



## Joint Transportation Board

Notice of a meeting, to be held in the Council Chamber, Civic Centre, Tannery Lane,  
Ashford, Kent TN23 1PL on Tuesday 8<sup>th</sup> December 2009 at 7.00pm

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The Members of this Committee are:-

Cllr. Burgess (Chairman)

Mr M A Wickham (Vice-Chairman)

Cllrs. Mrs Blanford, Clarkson, Claughton (ex officio), Clokie, Cowley, Ellison, Heyes\*,  
Woodford

\*Chairman of the Transport Forum

Mr M J Angell, Mr P M Hill, Mr R E King, Mr S J G Koowaree, Mrs E Tweed, Mr J N  
Wedgbury

Mr T Reed – KAPC Ashford Area Committee

**NB: Under the Council's Public Participation Scheme, members of the public can  
submit a petition, ask a question or speak concerning any item contained on this  
Agenda (Procedure Rule 9 refers)**

### Agenda

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|---|--------------|
| 1. <b>Apologies/Substitutes</b> – To receive Notification of Substitutes in<br>accordance with Procedure Rule 1.2(iii)  |              |
| 2. <b>Declarations of Interest</b> - Declarations of Interest under the Code of<br>Conduct adopted by the Council on the 24 <sup>th</sup> May 2007 relating to items<br>on this agenda should be made here. The nature as well as the<br>existence of any such interest must also be declared |              |
| 3. <b>Minutes</b> – To approve the Minutes of the Meeting of this Committee<br>held on the 1 <sup>st</sup> September 2009   |              |
| 4. Transport Forum – To receive the Chairman's Report of the Meeting<br>held on the 20 <sup>th</sup> November 2009  |              |
| 5. Recommendation from the Transport Forum in relation to Southern<br>Trains Timetable Consultation – Proposed Withdrawal of Direct Ashford<br>to Brighton service  |              |
| 6. Tracker Report   |              |

### Part I – For Decision

7. Proposed Alterations to the Waiting Restrictions in East Hill, Tenterden  
Area

8. Proposed Alterations to the Waiting and Parking Restrictions in High Street, Tenterden
9. M20 Junction 9/Drovers Roundabout/M20 Footbridge Scheme – Result of Consultations and Approval of Scheme
10. Victoria Way – General Update
11. Draft Ashford Cycling Strategy

## **Part II – For Information**

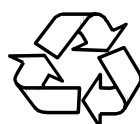
12. Shared Space Workshop – Disability Group Issues Report
13. Alterations to Highway Around New Development at Latitude Walk, Ashford Town Centre – West Street/Godinton Road
14. Station Forecourt Improvements
15. Highway Works Programme 2009/10
16. Response to Petition Submitted Regarding a Bus Service at Brisley Farm, Ashford
17. Kent Highway Services Update
18. Date of Next Meeting – A Special Joint Transportation Board Meeting has been arranged for 14<sup>th</sup> January 2010.

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DS/VS  
27<sup>th</sup> November 2009

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## Joint Transportation Board

Minutes of a Meeting of the Joint Transportation Board held in the Council Chamber, Civic Centre, Tannery Lane, Ashford on the **1<sup>st</sup> September 2009**

### Present:

Cllr. Burgess (Chairman);

Mr M A Wickham (Vice-Chairman);

Cllrs. Clarkson, Claughton, Clokie, Davison Ellison, Heyes.

Mr M J Angell, Mr R E King, Mr S J G Koowaree, Mrs E Tweed, Mr J N Wedgbury.

Mr T Reed – KALC Ashford Area Committee

### Apology:

Mr P M Hill.

### Also Present:

Andy Phillips (Head of Transport – Ashford's Future Company), Tim Reynolds (SmartLink Project Manager – KCC), Phil Gilbert (Local Transport and Development Manager – KHS), Carol Valentine (Community Delivery Manager - KHS), Jamie Watson (Project Implementation Manager – KCC), Daniel McLeish (Transportation and Development Engineer – KHS), Paul Jackson (Head of Environmental Services – ABC), Ray Wilkinson (Engineering Services Manager – ABC), Matthew Hooper – (Quantity Surveyor – ABC), Hayley Curd (Member Services and Scrutiny Support Officer – ABC).

## 186 Declarations of Interest

Councillor	Interest	Minute No.
Burgess	Code of Conduct – Personal but not Prejudicial – Member of the Weald of Kent Protection Society	191
Clarkson	Code of Conduct – Personal but not Prejudicial – Member of the Weald of Kent Protection Society	191
Clokie	Code of Conduct – Personal but not Prejudicial – Member of the Weald of Kent Protection Society and the Tenterden and Districts Residents Association	191
Davison	Code of Conduct – Personal but not Prejudicial – Member of the Ashford Rural Trust and the Campaign to Protect Rural England	191

<b>Councillor</b>	<b>Interest</b>	<b>Minute No.</b>
King	Code of Conduct – Personal but not Prejudicial – Member of the Weald of Kent Protection Society and the Campaign to Protect Rural England	191
Koowaree	Code of Conduct – Personal but not Prejudicial – Member of the Weald of Kent Protection Society	191
Wickham	Code of Conduct – Personal but not Prejudicial – Member of the Weald of Kent Protection Society	191

## **187 Minutes**

### **Resolved:**

**That the Minutes of the Meeting of this Board held on the 30<sup>th</sup> June 2009 be approved and confirmed as a correct record.**

## **188 Transport Forum**

The Board received the report of the Chairman of the Transport Forum for the meeting held on the 14<sup>th</sup> August 2009. The Forum had considered: - Industry Updates and Discussion (with particular attention to Bus and Rail Services); The Future of the Transport Board, and Ashford International Station Improvements.

A Member referred to the comment within the Chairman's Report that the attendance at the Forum meetings by Kent County Council (KCC) Officers was unsatisfactory and asked what had been done to ensure a better level of attendance by KCC Officers in the future. Mr Gilbert (KHS) reported that he had had discussions with Mr David Hall on this subject and that Mr Hall would be in touch with the Chairman.

With reference to page 4 of the report of the Chairman of the Transport Forum, a Member corrected a reference to comments he had made at the meeting and confirmed that Para 5.4 should have read: "If the Forum was going to focus on one main agenda item per meeting in the future he considered the External Representatives might wish to suggest items for the agendas". It was agreed that these amendments should be brought to the attention of the Members of the Transport Forum at the next meeting when considering the Chairman's Report.

### **Resolved:**

**That, subject to paragraph 5.4 being amended to read "If the Forum was going to focus on one main agenda item per meeting in the future, he considered the External Representatives might wish to suggest items for the agendas", the report of the Chairman of the Transport Forum for the meeting held on the 14<sup>th</sup> August 2009 be received and noted.**

## **189 Recommendations on the Future of the Transport Forum**

The Chairman of the Transport Forum introduced the item which highlighted the recommendations of the Transport Forum following the discussion that had taken place on its future. There had been a decline in the interest and attendance at the Forum and discussions had taken place with Officers to make the Forum more strategic.

During the discussion it was confirmed that some elements of the recommendations were already being put in place, such as the appointment of Borough Council Members to the Quality Bus Partnership Group and High Speed Trains Task Group.

The Board agreed with the recommendations and Mr Phillips was asked to promote as many of the changes as possible, whilst it was understood that any changes to the Terms of Reference of the Forum would need to be considered by the Selection and Constitutional Review Committee.

### **Recommended:**

- That:**
- i) the Transport Forum be retained, but should meet twice yearly.**
  - ii) the Transport Forum take the role of an information exchange meeting, inviting six monthly structured updates from all transport providers and authorities with the option of receiving specialist presentations when relevant.**
  - iii) Borough Council Members be appointed to the Quality Bus Partnership Group and High Speed Trains Task Group.**
  - iv) the Terms of Reference of the Joint Transportation Board be amended to include the provision for some issues to be referred back to the Transport Forum to allow them to spend some time discussing them and drilling down into them, in a similar way that the Policy Advisory Group does for the Executive, before reporting back. Additional meetings to consider referred items would be arranged.**

## **190 Tracker Report**

The Chairman drew Members attention to the Tracker of Decisions.

There was some discussion as to the age of some of the items on the Tracker. It was confirmed that items stayed "live" on the Tracker until there was a follow up report. In the case of the Disabled Access to the Town Centre item, this was a historic item, but was not resolved. A Member reiterated that disabled parking was a very live issue and it was high on the agenda of the Ashford Access Group.

At the previous meeting of the Board, a Member had sought further information as to whether there had been any further progress on the “slow” road marking at the Thirlmere/Grasmere Road Junction (Min No 94/06/09 refers). The KHS Officer present at that meeting had undertaken to investigate this and give some feedback to the Member. The Member reported that this had not happened. Mr Gilbert undertook to chase the item.

A Member sought confirmation as to the current situation regarding the junction of Barrey Road and the A2070, as, in her opinion, this was a very unsafe junction and had been safer when the cones had been in place during the Junction 10 works. Mr Gilbert reported that there was a scheme worked up, but it was entirely dependent on external funding. Another Member confirmed that the Highways Agency had been approached regarding replacing the cones, but this proposal was not financially viable.

A Member had been surprised to see that there was not an item on the Agenda from Bethersden Parish Council regarding speed limits. The Chairman explained that the Parish Council had been informed that there would be a Speed Limit Review item on the agenda for the December meeting and that the Parish Council had agreed to wait to consider the report before taking any further action. Mrs Valentine confirmed that this was the case and that the view of Bethersden Parish Council may be altered by the results of the survey. A Member was hopeful that the views expressed by Members during consultation on speed limits would not be ignored. The KALC representative added that they were hopeful that as part of the review there would be a general discussion on the 60mph limit in villages, and that if there was not to be a reduction in speed limits in villages then they would wish to see better signage, warning of entering a village, financed by KCC. A Member asked if there was a national review on speed limits and Mr Gilbert reported that whilst he was aware of a government consultation on reducing the national speed limit to 50, he was not aware of a national speed limit review.

**Resolved:**

**That the Tracker Report be received and noted.**

## **191 Tenterden Improved – Town Hall Forecourt Improvements**

Mr Hooper – Quantity Surveyor, Ashford Borough Council, introduced the report of the Economic Development Manager setting out the new streetscape improvements for Tenterden. These improvements followed the implementation of the Station Road works, which were well within the Tenterden Improved project budget. The improvements included new fingerpost signage for visitors in the High Street, new heritage railings at East Cross and proposals to pave the forecourt outside Tenterden Town Hall. The report also provided details of the public consultation that had taken place in July 2009 in Tenterden, which showed positive public support for the schemes.

The Leader reported that there was overwhelming support for Option 1 as it would improve the image of the Town Hall and streetscape of Tenterden. He detailed the changes and reported that Tenterden Residents were very much in favour of the improvements and that these all formed part of the market town initiative.

A Member added that the Officer responsible for the report should be congratulated for producing such an excellent report and for ensuring such a full consultation was carried out.

**Recommended:**

**That the Executive be asked to:-:**

- i) Approve the Town Hall Scheme (Option 1).**
- ii) Delegate authority to Ashford Borough Council Officers to submit amendments to Traffic Regulation Orders to enable the implementation of the Town Hall forecourt improvements.**
- iii) Approve the Signage Scheme for Tenterden as set out in Appendix 1 of the Report.**
- iv) Approve the new railings at East Cross (Corner of Recreation Ground Road and the High Street) within the budgets of the Tenterden Improved Project.**

## **192 Chilham Square Parking and Traffic Review**

Mr Gilbert introduced the report of the Transportation Engineer which set out the details of various issues which had been identified by the Parish Council as affecting the historic village square. The main concerns which had been highlighted to Kent Highway Services were around vehicles using the square as a short cut; uncontrolled parking within the village square; the lack of footpaths from the car park; and large vehicles such as HGV's and coaches using the village square. As a result of the Parish Council's concerns and proposed improvements, Kent Highway Services had commissioned Jacobs to carry out a study of the village square and the report provided the results of the survey and conclusions drawn.

The report recommended that a scheme for Chilham Square be included in the Scheme Priority System (SPS) in a bid for priority funding in a future financial year. It suggested that the measures to potentially be included were: -

- Delineate the central parking area in Chilham Square by marking out parking bays.
- Subject to public consultation and the necessary Traffic Regulation Order, introduce "At Any Time" waiting restrictions at the entrances to the village square.
- The introduction of a number of disabled bays in the village square, subject to the necessary Traffic Regulation Order

- The improvement of the Taylors Hill car park signing and the introduction of the wording “Free” to the car park signs to encourage its use.

Mr Gilbert confirmed that the proposals to mark out parking bays could be carried out using lines of blocks rather than areas of block paving and as an alternative to painted lines. For disabled bays to be enforceable they would need to be marked out with the appropriate white markings.

A Member agreed that the matter had been looked at carefully and supported the proposals. It was confirmed that any scheme drawn up would be consulted upon.

**Resolved:**

**That a scheme for Chilham Square, including the potential measures set out in the report, be included in the Scheme Priority System (SPS) in a bid for priority funding in a future financial year.**

## **193 Ring Road/Shared Space Update**

Mr Watson introduced his information report on the progress with Kent County Council's proposals to re-configure the one-way A292 Ashford Ring Road into a series of two-way streets. The report also provided an update on the Bank Street and Elwick Road shared space projects. Mr Watson reiterated certain points from his report in particular the problems in Bank Street regarding problems with certain paved areas and the enforcement of the restricted parking zones, the works to be completed at the top of Church Road, and some of the problems being encountered with the Elwick Road Scheme. With regard to the Shared Space Workshop - Disability Group Issues report, the Officer had not been available and as such the report would be brought to the December JTB meeting instead.

A Member reported that he was happy to learn that the raised areas within the shared space were being marked as he was aware that there had been accidents. In addition, he agreed that the Flume in Elwick Road was letting down the impressive achievements of the scheme so far and as such did not compliment the ambience of the area. He had not, however, been impressed with the art contribution of electronic speakers playing a series of recorded messages of memories of life in Ashford, and considered that many people would not even know what the speakers were for. He also considered that the amendments to the signalisation of Forge Street had been successful and urged Mr Watson to prevent any time being taken off the light sequence.

In defence of the decision to install the “Flume” in the materials used, the Leader explained that it had been a difficult decision and that consideration had been given to so many users' needs. Sadly the final scheme had been more like a “rubber sole” and it was evidence of a scheme ruined by safety.

A Member added that they were concerned regarding the level of failing slabs within the pavement structures. He enquired if there had been impact tests carried out and replacement costs calculated and whether the supplier was prepared to meet these costs.



With regard to the safety improvements with the raised bus kerbs, and the clarification of the disabled bays, a Member was happy to see progress but was disappointed to learn that the findings of the shared space workshop, which had taken place 8 months prior had still not been presented in a report.

In answer to the various comments raised, Mr Watson gave the following responses:- “The Flume” – a cleansing regime would need to be established and cyclists should not be using it; the Art had been commissioned by Seeda; the signalling had been made as effective as possible in the current circumstances and there was no talk of any changes to green times being made but the issues would be discussed with the KHS Traffic Signal Team; the paving issues in Bank Street – the blocks were not intended to take the weight of parked vehicles and the damage was concentrated where vehicles were parking, negotiations with the supplier would take place and it was hoped some costs would be covered by them; with regards to the shared space workshop, he would speak with the relevant Officer regarding the next workshop.

**Resolved:**

**That the report be received and noted.**

## **194 SmartLink**

Mr Phillips and Mr Reynolds introduced their joint report which set out the progress to date on the vision for the proposed SmartLink Bus Rapid Transit Scheme, and set out the plans to submit a major scheme business case to the Department for Transport by the end of 2009 for funding from April 2011. The main aim of the Scheme was to reduce traffic numbers and the associated traffic problems.

Mr Phillips reported that the ‘Vision for SmartLink’ brochure distributed to Members was a draft and would be finalised at the end of the week with quotations from Messrs Clokie; Chard and Pyle in support of the scheme.

They then gave an informative presentation to the Board on SmartLink under the following headings:- “When is SmartLink needed?; How will SmartLink be funded; Where will SmartLink run?; Potential Priority Schemes; Securing the network’s efficiency; and the SmartLink Programme”. Mr Phillips confirmed that a final promotional document supporting the presentation would be available in due course.

There were split opinions on the proposals with some Members fully supporting it and encouraging other Members to visit examples of similar schemes and pushing the importance of dedicated “tracks” for the buses, whilst others had concerns with the details and the impact of the scheme on road users and the signalisation of roundabouts. The Chairman suggested Mr Phillips organise a trip for Members to see a similar successful scheme in operation as part of the consultation process.

Mr Reynolds reported that if the plans were to attract as much funding as possible, they had to achieve a good benefit/cost ratio. Separation and segregation were costly but effective so they were incorporating as much segregation into the scheme

as possible. He also explained some of the proposed routes and reassured the members on access for them.

A Member added that introducing plans for a Park and Ride was not new, but welcomed the proposals. He considered that this all hinged on the business case and questioned the sense of pursuing funding when the economy was so fragile?

Mr Phillips responded that they needed to be “ahead of the game” for the funding bid in what was likely to be a very tight funding round and assured Members that they had considered many options for the park and ride previously and linking it with the delivery of SmartLink offered the best opportunity for delivery. He also assured members that a number of options for Drovers roundabout improvements had been considered and he had concluded that signals offered the most effective way of controlling traffic and getting the buses through. Members were assured that they would be consulted on all aspects of the business case before it was submitted to the government later this year.

**Resolved:**

**That the Board:**

- i) Supported in principle the vision for the SmartLink Bus Rapid Transit Scheme, for the purpose of public consultation.**
- ii) Noted the progress made on the scheme to date and the programme for public consultation and finalising the business case bid to the Department for Transport.**
- iii) Noted that there would be a further report to the Borough Council’s Executive and Kent County Council in due course, seeking approval of the draft bid and business case before submission.**

## **195 Junction 9/Drovers Roundabout**

Mr Phillips introduced his joint report with Mr Watson on the M20 Junction 9/Drovers Roundabout Improvement Scheme. Capacity improvements would be required at a number of sites to the west of Ashford and a bid had been made for forward funding these improvements from a new Regional Infrastructure Fund (RIF). The report set out the basis for using the RIF fund and sought the Board’s support, in principle, for the outline scheme.

Mr Phillips then gave a short presentation on the proposals and talked through the infrastructure schemes and costs and how all the schemes interlinked. He added that by doing as much work as possible in one go, it would overcome some of the problems encountered when large schemes were carried out in a number of phases triggered by progress on developments. He concluded that the recommendation was “in principle” and the plans would then go to full consultation and formal decisions would be recommended at a future meeting.

The main concerns raised were against signalisation of the roundabout which, it was considered by some Members, worked adequately without such measures, and that the whole scheme was being engineered to push people onto the buses. Mr Phillips confirmed that all of the schemes were intended to improve people's travel choices overall and encouraging new residents to Ashford to have a genuine choice of travel rather than only have the car. It was important to recognise that the growth of Ashford which had been fed into a traffic model and more road improvements would be needed without SmartLink. The modelling of the junction also showed that signals would be required with or without the SmartLink priorities but that the scheme proposed would be the best way forward and then in the future there would be the opportunity to use the signalling to prioritise traffic flow.

A Member considered that it was the school traffic and the numerous local developments which caused the problems at the Drivers Roundabout and any changes made would need to be right or the area would be gridlocked. The Leader added that it might be a case of trusting that signalisation was the best way forward and to trust the advice being presented. Mr Phillips agreed that getting the proposals correct was of paramount importance but explained that none of the schemes could progress without the land first being made available. Mr Watson assured Members that adequate capacity calculations were being carried out and the impact and "buildability" of any works on existing traffic was also being taken into consideration.

There was some discussion as to the knock on effect of the improvement scheme to the adjoining roundabout and Mr Phillips confirmed that whilst this area had not been designed for improvement as yet, it was likely that it would become a larger signalised roundabout also.

**Recommended:**

**That the Board support in principle the outline scheme for capacity improvements at M20 Junction 9/Droivers roundabout using RIF funding and recommends the same to the Councils' Executive for approval for public consultation in the Autumn.**

## **196 On-Street Parking Charges**

Mr Wilkinson, Engineering Services Manager, Ashford Borough Council, introduced his report on reinstating the link between on- and off-street parking charges. He explained that when the scheme was introduced within the ring road in 2000, parking charges on-street were set in line with that of the off-street (car park) charges in order to avoid providing a financial incentive to town centre visitors to monopolise the on-street spaces; thereby increasing the likelihood of residents and their visitors being able to park close to their properties. Subsequent off-street charge increases had not been matched on-street which had resulted in the on-street parking charge being lower per hour than the car park charge and this balance needed to be reinstated.

**Recommended: -**

**That the Executive be asked to resolve to bring on-street parking charges in Ashford Town Centre back in line with car park charges in order to safeguard the ability of residents and their visitors to park close to their homes and to maintain the balance between on- and off-street charges in the event of future charge increases.**

## **197 Ashford's Future Update (Including Victoria Way)**

Mr Phillips introduced his report which provided an update on the transport schemes that the Ashford's Future Company would be leading on over forthcoming years. These included Victoria Way; M20 Junction 9/Drovers Roundabout; M20 Junction 10a; Ashford Station Improvements; SmartLink Bus Rapid Transit incorporating Park and Ride. Member's attention was drawn to additional plans on the display boards within the Council Chamber showing the Victoria Way improvement scheme.

Mr Watson gave further details on the current situation and explained that there were some land acquisition issues, and detailed the process that would be followed if the objections to land acquisition were not negotiated. It was hoped that works would begin in April, but statutory undertakers may undertake works in advance of this date.

A Member raised concerns regarding the traffic signals at Loudon Way and what the proposed changes would be to this stretch of road. Residents feared a dual carriageway. Mr Phillips explained that the stretch of road between the Tank Roundabout and the Matalan store was being carefully considered for some limited improvement before the Victoria Way improvement was opened, or there was a danger of other routes becoming clogged. Loudon Way had been identified as the area where there could be congestion issues and the work to rectify this and improve capacity would be relatively small. He concluded by saying that any plans for dual carriageway works were some years away.

**Resolved:**

**That the report be received and noted.**

## **198 Highways Works Programme Progress 2009/10**

The Chairman introduced this information report updating Members on the identified schemes approved for construction in 2009/10.

**Resolved:**

**That the report be received and noted.**

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# Ashford Borough Council

## Report of the Chairman of the Transport Forum – 20<sup>th</sup> November 2009

### 1 Introduction

1.1 A meeting of the Transport Forum was held on the 20<sup>th</sup> November 2009.

#### **The Borough Council Members present were:-**

Cllr Heyes (Chairman);  
Cllr Cowley (Vice-Chairman);  
Cllrs. Cloughton, Wedgbury, Woodford.

#### **Also Present:-**

Ray Wilkinson – Engineering Services Manager – ABC  
Danny Sheppard – Senior Member Services & Scrutiny Support Officer – ABC

#### **The External Representatives were:-**

S Boundy – Southeastern  
J Callaghan – Kent Highway Services  
Y Leslie – Southern Railway  
H Read – Southern Railway

### 2 Apologies

2.1 Apologies for absence had been received from:-

Cllrs. Goddard, Holland.  
M Gibson – Southeastern, A Phillips – Ashford's Future Company, V Kenny –  
Ashford Town Centre Partnership.

### 3 Declarations of Interest

3.1 Councillor Cowley clarified for the record that he no longer worked for Stagecoach East Kent.

### 4. Industry Updates & Discussion

#### **Train Services**

#### **Discussion on Proposed Southern Railway Timetable Changes**

4.1 Mr Read of Southern gave a presentation detailing the proposals out to consultation on the East Coastway Timetable. He explained that during the franchise bidding process it had become clear from feedback from stakeholders that there was a desire for changes to the East Coastway service on the Ashford to Brighton line, chiefly because of the severe overcrowding on the Hastings to Brighton part of the route. The need for good

connections with Southeastern's new High Speed service to St Pancras had also come through. There had been a clear steer from the Department for Transport (DfT) that there would be no new rolling stock available in this franchise (2009-2015) so they had had to look at other ways to ease the overcrowding problems. Therefore a re-structuring of the timetable had been considered to meet stakeholder aspirations. The Ashford to Brighton service had been brought in during the last Southern franchise and whilst it had been a successful route and provided good links to towns on the East Coastway including Rye, Hastings, St Leonards, Bexhill, Eastbourne and Lewes, very few passengers travelled the entire distance from Ashford to Brighton and vice versa.

- 4.2 Mr Read explained that the alternative timetable was currently out for consultation. The key changes were to effectively operate the service in two sections, replacing the hourly Brighton to Ashford and Brighton to Hastings (all stations) services with: - hourly Brighton to Hastings and Ore (limited stop) services; hourly Brighton to Eastbourne (all stations) services; and hourly Eastbourne to Ashford stopping services. The frequency of the service would be the same as now but just running in different sections. The result of the proposed changes would give: - the flexibility for reasonable connections at Ashford with the High Speed services; more seats and capacity on trains between Brighton, Lewes and Eastbourne and around Bexhill and Hastings; more cross Hastings services; a regular service for smaller stations which were currently under served such as Winchelsea and Three Oaks; and more seats and capacity on peak Uckfield line services. The proposals would mean it would be possible to extend the current two car diesel units to four car electric units for the section of the journey where the worst congestion currently occurred (the Hastings to Brighton stretch). The key compromise would be that a change of train would be necessary for certain passengers who currently had a direct service. Inevitably as with any timetable there was an element of compromise but looking at the numbers it did appear to be a relatively small number of people who would be affected (those who would have to change when they currently had a direct service).
- 4.3 In terms of the consultation process, Mr Read explained that meetings and presentations were currently underway with stakeholders and the proposals had been provided on Southern's website for passengers to view. Responses were welcomed up to the final closing date of 11<sup>th</sup> January 2010. Recommendations would then be made to the DfT and the Secretary of State would make the final decision in spring 2010.
- 4.4 The Chairman said he was very disappointed by the proposals as passengers from the Ashford end of the line seemed to be losing out. Surely if Southern were looking for better connectivity with High Speed 1 they should be looking at increasing services this end of the line. The current service was direct from Brighton to Ashford in 1 hour and 50 minutes with no need to change, whereas the proposed new service would take 2 hours and 9 minutes plus the time needed to change train at Eastbourne, which was a substantial addition. There was already chronic overcrowding on the trains after Hastings and Bexhill and the proposals advocated stopping at an extra five stations which would add to the problem. It would become a stopping train rather than a fast one. Mr Read explained that diesel stock had to be used between Ashford and Hastings because the line there was not electrified. As said, the overcrowding occurred between Hastings and Brighton which would be alleviated with a four car electric service for that stretch. Some people would

lose their direct service but the number of people affected would be very small compared to local journeys. Ashford to Eastbourne would be a slower service due to the extra stops but there was only so much that could be done. He understood it was not ideal for everyone but the nature of the route made it difficult to make changes to the timetable in any other way to alleviate overcrowding. In terms of the better connectivity with High Speed 1 this was true, but they would not be looking to attract anyone much beyond Hastings and Rye for this purpose. Rye to St Pancras in 1 hour 10 minutes for example would be attractive but anything longer than this and it would not be worth passengers travelling via Ashford.

- 4.5 A Member asked about the Secretary of State making a final decision in spring 2010 and asked if it would not be better to wait until after the General Election if possible. Any new Government could throw plans into disarray. He said the extra carriage provision for the services into Brighton was welcomed as overcrowding here was a longstanding problem that should have been addressed much earlier. He was still not sure this would guarantee a seat for every paying customer though which was frustrating when fares kept increasing. If there was still overcrowding could there be an assurance that extra coaches would be put on? He also asked about provision for the disabled. Mr Reed explained that the timescale for implementation of the proposals was set down by the DfT. The Election point was something that could be raised during the consultation but ultimately it was for the DfT to decide whether or not to delay making a decision. Ultimately the proposals represented an increase in coaches but there was only a finite number of rolling stock available. There was no new diesel stock available in the industry but there was some electric stock which would cascade down to increase capacity. There would be no change for arrangements for the disabled as there was a cross platform interchange at Eastbourne.
- 4.6 In response to a question about how overcrowding was monitored, Mr Reed explained that the trains had a system which weighed the coaches and could give pretty accurate numbers (within five people). That information was downloaded daily and they had a good database going back several years. The projected growth for Ashford over the next 20 years had been built into the franchise bid and would be kept under constant review. There may be a need for alternative proposals as that progressed but that was some years down the line.
- 4.7 The Chairman concluded the debate by saying that there would be representations from individual Members as well as perhaps from the Council as a whole and they may not be favourable. The Forum would also recommend that the Joint Transportation Board respond to the consultation on behalf of both Ashford Borough and Kent County Councils asking that the direct Ashford to Brighton service be retained as part of the new proposals.

### **Southeastern**

- 4.8 Sarah Boundy attended as substitute representative for Mike Gibson. She explained that the 14<sup>th</sup> December would see the single biggest train timetable change on the network in the last 40 years with the introduction of High Speed 1 in Ashford. There would be a completely new timetable for Ashford and 200 extra services daily across the Southeastern network (including 115 high speed). There would be some routes with fewer mainline services (such as to Charing Cross, Victoria and Cannon Street) as more people were expected to

use St Pancras. Obviously this would not suit everyone but some of the aforementioned mainline services had been added back in from the original specification. Southeastern had spent a lot of time publicising the new train times as everyone's would change but they were still expecting some people to be surprised on the morning of 14<sup>th</sup> December. In mid January, following the initial bedding in period and Christmas holidays, Southeastern would be undertaking a census of all services to determine passenger numbers and movements so that any issues could be implemented into the timetable to come into force in May 2010. They were already working on some changes following feedback on the initial proposals. Mrs Boundy concluded her update by referring to the station improvements at Ashford which should be completed by December and a formal opening event was scheduled for January 2010.

- 4.9 The Chairman said that his views on the new timetable were well known but he was interested in the possibilities for changes to be made in May 2010. He was concerned about the complete abolition of semi-fast trains to Charing Cross and wondered if any more of these could be added back in. Under the current timetable anybody who wanted to get into London in a reasonable time would have to use High Speed 1, would have to spend 20% more and may find themselves in the wrong part of London. The tube at St Pancras was also about a five minute walk from the Station. The Vice-Chairman also asked if there were any opportunities to send some High Speed services into Waterloo in the future. Mrs Boundy explained that there were plans to improve access to the tube at St Pancras. Any potential changes to the timetable would be based on loading data and there was flexibility to restore some of the semi-fast mainline services in the future if there was demand. With regard to Waterloo, this would be a matter for the DfT.
- 4.10 The Chairman asked about the price increases that would come into affect in January 2010. Off-peak cheap day returns would increase by 7.5% and 6% in January 2010 and he asked if there was any justification for this. Mrs Boundy explained that they had noticed more people were moving their journeys to later in the morning in order to pay less. As a commercial company they needed to make a profit but they wanted people to use the trains and if the prices were not attractive people would not use them.
- 4.11 A Member said he was interested in passenger surveys and whether they felt they were getting value for money. There were obvious positives such as the improvements to the station and as Chairman of the Ashford Access Group he had attended a recent site meeting there which had been extremely productive and he was pleased they had been consulted with at an early stage unlike with other recent projects.
- 4.12 The Chairman informed the Forum that he had attended the recent High Speed Trains Task Group, Chaired by Vince Lucas of Southeastern and he had found it very useful. He endeavoured to keep the Forum updated. He was also pleased to say that there were good things going on at the Station.

### **Bus Services**

- 4.13 Mr Callaghan explained that KCC were investigating the possibility of installing real time bus information boards at the International Station. The location of these had yet to be settled because of the ongoing improvement works but they were hopeful that these would be near the existing bus stops.



## **5 Date of Next Meeting**

- 5.1 It was agreed that the next meeting would be held on Friday the 14<sup>th</sup> May 2010 and the meetings would revert to a 9.30 a.m. start time.

Councillor B J D Heyes  
Chairman – Transport Forum

MINS:Transport Forum 20-11-09

## **JOINT TRANSPORTATION BOARD – 8<sup>TH</sup> DECEMBER 2009**

### **AGENDA ITEM 5 – RECOMMENDATIONS FROM THE TRANSPORT FORUM IN RELATION TO SOUTHERN TRAINS TIMETABLE CONSULTATION – PROPOSED WITHDRAWAL OF DIRECT ASHFORD TO BRIGHTON SERVICE**

As you will see from the previous item on the Agenda, the Transport Forum received a presentation from Southern Railways at its meeting on the 20<sup>th</sup> November. For ease of reference the details of the discussion are set out below: -

#### **Discussion on Proposed Southern Railway Timetable Changes**

- 4.1 Mr Read of Southern gave a presentation detailing the proposals out to consultation on the East Coastway Timetable. He explained that during the franchise bidding process it had become clear from feedback from stakeholders that there was a desire for changes to the East Coastway service on the Ashford to Brighton line, chiefly because of the severe overcrowding on the Hastings to Brighton part of the route. The need for good connections with Southeastern's new High Speed service to St Pancras had also come through. There had been a clear steer from the Department for Transport (DfT) that there would be no new rolling stock available in this franchise (2009-2015) so they had had to look at other ways to ease the overcrowding problems. Therefore a re-structuring of the timetable had been considered to meet stakeholder aspirations. The Ashford to Brighton service had been brought in during the last Southern franchise and whilst it had been a successful route and provided good links to towns on the East Coastway including Rye, Hastings, St Leonards, Bexhill, Eastbourne and Lewes, very few passengers travelled the entire distance from Ashford to Brighton and vice versa.
- 4.2 Mr Read explained that the alternative timetable was currently out for consultation. The key changes were to effectively operate the service in two sections, replacing the hourly Brighton to Ashford and Brighton to Hastings (all stations) services with: - hourly Brighton to Hastings and Ore (limited stop) services; hourly Brighton to Eastbourne (all stations) services; and hourly Eastbourne to Ashford stopping services. The frequency of the service would be the same as now but just running in different sections. The result of the proposed changes would give: - the flexibility for reasonable connections at Ashford with the High Speed services; more seats and capacity on trains between Brighton, Lewes and Eastbourne and around Bexhill and Hastings; more cross Hastings services; a regular service for smaller stations which were currently under served such as Winchelsea and Three Oaks; and more seats and capacity on peak Uckfield line services. The proposals would mean it would be possible to extend the current two car diesel units to four car electric units for the section of the journey where the worst congestion currently occurred (the Hastings to Brighton stretch). The

key compromise would be that a change of train would be necessary for certain passengers who currently had a direct service. Inevitably as with any timetable there was an element of compromise but looking at the numbers it did appear to be a relatively small number of people who would be affected (those who would have to change when they currently had a direct service).

