

Shepway Cycling Plan



April 2011



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1. The reasons to promote more cycling

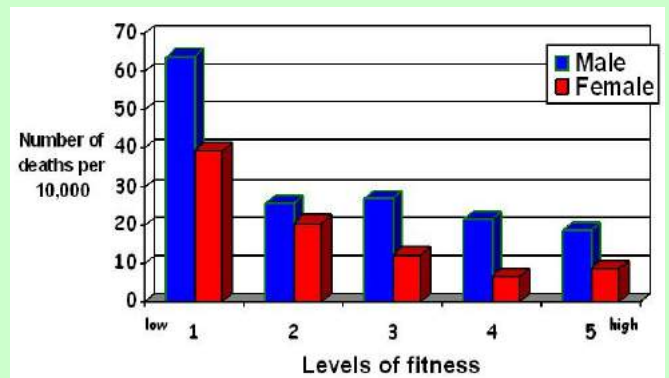
- 1.1 Shepway District is a largely rural district situated in the south east corner of Kent; and includes the urban areas of Folkestone, Hythe, Hawkinge, Lydd and New Romney. According to the Office for National Statistics, the mid-2009 population of the District was estimated at 100,300. The area has been associated with European travel for freight, leisure and business. However, this legacy contrasts with the needs of local residents for everyday travel to places of work, study and leisure.
- 1.2 As a regular form of transport, cycling has many advantages; bicycles occupy little road space, save energy and cause no noise or air pollution. It can often be the quickest form of transport for short local trips, contributing towards lessening congestion in busy town centres, and also has proven health and economic benefits.

Age and Health

- 1.3 According to the 2001 census, the population / age profile for both men and women in the District is similar to the national average. With the two age groups of 'under 15s' and 'over 65s' there is an increased likelihood of dependence on friends and family for travel, especially where public transport and services are poor. For these groups, the Cycling Plan is important. For the under 15s, an earlier uptake of cycling increases the likelihood of carrying the habit through to later life. With the over 65s, cycling can increase the accessibility of many destinations, and the introduction of dedicated routes can also benefit those who use mobility vehicles.
- 1.4 The Government's Chief Medical Officer has supported investment in low-cost initiatives to encourage walking and cycling. "The evidence is clear: integrated walking and cycling programmes in Local Transport Plans can get more people active and deliver significant benefits, offering high value for money" (Active Travel Strategy, 2010).

- 1.5 An annual profile produced by the Public Health Observatories indicates that 23% of adults in Shepway are 'obese'. By leading an active life, individuals will significantly reduce their risk of early death due to obesity related illnesses.

(“Physical Fitness & Longevity : A Little Goes A Long Way” by Blair et al; a prospective study of healthy men and women, JAMA 262:2395, 1989)



Environment

- 1.6 Cycling is an environmentally sound form of transport, with zero emissions and negligible noise pollution. Cyclists can enjoy sights and sounds not fully appreciated when travelling by car, making a person more aware of their surroundings.
- 1.7 Poor air quality, resulting from increased vehicle usage, is an issue across the UK. Whilst there are currently no Air Quality Management Areas within Shepway, encouraging cycling will help to reduce emissions in highly trafficked areas.

- 1.8 Within Shepway, there are several areas in need of preservation and protection, including Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA) and a Special Area of Conservation (SAC). Improving access by walking and cycling will further enhance these areas, if done in a sensitive and appropriate manner.

Congestion

- 1.9 The road network is under ever increasing pressure, especially in urban areas. This will continue to be a challenge, particularly with future large scale development being considered as a part of Shepway District Council's Local Development Framework (LDF) Core Strategy. Improving accessibility by non car modes of transport will be a key aspect of any local or strategic transport solutions to mitigate the impact of such development.
- 1.10 25% of all car journeys are less than 2 miles, and 1 in 5 cars in the morning are engaged in taking children to school. There is scope for people to switch to using the bicycle to make local trips, particularly across the Romney Marsh, and in parts of Hythe and Folkestone where there is a flat terrain.
- 1.11 Historically, traditional highway design has often been to the detriment of vulnerable road users, such as cyclists. Improved highway design is an important part of encouraging a switch to alternative modes of transport, using principles set out in the Department for Transport publications "Manual For Streets" and "Local Transport Note 2/08: Cycle Infrastructure Design".

Economy

- 1.12 Cycling is affordable; one kilometre of a single lane of dual carriageway costs £4.6m¹. The same sum buys cycle training for 115,000 children, 61 Safe Links to Schools, or 23,000km of cycle lanes. It also pays for itself; a recent audit of cycling programmes by the Department for Transport (DfT) shows a cost benefit of 3:1.²

¹ www.highways.gov.uk/aboutus/documents/crs_543267.pdf

² www.dft.gov.uk/cyclingengland/site/wp-content/uploads/2010/04/cdts-development-of-benefit-cost-ratios.pdf

- 1.13 The benefits of cycling for local economies have been well demonstrated in other parts of Kent. A study of the Viking Coastal Trail, carried out at Canterbury Christ Church University (Picton & Bull, 2003), concluded that the overall economic impact of cyclists to the local economy of Thanet equated at the time to £293,297 per year. Similar benefits are achievable in Shepway, particularly by building on excellent promotional work already carried out to date by Explore Kent and the Romney Marsh Countryside Partnership.

