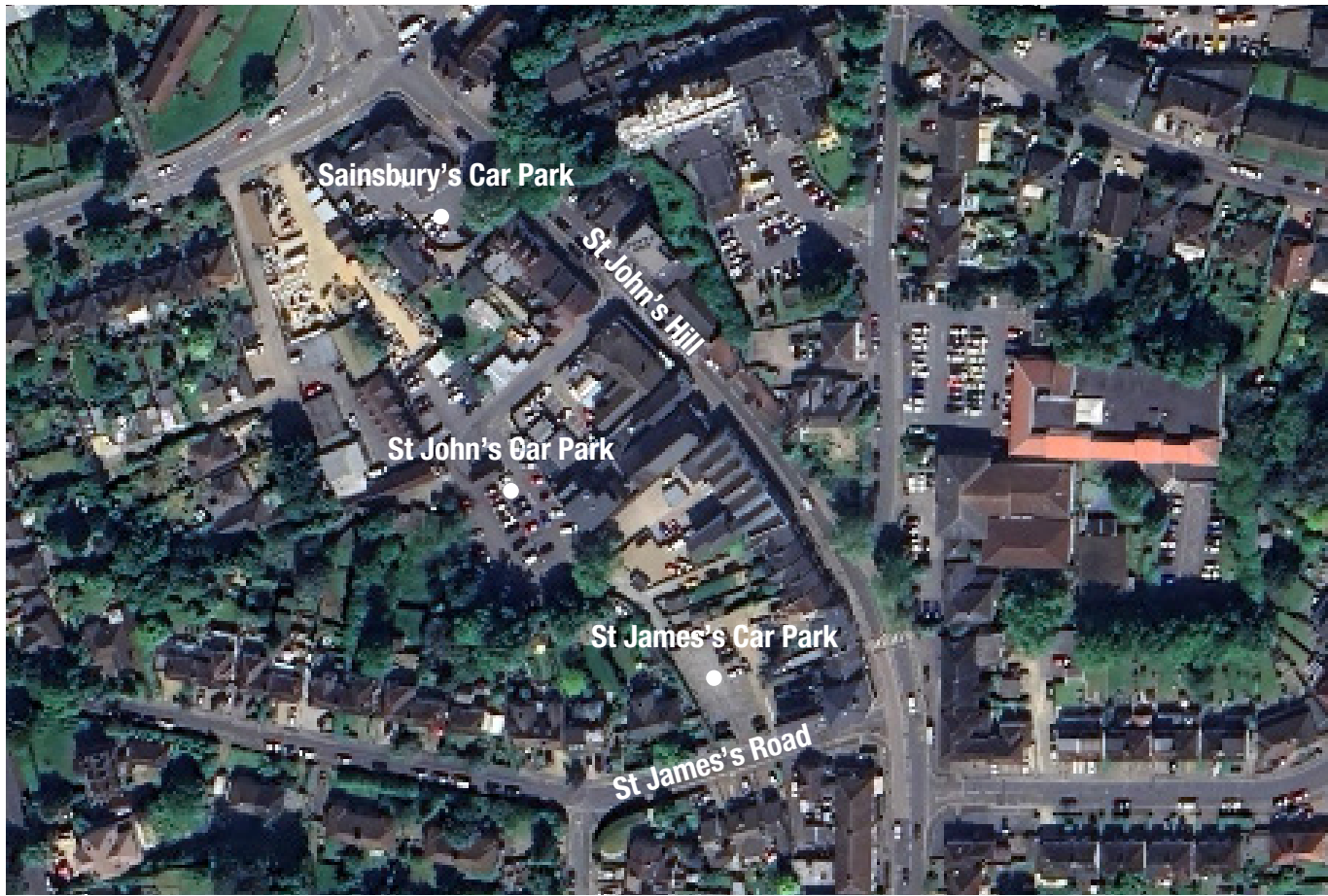
### St John's Hill Car Park and St James's Road Car Park

A parking survey was undertaken for both car parks on the 12th September (a Thursday) and the 14th

September 2024 (a Saturday). The St John's CP has a total capacity of 51, while St James's CP has 20.

As shown in Figure 04, **neither of the car parks were ever completely full**. The maximum use for St John's was 75% on the Thursday, which was only for a short time period) and 43% on the Saturday. For St James's, it was used up to 65% on the Thursday, and 50% on the Saturday.

As part of the Town Centre and St John's masterplanning processes, it is important to understand how well surface car parks are being used, and whether they represent the best use of space. As shown in Figure 05, the total number of spaces currently being used for parking is less than the total capacity provided by St John's CP, which is the largest of the two car parks. **This suggests that capacity-wise, St John's CP could potentially accommodate all the parking, and an alternative use could be sought for St James's CP.**





## 2.2 Parking Beat Survey findings

### Parking for local amenities and facilities

#### St John's Hill

St John's Hill is a local shopping street. It has significant stretches of parking restrictions, likely due to the narrow nature of the road versus its need to facilitate movements for north/south through traffic.

According to the survey, there are 6 unrestricted parking spaces in one location that were not used at all between 06:00 and 21:00. However, there are 19 spaces in Zone 49 (see **Appendix D** for zones) that are fairly well used (63-89%) and 8 spaces in Zone 59 with even higher usage. There are 13 spaces with 2 hour restrictions Mon-Fri 08:00-17:00 which saw up to 77% use. However, their use was inconsistent throughout the day, dropping as low as 15% and 23% at times. Parking seems to be mostly up to 2 hours (likely representing shoppers/visitors), but with examples of much longer stays also. Compliance appears to be good here, with few examples of parking in restricted areas.

#### Holly Bush Lane shops

Holly Bush Road is significantly different from St John's Road in character, despite also providing local shops and services. It is narrow with little on-street parking. It also has long stretches of parking restrictions to the south due to the School Zone around Walthamstow Hall Secondary School. This is likely to have a significant impact on nearby residential streets that are less restricted. The survey shows it to be parked up on the southern side throughout the day where there are no restrictions. However, there are several private driveways reducing the availability of on-street parking spaces.

#### Bat and Ball Station and Sevenoaks Hospital

These facilities offer reasonable levels of parking but it is important to understand whether there is a shortage of supply that has a knock on effect on the study area. The station is a ten minute walk from upper St John's Hill (adjacent to Wickenden Road (south)). This makes it a potentially useful park and stride location (parking and walking/wheeling), but it is unlikely to serve the Holly Bush Lane shops.

Further work is required to understand whether parking for the hospital is having an impact on the wider area. Conversations currently focus around those parking to use the train station, but little has been mentioned in relation to the hospital.

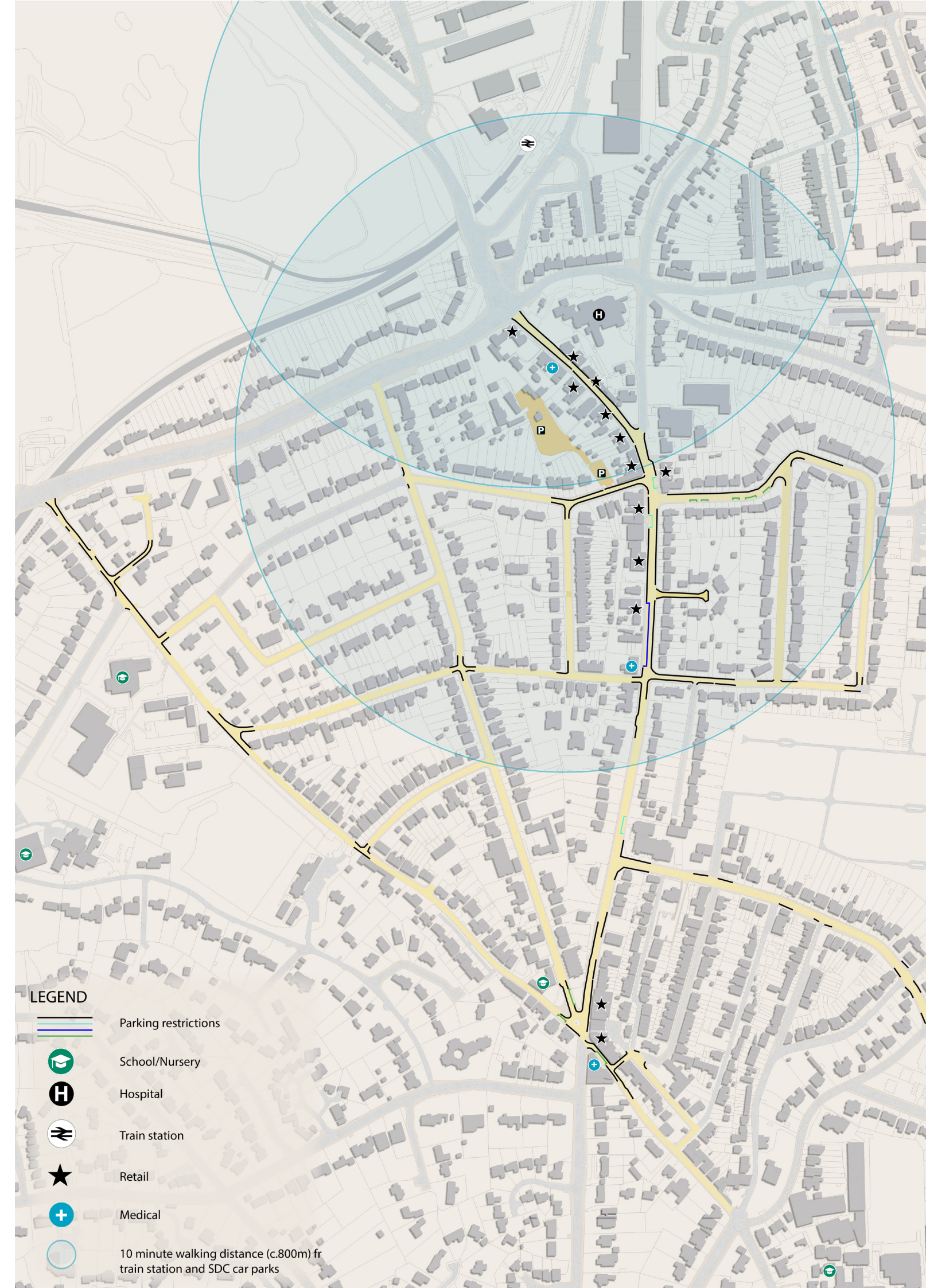
#### Connecting residential streets from St John's Hill/ Dartford Road

St John's Hill and Dartford Road provide a key shopping street in the area. The surveyed streets which connect into them, and therefore may be attractive as parking locations for people arriving for work or leisure, are St James's Road, Golding Road, Wickenden Road, Camden Road and Quaker's Hall Lane. Holly Bush Lane and St John's Road are looked at separately.

It's possible that local residential streets which connect in to St John's are providing parking for shoppers and those working in local businesses during the day, as suggested by a local resident. However, this would not cause significant issues in the evenings. If demand exceeds supply in the evenings, this is therefore likely to be a case of more resident vehicles than resident parking spaces.

The sections of these streets closest to St John's Hill have been analysed. The key findings are:

- Vehicles that were parked for up to 2 hours made up c.59% percent of all vehicle parked on these streets on average. This percentage is likely to represent, in part, visitors to local shops and services, suggesting a high level of visitor parking.
- Despite this trend, none of these locations provide 2 hour parking restrictions
- c. 3% of vehicles were parked during the typical 'working day' from 09:10:00 to 17:18:00, potentially highlighting that there is a low level of parking by people who work in the area.
- c.30% of vehicles were parked from 17:00, likely representing residents or evening visitors.
- c.11% of vehicles stayed over 8 hours on average, likely representing local residents
- There were some examples of parking on single and double yellow lines throughout the day.





# 2.3 Additional areas for consideration

## Prospect Road area

A number of streets in this area - Prospect Road, Cobden Road, Cedar Terrace Road, Bethel Road, Sandy Lane and Hartslands Road - share similar characteristics of being especially narrow, with little off-street parking provision. This means that it will be very easy for the parking spaces to reach capacity, and for residents to have to park on adjacent streets. There are simply more properties than parking spaces and so if car ownership here reflects the wider Sevenoaks trends (with most people owning at least one car) there is going to be an issue.

### Impacts of nearby streets and amenities

The area is bound by Quaker's Hall Lane, Bayham Road and Holly Bush Lane. It is also in close proximity to both St John's Hill and Holly Bush Lane, which provide local shops and services. This puts pressure on parking demand, especially as there are significant stretches of parking restrictions on these roads, potentially pushing parking onto surrounding smaller streets. Quaker's Hall Lane has comparatively few restriction, making it a likely candidate for parking by people working at and visiting local services, which means less spaces available for residents who cannot be accommodated on one of the narrower streets. It has minimal parking restrictions but competing parking demands from St John's CE Primary School on top of residents' requirements.

There is also St John the Baptist Church on Quaker's Hall Lane. Churches have their own specific parking requirements and can create tidal flows of parking need if not suitably managed.

### Local resident concerns

Prospect Road does not form part of the area surveyed. However, concerns have been raised that there is a shortage of parking supply for residents and people working in or visiting local shops.

They see the issue in this part of St John's as one of

under-supply for residents and shoppers (especially at Hollybush Road shops), rather than there being issues with parking for the train station. They suggest that shoppers do not use the parking available on Holly Bush Road, which allows them to stay for up to two hours.