- 4.3 In terms of the consultation process, Mr Read explained that meetings and presentations were currently underway with stakeholders and the proposals had been provided on Southern's website for passengers to view. Responses were welcomed up to the final closing date of 11<sup>th</sup> January 2010. Recommendations would then be made to the DfT and the Secretary of State would make the final decision in spring 2010.
- 4.4 The Chairman said he was very disappointed by the proposals as passengers from the Ashford end of the line seemed to be losing out. Surely if Southern were looking for better connectivity with High Speed 1 they should be looking at increasing services this end of the line. The current service was direct from Brighton to Ashford in 1 hour and 50 minutes with no need to change, whereas the proposed new service would take 2 hours and 9 minutes plus the time needed to change train at Eastbourne, which was a substantial addition. There was already chronic overcrowding on the trains after Hastings and Bexhill and the proposals advocated stopping at an extra five stations which would add to the problem. It would become a stopping train rather than a fast one. Mr Read explained that diesel stock had to be used between Ashford and Hastings because the line there was not electrified. As said, the overcrowding occurred between Hastings and Brighton which would be alleviated with a four car electric service for that stretch. Some people would lose their direct service but the number of people affected would be very small compared to local journeys. Ashford to Eastbourne would be a slower service due to the extra stops but there was only so much that could be done. He understood it was not ideal for everyone but the nature of the route made it difficult to make changes to the timetable in any other way to alleviate overcrowding. In terms of the better connectivity with High Speed 1 this was true, but they would not be looking to attract anyone much beyond Hastings and Rye for this purpose. Rye to St Pancras in 1 hour 10 minutes for example would be attractive but anything longer than this and it would not be worth passengers travelling via Ashford.
- 4.5 A Member asked about the Secretary of State making a final decision in spring 2010 and asked if it would not be better to wait until after the General Election if possible. Any new Government could throw plans into disarray. He said the extra carriage provision for the services into Brighton was welcomed as overcrowding here was a longstanding problem that should have been addressed much earlier. He was still not sure this would guarantee a seat for every paying customer though which was frustrating when fares kept increasing. If there was still overcrowding could there be an assurance that extra coaches would be

put on? He also asked about provision for the disabled. Mr Reed explained that the timescale for implementation of the proposals was set down by the DfT. The Election point was something that could be raised during the consultation but ultimately it was for the DfT to decide whether or not to delay making a decision. Ultimately the proposals represented an increase in coaches but there was only a finite number of rolling stock available. There was no new diesel stock available in the industry but there was some electric stock which would cascade down to increase capacity. There would be no change for arrangements for the disabled as there was a cross platform interchange at Eastbourne.

- 4.6 In response to a question about how overcrowding was monitored, Mr Reed explained that the trains had a system which weighed the coaches and could give pretty accurate numbers (within five people). That information was downloaded daily and they had a good database going back several years. The projected growth for Ashford over the next 20 years had been built into the franchise bid and would be kept under constant review. There may be a need for alternative proposals as that progressed but that was some years down the line.
- 4.7 The Chairman concluded the debate by saying that there would be representations from individual Members as well as perhaps from the Council as a whole and they may not be favourable. The Forum would also recommend that the Joint Transportation Board respond to the consultation on behalf of both Ashford Borough and Kent County Councils asking that the direct Ashford to Brighton service be retained as part of the new proposals.**

**ASHFORD JOINT TRANSPORT BOARD – TRACKER OF DECISIONS**  
**Updated for the meeting on: 08.12.09**

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
434 05/01/06	Ashford On Street Parking Review – Middle Zone 11	Ray Wilkinson (ABC)	<b>ACTION:</b> 1. Report to be withdrawn & officers be requested to re-examine the scheme in an attempt to maximize the amount of safe on-street parking provision, consider the points raised in the petition & ensure that all plans presented are up-to-date & report back to a future meeting of the Board.	Scheme under review. Report to a future JTB.
546 07/03/06	Transport Forum	-	<b>RECOMMENDATIONS:</b> That the JTB: 1. Requested officers develop a suitable scheme for disabled access to Ashford Town Centre. 2. Requested the “further review of disabled parking to be undertaken six months following the introduction of the Ashford Town Centre Pedestrianisation” (minute 88 (v)/6/04)/.	Future report required following consideration of town centre TRO.
218 19.09.06	Church Road, Sevington – Proposed changes	David Beaver (KCC)	<b>RESOLVED:</b> 1. The Head of Operations, Kent Highway Services, contact the retailers on Ashford Business Park to identify the level of interest in jointly funding, with the Highways Agency, a right-hand junction at the junction of Barrey Road & the A2070.	There has been some support from the retailers and details of these have been passed to the HA. The HA has said that it would consider a scheme if it is entirely externally funded. Suggestions for temporary schemes would be difficult to justify.
377 12.12.06	Proposed traffic calming measures in Bluebell Road & Roman Way, Park Farm and Church Hill, Kingsnorth.		<b>RESOLVED:</b> 2. Subject to agreement of the Local Planning Authority & Ashford Borough Council's legal team, the proposed pedestrian crossing on Ashford Road, at the junction with Church Hill, be deferred for a period of two years and the money saved be ring-fenced in an attempt to secure further external funding so that ultimately traffic lights can be erected at the junction.	1. Completed 2. JTB 02/09/08 min 63 – A Member commented that “December 2008 approached quickly and he hoped that officers were starting to examine this again and look at where the extra funding may come from”.

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
381 12.12.06	Notification of Petition – Regarding On-street Parking – Received via the Kennington Community Forum.		<b>RESOLVED:</b> 1. That receipt of the petition be noted and officers be endorsed to carry out further investigations when resources are available and report the outcomes back to the Board.	JTB 4/3/08 Min. 489 – noted that cutting back hedges at the Thirlmere/ Grasmere Road junction had been undertaken. KHS agreed to investigate a members request for a “slow” road marking.  JTB 16/12/08 Min. 323 – (A member asked if there were any further developments with the request for a “slow” road marking at the junction of Thirlmere/Grasmere Road) KHS agreed to investigate and report back.  JTB 01/09/09 Min. 190 – The KHS officer present at the meeting of 16.12.08 had not reported back (as agreed in minute 323). Mr. Gilbert undertook to chase this item.
191 01.09.09	Tenterden Improved – Town Hall Forecourt Improvements		<b>RECOMMENDED:</b> That the Executive be asked to: i. Approve the Town Hall Scheme (Option 1). ii. Delegate authority to ABC officers to submit amendments to TROs to enable the implementation of the Town Hall forecourt improvements. iii. Approve the Signage Scheme for Tenterden as set out in Appendix 1 of the Report. iv. Approve the new railings at East Cross (corner of Recreation Ground Rd & the High St) within the budgets of the Tenterden Improvement Project.	
192 01.09.09	Chilham Square Parking & Traffic Review		<b>RESLOVED:</b> That a scheme for Chilham Square, including the potential measures set out in the report, be included in the Scheme Priority System	

			(SPS) in a bid for priority funding in a future financial year.	
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Minute No	Subject	Responsible Officer	Decisions of the Board	Update
193 01.09.09	Ring Road/Shared Space Update		<b>RESOLVED:</b> That the report be received and noted.	
194 01.09.09	SmartLink		<b>RESOLVED:</b> That the Board: i. Supported in principle the vision for the SmartLink Bus Rapid Transit Scheme, for the purpose of public consultation. ii. Noted the progress made on the scheme to date & the programme for public consultation & finalising the business case bid to the Department of Transport. iii. Noted that there would be a further report to the Borough Council's Executive & KCC in due course, seeking approval of the draft bid & business case before submission.	
195 01.09.09	Junction 9/Drovers Roundabout		<b>RECOMMENDED:</b> That the Board support in principle the outlined scheme for capacity improvements at M20 Junction 9/Drovers roundabout using RIF funding & recommends the same to the Council's Executive for approval for public consultation in the Autumn.	
196 01.09.09	On-Street Parking Charges		<b>RECOMMENDED:</b> That the Executive be asked to resolve to bring on-street parking charges in Ashford Town Centre back in line with car park charges in order to safeguard the ability of residents & their visitors to park close to their homes & to maintain the balance between on- and off-street charges in the event of future charge increases.	
197 01.09.09	Ashford's Future Update (Including Victoria Way)		<b>RESOLVED:</b> That the report be received and noted.	
198 01.09.09	Highway Works Programme Progress 2009/10		<b>RESOLVED:</b> That the report be received and noted.	



**Agenda Item No:** 7  
**Report To:** Joint Transportation Board  
**Date:** 8<sup>th</sup> Dec 2009  
**Report Title:** Proposed Alterations to the Waiting Restrictions in East Hill, Tenterden area  
**Report Author:** Ray Wilkinson



**Summary:** This report details the results of the recent consultation in respect to the implementation of safety restrictions in East Hill, Tenterden and additional minor amendments to restrictions in neighbouring roads.

**Key Decision:** YES

**Affected Wards:** Tenterden South & Tenterden North

**Recommendations:** **Subject to the views of the Board I proposed that:-**

- 1. The amendments to the waiting restrictions be implemented as proposed with the exception of the removal of an existing 9 metre length of double yellow line on the south-western side of Beacon Oak Road to the north-west of the Greenhedges access.**
- 2. Subsequent to the removal of the reference to the above mentioned 9 metre section of double yellow line in Beacon Oak Road, that the Kent County Council (Various Roads, Borough of Ashford) (Waiting Restrictions and Street Parking Places) (Amendment 14) Order 2007 be made.**
- 3. The Board recommend to the Executive that the implementation of the scheme be funded through the Transport Initiatives Reserves (on-street parking surplus account)**

**Policy Overview:**

**Financial Implications:** Implementation will be funded through the Transport Initiatives Reserves (on-street parking surplus account)

**Other Material Implications:** None

**Background  
Papers:**

Tenterden & St Michaels Parking Review report to & minutes of JTB on 12<sup>th</sup> December 2006, Tenterden & St Michaels Parking Review report to & minutes of JTB on 5<sup>th</sup> June 2007, Tenterden & St Michaels Parking Review report to & minutes of JTB on 11<sup>th</sup> December 2007, Tenterden & St Michaels Parking Review report to & minutes of JTB on 3<sup>rd</sup> March 2009.

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## **Report Title: Proposed Alterations to the Waiting Restrictions in East Hill, Tenterden area**

### **Purpose of the Report**

1. This report provides an explanation of proposals for the implementation of safety restrictions in East Hill, Tenterden as formally requested by the police with the submission of a 1412A form on 1<sup>st</sup> September 2009 and other minor amendments to parking restrictions in neighbouring roads.
2. The proposals were discussed with the Ward Members concerned and the decision reached, due to the urgency of the issue, to take a set of proposals directly to formal public consultation, the results and full analysis of which are also presented within this report.

### **Issue to be Decided**

3. As set out in the recommendations of this report, the Board is asked to approve the making of the Traffic Regulation Order and implementation of the scheme.

### **Background**

4. In April-May 2007 a formal public consultation was held on a set of proposals representing the culmination of the Tenterden & St Michaels Parking Review. These proposals consisted of a 2 hour limited waiting scheme with optional residents permits in residential roads around the town centre and safety restrictions elsewhere, Following objections based on refutation of the evidence for the accommodation of the displaced commuter vehicles within existing town centre car parks (primarily from Tenterden & District Chamber of Trade and Tenterden Town Council) the Joint Transportation Board recommended at their meeting of 11<sup>th</sup> December 2007 that the scheme be postponed until such time as an additional town centre car park be made available. In the meantime however a number of parking problem 'hotspots' were identified as locations in need of more urgent action and it was therefore proposed that an interim scheme be formulated to address these issues.
5. This interim scheme was finalised during a series of meetings with Tenterden Town Council, Tenterden & District Chamber of Trade, Tenterden & District Residents Association, Tenterden Improved and ABC Ward Members before being taken to formal consultation Dec '08 – Jan '09. Following approval at the JTB meeting of 3<sup>rd</sup> March 2009 the scheme was implemented in July 2009.
6. Subsequent to the implementation of the Interim Scheme, parking problems in the affected areas were monitored. East Hill was identified as a concern as vehicles displaced by the implementation of safety restrictions in surrounding roads (particularly Golden Square and Hales Close) began to park in East Hill. Due to Members' desire to keep restrictions under the Interim Scheme to a

minimum, only locations with established parking problems were targeted. The full scheme took a holistic approach, attempting to identify potential future problem areas and address these, as well as current problems, under a single scheme. However the Interim Scheme addressed only serious existing issues in order to avoid the use of potentially unnecessary restrictions.

7. Parking problems in East Hill were initially observed by Officers, supported by complaints received from residents. The primary parking issue was that of vehicles parking too close to East Hill's junction with Oaks Road and therefore impairing sight lines around the junction. Officers acted by introducing parking cones to guide motorists over where was to suitable to park. The cones however were largely ignored and Officers therefore requested the aid of the police in enforcing the cones. The police responded that they were unable to do so due to the difficulty in evidencing the order in which vehicles arrived (i.e. where a number of vehicles collectively cause an obstruction, it is necessary to identify the last parked vehicle – i.e. the one that created the obstruction). The police did however issue a 1412A form in recognition of the dangerousness of the current parking situation and during a subsequent site meeting reiterated their concerns over parking in East Hill and also recommended the extension of the junction protection in Beacon Oak Road around its junction with East Hill.
8. It should also be noted that prior to consultation the results of a questionnaire survey were submitted to Officers by 2 local residents who had undertaken the survey just after the introduction of the Interim Parking Scheme in July 2009 under the heading of the Tenterden Parking Action Group. The questionnaire was circulated to 75 households within the area and 46 responses were received. A number of issues were raised within the survey results (for details see background papers), however the primary concern was that of the loss of kerbside parking.

## **The Proposals**

9. The proposals formulated to deal with the parking problem in East Hill consist of double yellow lines around it's junctions with both Oaks Road and Beacon Oak Road/Appledore Road, a double yellow line restriction on the northern side for its entire length (the road is of insufficient width to safely accommodate parking on both sides) and 2 sections of double yellow line on the southern side to create passing places. In addition junction protection was also proposed in Beacon Oak Road/Appledore Road, introducing new protection to the south-east of the junction with East Hill and extending the existing protection to the north-west.
10. Further to the safety proposals in East Hill and around it's junction with Beacon Oak Road/Appledore Road, a number of minor amendments to existing restrictions have been included in the package at the request of the Ward Members. These consist of tweaks to the restrictions implemented in July 2009 with a view to maximising available on-street parking availability.

## **Consultation**

11. A formal public consultation on the proposals was held between 15<sup>th</sup> October '09 and 5<sup>th</sup> November '09. A letter and plan detailing the proposals, where to obtain further information, and how to make a representation was sent to 358 properties within the affected area. In addition the statutory notice was printed in the local paper and copies erected at the locations at which the changes were proposed. Deposit documents were placed at Tenterden Gateway, the Civic Centre, Invicta House and were made available in electronic format on the Council's website.
12. A total of 19 representations were received, of which 16 were objections. Of the remaining 3 representations, 2 were letters of support and one was a request for restrictions in neighbouring Danemore.
13. 10 of the 16 objections received relate specifically to the proposed removal of a section of double yellow line in Beacon Oak Road adjacent to the access of Greenhedges. It should however also be noted that one of the representations of support received during the consultation also related to this proposal. This change was proposed at the request of the Ward Member in response to concerns from Beacon Oak Residents over the loss of on-street parking. The restriction was originally introduced in July 2009 as part of the Interim Scheme. During the formulation of the Interim Scheme, Officers recommended that the access be treated as a junction due to the large volume of garages & curtilage parking facilities served by the access. At the formulation of the current proposals however the Ward Member requested that this treatment be revoked in order to free additional kerb space for on-street parking.
14. Another comment made within a number of the representations received (5 of the 16 objections) was that the parking problem in East Hill was a direct result of an excess of restrictions being implemented under the Interim Scheme in July. As mentioned in the background, the Interim Scheme was made up of only a handful of roads/locations within Tenterden & St Michaels which were considered to require relatively urgent address (i.e. could not be left until the implementation of the full scheme when an additional town centre car park became available). Within these locations the proposals were formulated with a view to using a minimum of restrictions to effectively address the parking issues. While in the original full scheme, restrictions were proposed in East Hill in order to regulate anticipated parking, in the Interim Scheme, only established problems were dealt with. It was to be hoped at the time of implementation that those vehicles which were displaced into East Hill would choose to exercise proper judgement when identifying a parking spot. This however has not proved to be the case with a substantial proportion of drivers, thereby necessitating the addition of further restrictions in East Hill.
15. The only other comment which was received from 2 or more respondents and which would fall within the remit of Ashford Borough Council concerned the requested introduction of a residents parking scheme. Although the introduction of a 'residents only' scheme on the public highway would not be justifiable (it would not only entirely exclude the majority but would also result in a high proportion of the bays remaining empty for much of the day), '2 hour limited waiting bays (Mon-Sat, 8am-10pm) with optional residents permits' formed a part of the proposed full scheme taken to consultation in 2007. This restriction would discourage commuter parking while allowing short stay

visitors to utilise the bays throughout the day. Residents would have the option to purchase an exemption permit entitling them to park without time restriction

## **Conclusion**

16. The response to the proposals has been relatively low (19 representations) considering 358 households were informed directly by mail. However of those received, the majority (10 representations) object to the removal of the length of restriction in Beacon Oak Road protecting the Greenhedges access on safety grounds. These comments support the previous decision (Minute 191 refers) for the implementation of this length of restriction earlier this year. Officers therefore recommend that this section of line is retained.
17. With the exception of the above mentioned issue, all other objections made are dealt with in the attached appendix and it is the view of Officers that these objections should be set aside.

## **Portfolio Holder's Views**

18. The Portfolio Holder has confirmed that he supports the recommendations in this report.

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## Appendix 1

### Comments Received During the Formal Consultation Period

Comments on Proposals at Specific Locations	No. of representations	Representation Ref.s	Response
<p>The extension of the junction protection on the south-western side of Beacon Oak Road to the north-west of the junction of Greenhedges in July 2009 significantly improved sight lines and safety at the junction. Without this length of restriction vehicles (including large vans) regularly parked immediately adjacent to the access blocking line of sight to the north-west until the vehicle reached the middle of the road.</p>	10	<p>Am14/02 Am14/05 Am14/03 Am14/08 Am14/10 Am14/11 Am14/12 Am14/13 Am14/16 Am14/17</p>	<p>The section of line concerned was originally introduced as part of the interim safety scheme in July 2009. At this time the decision was taken, in deference to the number of garages located in/off-street parking accessed from Greenhedges to treat the access as a junction and provide it with the standard 10 metre junction protection. At the request of the Ward Member however this section was reviewed with a view to instead treating it as an access only in order to increase the available kerb side parking on Beacon Oak Road.</p>
<p>Feel safety would be improved with the introduction of a no loading restriction on the south-western side of Beacon Oak Road between a point 10 metres north-west of the Greenhedges access extending in a south-easterly direction to a point 15 metres south-east of the junction with Golden Square.</p>	1	Am14/02	<p>It is unclear how the introduction of a no loading restriction would be of benefit at this location. The section of highway concerned is currently subject to a 'no waiting at any time' (double yellow line) restriction. Therefore the only change to be achieved by the introduction of such a restriction would be to prevent vehicles waiting while actively loading/unloading and blue badge holders parking for up to 3 hours. It should however be noted that both these exemptions to the double yellow line restriction are subject to a 'where doing so does not cause a danger or obstruction to other road</p>

			users' stipulation.
The current double yellow line restriction on the south-western side of Beacon Oak Road extending south-east from its junction with Golden Square is too long and its introduction lost at least 3 parking spaces. Visibility has never been an issue here. The line should not have been carried around the corner for more than 1 metre – this only to prevent cars parking on the corner diagonally. As a result of the current restriction vehicles turn into Golden Square much faster than previously	1	Am14/14	<p>Firstly, this section of line does not form any part of the current proposals. The line was introduced in July 2009 as part of the Interim Scheme following public consultation held between 23<sup>rd</sup> December '08 – 23<sup>rd</sup> January '09.</p> <p>However, the double yellow line currently extends for a distance of 15 metres in line with common custom and practice in respect to junction protection on a major road. It should also be noted that the Highway Code states that parking should not take place within 10 metres of a junction (this represents a general minimum applicable to all road classes).</p>
Do not consider the proposal to reduce the lengths of line in Golden Square at its junction with Oaks Road to be safe.	1	Am14/09	The section of line proposed for reduction is intended to provide protection around the vehicular access of 3A Golden Square, it is not within 10 metres of the junction and does not constitute junction protection.
Do not consider it safe to allow parking opposite the vehicular access of The Limes, East Hill	1	Am14/09	Due to the road width at this location, parking opposite the vehicle access will not obstruct use of the access.
The gain of one or two parking spaces by the reduction in the length of double yellow line in Beacon Oak Road to the north-west of Greenhedges access is greatly outweighed by the need to maintain	1	Am14/03	This access, due to the large number of garages served by it, was treated as a junction within the Interim Scheme. However, at the request of the Ward Member it was redefined as an access for the purposes of sight line protection within this scheme in order to increase on-street parking availability in Beacon Oak Road.



the sightlines around the access for safety.			
Support the reduction in the length of restriction on the south-western side of Beacon Oak Road to the north-west of the Greenhedges access – this will improve the parking situation for residents.	1	Am14/19	No comment
Parking controls should be also extended into Danemore along the full extent of one side of the carriageway in order to ensure vehicle access for emergency services and pedestrian access along the footway (which is currently regularly obstructed by parked vehicles)	1	Am14/04	The introduction of restrictions in Danemore was proposed as part of the full 2007 scheme was the parking issues in this location were not considered by Members to be of sufficient urgency for inclusion in the interim scheme.
There is no need to take away spaces on Beacon Oak Road adjacent to the north-western kerb line of East Hill	1	Am14/15	The lengthening of the junction protection at this location has been proposed at the specific request of the police.
Support proposals for East Hill, current parking situation is dangerous & causes traffic congestion – a particular issue concerns buses using East Hill to park up.	1	Am14/07	No comment

General Comments on Proposals	No. of representations	Representation Ref.s	Response
<p>The problems to be addressed by the current proposals are the direct result of excessive restrictions introduced in July 2009. Current proposals are also excessive and will simply result in more problems. For a scheme to work there must be sufficient parking provision for residents.</p>	5	Am14/01 Am14/06 Am14/09 Am14/14 Am14/15	<p>The interim scheme introduced in July was finalised over a course of meetings with Tenterden Town Council, Tenterden Improved, Tenterden &amp; District Chamber of Trade &amp; Tenterden &amp; District Residents Association as well as Ward Members before being taken to public consultation. The aim of the scheme was to deal only with the most urgent parking issues using the minimum of restrictions (prior to the provision of an additional town centre car park at which time a full comprehensive scheme would be pursued).</p> <p>The restrictions implemented in the area in July provide protection only in those locations where the highway code stipulates parking should not take place. Unfortunately the volume of cars competing for parking over a relatively small amount of roadway results in motorists failing to use their judgement and therefore parking in unsuitable locations.</p> <p>It must be borne in mind that the primary function of the highway is the facilitation of the movement of traffic and pedestrians. There is no innate right to park on the highway, it is simply the case that parking is by custom permitted in those locations where it does not interfere with the highway's primary function.</p> <p>Current parking practices in East Hill are dangerous and have been recognised as a cause for concern by Officers. In addition the police have issued a 1412A notice, formally notifying the authority that parking in this location is a danger.</p>
<p>The introduction of a one way system would make parking restrictions unnecessary, solving</p>	3	Am14/01 Am14/06 Am14/09	<p>The introduction of a one way system would come under the remit of Kent Highway Services rather than Ashford Borough Council. However it is difficult to see how introducing a one way system would</p>

the parking congestion/dangerous parking issue while enabling residents and their visitors to easily find on-street parking spaces.			increase the length of safe kerbside parking as the width of the roads concerned is insufficient to allow parking on both sides even with single file traffic and junction protection would also have to be retained.
If restrictions are to be implemented, a residents parking scheme should be introduced to protect the limited amount of parking for residents	2	Am14/09 Am14/14	The introduction of a 2 hour limited waiting scheme with optional residents permits was proposed as part of a consultation held in 2007. This (full) scheme was however put on hold following receipt of objections, primarily relating to concerns over the displacement of town centre commuters. Members decided to halt the scheme until such time as an additional town centre car park became available.
The scheme implemented in July and the current proposals are likely to have a detrimental affect on local house prices	1	Am14/15	Highway safety must be the first priority when considering the implementation of restrictions.
The restrictions implemented in July have acted to speed up traffic making it more dangerous	1	Am14/14	Any suggestion that traffic speeds have been increased is purely anecdotal. However, it may be expected that the rate of traffic flow would increase as the cause of congestion is removed. Traffic speed must be assessed, not in terms of absolute speed, but in terms of whether the traffic speed is appropriate to the conditions. Traffic flows impeded by inappropriately parked vehicles are inherently more dangerous because although drivers may drive more slowly, they are forced to concentrate on negotiating the parked cars and are therefore distracted from other potential hazards such as pedestrians crossing. Conversely where the driver's line of sight is not impeded by parked vehicles, they may safely travel at greater speeds because they are able to recognise hazards from a greater distance. In addition the parked vehicles serve to reduce the visibility of any pedestrians stepping off the footway.
Trades people and delivery vehicles	1	Am14/14	Vehicles either actively loading or unloading are exempt from the

struggle to find parking following the restrictions implemented in July and are therefore now often reluctant to take work in the area			double yellow line, thereby enabling delivery staff and tradespeople to park close to the property concerned when necessary.
The schemes (both implemented in July & proposed) are purely a revenue raising exercise on the part of Ashford Borough Council	1	Am14/14	The interim scheme implemented in July was the result of safety concerns in a handful of locations initially highlighted by the Joint Transportation Board and subsequently finalised and agreed with Tenterden Town Council, Tenterden & District Chamber of Trade, Tenterden & District Residents Association, Tenterden Improved and Borough Council Ward Members. The currently proposed scheme was formulated following formal notification from the police (form1412A) of their concerns over the safety of parking practices in East Hill.
All the restrictions in East Hill/Golden Square area should only apply between 7am – 6pm. Outside of these hours there is little traffic so emergency service vehicles would not be impeded by kerbside parking.	1	Am14/14	It is necessary to maintain free flow of traffic, particularly for emergency vehicles 24/7. It remains unsafe to park on a junction, bend or where the road is of insufficient width at any time of day. It should also be noted that the need for full time restrictions around junctions is specifically referred to in the consultation response received by the police.
The road markings should be implemented in 'conservation area yellow'	1	Am14/09	The process of making up primrose yellow (i.e. conservation area yellow) paint requires a full batch to be made up in the kettle after which a standard yellow batch cannot be made up without first fully cleaning out the kettle. As a result it is not always practical to install primrose yellow lines as part of a larger works schedule (particularly if only a small quantity of primrose lines are required). However where practical primrose lines will be employed.
Disappointed that the new proposals do not free up more	1	Am14/18	Unfortunately only a limited length of kerb space is suitable for parking. When the interim scheme (implemented in July 2009) was

parking in Beacon Oak Road/Golden Square/Oaks Road			formulated it was with a view to implementing the minimum of restrictions possible to address the safety issues present – for this reason there is very little which can debateably be trimmed from the current restrictions.
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<b>Comments not Relating Directly to Proposals</b>	No. of representations	Representation Ref.s	Response
Vehicles frequently exceed the speed limit along Beacon Oak Road	2	Am14/05 Am14/19	These comments have been passed on to the police as the Authority responsible for the enforcement of speed limits.
Suggest slowing or calming the traffic on Beacon Oak Road to 20mph	1	Am14/19	Any such traffic calming scheme would come within the remit of Kent Highway Services. However Beacon Oak Road represents a major thoroughway without any police crash data to suggest that speed is a safety issue in this location. Furthermore the introduction of calming measures would further reduce the amount of on-street parking available.
Speed reduction measures should be implemented in Golden Square	1	Am14/18	Such physical works fall outside the remit of Ashford Borough Council but the comments have been passed to Kent Highway Services for consideration. It should be noted however that the implementation of build-outs/chicanes would further limit the availability of on-street parking.
Hope to see the introduction of a new town centre car park soon	1	Am14/07	The provision of an additional 200 space town centre car park is being taken forward as part of the Tenterden & Rural Sites Development Plan.

**Agenda Item No:** 8  
**Report To:** Joint Transportation Board  
**Date:** 8<sup>th</sup> Dec 2009  
**Report Title:** Proposed Alterations to the Waiting Restrictions & Parking Places in High Street, Tenterden  
**Report Author:** Ray Wilkinson



**Summary:** This report details the results of the recent consultation in respect to the implementation of changes to the waiting restrictions and parking places in the vicinity of Tenterden Town Hall, High Street, Tenterden in order to accommodate the agreed implementation of a forecourt area as part of the Tenterden Improved works. In addition the proposed traffic order amendment contains a number of additional minor amendments to restrictions relating to the High Street parking bays utilised by the Friday Street Market.

**Key Decision:** YES

**Affected Wards:** Tenterden South & Tenterden North

**Recommendations:** **Subject to the views of the Board I proposed that:-**

- 1. The amendments to the waiting restrictions & parking places be implemented as proposed.**
- 2. The Kent County Council (various Roads, Borough of Ashford) (Waiting Restrictions and Street Parking Places) (Amendment 15) Order 2007 Road Traffic Regulation Act 1984 be sealed.**

**Financial Implications:** The budget for the capital works for these proposed schemes is available through the Tenterden Improved project based on current estimates.

**Other Material Implications:** None

**Background Papers:** Tenterden Improved – Town Hall Forecourt Improvements report to & minutes of JTB on 1<sup>st</sup> September 2009.

**Contacts:** ray.wilkinson@ashford.gov.uk – Tel: (01233) 330299

## **Report Title: Proposed Alterations to Parking & Waiting Restrictions in High Street, Tenterden**

### **Purpose of the Report**

1. This report provides an analysis of the statutory consultation carried out on the changes to waiting restrictions and parking places proposed to accommodate the installation of a forecourt area outside Tenterden Town Hall as recommended by this Board on 1<sup>st</sup> September 2009 (Minute No. 191 refers).

### **Issue to be Decided**

2. As set out in the recommendations of this report, the Board is asked to approve the making of the Traffic Regulation Order and implementation of the changes to the parking and waiting restrictions in High Street, Tenterden.

### **Background**

3. In July 2009 Tenterden Improved held a public consultation at Tenterden Town Hall on a number of proposals including the installation of a forecourt area outside the Town Hall. The public were offered 2 options, the first (and preferred option) consisted of a forecourt area spanning all 8 of the existing parking bays outside the town hall while the second option consisted of a smaller forecourt area spanning 5 of the existing parking bays.
4. 92% of the 98 individuals who made written comment on the proposals were in favour of a forecourt area and of these 85% were in support of option 1. The Joint Transportation Board therefore subsequently recommended the approval of the scheme for implementation and the authority be delegated to Officers to take the necessary amendment to the waiting and parking places restrictions to statutory consultation (Minute No. 191).

### **The Proposals**

5. In line with the proposals taken to the September meeting of the Joint Transportation Board, the proposed traffic order amendment removes 8 x 1 hour limited waiting bays from outside the Town Hall (where the forecourt is to be installed) and installs 3 x 1 hour limited waiting bays in a parking area to be created outside W H Smiths / Clinton Cards.
6. In addition the opportunity has been taken to correct an outstanding administrative error relating to the suspension of those bays used by Tenterden Street Market on Fridays between 6am – 10am (this period allows traders the opportunity to set up their pitch).

## **Consultation**

7. A formal public consultation on the proposals was held between 15<sup>th</sup> October '09 and 5<sup>th</sup> November '09. A letter and plan detailing the proposals, where to obtain further information, and how to make a representation was sent to 91 businesses and residences within the affected area. In addition the statutory notice was printed in the local paper and copies erected at the locations at which the changes were proposed. Deposit documents were placed at Tenterden Gateway, the Civic Centre, Invicta House and were made available in electronic format on the Council's website.
8. A total of 2 objections were received (one consisting of 4 comments/suggestions, and the other of a single comment). The first objection related to concerns over the loss of parking and the second concerned the perceived impact of the proposed bays on traffic congestion. Full responses to the points raised can be found in the appendix.

## **Conclusion**

9. It is the view of Officers that the objections raised in the 2 received representations have been fully addressed within the attached appendix and it is therefore proposed that Members set aside these objections and approve the recommendations included in this report.

## **Portfolio Holder's Views**

10. The Portfolio Holder has confirmed that he supports the recommendations in this report.

**Contact:** Ray Wilkinson (01233) 330299

**Email:** ray.wilkinson@ashford.gov.uk



## Appendix 1

### Comments Received During the Formal Consultation Period

Comment	Representation	Response
Due to the proposed loss of 5 parking bays, believe that the scheme should be postponed until an additional town centre car park be made available	Am15/01	The amount of available spare capacity in Tenterden town centre was thoroughly investigated as part of the Tenterden & St Michaels Parking Review. As part of this work a survey was conducted in July 2007 which found that even during the period of peak demand (11am) there remained 155 empty car park spaces within the town centre car parks. There would therefore appear to be little argument that the removal of 5 bays would result in a parking deficit within the town centre area.
As an interim measure (i.e. until such time as an additional car park becomes available) parking could be allowed to take place along the full length of the High Street with the relocation of the bus stop on the southern side o/s Lemon Tree Restaurant and the pedestrian crossing – both to the Highbury Lane area.	Am15/01	As discussed above, there is no evidence that the proposals will result in a parking deficit within the town. Furthermore as part of the work carried out in 2007 under Tenterden & St Michaels Parking Review, the use of road space within Tenterden town centre was reviewed with reference to the needs of the various competing user groups and such changes as were considered necessary were subsequently implemented in July 2009. In respect to the specific points raised, relocation of the bus stop and pedestrian crossing would not be feasible – both play an important role in aiding accessibility to the town centre area and are therefore location sensitive. The bus stop is located in order to offer users a choice of which end of the town centre they wish to alight/depart (an

		additional stop is already located adjacent to the Highbury Lane junction).
The Coach Park in Station Road should be converted to car parking and the coaches moved to the Kent & Sussex Railway site	Am15/01	In spring 2009 work was completed (as part of the Tenterden Improved works) on improvements to the Coach Park in order to help encourage coach trippers to visit Tenterden. Coach trippers, particularly during the summer months, make an important contribution to the town's economy. During the winter season when coach parking demand is lower, part of the Coach Park is opened up to car parking to optimise use of the space. Furthermore it should be noted that although Kent & Sussex Railway have been approached in the past in respect to the use of their site for coach parking (as a permanent arrangement rather than the temporary one during the improvement works), they have stated that they would not be interested.
Tenterden Market should be relocated to an off-street location to remove the additional pressure on parking spaces on a Friday.	Am15/01	Although Tenterden Market was originally held in Station Road West (Museum) car park, it was moved to its current location following requests from traders. It was found that due to the relatively small size of the market it was better suited to complementing the town centre shopping amenity rather than acting as an attraction in its own right – as such the Station Road location was too remote from the main shopping hub. It should be noted that this past relocation did not affect the market's impact on parking capacity within the town – simply moving from an off-street parking location to an on-street parking location. Although alternative locations have been investigated, a suitable off-

		street location within sufficient proximity has not been found.
Object to the proposed parking o/s W H Smith/Clinton Cards because it will aggravate already bad congestion around the junction.	Am15/02	The proposed bays (the location of which has already been approved as part of the Town Hall Scheme submitted to JTB on 9 <sup>th</sup> September 2009 - minute No. 191 refers) are proposed to be located outside the carriageway (in what is currently a pavement area) and orientated parallel to the highway in order to minimise impact on traffic flows.