Supporting wider policies and objectives

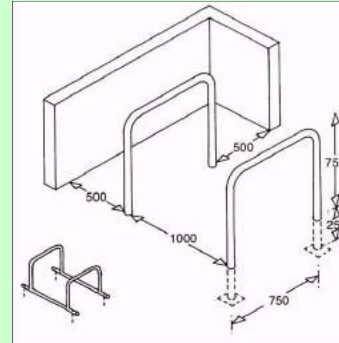
- 1.14 A summary of relevant national and local policies that support cycling are contained in Appendix 1. The Shepway Cycling Plan is a five year plan that works alongside these policies, and proposes four main target areas:
- **Creating New Links** – seeking opportunities to extend choice to more people.
 - **Better Maintenance** – looking after what we already have, and improving it.
 - **Spreading The Word** – raising awareness, and encouraging use of facilities.
 - **Safer Cycling** – well designed routes, and road safety education for cyclists.

2. Creating New Links

- 2.1 Kent Highway Services (KHS) will continue to work in conjunction with the independent, self administrating Shepway Cycle Forum to develop new routes. These routes will promote accessibility, and be safe and convenient.
- 2.2 New routes must link with existing cycle routes, extending the cycle network within the urban areas of Folkestone and Hythe, and from outlying villages to the town centres. Opportunities for linking to the Public Rights of Way Network will also be considered.
- 2.3 Routes will be developed in partnership with external partners aimed at leisure cycling, improving accessibility to many of the tourist destinations. Suitable routes that are currently being promoted by outside organisations (e.g. Romney Marsh Countryside Partnership) will be considered for adoption.
- 2.4 Local strategic partners will be consulted to ensure priority and influence is given to cyclists in planning and designing new developments. Wherever possible, opportunities to encourage commuter cycling will be explored, as an alternative to work based car travel. New routes are to be designed and built in accordance with Kent County Council and DfT guidelines.
- 2.5 Conversion of public footpaths will be considered using the Cycle Tracks Act: 1984 under the following conditions:-
- There is an over-riding safety issue where there is a conflict between cyclists and high speed vehicular traffic on adjacent routes
 - The route has potentially high usage by commuters and/or school children
 - Where the route forms a key part of a longer strategic route.
 - The route is unsuitable for conversion to a bridleway.
- 2.6 Schemes which intersect uncontrolled railway level crossings will not be progressed unless there is an over-riding reason on grounds of safety and/or lack of alternative.
- 2.7 An “access for all” approach will be applied to all routes, to maximise usage and accommodate the needs of pedestrians, cyclists, equestrians and the mobility impaired.
- 2.8 Facility widths outlined in the table below will be followed, in line with current countywide guidance:-

Cycle Route Type	Desirable Width	Minimum Width
One Way Travel : On Carriageway	1.5m	1.2m
One way travel: Shared unsegregated path	2.0m	1.75m
One way travel: Shared segregated path	3.25m (1.5m cyclists, 1.75m pedestrians)	2.7m (1.35 cyclists, 1.35m pedestrians)
Two way travel: Shared unsegregated path	3.0m	2.5m
Two way travel: Shared segregated path	4.75 (3.0m cyclists, 1.75m pedestrians)	3.1m (1.75m cyclists, 1.35m pedestrians)

- 2.9 To balance up the needs of pedestrians and cyclists, cycle routes will link to the edges of pedestrianised zones, such as in Folkestone town centre. Good cycle parking facilities will be important at these key intersections.
- 2.10 Cycle parking will be maximised at strategic locations, including town centres, transport interchanges and residential properties, along the current and developing cycle route network. Cycle parking provision must be secure, innovative and attractive but in line with cycle parking guidelines, as identified in the Kent Vehicle Parking Standards.



- 2.11 KHS will look to maximise cycle provision through the development control process. Where development is in a pertinent location and of an appropriate scale, KHS will seek contributions in the form of land, cycle facilities or financial contributions, to achieve the targets set out in this Plan. Examples of where this has already been achieved include:
- Nickolls Quarry, Hythe
 - Park Farm Road, Folkestone
 - Hawkinge
- 2.12 In consultation with the Shepway Cycling Forum, potential new routes have been identified, and categorised as higher, medium or lower priority. These are shown on the Proposals Map in Section 8.
- 2.13 These routes seek to address a number of issues that currently make cycling difficult:
- *The east-west railway line inhibits north-south movement in Folkestone.*
 - *The one-way system in Folkestone town centre is problematic for cyclists.*
 - *The existing network is fragmented and does not provide a continuous journey.*
- 2.14 Higher priority routes should be developed first. They will fill in gaps in the existing cycle route network, and provide links to key sites such as local secondary schools. Medium and lower priority routes should be developed once the higher priority routes are in place, or a specific funding source becomes available that cannot be used for the development of a higher priority scheme. The categorisation of the routes into priority bandings will help to develop the network, by providing a joined-up series of facilities that maximise potential usage, as and when funding becomes available.
- 2.15 The sources of funding for improvements can change, depending upon the prevailing economic situation. Examples of current potential funding opportunities are as follows:-
- Integrated Transport block allocation (DfT).
 - Local Sustainable Transport Fund (DfT).
 - Section 106 contributions / Community Infrastructure Levy (development led).
 - Safe Links to Schools (Sustrans).
 - Interreg (European Union).

3. Better Maintenance

3.1 There is one national cycle route (NCR) and two regional routes (RR) in Shepway:

- NCR 2 Dover to St Austell, Cornwall
- RR 11 Lydd to Ashford via NCR 2 & 18
- RR 17 Canterbury – Elham – Hawkinge – West Hougham - Dover (with a spur linking to Paddlesworth – Newington – Channel Tunnel terminal).

3.2 A cycle route maintenance schedule needs to target resources appropriately, subject to available funding. This will involve the use of volunteers (e.g. Sustrans Rangers) in helping to carry out minor condition reporting of the cycle route network.

3.3 New routes will only be introduced if they can remain well-maintained after their introduction. For example, cycle route signing will be strategically placed for maximum benefit whilst being minimised wherever practicable, to lessen the burden of future maintenance costs upon the public purse.

