

WORKSHEET T1: TRAVEL TO AND FROM THE LOCAL AREA

Task: to assess patterns of travel to and from the local area by car and by public transport

1: Introduction to the task

Local transport authorities have a pivotal role to play in improving accessibility through:

- strategies, policies and programmes;
- schemes and initiatives specially designed to improve accessibility;
- influencing the authority's wider policy areas
- influencing the decisions of external bodies on location and delivery of services

It will be useful to investigate the following when looking at transport issues relating to your town.

Accessibility Planning

Local Transport Plans (LTPs):

The LTP system is built round 5-year integrated transport strategies, devised by the County in partnership with the community.

If there is not enough information available to answer the questions it may be necessary to carry out surveys to collect all the relevant information:

- Travel times by train and bus and frequencies can be obtained from timetables or directly from the service operators

- Travel times by car can be surveyed by undertaking the journey

- Distances can be derived from mapping or as part of the journey time survey

- Location of train and bus station and stops can be obtained by local survey

T1: TRAVEL TO AND FROM THE LOCAL AREA				
Getting the following information will help provide insights into how it might be possible to influence the way people travel to and from the area.		KEY		
		C = CORE O = OPTIONAL L = Local knowledge D = data		
<i>Starting points for information</i>	<i>Information you will need</i>	<i>Answers and notes</i>		
Source	Question	Answer		
Sub-section 1: Travel by Car				
The Local Transport Plan	Q 1			
Local maps	What is the distance and travel time from the town to:			
	a. The network of dual carriageway roads	Bessels Green – M25/A21 – 5 miles, 12 minutes Godstone – M25 – 8 miles, 15 minutes	C	D
	b. The least and most accessible villages (in hinterland - tabulate)	Least accessible - Bluewater – 30 minutes Most accessible: Sevenoaks centre – 7 miles, 15 minutes Oxted – 5 miles, 10 minutes Biggin Hill – 4 miles, 10 minutes Bromley centre – 7 miles, 15 minutes Edenbridge – 5 miles, 12 minutes	O	D
	c. other destinations to which people would want to travel	Tunbridge Wells – 35 minutes Gatwick – 30 minutes Dartford – 30 minutes Heathrow – 60 minutes Gatwick – 40 minutes Stansted – 60 minutes	C	L
Travel time	Q 2			

surveys				
Local transport partnership	What is the distance and average travel time by car to the nearest neighbouring large town (Sevenoaks), from:			
	a. The town itself	Westerham – 7 miles, 15 minutes Crockham Hill – 10 miles, 15 minutes Pilgrims Way – 8 miles, 13 minutes	C	D
	b. The most accessible village within the surrounding countryside	N/A – the size of Westerham is such that it is difficult to choose a village that would meet this criterion. All the surrounding villages off the main A25 route are poorly-served (if at all) by public transport so choosing just one is impossible to do.	C	D
	c. The least accessible village within the surrounding countryside	N/A – for the reasons shown in (b) above.	C	D
District Council and County Council (Local Transport Plan and the Regional Transport Strategy)	Q 3			
	Improvements:			
	a. What improvements are planned for the local/regional highway network in your Area?	M25 hard-shoulder running or widening (still TBD)	C	D
	b. What are the proposed timescales?	2015 (estimated)	C	D
Local Transport Plan	Q 4			
Undertaking a Survey	Public transport:			
Local maps	a. Which of these are in the	4 bus stops:	C	

	town centre? The main bus station or central bus stops The railway station	2 - Market Square 2 - Vicarage Hill		
Coach and train timetables	b. If not in the centre of town, how long does it take to get to the town centre from these places?	From the outer reaches of town (e.g. Farley Common, Madan Road), up to 10 minutes walk	C	L
	c. How far apart are the train station and the bus termini?	N/A	O	L
	d. With which train services do the buses connect, and what are the waiting times?	Buses connect with train services at Sevenoaks, Oxted and Edenbridge. The bus times do not correspond with the train times making connection times too long to be viable (with the exception of Sevenoaks). The Edenbridge connection is particularly affected by the fact that there are no return services after 13:30, meaning that users cannot complete a return journey rendering the outbound service useless as a commuter route.	C	L
	<i>Find out if there are any planned improvements which would help this interchange.</i>	The bus operators who supplied information to us had no plans to make improvements to any of their services in the short to medium term. The operators were generally fairly unhelpful and slow to provide information.		
Local maps	Q 5			
Local knowledge	a. How far is it and how long does it take to get from the train station to the town centre by:		C	
Local survey	foot	Sevenoaks, Oxted, Bromley South – too far to walk	C	L

	bicycle	Sevenoaks – 7 miles, 25 minutes Oxted, - 5 miles, 20 minutes Bromley South – 7 miles, 50 minutes	C	L
	taxi	Sevenoaks – 7 miles, 12 minutes Oxted, - 5 miles, 10 minutes Bromley South – 7 miles, 15 minutes	C	L
	bus	Sevenoaks – 7 miles, 22 minutes Oxted, - 5 miles, 12 minutes Bromley South – 7 miles, 43 minutes	C	L
	b. Is the walking/cycling route attractive and safe?	No. No cycle lanes and pavements are of variable quality, narrow and often on alternate sides of the road with no safe crossing points (A25 to Sevenoaks and Oxted)	C	L
Rail operators (National Rail has a website)	Q 6			
	Rail services:			
	a. What is the frequency of rail services? - Provide a summary and link to on-line timetables	Sevenoaks – Very Good Oxted – Good Bromley South – Very Good Edenbridge – Poor www.nationalrail.co.uk	C	D
	b. Are times convenient for people using the trains to get to work?	Sevenoaks – Yes Oxted – Yes Bromley South – Yes Edenbridge – Poor off-peak	C	D
	e. Is there an adequate car park	Sevenoaks – Expensive, often full Oxted – Often full Bromley South – Unknown Edenbridge – Good (free)	C	L
	<i>How does the railway service to the town compare with that to neighbouring towns and nearby urban centres?</i>	N/A – no services exist	C	L

	<i>f. Is there significant off peak use?</i>	N/A – no services exist	C	L
National coach operators	Q 7			
	Coach services:			
	a. What is the number of national coach services per day?	N/A – no services exist	O	D
	b. What are their destinations and departure points?	N/A – no services exist	O	D
Rail, coach and bus operators	Q 8			
	What is the frequency of service and travel time from the town and from villages in the surrounding countryside to the nearest large town or city by: (Show in map/table form)	Q8	C	
	bus	Displayed below	C	D
	coach	N/A – no services exist	C	D
	train	N/A – no services exist	C	D
	<i>Note where it is not possible to make this journey by public transport at all.</i>		C	D

	Frequency		Number	Last bus out	Last bus back
Westerham - Sevenoaks	Weekdays	14 buses each way plus 3 extra on school days only	401	19:18	19:45
	Saturdays	10 buses each way		18:15	17:45
	Sundays	5 buses each way		17:44	17:53
Travel time (clear run)	22-25 minutes				
Average passengers	81 weekdays, 30 weekends				
Crockham Hill - Westerham	Weekdays	3 buses each way	236	13:36	13:52
	Weekends	No service			
Travel time (clear run)	7 minutes				
Westerham - Edenbridge	Weekdays	3 buses each way	236	13:50	13:27
	Weekends	No service			
Travel time (clear run)	18 minutes				
Westerham - Oxted	Weekdays	13 buses each way	410	19:37	00:25
	Saturday	13 buses each way		19:37	00:25
	Sunday	No service			
Travel time (clear run)	13-20 minutes				
Westerham - Bromley	Weekdays	33 buses each way	246	00:07	00:25
	Saturday	33 buses each way		00:07	00:25
	Sunday	18 buses each way		00:07	00:25

T1: This part is called a SWOT analysis, where you identify Strengths, Weaknesses, Opportunities and Threats. Once you have the information, use the table to show the Strengths and Weaknesses in transport and travel arrangements in the town. Also flag up where there are Opportunities to improve things or where there might be Threats in the future. The conclusions give the basis for a summary that can go forward to the Healthcheck Report.