**Agenda Item No:** 9

**Report To:** Joint Transportation Board

**Date:** 8 December 2009

**Report Title:** (1) M20 Junction 9/M20 Bridge  
(2) Drovers roundabout  
Improvement schemes – Progress and Approval

**Report Authors:** Andy Phillips, Head of Transport, Ashford's Future Company Ltd.  
and  
Richard Shelton, Project Manager, Kent Highway Services



**Summary:**

The purpose of this report is to update the Board on progress with the schemes and in particular the Regional Infrastructure Fund (RIF) funding agreement, land acquisition negotiations, design and public consultation for both schemes. The Board is asked to note the progress being made and recommend the approval of the scheme designs to the Executive.

**Key Decision (by the Executive):** YES

**Affected Wards:** Stour, Godinton, Bockhanger

**Recommendations:** **That the Executive be recommended:**  
**(i) to note the progress being made and the results of the public consultation on the schemes,**  
**and**  
**(ii) to approve the attached schemes layout plan no. B0973500/001, but without prejudice and subject to planning permission (or development consent order) being granted for the M20 bridge (and a development consent order being granted for the J9 scheme if necessary).**

**Policy Overview:** Improvements to increase the capacity of motorway junctions, and the early introduction of SmartLink and Park and ride schemes, are set out as specific aims in Policy CS15 of the adopted LDF Core Strategy.  
The need for these schemes is also set out in the Ashford Transport Strategy and they are essential to enable the delivery of growth.

<b>Financial Implications:</b>	The implications for the Borough Council of committing to repay the Regional Infrastructure Fund loan, through a combination of s106 payments and future tariff/CIL payments from new development, were considered by the Executive on 24 September 2009.
<b>Risk Assessment</b>	YES – Full risk assessments of the schemes have been carried out, and Kent County Council will be managing the identified risks as part of its role as local highway authority of delivering the schemes. The Borough Council would however be concerned by any slippage to the schemes' programmes and by any threat to the availability or sufficiency of the RIF funding to complete them. Progress reports will therefore be made to future meetings of this Board.
<b>Equalities Impact Assessment</b>	NO
<b>Other Material Implications:</b>	Some land plots owned by the Borough Council are required to be transferred to KCC for the Drivers roundabout improvement scheme. These are identified in the report.
<b>Exemption Clauses:</b>	None
<b>Background Papers:</b>	The Regional Infrastructure Funding bid – full appraisal report 2008. Plans of the proposed schemes to be displayed at the meeting
<b>Contacts:</b>	Andrew.phillips@ashford.gov.uk – Tel: 01233 330823 <u><a href="mailto:Richard.shelton@jacobs.com">Richard.shelton@jacobs.com</a></u> – Tel: 01622 666000

## **Purpose of Report**

1. The purpose of this report is to update the Board on progress with the schemes and in particular the Regional Infrastructure Fund (RIF) funding agreement, land acquisition negotiations, design and public consultation for both schemes. The Board is asked to note the progress being made and recommend the approval of the schemes' designs to the Executive, without prejudice and subject to planning procedures.

The Board of Ashford's Future Company Ltd. received a report similar to this at its meeting on 1 December 2009, and the Ashford's Future Partnership Board will be considering this matter at its meeting on 17 December 2009.

## **Background and Progress**

2. In September, this Board and the Executive gave their support in principle to the outline schemes for public consultation, and to the use of the Regional Infrastructure Fund (RIF) funding for implementing the schemes.

It is a requirement of the Department for Transport that the funding is spent by 31 March 2011. Some progress has been made in discussions with SEEDA (the RIF fund managers) on the funding agreements required. Progress is being made on the schemes' designs and land acquisition, and a public consultation exhibition event was held on 6/7 November at the Ashford International Hotel for both schemes.

## **RIF funding agreement**

3. A meeting between SEEDA, the local authorities and Ashford's Future Company was held on 12 November to discuss the lengthy draft legal agreements which SEEDA's solicitors had prepared. At this meeting, SEEDA asserted that the RIF awards had been offered only to Ashford Borough Council and although KCC would be delivering the projects, it would not be possible for KCC to act as accountable body for the spending without referring the awards back to Government Departments, which could cause the terms or amounts to be varied. In order to avoid this, the Borough Council had to agree that it would be the accountable body for the schemes and would therefore receive and be accountable for, as well as repay, the RIF funding.

4. Separate funding agreements will therefore now be needed between the Borough Council and Kent County Council who will be responsible for the schemes' delivery. It has been agreed the funding can be drawn down for all spend from 1 April 2009 onwards. Detailed comments on the agreements, on behalf of the Borough and County Councils, have been passed back to SEEDA for their consideration by the Borough Council's Legal Department, and it is planned that if possible all four agreements will be concluded and signed by

Christmas.

5. Funds for the repayment of the RIF funding are to be obtained from a combination of agreements with developers (at Repton Park and Eureka Park, and potentially others in the future), and the future strategic tariff (or Community Infrastructure Levy) but having regard to commitments elsewhere (M20 J10 Interim Scheme, and J10A).

A minimum of £5.4m by way of repayments to RIF has been agreed in principle between Ashford's Future Company and the current developers of Repton Park and Eureka Park (see below).

The balance of up to £9.7m will need to be repaid to SEEDA from receipts from the strategic infrastructure tariff (or CIL if this is brought into effect), thus making up the total repayment of £15.1m of RIF investment in Ashford.

With regard to the element of repayment from tariff/CIL, an illustrative repayment profile is being prepared for submission to SEEDA, based on the sliding scale of percentages of tariff/CIL receipts which this Board and the Executive agreed in September would be allocated to transport costs, as set out in the RIF funding conditions. If available in time, this profile will be circulated to this Board.

### **Developer Agreements**

6. An existing s.106 planning agreement is already in place which requires the developers of Repton Park (Persimmon Homes/Taylor Wimpey) to contribute in money or in kind towards certain works required at M20 Junction 9. In addition,,a Grampian condition on the outline planning permission requires certain other works to be carried out at Drovers roundabout before certain stages of the development are reached. These works all related to a previously agreed phased approach to the capacity improvements at both junctions, which will be superseded by the RIF schemes. Therefore it will be necessary in due course to report to the Planning Committee for approval a proposed variation to these obligations and conditions, whereby the developers will instead commit to pay at least the sum of £2.7m negotiated by Ashford's Future Company towards the RIF schemes.

As far as Eureka Park is concerned, various Grampian conditions in combination require certain works to be carried out at J9, and a bridge over the M20 to be provided, before certain stages of the Park's development are reached. In order to support the RIF funding award, a payment profile has been agreed in principle between Ashford's Future Company and the developer whereby the developer will be required to pay £2.7m towards the RIF works, linked to development triggers. These arrangements are now intended to be formalised into a s106 unilateral undertaking by the developer and landowner (Trinity College Cambridge).

These various legal arrangements will need to be concluded and signed before the works orders are placed, which is due in March 2010, and are being progressed by legal and planning officers of the Borough Council.

### **Land Acquisition**

7. The RIF projects require the acquisition by KCC of 9 plots of land (as shown on Appendix A attached). Negotiations are in general proceeding well between Ashford's Future Company and the various landowners, with the help of Bruton Knowles (property consultants) acting for KCC.

2 plots are in the ownership of the Borough Council, and proposed terms for their disposal to KCC will be reported in accordance with the Borough Council's usual procedures. One plot is owned by the Highways Agency, whose permission for the works has been requested and this should not result in problems.

8. Heads of terms or formal offers have been made on all of the remaining plots. 2 key plots required for the Drovers Roundabout scheme are in private ownership, but in the process of being acquired by a developer, with whom Ashford's Future Company and KCC have agreement in principle, and this includes the acquisition of the site for the future Warren Park and Ride scheme. 2 plots are owned by Sainsbury's, who are in negotiations, and who remain supportive in principle. One of these Sainsbury's plots is the subject of a lease with retail outlets (who have now vacated), who are resistant to any loss of car parking, which may mean that the design for the access to the bridge from the south needs to be amended from that shown on the attached plan at Appendix C. 1 plot is with Brookhouse who own the separate (lower) part of the Warren Retail Park, and the other plot is owned by Trinity College and leased to X Leisure (the cinema). Negotiations are under way with both of these owners who remain supportive in principle.

9. There will be a significant call on the legal resources of Kent County Council to complete these acquisitions in the timescales required.

### **Scheme Designs**

10. Overall scheme design is well advanced on Junction 9 and Drovers Roundabout. Recent progress has focused on clarifying the bridge concept, further modelling for Drovers roundabout and the planned bus priority routes, and preparing and submitting the M20 bridge proposals for planning permission.

A short video (5 mins) has been produced showing the design concept for the bridge, its approach routes and its landscape setting and can be played at the Board meeting (if time). This video clearly shows the value of a good quality design and locating the bridge to create the approach routes for pedestrians and



cyclists through the Warren Retail Park to the south and Eureka Leisure Park to the north. This has proved valuable in the negotiations with the land owners who are supportive of these concepts. There remain some issues to resolve over establishing rights of way to the bridge in legal terms, and over some loss of car parking to the retail park.

11. At Drovers roundabout, further modelling has been carried out to test the benefits of the bus priority measures in both directions through the roundabout, bearing in mind the concerns raised over the effect this will have on non-bus traffic and on the Drovers artwork on the roundabout. This work has concluded that a northbound bus priority route (including the lead-in bus lane in Templer Way) gives a benefit to buses of between 20-30secs, in the context of a journey time from the Town Centre to the Park & Ride site of around 11 minutes. There will, however, be increased consequential delays to other motorists as Appendix B shows.

The preferred location for the priority route remains through the centre of the roundabout as this continues the central busway and off-side bus lane which is planned in the SmartLink design work. A brief comparative analysis of the options is given on the attached Appendix B to this report.

Discussions with planning and urban design officers of the Borough Council are continuing, and it is hoped to have some perspective views of the proposed Drovers roundabout changes, with the revised artwork and landscaping, available at the meeting.

The General Layout design, following the above work, is shown on plan no. B0973500/001 attached at Appendix C, and Members are asked to approve this subject to planning procedures.

### **Public Consultation**

12. An exhibition of the proposals was held at the Ashford International Hotel on 6/7 November (a leaflet will be circulated), along with plans for SmartLink/the Warren Park and Ride scheme and Victoria Way. The exhibition was well attended with about 300 people attending over the two days.

13. There were 82 survey forms completed at the exhibition. There are some very strong messages to come out of this; for example 92% of people believe it is a good idea to do all the works in one go. The main concerns from residents were around the number of traffic signals being introduced at both junctions and the fear that these would cause congestion rather than relieve it – comparisons being made to M20 junction 10. The answer to this point, particularly in relation to Drovers roundabout is that a number of layouts and control options for the junction were considered and modelled. Leaving the junction uncontrolled would lead to an increase in queues, particularly at peak times, a likely increase in the

risk of crashes, and wouldn't give buses priority. Partial signalisation was ruled out as this led to increased queues on certain legs and more potential for 'locking'. Peak time only signals wouldn't work due to the need to control the pedestrian/cycle crossings at the junction at all times.

14. At Junction 9, signalisation was generally more acceptable, particularly in relation to the safety of drivers entering the roundabout from the motorway slip roads and reducing the potential for queuing back onto the main motorway itself.

Question	Yes	No	Total	% Yes	% No
<b>I think the changes to Junction 9 &amp; Drovers Roundabout including a new foot/cycle bridge over the M20</b>					
<b>are a good idea for Ashford</b>	67	15	82	82%	18%
<b>will make it easier and safer to travel across town by car, foot and bicycle</b>	64	15	79	81%	19%
<b>are best done in one go</b>	69	6	75	92%	8%
<b>I think a new foot/cycle bridge over the M20</b>					
<b>will provide a better, safer crossing for pedestrians/cyclists</b>	72	6	78	92%	8%
<b>will provide an impressive welcome/entry point to Ashford</b>	54	14	68	79%	21%

### **Next Steps and Moving to the Construction Phase**

15. A planning application for the M20 bridge scheme was submitted to Kent County Council in early December. The Borough Council will be formally consulted on this application and the consultation will be reported to the Planning Committee to determine the Borough Council's response.

Tenders are on programme to be sought for both schemes in January 2010. Award of contracts is due to be made in March 2010 subject to land acquisition, construction agreements and the IPC issue (described below) being fully resolved. Construction is due to start on site in May 2010.

16. The Highways Agency have recently advised that improvements to the M20 are likely to be 'caught' by the new Infrastructure Planning Commission (IPC), which has now been brought into being and will be receiving applications for the new "development consent orders" (which replace and include planning permission) from 1 March 2010 onwards. The IPC was set up by the government to consider strategically important projects with the aim of reducing the time it takes to get through statutory and consultation procedures. It was further advised that provided that KCC (not the HA) submitted the M20 bridge scheme for planning, permission, and that we can avoid the need for line Orders, then the IPC rules should not apply to this project. This is certainly the intention of KCC to

date, as if the project were to be 'caught' by the IPC rules then this would seriously affect the programme for project delivery and mean that funding the M20 bridge through the RIF would not be possible. KCC Legal Services are looking further into this matter but the Recommendation is drafted so as to cover any outcome on this point.

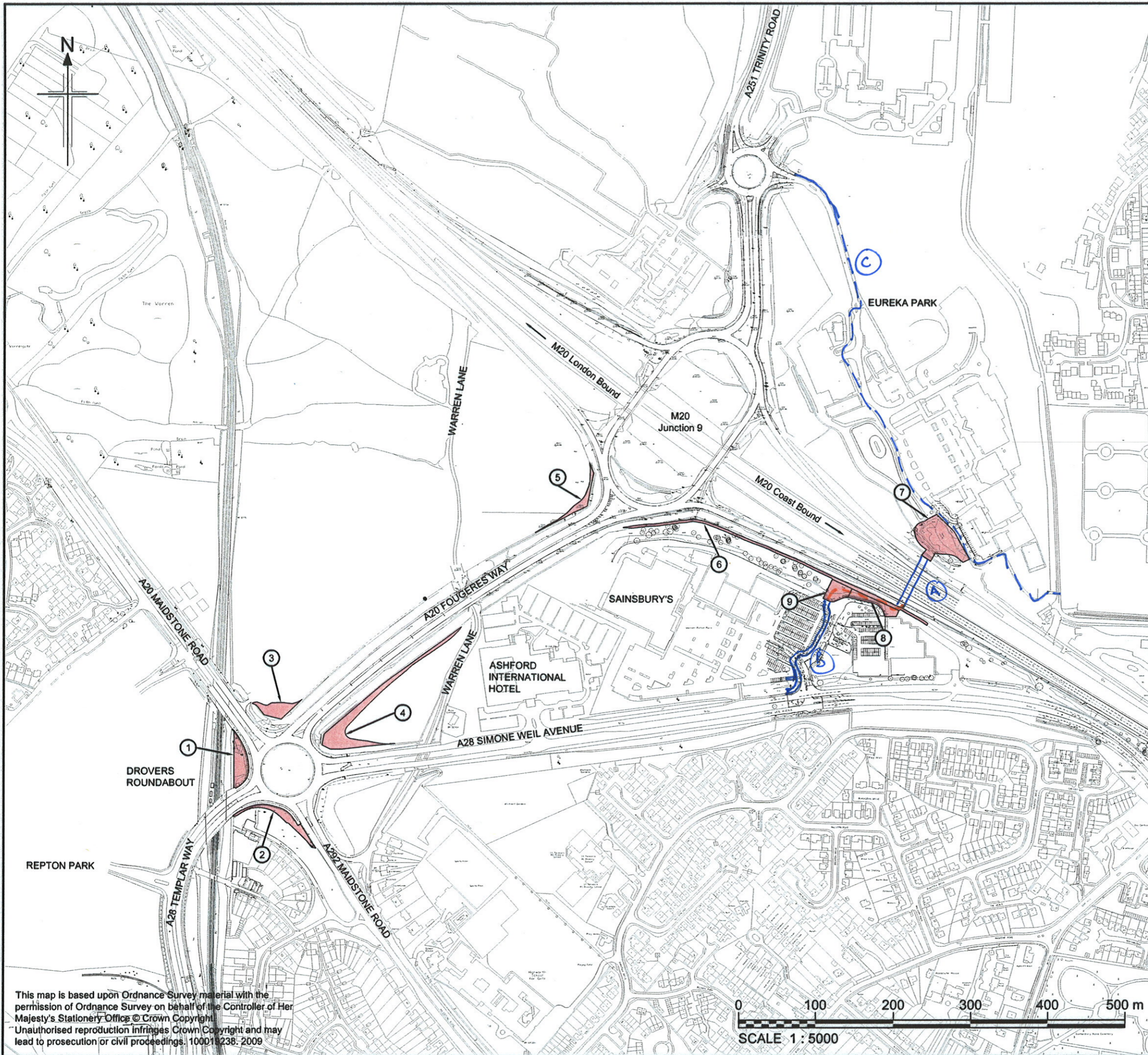
### **Conclusions**

17. In considering the response to the consultations to date, the results of further modelling work on the bus priority routes and the options testing, the proposed junction design for Drovers roundabout is considered to offer the best affordable solution. The feedback on the bridge proposals and junction 9 was generally positive. It is therefore recommended that the designs for the improvements as proposed be recommended for approval. Progress is good on both schemes but there is a considerable amount of work to complete all the legal agreements required before contracts are let.

### **Recommendations:**


**The Board is asked to recommend to the Executive:-**

- (i) To note the progress being made and the results of the public consultation on the schemes,**
- and**
- (ii) To approve the attached schemes layout plan no. B0973500/001, but without prejudice and subject to planning permission (or development consent order) being granted for the M20 bridge (and a development consent order being granted for the J9 scheme if necessary).**



Drawing number  
**B0973500/LP/005**

Notes

 Area of Land required for Proposed Highway Improvements

- Plot 1 - 1012m<sup>2</sup>
- Plot 2 - 775m<sup>2</sup>
- Plot 3 - 723m<sup>2</sup>
- Plot 4 - 2332m<sup>2</sup>
- Plot 5 - 475m<sup>2</sup>
- Plot 6 - 1407m<sup>2</sup>
- Plot 7 - 2432m<sup>2</sup>
- Plot 8 - 605m<sup>2</sup>
- Plot 9 - 636m<sup>2</sup>

- Ⓐ New Bridge Subject to a planning consent to KCC. Section 6 Agreement + Req'd with HA.
- Ⓑ New Right of Way for pedestrians & Cyclists
- Ⓒ Existing footway / cycleway (Unadopted). Create formal Right of Way.

0	08-10-09	FIRST ISSUE	JWS	BS	BS	ST
Rev	Revision Date	Purpose of revision	Drawn	Check'd	Rev'd	App'd

Client



**JACOBS**

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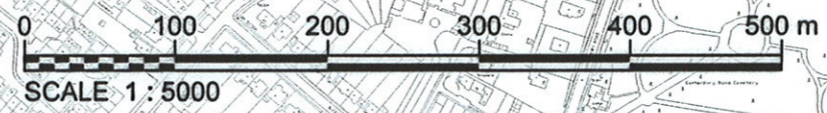
Project  
**M20 Junction 9  
And Drovers Roundabout**

Drawing title  
**Areas of Land Required  
For Highway Improvements  
Outside the Highway Boundary**

Drawing status  
**For Information**

Scale  
**1:5000 @ A3** Do not scale

Drawing number  
**B0973500/LP/005** Rev  
**0**



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## Appendix B

### Summary of analysis of northbound bus priority options

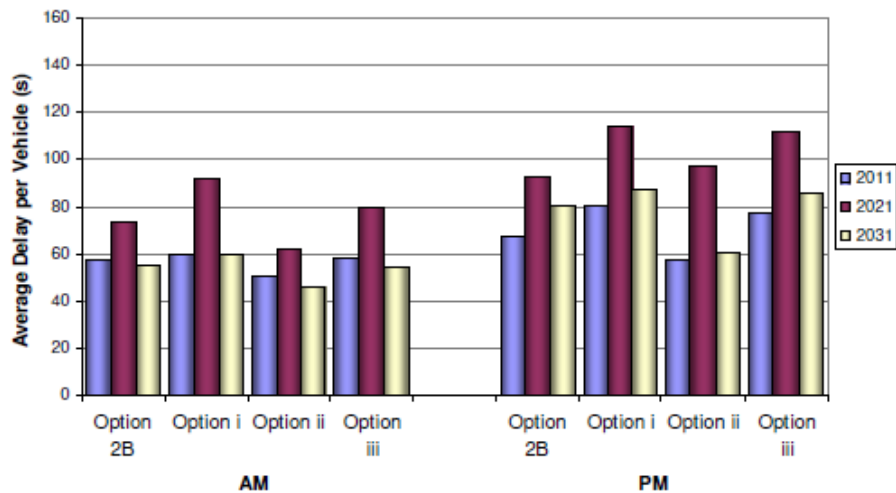
Option i – is offside bus lane on Templer Way and route through roundabout

Option ii – is nearside bus lane on Templer Way no route through Drovers roundabout

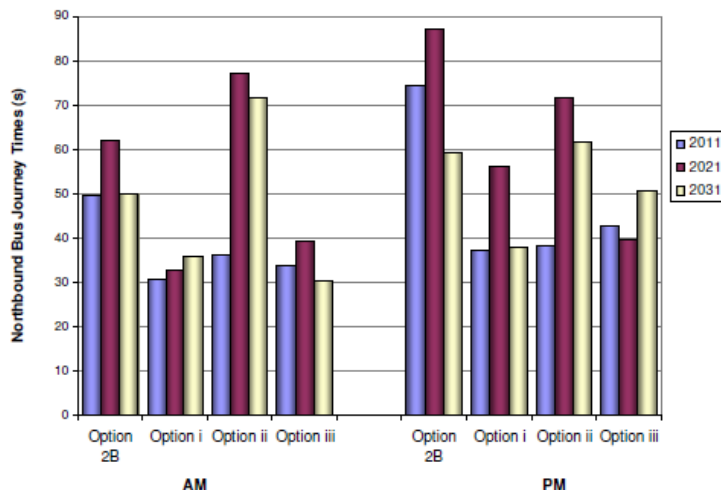
Option iii – is nearside bus lane on Templer Way and nearside bus lane on circulation of Drovers roundabout

Option 2B is the previous layout of Drovers roundabout without elongation and no bus lane on Templer Way

- Option ii lowest average delay for general traffic



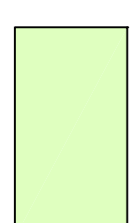
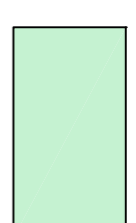
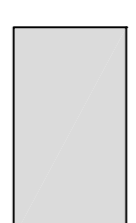
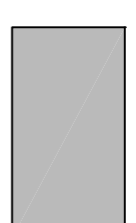
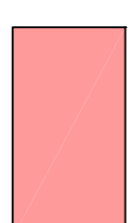
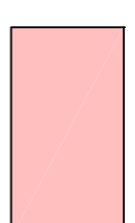
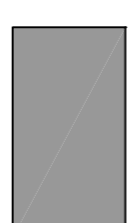
- Options i and iii significantly improve bus journey times
- Option ii only improves bus journey times in 2011



Above concludes that options i and iii offer bus journey time saving northbound of around 20 to 30 secs over with a bus priority lane on Templer Way and route through Drovers roundabout over option ii, that did not have a route through the roundabout. Option i and iii offer similar bus journey time savings. Option i is preferred as it does not require non bus traffic to scow to the off-side in Templer Way and fits with the central busway scheme proposed in the SmartLink work.



Drawing number  
**B0973500/001**

-  Proposed grass verge
-  Proposed embankment
-  Proposed carriageway / Extents of resurfacing
-  Proposed footway / Paved areas
-  Proposed Streetlink bus lane
-  Proposed shared footway / cycleway
-  Proposed segregated footway / cycleway

Rev	Number	Date	Issue	Author	Checked	Reviewed/Approved
0	20-04-09		FIRST ISSUE	JMS	SB	SB ES
			Purpose of revision			



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**M20 Junction 9  
 and Drovers Roundabout**

**General Layout**

For Information  
 Scale: **1:2500 @ A1**  
 Do not scale  
 Drawing number: **B0973500/001**  
 Rev: **0**

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**ASHFORD**  
BOROUGH COUNCIL

**Agenda Item No: 10**

**Report To: ASHFORD JOINT TRANSPORTATION BOARD**

**Date: 8<sup>TH</sup> DECEMBER 2009**

**Report Title: Victoria Way Major Highway Scheme - Initial Phase**

**Report Author: Jamie Watson – Project Manager, Kent County Council**

<b>Summary:</b>	The purpose of this report is to update the Joint Transportation Board on progress with Kent County Council's proposals to provide a transport link between Victoria Road and Leacon Road through a combination of improvements to the existing Victoria Road and Leacon Road coupled with the construction of a 0.58km length of new single carriageway.
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**Key Decision:** NO

**Affected Wards:** Ashford Town Centre Wards

**Recommendations :** The Executive be asked to:

1. Continue support

**Policy Overview:** Central Government's Regional Planning Guidance RPG9 and Ashford's Future Study (Halcrow, 2002) sets the context for the growth of Ashford and the provision for an additional 31,000 homes and 28,000 jobs by 2031.

Masterplanning studies to guide the sustainable delivery of the projected growth in the town are reported further in the Greater Ashford Development Framework (Urban Initiatives, April 2005), Ashford Town Centre Development Framework (Urban Initiatives, August 2005) and the Transport Strategy for Ashford (KCC, November 2005).

The preferred route option emerged as a result of the Victoria Way Corridor Delivery Study.

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## **1. Purpose of the Report**

The purpose of this report is to update the Joint Transportation Board on progress with Kent County Council's proposed Victoria Way scheme which provides a catalyst for the town centre expansion and regeneration of Ashford's Southern Expansion Quarter, providing new opportunities for commercial and residential development in areas that would otherwise be inaccessible. In its entirety, it will provide a new high quality street environment and transport link for Ashford between the International Station/Beaver Road and the A28 Chart Road

## **2. Background**

Following publication of the ODPM's Sustainable Communities Plan 2003, Ashford is now identified as one of the major growth areas in the South-East with a total of 31,000 homes and 28,000 jobs envisaged by 2031. Detailed masterplanning studies followed which has now led to the development of mutually supporting land use and transport strategies to ensure that the town's future growth is well planned and sustainable.

Ashford Borough Council has previously and recently consulted upon the Town Centre Area Action Plan (TCAAP) which will form one of the key documents of the Ashford Local Development Framework (LDF). A Transport Strategy for Ashford has also been developed by Kent County Council in line with the broad thrust of central government and county council transport policy which was approved by Members in January 2006.

Victoria way Phase 1 will link Beaver Road/Romney Marsh Road to the A28 Chart Road through a combination of improvements to the existing Victoria Road and leacon Road coupled with the construction of a 0.58km length of single carriageway with 1 lane in either direction. The single carriageway road facility is designed to be operated under a 30mph speed limit. For safety and scheme enhancement reasons, the proposals also include a 20mph zone in the vicinity of the school and the adjacent busy pedestrian crossing known as the learning link.

At the time of the full business case appraisal in October 2008, the scheme supported the delivery of 1323 homes, 17,850sqm of A1/A3 5000 sqm of leisure, 5000 sqm of offices and 1870 sqm of community floor spaces equating to approximately 1100 jobs by 2021. The scheme also improves the sustainability of non dependant development totaling 355 dwellings.

The overall aims and objectives for the scheme are:

- Provide a new quality street enabling and supporting new brownfield development along the Victoria way corridor, acting as a catalyst for the required town centre expansion.
- Reduce traffic congestion.
- Facilitate the provision of a new multi storey car park as an essential phase of the Ashford Car parking Relocation Plan to serve the new developments to the south of the town centre.
- Enable other car park sites to be redeveloped in the town centre, such as Elwick Place and Vicarage Lane.
- Public realm improvements to enhance the learning link pedestrian/cycle path



linking Victoria way over High Speed 1 directly to serve the current town centre.

- Provide a high quality streetscape that sets a standard for public realm associated with new development in the Victoria way corridor.

### **3. Art, Engineering & Public Realm**

The complete Victoria Way regeneration scheme will be delivered in phases and it is Phase 1 (Initial Phase) that is to be implemented with the approved Community Infrastructure Fund 2. The initial phase will deliver a new route linking the A2042 Romney Marsh Road to the A28 Chart Road through a combination of improvements to Victoria Road and Leacon Road coupled with the construction of 0.58km section of single carriageway in either direction, a new traffic signal controlled crossing at Leacon Road/Brookfield Road, widening of Brookfield road up to the “Matalan Roundabout”, and minor improvements to Louden Way junction. A new Victoria Square will be established where this route is crossed by the learning link pathway, where high quality materials and edge treatments will be used to enhance the appearance and safety of the path for pedestrians and cyclists. A primary school is located adjacent to this square where additional road safety measures will be provided.

The route will be constructed using good quality materials and street furniture throughout the new build, but will have to reflect the fact that a number of new development sites will be constructed along its length in the future. One of the main challenges will be to achieve a good quality product in the short term, whilst understanding the needs and requirements of new developments that will be built out in the medium and long term. It is envisaged therefore that further phases of the scheme will provide the high quality interface between the new route and the developed frontages.. This will be advised by a design code setting out a pallet of materials and furniture that developers will be required to complete under planning agreements.

A good quality public realm is being created by the use of quality materials, landscaping, aesthetically pleasing yet functional street furniture together with the integral use of art and street lighting to bring out the scheme identity and distinctiveness.

In order to deliver this scheme, an Integrated Design Team (IDT) has been put together involving engineers, consultants, urban designers, planners, landscapers, traffic experts, lighting specialists and artists.

## **4. The Scheme**

### **4.1 Introduction**

As a new street, Victoria Way must be thought of as much more than a new highway; it must incorporate good facilities for all users, not just vehicles. The scheme design and materials used in the construction will be of good quality incorporating public art features. The quality of construction will make Victoria way a destination within Ashford and encourage the desired development within the area.

Design standards and build quality proposed along the route vary and reflect the changing character and development needs for each section.

At the eastern end, the route will follow the existing Victoria Road which is bounded by an area of residential and commercial workshop premises with a primary school at its western end. In the central part, a new road is constructed across essentially disused brownfield sites created from former industrial works, crossing the Great Stour flood plain to join the end of Leacon Road. The route then continues westwards on Leacon Road passing through an established industrial estate before terminating at the junction with B2229 Brookfield Road and A28 Chart Road. An urban all purpose road classification has been adopted.

Outline details of the site area, core scheme components and existing and potential developments are illustrated on Figure A-3 – APPENDIX A.

#### **4.2 General Scheme Layout**

Previous reports and presentations have shown the extent of the works. The scheme implemented can be viewed on [ashfordbestplaced.co.uk](http://ashfordbestplaced.co.uk) website or on [kent.gov.uk](http://kent.gov.uk) website. Detailed Plans are available from the Author and will be available for viewing at the Board meeting.

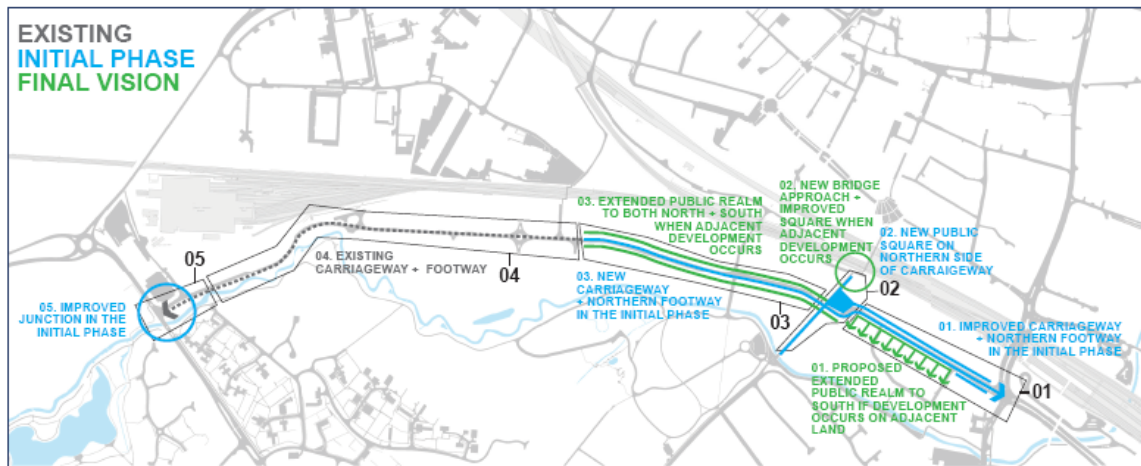
#### **4.3 Phasing**

The ultimate objective for Victoria Way is the provision of a high quality new street that has good links to the existing town centre, effectively regenerating the area to the south of the railway lines and providing a town centre extension. Victoria Way will incorporate improved pedestrian and cycle links to Elwick Road and Bank Street along the Learning Link and a new public focal area in the form of a new public square, known as Victoria Square, at the junction of the Learning Link and Victoria Way.

Due to the funding time constraints of this scheme, it will not be possible to construct the final Victoria Way scheme at the outset. With extensive future development planned in the Southern Expansion Quarter, it is also not desirable to construct the street at the outset using expensive materials and in advance of development along much of the proposed route.

The scheme is therefore to be delivered in a series of phases as development plans come forward. The initial phase will deliver the route with quality public realm elements incorporated where appropriate, and completed by the end of March 2011. The timescales for completion of the Final Vision are uncertain due to the development market, but the full scheme would be expected to be complete by 2021 at the latest.

Where appropriate, public realm proposals for the initial phase which remains for the final vision will be constructed in durable high quality materials. Elsewhere, where initial phase proposals may be modified to deliver the vision, consideration has been given to limiting the extent of hard materials and/or the re-use of materials.