They have suggestions to provide 50 new spaces (see Appendix C) which include changing some double yellow lines to be 2 hour timed parking for shopping, or to remove restrictions entirely, and to remove all restrictions from one of the existing 2 hour restriction areas. Totalling c.50 new parking spaces. **Rule 250 of the Highway Code requires vehicles to be parked at least 10m from junctions.** This supports better visibility for drivers and protects desire lines at junctions for people walking. **It is proposed that the existing restrictions are reviewed in line with this as a number currently exceed this requirement.**

There is survey data, however, for Cedar Terrace Road (Zone 66), and short sections at the southern ends of Bethel Road (65) and Cobden Road (67). The key findings are that:

- Most vehicles on Cedar Terrace were there at 06:00 and remained there all day. There were minimal instances of parking in restricted zones.
- Most vehicles at the Southern end of Bethel Road were there at 06:00 and remained there all day. There were minimal instances of parking in restricted zones.
- The southern stretch of Cobden Road is restricted with single and double yellow lines. Only two vehicles were parked illegally, one for up to two hours, and one for 4-5 hours.

**Our conclusions are, therefore, that the issue is one of there being more private vehicles owned by residents than there are parking spaces, with some additional pressure created by Hollybush Road shops.** It is proposed that existing parking restrictions are reviewed with the aim of identifying additional parking spaces, but the impact on visibility and desire lines must be carefully considered. There is the risk that new spaces created will be used by non-

residents. Restrictions in this area for permit holders or 2 hours no return should be explored in the longer term. This would also support a more equal distribution of spaces among residents. Whilst there is a need for some spaces for visiting local shops, the streets in this area do not feel like the appropriate place for this.



Narrow carriageways not suited to on-street parking



Parking restrictions around junctions



Lack of space for double parking and two-way traffic







# 3.1 Toolkit

The focus of this study is the need to firstly provide more parking spaces and manage the existing parking spaces more efficiently, and secondly to mitigate the impacts of on-street parking on the walking environment. Ideas for providing more car parking spaces include:

1

**Formalising parking bays to improve parking efficiency**

Informal parking can occur inefficiently due to crossovers and private driveways. Formal parking helps to maximise the use of space and encourage efficient parking

2

**Extending CPZs**

Stops residential streets being used for other means. Permits could also help to distribute spaces more fairly among residents. Used extensively in other parts of Sevenoaks

3

**Adjusting parking restrictions to suit the needs of each street**

For example, replacing double yellow lines with alternative controls to stop Blue Badge holders parking in unsuitable locations, or reducing stopping time to discourage commuter parking

4

**Traffic management to increase space for parking and improve traffic flow**

This might include establishing one-way systems on narrow streets to maximise parking space whilst also supporting smoother traffic flows

5

**Minimise the width of vehicle lanes in line with National Guidance to maximise space for parking**

By minimising the width of vehicle lanes, more space can be provided for parking

Ideas for improving the streetscape environment more generally include:

6

**Redesigning junctions to give greater priority to people walking**

Improving junctions will help to improve the safety of people walking and encourage safer driving behaviours. Tightening junction radii can also provide an opportunity for more parking spaces in the run up to the junction

7

**Providing crossing points and improved footways**

Crossing points with good visibility between parked cars are crucial, and create useful no-parking zones either side through markings. Vehicle lanes can be minimised and reallocated to widening footways

8

**Continue to encourage ‘Park + Stride’ from St James’s CP to Sevenoaks Primary School**

The current Park and Stride set up is thought to be working well and should continue to be encouraged. It may need to be reconsidered in the future if the car park is redeveloped

9

**Formalising parking bays to discourage footway parking**

Drivers are often tempted to park on the footway in an attempt to keep the carriageway clear. On-street parking bays encourages them to park more considerately

In line with local policy and ambition, there are long-term approaches to car parking management in St John’s which can help to reduce demand and create more space for other uses and users. However, these will require significant shifts in modeshare and car ownership given the constraints of the physical environment in Sevenoaks, and are beyond the remit of this study. Long term approaches might include:

- Trip reduction or mode shift**  
Local policy already supports this, so on-the-ground changes could include more school and workplace travel planning, or more delivery of walking or cycling networks.
- Supporting on the delivery of car clubs**  
Each car club replaces 22 private cars on average<sup>1</sup> in the UK. Helping to replace some of the private cars on each street will help to curb the frustrations felt by residents.
- Increasing cycle infrastructure and opportunities for E-mobility**  
Support for this is already written in policy. Doing so would support modeshift and therefore reduce the demand for car parking spaces.
- Increasing bus frequency and reliability, including school buses or minibuses**  
Car modeshare is high and modeshift should be targeted for smaller trips. Increasing bus provision should be explored, noting that the number of residents and their cars could otherwise keep increasing.
- Further discussions with schools, places of worship, etc to better understand how parking can be managed**  
There are a number of schools, hospitals, stations and places of worship within the area. It would be useful to understand their individual parking needs and challenges to help improve wider management.
- Roll-out of Park + Stride at other schools**  
Look for further opportunities to introduce Park + Stride and to bring in approaches such as bike buses.

1 Car clubs: local authority toolkit, DfT (2023) [Online]



3.2 Applying the toolkit

Discussions took place with KCC to understand their appetite for reviewing existing parking restriction extents and reducing them where safe to do so in order to maximise on-street parking spaces. KCC were supportive of this in principle, but raised the need to consider visibility for people crossing the road, especially on pedestrian desire lines.

Costs

Kent County Council has guidance on costs for these types of interventions, available in their Highway Improvement Plan Information Pack (July 2023)\*.

The key costs for this study are summarised below:



| Intervention               | Typical minimum costs for KCC | Requirements/additional costs                                                                                                                                                                                                                                                                                                                                      |
|----------------------------|-------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| TRO                        | £2850                         | <ul style="list-style-type: none"><li>Additional costs of £650 if it has to go to Joint Transportation Board</li></ul>                                                                                                                                                                                                                                             |
| Zebra crossing             | £21,000                       | <ul style="list-style-type: none"><li>Existing 20/30mph limit required</li><li>Street lighting already in place to illuminate crossing at night - or must be provided</li><li>1.8m footways either side</li><li>Nearby power for belisha beacons</li><li>At least 5m from side roads</li><li>Ped count and traffic speed survey required to justify need</li></ul> |
| Toucan or Puffin crossing  | £46,000                       | <ul style="list-style-type: none"><li>Street lights in place or must be provided</li><li>1.8m wide footways either side</li><li>Nearby power supply</li><li>Ped count and traffic speed survey required to justify need</li></ul>                                                                                                                                  |
| New footway                | £120                          | <ul style="list-style-type: none"><li>Cost is per linear metre based on a length of 100m</li><li>Cost is for a basic blacktop footway with kerbing.</li><li>Drainage, dropped kerbs, etc will require additional costs</li></ul>                                                                                                                                   |
| Kerb build out             | £2200                         | <ul style="list-style-type: none"><li>For one basic build out</li></ul>                                                                                                                                                                                                                                                                                            |
| Dropped kerbs              | £1100                         | <ul style="list-style-type: none"><li>Does not include tactile paving</li></ul>                                                                                                                                                                                                                                                                                    |
| School Keep Clear markings | £800                          | <ul style="list-style-type: none"><li>Cost does not include TRO</li></ul>                                                                                                                                                                                                                                                                                          |
| Waiting restrictions       | £800                          | <ul style="list-style-type: none"><li>Cost does not include TRO</li></ul>                                                                                                                                                                                                                                                                                          |
| One-way system             | £2100                         | <ul style="list-style-type: none"><li>Costs cover 2x pairs of illuminated signs (£1300), no entry sign and post (£650) and carriageway markings x5 (£150)</li><li>Cost does not include TRO</li></ul>                                                                                                                                                              |

\* [https://www.sevenoakstown.gov.uk/\\_UserFiles/Files/Documents/Highway%20Information%20Pack%202023-24.pdf](https://www.sevenoakstown.gov.uk/_UserFiles/Files/Documents/Highway%20Information%20Pack%202023-24.pdf)



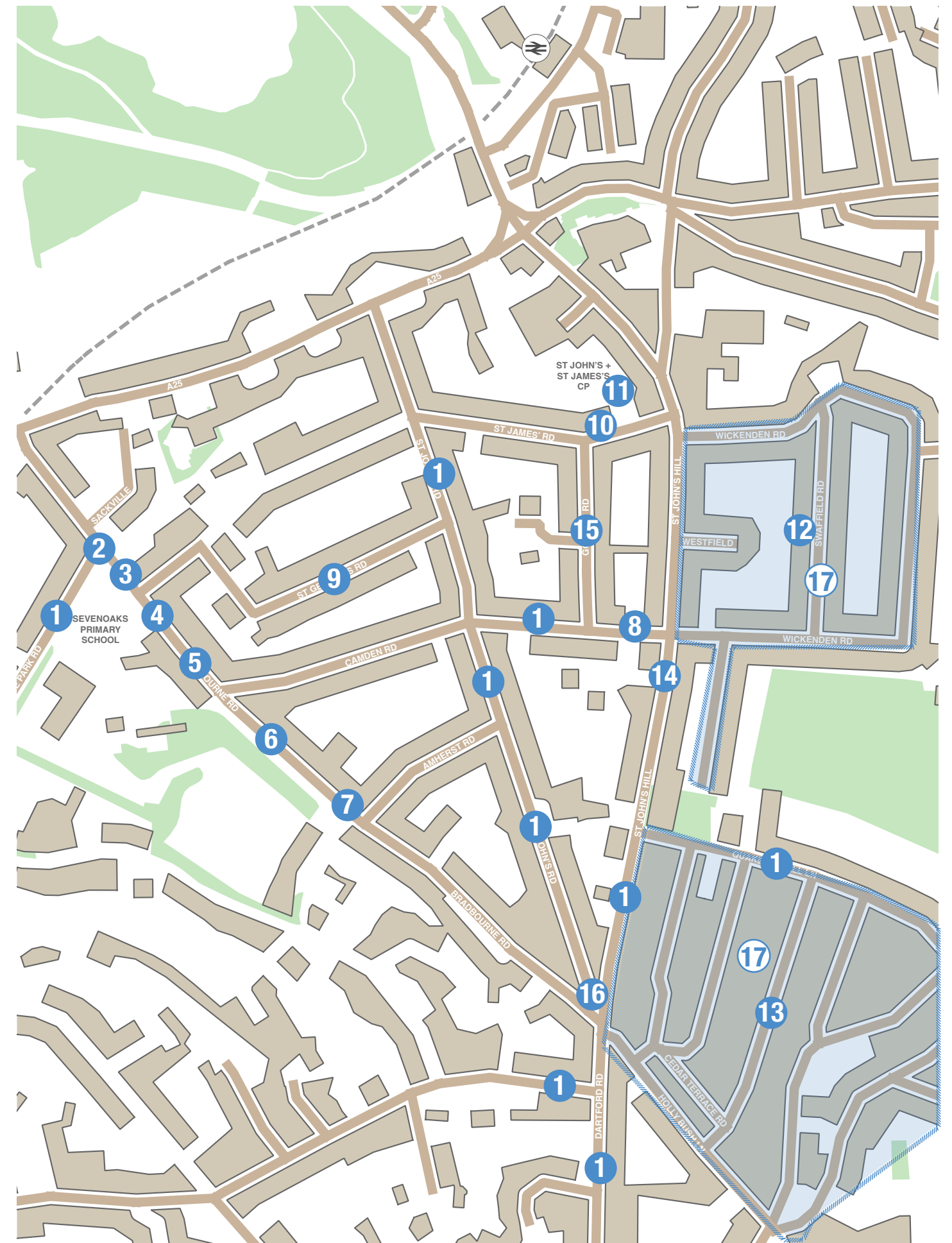
## 3.2 Applying the toolkit

### Proposed locations for intervention

The map adjacent shows where the toolkit can be applied to both maximise the number of car parking spaces available in the study area, but also to mitigate the impacts of car parking and car trips on walking, wheeling and cycling journeys.