You may need to tick more than one column for each question.

You need to consider what the information you have gathered tells you in the light of these questions:	Write your answers here. Base them on the information you have gathered.	Conclusion					
		It's a Fact	Strength	Weakness	Opportunity	Threat	infoNeed more
To what extent is the car the predominant form of transport to and from the area?							
Are there definable user-groups or usage patterns for car-users?							
Are there definable user-groups or usage patterns for different public transport services?							
How easy is it to change between train and coach and/or bus services?							

Are waiting times for bus/train connecting services acceptable?							
Do public transport services meet local needs? (Specify any not met)							
What plans are there to improve the highway network or public transport services?							

WORKSHEET T2: EASE OF ACCESS TO SERVICES	
Task: to identify how easy it is for people to get around the area	
1: Introduction to the task	
These questions help assess how easy it is to access services, mainly by public transport. Check with other taskgroups to identify the location of key services, in particular retail and town centre services, training and education, health and public safety and culture and heritage.	
Guidance on preparing LTPs has been issued to Local Authorities. This includes a new requirement for accessibility strategies, including local targets for accessibility improvements. These strategies should be underpinned by accessibility assessments.	
The quality of accessibility strategies in LTPs will be one of the factors taken into account in allocating LTP integrated transport block funding.	
The healthcheck process could help to inform the LTP, as accessibility strategies are designed to be set in the context of the wider vision and objectives for an area	
If there is not enough information available to answer the questions there are survey techniques that can be used: guidance on undertaking local transport surveys is given in Data Sources and Survey Methods.	

T2: Ease of Access to Services		KEY			
Getting the following information will help to show how easy or difficult it is to use public transport to get to key services in the area.					
		C = CORE O = OPTIONAL L = Local knowledge D = data			
<i>Starting points for information</i>	<i>Information you will need</i>	<i>Answers and notes</i>			
Source	Question	Answer			
Rural Transport Partnership	Q 1				
Bus and train operators	Information points:				
County Council transport department	a)Where are the public transport information points?	The only transport information points in town are the bus stops. Until very recently, they had been bereft of any timetables. Vandalism could cause this situation to happen once again leaving only the internet or phone as points of information.		C	L
	b)What is the quality of the information offered?	The bus stops provide timetables only, no maps. Consequently the quality can be considered to be average to poor as visitors from outside the town would find it very difficult to navigate using bus stop information only.		C	L
Bus and train timetables	Q 2				
District council	a) Are bus and train times from outlying villages to the town convenient for getting to and from work and school?	Places of work: The only towns (and places in between) that can be considered convenient due to their having a bus service that runs during the working day are Bromley, Sevenoaks and Oxted. Edenbridge and Crockham Hill cannot access Westerham after 11:00, rendering a car or taxi service essential.		C	L

		<p>Working late would cause problems for those looking to travel by bus back to Sevenoaks as the last service leaves at 19:18. After this time, a taxi is the only viable method of transport.</p> <p>Schools: Westerham has a primary school only. The school does encourage walking to school (as shown in later sections) but there are no bus routes to the school.</p>		
	b) Are school bus services adequate for journeys to school?	<p>Oxted School – the 410 stops outside the school gates and the service runs regularly during school days.</p> <p>Sevenoaks schools?</p>	O	L
Local bus operators	Q 3			
	a) What times are the last Friday and Saturday night bus services from the town to villages in the surrounding countryside?	<p>To Sevenoaks: Friday – 19:18, Saturday – 18:15</p> <p>To Oxted: Friday – 19:37, Saturday – 19:37</p> <p>To Bromley: Friday – 00:07, Saturday – 00:07</p>	C	L
	b) What bus services are there on Sundays	<p>Bus services run to Sevenoaks and Bromley on Sundays. The service frequency is shown in the table at the end of section 1.</p>	C	L
County Council	Q 4			
Bus operators	What special public and private transport services* are there for people who are less able?	<p>Kent County Council run a “Kent Karrier” private bus service specifically for those who find it difficult to use public transport. It requires a registration form to be completed and bookings must be made at least 24 hours before travel. Registration costs £5 and fares are</p>	C	L

		<p>charged per journey.</p> <p>http://kent.gov.uk/transport-and-streets/public-transport/community-transport/kent-karrier-1.htm</p> <p>Unfortunately this service, despite running throughout Kent, does not cover Westerham. Consequently, private taxis are the only method for those who cannot use public transport (or need to use it outside of the restrictive hours of the bus routes) adding to the cost of transport.</p> <p>Surrey County Council run a far superior service called Buses4U. These run from 08:00 to 23:00, do not require a registration form to be completed, are fully accessible and open to anyone. The only restriction is that booking is made one hour in advance. The bus route is flexible from Limpsfield to Redhill and Farleigh to Dormans Park depending on demand.</p> <p>http://www.buses4u.org.uk/documents/Buses4UTandridgeLeafletFinal.pdf</p>		
District council (ask for Access Officers)	Q 5			
	What are the specific travel issues faced by people with disabilities, the elderly, those without a car including the young?	<p>The public transport services in and around Westerham do not service these groups adequately for the following reasons:</p> <ul style="list-style-type: none"> Inconvenient timings: Crockham Hill and Edenbridge are particularly badly serviced with services stopping before lunchtime. 	C	L

		<ul style="list-style-type: none"> • Lack of on-demand transport: Despite running an on-demand scheme in other parts of the county, Kent County Council does not operate any such scheme in Westerham. Such a scheme would make a huge difference in the ability of the elderly and disabled people to travel without difficulty. • Access: Bus stops are located on main routes only. As Westerham is hilly, the route to the bus stop may be too difficult to access. Any such journeys would exclude shopping journeys as carrying shopping would be too arduous. Crossing the roads may also pose a problem, details of which are set out in the next section. <p>Young people are served reasonably well for school services but teenagers may find that the services to Sevenoaks stop too early to warrant visiting the shops or seeing friends.</p>		
Route maps from the bus operators	Q 6			
Quick 'on the ground' surveys	Which destinations in the town are well and which poorly served by Public Transport?	<p>Westerham is generally poorly served by public transport. The only service that provides both reliability and frequency is the 246 service to Bromley. Most other services to Sevenoaks or Oxted (and beyond) are either too infrequent or run within very limited day and time windows.</p> <p>Better services to Sevenoaks and Oxted would allow more people to take the bus to the train station. These services would need to correspond with the train times and run at times that are convenient for commuters. The current bus service from Sevenoaks to Westerham</p>	C	L

		<p>stops early enough that a large number of commuters would arrive at Sevenoaks AFTER the last bus has left.</p> <p>This subject has been raised many times in the past, most recently by a Westerham Parish Councillor in the Westerham Chronicle: http://www.thisiskent.co.uk/westerham/Town-demands-buses-shake/article-744550-detail/article.html</p>		
Local survey of the location of facilities	Q 7			
Bus and train timetables	How does travelling from the villages to the town by car compare to using public transport for going to the:	Q7	C	L
Route maps	a) hospital	<p>Edenbridge has a minor injuries unit only. The frequency of the service to Edenbridge means that a car is really the only viable option.</p> <p>Tunbridge Wells is the closest hospital for major injuries. To get there by bus means going via Sevenoaks. The 402 route from Sevenoaks to Tunbridge Wells stops outside the hospital, however, the overall journey time is around 90 minutes including the connection at Sevenoaks. A car or taxi would complete the journey in less than half an hour.</p>	C	L
Surveys of travel times	b) secondary school	List schools	C	L
	c) job centre	Tonbridge is the closest Job Centre to Westerham. The journey by bus requires a connection at Sevenoaks and the total journey time is around 75 minutes. A car or taxi would complete the journey in no more than 25 minutes	C	L
	d) supermarket	The closest supermarkets are at Biggin Hill and Oxted.	C	L