#### 4.4 Phasing Benefits

The phased approach to the Victoria Way scheme offers many financial, environmental, and urban design benefits in achieving the final vision.

The role of the initial phase is to provide a transport connection, help drive development on the adjacent land and deliver an urban, vibrant street. Development can not occur along the length of the scheme until the transport connection has been made, and an urban and vibrant street cannot be achieved until adjacent developments are built.

So the phased approach is required and will occur over a number of years depending on the rate at which development schemes come forward.

The final vision street will not be built in full until the adjacent development is also built, which means that:

- sacrificial work is limited as the street corridor simply widens rather than being upgraded or replaced
- the extended public realm design can be flexible to respond to the future context of the development and street
- the street can evolve over time as it responds to each new development, allowing it to grow its own character or a range of characters

#### 4.5 Phasing Constraints

While the project phasing has benefits during the timescale of the project implementation, there are some constraints which particularly apply to the initial phase.

- The vision of a 'lively, urban avenue' can not be achieved in full in the initial phase.
- There will be a lack of active frontages along the street in the initial phase, the street will not be as lively or urban as anticipated in the vision. While this vision will be achieved over time, it will not be realised for a number of years.
- The only built frontages along the street in the initial phase will be the existing buildings, these buildings and their uses are very different to those anticipated in the final vision.

- The aspiration for the creation of a 'traditional avenue', symmetrical trees on either side of the street, can not be achieved in full as the final vision kerb alignment cannot be provided.

#### **4.6 Phasing Opportunities**

The phased approach provides benefits and constraints in achieving the final vision. The following design opportunities, which capitalise on the benefits and address the constraints, ensure the final vision is achieved.

- As the final vision kerb alignment can not be achieved on both sides along the length of the scheme, it is important to at least achieve it on one side. The northern kerb alignment installed in the initial phase will be that of the final vision, which means any future change to the street width will only need to occur to the southern edge.
- A planted tree spine that runs along the final vision northern kerb alignment (implemented in the initial phase) provides a consistent tree solution during the life of the street, where a traditional avenue (i.e. a row of trees on both sides of the street) could not be achieved without the final vision southern edge.
- As the southern edge is not planted within the initial phase, future planting can respond to and address new development, creating green small spaces, rather than a linear line of street trees.
- Good streets have good edges. However within the initial phase, Victoria Way has limited built edges. The initial phase will have an interesting vertical edge, either temporary around development sites or permanent where development has occurred.
- An intelligent lighting scheme will address the needs of the initial phase but be adaptable to meet the needs of the final vision. Feature lighting at strategic places will create interest, while street and footway lighting will ensure a safe night streetscape.
- A visual language based on Ashford's history, through integrated art and design, creates a sense of interest and a layer of culture into the evolving streetscape.

#### **5.0 Design Approach - Initial Phase**

The initial phase design aims to achieve the final vision design and material where possible and appropriate. The final vision northern kerb edge has been achieved along the majority of the scheme, where as the southern edge could not due to the constrained nature of the existing Victoria Road. Street tree planting is located on the northern edge, creating a northern 'spine', which is consistent over the life of the scheme. Similarly, the street lighting is also largely located within this 'spine'.

Due to the nature of this changing street, all materials have been chosen for their durability, accessibility, maintainability and robustness, as well as their aesthetic value. This approach is to ensure that the street can be easily maintained as construction work occurs adjacent to as well as on the streetscape as the final vision is slowly implemented over the next 15 years.

A consistent carriageway design approach has been applied across the varying character areas of the scheme. The contrast paved median changes in width and function along the road to address the different road needs. Within the 20mph zone the contrast paving moves to the channels to create a design that slows motorists down.

Victoria Square is the focus of the scheme, where the main design features are located. The carriageway bends around the edge of Victoria Square to create the boundary of the public space and make a unique place making feature.

A modular boundary treatment runs along the northern boundary of the scheme, creating a facade like edge where needed.

### **5.1 Layout Design**

The vision for Victoria Way is as a lively urban avenue, a new street. Development of the highway layout design for the Initial Phase has therefore sought to detail ways in which the character and layout of this new street can be introduced, setting the bench mark for future extended public realm phases.

The actual layout of the highway involves a single trafficked 'running' lane in each direction, generally 3.25m wide, and where possible, added carriageway width to provide flexibility in the design to accommodate either, or a combination of, protected right turn lanes, on street parking, loading/unloading bays and bus lane and stop provisions as may be required both now and in future phases.

### **5.2 Victoria Road Design**

#### **5.2.1 Victoria Way Corridor Alignment**

The alignment for the Victoria Way corridor between Beaver Road and the Learning Link (Jemmetts Path) is largely dictated by existing physical constraints and the corridor that has been secured by developments that have planning consent which can be summarised as follows:

- At the western end of this section, the corridor alignment is fixed by the recent junction improvements and the adjacent Learning Campus and Bellways Homes development proposals.
- The Victoria Road Primary School is required to be maintained as viable to continue operation as a school in the foreseeable future. The ATCAAP also indicates that the school buildings should be retained and incorporated within future development proposals. No land is therefore shown to be taken from the school site.
- At the eastern end of this section, the corridor alignment is fixed by the Zed Homes development.

#### **5.2.2 Beaver Road Junction Design**

This junction will serve as the east gateway to Victoria Way and recently underwent major improvement works to convert what was previously a roundabout to a fully signal controlled junction.

Completed and opened to traffic in July 2008, it included realignment of the eastern end of Victoria Road between George Street and Beaver Road to create and secure a 24m wide gateway corridor for the new Victoria Way. The adjacent plots of land have planning consent for a learning campus to the north of Victoria Road and a housing development to the south and the final vision Victoria Way corridor is secured between Beaver Road and George Street.

The aim of the scheme is to achieve the final vision design where possible and appropriate, this aim can be fully achieved at the Beaver Road gateway. This is because the full street width has been acquired and the two adjacent development sites have a possibility of being completed in a similar timeframe as the initial phase, allowing a vision for the final streetscape as you enter the scheme.

The northern kerb has been kept as straight as possible, allowing consistent footway and planting. This proved particularly difficult to achieve opposite the George Street junction, as the turning circles were tight. However it was deemed a consistent northern pedestrian footway in front of the future Learning Campus was a priority, resulting in a slightly constrained, yet workable traffic solution.

A cycle path on the southern verge will link with the Stour Valley cycle network via George Street and the proposed improvements to this link proposed by Bellway Homes. In the final vision, this cycle path is proposed to continue along length of the scheme.

The paved median includes an informal crossing, a turning lane for the proposed new Bellway Homes development, gateway tree planting, traffic lights and a formalised crossing. The versatility of this aesthetic paved median strip reduces white traffic control lines and bituminous surfacing.

### **5.2.3 Beaver Road Junction to Victoria Square (Initial Phase)**

Victoria Road will be utilised, and widened in part on the north side, to maintain and provide safe access to existing workshop yards, businesses and side roads.

Between Beaver Road junction and George Street a high quality streetscape across the full 24m corridor width is proposed. This includes a contrasting paved central median 2.5m (min) in width to accommodate gateway tree planting, an area for traffic waiting to turn right into the proposed Bellway Homes development, and a small island refuge as part of an informal pedestrian crossing point immediately east of the junction with George Street.

The overall road layout has been dictated by the desire to fix the northern kerblines as far as possible to align with the future final vision scheme proposals. This has been achieved up to a point 50m east of Victoria Crescent where, due to land constraints, the route continues westwards solely within the existing highway boundary.

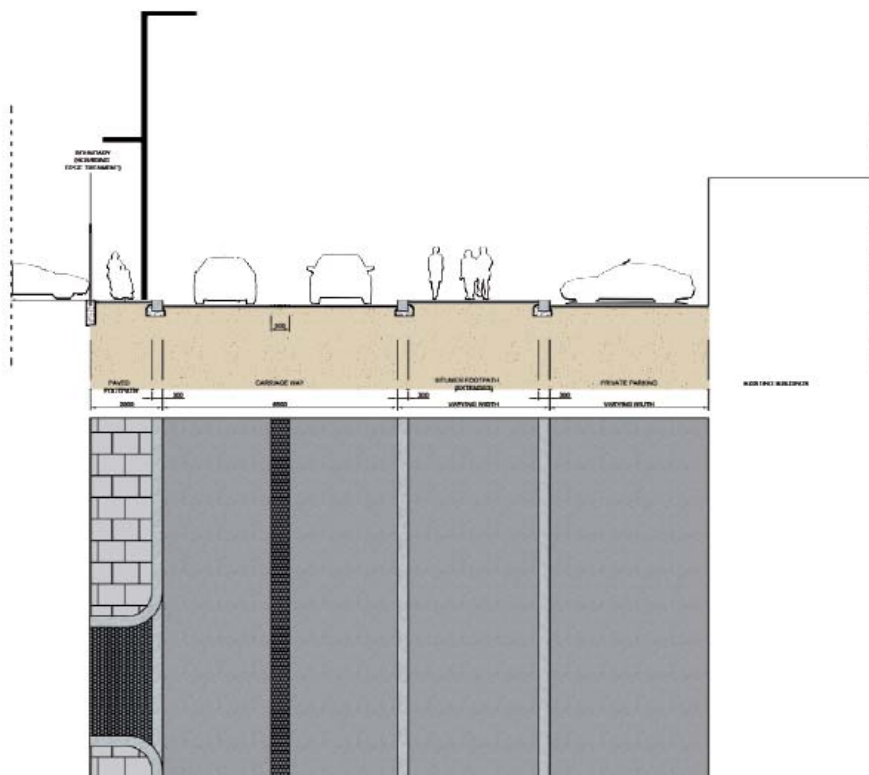
To the west of the junction with George Street, the highway has a total width of 6.5m including a 0.5m paved, overrunable, central median designed to improve street aesthetics by reducing the need for road markings.

A segregated cycleway is proposed on the southern footway between George Street and the junction with Beaver Road where new signalized pedestrian/cycle facilities have been installed. This cycle route will connect to a proposed pedestrian/cycle

route to be provided by developers in George Street and bridged across the River Great Stour to link to Victoria Park.



Beaver Road Gateway Section - Initial Phase



Victoria Road Section - Initial Phase

### 5.2.4 Beaver Road Junction to Victoria Square (Final Vision)

The overarching principles for the scheme have been detailed above and these have been assessed to produce a final vision scheme for the Victoria Road section. A

corridor width of 24 metres has been identified in the Victoria Way Corridor Delivery Study and this has been adopted by the developments that have received planning consent along the Victoria way route. The assessment has produced the following assumptions for the future requirements for this section of the scheme and how they can be incorporated into the available corridor:

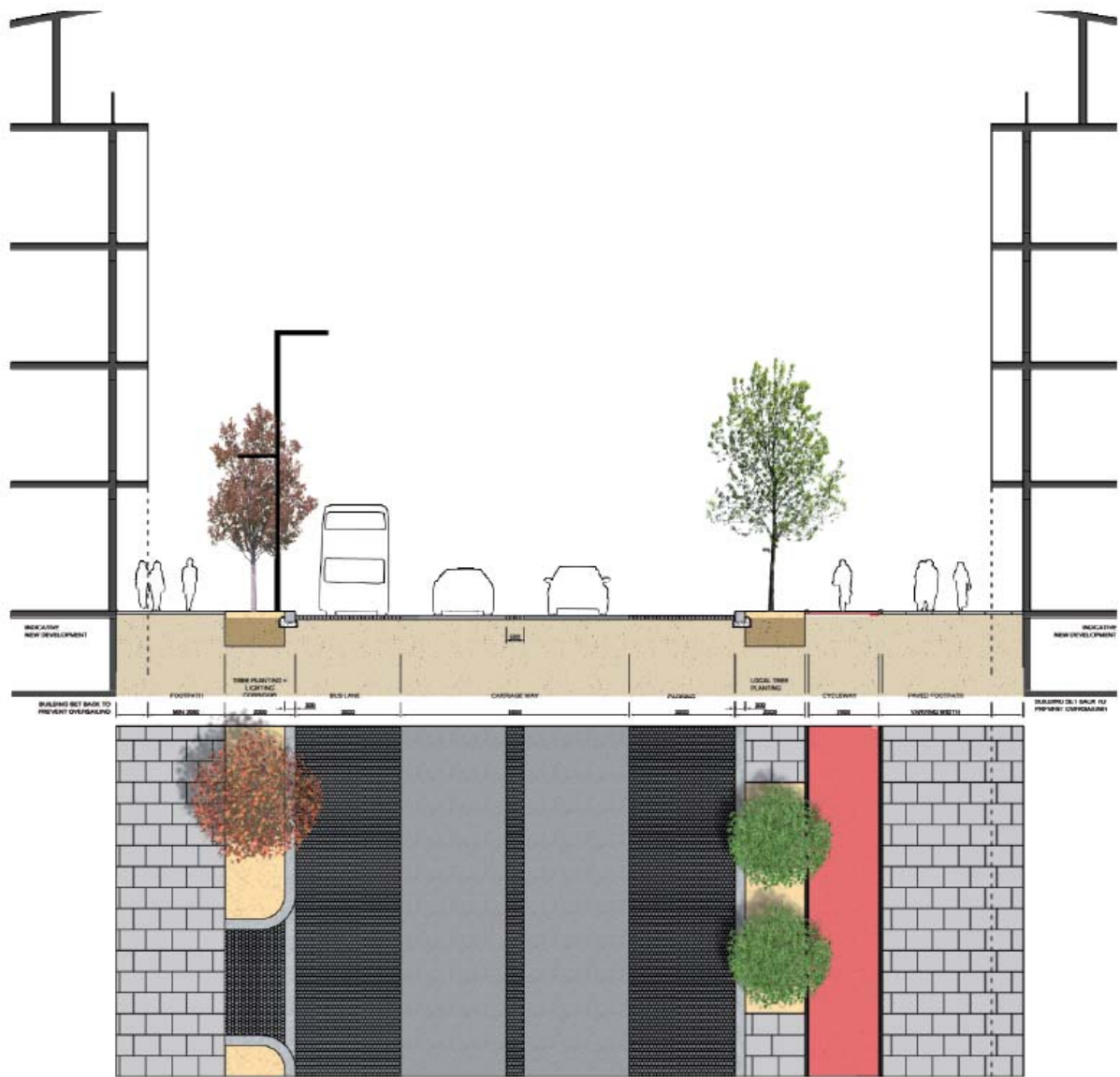
- A single 'running' lane will be required in each direction. Each lane will be 3m wide with a 0.5m median strip in contrasting paving.
- Victoria Way is seen as a key public transport corridor and with SMARTLINK planned to use Victoria Way a bus lane will be required on the approach to the Beaver Road junction to bypass the anticipated queues (250m to 350m in 2031) and provide the priority required of a bus rapid transit system. Bus lane to be minimum 3.0m wide.
- The vision for Victoria Way is for a high quality urban avenue with active frontages. In order to assist in creating the activity it is desirable to provide on-street parking that will encourage people to stop and use the new street. An additional lane is therefore proposed to offer flexibility in the future design and implementation. This lane could be used for parking, loading bays or bus lane and bus stop areas. Additional lane width of 3.0m allowed for total flexibility
- The north side kerb line of Victoria Way will be fixed in the initial phase to avoid abortive works and help in the provision of a sustainable scheme. A 2.0m wide footway and 2.0m wide tree lined median will be implemented in the initial phase and this will remain unaltered. In areas where there is insufficient width to fit the tree line and footway, they will be provided within the final vision
- The vision for Victoria Way is as an urban avenue. This traditionally would mean a tree lined street. It is only possible to provide the tree spine on the north side in the initial phase and allowance is made in the final vision for a further 2.0m wide median, to mirror the north side, which can be planted in the future.
- A cycle route is required along the Victoria Way scheme. As the vision for Victoria Way is as a busy vibrant street, the cycle route should ideally be segregated from pedestrians. It is planned to position the cycle route on the south side of the street as this is the shady side and lends itself better to activity. The minimum recommended width by Sustrans is 2.0m with 3.0m preferred.
- A wide footway is then required to allow for the anticipated activity that will occur along Victoria Way. The aim is to create a new 'great street' for Ashford and sufficient space should therefore be afforded to pedestrians so that they can comfortably walk, browse at any retail developments and stop and talk to friends. Street activity should be encouraged and space must be provided for the activity. Inevitably street furniture will be required such as sign posts and litter bins. It is desirable for these to be positioned to allow a minimum clear width of 2.0m for pedestrians. A minimum width of 3.0 metres has been provided.



The above represents good use of the available 24m, offering the flexibility for potential change as developments progress along the Victoria Way corridor and the future context becomes clearer.



**Beaver Road Gateway Section - Final Vision**



Victoria Road Section - Final Vision

## 6.0 Victoria Square

Victoria Square is the focus of the scheme, where the main design features are located. The carriageway bends around the edge of Victoria Square to create the boundary of the public space and make a unique place making feature.

A modular boundary screening treatment runs along the northern boundary of the scheme, creating a facade like edge where needed.

A new square will provide an improved, community area for the public to use and will include seating, enhanced landscaping and a pavilion/shelter.

Traffic around the square will be limited to 20mph with a controlled pedestrian crossing at the intersection of the learning link footpath and the new carriageway.

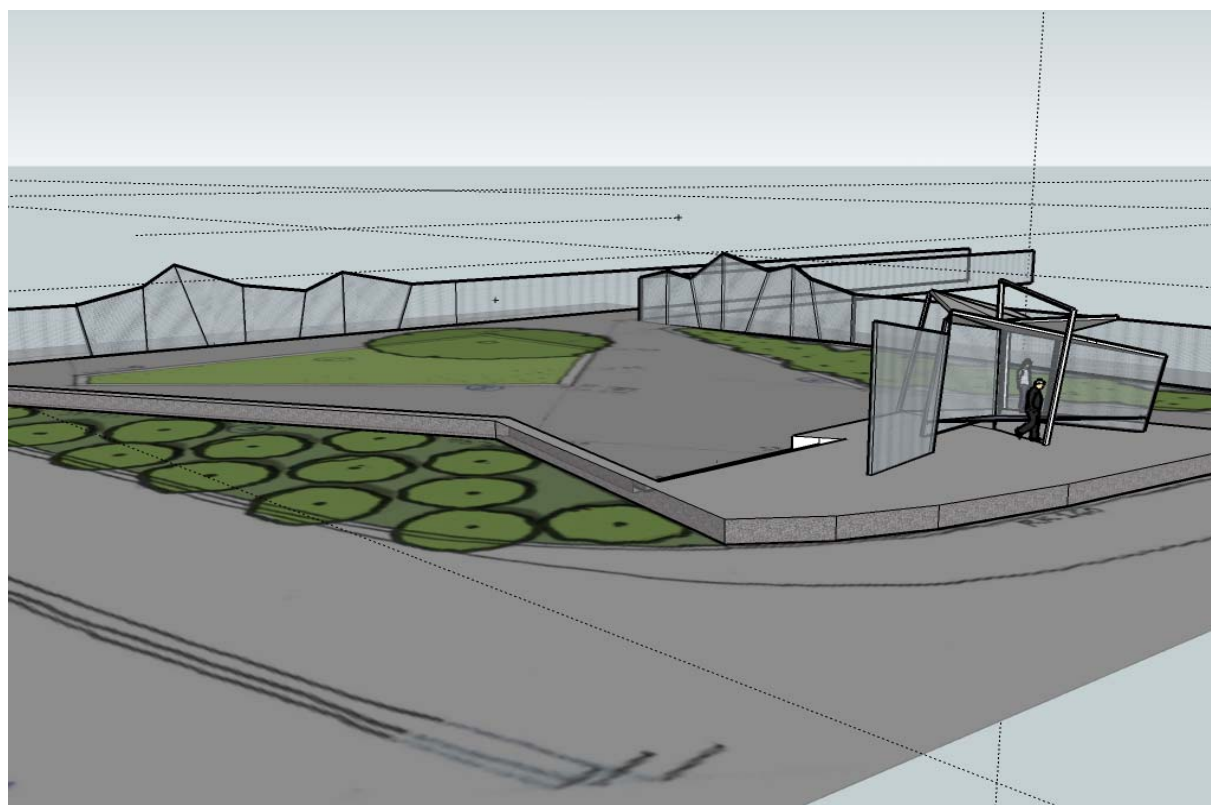
The square demands a high level of integrated lighting design and key public spaces are characterised by lighting design that utilises direct, indirect, reflected, dynamic

and vertical illumination. The lighting approach seeks to create a scheme that carefully considers its overall energy usage whilst balancing the needs of pedestrians and vehicular users. A typical lighting column to be used throughout the scheme is shown in Appendix B

## 6.1 Permanent Hoardings [Victoria Square]

The design of the permanent hoardings on Victoria Square to define the edges of the square is still being designed following a brief presentation to the Ashford Borough Council pre planning committee members, where the overall view suggested that the permanent hoardings identified needed further thought. This has brought about the need to reduce the number and scale of double layered hoardings, reducing materials and fabrication costs. This will create:

- a significant reduction in the number of 'designed' hoardings providing a more cost effective solution.
- Each one is bespoke and more dramatic in form creating greater impact with less hoardings. These would be less regular than the previous design but this has little bearing on fabrication costs.
- They would be smaller in size and therefore have less wastage and materials costs during fabrication.
- They would remain double layered to create the Moiree effect.
- Exploring cost cutting through the use of standard 'off the shelf' perforation size.
- Considering using powder coated perforated sheet, to compliment the finish on the pavilion and to reduce costs.
- Maintenance costs must be at the fore front of the design.



**View of Victoria Square showing Hoardings and Pavilion/Shelter/Bus Platform**

## **Standard Hoardings [Victoria Square]**

The remainder of the square would be edged with lengths of more standard hoardings.

These would be constructed using a single layer complimentary material fixed to a standard fencing support structure. Options being explored are; single layer perforated steel, standard fencing mesh, or a long lasting painted perforated marine ply.



## **Pavilion/Shelter/Bus platform**

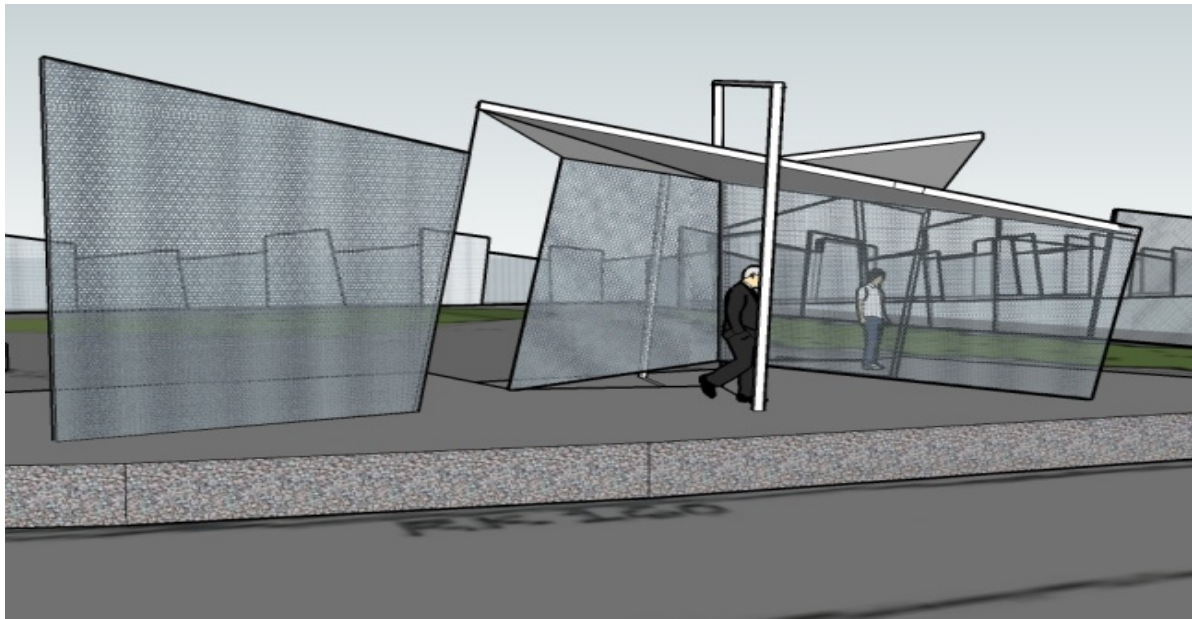
The detailed design of the pavilion is being developed, to refine areas of the design and to outline a costing for the work.

The Integrated Design Team (IDT) is in the process of defining the specific materials, colour and finish of the structure and are considering a powder coated finish that uses shades of subtle colour on each surface to enhance the multi faceted element of the design.

The IDT is currently outlining technical, health and safety and practical design issues to ensure that the design is robust.



**Victoria Square – landscaping/Hoardings/Pavilion/Bus Platform**



**View of Pavilion/Bus Platform**

## **7.0. Maintenance**

Management of Ashford's Public Spaces (green spaces and public realm) is taking place. A study managed by Ashford's Future Company aims to explore and evaluate the options for funding & managing public spaces throughout Ashford. The main aims are:

- overcome concern about the adequacy of current maintenance regimes
- get political buy-in to the need to find alternative solutions and agreement on the way forward

- encourage investment in high quality public realm design and specification in key locations, avoiding 'dumbing down' to minimise up-front cost.

The outputs will inform key decisions on management and maintenance of existing greenspaces (River Stour corridor and Victoria Park) and public realm (including Victoria Way and Victoria Square) within the SEQ. Ashford has the potential to be a good practice case study for work in this field. AFC has already undertaken some preparatory work to identify and assess a range of possible options for managing public spaces throughout Ashford. These include:

- public realm – within existing urban areas and targeted investment in high quality public realm in association with new development
- strategic parks – Discovery Park, Victoria Park and parks at Conningsbrook and Willesborough Dykes/East Stour
- local greenspaces and green infrastructure projects, including the Ashford's 'Green Necklace'

A CABE Enabler has been appointed.

Preliminary output is an AFC Board Paper with a clear proposal for funding and managing different types of public space – due December 2009

Ownership and maintenance of the structures within Victoria Square are still to be confirmed. A maintenance regime is to be developed with costs and authority sort for ownership shortly.

## 8. Programme

Land Acquisition – all completed by December 2009.

Design – completed by November 2009

Tender – Early December 2009

Award contract – February 2010

Start on site – April 2010

Complete works – March 2011

## 9. Funding

Community Infrastructure Fund 2 was approved in March 2009 for £16.5m from the Homes and Communities Agency.

## 10. Conclusion

In conclusion, this report identifies the scope of the project and details limits of the scheme, materials to be used and structures within the new Victoria Square. The scheme to be implemented is the initial phase within the Southern Expansion Quarter with development to progress the long term vision.

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## Appendices

**A – Figure A-3 Scheme and development context**

**B – DW Windsor light column**

**Background  
Papers:**

The Greater Ashford Development Framework – Urban  
Initiatives, April 2005  
Ashford Town Centre Development Framework – Urban  
Initiatives, Aug 2005  
The Transport Strategy for Ashford – Kent County Council,  
November 2005







LED MONARCH LUMINAIRES MOUNTED AT 8m, 7.5m AND 5.5m T/S ON  
Ø8 BRACKETS AND A Ø114 CONICAL COLUMN

**DW Windsor**  
LIGHTING

APPENDIX B

**JOINT TRANSPORTATION BOARD – DECEMBER 2009**

- Subject:** **Draft Ashford Cycling Strategy**
- Director/Head of Service:** Director of Kent Highway Services
- Decision Issues:** These matters are within the authority of the Kent County Council and Ashford Borough Council
- Decision:** **Yes**
- CCC Ward/KCC Division:** **Ashford**
- Summary:** This report sets out the purpose of the draft Ashford Cycling Strategy
- For Information:** **This report is to request Members' support to take this draft out to formal public consultation**
- Classification:** THIS REPORT IS OPEN TO THE PUBLIC

**BACKGROUND**

This Draft Cycling Strategy has been drawn-up in order to provide further evidence to back-up Business Cases for proposed cycle routes in the Greater Ashford area and the aim to improve Ashford's cycle network.

Officers already plan routes by consulting with the local community and Ashford Cycling Forum, ensuring these are strategic links – ie join-up with educational centres, public transport sites and hospitals etc. Each route is currently planned where possible to link with schools and grants are applied for from the Cycling and Walking Charity Sustrans for match-funding.

Within the past year, Officers have set-up an Ashford Cycling Forum to help shape the future of Ashford's cycling network, promote cycling and consult on proposed routes. This is growing and currently consists of local businesses, community groups, cycling organisations and members of the public. Work has been undertaken via consultation with the public and the Ashford Cycling Forum to draw-up a list of priority routes and plan events to promote cycling in Ashford.

Currently Ashford has a growing cycle network, but with many missing links. Improvements are required. Having an adopted Ashford Cycling Strategy will not only give Officers more support to achieve these improvements, but also enable them to apply to Cycling England for Ashford to become a 'Cycling Town', which would mean additional funding from the Department for Transport for the further development of Ashford's Cycling network. Currently Local Authorities spend only about £1 per person on cycling and successful

Cycling Towns receive match-funding to make this up to £16 per person; (*Cycling England, DfT, 2009*).

This Cycling Strategy would also be beneficial when negotiating with developers, as Officers will be able to use this to explain why they are being asked to contribute towards the construction of new or missing cycle routes. Developers are usually asked to fund small sections of routes, depending on the scale of their proposals and this Strategy will prove a useful Toolkit when trying to secure this funding, by demonstrating the strategic vision for the cycle network.

## **CONCLUSION**

This Strategy document is vital to the future funding and improvement of Ashford's Cycling Network. Officers will be able to use this as a firm basis for asking Developers to contribute towards S106 funding for construction of new routes and to apply for match-funding from the Department for Transport, Sustrans and other funding organisations. This document would also then provide a much stronger business case for applying for Integrated Transport Programme funding for local routes as well.

## **RECOMMENDATIONS**

Officers would like to ask for Members' support for the Draft Ashford Cycling Strategy, to allow them to take this document out to public consultation before asking Members to adopt this as an official Cycling Strategy for Ashford.

## **CONTACT OFFICER:**

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08458 247 800.

**DRAFT**  
**ASHFORD**  
**CYCLING**  
**STRATEGY**



## **DRAFT ASHFORD CYCLING STRATEGY**

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# ASHFORD CYCLING & WALKING STRATEGY

## DRAFT FOR COMMENTS

### 1 Introduction

#### 1.1 Why Promote Cycling?

Cycling has numerous benefits for the community in Ashford and the rest of the County. The growth of Ashford has obvious implications for congestion and levels of pollution, making sustainable methods of travel such as cycling and walking extremely important. There is growing evidence associating active travel such as walking and cycling to both work and school has positive benefits for both health and well-being.

Cycling and walking to school allows children to learn important life skills as well as providing vital additional exercise. In addition, the infrastructure required to enable people to walk and cycle safely benefits the whole community and, when well-designed, make the environment a more pleasant place to live.

Recent evidence suggests that ... “Risk decreases the more people cycle...” ie the more people cycle, the safer cycling becomes; (*Cycling Info, June 2008*).

#### 1.2 Policy Background: How Does Ashford’s Cycling Strategy Fit in with Kent’s Local Transport Plan?

As part of the Local Transport Plan (LTP) for Kent, the priorities for attention highlighted amongst local communities were the following:

- Accessibility & Social Inclusion
- Sustainable Regeneration
- Environment
- Congestion
- Road maintenance
- Integration, Interchange and Improvement of and between different modes of public transport and
- Solving school run problems

Local residents attended focus groups where they expressed that the absence of alternatives to car use was a real barrier to switching to public transport. It was also felt that parents taking children to school in cars was one of the major factors contributing to road congestion problems. Local people in Ashford want cheaper fares, easier access to other modes of public transport and improved coverage of destinations, including getting to and from work and local schools.

A funding allocation exercise was held with both Stakeholders and Residents in Kent regarding prioritisation of investment and it was expressed that integration of transport modes should be prioritised according to local needs ie routes to work and schools and avoiding congestion.

One of the main objectives of Kent's LTP is to improve the health of its residents. This is an ideal opportunity for the promotion of Ashford's Cycling Strategy, to provide clearer, improved cycle routes to work, schools and other local amenities. This would also encourage people to cycle to work instead of using cars, and thus help to reduce congestion and pollution in the area and promote regular exercise. This draft Strategy will be formulated together with East Kent's Cycling and Walking Officer for the NHS at Ashford & Shepway to ensure the health benefits of Cycling and Walking routes are promoted.

### **1.3 Where Does Cycling fit into Ashford's Transport Strategy?**

In March 2001, Ashford was identified as one of four main growth areas in the South East, leading to extensive technical studies and a stakeholder and community consultation exercise which, in late 2002, culminated in a recommendation for Ashford growth targets of an additional 31,000 homes and 28,000 jobs by 2031. These targets were carried through into the Government's Sustainable Communities Plan of February 2003 (and formalised through alteration to the Regional Planning Guidance for the South East, RPG9 July 2004).

From 2003, Ashford's Future Partnership undertook an extensive consultation and master-planning exercise, including transport studies. It developed a detailed vision for Ashford's Future which was laid out in the Greater Ashford Development Framework (GADF, April 2005), a comprehensive masterplan for the development of the Ashford urban area to 2031. This vision has been detailed in Ashford Borough Council's Local Development Framework Core Strategy, and informs associated documents such as Area Action Plans, the Ashford's Future Programme for Development and the Transport Strategy for Ashford (November 2006).

The Transport Strategy sets out a vision to achieve a significant shift away from car use by maximising use of public transport, walking and cycling. This is a crucial aspect of delivering a 'compact model' for Ashford's growth as identified in the GADF masterplan. The latest Ashford's Future Programme for Development (September 2008) lists 'improved walking and cycling connections in and around the town' and 'develop options for a new pedestrian and cycle bridge linking the town centre to new developments to the south of the railway' amongst its key priorities for 2008-11. This is the context within which this new Cycling Strategy Sits.

This Strategy also aims to tie in with the Town Centre Area Action Plan (TCAAP) for Ashford, incorporating some its aims and aspirations for the improvement of existing and creation of new strategic routes such as the Learning Link. This will encourage working partnerships between Ashford's Future and Kent County Council to ensure new developments include new cycle and walking routes and provide accessible links

throughout the town of Ashford. Further information on the TCAAP is available from Ashford’s Future or the Ashford Borough Council website.

1.4 **Progress To-date:**

- **Levels of Cycling:**

There is evidence, from four automated cycle counters, that there has been an increase in average yearly cycling figures, as illustrated in Figure 1. For 2006-07 there was an average 13.3% increase in cycling figures.