- 1 Review extents of parking restrictions with the aim of identifying more spaces for on-street parking
- 2 Tighten junction and introduce a raised table / side road entry treatment
- 3 New pedestrian crossing point
- 4 Discourage commuter parking so that the school bus can swing in
- 5 Consider making Bradbourne Road one way to reduce conflicts and the need for drivers to mount the kerb - further study required to choose preferred direction and understand impacts on nearby streets. Treat as a pair with St John's Road. Need to incorporate Masterplan thinking
- 6 Narrow width of existing vehicle lane, provide parking bays on the western side and ban parking on the eastern side, and use space gained to widen the western footway and extend it to the pedestrian link entrance at the Adult Learning Centre
- 7 New pedestrian crossing point at the Adult Learning Centre
- 8 Provide a small number of 2 hour no return parking bays at the eastern end of Camden road for shoppers
- 9 Formalise parking bays to stop footway parking

- 10 Create parking bays west of CP entrance. Note this in an important cycle route and impact on people cycling here must be minimised
- 11 Continue to encourage Park + Stride at St James's Car park. Review permit needs for local businesses
- 12 Introduce Permit holder-only on Wickenden with some max 2 hour bays at western end near to St John's Hill to provide for shoppers
- 13 Introduce permit-holders or max 2 hours no return in Prospect Road area. This would enable both residents and shoppers to use spaces on Hollybush Road.
- 14 Formalise parking bays to discourage footway parking on St John's Hill south of Wickenden Road. Likely to include redrawing/removal of centre line
- 15 Parking could be formalised on Golding Road using bays to stop footway parking, but space available would likely result in loss of parking on one side which is unlikely to be popular with residents. Discussions with residents of these street to understand how they feel about the current arrangement would be useful
- 16 Redesign junction to rationalise road space and create more on street parking for visitors (2 hours no return). Likely to be explored as part of the Masterplan
- 17 Locations which would benefit most from Car Clubs to reduce private parking demand. This is something which should be explored with residents, and potentially rolled out to other areas





# 3.2 Applying the toolkit

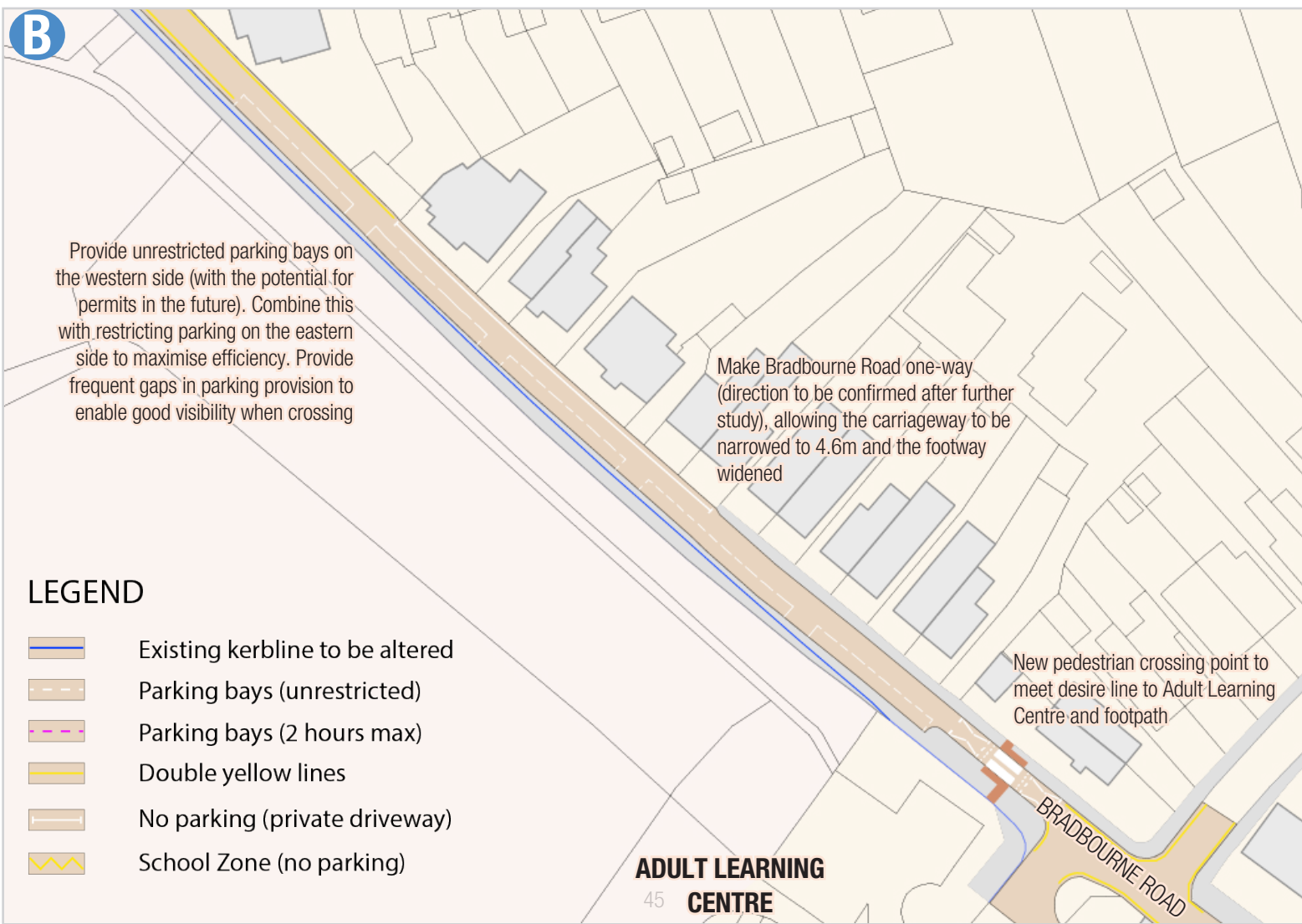
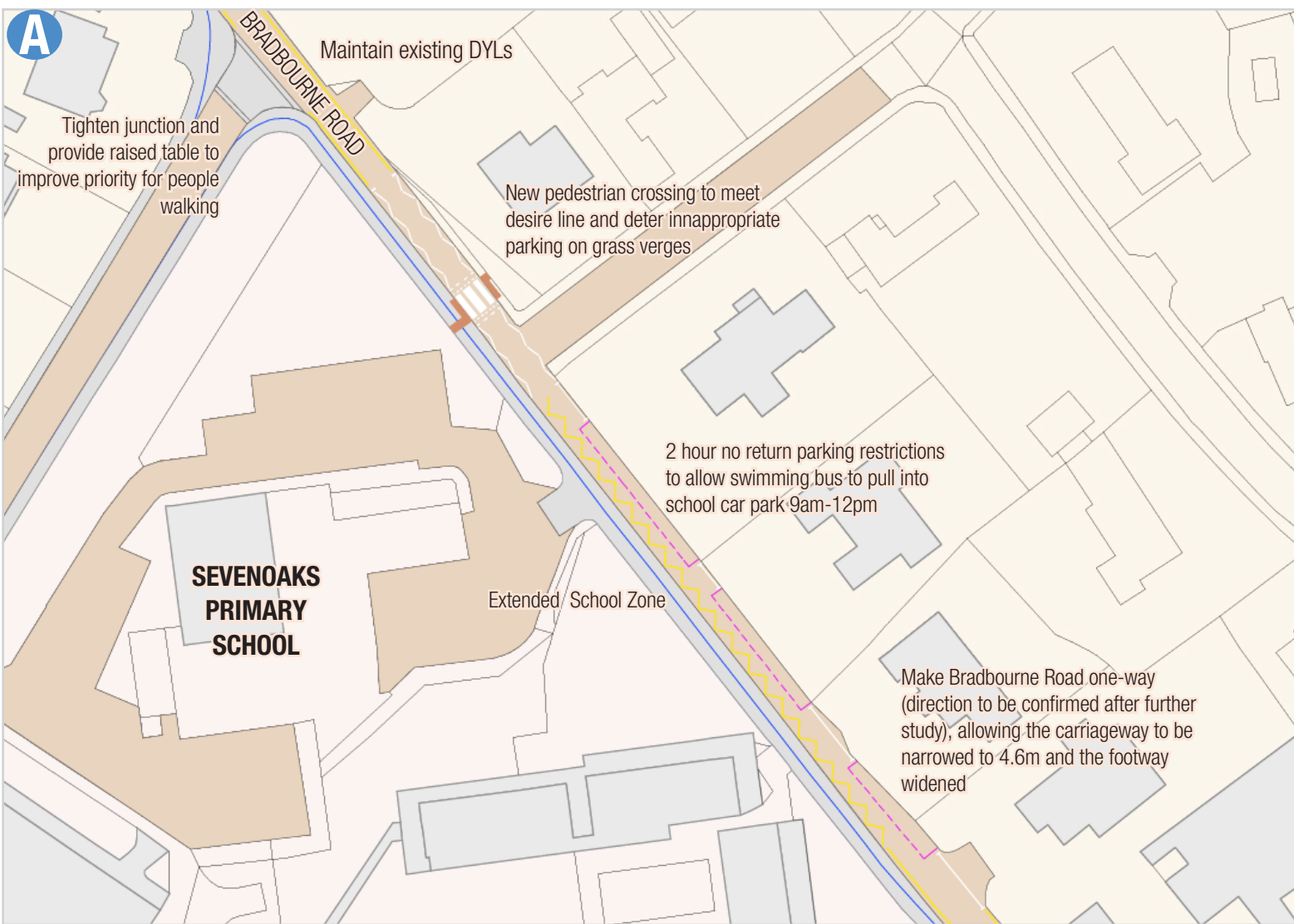
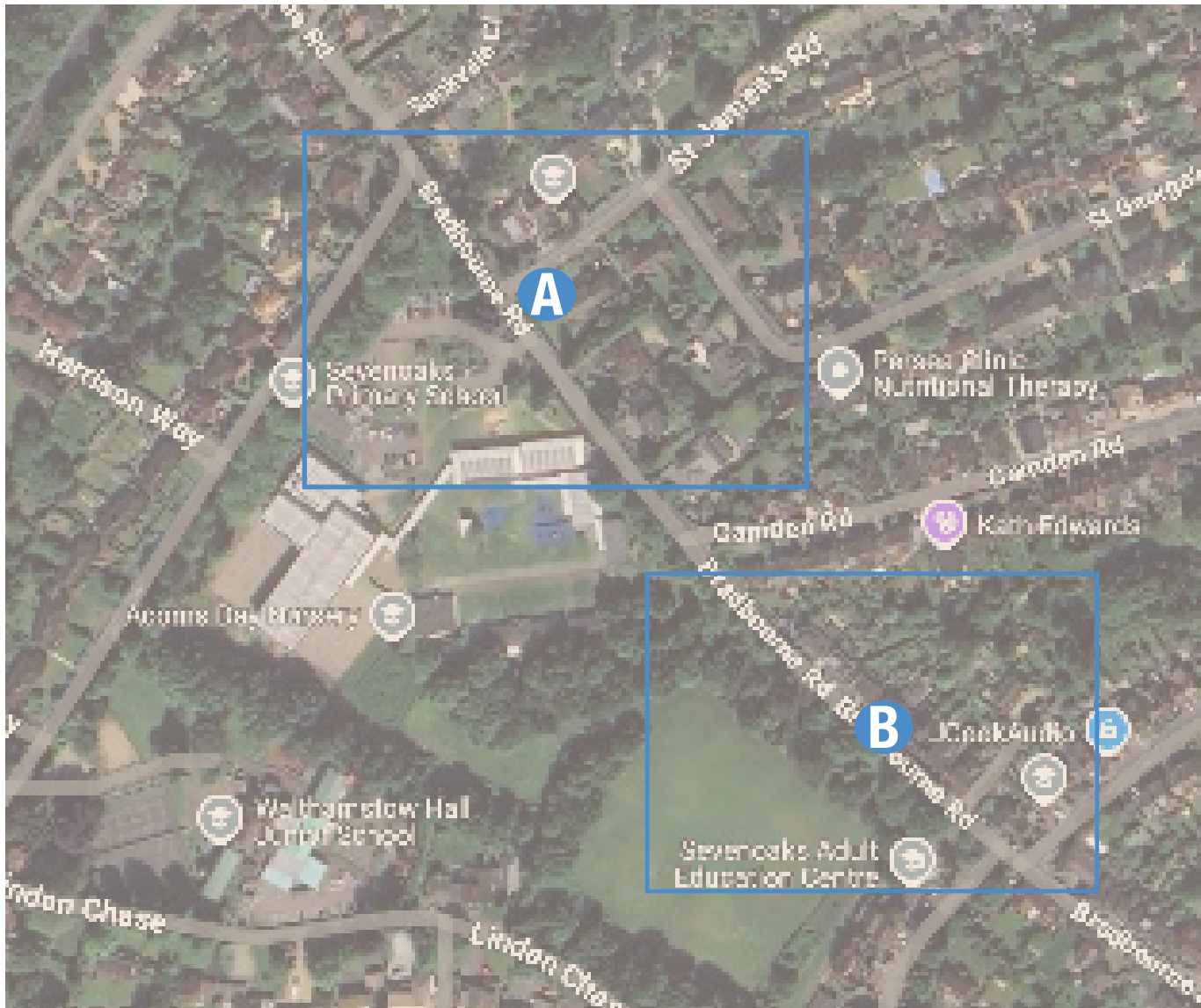
## Applying the toolkit to Bradbourne Road

There are a number of changes which can be made along Bradbourne Road, primarily in response to the parking and access demands associated with Sevenoaks Primary School, to make the space work better for everyone.

The drawing adjacent highlights the key ideas for improvement, which were discussed with Local Councillors and Sevenoaks Primary School.

When setting out the dimensions for a one-way carriageway with a line of parking, National Design

Standards (LTN1/20) allow for minimums of 4.6m. This includes allowance for contraflow cycling, provided that traffic flows and speeds can be kept low.