		<p>Both are served by the bus routes to Bromley and Oxted with fairly frequent services. The bus journey to Biggin Hill takes 15 minutes, a car completes the journey in 10 minutes. The journey to Oxted by bus takes 15 minutes, a car completes the journey in 8 minutes.</p> <p>Supermarkets are relatively well-served by bus services compared to the same journey by car.</p>		
	e) library	<p>The library is in the town centre. There is a car park a short walk from the library.</p> <p>The 246 bus passes very close to the library, but all other bus routes pass Market Square meaning a walk down Fullers Hill or London Road. The zebra crossing in London Road is past the library, meaning the walk from the bus stop requires a few minutes double-back walk if the zebra crossing is used.</p>	C	L
	f) leisure/sports centre	<p>The closest leisure centre is at Oxted. The journey time matches that of the journey time to the Morrisons supermarket there, namely 15 minutes by bus and 8 minutes by car. There is ample car parking.</p>	C	L
	g) cinema	<p>The closest cinema is at Oxted. The journey time matches that of the journey time to the Morrisons supermarket and leisure centre there, namely 15 minutes by bus and 8 minutes by car. There is ample car parking.</p>	C	L
	LIST OTHER OF LOCAL IMPORTANCE	<p>Chartwell – there used to be a bus service passing Chartwell (arguably the most popular tourist attraction in Westerham) but the closest service now stops half a mile away, Monday to Friday only.</p>	O	
Local Transport Plan	Q 8			
Bus and train operators	What are the planned changes to rural public	<p>According to the local bus operators, there are no changes to services planned within the next two years.</p>	O	L

	transport services and what will be their impact?			
County Council	Q 9			
Bus operators	What car clubs or travel share schemes are there?	No scheme exists specifically for Westerham although there are a number of car share schemes becoming available for rural areas. They are poorly marketed and advertised. For example, http://www.villagecarshare.com has only two towns in the UK having a car share scheme.	O	L
Tourist information	Q 10			
Town web site	Are there safe-cycle routes within the town between the town and villages?	None. No cycle routes exist within the parish. The roads are too narrow to allow priority to be given to cyclists.	C	L
Internet (search for all the public service providers, eg, local health trust, education authority, district council)	Q 11 information		O	
Local survey of public internet access points	Which public transport services are available on-line in public places and where can they be accessed?	Internet access is available at the library but there are no other electronic points of information (such as touch-screen information points) in public areas.	O	L
	Q 12 Services			
Library	What mobile services are available in the villages?	None	C	L

T2: This part is called a SWOT analysis, where you identify Strengths, Weaknesses, Opportunities and Threats. Once you have the information, use this table to show the Strengths and Weaknesses in the ways people can travel around the area. Also flag up where there are Opportunities to improve things or where there might be Threats in the future. The conclusions give the basis for a summary that can go forward to the Healthcheck Report.

You may need to tick more than one column for each question.

You need to consider what the information you have gathered tells you in the light of these questions:	Write your answers here. Base them on the information you have gathered.	Conclusion					
		It's a Fact	Strength	Weakness	Opportunity	Threat	Need more info
Are bus and train times from outlying villages to the town convenient for people going to/from work and school?							
Where are the gaps in the rural transport services where demand exists?							

<p>Is public transport accessible to the less able?</p>							
<p>Is information on public transport easy to obtain?</p>							
<p>Do public transport services, including special services such as Dial-A-Ride, need to be more widely advertised or more actively promoted?</p>							
<p>Is there a need to relocate bus stops to bring them closer to the town centre?</p>							
<p>How easy is it to get to health, education, cultural and retail services from outlying villages by public transport rather than by car?</p>							
<p>In which parts of the area is access to services a problem?</p>							

How easy it is to access electronic information about public services rather than having to physically travel to get it?							
In what ways are mobile services enabling people to access services and reducing the need for people to travel?							

WORKSHEET T3: EASE OF MOVEMENT AROUND THE TOWN

Task: to assess how easy it is for people to move around the town

1: Introduction to the task

There may be a need to carry out several surveys to collect all the relevant information, including:

- Traffic and parking counts
- Travel to work and school data
- Assessing barriers to mobility
- A cycle review

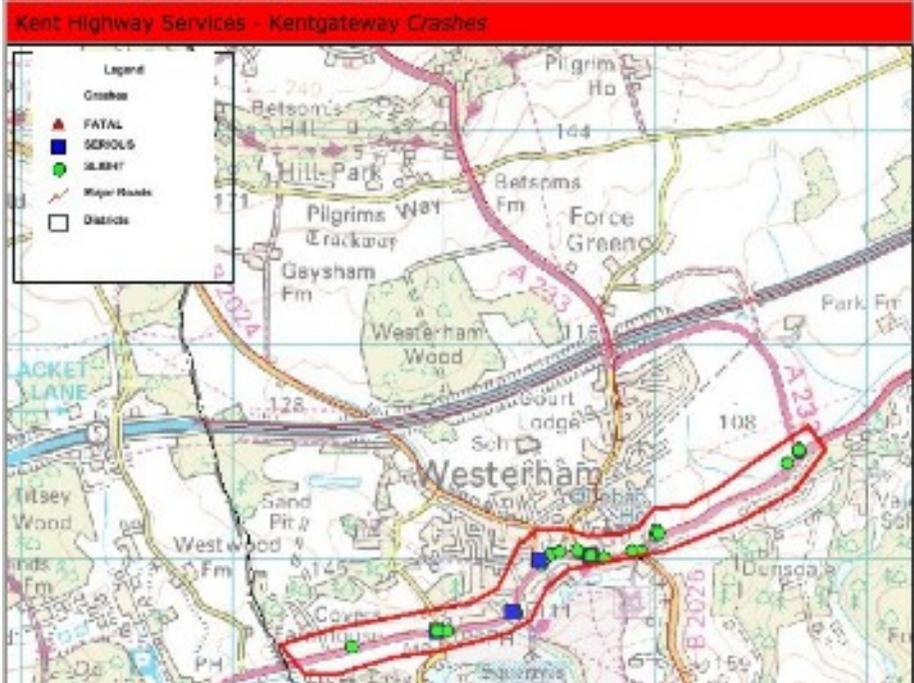
Guidance on undertaking these surveys is given in Data Sources and Survey Methods. It may prove useful to map some of the information collected.

T2: Ease of Movement around the Town		KEY		
Getting the following information will help assess how easy it is for people to use different means of transport and indicate where there may be shortcomings in the transport network and infrastructure				
		C = CORE O = OPTIONAL L = Local knowledge D = data		
<i>Starting points for information</i>	<i>Information you will need</i>	<i>Answers and notes</i>		
Source	Question	Answer		
	Sub-section 1: Traffic management			
County Council's transport or highways department	Q 1			
	a) How many road traffic accidents involving pedestrians and cyclists have there been in the town and its hinterland? List any black spots.	<p>In the last three years on the A25 through Westerham there have been:</p> <ul style="list-style-type: none"> • 16 “slight” accidents (resulting in whiplash, sprains and minor lacerations) • 4 “serious” accidents (resulting in detention in hospital, paralysis, fractures and severe lacerations) • 1 fatality <p>The accidents directly involved:</p> <ul style="list-style-type: none"> • 43 cars 	c	d

- 6 motorcycles
- 7 pedestrians
- 3 LGVs
- 4 HGVs

The low number of fatalities on the A25 through Westerham means that Westerham is considered – statistically - fairly safe according the A25 route survey commissioned by Kent County Council and published in April 2008.