3.4 Where appropriate, existing cycle route signing will be improved to include information such as distance to the next destination on the route. The use of time as a description of distance could also be considered.

3.5 All existing routes will be improved wherever possible, to raise levels of cycle participation in the area. As a priority, a review of NCR2 between Folkestone and Hythe will be carried out, in conjunction with local Sustrans Rangers.



3.6 Road surfaces will be monitored by highway inspectors in a way that takes into account the needs of cyclists; for example, by noting defects off the main running lane beside the kerb, the position on the road where cyclists are most likely to be.

3.7 Wherever practical, the Public Right Of Way (PROW) network will be upgraded to improve conditions for cyclists.

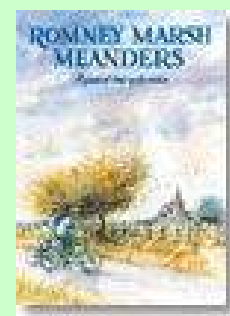
4. Spreading The Word

4.1 Kent County Council will actively encourage the continuation of the Shepway Cycling Forum and involve its members in planning for cycling.

4.2 Cycling will be promoted as an alternative mode of transport to both potential and current users. The provision of better information is important, especially at key locations such as cycle shops and bus / train stations. A cycle route map for the District will be produced, which will also include information about cycle-friendly areas such as 20mph zones. An online cycle journey planner will also be developed, in conjunction with the DfT and Shepway District Council.

4.3 A number of organisations are already promoting cycling in the area, through a series of existing initiatives. These will be supported and developed:-

- Sustrans: The Garden of England cycle route; the Chalk and Channel Way.
- Romney Marsh Countryside Partnership: Romney Marsh Meanders.
- White Cliffs Countryside Partnership: Lyminge Forest.
- Explore Kent: Sandwich to Rye (including 'Historic Hythe and the Royal Military Canal').
- Produced In Kent: Sheep Ahoy!



4.4 Residents should be made aware of the environmental and health benefits of regular cycling, KHS will work in partnership with the Local Health Authority towards achieving this objective.

4.5 Large employers will be identified, who could benefit from their employees increased usage of the bicycle as a mode of transport to work. This will be carried out through the promotion of company travel plans.

4.6 KHS will support Shepway District Council and the organisers of mass participation cycle events with guidance and advice, drawing on experience already gained from working with organisations such as the British Heart Foundation and the Pilgrims Hospices.



4.7 Close working with local schools will take place, to actively promote cycling as an alternative mode of transport, in order to help reduce peak time congestion and improve health. In particular, the Folkestone School for Girls and the Churchill School, Hawkinge will initially be targeted for the development of exemplar 'Diamond' School Travel Plans. Schemes that offer a real alternative to the car, particularly to young adults as they make the move from school to work, will be promoted and publicised.

5. Safer Cycling

- 5.1 A number of congestion hotspots across the District have been identified in KCC's Local Transport Plan 2006-2011. Careful design considerations will be required for proposed routes that pass through or near to these areas.
- 5.2 Wherever appropriate, all transport schemes should include measures that actively encourage safer cycling, such as:-
- Signalised junctions with facilities such as cycle lanes and advanced stop lines.
 - Upgrading pelican crossings to "toucan" crossings.
 - Priority for cyclists within any new junction layout.
- 5.3 A safety audit will be carried out on all new routes so that any potential hazards can be assessed and a solution identified, both during the design stage and after construction of all new routes and facilities.
- 5.4 Road safety information will be provided to all road users and age groups through Young Driver education, business driving and pedestrian education programmes. This information will be targeted towards raising mutual awareness amongst drivers, cyclists and pedestrians.
- 5.5 KHS is committed to providing road safety education specifically targeted at cyclists. Cycle training is open to all Year 6 pupils in the Shepway District, through the Kent Rider Scheme – An Introduction to Safer Cycling.
- 5.6 KHS will work to ensure that roadworks are safe for cyclists. The Kent Permit Scheme specifically refers to the needs of all road users, including cyclists, throughout the planning and execution of activities. The Roadworks and Enforcement team will proactively monitor the performance of all highway contractors, taking action as the need arises, and improve compliance with site safety wherever wider issues are identified.
- 5.7 Crashes that involve personal injury on the public highway will be monitored on an annual basis, using data provided by Kent Police. When patterns of crashes are identified, KHS will promote measures that attempt to reduce the amount of crashes occurring in the future. These schemes will include strategies that seek to address personal injury crashes involving cyclists.
- 5.8 An assessment of the most recent crash data is contained within Appendix 2. The study was carried out on all crashes involving cyclists within the Shepway District, in the three year period up to the end of September 2010. Some of the headlines are as follows:-
- Almost half occurred on 'A' class roads.
 - A third involve children aged 15 and under.
 - A quarter involve a cyclist attempting a right turn.
 - Two-thirds occurred within the Folkestone urban area.
 - There were no fatalities; however the last year has seen a marked increase in overall crashes compared to the previous two years.

The progression of the cycle route network and the design of any new scheme will need to take into account these factors. The increase in the yearly trend will be monitored and investigated for any consistent issues, and measures identified to address these issues.