### LEGEND

- Existing kerbline to be altered
- Parking bays (unrestricted)
- Parking bays (2 hours max)
- Double yellow lines
- No parking (private driveway)
- School Zone (no parking)



# APPENDICES



# APPENDIX A

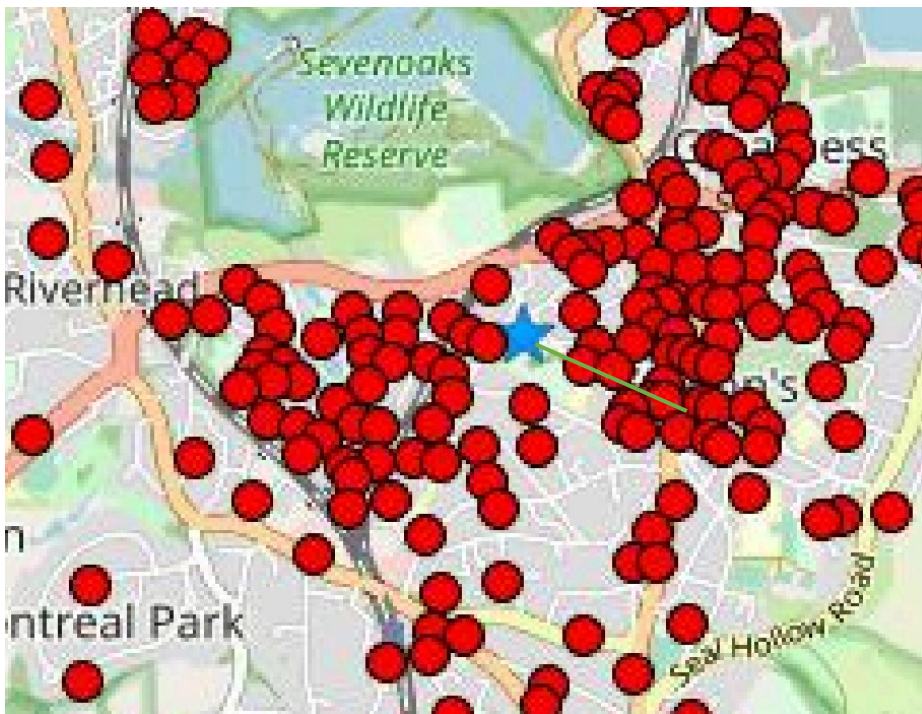
Bardbourne Road: the case for improvement - by Sevenoaks Primary School



15/10/24

1. Bradbourne Road presents a difficult and dangerous approach to Sevenoaks Primary School, and is wholly unsuitable for children to navigate.

The map below illustrates the road's significance as a major route for schoolchildren from the St John's neighbourhood to the largest primary school in the area. This report is concerned with the stretch from Dartford Road, to the school entrance opposite St James' Road.



Sevenoaks Primary School is marked by the blue star.

Bradbourne Road is marked in green.

The postcodes of children attending Sevenoaks Primary School are indicated by red dots.

2. Travelling along Bradbourne Road from its junction with Dartford Road is a perilous task, presenting the pedestrian with the following hazards:
  - 2.1 **Narrow pavement:** in places this is only approx. 80cm wide, reducing to half that width with foliage.
  - 2.2 **Pavement camber:** the steep gradient forces pushchairs, wheelchairs and children's bicycles / scooters into the road.
  - 2.3 **Parking on pavements:** this is a recent development, but has become rapidly established since summer 2024. It is particularly the case in the upper half of the road. *See images 3 & 4 below.* When cars parked in the road, walking on the pavement next to them (on the southern side of the road) afforded the pedestrian some protection from vehicles driving along the carriageway, but as the pavement is now unpassable due to parking upon it, pedestrians have to use the northern pavement – which cars regularly drive along, and where vehicles in the road pass by pedestrians with millimetres to spare.
  - 2.4 **Inconsistent location of pavements:** the pavements switch from one side of the road to the other forcing pedestrians to cross the road multiple times.
  - 2.5 **No aided crossings:** having been forced to cross as the pavement terminates, schoolchildren have no aided crossings to assist them.



2.6 **Driving on pavements / narrow carriageway:** pedestrians are regularly faced with the prospect of a vehicle driving straight towards them on a pavement because the width of the road, combined with the parking, forces vehicles to mount the pavements. This is unacceptable. See images 1 & 2. Even where the road is just wide enough for a car to pass parked vehicles, there is so little leeway that it drives alongside the pedestrians with wing mirrors hanging over the pavement. It is inevitable that a child is going to be knocked at some point. See image 6.

### **Potential solutions**

3. Sevenoaks Primary School Travel Committee would like to invite a dialogue with [STC / SDC / KCC] Council to investigate ways to improve the experience of Bradbourne Road for pedestrians. KCC highways team will be far better placed to make suggestions, but potential avenues to explore could be:

3.1 A one way system making a triangle from Busy Bees nursery, along St John's Road, Amherst Road and Bradbourne Road. This will avoid the need for vehicles to pass each other, and therefore remove the need to drive on the pavement. The proximity (or rather, overlap) of vehicles in the carriageway with those on the pavement would still be an issue.

3.2 Amalgamating the two very narrow pavements that stretch from 15 to 39 Bradbourne Road to become one wider pavement on just one side of the road. This will only solve the problem for a short section of the road.

3.3 Reduce the parking. The width of the road cannot accommodate parked cars because the remaining single carriageway is barely wide enough for vehicles to pass. Making more space for the moving vehicles by reducing the parked ones means that cars do not need to drive dangerously close to pedestrians.

3.4 Remove one parking space opposite the pedestrian entrance to the Adult Education Centre. To use the school gate that opens onto the Adult Education Centre carpark, children need to cross from the northern side of Bradbourne Road, as there is no pavement on the southern side. However the northern side of Bradbourne Road is often a solid line of parked cars, therefore children have a choice: either make a short, direct crossing of the road by stepping out from between parked cars, and therefore with zero visibility (as the children are not tall enough to see over the cars), or walk diagonally down the middle of Bradbourne Road by leaving the pavement at the corner of Amherst Road. This improves visibility at the point at which you step into the road, but entails spending more time walking in the carriageway and forces you to cross at a junction (with Amherst Road) rather than simply across a single road. *See image 5.*

### **A selection of images illustrating the challenges faced to pedestrians on Bradbourne Road**

1 a-b: Vehicles regularly drive on the pavements



\_1a near Busy Bees Nursery





1b – around 26 Bradbourne Road

2: Pedestrian with pushchair forced to wait in a resident's front garden to allow car to pass on pavement, around 2 Bradbourne Rd.





3: A row of parked cars forcing pedestrians to cross the road to use a pavement; 25-31 Bradbourne Road



4: Parking on pavement at a point where there is no pavement on the other side of the road. The pedestrian has no choice other than to simply walk along the middle of the carriageway; 72 Bradbourne Road.



5: Pedestrian entrance to school gate number XX [in the Adult Education Centre]. Pupils entering the school site here from Bradbourne Road have no choice but to cross directly opposite the AEC entrance (you cannot approach the AEC on the same side of the road as there is no pavement). Pupils have to walk out from between these parked cars to cross.





6: Even when driving in the carriageway, vehicles are within a hair's breadth of pedestrians; 12 Bradbourne Road



7: Damage caused by vehicle mounting the pavement on Bradbourne Road outside the school grounds. What if this had been a child?







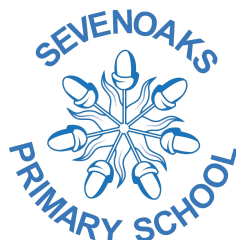
## **APPENDIX B**

**Sevenoaks Primary School Travel Plan 2023**



# Travel Plan

## August 2023



## Sevenoaks Primary School

Bradbourne Park Road, Sevenoaks, TN13 3LB



|                |                               |
|----------------|-------------------------------|
| DfE number     | 886-2632                      |
| URN            | 118551                        |
| Headteacher    | Cassandra Malone              |
| School phone   | 01732 453952                  |
| School email   | manager@sevenoaks.kent.sch.uk |
| School website | sevenoaksprimary.co.uk        |

|                                |                               |
|--------------------------------|-------------------------------|
| School Travel Plan coordinator | Suzanne Rodenhurst            |
| Job title                      | Bursar                        |
| Contact details                | 01732453952                   |
| Contact phone                  | manager@sevenoaks.kent.sch.uk |



## Travel plan & its benefits

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### What is a School Travel Plan?

The School Travel Plan (STP) provides a framework for changing travel habits on journeys to and from school for both pupils, teachers and other staff members.

It sets out objectives and targets to encourage a reduction in trips by car and to create more sustainable travel, aiming to, amongst other things:

- \* reduce congestion at the entrances to and roads surrounding the school
- \* improve pupils' health & fitness through walking and cycling
- \* equip pupils with better road awareness
- \* reduce accidents and danger on the journey to school
- \* enable parents and pupils to choose to walk, cycle/scooter or to travel by public transport with confidence

### What benefits can a Travel Plan deliver?

For pupils

- \*Improving levels of health, fitness and wellbeing amongst the school community, from walking, scooting and cycling.
- \*Improved travel awareness and road user skills for pupils from an early age.
- \*Active travel to school can increase concentration by up to four hours and 15 minutes of exercise can improve a child's mood.

For the school

- \*A safer and calmer environment around the school gates.
- \*Less congestion and pollution on roads leading to the school.
- \*Helping the school to meet various national standards (e.g. Eco Schools, Healthy Schools).and links to the National Curriculum.
- \*Increasing independence and responsibility amongst pupils.

For families

- \*Improves health and fitness through increased activity levels.
- \*Reduced stress and time spent driving to school, especially when it is congested.
- \*More quality time together on the walk to school.

For the local community

- \*Improves the local environment by reducing air and noise pollution.
- \*Reduces congestion and improves road safety.



## 1 Introduction to the school

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### 1.1 Background

Sevenoaks Primary School is a three form entry, state-funded, community school, Kent County Council (KCC) is the Local Education Authority. It is situated within the commuter town of Sevenoaks; approximately

0.7miles (1km) to the north-east of the Town's mainline train station, and 1 mile (1.6km) north of the Town Centre.

Our school values are: Perseverance, Kindness, Love of Learning, Creativity, Team and Courage. We are committed to developing an inclusive learning environment which is Happy, Safe, Caring, Creative, Inclusive and full of opportunities.

We are dedicated to pursuing excellence through:

- A stimulating and well resourced environment
- Enthusiastic and committed staff
- The development and encouragement of everyone at SPS
- Raising self esteem and awareness of others
- Encouraging respect
- Developing creative and sporting ability, alongside academic ability

Since the previous travel plan, the school has moved fully from two form entry to three form entry. The number of pupils on roll at 1 March 2023 was 592.

The School site extends to approximately 14 acres (5.7ha) and is bordered by Bradbourne Road, Bradbourne Park Road, Walthamstow Hall Junior School (a girls' independent school) and the Kent County Council (KCC) Adult Education Centre.

### 1.2 Changes at the school

The school is neither moving nor expanding.

### 1.3 Inter-site travel issues

The school is on a single site, hence has no internal travel issues.

## 2 Operational hours

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### 2.1 Core hours

8:40am - 3:20pm

### 2.2 Overall hours

Breakfast Club starts at 7:50

Play4Ages, the after school club finishes at 6:00pm

Evening and weekend lettings take place 7 days a week

## 3 Staff and pupil numbers

---

### 3.1 Overview of staff & pupil numbers

We have a PAN of 630, with 21 classes.



Age range of pupils: 4-11

Total quantity of pupils on roll: 592

### 3.2 Current staffing levels

The school employs a total of 94 staff (50 full-time, 44 part-time, 0 working other hours).

### 3.3 Planned school expansion

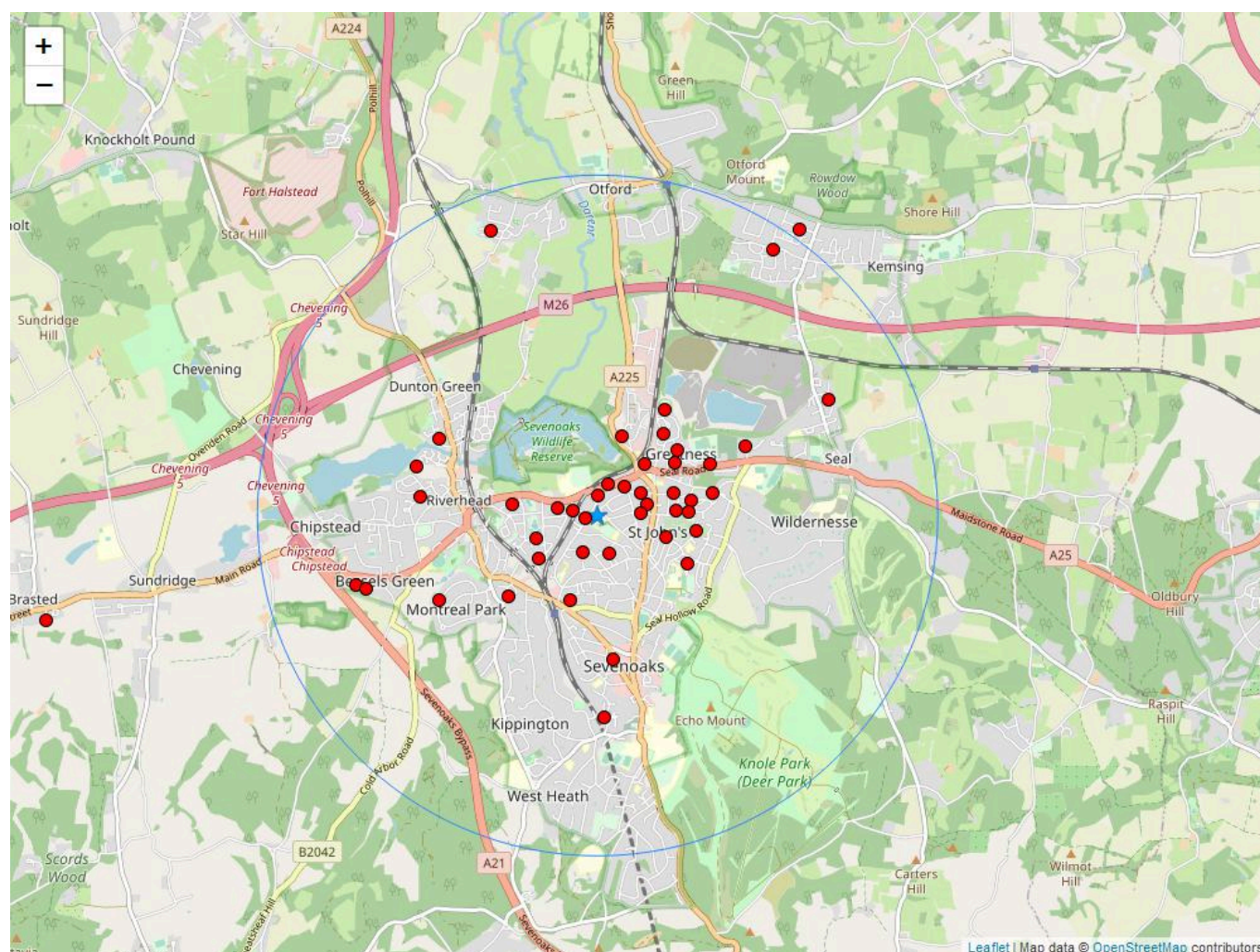
The school is not currently planning to expand.