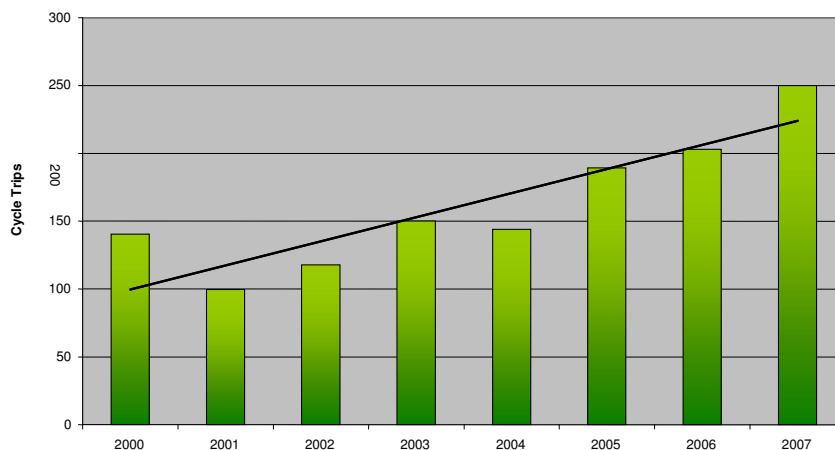


Figure 1: Average Yearly Cycle Counts in Ashford, Kent.

In Bike It schools there has been an increase in the average number of children choosing to travel by bike. Figure 2 illustrates the increase in the average number of children cycling to school everyday, a 77% increase.

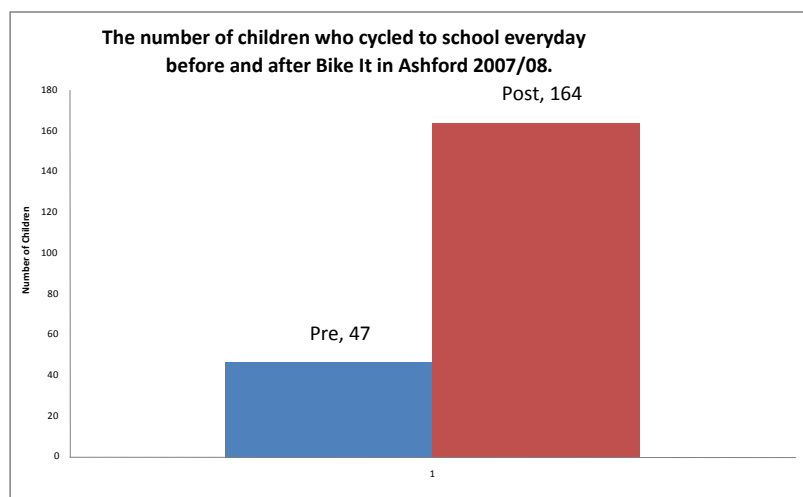
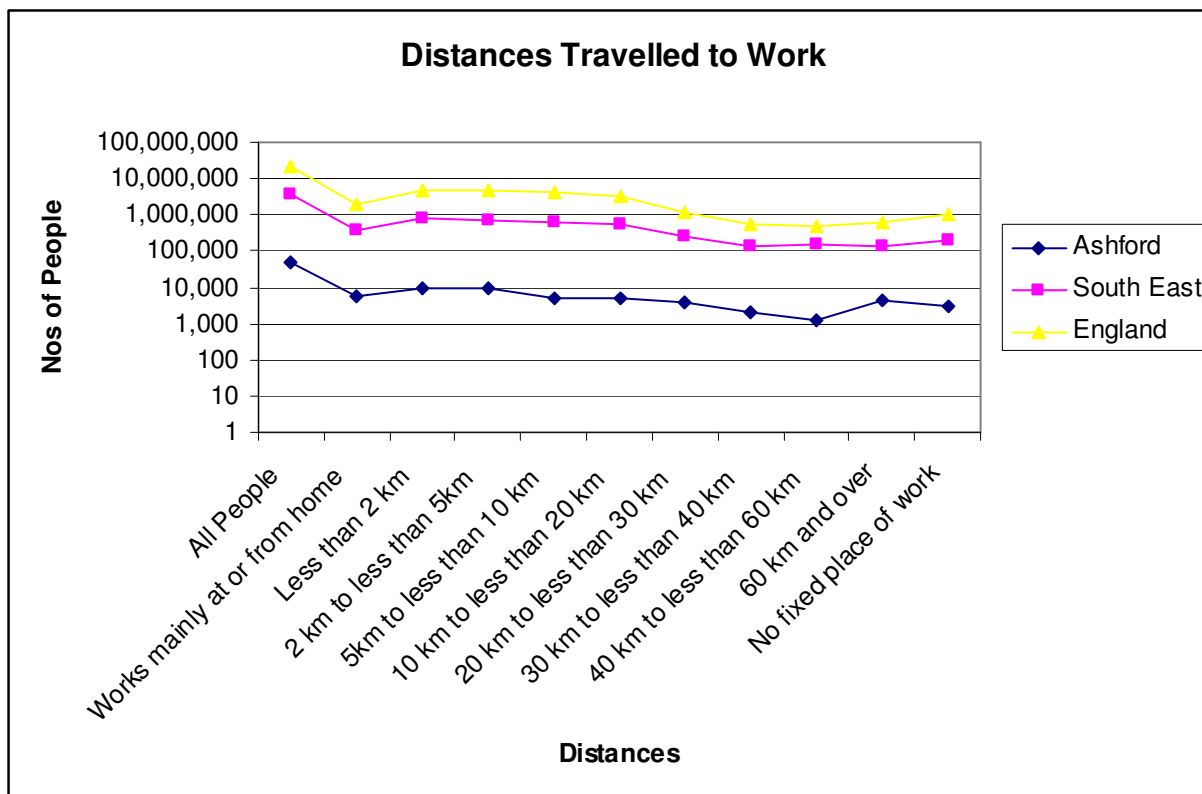


Figure 2: The number of children who cycle to school everyday before and after Bike It in Ashford 2007/08.



### ***Cycling to Work:***

We looked back at the recorded trends for commuters and data gathered to determine numbers of people cycling in the area. In 2004 there were over 40,000 commuters in Ashford, with over 24,000 commuting at distances of less than 10 km:



Source: 'Travel to Work Distances (2001 Census); Last up-dated 18 November 2004 from the Office for National Statistics

Over 5,500 of those commuting up to 10 km chose walking or cycling to get to work. However over 29,000 people in Ashford used their cars to get to work.

Many new developments are currently being planned in Ashford, for example, Cheeseman’s Green, Waterbrook and Sevington to the south and south-east of Ashford and Park Farm and Chilmington to the south and south-west of Ashford. Cheeseman’s Green will produce approximately 4,300 dwellings and at least 1,475 additional jobs are planned for in the combined area by 2021. With these areas being expanded to accommodate new residential and business units, new links to leisure and sustainable transport routes will become even more important. With more people coming into the town the demand on the local transport systems will greatly increase and we mean to address and reduce the pressure on these systems by improving and maintaining Ashford’s Cycling and Walking Networks and endeavouring to make these a healthier, more attractive, more pleasurable alternative to car travel.

***Modes of Travel to Work***

	<b>Ashford</b>	<b>South East</b>	<b>England</b>
All People (Persons)	73,012	5,766,307	35,532,091
Works mainly at or from home (Persons)	5,541	386,302	2,055,224
Underground, metro, light rail or tram (Persons)	53	8,949	709,386
Train (Persons)	2,620	218,822	950,023
Bus, minibus or coach (Persons)	1,409	169,312	1,685,361
Taxi or minicab (Persons)	143	16,032	116,503
Driving a car or van (Persons)	29,466	2,301,493	12,324,166
Passenger in a car or van (Persons)	3,171	219,850	1,370,685
Motorcycle, scooter or moped (Persons)	428	43,731	249,456
Bicycle (Persons)	1,330	119,315	634,588
On foot (Persons)	4,483	385,450	2,241,901
Other (Persons)	228	19,500	104,205
Not currently working (Persons)	24,140	1,877,551	13,090,593

Source: '2001 Census'; Last up-dated 18 November 2004  
From the Office for National Statistics

According to the above statistics, Ashford's figures show percentage of people using the bike to travel to and from work to be around 2% of the total trips to work, whilst those travelling on foot are around 6%. These figures appear to be the same as the national average.

However, it is the intention of this Cycling Strategy to increase these figures significantly via promotion of Ashford's Cycling and Walking Networks, ensuring new routes constructed are accessible, promoted via the Ashford Cycle Map and marketing the routes generally via the Ashford Cycling and Walking Forum and engaging with the local community and businesses.

**TARGETS:**

- To endeavour to increase the amount of people cycling to work to 5% by 2015
- To endeavour to increase the amount of people travelling on foot to work to 9% by 2015

***Existing Cycle Network:***

Ashford has an extensive network of cycle routes. National Cycle Route 18 runs through the town linking Ashford to Canterbury in the north and to Tenterden and Tunbridge Wells to the South West.
















Kent County Council (KCC) and Ashford's Future, as well as local cycling organisations, have been conducting surveys of the existing cycle routes to determine the repairs and improvements needed to the existing network.

KCC, Ashford's Future and Sustrans<sup>1</sup> have now arranged for an interim map to be produced and displayed at Ashford Domestic station on Southeastern's display boards ahead of the production of a long-term map in partnership with Sustrans and Spokes cycling and walking charities.

Attached below is a final copy of this interim map, which has been published both in paper form and distributed around the Ashford area; front cover pictured below.

An up-dated map has been developed by Kent Highway Services and the National Cycling Charity, Sustrans, Kent County Council’s Public Rights of Way Team, Ashford Cycling Forum and from comments derived from local public consultation. From our work with and public consultation with the local community, we have started incorporating other useful information, such as footpath and bridleway locations, and locations of local pubs. For the future we would like to develop this further by incorporating information about local tourist accommodation, sports facilities and public transport information.

### Key to Ashford Interim Cycle Map:

	Traffic-free/shared use walking/cycle paths
	Suggested on-road cycle route
	National Cycle Route
	National Cycle Route on-road/ Traffic-free
	Proposed cycle route
	Bridleway (walkers, riders & cyclists)
	Restricted Byway (walkers, riders, cyclists & carriage drivers)
	Byway (open to all traffic)
	Footpath (walkers only)
	Toucan crossing
	Pelican crossing
	Take care crossing
	Cycle parking
	Public house
	Toilets

<sup>1</sup> Sustrans is the UK’s leading sustainable transport charity. For more information, please visit: [www.sustrans.org.uk](http://www.sustrans.org.uk)



### Current Ashford Cycle Map

You can access this map by following the link below:

<http://www.kent.gov.uk/NR/rdonlyres/C839457C-E85B-4812-878A-CC51058E7CD4/0/AshfordWEB3.pdf>

## 1.5 **Who and how did we Consult?**

### **Public Involvement & Ashford Cycling & Walking Forum**

KHS and Ashford's Future felt it was important to consult with the local community with regard to the Cycling Strategy, as it wanted to obtain its views as to how best to improve the existing network as well as working together with them to plan the future routes and improvements. As far as possible, local residents' groups, members of the public, schools, businesses and local cycling organisations have been invited to take part in the new Ashford Cycling Forum.

The Kent Travel Plan Officer will also be consulted while putting this Strategy into practice, to ensure the views of the public regarding travel to work and school distances are taken into account when attempting to improve inter-changeability between different modes of transport and to find ways of encouraging greater numbers of people to walk, use cycles and public transport, rather than cars.

### **Partnerships:**

KHS is currently actively working with local developers to ensure that all new developments in the Ashford area incorporate new cycle parking provision and new routes within their plans and that they adhere to the adopted standards for construction, helping to ensure these all link up to local amenities, schools and public transport routes where possible.

KHS, Ashford's Future, Sustrans and Ashford Borough Council will work together to ensure route directions provide clear indications of how cycle paths link to public transport modes and new signage will be provided in the form of markings on the cycle paths itself, to reduce costs, avoid confusion by people turning signs around and to avoid clutter

KHS and Ashford's Future will work with local organisations, and businesses to promote the improved cycle route network and its links to public amenities and public transport services.

KHS and Ashford's Future will work with the Tourist Information office to promote transport links to outside visitors.

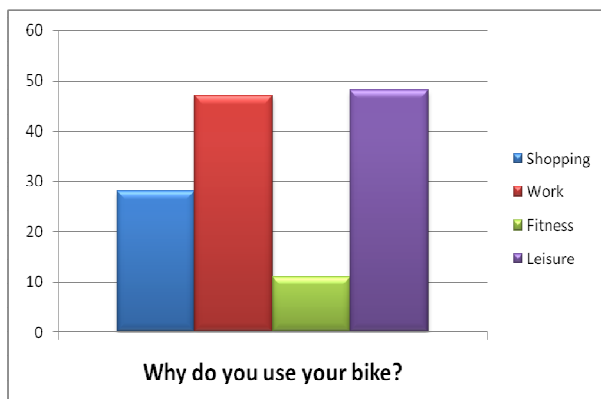
The Cycling Strategy is also being promoted through other local groups such as the Ashford Domestic Station Travel Plan Group, to ensure the needs of local cyclists and pedestrians are taken into account and that the future route proposals and new maps are included on the proposed Station Travel Plan website. The Station Travel Plan working group is made up of Southeastern, KHS, Ashford's Future, Sustrans, Stagecoach, Ashford Borough Council, SEEDA and Eurostar.

KHS has also recently started working with East Kent Primary Care Trust as part of the objectives for this Strategy, in order to produce calorie maps for both cycling and walking routes easily achievable for local employees within their lunch hours or before/after work. These calorie maps will be developed based on industrial areas with high employment in and around Ashford, as well as the Town Centre based employers. A launch of this initiative will take place in summer 2010, in conjunction with other events planned to launch this Draft Cycling Strategy.

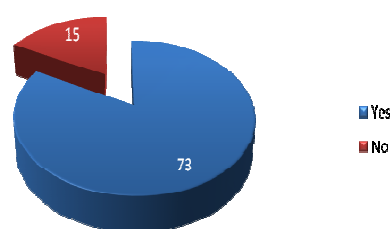
## What do people think about cycling in Ashford?

As part of the consultation process, local residents were asked for their views on cycling in Ashford. A number of different consultation methods were used, including face-to-face interviews and public fora.

People stated that they most frequently used their bicycle for work and/or leisure purposes and the majority stated that they felt safe using the existing cycle network. However, people did state that they felt vulnerable at night if the cycle track was not lit and that the lack of continuity in the existing network decreased the level of safety.



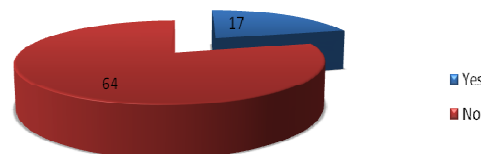
Do you feel safe using the cycle paths in Ashford?



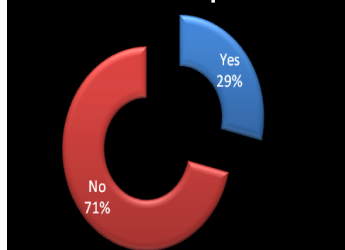
The majority of respondents did not feel there was enough secure cycle storage in the town and at key destinations such as the Stour Centre and Railway Station. In addition, respondents stated that they would like to see cycle storage that was covered and with additional security measures such as CCTV monitoring.

It was also felt that the existing cycle network is not well publicised enough and may not be obvious to non-cyclists and people that are new to the area. Further, there were several comments about the way the network is signposted and the possibility of making routes colour-coded to aid navigation.

Is there adequate secure cycle storage in Ashford?

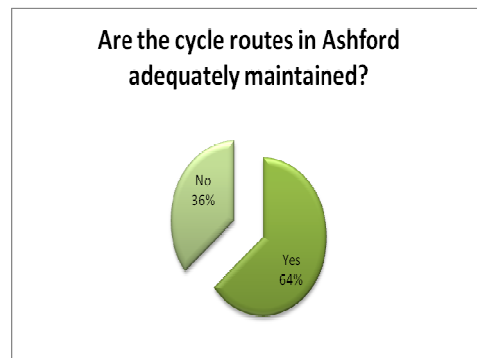


Are the cycle routes in Ashford obvious and well publicised?

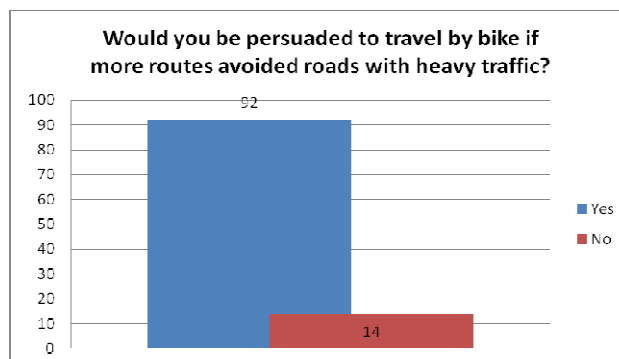


The majority of respondents stated that they felt the cycle network was generally well-maintained, although it was acknowledged that much of the network is relatively new and has not yet been required as a result. It was also stated that there was often over grown vegetation at the side of cycle tracks that presented a potential hazard.

There was a slight preference for dedicated cycle tracks. However, equal numbers stated that they were satisfied with shared cycle-footways or that they did not have a preference as long as there were designated cycle tracks available. A frequent statement was that people felt the network was not as comprehensive as it could be and that routes frequently ended without warning and needs to be joined up in a number of places.



Finally, respondents overwhelmingly felt that routes away from heavily trafficked roads would encourage them to cycle.



A Strengths, Weaknesses, Opportunities and Threats (SWOT) exercise was conducted at the first Ashford Cycling Forum on 14 November 2008 and the comments collated with regard to the existing Ashford Cycle Route Network, **please see Appendix A** for a break down of the SWOT analysis.

From the comments received from the workshops held, we have had many constructive suggestions as to how to overcome some of the difficulties associated with Ashford’s current cycling and walking network, as well as comments received through questionnaires conducted face-to-face with the public at various locations in Ashford.

Ashford’s population was projected as 68,800 at the end of 2008, with approximately 2,132 people cycling regularly (based on 3.1% of the population as listed in the KCC publication ‘Travel to Work Patterns 2008’ {(Source: 2001 Census, Standard Table 119, Office for National Statistics (Crown Copyright))}.

It is the intention of this strategy to work with the Ashford Cycling Forum to help promote the benefits of cycling, improve the networks by taking into account the views of local people and increase the percentage of cyclists, in line with the Local Transport Plan for Ashford (KLTP 6).

## **2 Strategy**

### **2.1 Cycle-friendly Design**

This Strategy aims to ensure a high construction standard for all future routes in the Ashford area and to follow the recent guidance from the Department for Transport (DfT) with respect to cycle route design. This means that the strategy will endeavour to ensure all new routes will be fit for purpose – ie appropriate for the route concerned – and will follow the guidelines set down in the DfT's 'Local Transport Note 2/08 – Cycle Infrastructure Design'.

Where possible, this Strategy aims to promote more proactive thinking about road design to change priorities in favour of the pedestrian and cyclist, as a way of encouraging more people to switch to sustainable methods of transport.

In this way, the Strategy aims to demonstrate how encouraging these forms of transport can actually reduce commuting times, as cyclists and pedestrians will not be stuck in traffic.

In response to the consultation conducted to inform Ashford's Cycling Strategy, KHS and Ashford's Future will endeavour to advise that when constructing new roads that separate cycle routes (either on or off-road) will be included

KHS has already begun this practice by advising other project teams constructing routes in the area to adopt the guidelines from the Department for Transport as above.

KHS will work in partnership on the construction of new cycle tracks with the Public Rights of Way Department to ensure efficient working and to source funding streams.

KHS will ensure compliance with the Cycle Tracks Act where necessary in the construction of new routes.

#### **KEY TARGET(S):**

- **To continue to follow the above documents in developing new cycle paths and routes**
- **To share this guidance with developers, to ensure a consistent high standard of cycle routes in Ashford**

This strategy will endorse priority of cyclists where appropriate, as set out in the Cycle Infrastructure Design guidelines issued by the DfT on p 65 of their 'Local Transport Note 2/08 – Cycle Infrastructure Design'.

### **2.2 Ashford's Cycle Network**

Kent Highways Services is currently working on closing the existing gaps in Ashford's Cycle Network as part of its daily tasks for the Ashford Team. In addition, it is also bidding for Integrated Transport Programme funding and working with local developers to resource this work.

#### ***Inclusion for all Ages & Ability***

Of great importance to the existing and future development of Ashford's cycle network is to ensure that all routes are accessible for use by people with disabilities, wheelchair users, mobility vehicles and parents with pushchairs etc. Where currently some routes



prohibit access for wheelchairs due to unsuitable gates or street furniture, the strategy aims to improve this and design these obstacles out in future route development.

On future network maps the strategy aims to include useful information as to the accessibility of routes etc – ie location of accessible toilets, steep gradients or any potential hazards.

It is the aim of this Strategy to encourage an increase in cycling in Ashford by continuing to consult on all future proposed routes with the local community and all relevant stakeholders. However, it is also the intention to ensure all cycle routes are suitable for both younger and older users, mobility impaired users and all different levels of cyclists. For example, the needs of experienced cyclists, children and recumbent trike users. Where possible, future routes will try and avoid busy roads and possible conflicts with heavy traffic.

## 2.3 Future of the Network

### *Completing the Missing Links:*

Via the public consultation mentioned in this document and working with the Ashford Cycling and Walking Forum, the following Routes have been identified, in **order of priority**, which will be programmed in to improve Ashford's Cycle Network (**Please see Appendix F for plans – apart from the proposed Butterfly Route**):

- **NCR18 - Willesborough Road** – this project has been bid for under Kent Highway Services' Scheme Prioritisation System, but unfortunately cut from the System, but will be put in as a wider improvement bid, together with the next project - reason: Safety of pedestrians and cyclists
- **NCR18 - Kennington Road - Up-grade path through narrow bends at Blackwall road north** - reason: safety of pedestrians and cyclists, but this also major road traffic issue with lorries getting stuck and the route being blocked for ambulances
- **Godington Park - Up-grade of existing tracks to provide link to Green Sands Way and to Orchard heights** - reason: safety of pedestrians and cyclists, but also in anticipation of the development of the cycle path onwards along the river
- **Learning Link Path – this scheme will be developed in conjunction with Ashford's Future as one of the key links in the Regeneration of Ashford Town Centre ...**
- **Birling Road to Mill Court - Up-grade existing path to shared use, resurface and light** - reason: safety, as avoids busy narrow part of Hythe Road
- **Church Road, Sevington to Aylesford Green (to link through Nelson Close)** - reason: safety, as avoids busy Bad Munstereifel Road and would link to existing cycle path leading over M20 and up to The Street

- **Improve link from The Street up into William Harvey Hospital (include lighting on bridge)** - reason: safety - requests following face-face questionnaires undertaken at the hospital in autumn 2008
- **Connect existing shared path at the Stour Centre to Tannery Lane** - reason: to complete the route
- **Willesborough Dykes** - reason: to provide a strategic link between Park Farm and the town Centre **and to the proposed future developments in South Ashford, such as Cheeseman's Green and Waterbrook (See Appendices D and F for details)**
- **Bentley Road to Hythe Road** - reason: to provide the missing link between Aylesford Green and Willesborough
- **Butterfly Network (Please see Section 2.9)**

**Key Targets:**

- To plan and construct a comprehensive cycle network in Ashford
- Continue to work with local developers to help extend Ashford's Cycle Network

## 2.4 Maintenance

Much progress has recently been made regarding the maintenance of Kent County Council's cycle routes and a separate budget has now been allocated. This is an important step, as this means that cycle route maintenance will now be separate from the overall highways maintenance budget, and can be monitored and targeted more easily to areas requiring more maintenance – ie routes travelling through greener areas which are more likely to become overgrown.

There is also now an on-line reporting system which can be accessed by following this link:

<http://www.kent.gov.uk/eFault/Application/ReportCategory.aspx> .

This enables tracking of the areas needing the most attention and makes reporting easier for the public.

As a back-up to this, Kent Highway Services also works closely with Sustrans Rangers, local residents and the Ashford Cycle Forum direct to try and resolve any maintenance issues. Sustrans Rangers are able to go out in groups of volunteers to perform light maintenance works on an ad hoc basis, such as light vegetation cut-back.

## 2.5 Safety

We have also been working with local schools via the School Travel Planners at KCC and Bike-It Officer for Ashford to obtain details of the issues facing young people whilst cycling around Ashford. KCC works together with Sustrans and local schools to endeavour to provide 'Safer Routes to Schools' where possible and link these in with Ashford's Cycle Network.

From the comments we have received it is evident that a large percentage of young and adult cyclists prefer off-road cycle paths where possible, however many people would also like to cycle on-road if traffic can be managed in such a way as to engender a feeling of safety for the cyclist - KCC and Ashford's Future are committed to following the guidance as set out in 'Local Transport Note 2/08 – Cycle Infrastructure Design' published by the Department for Transport.

From the questionnaire and forum data, and other information from schools, local parents and teachers are most concerned with issues facing young people when travelling on on-road cycle routes to and from school and for other cycle journeys. The conclusions from the above joint report by Jacobs and Kent Highways services are as follows:

### **Conclusions:**

*"From the data that has been analysed there is evidence to support that for those crashes involving child cyclists, the cyclist was more likely to be at fault, failing to either give way or look properly. Although less apparent, for those crashes involving adult cyclists conflicting with other vehicles, the motorist was more likely to be at fault.*

*The reasons for this reversal between child and adult cycle crashes could be explored. For example:*

*Can adult cyclists deal with complex junction situations, as they also may be motorised drivers and have more road user experience?*

*Are existing road layouts too complex for child cyclists?*

*Does more education and training initiatives need to be directed at child cyclists, to help them judge whether or not to ride out on to the road when using cycle path/ road intersections and other conflict points?*

*Do motorists need to be made more aware of the greater potential of child cyclists failing to cope with the road environment than adult drivers (sic)?"*

### **From:**

### **KHS Road Safety Child Cyclist Crash Data Report**

### **Second Draft, November 2008**

Currently Kent County Council works with the 'Bike It' Officer for Ashford from the Sustrans Cycling Charity to promote cycle safety throughout local schools. Close liaison is maintained with this Officer to highlight any potential safety problems throughout the network and also to discuss ways of improving Ashford's Cycling Network.

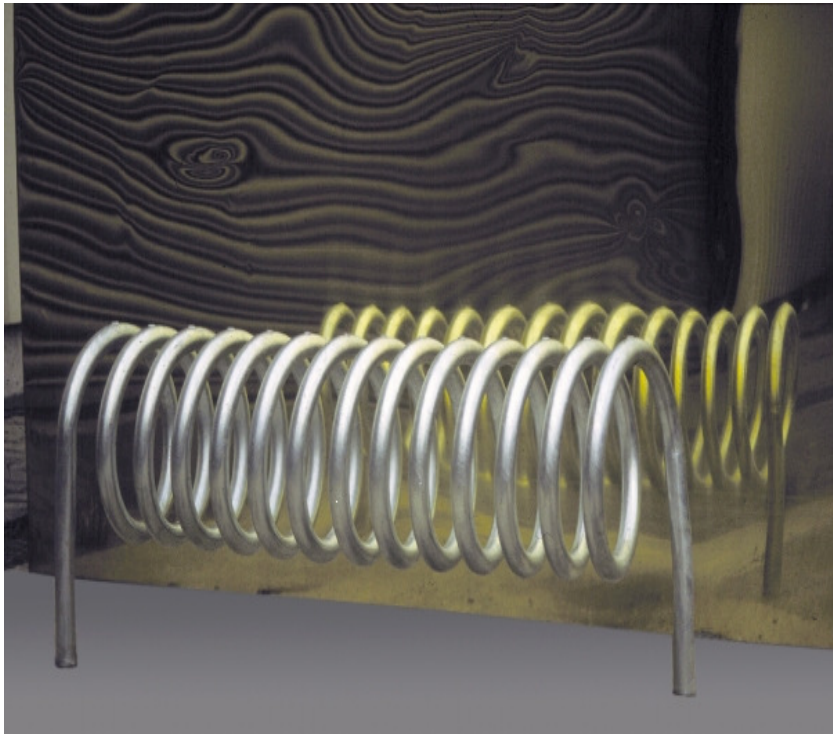
Kent Highway Services also has a Cycling Safety Officer who provides training for both children and adults. Further information can be obtained by using this link to the Kent Road Safety Team: <http://www.kentroadsafety.info/cyclesafe/> .

## **2.6 Cycle Parking**

Ashford Town Centre – KHS will work in partnership with local cycling organisations, Ashford's Future, local schools and businesses to improve cycle parking provision and route directions to cycle paths within the town centre, and to promote links between local amenities, public transport and cycle routes. KHS will endeavour to provide innovative,

attractive and user-friendly cycling parking which does not hinder accessibility on any shared surface or public highway

Innovative cycle parking is being considered for local businesses as below, to match their needs:



Much of the consultation conducted in support of this Strategy has identified a real lack of secure cycle parking within the town centre. Many local cyclists have commented that although they regularly cycle to the station to and from work or to and from the station to commute, they will not cycle into town, but prefer to either walk or travel by car to access the town centre, as they do not feel safe leaving their bikes in town and many said their bikes had been stolen using the standard 'Sheffield' design cycle racks.

To this end, Kent Highway Services has also been working with the Ashford Cycling and Walking Forum as to the type and design of cycle parking required. Current work is ongoing on a project to include two secure covered cycle parking sites in Ashford Town Centre. This project is being finalised with help from Ashford Borough Council to find the optimum locations for these.

### **Cycle Parking Within New Developments**

In the past many new developments have been constructed without any commitment to the provision of sufficient cycle parking. It is the aim of this Strategy to ensure that in future all new developments will provide ample secure covered cycle parking provision. This will include residential, business and educational developments.

### **Innovative Secure Cycle Parking Solutions for the Town Centre**

After initial public consultation with the public in Ashford, a need for more secure cycle parking has been identified for the town centre. As well as a new project currently underway to provide covered cycle parking in the town centre, this strategy aims to

provide some form of even safer ways for the public to leave their bikes in the town centre, without fear of theft or damage. The following systems have been investigated:

**Option 1 – Lockers such as the FalcoSafe Round Locker**



This option is only viable at locations where management of a locker system would be possible – ie at places of work, leisure centres etc.

**Option 2 – Bike Caves (Since the first inception of this document, these have been successfully installed at the SEEDA Offices at International House, Ashford)**

This design would be useful at sites around the town where renting systems are in operation and opens like a bread-bin lid. However, this option would require some maintenance and is of a less robust design than some locker systems. This would probably be best managed by a cycle hire company which could be trialled around the town centre or for use by companies for their staff/visitors. Since beginning this draft, the South East of England Development Agency has installed the Bike Caves detailed below at International House in Ashford, and KHS will be working with other businesses in the area to encourage more cycle parking solutions such as these.

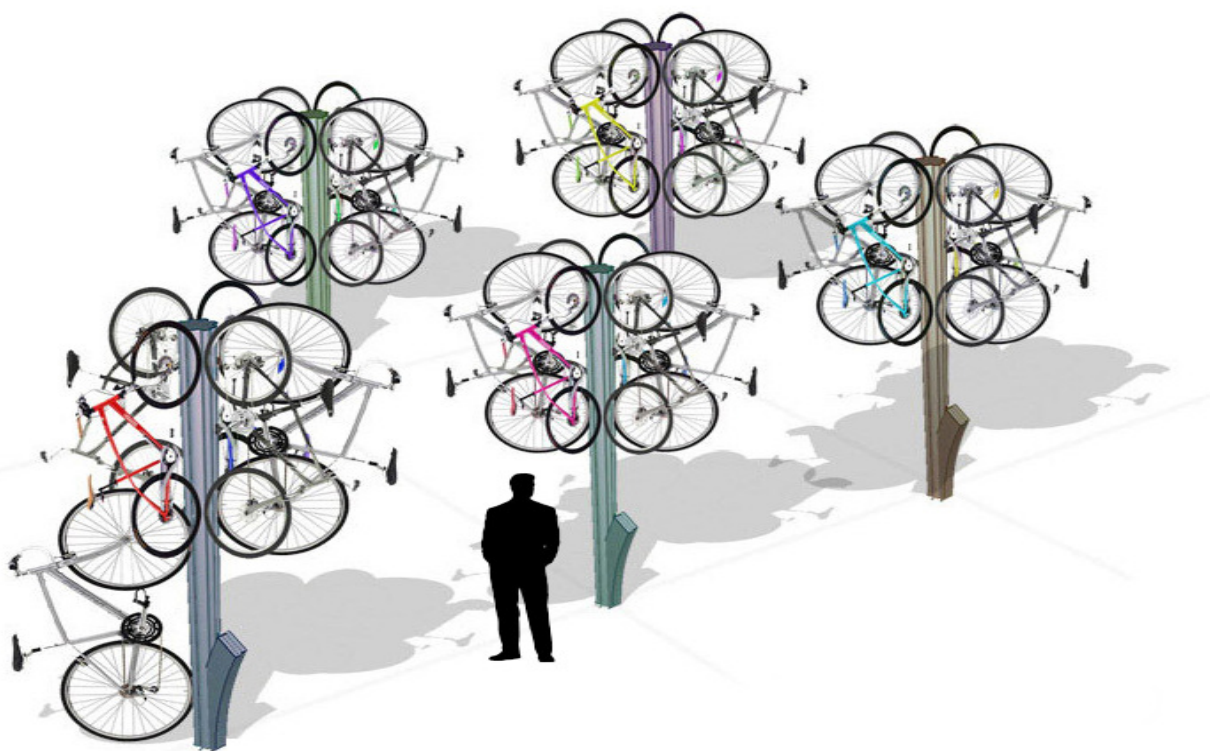


### **Option 3 – Velosafe Locker**

This design is very secure and flexible, and the lockers are designed in a pie shape, which means you can set these lockers out in different shapes and can be inter-linked to save space. They come in different colours, but the stainless steel option would fit in very well with the new layouts around Ashford Town Centre.



### **Option 4 – The Bike Tree:**





The Bike Tree option avoids the dilemma of having to worry about administration of key or card systems for lockers. Once you have locked your bike in place, you press a button and your bike is raised above head height, making it a lot more difficult for anyone to tamper with your bike. Also, each track on the tree is fitted with a tamper sensor. The 'tree' comes with a sensory alarm system, can be linked to a smart card which can be linked to future 'oyster' type travel cards and linked to promotions or discounts. A system such as this could well be an option for the future, with the planned introduction of the new 'Smartlink' bus rapid transit system, which will be run using a 'smartcard' system similar to the Oyster card, which would be compatible with the Bike Tree system. The units are solar powered and can be easily installed or moved in less than 6 hours. Each unit can accommodate up to twelve bikes and does not take up much floor space.