The blackspots, judged by those resulting in the most serious injuries, are the bend on the west side of the High Street and the junction with London Road.

				
	<p>b) Compare accident rates involving pedestrians and cyclists with regional and national averages. Level of data???</p>	<p>The percentage of accidents resulting in a fatality within Westerham is zero, compared with an average for the A25 of 14%, lower than the national average figure. The pedestrians injured in the statistics shown above involved all age groups, with those aged 30-59 accounting for 34% crossing the road at points that are not official crossing points.</p>	o	d
<p>Traffic Management Strategy</p>	<p>Q 2</p>			
<p>Local Transport Plan survey</p>	<p>What traffic management and safety measures are in place? What is missing?</p>	<p>The approaches to Westerham (Hosey Hill, London Road, Croydon Road, and the A25 eastbound and westbound all have standard 30 mph round signs.</p> <p>The 30 mph sign on the westbound approach on the A25 is partly obscured by the Westerham town sign:</p>	c	l

QuickTime and a
decompressor
are needed to see this picture.

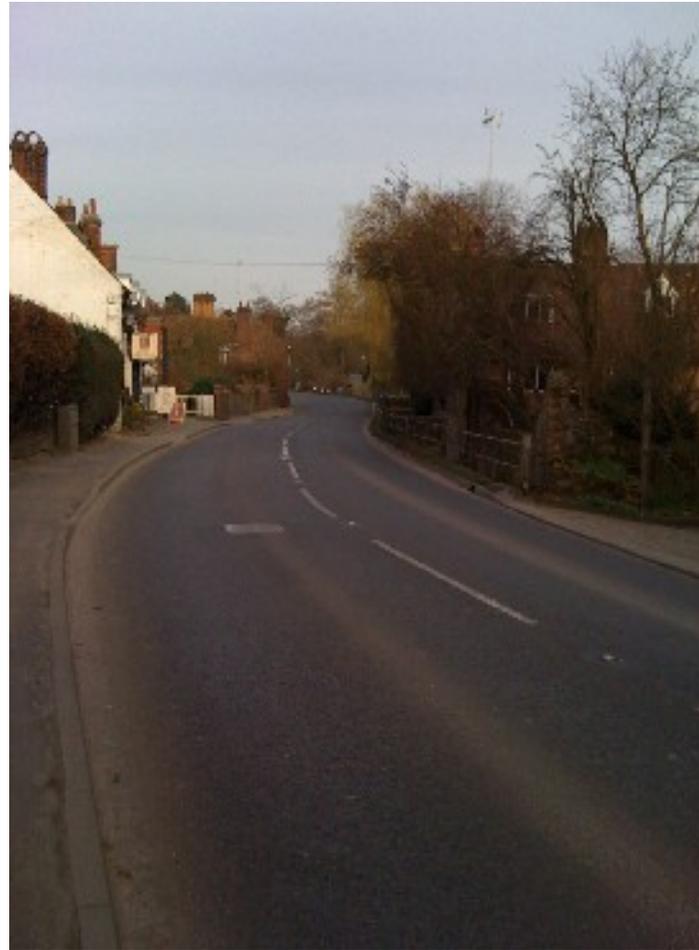
The A25 eastbound has a radar-operated sign that flashes "30" if cars are approaching in excess of that speed:

QuickTime and a
decoder are needed to see this picture.

Apart from the red tarmac (which is worn and faded) on the eastbound and westbound A25 there are no road markings on any entrance to the town to encourage drivers to slow down. Hosey Hill, London Road, Croydon Road and Goodley Stock Road rely solely on standard 30 mph signs.

There are no repeater limit signs and certain sections of

the A25 **encourage** speeding. For example, this stretch after the radar-operated 30 sign on the eastbound A25 is wide and straight, poorly-lit and edged by countryside:



In the opposite direction, the road sign indicating distances to neighbouring towns gives the impression of this being a national speed limit stretch of road:



Measures that may improve the flow of traffic through the town could include:

- Mini-roundabouts on key approaches and at key junctions

- | | | | | |
|--|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| | | <ul style="list-style-type: none">• Electronic reminder signs on all entrances to town• Better road markings including rumble strips on the carriageway• Average speed measures• Establishment of a Speedwatch group (provided the problems with the calibration of the camera can be resolved) | | |
|--|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|

		<p>Road markings that do exist are faded and generally ineffective. This section of the road at Vicarage Hill narrows so two vehicles approaching from different directions at the same time will have to slow down considerably to let the other pass:</p>		
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Those vehicles that do not slow or misjudge the width of the road invariably hit the house on the edge of the Green, evidenced by the damage to the wall tiles:



There are no restrictions on the type of vehicle (with the exception of > 7.5 tonnes on London Road) that can pass through Westerham, and the route used by lorries traveling to and from the nearby quarry, together with tourist coaches can cause significant congestion, especially if the M25 is closed. The A25 is not fit for the task of taking so much traffic but little can be done to improve the situation without causing significant change to the buildings that border it, many of which are listed and in a conservation area.

Local knowledge	Q 3		
Traffic count data collected by County and District Councils	Where are the seriously congested junctions or parts of the local road network, and at what times are they at their worst?	There are three junctions that are generally seriously congested at peak times and weekends. They are the A25 junctions with Hosey Hill, London Road and Croydon Road. Traffic numbers and an illustrative diagram for each junction follow at the end of this section.	c

Local knowledge

Q 4

Traffic counts or surveys

Where are the places where there is conflict between pedestrians, cyclists, and cars, buses or heavy vehicles?

There are a number of areas that are the scene of regular conflict between motorists and pedestrians. The reasons for this are the width of the road and pavement and the lack of proper crossing places.

The bend by the Old Manor House is particularly narrow. Vehicles regularly stop or mount the pavement in order to pass:



c

l

		<p>Vicarage Hill is also another site for conflict, particularly if a bus is loading or unloading schoolchildren as motorists drive round the bollards the wrong way. The speed of motorists approaching the area means that there is little time to react if someone is crossing the road slowly, such as an elderly person or children.</p>		
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QuickTime and a decompressor are needed to see this picture.

The A25 to Sevenoaks has no provision for cyclists anywhere along its route and pavements are generally narrow and on one side only meaning even moderate traffic levels can cause conflict with cyclists, resulting in accidents.