6. Setting Local Priorities

6.1 Local priorities have been assessed, using feedback gathered through the consultation process from statutory consultees, District/County Councillors, and members of the public. Twenty potential priorities were presented for consideration. Respondents were asked to score each from 1 to 5, with the highest amount indicating a greater importance. Listed below are the top 10 priorities, in order of the amount of support received. A link is provided to the main section within this Plan that addresses these priorities:-

Rank	Priority	Score	Shepway Cycling Plan
1	Encourage the transfer of shorter journeys to the cycle	106	Spreading the word
2	Promote safer cycle routes to schools	105	Creating new links
3	Undertake a review of the existing cycle route network	103	Better maintenance
4	Road safety education for vulnerable road users	97	Safer cycling
5	Ensure roadworks are safe for cyclists to use	96	Safer cycling
6	Increase cycle parking at key strategic destinations	95	Creating new links
7	Improve safety for cyclists at road junctions	94	Safer cycling
8	Support national and local publicity campaigns	93	Spreading the word
9	Introduce a maintenance schedule to target resources	92	Better maintenance
10	Work with active schools on their travel plans	92	Spreading the word

6.2 Respondents to the original consultation were also encouraged to make specific observations. These have all been collated, and a number of consistent themes have developed, which are listed below:-

Main concern or common theme	Shepway Cycling Plan
Objections to an aspirational route along The Leas, Folkestone.	This aspirational route has been removed from the Proposals Map (section 8).
A cycle route is needed between Hythe and Dymchurch.	A medium priority route has been added, to link Dymchurch with NCR2. There may be opportunities to improve connectivity, in conjunction with development of the Nickolls Quarry site (section 8).
The proposed network is too fragmented, and suggested routes have not been properly considered.	The proposals map has been revised, with the assistance of the cycle forum (section 8).
There needs to be a cycle route between Folkestone and Hythe.	NCR2 already fulfils this function; KHS will work with local Sustrans rangers to improve it (section 3.5).
Conflicting views on sharing space between pedestrians and cyclists.	New facilities need to provide value for money with an 'access for all' approach (section 2.7).

6.3 KHS will work with the Shepway Cycling Forum on identifying 'Quick Wins'. These would be short term proposals or initiatives that have the best potential for delivering early successes for the Cycling Plan in meeting its targets and objectives, thereby creating momentum for further medium to long term initiatives.

7. Monitoring the Shepway Cycling Plan

- 7.1 The Shepway Cycling Plan will be monitored to ensure that Kent Highway Services are maintaining their commitment to achieving the objectives set out in this Plan.
- 7.2 The Kent Travel Report is produced annually by Kent County Council. It presents year-on-year traffic and travel trends across the county. Data is included for the numbers of cyclists at six key urban sites in Folkestone, recorded over a 12 hour period at the same time each year:

	2005	2006	2007	2008	2009
Folkestone: cyclists at the 6 urban sites	378	390	420	461	483
Kent: countywide average	546	624	600	647	647

- 7.3 There has been a steady growth of cycling in Folkestone over the last 5 years. A successful Shepway Cycling Plan will maintain growth by continuing this encouraging trend, with the aim of an annual increase of 5% in cycling per annum. A further aim will be to move Folkestone closer towards the Kent average.
- 7.4 Kent County Council's School Travel Planning team carry out surveys of travel habits at all schools across Shepway. This will continue to be monitored on an annual basis, to supplement the survey work carried out in the Kent Travel Report, with a particular emphasis given to those schools identified for 'Diamond' travel plans (see section 4.6).



- 7.5 KHS will also pursue the installation of new automatic cycle counts and cordon counts, placed strategically around the network in Shepway, to further improve the monitoring of the effectiveness of the Cycling Plan.
- 7.6 Cycle questionnaires have been developed in other parts of Kent, to canvass the views of local people, and tailor facilities and strategies accordingly. KHS will work with the Shepway Cycle Forum by offering guidance on the use of best practice from elsewhere, and with the Romney Marsh Countryside Partnership on future distribution strategies.

8. Proposal Maps

All proposed routes are indicative, and subject to change through design or consultative considerations. Schemes will be designed and consulted upon, as and when funding becomes available. In each case, more detailed recommendations will be presented to elected Members, for a final decision.

Proposals Map 1: District Overview

This shows all the proposed routes for the District, set in the context of the adjoining areas. Existing links lead away to Ashford, Dover, Canterbury and Rye. Signed routes developed by the Romney Marsh Countryside Partnership are included, consisting of the five circular rides currently being promoted as a part of the 'Romney Marsh Meanders' package.

Proposals Map 2: Hythe & Romney Marsh

More detail is provided for proposed routes linking Hythe, Dymchurch and New Romney. Higher priority proposals are highlighted in the vicinity of Scanlons Bridge, Hythe; and the diversion of NCR2 along the Royal Military Canal, to Aldergate Bridge.

Medium priority routes would link Hythe to Sandgate along the Royal Military Canal; and a potential coastal route between Hythe, Dymchurch and St Mary's Bay is identified, incorporating improvements to be carried out in conjunction with the Nickolls Quarry development. A connection from the Marsh Academy, New Romney is also highlighted.