## The Future – Proposed Cycle Parking Compound

Additional aims of the Strategy would be a secure cycle parking compound operated by staff, providing secure parking, cycle maintenance and a repair shop, tyre pump, coffee shop, relaxation area, showers and changing rooms, all in a town centre location. This is common-place in European countries where cycle facilities are further advanced, and considering Ashford's growing cycle network, would be a chance for Ashford to be one of the first towns to offer such a facility.

### Key Targets:

- To encourage further cycle parking with local businesses in Ashford
- To continue to provide further cycle parking locations in Ashford
- To propose an Indoor Secure Cycle Parking Facility

## 2.7 Integration with Public Transport

Kent Highway Services (KHS) and Ashford's Future are keen to work with local cycling organisations, public transport service providers, schools, local residents and other organisations in order to improve existing and develop new cycle paths. Further, KHS will endeavour to improve the local cycle network's interchange with public transport modes.

Ashford's Cycling Strategy will seek to improve the interchange with public transport points such as:

Ashford International Station (Eurostar side) – KHS will work with Ashford's Future and Eurostar to provide cycle racks at this side of the railway station for use by both staff and the general public. In the future, there will also be a new pedestrian and cycle ramp into this side of the station and possibly a new pedestrian crossing over the roadway into the station

New cycle racks with increased capacity are being provided to the front of the domestic side of Ashford International Station and next to the bus and taxi stops, providing an improved interchange between these different transport modes and encouraging greater use of cycles on routes to and from school, work and local amenities

KHS and Ashford's Future are arranging to work with the Travel Planners for Ashford Domestic Station to ensure a new interactive Cycle Routes Map is available via a proposed Station Travel Plan website. This will include details of the new user-friendly Butterfly Routes, as well as how they link-up with the other existing cycle routes and provide useful local information and details of interchanges with other transport modes and walking routes.

KHS will also be working with KCC Travel Planners to ensure local businesses and other organisations can develop their own Travel Plans, which will benefit from the improvements of Ashford's Cycling and Walking Network.

### **Inter-change Deliverables:**

Data collated by local cycling organisations and travel planners will be used to improve inter-modal transport links to cycle routes. In addition there will be continued consultation with local cycling organisations, schools, businesses and residents to promote new interchanges between public transport services and cycle routes in Ashford.

Locations of interchanges between public transport and cycle routes will be publicised in future cycle maps, interactive maps and KCC's website.

### **School Travel Plans:**

KHS is currently working with schools in Ashford to ensure that all local schools produce a Travel Plan, where issues regarding cycling /walking/taking public transport to school rather than using cars are highlighted. For instance, overgrown or poorly maintained footways and cycle paths can cause parents not to give permission for their children to cycle to school, as well as paths where cyclists or pedestrians are not easily visible to drivers or feel isolated. Parents also feel interchanges between cycle/footpaths with other forms of public transport are important if pupils are to use their bikes, as not all older pupils come to school from the immediate vicinity

The Sustrans' Bike It Officer works with Ashford schools to find practical ways to enable more pupils to use their bikes when travelling to school. And also provide data on how children get to school at present and what can be done to enable more children and parents to use their bikes as a viable form of transport. KHS is currently working with KCC's School Travel Planners to provide recycled cycle racks free to local schools and to identify new 'Safer Routes to Schools' in the form of new cycle routes. KHS also works with Sustrans to provide these new routes and land acquisition issues which may result.

### **KEY TARGETS:**

- To integrate the Cycling Strategy with Ashford's Public Transport Services
- To help local schools increase the numbers of pupils, staff and parents switch to cycling to travel to and from school
- To provide details of how the public transport network interlinks with Ashford's cycling and walking networks via improving Ashford's Cycle Map
- Ensure all future cycling/shared routes also serve local schools where possible



## 2.8 **Promotion**

### ***Health Benefits***

This strategy aims to promote the advantages of cycling for health reasons to the local community in Ashford via projects in conjunction with the local Primary Care Trust such as:

- Calorie Maps for specific cycle routes in Ashford
- Campaigns highlighting the benefits of cycling in the fight against obesity and related health problems.
- Initiatives to enable more people to choose cycling and walking as active forms of transport
- The aim is also to work with local schools and businesses to promote these benefits – as previously mentioned, work has already begun on developing cycling and walking calorie maps for use by local people, in conjunction with the local Primary Care Trust

### ***Moving Away from the Car & Reducing Congestion & Pollution***

A way of avoiding congestion – one of the main aims of this Strategy is to promote cycling as an ideal way of avoiding congestion on Ashford's streets – particularly in respect of morning school runs by parents – and through the Ashford Cycling and Walking Forum, cycling will be advertised as a faster means of travelling to and from school and working together with School Travel Planners and local cycling officers to identify safe routes to school. Pollution – Highlight all off road routes, inform public of environmental benefits of a greater modal shift to cycling.

## ***Sport & Role Models***

It is the aim of this strategy to work with local sports organisations to help promote Ashford's Cycle Routes and to help promote the above benefits of cycling. A good way to start the promotion of the cycle routes and further encourage local people to get involved will be to launch an annual bike race in Ashford. This event would be open to all with short and long races and this could be sponsored by local organisations and businesses and linked to a charity. Using role models to promote these local events will be a great way to publicise Ashford's cycling routes, as well as persuading more people to move away from their cars. Off road facilities are also popular in Ashford and development of a mountain bike course at The Warren would provide facilities for those preferring off-road cycling. In the long term the Strategy aims to apply for a larger 'velodrome' facility for Ashford, to further encourage cycling, people interested in training to become professional athletes and a focus for cycling events, whereby people could also come from Europe to use the facilities.

### **KEY TARGETS:**

- To promote the health benefits of cycling via projects with local businesses and schools
- To work with the local Primary Care Trust to produce calorie maps for cycling and walking routes in Ashford
- To promote the benefits of active commuting to school and work
- To promote an annual cycling event for all abilities and ages

## **2.9 Butterfly Map**

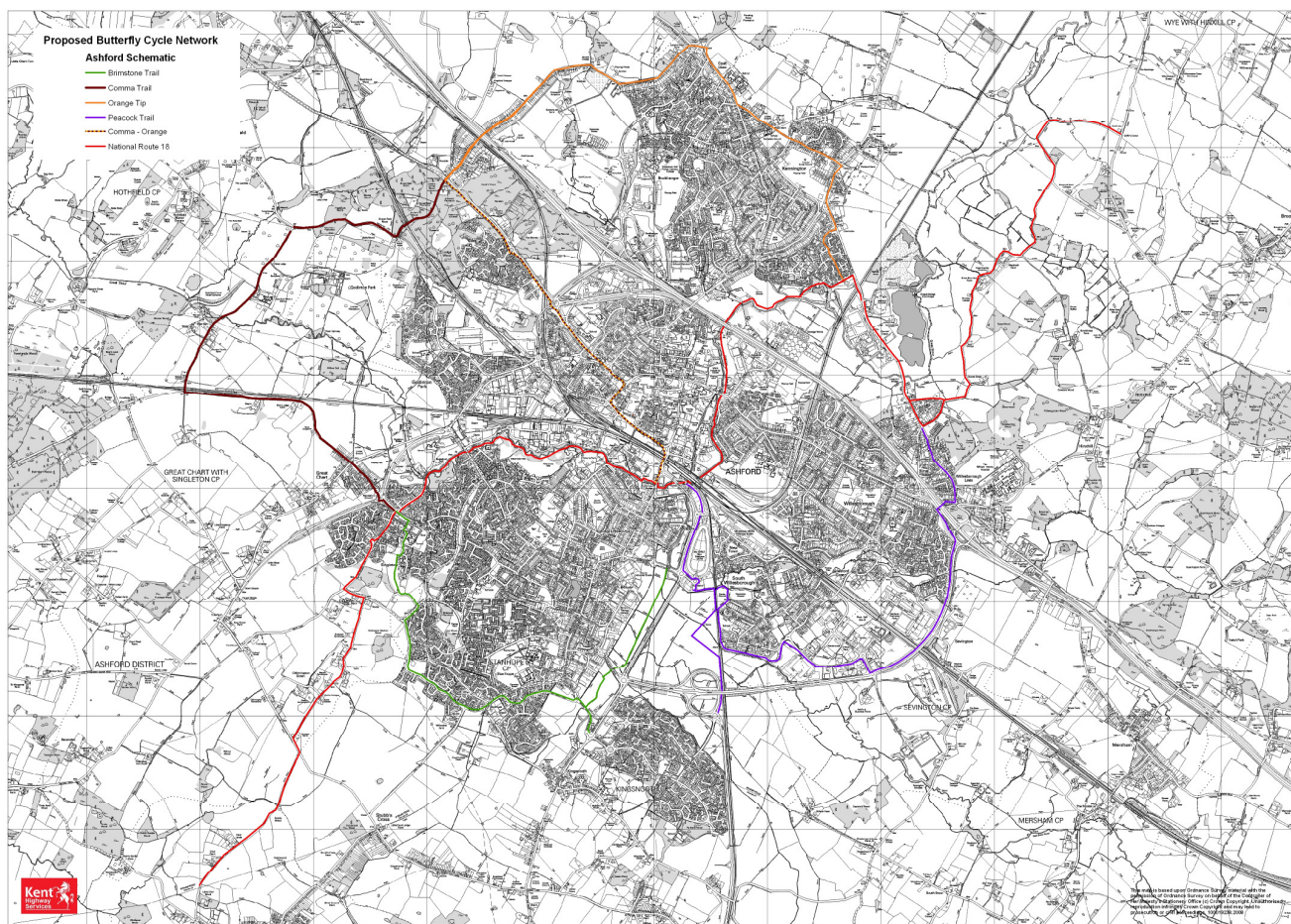
KHS have drafted a proposed 'Butterfly' Cycle Network for Ashford which consists of a simple network of colour-coded routes which will help link together Ashford's existing network, but also extend these further out into leisure and green areas, as well as providing simple commuting and shopping routes around the town. This new proposal for a 'Butterfly Routes' network is being developed in conjunction with the Blue and Green Grid Strategy for Ashford, to ensure future proposals to improve access to local woodlands, leisure trails and waterways tie in with the improvements to Ashford's Cycle routes. This would not only provide the local area with a more user-friendly network, but would ensure all routes lead back to the centre of town and link in to National Cycle Network Route 18.

The proposed Butterfly Network is based on some of the existing cycle routes around Ashford, and has been designed to link-up with future developments such as Discovery Park, Cheeseman's Green (please see Appendix D for an example of what the Strategy would like to obtain from developers) and Waterbrook Park. These proposed developments will each have their own cycle tracks and Ashford's Future and KHS will work in partnership with local Development Control Officers to ensure that Developers' funds for cycle routes are used to construct appropriate routes and that they link-up with the main Butterfly Routes.

Future aspirations of this Strategy for Ashford’s Cycle Routes also encompass planned east-west and north-south routes across the town, as well as construction of a ‘Learning Link’ cycle route which will link schools, colleges, libraries and museums within Ashford’s town centre. Details of these routes will be included within this Strategy following consultation with Ashford Cycling Forum.

The proposed schematic design for Ashford’s main cycle routes will form the shape of a butterfly. The ‘body’ of the butterfly is formed of Route 18 which traverses the town of Ashford and the four ‘wings’ will make up the four main routes: The Comma Trail (shown in brown), the Peacock Trail (shown in purple), the Orange Tip Trail (shown in orange), the Brimstone Trail (shown in green) and the Comma-Orange - where these two routes overlap – (shown hatched brown and orange) are all routes named after four rare breeds of butterfly found in Ashford and which are featured at Ashford’s Rare Breeds Centre. The proposed network design is shown below.

### Draft Proposal: Butterfly Route Schematic - 2009



## **KEY TARGET (S):**

- **To Integrate the Cycling Strategy with Ashford's Public Transport Services**
- **To help local schools increase the numbers of pupils, staff and parents switch to cycling to travel to and from school**
- **To provide details of how the public transport network interlinks with Ashford's cycling and walking networks via improving Ashford's Cycle Map**
- **Continue to work with local developers to help extend Ashford's Cycle Network**

### **2.10 Public Information**

In addition to the Ashford Cycling Strategy document an up-dated cycle routes map is planned, showing improved cycle routes via a stylised and colour-coded route map. This leaflet should be made readily available at key locations such as stations, tourist information offices, schools, colleges, leisure centres and possibly in specially designed boxes at key points on some cycle routes or close to cycle parking facilities in the town centre. The new maps will contain further details such as;

- Location of cycle parking facilities
- Details of route interchanges with public transport (train<sup>1</sup>, bus) including web addresses and phone numbers for further information such as Southeastern trains web-site, as well as the proposed Station Travel Plan website
- Details of cycle hire and cycle sales and repairs
- Availability of toilet facilities and locations of any proposed cycle storage and changing facilities
- Cycle schemes
- Toilet facilities
- Tourist Information
- Approximate cycle journey times for main routes

In addition, this leaflet could also be adapted as a large scale map to be mounted at a variety of key locations throughout the town such as the railway and bus stations, the town centre and along Sustrans route 18, as cyclists enter the urban area.

Following production of the new interactive Ashford Cycling Map and associated paper copies, it is proposed to ensure sufficient promotion of the same, by distributing these not only to the local Tourist Information Office, but also to many locations within the community which people are likely to be spending a good deal of time, such as local opticians, doctors' and dentists' offices and hospitals, as well as handing these out to community groups.

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<sup>1</sup> **Southeastern trains** Cycles are not permitted on peak time services arriving in London from Monday to Friday between 07.00 and 09.59, and leaving London between 16.00 and 18.59. If the journey starts from one of the following boundary stations (Gillingham, Otford, Tonbridge and Redhill), heading away from London, cycles are permitted at any time. If journey starts in Kent or east Sussex and terminates anywhere before these stations, cycles are permitted, subject to onboard space. Folding cycles are permitted at all times provided they are folded prior to boarding and remain so throughout the journey.

**Southern** Cycles are not permitted on trains travelling towards either London or Brighton and due to arrive between 07:00 and 10:00 and trains leaving either London or Brighton between 16:00 and 19:00. Outside of these times cycles are permitted free of charge without a prior reservation. Folding cycles are permitted at all times.

**KEY TARGET(S):**

- To produce an interactive cycle map for Ashford, located in the Town Centre, in partnership with Ashford Borough Council and Ashford Town Centre Management

## 2.11 Education and Training

***Bike It and Children's Cycling Safety:***

Bike It is a Sustrans managed project that is jointly funded by Kent Highway Services. Sustrans is the UK's leading sustainable transport charity. The Bike It Officer works with schools in Ashford and Canterbury to find practical solutions to enable more children to cycle safely to school. This includes ensuring that schools have secure cycle storage, access to cycle instruction, undertaking lessons on how to find a safe route to school and learning how to mend a puncture. Bike It works with 12 schools each academic year and aims to build a sustainable cycling culture and to involve the whole community as much as possible.

More information about Bike It and other Sustrans projects can be found at [www.sustrans.org.uk](http://www.sustrans.org.uk).

***Cycle Instruction:***

Kent Highway Services also has a Cycling Safety Officer who provides training for both children and adults. Further information can be obtained by using this link to the Kent Road Safety Team: <http://www.kentroadsafety.info/cyclesafe/>.

It is the aim of this Strategy to offer further cycle training to adults by working with the Kent Road Safety Team through local businesses, community groups and local events to encourage more people to overcome their fears of cycling on roads and increase the numbers of new adult cyclists. Evidence has been received from conducting face-to-face questionnaires (**please see Appendix G**) and work with the Ashford Cycling Forum to suggest that there are a number of adults who never learned how to ride a bike, and feel embarrassed about this. They did say however, that if there was the opportunity to attend adult bike training courses where people would be taken on the roads and learn about cycle safety and bike maintenance, that they would be persuaded to start cycling.

## 2.12 Monitoring

At present, the cycle trips are monitored by five automated cycle counters positioned at different sites across the town. In addition, there is an annual inner and outer cordon count that records all road usage including cyclists.

In order to monitor the success of new cycle tracks, it is intended to monitor the number of cycle trips undertaken both before and after new schemes are constructed.

**Key Target (s):**

- To continue to monitor the number of cycle trips being undertaken
- To monitor the number of cycle trips both before and after new cycle tracks are constructed at key designated sites

### **3 WHAT PEOPLE CAN DO NOW**

#### **3.1 Get Involved:**

If people would like to help continue to build, improve and promote Ashford's growing cycle network, they can join the Ashford Cycling and Walking Forum, where they can be a part of the future plans for the network. People can also contact the Ashford & Swale Transport & Development Team at Kent Highway Services to discuss any issues or use the on-line reporting form as detailed in Section 2.4.

#### **3.2 How well are we doing?**

It's all very well planning, consulting and constructing new routes, but we need to know that afterwards people will feel happy to use these new cycle paths.

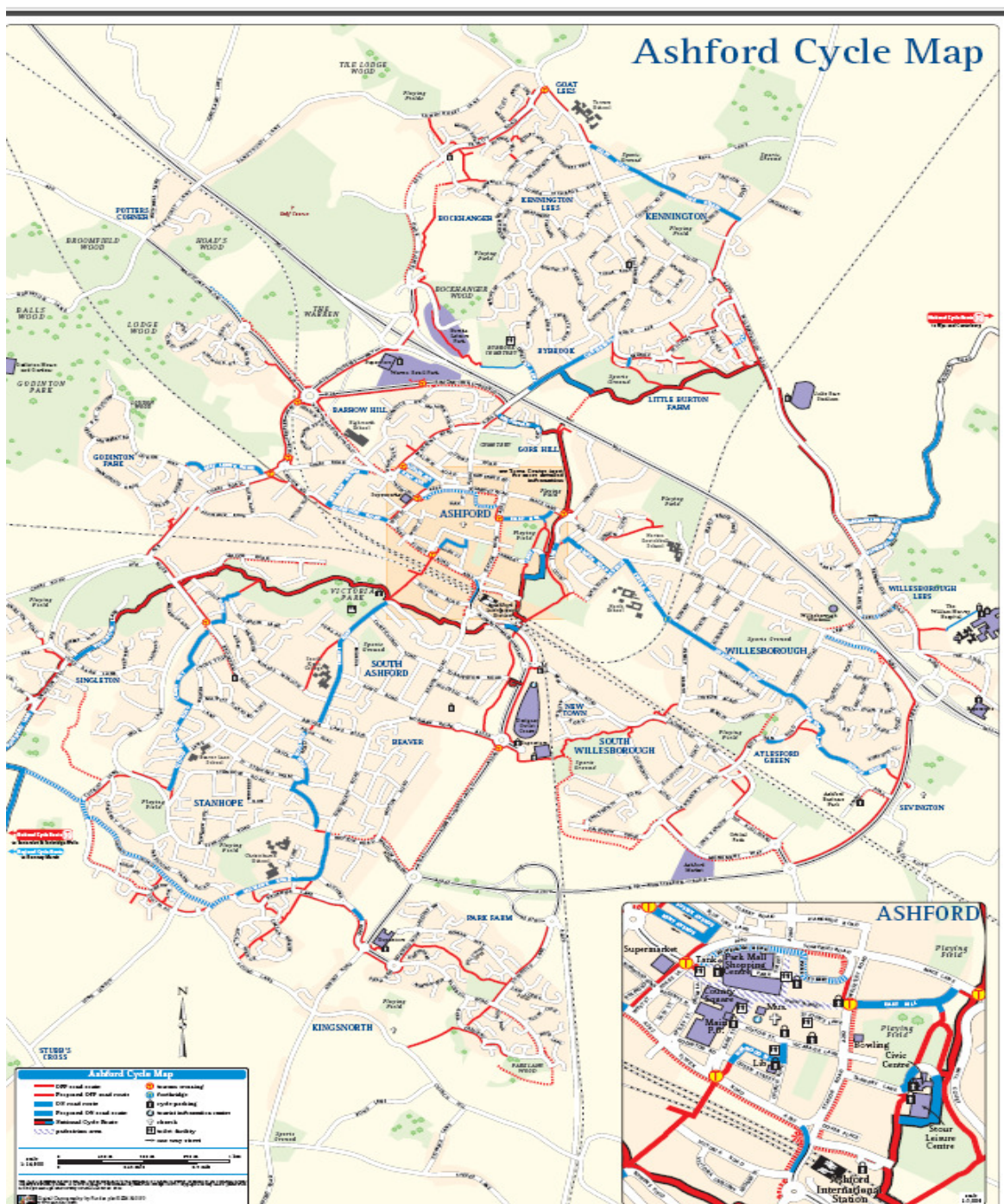
Of paramount importance is to learn lessons as we go along and continue to improve on the design, standards and 'user-friendliness' of all current and future routes. To do this, we plan to move around the mobile automatic counters currently in place around Ashford, to monitor the amount of users. Also, to carry out post-construction surveys amongst users to see what they think of new links and routes.

## APPENDICES

## APPENDIX A

### ASHFORD'S FIRST CYCLE MAP – 2004

Ashford's cycle network was first mapped back in 2004 by a former colleague in preparation for inclusion in a new Cycle Strategy for Ashford and to look at improving the existing routes in line with future developments and transport initiatives being undertaken in the Ashford area.



**Appendix B**

**(Strengths, Weaknesses, Opportunities, Threats Exercise carried out with Ashford Cycling Forum)**

<b>Strengths</b>	<b>Weaknesses</b>	<b>Opportunities</b>	<b>Threats</b>
<p>Many cycle paths</p>	<p>Badly planned network, many pinch points</p>	<p>Improve the network via proposed schematic to ensure links actually link-up! And extend out where local people would use them</p>	<p>Plans may require TROs or permission from private landowners to link-up routes - need to minimise this by looking at more than one alternative re-routing</p>
<p>Off-road route along Willesborough</p>	<p>Path from Blackwall Road South up past Julie Rose Stadium along Willesborough Road requires cyclists to keep dismounting and cross a busy road - used at all times of day and night due to shift work patterns in adjacent factories - unclear for cyclists as to whom has right of way - this route is too optimistic, as is too narrow for cycling and on a blind corner - dangerous dead end/crossing point</p>	<p>Work together with Givaudan Ashford &amp; Premier Foods to find an alternative route</p>	<p>Not getting permission to re-route cycle paths over private land</p>



<b>Strengths</b>	<b>Weaknesses</b>	<b>Opportunities</b>	<b>Threats</b>
Proposed off-road route along Romney Marsh Road	No current plans to extend path down from Romney Marsh Road to the Tesco Store due to omission at the planning permission stage	Any new proposals will have to come from KCC or other funding or working in partnership with others	May prove costly getting permission over private land and/or constructing new path
Off-road route along Bad Munstereifel Road away from heavy traffic	Small on-road route along Church Road before bridge over Bad Munstereifel Road - difficult to see location of bridge due to poor signage	Improve the signage and/or road markings	May not be able to arrange under standard maintenance - finding funds to complete may be a problem
Off-road route along Romney Marsh Road in good location	Unfinished!	This route could be completed to carry on down to meet up with routes adjacent to Ashford Road, thereby helping to join-up the route around Stanhope, thus helping realise the strategic plan for Ashford	Have been land issues in the past - cost could be excessive, but need to revisit this to investigate
Kingsnorth Road provides an acceptable radial route to the south from the station.	However, Beaver Road South is unpleasant for cyclists - particularly because of queuing traffic	Investigate improvements	May require a scheme to reduce queues or alter traffic priorities etc, which may be impossible due to the works already undertaken in the town centre, or take a long time to achieve approval
Route 18 is a good example of what a cycle path should be	Some signage missing and directions unclear	Improve and/or repair directional signage/markings	May require separate funding for some of the works, although improvements to Victoria Park already ordered

<b>Strengths</b>	<b>Weaknesses</b>	<b>Opportunities</b>	<b>Threats</b>
Cradle Bridge links to footpath to Willesborough	Blind corner on exit to Willesborough Road path	Improve warnings to cyclists of blind corner coming up or reroute from cradle bridge up to the rear of factories instead of along Willesborough Road	As above, rerouting would be dependent on private owners giving permission
Orchard Heights and Godinton Park have some nice routes	No current paths link these two areas together	Extend routes to link up - will match plans for schematic and link-up with Ashford's Cycling Strategy and the Local Transport Plan	Cost - where will the funding come from? If involves TROs etc, time needs to be factored in - use Ashford Cycling Forum to help obtain funding
Godinton Park Footpath already in existence	Does not link-up to Godinton Lane	Extend routes to link up - will match plans for schematic and link-up with Ashford's Cycling Strategy and the Local Transport Plan	Cost - where will the funding come from? If involves TROs etc, time needs to be factored in - use Ashford Cycling Forum to help obtain funding
Warren Lane - ideally placed for links to Fougères Way	Passes underneath Fougères Way, thus missing the Retail Park	Could install a ramp up to Warren Lane for access to the retail park from other side	Cost - where will funding come from - would this be used?
Many cycle paths	Loss of right of way at junctions	Check these when looking at improving the network	Cannot put traffic measures in at every junction due to cost - prioritise
Sandyhurst Lane - quiet road	No path off Sandyhurst to Enterprise House	Could construct new route here	Land ownership & cost
Route 18 quite clearly marked	Some route 18 detour signage on the A28 still there, but is now redundant	Remove redundant signage	None foreseen

<b>Strengths</b>	<b>Weaknesses</b>	<b>Opportunities</b>	<b>Threats</b>
Spearpoint corner well-served by cycle paths	Very busy roundabout and crossing points	Consider installing a zebra crossing here	Funding/time delays
Godinton Park, Hoad's Wood, Broomfield Wood and Ball's Wood - jewel of Ashford to visit	Not linked to rest of cycle network	Take out proposed butterfly route into countryside as planned to ensure more opportunities for safe leisure cycling in Ashford	Funding/land ownership issues
Good existing route out to Great Chart for Golf and leisure	Not all dedicated cycle ways	Continue plans to link-up existing cycle ways with places of interest/leisure opportunities	Funding/TROs?
Singleton Environment Centre	Not linked to rest of cycle network	Create links - would tie in with sustainability targets/provides facilities open to users en-route to elsewhere - i.e. toilets/café etc - joint funding opportunity with BTCV?	Funding/land ownership issues
Routes avoiding heavily trafficked areas	Cannot always avoid on-road routes, due to lack of space or land issues	Endeavour to avoid where possible and look at alternative routes if available	Space/land issues
Many routes	Incoherent and many dead ends	Ensure that routes link-up or are made redundant if unused or incomplete	Funding/land ownership issues
Traffic systems	Slow to change for pedestrians/cyclists	Check phasing's where possible - particularly check timings of any new equipment installed in relation to what is required vis-à-vis traffic flows	Would need examples of specific units where timings are slow in order to correct

<b>Strengths</b>	<b>Weaknesses</b>	<b>Opportunities</b>	<b>Threats</b>
Many routes	Not good to go to town with children on roads from Willesborough	Look at alternative routes and/or work with Premier Foods and Givaudan to investigate possibility of re-routing cycle path over factory land	Land ownership permissions and costs
Some good cycle parking in the town centre	Inadequate - particularly in terms of security and at certain locations - i.e. on High St and at the Stour Centre	Improve and look at alternative cycle parking arrangements	Funding - finding better locations to site the parking
Routes avoiding roads	Sudden dead ends	Investigate finishing or closing routes which 'go nowhere'	Funding/land ownership issues
Relatively large network	Quality of network poor, sudden dead ends, poor maintenance, slow toucans, problems with large roundabouts	Improve signage	Getting rid of Church Road footbridge with the M20 junction 10 a works will be a potential disaster for cyclists and walkers
Ambition	Only small team and little resources to fulfil 'Ashford's wish list'	Produce draft strategy to highlight the need for further resources for improving Ashford's cycle network	Constrained by lack of equipment/budget/software availability
Flat terrain	Sections of flat routes not publicised well-enough	Need to advertise cycle rides on flat rural loops - e.g. towards Bethersden, Pilgrims' Way and Charing	Timescale/funds for producing new Ashford Cycle map
Good strategic route between Magazine Road & the Ring Road	Too narrow to accommodate both bikes and cars at the moment	Make one way for cars to allow for extra room for cyclists and/or widen footway	Could be costly scheme

<b>Strengths</b>	<b>Weaknesses</b>	<b>Opportunities</b>	<b>Threats</b>
Shared use between Gore Hill and Magazine Road a good idea	Plenty of obstructions - including a bus shelter!	Investigate encroachment - relocation	Would require permission of Stagecoach
Good signage on most routes	Route 18 signs to Kennington confusing over the bridge	Remove redundant signage and/or put down road markings instead	Timescales
Shared use on Magazine Road	Cyclists are on a climb when turning right into Magazine Road and then must cross traffic to reach cycleway	Change traffic layout	Probably very unlikely, as shared surface already exists
Heath field Road/Gore Hill - Good links to R18	Difficult turning out of Heathfield Road from Henwood into Canterbury Road and right towards Kennington	Investigate possible improvements	Could be lack of space/funding to introduce a separate cycle track here
Cemetery Lane - Good links up to Eureka	On turning out of Cemetery Lane onto Canterbury Road, traffic builds up going towards Canterbury and often blocks cycleway	Investigate Rerouting as not enough room to put in cycleways over bridge over M20	Not enough space/funding for alternate route
Bybrook Road	Not currently official part of the cycle network and cars turning left often squeeze cyclists against railings	There is a wide footway on this corner to allow cyclists to make left turns within the hand railing, so this could be investigated as an off-road section - possibly extending further	Funding/must be sure sufficient space

<b>Strengths</b>	<b>Weaknesses</b>	<b>Opportunities</b>	<b>Threats</b>
J/O Rylands/Bybrook Rd/Canterbury Road - Good links from here to other cycle routes	Difficult to cross road on Canterbury to Bybrook and no cycle lane past traffic lights	Could investigate crossing point using the lights at Bybrook Junction and/or use lay-by and hatched section on Canterbury Road for a cycle lane?	Funding/must be sure sufficient space
Oakfield Road/Canterbury Road - well used road for cyclists	Difficult to turn into Oakfield Road from Canterbury Road	By providing a dropped kerb off the Canterbury Road Cycle Lane, this would provide access into Oakfield Road, thereby adding flexibility to the cycle network at minimal cost.	Funding/space on footway
George Williams Way - good links to Route 18	Difficult to turn safely into this road from Canterbury Road	Again could use lay-by to assist - extra cycle turning lane	Funding/space on carriageway
York Road - Faversham Road - Good area for cycling and near cycle parking	Difficult to turn safely into York Rd from Faversham Road	Corner could easily be adapted so that cyclists could drop into York Road and/or go inside the railings to use wide footway towards Northumberland Ave as shared use	Would need checking to see if wide enough - how would fit in with wider cycling strategy
Little Burton Farm Lane/Dudley Road - potential to link with cycle route from George Williams Way	No safe crossing point over Canterbury Road A28 to Dudley Road	Could try and construct safe crossing point	This has been attempted, but no space to safely do this, due to narrow/non-existent footways and curtilage of houses backing straight onto road

<b>Strengths</b>	<b>Weaknesses</b>	<b>Opportunities</b>	<b>Threats</b>
The Ridge - near to off road routes	The road is a cul-de-sac, but could construct a link through for cycles	Investigate constructing a cycle path over the playing field from The Ridge through to The Street	This would be difficult, as this is currently a playing field and footways already exist and no cycle way already along The Ridge
Faversham Road - potential to link to cycle routes	Short cycle-lane leading to Penlee Point - unclear as to what cyclists should do next - few motorists indicate - fast traffic	Investigate alternate routes	Funding - strategic plans - does this fit in, or would an alternative be more suitable
Nettlefields shops frequented by cyclists	No cycle parking	Investigate installation in line with strategy	Dependent on future funding
Many cycle routes on & off-road	Some routes conflict with traffic	Consider installation of 'Think Bike' markings	Dependent on future funding - also signs often expensive and prone to vandalism - could we use markings ground/carriageway instead?
Cemetery Lane - Good links up to Eureka	No cycle parking	Investigate installation in line with strategy	Dependent on future funding
Park Road/Rylands Road	Potential link via pedestrian link	Investigate widening to include a cycle track	Would need to ensure eventually could link-up to other routes in line with the cycling strategy
Tritton Fields/Ball Lane - already a cycle route to Tritton Fields	No link through to Sports Fields	Could investigate route from Tritton Fields to Sports Ground	Dependent on future funding

## **APPENDIX C**

### **How this Cycling Strategy Relates to the Greater Ashford Development Framework**

The following is taken from the working Masterplan section on Movement & Access, outlining the aspirations for cycling and walking in Ashford.

The proposed cycling network for Ashford aims to establish cycling as a high profile mode of transport through the provision of direct, uninterrupted facilities along clear strategic corridors to the town centre and other important locations. Safe and convenient access to the strategic routes from homes and businesses will be via a series of local connections comprised mostly of dedicated facilities.

Strategic cycle routes, including the Green Necklace through the town, will connect existing local centres, the urban villages, and key movement generators (schools, hospitals, supermarkets) with the Town Centre and one another. Where appropriate, they will link into the National Cycle Network, accommodating the existing NCN route 18 and the proposed NCN Route 17 with scenic or urban route options. Proposals have been prepared in consultation with Sustrans to provide for the requirements of the existing National Cycle Route 18 and proposed route 17. This includes improvements to Route 18.

A secondary network of local connections will feed the strategic corridors. These might be comprised of either on or off carriageway facilities. New lower order links within the existing urban area are identified where required to connect existing routes. For the purposes of this plan local connections are not identified in the growth areas since this will typically occur during subsequent design stages.

Constraints such as roadside parking may occasionally rule out the provision of direct facilities for cyclists in the form of cycle lanes in locations where they would otherwise be desirable. Elsewhere, low traffic volumes and speeds may render them unnecessary. In such instances, traffic calming measures and/or new signage are proposed to improve conditions for cyclists and maintain route coherency.

The strategic cycling corridors in the town centre will also form the backbone of a walking network with local connections.