Local surveys

Q 5

Which of the main shopping streets in the town centre are

None

c

l

	pedestrianised or with pedestrian priority measures?			
Bus operators	Q 6			
	Do traffic management measures prevent buses accessing the focal points of the town centre such as the main shopping areas, or create other problems?	There are no traffic management measures in place. Buses pass through the centre of town except for the 246 route, which terminates in the Darent car park. All bus stops are conveniently located along the main shopping areas.	o	l
Canvas the opinions of local bus operators	Q 7			
	Are buses given any priority in accessing the town centre?	No, there are no traffic management or prioritisation schemes in place. All traffic has equal access to the town centre.	o	l
Canvas the opinions of local bus operators??	Q 8			
Survey users	a) What makes public transport a less attractive option for specific journeys to the town?	<p>Three reasons mean that public transport is lightly used for specific journeys to the town:</p> <ul style="list-style-type: none"> • The restrictive timing of services (certain bus routes running until 11:00 only) • The lack of routes and coordination with train services at Sevenoaks, Edenbridge and Oxted • The lack of routes within the parish, with most buses following the A25 only, leaving outlying areas of the parish completely bereft of access to public transport. 	c	l

	<p>b) Which people depend on public transport and how does that compare to the usage of public transport?</p>	<p>The groups most dependent on public transport are the young (generally school children), the elderly and disabled users.</p> <p>There is a concentration of elderly residents in Rysted Lane and the London Road almshouses. While access to the Bromley/Biggin Hill bus route is relatively straightforward from the almshouses, there is no easy access to public transport from Rysted Lane due to the lack of routes along Croydon Road and the incline of the hill and state of pavements to the nearest bus stop in Market Square.</p> <p>This means that there is a heavier reliance on private taxis for those that can afford them. Despite being a relatively wealthy town, there is a surprising level of poverty in Westerham and many people in these groups cannot afford to pay for private transport.</p> <p>A large number of schoolchildren take the bus to the secondary schools in Oxted and Sevenoaks so that group is fairly well-served by a convenient and reliable service.</p>	c	l
	<p>c) Consider, for example, the walking distance from bus stops to the main shopping areas, the length of journey due to indirect routes and/or congestion, and quality of the vehicles.</p>	<p>There is minimal walking distance to the shops and services from all of the bus stops in town.</p> <p>Vehicle quality is generally good with most buses providing disabled access.</p> <p>There are no congestion issues specifically related to public transport as the roads in town are susceptible to congestion from any vehicle type. However, any congestion that does occur can cause buses to fall behind their timetables giving the impression of an</p>	c	

		unreliable service.		
Car parking				
Car park operators	Q 9			

Survey	a. How many short and long-term car park spaces (including park and ride), coach parks, off street parking and disabled parking spaces are available?	Of the car parks in the town, there are none that are designated either long stay or short stay. Off street parking (pay and display) does have a two hour limit. The car parks are not well sign posted.	c	I
	b. Where are they?	<p>Car Parks</p> <ul style="list-style-type: none"> • Darent 97 spaces (of which 5 are disabled spaces) and 3 coach parking bays • Quebec Avenue 35 spaces (of which 3 are disabled spaces) • Vicarage Hill 13 spaces (of which 1 is a disabled space) <p>Car park total: 145 spaces, 9 disabled spaces.</p> <p>On-Street</p> <ul style="list-style-type: none"> • Croydon Road 38 spaces • The Grange 14 spaces • Market Square 20 spaces (of which 2 are disabled spaces) • Fullers Hill (classed as on-street parking) 10 spaces (of which 1 is a disabled space) and one loading bay • The Green 19 spaces (note: the 4 spaces about to be removed on the eastern side have been excluded) 	c	I
	c. What occupancy rates are there for Town Centre car parks. How well used are	The car park on Vicarage Hill and the off-street parking in Market Square and the Green are rarely empty on any given day or time of day. The Darent car park is rarely	c	I

	<p>they, and does this vary according to the time/day /season - especially when are they full?</p>	<p>more than 70% full during peak times. It sees greatest use when there are football matches at the nearby recreation ground.</p>		
	<p>d. What restrictions/charges are in place?</p>	<p>Charges run from Monday – Saturday 08:30 – 18:30. Parking is free on Sundays and Bank Holidays.</p> <ul style="list-style-type: none"> • The Green and all other on-street parking: <p>2 hour restriction</p> <p>10p for 15 mins 20p for 30 mins 40p for 1 hour 60p for 2 hours</p> <ul style="list-style-type: none"> • Darent: <p>No length restriction</p> <p>30p for 1 hour 50p for 2 hours 80p for 4 hours £1.50 all day</p> <ul style="list-style-type: none"> • Quebec Avenue: <p>No length restriction</p> <p>30p for 1 hour 50p for 2 hours 80p for 4 hours £1.50 all day</p>	<p>c</p>	<p>l</p>

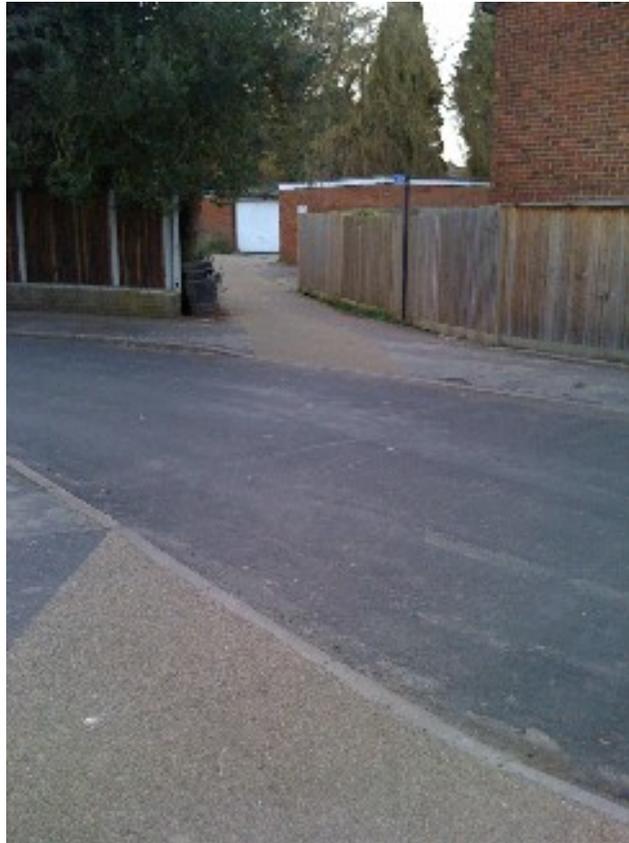
		<ul style="list-style-type: none"> • Fullers Hill: <p>2 hour restriction</p> <p>20p for 30 mins 40p for 1 hour 60p for 2 hours</p> <ul style="list-style-type: none"> • Vicarage Hill: <p>2 hour restriction</p> <p>20p for 30 mins 40p for 1 hour 60p for 2 hours</p>		
	<p>e. Does this pattern of availability create any problems?</p>	<p>The Darent car park is generally underused and there is no parking provision at the west end of the town.</p> <p>Kinara restaurant's car park is heavily used by workers during weekday working hours due to the lack of car parking west of Croydon Road. This has created the inequitable situation of a private business providing a FREE service that should otherwise be provided and maintained by the council.</p>	c	l



Black Eagle Close is heavily used by weekday workers. The proposed provision of yellow lines in this area will force the cars elsewhere, most likely the Kinara car park. This will create the inequitable situation where a private car park is used for free during the week. Although the management of Kinara is fairly relaxed about the use of its car park, that attitude could change suddenly if there were a change in ownership.