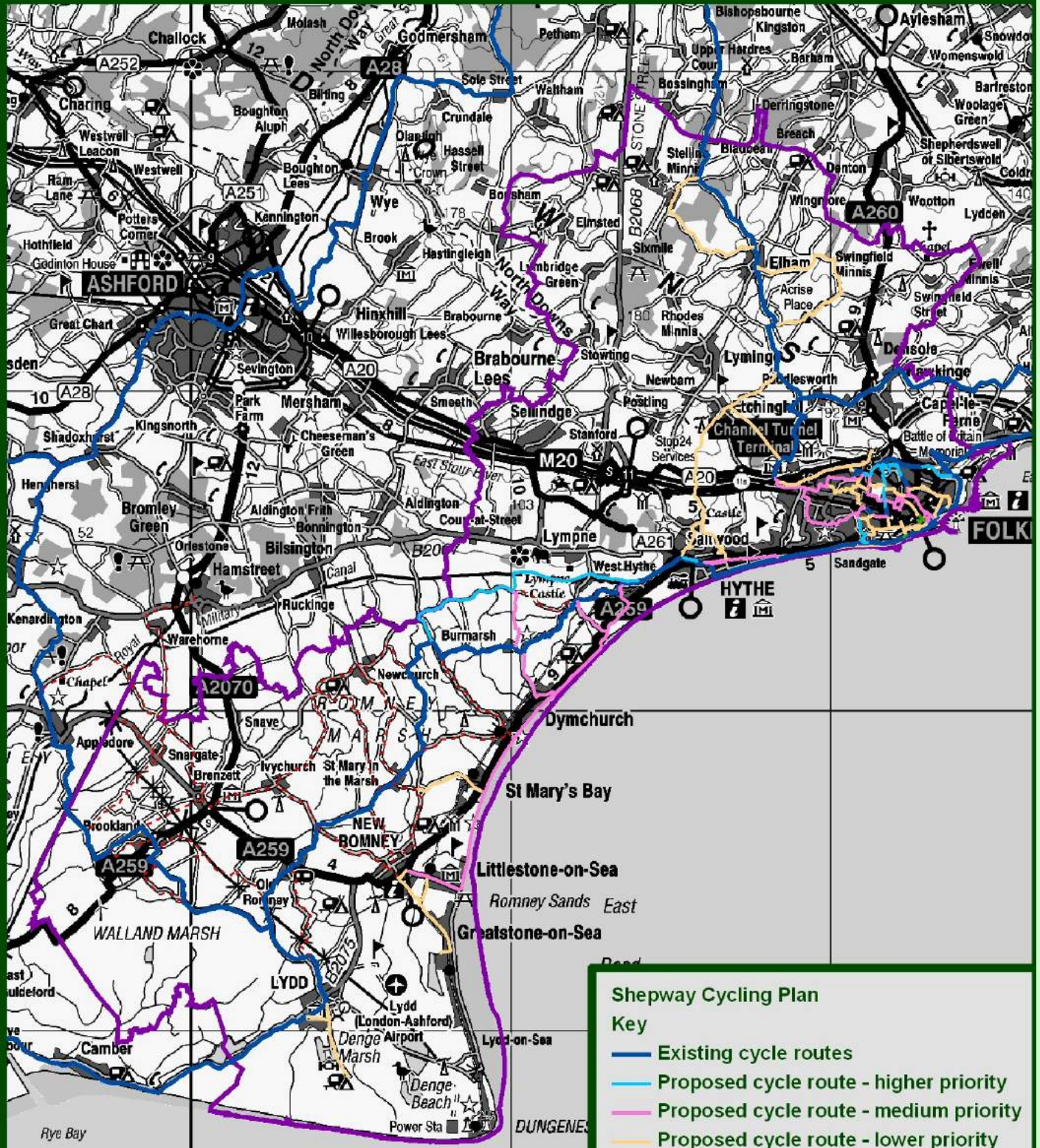
Proposals Map 3: Folkestone

Folkestone benefits from having some existing cycle route facilities. The strategy here is to fill in the 'missing gaps' as a high priority, with the development of a north-south link, an east-west link, and improved accessibility to the Folkestone Academy and Folkestone School for Girls.

Further development of the cycle route network could then take place with the medium priority proposals. This would improve connectivity to the Cheriton area, together with a further east-west link incorporating the Cheriton Sports Ground development site, and routes providing access to the town centre, Creative Quarter and seafront / harbour area.

PROPOSALS MAP 1: District Overview

Scale 1:80000 (A2 portrait)