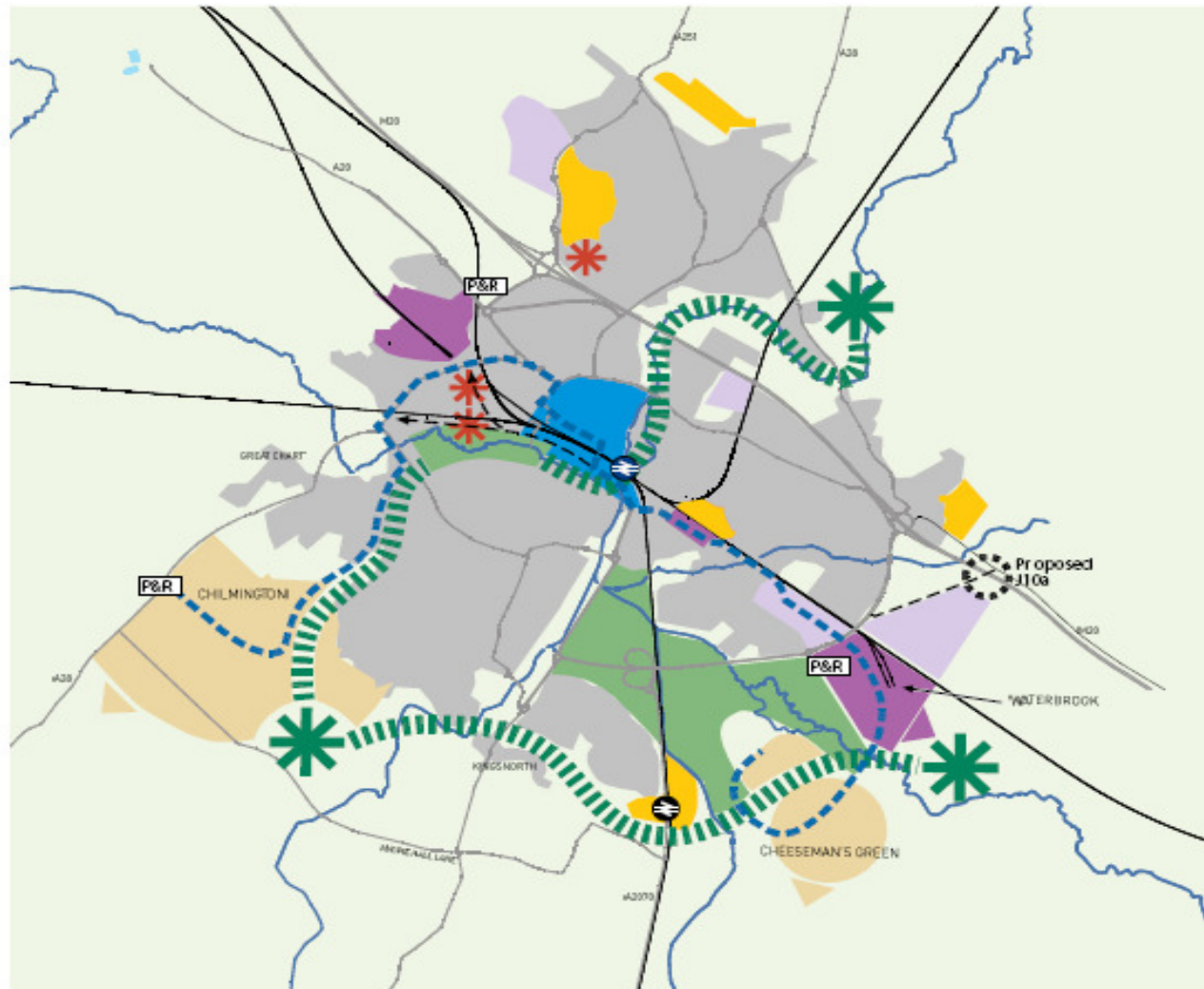
Further development of a strategy for walking and cycling will be undertaken as the development framework plan is refined.



## **APPENDIX C (Continued)**

- The idea is to create a network of walking and cycling routes in Ashford
- Although many of the routes exist, they are largely fragmented, making it difficult to move across larger areas of Ashford by foot or bike
- It will be critical to extend these networks beyond Ashford, this will provide the opportunity of linking in to national walking trails, heritage trails and areas of outstanding natural beauty, such as the North Downs
- Development adjacent to these routes needs to enhance and front onto these routes, providing informal security and a greater sense of ownership.

### ASHFORD DEVELOPMENT MAP



Ashford Growth Area Diagram  
(not to scale)



LEGEND

- - Town centre regeneration area
- - Primarily employment development areas
- - Primarily residential development areas
- - Mixed use development areas
- ✱ - Areas of search for mixed use (re)development opportunities
- - Main urban extension areas (CS5)
- ▾ - Possible direction of post 2021 urban extensions
- - Proposed highway schemes
- - - - Initial SMARTLINK route
- - Strategic parks
- ✱ - Strategic parks awaiting further clarification
- ■ ■ - Green necklace



## APPENDIX E

### Wish List for Cheeseman's Green

- New roads within the new development should have a network of good quality cycle paths along them
- However, roads should also be designed with space and safety for cyclists in mind, to cater for those who are experienced/confident and wish to ride on the road, rather than be constrained by cycle paths, which are often shared with walkers
- Within the development, cycle paths should directly link to the heart of the new development and to shops, schools, employment areas, etc, with as few road-crossing points as possible
- There should be adequate good quality cycle storage facilities at these destination points
- It is envisaged that there will be a 'leisure' cycling /walking route along the length of the 'green necklace' (parks, open spaces and woodlands) in Ashford. There need to be a number of easy access points from the new development onto the green necklace route. Attention needs to be paid to, and use made of, existing rights of way and reference should be made to the Interim Ashford Cycle Map (2009) - or the latest version - which now contains Public Rights of Way information, to help developers understand the existing network and how best to build on and improve this
- There should be occasional picnic areas with cycle racks along the green necklace route
- Where the green necklace ends in the east, there should be links from the route into the surrounding country lane network, eg onto Flood Street, Blind Lane and Church Road, to give people the choice of continuing their leisure ride into the countryside and nearby villages (eg the Farrier's Arms at The Forstal!) Again, attention needs to be paid to, and use made of, existing rights of way
- Direct access to the surrounding countryside also need to be provided from the parts of the new development that do not border the green necklace
- Within the development, a cycle route should be provided alongside the SMARTLINK route, with cycle storage provided to facilitate easy transfer between modes
- There need to be direct routes out of the development towards Ashford town centre to facilitate and encourage 'commuter' cycling
- One of these direct routes would be out along the existing Waterbrook Avenue, across the A2070, via dedicated crossings and into Orbital Park
- At the Waterbrook/A2070 junction it should also be possible to turn right onto a dedicated cycle route running up to Church Road and M20 J10

beyond (allowing access to the Hythe Road route into town, William Harvey Hospital and NCN 18 at Willesborough)

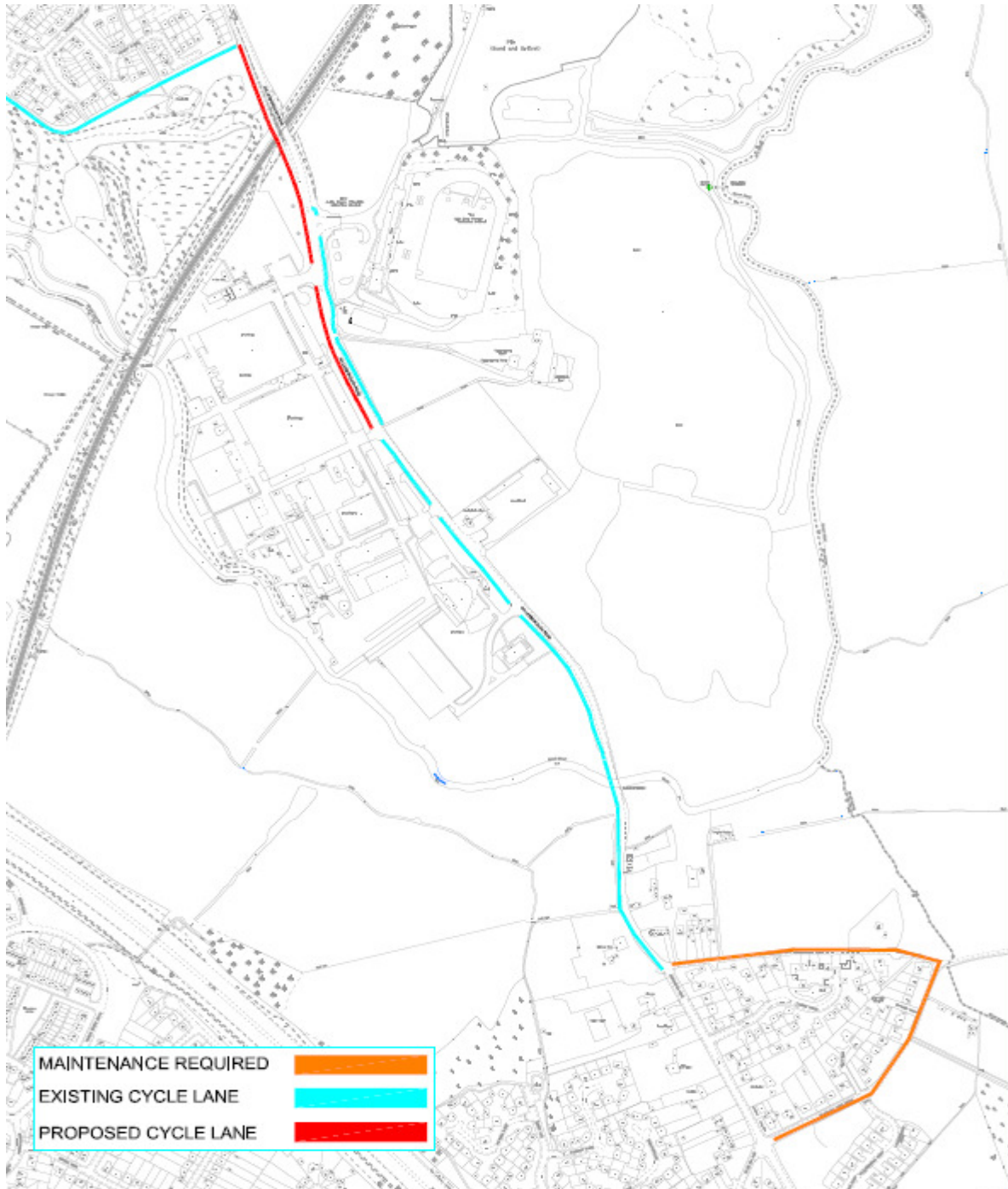
- The Highways Agency should be keeping the Church Road footbridge over the A2070. There should be a direct cycle route from within the new development at Waterbrook into Sevington to access this bridge
- The plans for the M20 Junction 10a include a cycle bridge over the M20 from Kingsford Street, facilitating access to the north side of Hythe Road, William Harvey Hospital, etc. A direct route should exist within the Waterbrook development through Sevington, to directly access this bridge
- Cycle connections from Cheeseman's Green and Waterbrook to Park Farm would also be useful, along the green necklace route, but also possibly along the southern side of Bad Munstereifel Road.

# CHEESEMAN'S GREEN DEVELOPMENT PLAN



**PRIORITY PROPOSED NEW CYCLE ROUTES**

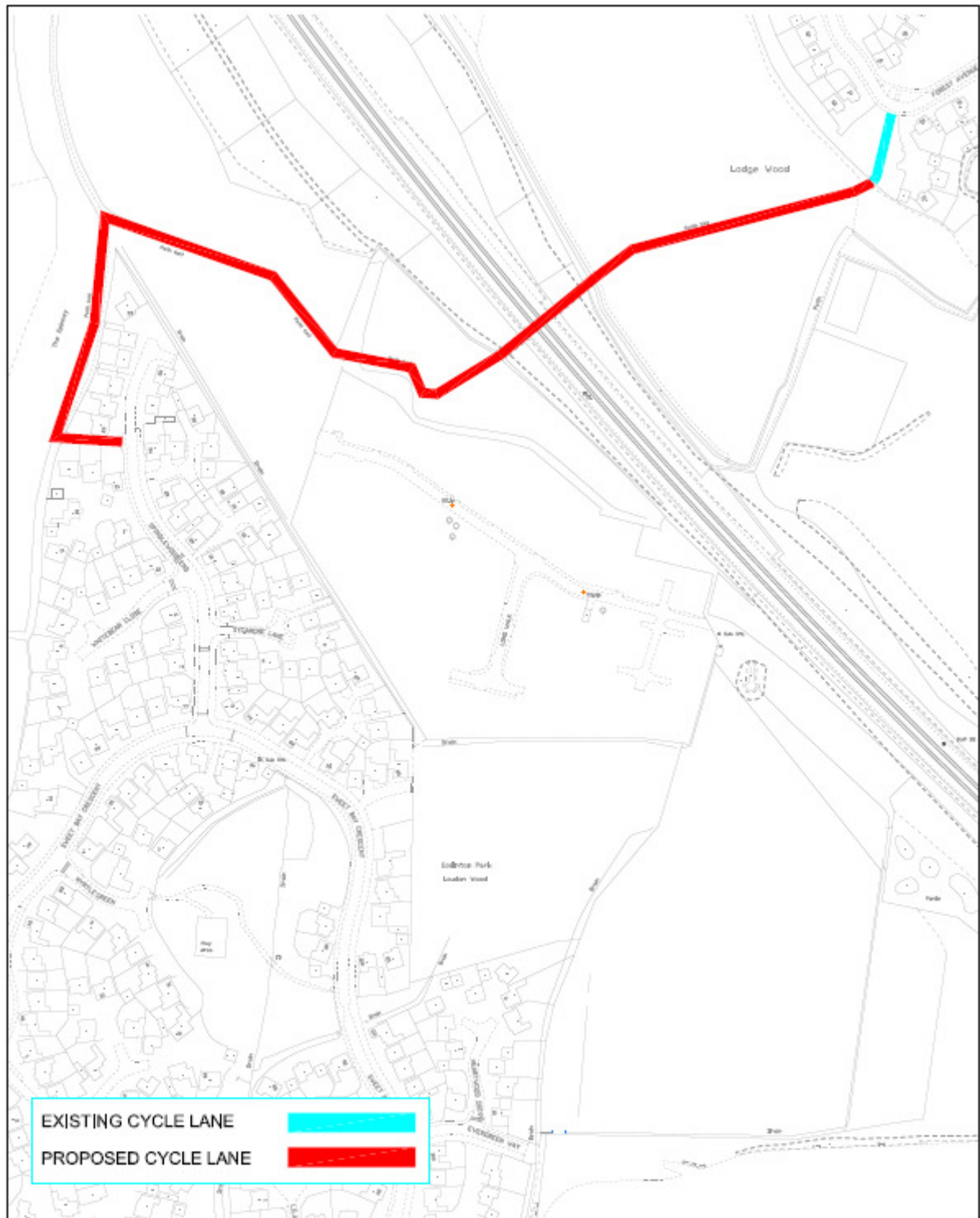
**1 & 2 NCR18 - Willesborough Road**



Revision	Date					
Revision	A	B	C	D	E	F
Amended						
Checked						
	Signed			Date		
Prepared	WS			July 09		
Checked						

Project	Future Network Links
Title	Willesborough Road
A4	NTS
Dwg No	NCR18 - WILLESBOROUGH RD

### 3 Godington Park - Up-grade of existing tracks to provide link to Green Sands Way and to Orchard heights



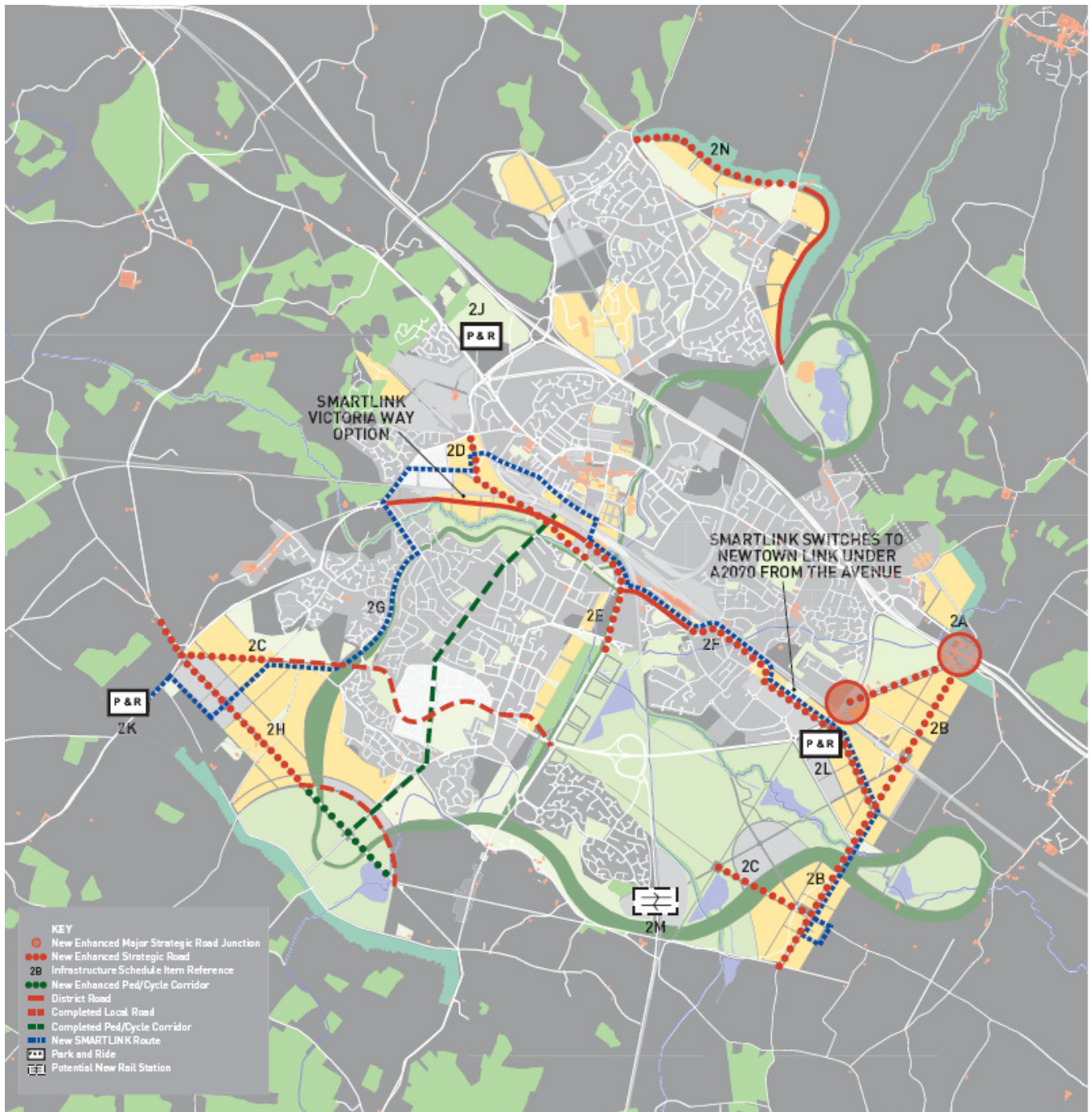
Revision	Date					
Revision	A	B	C	D	E	F
Amended						
Checked						
	Signed			Date		
Prepared	WS			July 09		
Checked						

Project	Future Network Links
Title	Godington Park Orchard Heights
A4	NTS
Dwg No	

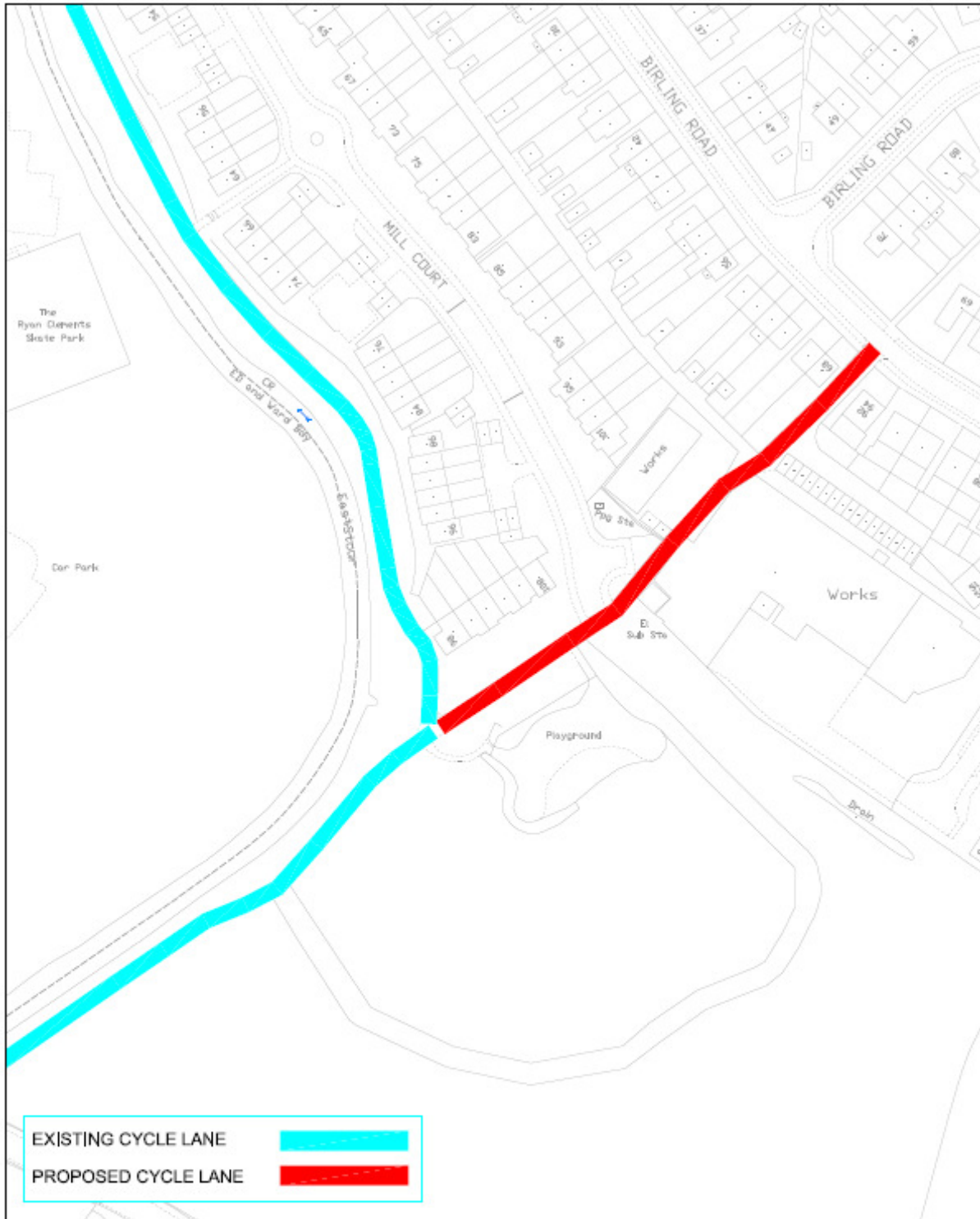


#### 4 Learning Link Path (Highlighted in Green Dashed line on Plan Below):

(From: *Greater Ashford Development Framework, Phase 1, Chapter 8*)



## 5 Birling Road to Mill Court - Up-grade existing path to shared use, resurface and light



Revision	Date					
Revision	A	B	C	D	E	F
Amended						
Checked						
	Signed		Date			
Prepared	WS		July 09			
Checked						

Project	Future Network Links
Title	Birling Road to Mill Ct
A4	NTS
Dwg No	BIRLING RD TO MILL COURT

## 6 Church Road, Sevington to Aylesford Green (to link through Nelson Close)



Revision	Date					
Revised	A	B	C	D	E	F
Amended						
Checked						
	Signed			Date		
Prepared	WS			July 09		
Checked						

Project	Future Network Links
Title	Church Rd, Sevington to Aylesford Gr
A4	NTS
Dwg No	

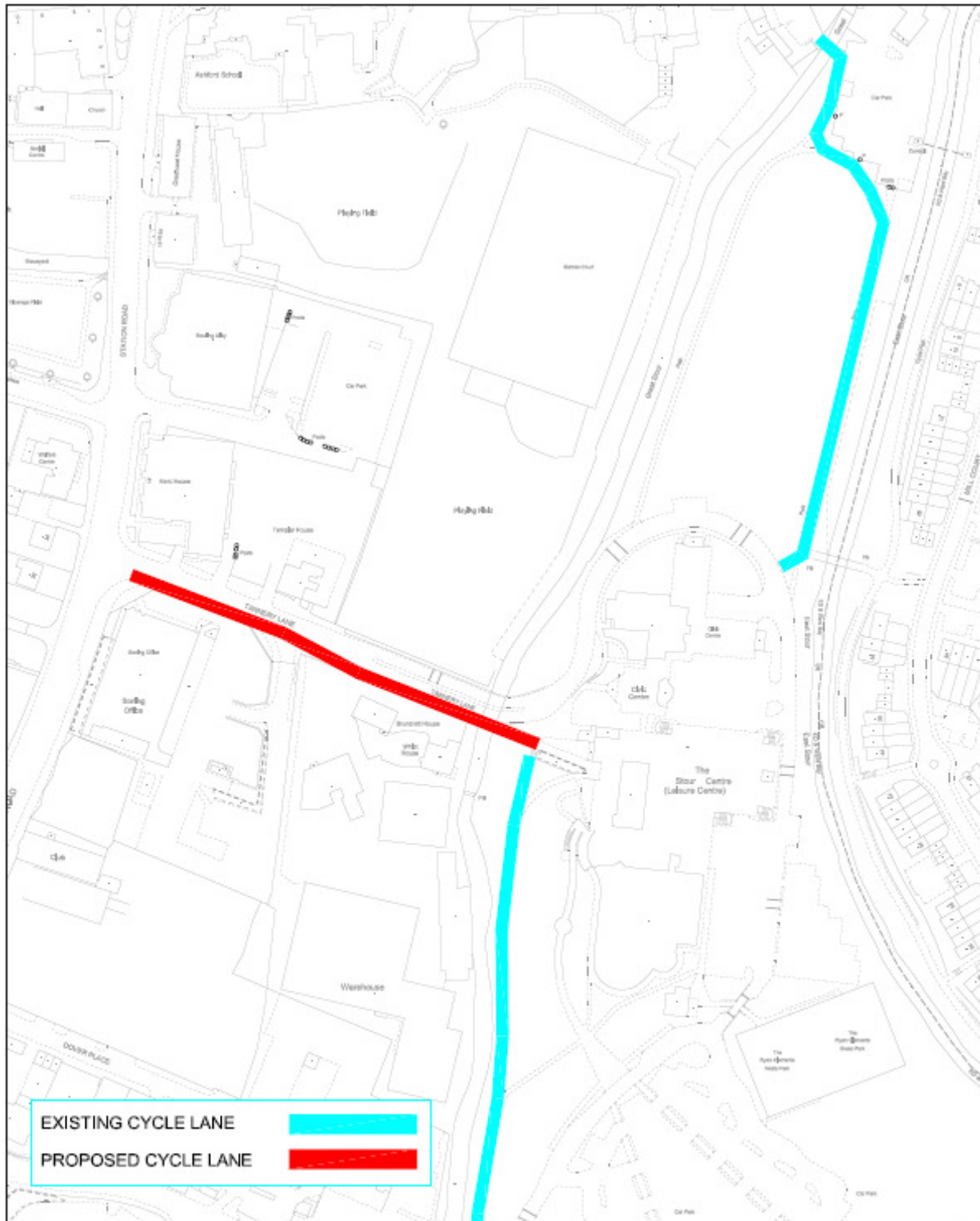
## 7 Improve link from The Street up into William Harvey Hospital (include lighting on bridge)



Revision	Date					
Revision	A	B	C	D	E	F
Amended						
Checked						
	Signed		Date			
Prepared	WS		July 09			
Checked						

Project	Future Network Links
Title	The Street Into William Harvey Hospital
A4	NTS
Dwg No	

## 8 Connect existing shared path at the Stour Centre to Tannery Lane

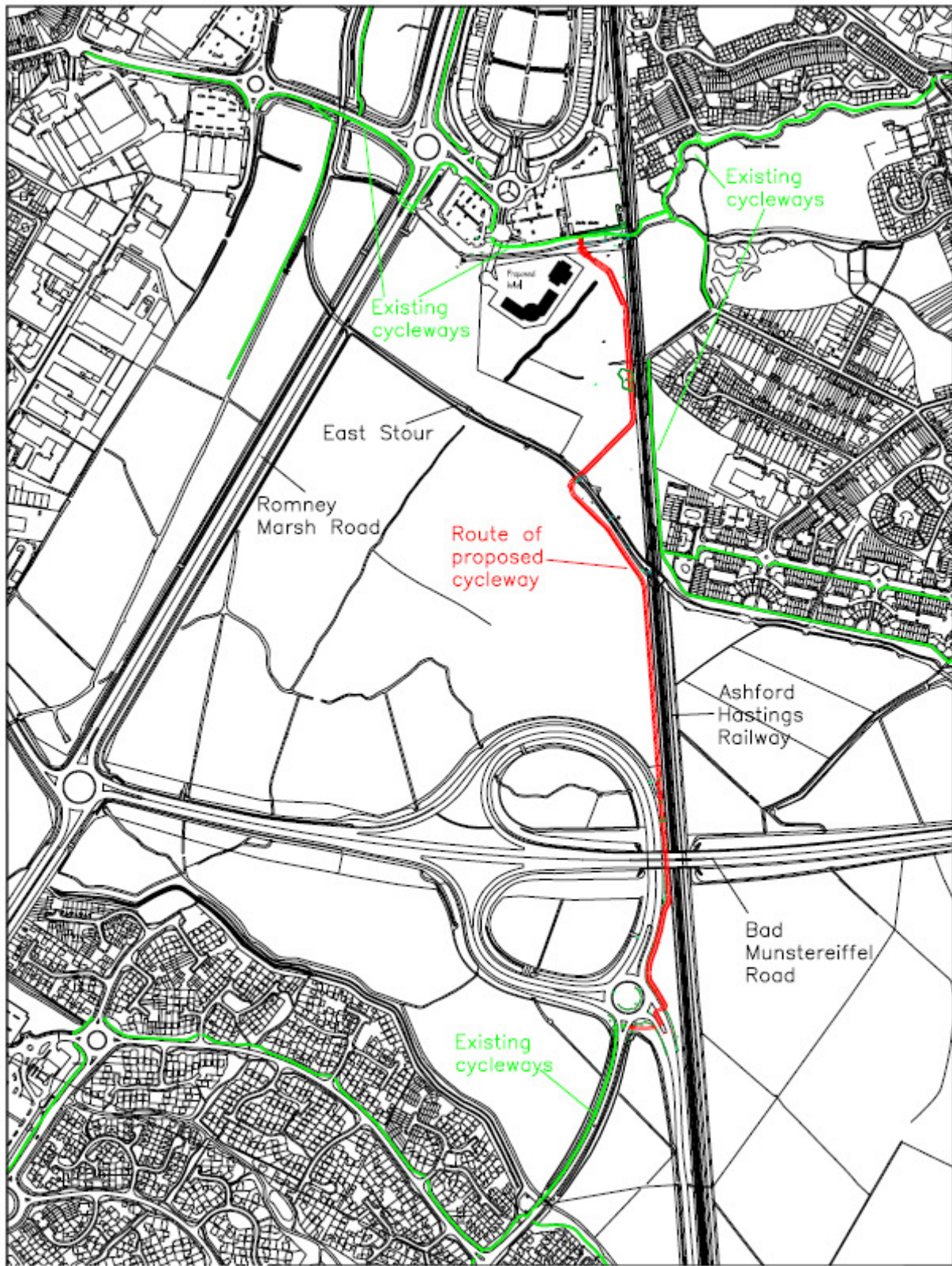



**Kent Highway Services**  
 Kent Highway Services  
 4 Javelin Way  
 Heronwood Estate  
 Ashford  
 Kent TN24 9AD

Revision	Date					
Revision	A	B	C	D	E	F
Amended						
Checked						
	Signed			Date		
Prepared	WS			July 09		
Checked						

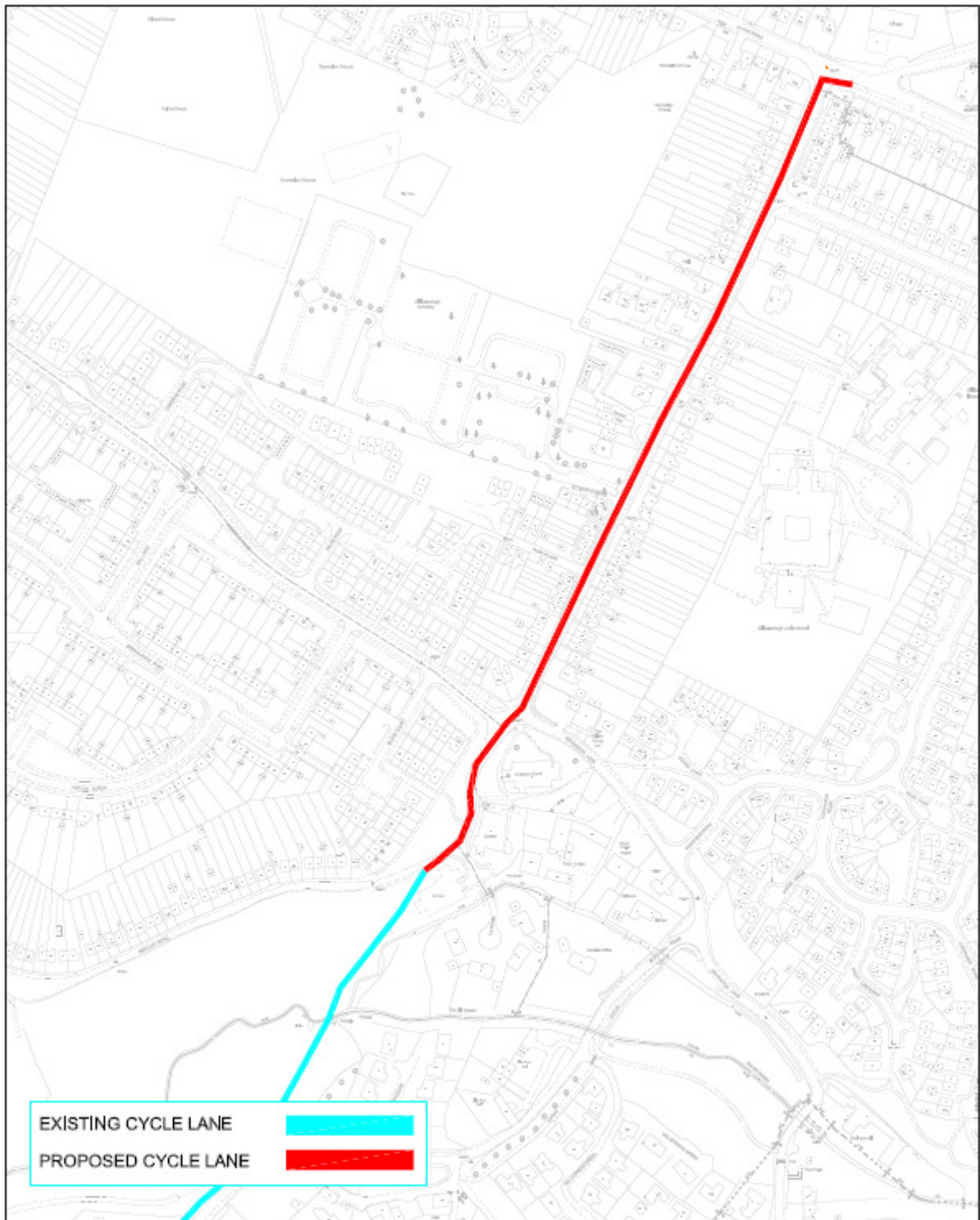
Project	<b>Future Network Links</b>
Title	<b>Stour Centre to Tannery Lane</b>
A4	<b>NTS</b>
Dwg No	