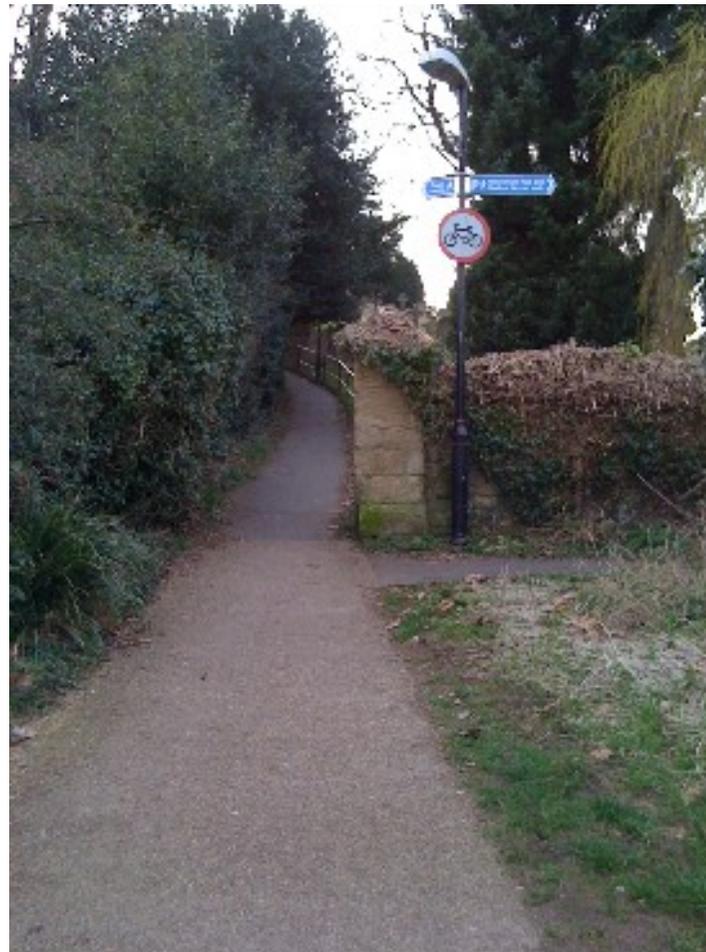
Test in person	Q 11			
Survey visitors	Using signposts only, both as a pedestrian and as a car user, how easy is to find the way from key locations such as the short-stay car park, train station and bus station	As there is no train station or bus station these cannot be included. The bus stops are central to the town's shops so the library is the only key location shown. Finding the locations as a driver is self-evident due to the size of the town.	c	

	to the:			
<p>Visitor Surveys conducted by the local Tourist Board</p>	<p>a) main shopping street</p>	<p>From Darent:</p> <p>The signposts are small, but do point in the right direction. The map of the town is currently defaced and unreadable.</p>  <p>The route from Darent to the town centre is through a housing estate and first time users may feel they have taken a wrong turning because it is such an unusual access route. Coloured tarmac was laid in an effort to convey the sense that walkers were traveling in the right direction, but the route is arguably still not evident to a first-time visitor:</p>	<p>c</p>	<p>l</p>



The route then passes through the churchyard up a very

steep hill:



		From Quebec Avenue: The town centre is signed clearly. The route to the centre also passes the library.		
	b) library	The library is not clearly marked and users may find it difficult to locate if they did not already know where it was. It has no provision for parking so drivers would have to use one of the car park areas and walk to the library. With the exception of the Quebec Avenue car park, pedestrians would struggle to locate the library.	c	l
	c) tourist information centre	N/A. The map of the town in Darent car park is defaced and unreadable at the time of writing.	c	l
	d) other key destinations	Quebec House - this is well-signed from Darent and Vicarage Hill. Pedestrians from other areas would be able to locate Quebec House using the road signs.	c	l
Local survey	Q 12			
Local maps	a) Are the majority of disabled parking places within 250 metres of the main focal points of the town centre such as the main shopping area?	The off-street parking and Vicarage Hill car park are centrally located and convenient for disabled users. The greatest number of disabled spaces, however, is at the Darent car park. The town centre is difficult to access from Darent due to the very steep hill through the churchyard.	c	
	b) Where are disabled parking places and do they provide adequate access for key destinations in the town?	All of the disabled spaces provide easy access to the town centre shops and library. The Darent car park has a fundamental flaw in that it is virtually impossible to get a wheelchair or buggy up the hill through the churchyard to the High Street. The provision of so many places is welcome, but no disabled user will be able to get to the town because of the access issues caused by the footpath.	c	l



At the top of the hill, there is an area of cobble to traverse which could cause problems with wheelchair guidance.



Disability or Access Officer of the district council	Q 13		
Internet search	Where is the shop mobility scheme, when is it open and how many motorised wheelchairs does it have?	N/A – no such scheme exists	o d

Local survey	Q 14			
	Map any Do the majority of pedestrian crossings without have tactile markings and audible warnings such as pelican crossings?	The zebra crossings at both Market Square and London Road have tactile paving stones but no audible warnings.	c	l
Local survey	Q 15			
	Map the condition of Are the pavements in good condition including and are there dropped kerbs at crossing points?	<p>There are only two zebra crossings in Westerham. Pedestrians generally use narrow stretches of the road to cross in the absence of any “official” crossing points.</p> <p>Hosey Hill/Vicarage Hill:</p>  <p>The pavement here narrows so it is impossible to walk in anything other than single file and certainly impossible</p>	c	l

for a buggy or wheelchair. Cars often speed up at the point to get up Vicarage Hill, so crossing at this point is hazardous.

Vicarage Hill (bollards):

QuickTime and a
Screenshot
are needed to see this picture.

The pavement is generally good at this point but there is still a problem with speeding motorists not slowing

because it is not an officially designated crossing point.

London Road:



This crossing point is heavily used despite being dangerous because of the lack of visibility of traffic (from the left-hand standpoint of the people shown in the photograph). The London Road pavement exists on one side only.

Market Square (zebra crossing):

Outtime and a decompressor are needed to see this picture.

The zig-zag approach lines and the zebra crossing itself are badly faded. The pavement condition is generally good but lined with bricks that are known to become slippery when wet.

High Street:



This is the only point west of Market Square with a dropped kerb on both sides of the pavement. The pavements are in good condition with tactile paving blocks but very narrow (particularly the right hand drop) making manoeuvrability difficult. The lack of any bollards or other signs indicating a crossing point means crossing here is particularly dangerous as the area is

		badly lit and a black spot for speeding (with one of the town's accident black spots a short distance to the back of this photograph). It is used each day by children walking to school.		
District or county council disability or access officer	Q 16			
Local survey	Which public buildings and shops have disabled access?	<p>The parish council offices, the library, the Anglican church and the Congregational church all offer easy access for disabled users.</p> <p>As Westerham is an old town built on a hill almost all of the shops have steps of some other restriction for disabled users such as cobbles, steep dropped kerbs, narrow pavements making maneuverability difficult narrow doorframes. The Coop is alone in offering step-free access and automatic doors.</p> <p>Disabled access is further restricted by the use of A-boards outside certain shops or tables on the pavement. The width of the pavements is such that any such objects severely restrict access for disabled people or those with children in buggies.</p>	c	l
Cycling and walking				
County Council	Q 17			
Local Transport Plan	Where are the main foot and cycle paths within the town and how well do they link up?	There are no cycle paths in the town. Despite having a wide range of walks around the town, there are very few signposts and walkers require maps if they stray from the immediate area. The Greensand Way does pass through the parish and is reasonably well signed (but only when on it). The majority of walks in the parish are over private land on permissive footpaths.	c	l