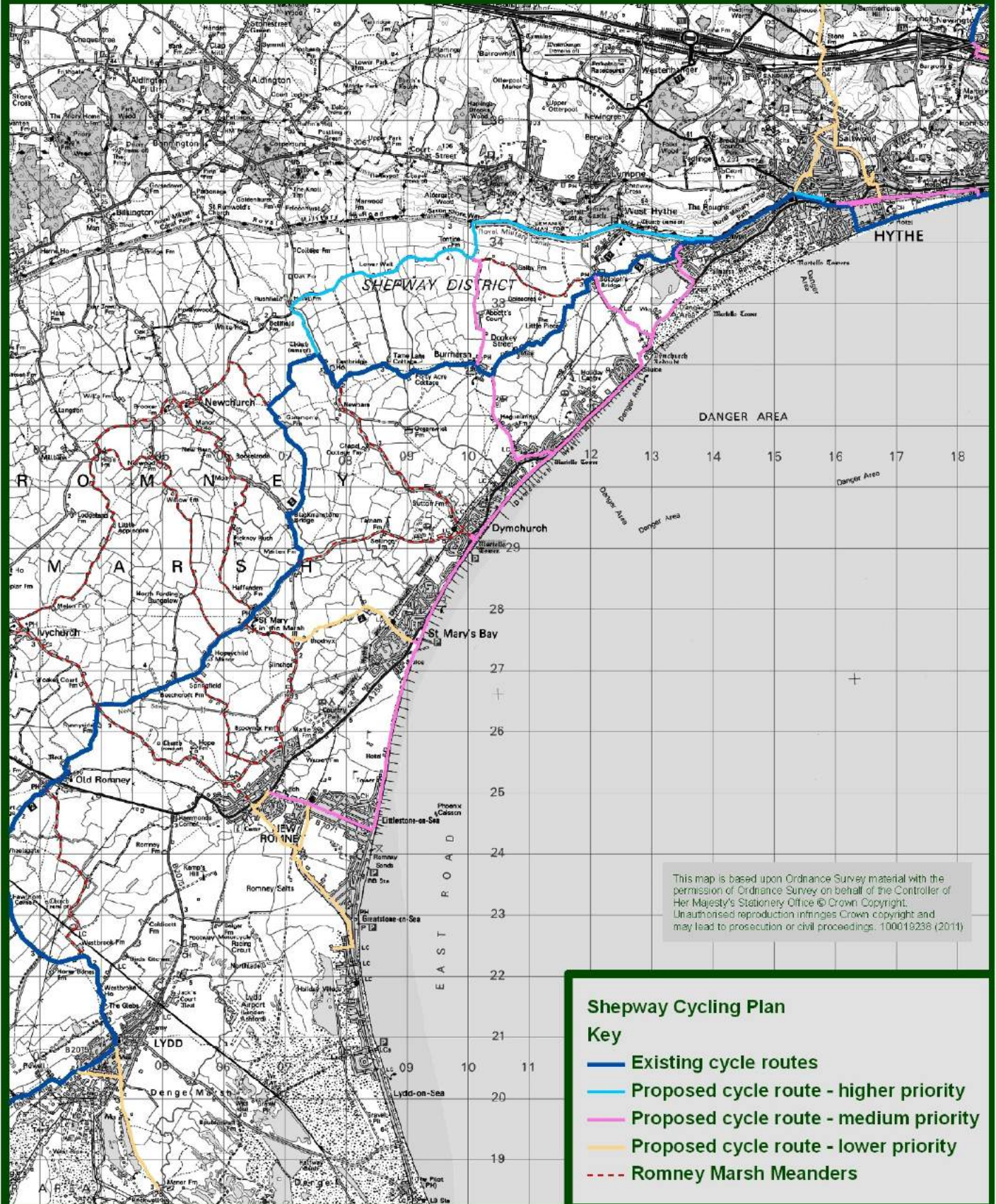
Shepway Cycling Plan
Key

- Existing cycle routes
- Proposed cycle route - higher priority
- Proposed cycle route - medium priority
- Proposed cycle route - lower priority
- Pedestrian links
- - - Romney Marsh Meanders
- Shepway district boundary

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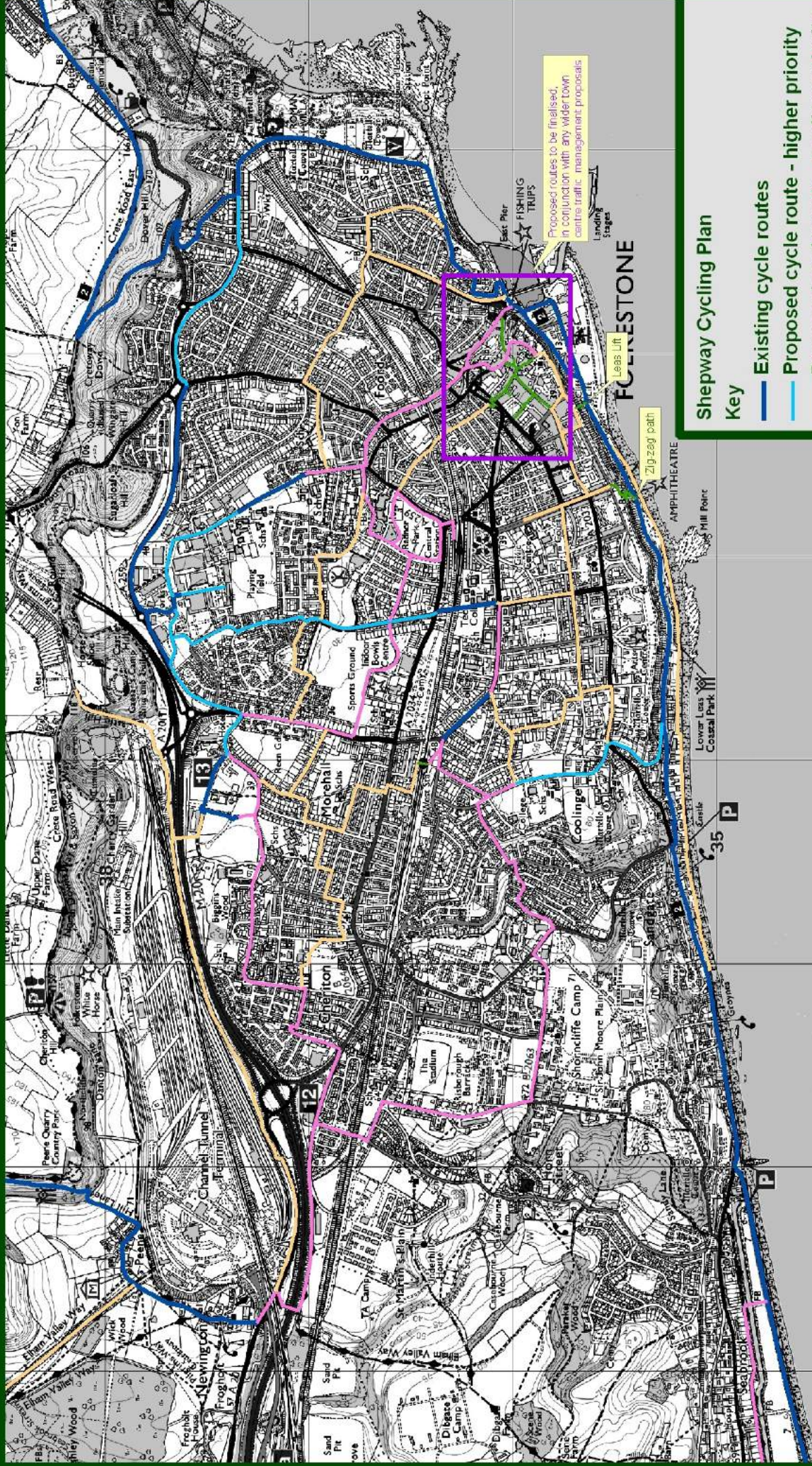
PROPOSALS MAP 2: Hythe & Romney Marsh

Scale 1:40000 (A2 portrait)



PROPOSALS MAP 3: Folkestone

Scale 1:12500 (A2 landscape)



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Appendix 1: National and Local Policy Overview

National Policy

Delivering a Sustainable Transport System (DaSTS)

The DaSTS set out the previous Government's actions for tackling transport issues and shaping longer term policy to 2014 and beyond. It outlines five goals for transport, focusing on the challenge of delivering strong economic growth while at the same time reducing greenhouse gas emissions:

- Support national economic competitiveness and growth.
- Reduce transport's emissions to tackle climate change.
- Improve safety, security and health.
- Promote equality of opportunity for all citizens.
- Improve the quality of life for all, promoting a healthy natural environment.