### 3.3 SEN pupils with transport needs

The school has no SEN pupils with specific transport needs.

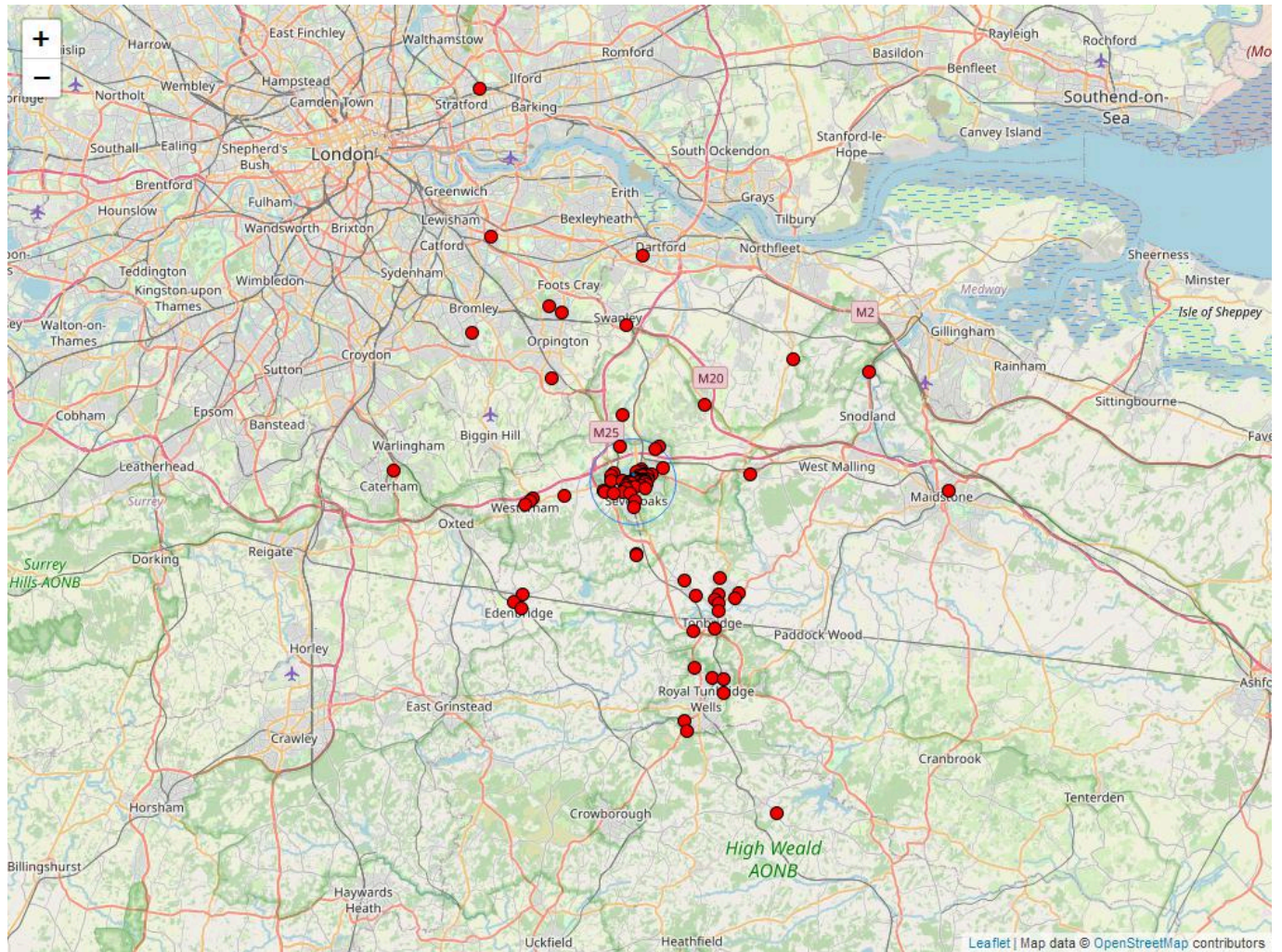
## 4 Pupil & staff postcode maps

### Staff Postcodes 1st March 23 - 2 mile



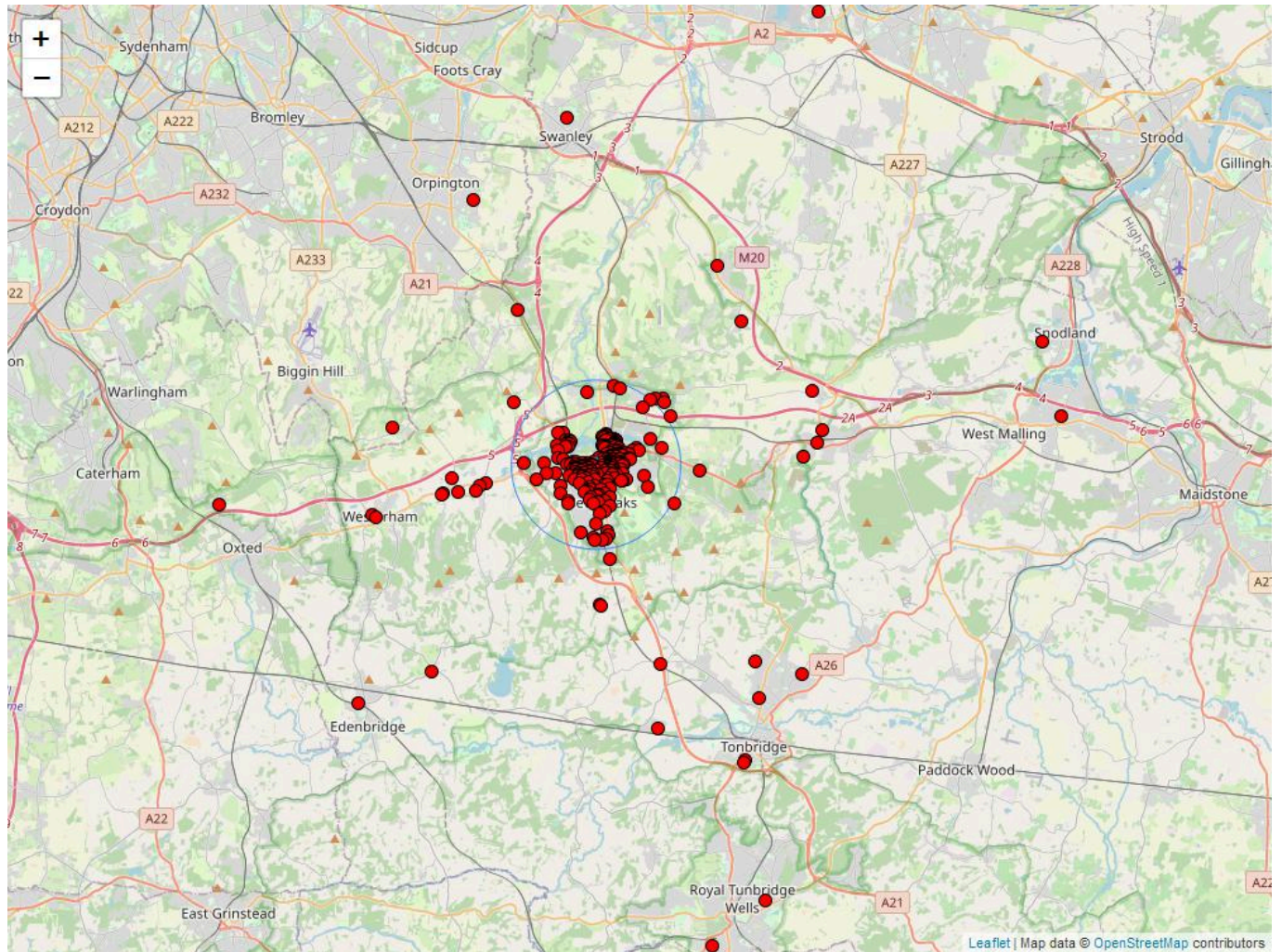


## Staff Postcodes 1st March 23



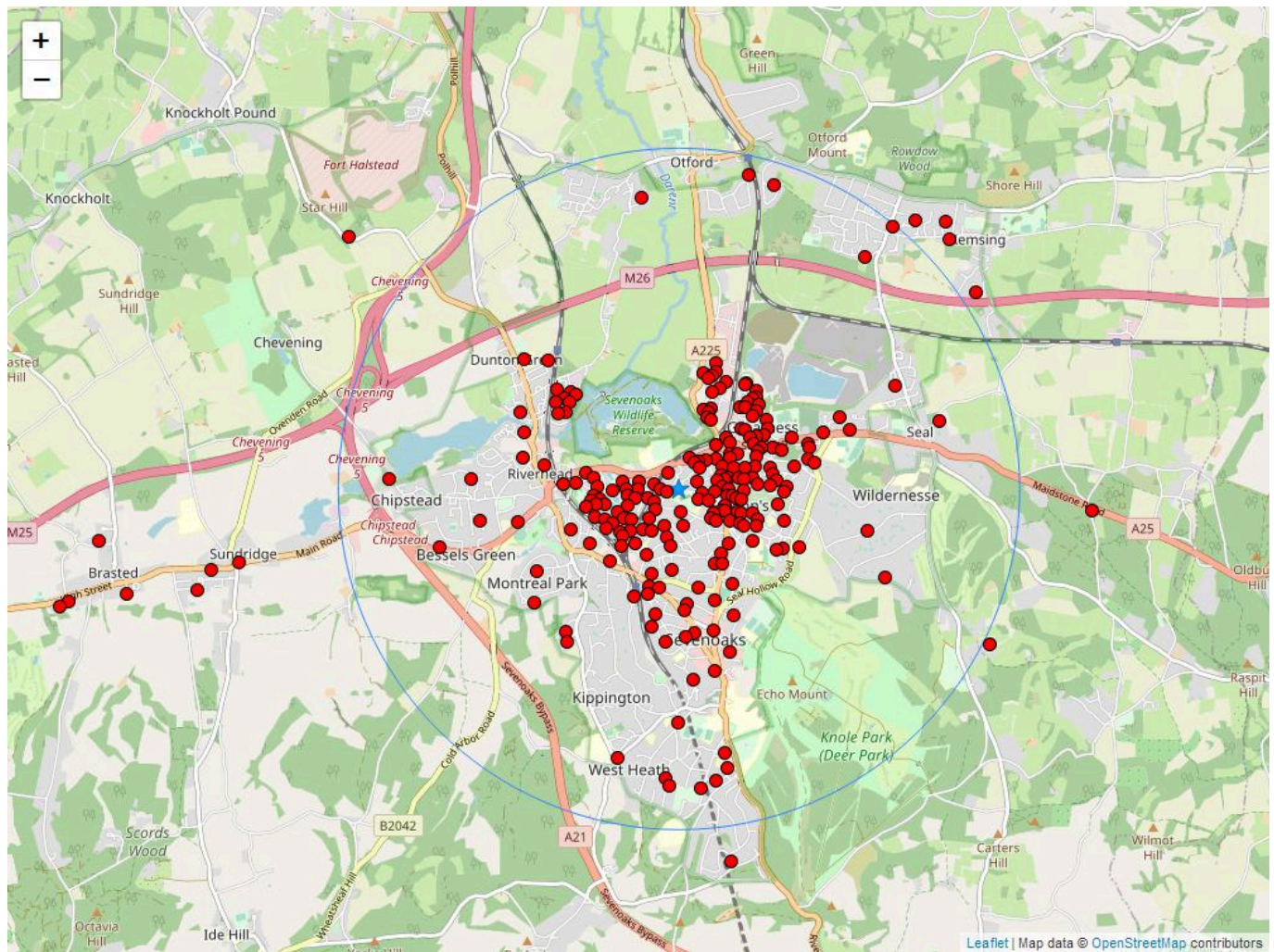


## Pupil Postcodes 1st March 23



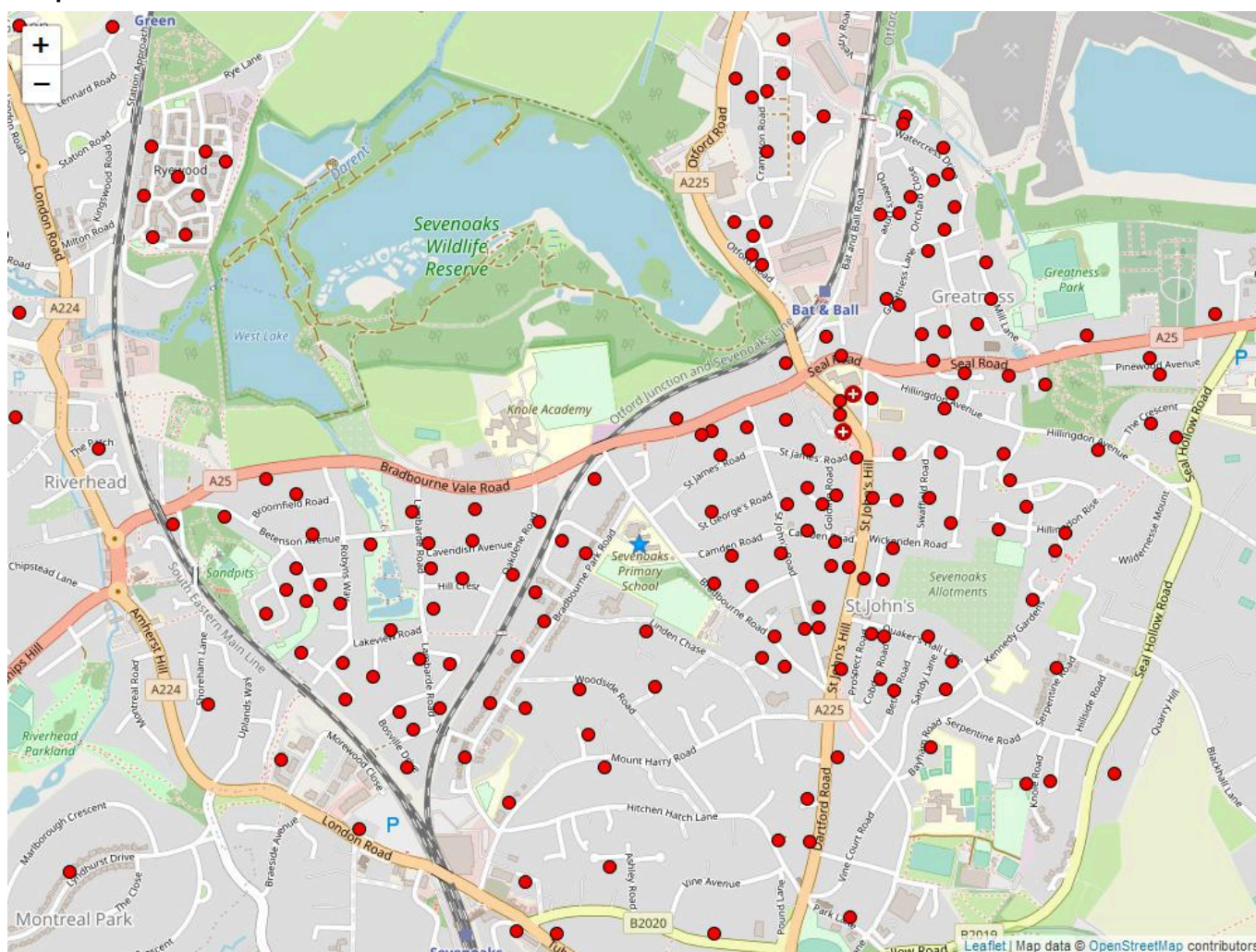


## Pupil Postcodes 1st March 23 - 2mile





## Pupil Postcodes 1st March 23 - zoomed in



## 5 Travel plan details

### 5.1 Previous travel plan

The school has a previous travel plan (2014), with the following objectives, targets, issues and successes.

The previous Travel Plan aimed to make overall journeys to and from Sevenoaks Primary School safer, healthier and more enjoyable by:

- # encouraging children, parents and staff to walk, cycle and scoot to School as part of a healthier lifestyle,
- # educating all about road safety,
- # reducing the total number of cars used for the school journey, and
- # reducing the congestion, and hence pollution, outside the School at peak times

The Plan set seven Objectives

1. To increase the modal split for active travel of pupils from 66% to 70% by September 2015, with a longer-term target of 75% by 2019.
2. To achieve a similar 9% modal shift for staff travel from the car to more active means of travel, against a baseline to be identified in September 2014.



3. To engage with existing initiatives – particularly those of Kent CC and the KM Group – to set up at least two new mechanisms that positively encourage walking to SPS.
4. To work with public sector bodies, SPS neighbours and parents / carers to take a more holistic approach to the traffic issues around SPS.
5. To greater integrate the pursuit of more active travel for pupils into the curriculum and classroom.
6. To fundraise for, and deliver, specific on-site improvements to help achieve Travel Plan aims.
7. To promote active travel to and from SPS, alongside the negative impacts of car travel, to current and future pupils, parents, staff and visitors.

#### Successes

1. Funding from a SDC Local Member Grant was achieved that paid for additional zig zags and double yellow lines around the Bradbourne Road entrance to the school.
2. This resulted in a much clearer line of sight for pedestrians and vehicle users on Bradbourne Road. The extension of the double yellow lines on Bradbourne Road prevented the injuries from car doors opening onto pedestrians when parking on the pavement side was permitted.
3. Discussions with Walthamstow Hall (the school which is next door), took place to tweak their drop off and pick up times to reduce overlap of parents from both schools trying to park on Bradbourne Park Road.

## 5.2 Reason for new travel plan

The previous travel plan ran to 2019. In 2018 a group of parents established a new committee which played a role in launching the 20mph zone surrounding the school.

A new travel committee was launched in 2022 and has been gathering data from parents on their concerns together, and liaising with Sevenoaks Town Council and KCC Highways to try to further improve the safety of the roads around our school.

The committee felt that there is a significant opportunity to increase the take up of active travel modes, especially as the postcode data illustrates that a large percentage of families live within a mile of the school. Despite the achievement of the previous travel plans and committees, the surrounding roads still present significant barriers to safe active travel. Since the last travel plan the school has increased from 2 to 3 form entry, with minimal change in the surrounding infrastructure.

## 6 Surrounding roads

### 6.1 Surrounding roads

The school sits within a 20mph safe school zone

1. Bradbourne Park Road is a long, mainly residential road, with speed bumps. It has three different schools along it, with staggered drop off and pick up times, and a station car park at one end. The road has resident parking spaces on the northern side and a number of time limited spaces on the southern side, which are outside Sevenoaks Primary School. The parking alternates from one side to the other, creating chicanes, which can lead to enforced driving on pavements and aggressive driving. Footpaths along Bradbourne Park Road are narrow in places and cambered towards the carriageway.
2. Bradbourne Road is extremely narrow. Sevenoaks Primary School has two entrances on this road, plus a third accessed via the Adult Education Centre. A pre School and a nursery situated on the Sevenoaks Primary school site also use an entrance of this road. The road has a mix of formal parking bays and unmarked road along its length. There are no safe, clear crossing places for families approaching the school from this side. The footpaths are inconsistent, extremely narrow and in some



places, non existent. Pedestrians frequently have to step into the road. Due to the narrow width of the road, parked vehicles and lack of passing bays traffic regularly has to mount the pavement.

3.Clockhouse Lane, a heavily used pedestrian route to the school is poorly lit and surfaced. It opens onto Lambarde Road and the line of site here is limited due to the gradient of the road.

## 6.2 Entrances and exits

The main entrance barrier is on Bradbourne Park Road, which has a pedestrian entrance and a vehicle entrance.

The rear entrance barrier is on Bradbourne Road, which is a pedestrian entrance and a vehicle entrance. We also have a pedestrian entrance on Bradbourne Road, opposite Camden Road.

In addition, pedestrians can use a path from the Adult Education Centre through our field.

## 6.3 Parking restrictions nearby

There are school clearway markings outside the school.

There is a residents parking scheme on adjoining roads.

There are school clearway markings outside the school, but not at the pedestrian entrance on Bradbourne Road opposite Camden Road. Where double yellow lines exist, they are poorly observed.

We are close to Sevenoaks Train Station so some restricted parking is in place to deter all day commuter parking, although not on Bradbourne Road next to the main pedestrian entrance.

## 6.4 Traffic management measures

The school offers the following traffic management measures:

KCC previously employed a Crossing Patrol to support pupils arriving at school from the St George's Road direction. This post has been vacant for a number of years but is currently being advertised again. The Senior Leadership Team meet and greet students at all entrances in the mornings and evenings but have no formal traffic management role.

## 6.5 Drop-off on roads outside the school

Parents drop pupils off on nearby roads.

Year 5 and 6 children are able to be dropped off outside school but we expect all other children to be brought into the school grounds

## 6.6 Congestion and access problems

The school experiences traffic congestion and/or access problems.

There is considerable traffic congestion at peak times on the surrounding roads.

Parking alternates from one side of the road to the other along Bradbourne Park Road, this can lead to severe congestion resulting in vehicles frequently mounting the pavements. On Bradbourne Road the road and pavements are narrow, leading to congestion.

# 7 Car parking & usage

---

## 7.1 School car park

The school has an on-site car park.

In total, 62 parking spaces are available.

Parking spaces are managed.

Parking spaces are allocated as follows:

|    |                   |
|----|-------------------|
| 59 | employees (total) |
|----|-------------------|

|   |                   |
|---|-------------------|
| 0 | visitors          |
| 3 | mobility impaired |
| 0 | a drop off point  |
| 0 | car sharers       |
| 0 | pupil parking     |
| 0 | minibus           |
| 0 | other             |

n/a

## 7.2 Drop-off points

The school has no off-site drop-off point.

Parents are able to drop pupils off within the school grounds.

This operates until 8:30am and then opens up from 3:30pm

## 7.3 Parking on surrounding roads

Members of staff do not (have to) park on the surrounding road network.

## 7.4 Other parking issues

We shut the site between 8:30am and 9:00am to ensure it is safe for our children to walk through. We have close to 600 children, which when parents/carers and younger siblings are included can amount to 1000 people on site at school drop off and pick up.

Staff who arrive during this time will not be allowed on site during this time, so park on local roads.

# 8 Pedestrian facilities

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## 8.1 Access by footpath

The school is not accessible by good quality footpaths.

The pavements on Bradbourne Road are poor quality, being very narrow, with poor surfacing and camber. Both Bradbourne Road and Bradbourne Park Road lack safe crossing points.

## 8.2 Access difficulties for pedestrians

There are some access difficulties for pedestrians.

The pavement on Bradbourne Road disappears after the Adult Education Centre and then when it comes back it is very narrow. Adjacent roads like Camden Road have no pavement. Crossing safely to get to the school site from all directions is difficult due to a lack of formal crossings, congestion and parked vehicles reducing line of sight.

## 8.3 Crossing patrols

None.

## 8.4 Highway signs

Sevenoaks Primary School has invested in four large signs which are placed near the vehicle entrances at drop off and pick up times.

In addition we have large banners near entrances which encourage safe parking. There is no signage for child crossing or hazard signs by the Adult Education Centre.

We had a Road Crossing Patrol until 31/8/2017, but have been unsuccessful at filling this vacancy since that time.



Feedback from the parent survey strongly supported the need for this post and it is currently being re-advertised.

## **8.5 Walking bus**

The school does not have a walking bus.

In the previous travel survey we asked for volunteers but we didn't get any. Unfortunately, we cannot use staff members due to the number of gates and playgrounds that the staff have to man at both drop off and pick up.

## **8.6 Other walking initiatives**

The school does not promote any other walking initiatives.

# **9 Cycling & scooting**

---

## **9.1 Pupil scooting**

Some pupils (14) scooter to school.

14 children said they scooted to school however 63 children stated this as their preference

### **9.1a Scooter parking/storage**

Scooter parking/storage spaces (36 total) are provided.

Near the rear barrier in view of our CCTV camera.

Currently undersubscribed

### **9.1b Encouragement & promotion of scooting to pupils & parents**

Scooting is neither encouraged nor promoted.

We don't actively encourage it due to the narrow and congested pavements surrounding the school.

### **9.1c Other scooting issues**

The pavements on Bradbourne Road are on an incline and uneven, so scooters on this pavement have caused injuries in the past.

## **9.2 Pupil cycling**

Some pupils (8) cycle to school.

8 children said they cycled to school, 138 stated this as their preference

## **9.3 Staff cycling**

Some staff (1) cycle to school.

this staff member is local and enjoys cycling

## **9.4 Cycle routes/lanes**

The school site is not accessible by external cycle routes/lanes.

## **9.5 Cycle parking**

Cycling parking (18 places) is available.

Location of cycle parking: We have a covered cycle rack near the Bradbourne Road, black gate entrance, one near the rear entrance and one near the front barrier, within our secure green fence.

Some cycle racks are covered.  
Some cycle racks are secure.  
Some cycle racks are lit.  
All cycle racks are near building entrances.

### **9.5a Utilisation of cycle parking**

under subscribed

### **9.6 Cycle training**

The school does not access cycle training for its pupils.

We had previously accessed the Bikeability scheme, but as we are a three form entry school we have had difficulty with booking for the whole year group and couldn't make it work.

### **9.7 Encouragement & promotion of cycling**

Cycling is encouraged and/or promoted.

We encourage cycling as a healthy option for transport with parents however we do not actively encourage children to cycle to school as the roads around the school are busy, with a large number of cars parked, restricting the road width, resulting in only space for one car which squeezes the space for the bike.

### **9.8 Other cycling issues**

We have held discussions regarding the proposed East West Cycle network in Sevenoaks and believe that this will encourage our pupils to cycle to school.