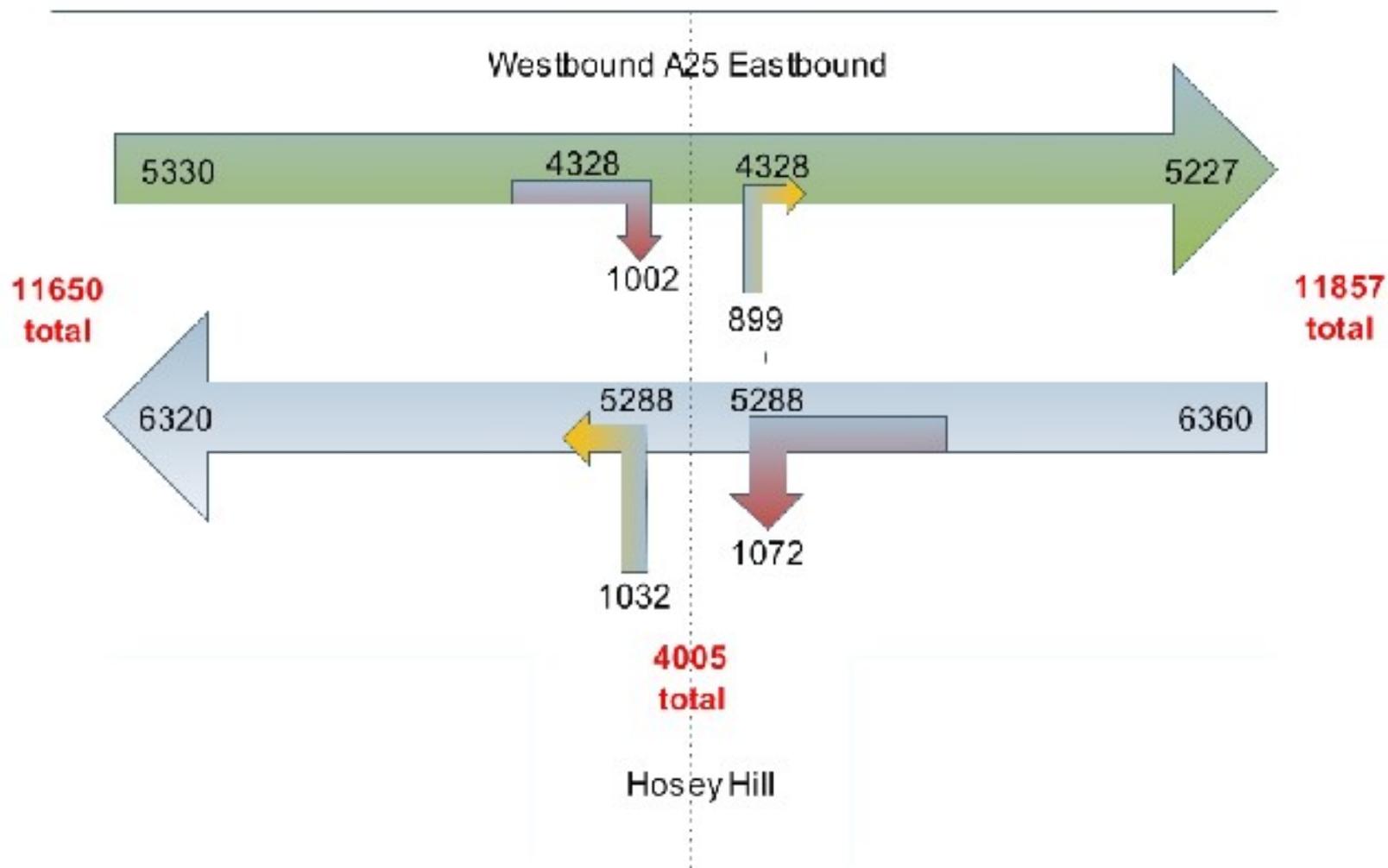
Tourist Information	Q 18			
County council	Are there dedicated/segregated cycle routes linking residential areas to the town centre and to local schools?	None. There are no cycle paths on road or segregated pavements within the parish despite the A25 being a popular cycle route.	c	l
Local survey	Choose two or three residential areas within 2 miles and describe the route to the town centre and to schools in terms of the:	From Brasted and French Street	o	l
	a) length of journey on dedicated/segregated cycle route	None. No cycle routes exist.	o	l
	b) Length of journey on quiet residential roads	Q18b	o	l
	c) length of journey on major roads	Q18c	o	l
	d) number of main roads crossed and presence of any dedicated crossing points	Q18d	o	l
	e) where the route is well-lit	Q18e	o	l
Local survey	Q19			
	a) Is it easy for people to walk to/from school? Primary Schools	The lack of safe crossing points means that the majority of walks to and from the school require adult supervision. There is a shortage of volunteers for lollipop duties despite the A25 being such a busy road with a heavy mix of vehicle types. The island crossing on the A25 on the Green is used by school children but the lighting is frequently out of order	c	l

		<p>– a cause for concern during the winter months. The time taken to load and unload buses often results in cars overtaking the buses by going round the bollards on the wrong side of the road.</p>		
	<p>b) What initiatives are there to encourage walking or cycle to school, Primary & Secondary?</p>	<p>The local school has a scheme running to encourage children and parents to walk to school. They recently tried to implement a “Scool Travel Plan” which would have resulted in a more formalised approach to walking to school, including having walking conductors in uniform and set routes to and from the school. The scheme failed due to a lack of committed volunteers and the administration caused by full CRB checks. The headmaster wrote to us:</p> <p>“You are quite right we did try to arrange a Walking bus scheme last year. We had the involvement of the PTA, the governors and Sevenoaks district council. We checked possible routes and sponsors for our walking 'uniforms' A great deal of work went into this and it was part of our school travel plan. Unfortunately we couldn't find enough parents to volunteer as 'conductors'. This required a positive, regular commitment and full CRB checks. We had 2 routes worked out - one from the east and the other from the west of town and we compromised by only looking at running it on specific days. Sadly this did not happen.</p> <p>This is the second time we have pursued this but we have found another way to encourage walking. We take part in a scheme called WOW (Walk on Wednesday) which is run across the district. We have recently been awarded a prize for being the best 'walkers' in the Tonbridge, Tunbridge Wells and Sevenoaks area. (To feature in the Kent Messenger this week) Our eco team</p>	c	l

		<p>collect and collate data every Wednesday and children are awarded points for walking. Data is then submitted to the area organisers. As well as this we have taken part in the Sevenoaks District Council Street Ahead campaign and again received an award for being the best in the area. (Featured in the Chronicle and County border News just before Christmas.)</p> <p>We will continue to encourage our children and parents to walk. We have achieved 'Healthy School' status, a Government initiative, and part of this scheme is to ensure this happens.”</p>		
Local survey	Q 20			
	What secure cycle parking is there at convenient locations throughout the town?	None. Westerham is a popular destination and stop-off point for cyclists during the weekends and in the summer season. For the most part, cycles are left on their sides on the green while their owners use the pub/tea rooms. No cycle facilities mean that residents of the town either walk or drive to use the shops and services, with a bias towards car use.	c	l