The priority to 2014 was to make better use of the existing network, combined with a targeted programme of improvements to improve capacity, reliability and safety in congested areas.

Planning Policy Statement (PPS) and Planning Policy Guidance (PPG)

A PPS or PPG is targeted towards developers, to facilitate more sustainable development, and hence improve accessibility by bicycle or on foot. The table below gives a short summary of the current relevant national policies:

Ref	Title	Year	Details
PPS3	Housing	2010	Focusing on living environments and giving priority to the needs of pedestrians and cyclists.
PPS6	Town centres, retail developments	2005	New development must be made more accessible to walking and cycling.
PPG13	Transport	2011	New developments to provide a realistic choice between different transport modes, prioritising the movement of pedestrians and cyclists over traffic, with more road space dedicated to pedestrians, cyclists and public transport.

Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen

The current Government launched this White Paper in January 2011, with the intention of providing a short term boost to economic growth and reductions in carbon, through local action.

The White Paper notes that it is the short-distance local trip where the biggest opportunity exists for people to make sustainable travel choices. By providing people with options to make these choices, economic growth is facilitated, by improving access to local jobs. Strong evidence indicates that a substantial proportion of drivers would be willing to drive less, particularly for shorter trips, if practical alternatives were available (British Social Attitudes Survey, 2009).

The White Paper advocates greater devolution of decision making to the local level, developing the larger themes of 'Localism' and the 'Big Society'.

Local Policy

Draft Local Transport Plan (LTP) 2011-2016

Local Transport Plans (LTPs) are the method by which local authorities secure funding for local transport improvements. Kent County Council (KCC) is in the process of producing its third LTP, which has been published in consultation draft and is due to be published this year. The approach to LTP3 has been based on KCC's new Regeneration Framework "Unlocking Kent's Potential", a 25 year masterplan identifying the opportunities and challenges facing the County over the coming decades. The strategy approach for LTP3 has been to develop five themes:



- **Growth Without Gridlock** - supporting new housing and development.
- **A Safer and Healthier County** - tackling road casualty rates, poor health and air quality.
- **Supporting Independence** - access to services for those without a private car.
- **Tackling a Changing Climate** - promotion of low emission travel.
- **Enjoying Life in Kent** - reducing the impact of transport on communities.

Increasing the levels of cycling for leisure and work purposes will contribute towards all of these main five themes. The Shepway Cycling Plan also links with the objectives of the Cycle Strategy for Kent 2006-2011, which formed a part of the previous LTP (as Appendix 9). To achieve the aims set out in the Cycle Strategy for Kent, KCC aims to increase cycling trips by 38% by 2011, based on the 2003/04 figures.

Vision For Kent

The Vision for Kent is the Community Strategy for the County. It sets out a long-term vision and guides a wide range of key players in their activities to improve the quality of life for everybody in Kent. In a vision for "*Keeping Kent Moving*", it looks to "improve the environment by reducing congestion and pollution, widening the choice of transport available, developing public transport, walking and **cycling**".

The Vision For Kent identifies that 22% of households do not have access to a car, relying on other transport modes like cycling to reach essential goods and services. A short-term priority is "reducing the environmental impacts of transport by promoting alternative fuels, public transport, walking and **cycling**".

Shepway District Local Plan (2006) / Local Development Framework

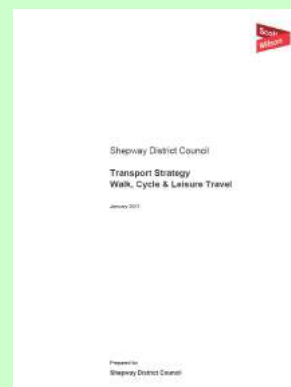
Changes to the national planning system have led to the phasing out of Local Plans and their replacement by Local Development Frameworks (LDFs). Shepway District Council (SDC) is carrying out a review that will see the current Local Plan phased out and replaced with a Local Development Framework. It is an important document for the District, as it sets the future pace, scale, pattern and quality of development for the period 2011-2026. This document will ensure all future development will be more sustainable.

The previous Local Plan was adopted in 2006, and announced the support of a cycling strategy, with the promotion of a district wide cycle network to encourage the use of cycles for all purpose trips. SDC committed to ensure that new development was sympathetic to the existing cycle network, with developers being asked to contribute to cycle facilities where appropriate.

SDC also adopted the Kent Vehicle Parking Standards 2003. These standards provide a minimum number of cycle parking spaces that should be provided, based on the size and type of development. By ensuring sufficient cycle parking is available at new developments, cycle use is promoted.

Following recent national changes, SDC is intending to revise the timetable for delivery of the LDF Core Strategy. Document Publication will be in summer 2011, allowing the public to make formal representations on the proposed Core Strategy's 'soundness'. Subject to Examination in Public (anticipated Autumn 2011) and being considered 'sound' by the Planning Inspectorate, the Shepway LDF Core Strategy would be adopted winter 2011/12.