## **10 Public transport**

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### **10.1 Use of public transport**

Five members of staff use the train to travel to work.

No children use trains to or from school

### **10.2 Obstacles to use of public transport**

Trains and buses are not near enough to access school

### **10.3 Promotion of public transport**

We don't promote public transport links as buses and trains are not suited to getting to our site.

### **10.4 Bus stops and services**

### **10.5 Railway stations and services**

The site is served by one or more nearby railway stations.

Sevenoaks station is a 20 minute walk across a busy junction.

Bat and Ball station is a 20 minute walk across a different busy junction.

South eastern and Thames link



## **11 Contract transport**

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### **11.1 School buses**

There are no dedicated school buses.

### **11.2 Taxis**

Taxis, whether for SEN or other students, are not a regular part of the school day.

### **11.3 Parking issues related to contract transport**

None.

### **11.4 Other contract transport issues**

None.

## **12 Current travel issues**

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### **12.1 Other travel issues**

We have a number of busy roads and junctions in the vicinity of the school, which become congested at drop off and pick up times. Bradbourne Park Road has three primary schools and a station car park along its length, so can become very congested at both drop off and pick up times.

### **12.2 New & current travel issues**

The footpaths along Bradbourne Road are very narrow in places and have an adverse camber. This causes congestion at both drop off and pick up times, as parents are having to walk along in single file. These pavements are also challenging for parents with buggies and younger siblings.

We don't currently have a crossing patrol person at school, so currently there aren't any designated crossing points around school.

Due to sharing Bradbourne Park Road with two other primary schools, the roads around school are busy and at peak times congested.

The areas that surround our school are residential, so there is limited parking spaces near to school for parents to use. The proximity of Sevenoaks station has necessitated 2 hour time restrictions for parking spaces on Bradbourne Park Road.

Any neighbouring streets that do not have restrictions on are generally used by commuters for all day parking, further reducing spaces for our parents.

## 13 Travel survey results

### modal split percentages (actual) - pupils

|                 | Feb<br>2023 | Jun<br>2018 | Sep<br>2016 | Nov<br>2015 | Jun<br>2014 |
|-----------------|-------------|-------------|-------------|-------------|-------------|
| walk            | 49.2        | 59.0        | 64.8        | 72.7        | 64.2        |
| park & walk     | 5.5         | 8.6         | 7.4         |             |             |
| cycle           | 1.5         | 0.9         | 1.1         | 0.8         | 1.1         |
| scoot/skate     | 2.7         | 3.8         | 10.6        |             |             |
| bus (all types) |             |             |             | 0.2         | 0.2         |
| public bus      | 0.2         | 0.0         | 0.0         |             |             |
| school bus      | 0.0         | 0.0         | 0.0         |             |             |
| rail            | 0.0         | 0.2         | 0.4         | 0.0         | 0.0         |
| car share       | 1.0         | 0.4         | 0.5         | 0.0         | 0.2         |
| car (alone)     | 39.9        | 27.2        | 15.2        | 26.3        | 33.0        |
| other           | 0.0         | 0.0         | 0.0         | 0.0         | 1.3         |

NB rounded percentages may not add exactly to 100.0%

### modal split percentages (ideal) - pupils

|                 | Feb<br>2023 | Jun<br>2018 | Sep<br>2016 |
|-----------------|-------------|-------------|-------------|
| walk            | 28.2        | 36.0        | 26.7        |
| park & walk     | 5.5         | 2.2         | 2.5         |
| cycle           | 26.3        | 27.8        | 27.1        |
| scoot/skate     | 12.0        | 14.5        | 25.8        |
| bus (all types) |             |             |             |
| public bus      | 1.3         | 0.7         | 1.9         |
| school bus      | 3.6         | 0.9         | 1.6         |
| rail            | 3.4         | 2.0         | 4.2         |
| car share       | 3.6         | 2.5         | 0.0         |
| car (alone)     | 15.8        | 13.4        | 8.5         |
| other           | 0.0         | 0.0         | 1.6         |

NB rounded percentages may not add exactly to 100.0%

### modal split percentages (actual) - staff

|             | Feb<br>2023 |
|-------------|-------------|
| walk        | 33.3        |
| cycle       | 3.9         |
| bus         | 2.0         |
| train       | 2.0         |
| car (alone) | 56.9        |
| car share   | 2.0         |
| other       | 0.0         |

NB rounded percentages may not add exactly to 100.0%

### modal split percentages (ideal) - staff

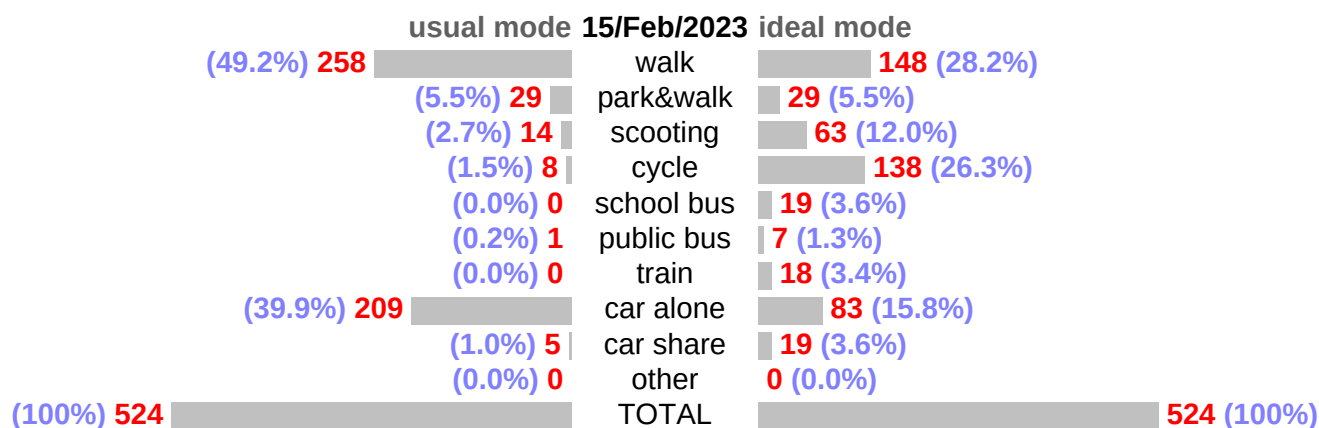
|             | Feb<br>2023 |
|-------------|-------------|
| walk        | 56.9        |
| cycle       | 5.9         |
| bus         | 0.0         |
| train       | 3.9         |
| car (alone) | 29.4        |
| car share   | 3.9         |
| other       | 0.0         |

NB rounded percentages may not add exactly to 100.0%

**comments on 22/Jun/2018 pupil survey:** Survey taken on 11 June 2018



### 13.1 Barchart of latest pupil actual/ideal survey



## 14 Objectives

|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | <p><b>1. To reduce the number of cars outside the school.</b></p> <p>1. Introducing park and stride as an option for those who have to use cars because active travel to school can increase concentration by up to 4 hours and 15 minutes of exercise can improve a child's mood. It will also alleviate congestion around the school gates and competition for parking spaces. Request that where possible, parents car share, to reduce the number of cars around the school boundary.</p> |
| 2 | <p><b>2. To integrate the aims of the school travel plan into the curriculum where possible</b></p> <p>2. Road safety needs to be built into the wider curriculum through visiting road safety trainers, assemblies and PSHE lessons. It will also form part of transition lessons for children moving onto secondary schools.</p>                                                                                                                                                            |
| 3 | <p><b>3. To improve the line of sight for children crossing roads around the school</b></p> <p>3. Communication with the council regarding double yellow lines and crossing patrol.</p>                                                                                                                                                                                                                                                                                                       |
| 4 | <p><b>4. To work with STC, SDC and KCC highways.</b></p> <p>Significant infrastructure changes are required that will improve the experience of active travel to school, such as: Wider and full length pavements on Bradbourne Road, clear safe crossing places on Bradbourne Park Road and Bradbourne Road,</p>                                                                                                                                                                             |
| 5 | <p><b>5. To investigate local funding opportunities</b></p> <p>To deliver on-site improvements included in the Travel Plan, we will need to access local grants/funding. This funding will be required to purchase an additional covered bicycle rack, which our travel survey suggested was required to increase cycling to school.</p>                                                                                                                                                      |
| 6 | <p><b>6. To increase active travel for pupils and staff</b></p> <p>To implement park and stride initiatives and improve on site, covered storage for bikes and scooters. In the recent travel survey parents stated the lack of covered storage was a reason that their children didn't cycle or scoot to school.</p>                                                                                                                                                                         |



## 15 Targets

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|          |                                                                                                                          |
|----------|--------------------------------------------------------------------------------------------------------------------------|
| <b>A</b> | <i>increase % of pupils arriving/departing by car &amp; foot (Park &amp; Walk) from 5% (Feb 2023) to 10% by Jul 2024</i> |
| <b>B</b> | <i>reduce % of pupils arriving/departing by car (alone) from 41% (Feb 2023) to 35% by Jul 2024</i>                       |
| <b>C</b> | <i>increase % of pupils travelling by bicycle from 2% (Mar 2023) to 4% by Jul 2025</i>                                   |

## 16 Actions

| <b>Summary:</b>                                                                                                                                                                                                               | <b>Tasks:</b>                                                                                                                                                                                                 | <b>Status:</b> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| <b>Annual Survey</b><br><i>[lead: Jane Durkin]</i><br>Undertake pupil, parent/carers and staff surveys                                                                                                                        | To survey pupils, staff and parents/carers in May/June.                                                                                                                                                       | ongoing        |
| <b>Assemblies</b><br><i>[lead: Jane Durkin]</i><br>Promotion of a healthy lifestyle - assemblies on road safety week, World Environment Day.                                                                                  |                                                                                                                                                                                                               | ongoing        |
| <b>Bikeability (KCC)</b><br><i>[lead: Jane Durkin]</i><br>Investigate the feasibility of providing the Bikeability scheme at school, either during the school day or holiday periods.                                         | To try to find a way that works for the school and parents given the previous difficulties experienced as a 3 form entry school.                                                                              | ongoing        |
| <b>Cycling</b><br><i>[lead: Jane Durkin / Suzanne Rodenhurst]</i><br>Collaborate with team proposing the East-West cycle path in Sevenoaks                                                                                    | Attend scheduled meeting and share findings with the school community.                                                                                                                                        | ongoing        |
| <b>Highway Engineering/Measures</b><br><i>[lead: Jane Durkin / Suzanne Rodenhurst]</i><br>Highways improvements, to investigate infrastructure improvements around school such as wider pavements and formal crossing points. |                                                                                                                                                                                                               | ongoing        |
| <b>Park and Stride</b><br><i>[lead: Jane Durkin]</i><br>Introduction of a Park and Stride initiative.                                                                                                                         | To reduce cars around the school boundary to improve safety and air quality for children and an active start to the day for more children.                                                                    | not started    |
| <b>Promotion</b><br><i>[lead: Jane Durkin]</i><br>Communication - Targeted communication for all new joiners,                                                                                                                 | Sevenoaks Primary Parent - this will include a section on safe and healthy travel                                                                                                                             | not started    |
| <b>Safety</b><br><i>[lead: Jane Durkin]</i><br>Improve pupil flow at school entrances                                                                                                                                         | Encourage EYFS to use gate 6 and also to wait inside school grounds rather than on the narrow Bradbourne Road pavements.                                                                                      | not started    |
| <b>School Newsletter</b><br><i>[lead: Jane Durkin]</i><br>Increase driver awareness of travel issues around school                                                                                                            | The Travel Committee will have a section in the school newsletter to communicate concerns raised and progress on travel plan objectives. Topics covered will include: Active travel, responsible parking etc. | not started    |
| <b>Storage</b><br><i>[lead: Suzanne Rodenhurst]</i><br>apply for a Capital Grant to fund new cycle storage                                                                                                                    |                                                                                                                                                                                                               | ongoing        |



## 17 Monitoring and reviews

The Travel Plan will continue to be monitored closely by the school, and reviewed on an **annual** basis.

The school agrees to complete a brief annual review of this travel plan **and** a pupil hands up survey at least on an annual basis, or when requested by KCC. The hands up data and review will be fed into KCC's Travel Plan Management System. This will be led by Suzanne Rodenhurst.

The review will take into account all pupils' needs arising from new developments in education and transport provision. A more detailed review will be carried out should the school seek planning permission for further development.