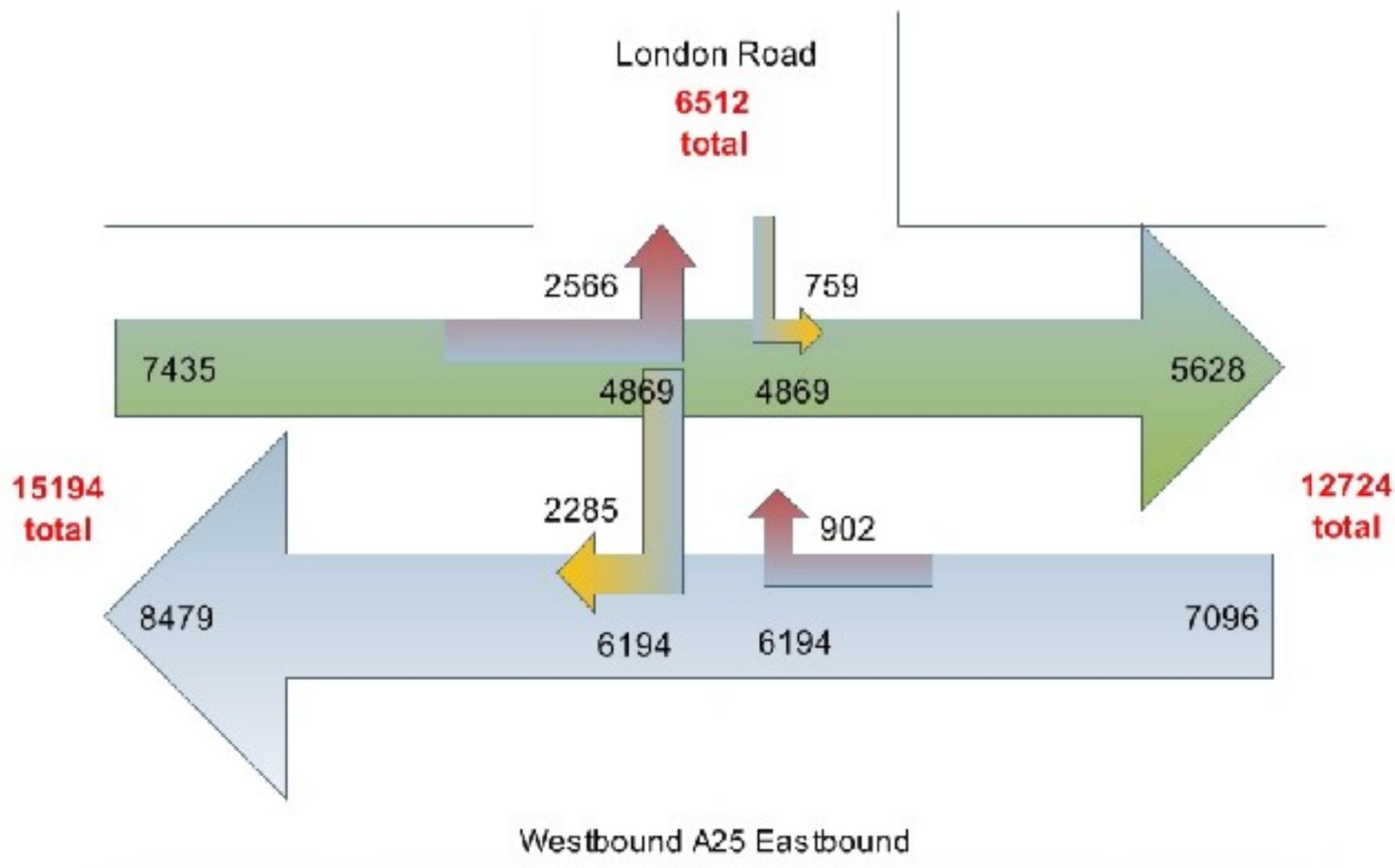
Junction Hosey Hill/A25 Quebec Square

Thursday 30th June 2006 plus 5.3% increase to 2009 traffic levels
07:00 - 19:00



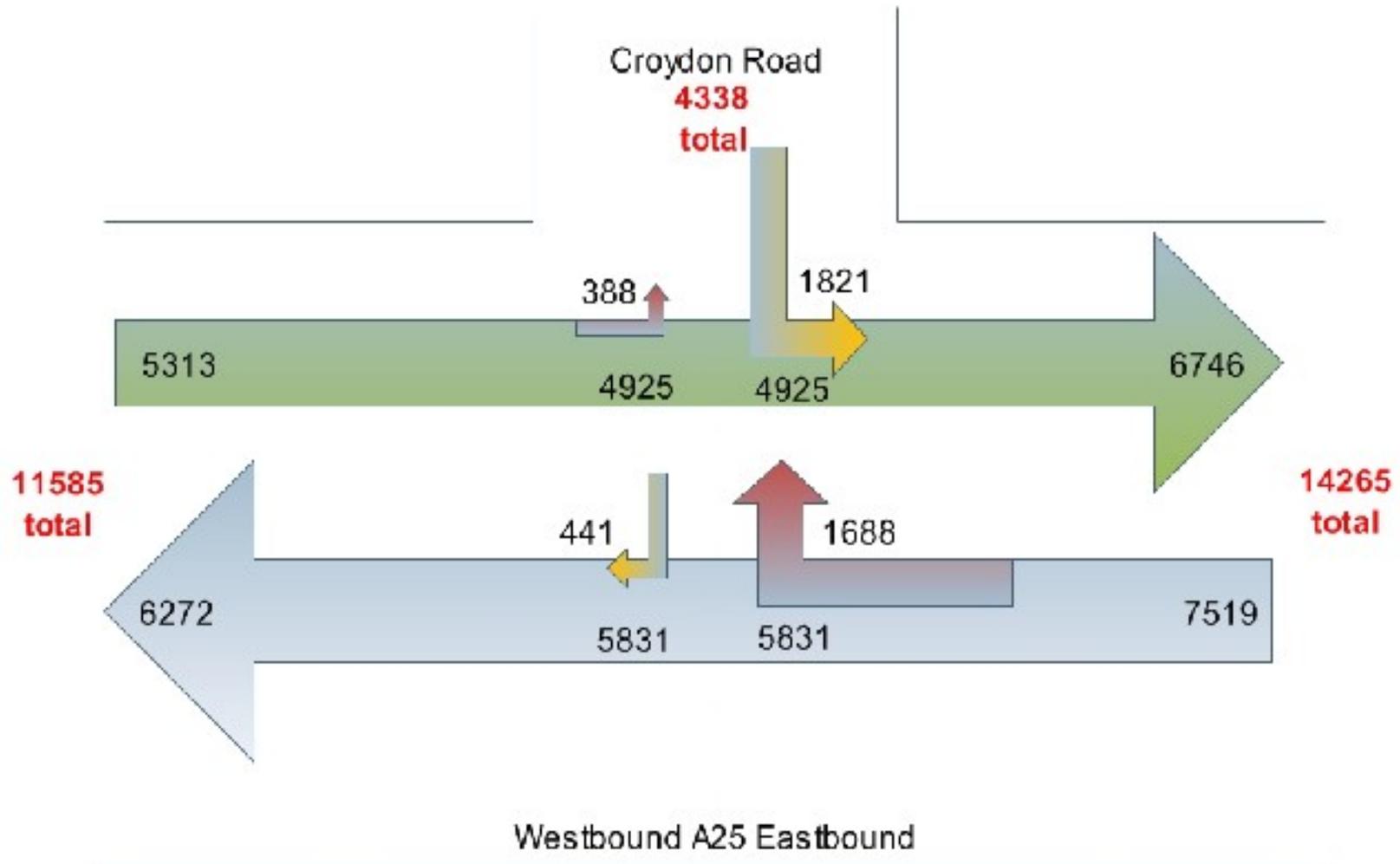
Junction High Street A25/London Road

Thursday 30th June 2005 plus 5.3% increase to 2009 traffic levels
07:00 - 19:00



Junction High Street A25/Croydon Road

Thursday 30th June 2005 plus 5.3% increase to 2009 traffic levels
07:00 - 19:00



T3: This part is called a SWOT analysis, where you identify Strengths, Weaknesses, Opportunities and Threats. Once you have the information, use the table to show the Strengths and Weaknesses in transport and travel arrangements in the town. Also flag up where there are Opportunities to improve things or where there might be Threats in the future. The conclusions give the basis for a summary that can go forward to the Healthcheck Report.

You may need to tick more than one column for each question.

You need to consider what the information you have gathered tells you in the light of these questions:	Write your answers here. Base them on the information you have gathered. ADD More comments if you wish	Co ncl usi on				
		It's a Fact	Strength	Weakness	Opportunity	Threat
What plans are there to resolve traffic 'hot spots'?						
Are there accident 'black spots' where there is a need to introduce safety measures to protect pedestrians and cyclists?						
Are there any opportunities to increase bus access and circulation in the town centre?						
Are there opportunities to extend pedestrian prioritisation in the shopping areas?						

<p>Is it easy for people, including those with disabilities, to find their way around town?</p>							
<p>How could the network of footpaths and cycle routes be improved for all sectors of the community?</p>							
<p>Do the cycle paths and footpaths connect places that people wish to go to?</p>							
<p>In what ways could dedicated/segregated cycle routes and footpaths linking residential areas to the town centre and to local schools be improved?</p>							