As a part of its preparation of a 'sound evidence base', SDC has produced a Transport Strategy. This incorporates a 'Walk, Cycle & Leisure Travel' section, which explicitly refers to the Shepway Cycling Plan. The report was published in January 2011, and provides an overview of existing opportunities for walking and cycling, and to identify where issues exist or where potential improvements can be made. Options identified to address these issues will in turn inform the comprehensive multi-modal Transport Strategy being prepared. In its summary, the report presents six over-arching Objectives that are complementary to the aims of the Shepway Cycling Plan:



- C1 - Connect Selected Links
- C2 - Enhance Road Crossing Facilities
- C3 - Enhance Signage
- C4 - Promote Parking Facilities at Destinations
- C5 - Consider Cycle Hire
- C6 - Promote Safety Awareness

Countryside Access Improvement Plan (CAIP)

KCC's CAIP is a 10 year document for 2007-2017. It assesses the condition of the entire Public Rights of Way network, and identifies key objectives regarding network management. The overall vision is targeted towards increasing usage and enjoyment of facilities.

CAIP Objective	Links to cycling
N3	Increase provision for off-road cycling and mountain biking activity
I4	Produce and distribute information on cycling and horse riding
I7	Work in partnership to improve regional/national/international awareness of walking cycling and horse riding opportunities in Kent, to directly support tourism objectives.
D4	Develop multi-user routes that allow walking, cycling and horse riding from towns to the wider countryside
ST2	Identify and investigate where the public rights of way network can provide safe alternative routes to avoid having to walk, ride or cycle on busy roads
ST3	Develop the public rights of way network to support the County Council's "Healthy Schools" initiative

Appendix 2: Crash Statistics

A study was carried out on all crashes involving cyclists within the Shepway District, in the three year period up to the end of September 2010, as referred to in section 5.8. A total of 58 crashes were identified that resulted in personal injury. These investigations are summarised in the following charts:

Severity

- Slight
- Serious
- Fatal



Child involved (aged 15 and under)

- Yes
- No



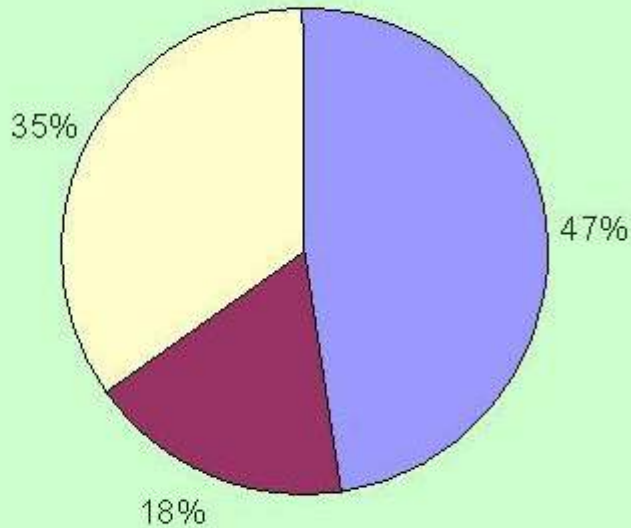
Crash cause

- Right turn manoeuvre
- Car overtaking
- Other



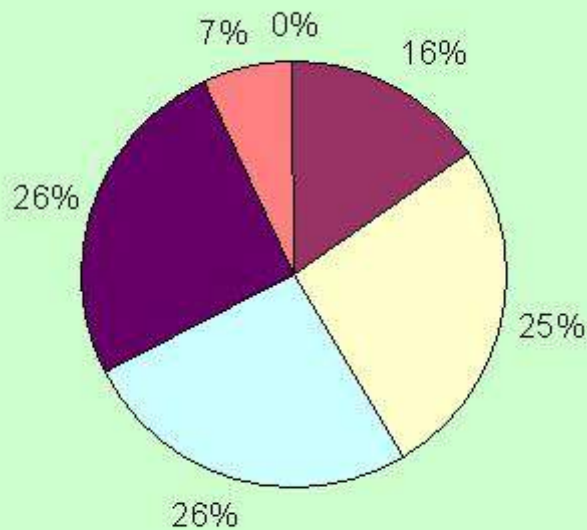
Road type

- 'A' Class Road
- 'B' Class Road
- Other



Time of day

- 00:00 - 04:00
- 04:00 - 08:00
- 08:00 - 12:00
- 12:00 - 16:00
- 16:00 - 20:00
- 20:00 - 00:00



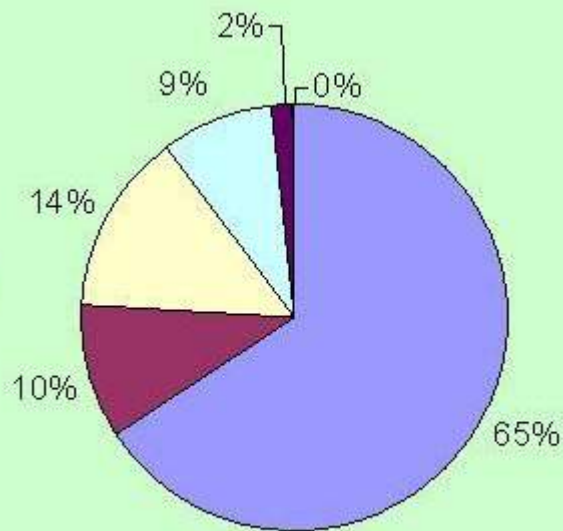
Day of the week

- Monday
- Tuesday
- Wednesday
- Thursday
- Friday
- Saturday
- Sunday



Street lighting

- Street lights, daylight
- No street lights, daylight
- Streetlights unknown, daylight
- Street lights lit, dark
- Street lights unknown, dark
- Street lights unlit, dark



Road surface

- Dry
- Wet/Damp



Year

- 2007 - 2008
- 2008 - 2009
- 2009 - 2010