This Travel Plan has been agreed and signed up to by the following people, who agree to the plan being viewed publicly.

|                           |                                      |            |
|---------------------------|--------------------------------------|------------|
| <b>Headteacher</b>        | <i>Cassandra Malone</i>              | 8/Aug/2023 |
| <b>Chair of Governors</b> | <i>Simon Leigh /<br/>James Neill</i> | 8/Aug/2023 |

**APPENDIX C**

Proposed locations for new parking spaces by local resident 2024



# Areas to Increase Parking, Hartslands area, Sevenoaks

As inspected and agreed on Site Walk Round, 2pm Friday 14th May, 2021

Attendees: Cllrs. Elizabeth Purves & Tony Clayton; Trevor Kennett & Jeremy Clark - SDC Officers; Simon Aguss - local resident

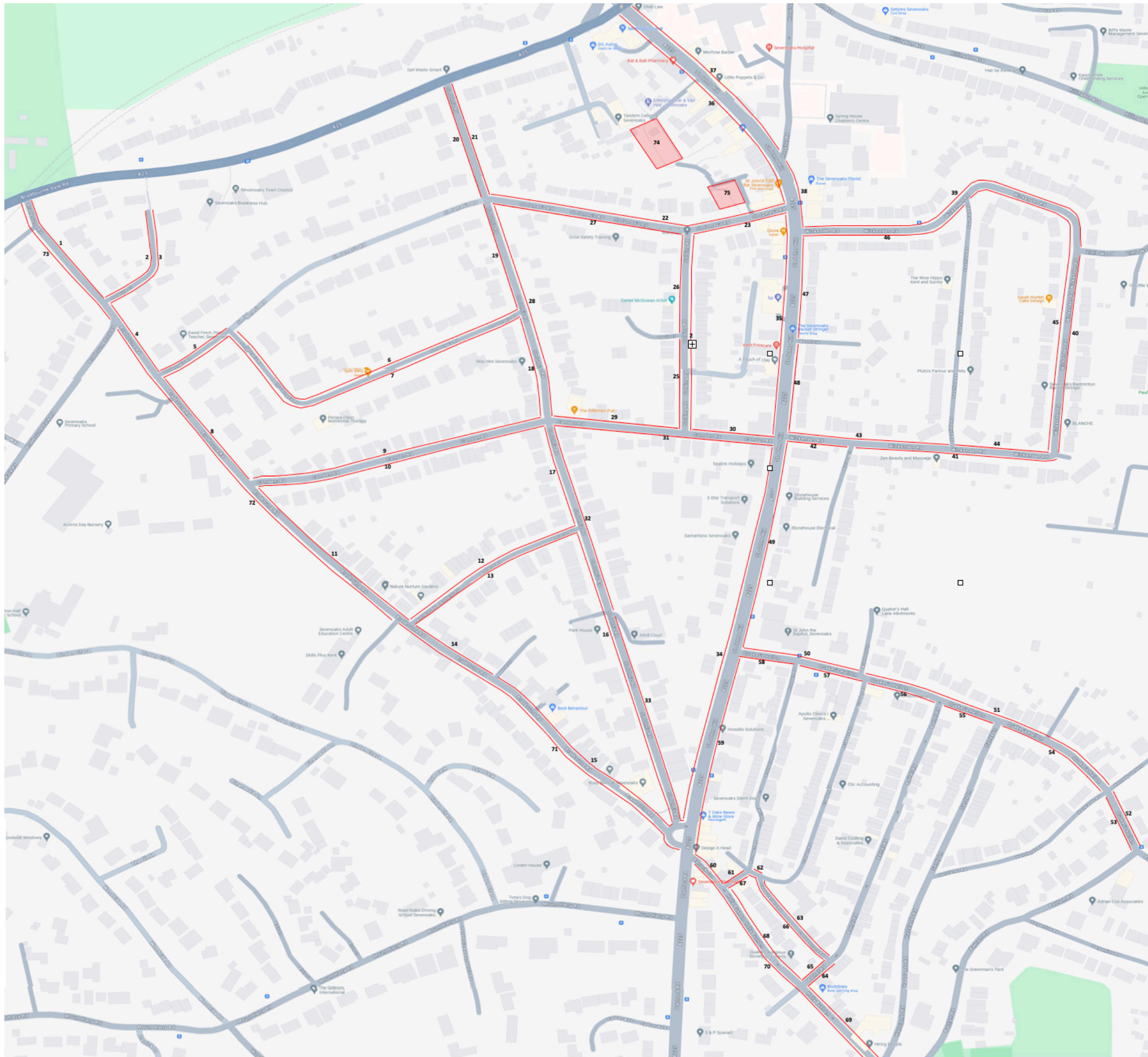
| Ref: | Road             | Exact Location                                                                                                                      | Existing Restriction                | Proposed Restriction                                                                                    | Extra Notes                                                                                                                                                                                                                                                                                 | Approx Number of Spaces to be Created: |                                                                         |                                    |
|------|------------------|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|---------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|-------------------------------------------------------------------------|------------------------------------|
|      |                  |                                                                                                                                     |                                     |                                                                                                         |                                                                                                                                                                                                                                                                                             | New Permanent Unrestricted             | New Permanent Unrestricted, (already or previously not enforced by SDC) | New/Enhanced 2hr "shopper" parking |
| 1    | Dartford Road    | West side, S of Mt Harry Road, adjacent to existing parking bays                                                                    | Double Yellow Lines                 | 2 hr "shopper" parking, as adjacent, i.e time restrictions only applicable 8.30 - 18.30 Mon-Sat         | <i>achieved by reduction of excessive junction protection around Mt Harry Road</i>                                                                                                                                                                                                          |                                        |                                                                         | 3                                  |
| 2    | Mount Harry Road | Both N & S sides, within 1st ~60m of junction, as obvious spaces available, up to 1st existing bays on S side                       | Double Yellow Lines                 | 2 hr "shopper" parking, as adjacent, i.e time restrictions only applicable 8.30 - 18.30 Mon-Sat         | <i>retains bus stop, but otherwise achieved by reduction of excessive junction protection around Dartford Rd junction</i>                                                                                                                                                                   |                                        |                                                                         | 7                                  |
| 3    | Hollybush Lane   | S side, just E of Dartford Road junction, adjacent to existing parking bay and opposite Raffertys                                   | Double Yellow Lines                 | 2 hr "shopper" parking, as adjacent, i.e time restrictions only applicable 8.30 - 18.30 Mon-Sat         | <i>already frequently used by people accessing shops, so would only regularise existing use</i>                                                                                                                                                                                             |                                        |                                                                         | 1                                  |
| 4    | Hollybush Lane   | S side, opposite Cobden Road junction, where existing single yellow line restriction was not enforced by SDC for 10 years until now | Single Yellow Line                  | 2 hr "shopper" parking, as adjacent to West, i.e time restrictions only applicable 8.30 - 18.30 Mon-Sat | <i>Single yellow not enforced by SDC for 10 years, with no issues for vehicle flow, so clearly not a necessary restriction. Also, junction improvement undertaken by landowner in 2015 has eased left turn out of Cobden Road</i>                                                           |                                        |                                                                         | 5                                  |
| 5    | Hollybush Lane   | S side, 2hr parking introduced by TRO in 2015 but never established and enforced until now, as bays not delineated                  | 2hr waiting, Mon - Sat 8.30 - 18.30 | None (i.e. totally unrestricted, so available 24/7 for residents (and local shopworkers))               | <i>these 2 shopper bays (parking for 6 cars) no longer needed as net gain of 10 shopper spaces through creation of 16 spaces as described above</i>                                                                                                                                         |                                        | 6                                                                       |                                    |
| 6    | Hollybush Lane   | S side, opposite Bethel Road junction                                                                                               | Double Yellow Lines                 | None (i.e. totally unrestricted, so available 24/7 for residents)                                       | <i>shorten double yellow lines by at least 5m on each side of private house driveway. Swept path analysis that installed these lines no longer relevant after SDC introduced 6m of double yellow line in Bethel Road due to insistence on using too large refuse truck for Bethel Road.</i> | 2                                      |                                                                         |                                    |
| 7    | Hollybush Lane   | S side, as reach 5-way Vine Court / Hartslands / Bayham junction in one-way direction of Hollybush Lane                             | Double Yellow Lines                 | None (i.e. totally unrestricted, so available 24/7 for residents)                                       | <i>Dashed white line junction markings to be moved 2m further SE, as space available at 5-way junction</i>                                                                                                                                                                                  | 1                                      |                                                                         |                                    |
| 8    | Hollybush Lane   | SW side, SE of Vine Court Road junction                                                                                             | Double Yellow Lines                 | None (i.e. totally unrestricted, so available 24/7 for residents)                                       | <i>Junction protection can be easily reduced by 10m, given new 20mph speed limit for area</i>                                                                                                                                                                                               | 2                                      |                                                                         |                                    |
| 9    | Vine Court Road  | E side, adjacent to 5-way junction, spreading unrestricted parking further N to approx 10m from junction                            | Double Yellow Lines                 | None (i.e. totally unrestricted, so available 24/7 for residents)                                       | <i>Existing junction protection of approx 25m of double yellow lines is totally excessive for the location</i>                                                                                                                                                                              | 3                                      |                                                                         |                                    |
| 10   | Vine Court Road  | W side, adjacent to 5-way junction, spreading unrestricted parking further N to approx 10m from junction                            | Double Yellow Lines                 | None (i.e. totally unrestricted, so available 24/7 for residents)                                       | <i>Existing junction protection of approx 25m of double yellow lines is totally excessive for the location</i>                                                                                                                                                                              | 3                                      |                                                                         |                                    |

| Ref: | Road              | Exact Location                                                                                        | Existing Restriction | Proposed Restriction                                                                      | Extra Notes                                                                                                                                         | Approx Number of Spaces to be Created: |                                                                         |                                    |
|------|-------------------|-------------------------------------------------------------------------------------------------------|----------------------|-------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|-------------------------------------------------------------------------|------------------------------------|
|      |                   |                                                                                                       |                      |                                                                                           |                                                                                                                                                     | New Permanent Unrestricted             | New Permanent Unrestricted, (already or previously not enforced by SDC) | New/Enhanced 2hr "shopper" parking |
| 11   | Cobden Road       | East side, S of Hollybush Lane junction, against side of former Avalon Music/opposite Jo & Co         | Single Yellow Line   | None (i.e. totally unrestricted, so available 24/7 for residents (and local shopworkers)) | <i>existing time-limited restriction is non-sensical as 15m of double yellow junction protection already exists</i>                                 | 2                                      |                                                                         |                                    |
| 12   | Cobden Road       | Outside 31 Cobden Road, ie just before bend and steeper straight section of Cobden Road heading north | Double Yellow Lines  | None (i.e. totally unrestricted, so available 24/7 for residents (and local shopworkers)) | <i>short 12m stretch of double yellow lines is not currently enforced by SDC as lines not visible, and parking already happens perfectly safely</i> |                                        | 2                                                                       |                                    |
| 13   | Allotment Lane    | Either side of road, adjacent to Quakers Hall Lane junction                                           | Double Yellow Lines  | None (i.e. totally unrestricted, so available 24/7 for residents)                         | <i>i.e. reduce junction protection yellow lines from approx 15m to 10m (Jeremy Clark to check adoption of Allotment Lane)</i>                       | 2                                      |                                                                         |                                    |
| 14   | Quakers Hall Lane | S & N sides of road, adjacent to St Johns Hill junction                                               | Double Yellow Lines  | None (i.e. totally unrestricted, so available 24/7 for residents)                         | <i>reduce junction protection yellow lines by approx 6m each side of Quakers Hall Lane</i>                                                          | 2                                      |                                                                         |                                    |
| 15   | Quakers Hall Lane | N side, W of Allotment Lane                                                                           | Double Yellow Lines  | None (i.e. totally unrestricted, so available 24/7 for residents)                         | <i>reduce junction protection yellow lines by approx 10m</i>                                                                                        | 2                                      |                                                                         |                                    |
| 16   | Quakers Hall Lane | N side, E of Allotment Lane                                                                           | Double Yellow Lines  | None (i.e. totally unrestricted, so available 24/7 for residents)                         | <i>reduce junction protection yellow lines by at least 5m, up to existing vehicle crossover</i>                                                     | 1                                      |                                                                         |                                    |
| 17   | Quakers Hall Lane | S side, E of Bethel Road junction                                                                     | Double Yellow Lines  | None (i.e. totally unrestricted, so available 24/7 for residents)                         | <i>reduce junction protection yellow lines by up to 10m</i>                                                                                         | 2                                      |                                                                         |                                    |
| 18   | Quakers Hall Lane | S side, W of Sandy Lane junction                                                                      | Double Yellow Lines  | None (i.e. totally unrestricted, so available 24/7 for residents)                         | <i>reduce junction protection yellow lines by one car length</i>                                                                                    | 1                                      |                                                                         |                                    |
| 19   | Quakers Hall Lane | S side, E of Sandy Lane junction                                                                      | Double Yellow Lines  | None (i.e. totally unrestricted, so available 24/7 for residents)                         | <i>reduce junction protection yellow lines by one car length</i>                                                                                    | 1                                      |                                                                         |                                    |
| 20   | Quakers Hall Lane | S side, W of Hartslands Road junction                                                                 | Double Yellow Lines  | None (i.e. totally unrestricted, so available 24/7 for residents)                         | <i>reduce junction protection yellow lines by one car length</i>                                                                                    | 1                                      |                                                                         |                                    |
| 21   | Quakers Hall Lane | S side, E of Hartslands Road junction                                                                 | Double Yellow Lines  | None (i.e. totally unrestricted, so available 24/7 for residents)                         | <i>reduce junction protection yellow lines by one car length</i>                                                                                    | 1                                      |                                                                         |                                    |
| 22   | Kennedy Gardens   | SE side, from school zig-zags heading SW towards Quakers Hall Lane                                    | Double Yellow Lines  | None (i.e. totally unrestricted, so available 24/7 for residents)                         | <i>junction protection is far too long and unnecessary</i>                                                                                          | 4                                      |                                                                         |                                    |
|      |                   |                                                                                                       |                      |                                                                                           |                                                                                                                                                     | 30                                     | 8                                                                       | 16                                 |



## APPENDIX D

Parking beat survey zones





**Client:**

Sevenoaks Town Council

**Team:**

Urban Movement

Transport



Contact: Oliver Davey  
& Harriet Haldenby