## 9 Willesborough Dykes



<p><b>ASHFORD BOROUGH COUNCIL</b> PROJECT OFFICE Civic Centre, Tanners Lane, Ashford, Kent, TN23 1PL Tel: 01233 331111 Fax: 01233 948594</p>		<p>PROJECT WILLESBOROUGH GREENWAY CYCLEPATH</p>			
<p>File location - P:\Projects\Willesborough GW cyclepath\ Degr\pays\propcycle 7</p>		<p>DRAWING TITLE PROPOSED FOOTWAY/CYCLEWAY</p>			
DRAWN	AUTOCAD FILE	DATE	SCALE	DWG. NO.	REV.
GV	-	SEPT 09	1/5000@A3	-	A

# 10 Bentley Road to Hythe Road



Revision	Date					
Revision	A	B	C	D	E	F
Amended						
Checked						
	Signed		Date			
Prepared	WS	July 09				
Checked						

Project:	Future Network Links
Title:	Bentley Road to Hythe Road
A4	NTS
Dwg No	

FACE-TO-FACE QUESTIONNAIRE DATA

Location/Source	Do you cycle around Ashford?	If so, for what reason(s)?	Positive aspects of routes	Views on condition of routes	What puts you off cycling?	What would encourage you to use a bike?	Would you be persuaded to travel by bike if more routes avoided roads with heavy traffic?	In your opinion, are the routes publicised/obvious enough?	Do you prefer routes that share with pedestrians or dedicated for cycling?	Do you feel safe using the cycle paths around Ashford?	Is there adequate secure cycle parking in Ashford?	Are the cycle routes maintained adequately?
Headteacher	Yes	Work	Good connection of routes if willing to take a longer route and go out of your way	There are fences at the beginning and end of cycle routes which are tricky to manoeuvre round	Not a well-connected route to where I want to go. Not enough knowledge of routes and where to get information on routes.	Knowing there was a connected route for my entire journey, as I do not enjoy riding on roads, as my confidence is not great	Yes	Not really - a publicised map showing all routes in, around and out of Ashford would be very beneficial to plan my journey ahead of time.	I haven't used any dedicated route purely for cyclists. Pedestrian shared ones are ok, but it is annoying when pedestrians are on the cycle side.	Yes, mostly. Apart from ones that can be secluded eg around Victoria Park and Singleton Lake.	Not enough at the train station - I had to lock my bike to the bridge, which I wasn't too happy about.	Yes
Headteacher	Yes, sometimes	Work & town	Good in the town centre, some connecting routes missing, eg B&O to Park Farm Tesco & Christchurch School and nothing much on Hythe Road or Faversham Road - all with Secondary Schools.	Mostly good, but undergrowth & hedges not always kept cut back	Having to cycle on busy roads	Cycle route all the way to work	Yes	Not always	Either	Mostly yes, but can be intimidating when groups of teenagers hang about	No - bikes are often tied to lamp-posts & fences	Not always - litter & broken glass often left for weeks
Headteacher	Yes	Work & short journeys instead of car	I think the routes are very good and cover the area very well.	They appear to be fine in my experience. Lighting is the most important criteria I think as the days shorten.				The only place I have seen bike routes advertised are at the library where I picked up a cycle route map ages ago. Also they are mentioned in the local newspaper usually in the letters section! They are pretty obvious, but I think their presence should be made more prominent.	Dedicated for cyclists I think - as I have been shouted at by pedestrians walking on the red bike side of paths and not being happy at having a bike come up behind them, even if they are in the wrong they can be very intolerant. Others apologise for straying to wrong side though.	Yes, except when it is dark and going under underpasses can be un-nerving with groups of young adults milling about.	Don't know for sure - definitely at South Kent College - lots of bike thefts there. There is a risk of theft anywhere and nowhere is really secure for bikes.	Appears so
Underpass by Ashford Domestic Station	Yes	Shopping trips & leisure	Quick and direct links take you where you want to go	Good condition. Better links needed towards Stanhope & Tescos needed			No		Shared routes are fine, but speed of some cyclists is dangerous		No	Newer routes are excellent. No knowledge of older routes
Underpass by Ashford Domestic Station	No		Yes. Wide & open - good visibility.		Not interested in cycling; (prefer to travel by car)	Perhaps if provided with a free bike	Yes	Yes	Shared	Yes	No - but even if cycle parking present, bikes still get damaged and stolen	Yes
Underpass by Ashford Domestic Station	Yes	Leisure	Good to have traffic-free routes	New routes very good. Older routes could benefit from better signing								
Underpass by Ashford Domestic Station	Yes	Leisure	Wide & pleasant routes. Links to Singleton and parks are good	Good condition. Routes out of town are good, but when you get to the town centre, cycle routes are disjointed. Better town centre routes and signing is					Shared		No - especially at the station	
Underpass by Ashford Domestic Station	Yes	Work & Shopping	Direct and convenient	Good condition					Cycle only, as pedestrians ignore 'segregated' parts	Yes	No!	Yes
Underpass by Ashford Domestic Station	Yes	Leisure & shopping	Direct and quick routes	Good condition - Would be better to segregate routes where possible - pedestrians get in the way, then get angry with cyclists					Shared ok, when people behave!	Yes	No	Yes
Underpass by Ashford Domestic Station	No				Not practical with a baby	Free childcare!	Yes, in a few years' time	No				
Underpass by Ashford Domestic Station	No				Don't own a bike - can't afford one	Free bike - more cycle priority on roads	Yes	Not all of them				
Underpass by Ashford Domestic Station	No				Don't know area well enough	More cycle parking at the train station	Yes	No				
Underpass by Ashford Domestic Station	No				Live too far out of Ashford (towards Hythe)	More local (rural) routes	Yes	Yes				
Underpass by Ashford Domestic Station	Yes	Work & recreation	Good, direct routes	Generally good condition. No suggestions for routes, but website for all cycle routes in Kent would be good.					Shared is ok (if pedestrians keep to their side)	Yes	No. Train station needs more. Town centre needs lockers so bikes can't be tampered with.	Yes
Underpass by Ashford Domestic Station	Yes	Work	Fast, direct routes. Good traffic-free areas.	Generally very good.					Shared routes fine.	Yes	No	Surfacing is fine, but many tree branches are allowed to grow too low! (this also makes pedestrians walk in cycle part of path).
Underpass by Ashford Domestic Station	Yes	Work	Good, wide cycle routes and new developments cater for cyclists - very good!	All good condition - no other suggestions					Dedicated for cyclists only, as pedestrians put cyclists and themselves in danger!	Yes	No	Yes
Underpass by Ashford Domestic Station	No				Not interested in cycling.	Nothing - walk short distances, drive further.	Perhaps	Yes				



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Location/Source	Do you cycle around Ashford?	If so, for what reason(s)?	Positive aspects of routes	Views on condition of routes	What puts you off cycling?	What would encourage you to use a bike?	Would you be persuaded to travel by bike if more routes avoided roads with heavy traffic?	In your opinion, are the routes publicised/obvious enough?	Do you prefer routes that are shared with pedestrians or dedicated for cycling?	Do you feel safe using the cycle paths around Ashford?	Is there adequate secure cycle parking in Ashford?	Are the cycle routes maintained adequately?
Underpass by Ashford Domestic Station	No				Cannot cycle with baby.	Nothing. Happy to use bike; just not with baby.	Yes - in the future	No				
Ashford Hospital	Yes	Leisure only	Great/close to countryside	Ok, but those in the countryside are bad - better maintenance of rural roads					Either ok	Yes - especially Knight's Park	No	Yes
Ashford Hospital	No				Can't do it	Lessons	Don't Know	No				
Ashford Hospital	No				Dangerous traffic & personal safety	Safer routes/ more cycle lanes	Yes	No				
Ashford Hospital	No				Traffic	Changing facilities at work	Yes	Found out through a friend - not aware of publicity				
Ashford Hospital	No				Lazy/too much like hard work	Only with kids	Yes	Yes				
Ashford Hospital	Yes	Sometimes work not easy to carry bike to and from station platform	Some really good off-road routes - not all linked, (which) is bad	Some poorly maintained and signed wrong - roadmarkings worn					Shared	Not on all - some are poorly lit and some you need to cross busy roads without zebra crossings	No	Not really - need better signs & colour-coding
Ashford Hospital	Yes	Work & leisure	Can't think of any	Mostly ok - rugby club by bridge over-run with brambles					Either	Yes	Yes	Mostly
Ashford Hospital	No				Don't have a bike! Hills	Clothes/covering up in winter	Yes	Don't know				
Ashford Hospital	No				Nothing, but have no bike	If I had one for leisure	Yes	No				
Ashford Hospital	No	Pleasure	Local cycle routes in Hythe	Ok - good					Dedicated for cyclists	Yes	No	Yes
Ashford Hospital	No				Can't ride around corners - only in straight lines	Fewer hills	Yes	Yes - but routes don't connect and end in stupid places				
Ashford Hospital	No				Traffic	Cost - would need to buy a bike	Yes - for leisure only	No				
Ashford Hospital	Yes	Work	None	None available - work from home					Shared	Yes	More cameras needed so people don't steal tyres	Yes
Ashford Hospital	No				Nothing except traffic	More cycle lanes	Yes	No				
Ashford Hospital	No				Traffic	Off-road routes	Yes	No				
Ashford Hospital	No				Nothing	-	Yes	No				
Ashford Hospital	No				Distance	Off-road routes	Yes	No				
Ashford Hospital	No				Comfort/distance	Nothing	Maybe	No				
Ashford Hospital	No				Not much	Self-discipline	Yes	No				
Ashford Hospital	No				Too many traffic lights	Off-road routes	Yes	Not enough - don't notice them				
Ashford Hospital	No				Time/traffic	More cycle routes	Yes	No				
Ashford Hospital	Yes	Work	More confidence when using off-road routes	Quite good - Hythe Road/Willesborough could have off-road					Dedicated for cyclists, but where routes are narrow, separate	Yes	No - eg at the hospital some cycle parking is too obscure by the staff residences	Well enough
Ashford Hospital	No				Disability	Time/weather	No	Yes, but lots end suddenly				
Ashford Hospital	Yes	Leisure	Circular routes around Ashford	Some overgrown - no link between the outlet & Park Farm - the rest is really good					No preference	Yes, except sometimes pedestrians get in the way	Not much in the town	Mostly
Ashford Hospital	No				Never learnt how to cycle	Time/less heavily-trafficked route	No	Don't know				
Ashford Hospital	No				Cycling on roads	More off-road routes/safety linked-up routes/slow signs on cycle paths	Yes	No, don't think so				
Ashford Hospital	Yes	Work & pleasure	Very good (routes off main roads & can get around easily)	Very good - repair markings & route signs				Yes	Shared	Yes	Not enough in the town centre	Yes
Ashford Hospital	Yes	Work & pleasure	Easy to get from Kennington to Ashford Town Centre on off-road routes	Pretty good, but maintenance could be improved				Yes	Not that clear/maps/routes	Yes	No	Poor maintenance/overgrown
Ashford Hospital	No				Traffic/weather	Less hills & traffic	Yes	No, not really				
Ashford Hospital	No				Learning how to cycle/balance	Better routes to the hospital	Yes	No, not really				
Ashford Hospital	Yes	Work	-	Cycle/pedestrian lanes swap to wrong sides under Ashford Station				Yes	Yes, shared	Yes	No	No, always overgrown
Ashford Hospital	No				-	Cycle routes through more natural areas	Yes	No				
Ashford Hospital	No				Weather	More routes along parks etc	Yes	-				
Ashford Town Centre	No				Having a baby!	Proper cycle paths away from traffic	Yes, as long as routes were off-road, not with traffic	Not very much				
Ashford Town Centre	No				No bike	Exercise	Traffic too dangerous - (don't want to go) on road at all	Not really - noticed them, but also noticed they stop suddenly				

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Location/Source	Do you cycle around Ashford?	If so, for what reason(s)?	Positive aspects of routes	Views on condition of routes	What puts you off cycling?	What would encourage you to use a bike?	Would you be persuaded to travel by bike if more routes avoided roads with heavy traffic?	In your opinion, are the routes publicised/obvious enough?	Do you prefer routes that are shared with pedestrians or dedicated for cycling?	Do you feel safe using the cycle paths around Ashford?	Is there adequate secure cycle parking in Ashford?	Are the cycle routes maintained adequately?
Ashford Town Centre	No				Roadworks	Cyclists only lanes, not for motorbikes or buses. Bike hire facilities and proper cycle maps!	Yes	Yes, but only because I'm very familiar with Ashford				
Ashford Town Centre	Yes	Just getting around and leisure	Used to be useless. 30 years on & it's good. Encourages you to cycle, 30 miles/day and stopped smoking	Some are overgrown. Not always wide enough					Happy with both	Yes, not on road	Not enough. Bars are ok, but you need to be cautious.	Hedges need cutting
Ashford Station Bridge	Yes	Pleasure	Very good - faster to get around town	Ok	Weather	?	?	No - need better maps	Don't mind	Yes	No	Yes
Ashford Station Bridge	No				No safe routes, lack of cycle lanes/barriers eg Goat Lees/poor maintenance, but good parking facilities	Improving paths - (could be) wider - route from Sainsbury's dangerous	Yes	Good in the centre, but not so good elsewhere				
Ashford Station Bridge	Yes	For shopping	Many next to rivers/good routes	Some don't link-up - eg by Batchelors to Julie Rose	Narrow paths/cyclists in Town Centre (should be separated from pedestrians)	-	Yes	Not all of them - eg near B & O, Park Farm, Norman's Road - not safe and don't match desire lines	Shared	Yes - apart from under the station bridge	No	Not really - overgrown
Ashford Station Bridge	Yes	Pleasure/Leisure	Easy - like routes away from cars	OK - more off-road routes could be provided			Yes	No, not really	Shared	Yes	Should be more	Yes
Ashford Station Bridge	Yes	Work & leisure	Links across town	Good	Nothing		Maybe	Yes - but maps could have more detail	Shared	Yes	No	Yes - apart from lighting
Ashford Town Centre	No				Traffic		Yes	Yes				
Ashford Town Centre	No				Distance		Yes	Good				
Ashford Station Bridge	No				Storage at home - on-road routes		Yes	No				
Ashford Station Bridge	No			Some areas could have Slow! Signs eg pinch points and blind bends	Live 5/6 miles out - too far - poor rural routes		Yes - eg Junction 10 - pinch points near Stour Centre - was almost knocked down!					
Ashford Station Bridge	Yes	Mainly work, shopping and leisure	Fast to work from Singleton	Poor maintenance of vegetation - overhanging branches/too close to river	Security & safety		Yes	Yes, but could be better routes to eg the cinema	No, would like cycles only - pedestrians on the wrong side	No, because at the other end of Victoria Park the vegetation is overgrown - people hanging round - lights off	Could be more racks etc	Poor - lights and vegetation
Ashford Town Centre	No				Skating is easier. Can take them with you - no need to leave. Risk of thieves with bikes.	Stop getting punctures. Less fuss	Yes. Some good paths - need to be smoother	Some are. Some are wearing away				
Ashford Town Centre	Yes	General/Leisure	Fairly smooth. Some good routes	Smooth. Could be a bit larger and longer					Dedicated to cyclists	Yes	No	Yes, pretty
Ashford Town Centre	Yes	Leisure. No facilities at school	Don't know of any	Too much glass and pot-holes					Not bothered. But not all shared paths big enough	Not on roads	Nowhere is spare	Not really
Ashford Town Centre	Yes	Leisure	Off-road & split from pedestrians. Smooth in Herwood	Refurbs needed now, near outlet etc					Dedicated	Yes	Not at all. Shelters are needed with security nearby	New ones are - old ones are forgotten
Ashford Station Bridge	No				Bike was stolen from town centre	Safer place to put bikes	Yes	Yes				
Stour Centre	No				Traffic - fear of on-road routes	More cycle routes - connecting to rural routes	Yes	Yes				
Stour Centre	No				Had two accidents	Safer routes	Yes					
Stour Centre	No				Inconsistency of safe cycle lanes	Little	Yes	No				
Stour Centre	No				Country lanes - too dangerous - distance - Great Chart/Singleton - poor semi-rural routes	Personal circumstances - location	Chilmington - will move - LDF showed must have safe routes not possible in the	Not bad - will be improved in LDF?				
Stour Centre	No				Fitness	Time is a problem - working parent - country lanes not well-maintained - dangerous	Yes	No - need more publicity - some routes are very good				
Stour Centre	No				Unfinished cycle paths	More consistent and complete cycle lanes	Yes	No				
Ashford Station Bridge	Yes	Work occasionally		Not enough cycle routes and improvement of routes that end abruptly	Routes that end suddenly - unsafe/dark routes		Yes	No	Don't mind	Yes, but no some aren't - dark spots are intimidating - better lighting needed	No	Yes, mostly
Ashford Station Bridge	Yes	Leisure/pleasure	Good - pleasant views	Good	Nothing		Yes	Yes	Shared	Yes	No	Yes
Ashford Station Bridge	No				Weather/no safe parking	Better routes, lighting/parking/routes which link-up	Yes	Not all - should replace old map at front of station with cycle routes and better links				
Ashford Station Bridge	Yes	Pleasure	Staying safe on dedicated cycle paths	Could be more paths out to the countryside	Nothing		Yes, definitely	No - could be more signs - eg where the routes go and ensure they link-up	Shared	Yes	No - more in town would be good	
Ashford Station Bridge	Yes	Pleasure	Very good/used to be difficult because of road - now it's quicker	Ok - but lines and signs could be improved	Cycle parking		Yes	Yes	Shared	Yes	No - more secure parking needed	

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Location/Source	Do you cycle around Ashford?	If so, for what reason(s)?	Positive aspects of routes	Views on condition of routes	What puts you off cycling?	What would encourage you to use a bike?	Would you be persuaded to travel by bike if more routes avoided roads with heavy traffic?	In your opinion, are the routes publicised/obvious enough?	Do you prefer routes that are shared with pedestrians or dedicated for cycling?	Do you feel safe using the cycle paths around Ashford?	Is there adequate secure cycle parking in Ashford?	Are the cycle routes maintained adequately?
Ashford Station Bridge	Yes	Work & pleasure	Fair number of routes - you can travel faster around town	Not bad	Nothing		Yes	Could be publicised better	Cyclists only	Yes	No - should be more at the station and in the town centre	
Ashford Station Bridge	No				Cycling on roads	More routes off-road	Yes	Yes				
Ashford Town Centre	No				Have a first floor flat	To get fitter	Yes	No				
Ashford Town Centre	No				Too far	Do anyway	Yes	No				
Ashford Town Centre	Yes	Nip round	Ok	Could introduce a scheme like Barcelona					Dedicated to cycling. Sometimes pedestrians get in the way	Yes	If you have a good padlock, but not at night	No - by the Harvester in Kennington there was glass everywhere
Ashford Town Centre	Yes	Leisure and no point in using the car - live close	Clearly marked	Cars and cycles mixing - dangerous					Both	Yes	Yes	OK
Ashford Town Centre	No			Victoria Park too lonely - don't feel safe either on bike or foot "a good place to be murdered"	No bike! Too scared. Don't know rules on road	If it was cool - if I knew I wouldn't have to go near any traffic	No - wouldn't want to go on any roads at all with traffic					
Ashford Town Centre	Yes	Not a driver	Lots of them - safe	People walk on the cycle lanes - stop them!					Don't mind, as long as it's obvious	Yes round town, but not outside	Not outside the town centre	Yes. Some problems sometimes, but nothing major
Ashford Town Centre	Yes	Normal mode of transport - environmental and healthy	Away from traffic	Kennington: visibility - unrealistic to expect cyclists to dismount. Don't like route suddenly ending					Kinder to pedestrians to have separate space!	More crashes on cycle paths than on road! But more or less, yes	No - need and raincovers - only raincover is McArthur Glen	Mostly
Ashford Town Centre	No				Live in Woodchurch - not too far to cycle, but roads no good	More cycle-friendly routes from Woodchurch	Yes	No - know they're there, but not where				
Ashford Town Centre	No				Not used to it - climate, wind & cold and safety puts me off	Health benefits & environment	Yes	No				
Stour Centre	Yes	Work daily and shopping	Lots of routes	Need more - Maintenance could be better - glass on paths, especially around station	Nothing really - only if paths not well-lit		Yes	No - apart from around the station	Both	Yes	Yes, but not always secure	One of the routes - near the night club - doesn't have enough lighting
Stour Centre	No				Nothing particularly	More cycle ways - safer routes	Yes	Routes in Ashford dangerous/not publicised enough				
Stour Centre	No				Fitness/traffic on road - routes run out	Safer routes off-road	Yes	No				
Stour Centre	No				Too much traffic - feel unsafe	Better/safer lanes - esp out to countryside	Yes	Yes, but not enough of them				
Stour Centre	No				Too dangerous	Less cars (ban them on some roads) and less potholes	If the state of the roads was improved	Yes, once you're on them				
Ashford Town Centre	Yes	Leisure/exercise	Don't know of any - goes around country lanes	Good routes around countryside					Shared. Dedicated would be good in the countryside	Yes	Yes	Don't notice
Ashford Town Centre	Yes	Work every day	Safe and convenient	Far too many pedestrians ignore (bikes) when on cycle path. Don't like the routes which are small and useless					Shared. But where a cycle path is dedicated to cyclists, annoying when pedestrians ignore it.	Yes	Ok in town	Yes
Ashford Town Centre	Yes	Visits (friends) a lot, retired, exercise, environmental. Have car, hardly use it as enjoy cycling.	More of them (routes than previously). Live in Kennington and travel to Willesborough. Shortcuts. Direct and no parking fees	Lots are overgrown - particularly Kennington routes. Have to negotiate around pedestrians where East Hill is steep. Easier to stay on main road. Sudden stop of cycle routes and non-continuation (needs improving)					Don't mind	Cycling routes are safe, but not roads. Pinch points on roads are dangerous.	Could always be more. Not great security.	Yes, fairly new!
Ashford Town Centre	Yes	College & work	Good range of routes	Could be wider					Both	Sometimes - pedestrians suddenly walking (onto cycle lanes)	No - could be improved	Yes
Ashford Town Centre	Yes	Work	Safer than on-road routes - discourages people from riding on pavement	Need more routes - sometimes come to a sudden end					Dedicated to cyclists	Not when they stop dead	Yes, but not for expensive bikes	Yes
Ashford Town Centre	Yes	Leisure with daughter	Quite good for pedestrians and cyclists together and children	Fine					Sometimes cyclists are a hazard for pedestrians	Yes	No!	Yes
Ashford Town Centre	No				Free public transport	Nothing	Completely irrelevant	No. Need more cycle ways to keep cyclists out of the way				
Ashford Town Centre	No				Safety. Too many cars	If I could ride safely and properly	More likely, but not keen on using road	Not really				
Ashford Town Centre	No				Weight and never learned (to ride)	Can't because of bad mobility	No	No				
Ashford Town Centre	No				Never occurred to me!	Cycle paths - more info about them	Yes	No				
Ashford Town Centre	No				Too lazy!	Roads too busy	Yes	No				
Ashford Town Centre	Yes	Yes, work - don't drive		Good - but not enough of them and run out often - between nightclub and main road.	Nothing - but could give you more space		Yes	No	Cycling only - pedestrians listening to ipods don't hear cycles coming - their side is away from the road - they have to cross over cycle lane	Yes, apart from fear of bumping into someone - don't like bridge under station	Quite good in town - could be more up by Argos	Yes
Ashford Town Centre	Yes	Going out with friends	Skip traffic	Willesborough - subway past ASDA there is a huge ditch - nearly broke arm					Dedicated cycle routes	Yes	Too many thieves	Yes

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Location/Source	Do you cycle around Ashford?	If so, for what reason(s)?	Positive aspects of routes	Views on condition of routes	What puts you off cycling?	What would encourage you to use a bike?	Would you be persuaded to travel by bike if more routes avoided roads with heavy traffic?	In your opinion, are the routes publicised/obvious enough?	Do you prefer routes that are share with pedestrians or dedicated for cycling?	Do you feel safe using the cycle paths around Ashford?	Is there adequate secure cycle parking in Ashford?	Are the cycle routes maintained adequately?
Ashford Station Bridge	Yes	Work	Good - as mostly keep you off-road	Should make it clearer as to which side pedestrians/cyclists should go			Yes	No - need better signage and maps	Cyclists only preferred	Yes, but not lit well enough	No - in the town centre and at the station there aren't enough hoops	Some are - could have barriers next to river
Ashford Station Bridge	Yes	Work & shopping	Quite a few routes	Some places are covered in grass	Nothing		Don't mind	No	Don't mind	Yes	Yes	There are a few bumps along by ASDA - poor lighting
Ashford Station Bridge	Yes	Work & pleasure	Lots of routes and they go everywhere	Good - but could be in brighter colours	Nothing		Yes	No - (especially) outside centre	Shared	Yes, because they are off-road	No, could be more secure	Yes
Cycle Forum	Yes	Work & leisure	The ones (routes) not on the road are fine - shared areas (with traffic) are a disaster	Poor - lighting not maintained and shrubs overgrown	Motorists/lorries	I do already, but better facilities - secure storage	Yes	No - we need a clear map - paper and internet of what routes (exist)	Dedicated (for cyclists) as safer	Not at night	Not at the railway station, but I understand this is to be improved	Average
Cycle Forum	Yes	I cycle to work - normally Godmersham/Wye to Charter House on NCN 18. Then I cycle between schools in Ashford & Tenterden	They exist! Some really nice ones along the river Stour/Victoria Park	Better signage (needed)	Busy roads at night; eg A28	More designated cycle routes	Yes - as long as they were still quite direct	No way - last map of cycle routes for the public is 2004/5	Dedicated to cycling	Generally yes, but I don't use them at night	More needed at station - bikes on all available fences. What about in town centre for shoppers/tourists	Some overgrowth. NCN between Canterbury & Ashford full of potholes
Cycle Forum	Yes	For fun	Can get around safely	(Need to) clear overgrowing plants and trees that block routes				No	Shared	Yes, they are safe as they have lighting		
Cycle Forum	Yes	Commuting. Hunter Road to Wotton Road past ASDA. Mostly excellent cycle paths. Cycle some trips to Faversham & Canterbury	Quiet	Lost markings/cycle side more defined for walkers/pedestrians	Rain	More off-road cycle paths/positive strategy	Yes	No	Any type of cycle route is a bonus	Yes, quite	No	No. Many have become overgrown. No continuity
Cycle Forum	Yes	Work - to go to town centre	A good effort has been made	Generally good - better connections to schools (needed). Some parts could be better lit. Often glass on the road	The weather	I use the bike daily	This is the reason why I'm cycling.	Ok	Dedicated would be better. Practically this will not always be possible	Yes, but there are some dangerous crossings.	No	Yes
Cycle Forum	Yes	Work	Some useful links	Ok (the design is often poor, with too many curves)				?	Prefer road-based	Yes, sufficient traffic calming	No. Need parking on south side of the station	Yes
Cycle Forum	Yes	Enjoyment with my friends	So cyclists don't have to travel on main roads. So cyclists can have a lane where they don't have to worry about cars and pedestrians too much.	From my experience no problem					For pedestrians' safety only. Solitary cycle routes	Yes, they are wide enough	No. I appreciate the fact that the council try their best, but there are still not enough.	I can tell where cycle paths are, but I often see faded cycle signs on the pavement
Cycle Forum	Yes	Work & recreation	The network is growing. It took far too long to open the motorway underpass at Gore Hill though	From personal experience only, pretty good. Would like to see more identification of cycle/pedestrian segregation along routes; this is only at beginning & end and pink tarmac fades over time and is not distinguishable in wet or dark conditions					I'm sure cycle only would be best, but shared should be & is ok on the whole. There are always occasions where groups walk all across both sides of shared paths	Mostly, yes. Only concerns relate to places where continuity is disrupted by lack of cycleway.	No! I used to travel to London by train and am still surprised and disappointed that there is no large covered area for cycle storage. Especially as there is less, if none at all, provision for taking cycles on trains. This is another problem preventing combined use of cycles and public transport to replace a car journey	No. The route by the river behind the civic centre/stour centre had become overgrown across the whole cycle-way throughout the summer with trees hanging down to chest height. The paths need to be kept clear if possible to 1 m beyond cycle path to allow re-growth & passing when congested
Cycle Forum	Yes	Leisure - going to my dentist	They are <b>much</b> better than Canterbury's	Generally good	Nothing	n/a	Yes (avoid roads with heavy traffic)	The new map in excellent. No-one is going to be totally 100%, but what Ashford has achieved so far is excellent and I look forward to what was started about 10 years ago - expanding - it will never finish	Don't mind - dog walkers can be a hazard	Yes	I only use racks at the station	Yes
Cycle Forum	Yes	School for kids, social and shops	Easy to use	They do not link to the schools!! Not always thought through properly: lighting post in middle (of cycleway), bus stop in lane, change of lane from left to right side of road; swap lanes from pedestrian to cycle	The weather	Cycling routes all the way up to the schools.	Yes	Yes	Don't mind	Yes	Not enough near station. Stour centre parking unsafe.	Time will show. So far it is a fairly new network.
Cycle Forum	Yes	Pleasure. (Used to cycle to work before retirement)	Pleasant, traffic-free routes.	Keep shrubs cut back from the cycle track.	Traffic	?	Yes	No	Both	Yes	No	No
Cycle Forum	Yes	Pleasure	n/a	Poor. Proper maintenance (needed)					Cycling only - pedestrians listening to ipods don't hear cycles coming - their side is away from the road - they have to cross over cycle lane	Cycling only	Yes	No
Cycle Forum	Yes	Leisure	Traffic-free (routes)	Better signs. Remove incorrect Route 18 signs	Danger of traffic on some roads	?	Yes	?	?	Yes - traffic free		Fair

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Location/Source	Do you cycle around Ashford?	If so, for what reason(s)?	Positive aspects of routes	Views on condition of routes	What puts you off cycling?	What would encourage you to use a bike?	Would you be persuaded to travel by bike if more routes avoided roads with heavy traffic?	In your opinion, are the routes publicised/obvious enough?	Do you prefer routes that are shared with pedestrians or dedicated for cycling?	Do you feel safe using the cycle paths around Ashford?	Is there adequate secure cycle parking in Ashford?	Are the cycle routes maintained adequately?
Cycle Forum	No				The new layout of the 2-way system (shared area), I feel it's far too dangerous. Roacs unclear as to where to go, stop, drive, cycle, walk etc.	Safer places to leave my bike	Yes, especially around the County Square new road layout	Very clear... Just need to take the time to find them and explore!				
Cycle Forum	Yes	Leisure & college	Very few	Condition - 2/10 improvements - maintenance and missing lights					Dedicated for cycling	No - space shared and pedestrians and dogs off leads	No	No, of course not... maintenance is terrible and new routes are allowed to rot
Cycle Forum	Yes	To work and getting around town	No of routes increasing	Variable condition, some overgrown	Lack of direct routes	I do	Yes, but only if direct	Unfortunately not	Dedicated (no cars either!)	No all areas. Some with poor lighting - groups of youths in underpasses etc	Not at all - especially at Stour Centre and Town Centre	Some overgrown
Cycle Forum	Yes	Cycle to work, town centre to shop and to train station	The dedicated off-road routes	Pathways good, but some of the vegetation overgrown and some areas poorly lit.	Lack of knowledge of routes around Ashford				Much prefer dedicated routes	On the whole - yes, but some areas poorly lit	No! Often leave my bike at the station and wonder if it will be there when return	
Cycle Forum	Yes	A20 to Lenham & return to Ashford	Completion of route under M20 (so far)	More lighting. Joining central Ashford with separate cycle paths to Park Farm and back to Willesborough	Car drivers and wet weather	-	Yes. This would be particularly good for children	As a cyclist yes, but more needed to encourage more to cycle and use them; (children)	Dedicated to cyclists	No. Shared area near town centre very poor. Unsafe, as most pedestrians use cycle paths. Some lighting away from town centre poor.	Yes, at train station. But lacking elsewhere	Yes, some lighting issues.
Cycle Forum	Yes	Work and cycle with child to school	Many cycle routes within Ashford	Difficult getting from one area of Ashford to others - many busy roads to cross	Busy roads, vehicular traffic and lack of direct routes across the town	Measures to counter items that put me off cycling	Definitely	No - the new maps are useful, however	Dedicated routes - pedestrians cause near accidents, despite courteous cycling - the cyclist is "in the wrong"!	Not always - pedestrians cause obstructions in shared paths, busy roads to cross where routes stop	Do not use	
Cycle Forum	Yes	Not often	Some, not all, are shorter routes than roads and are traffic-free	Uneven surfaces, broken by bus stops, often ignored by car	Rough roads	Better routes	Yes	No	Shared routes with pedestrians tend to be better surfaced than car-shared routes	Not always	No	No!
Cycle Forum	Yes	Enjoyment	I believe they are trying to work with new builds	To make it as safe as possible	Leaving my bike	Better lighting	Yes	No	Both	Not always - crossing Junction 9	No	Some are
Ashford International Station Forecourt	Yes	I cycle and walk to work - depends on weather	They are ok	Not bad	Nothing	I prefer using it when relaxing or not in a hurry	Not for work all the time, as I live quite far away	They could be publicised more, especially more signing in the town centre	Don't mind	Yes	No	They are ok
Ashford International Station Forecourt	Yes	Work	There are a few dedicated off-road routes	Pretty good	On-road routes travelling along heavily-trafficked roads - eg Canterbury Road - previously I saw some ODPM plans for Ashford for an extra cycle lane - what happened to this proposal - this is too dangerous to remain like this				Don't mind	Apart from the stretch along Canterbury Road, yes, but the lighting could be better - also in winter conditions as with pavements and roads, why aren't the cycle and walking tracks salted - especially slippery on winter mornings and I have fallen off when hit the ice	Only know the station	Yes, but would be an idea to publicise who to call for maintenance issues eg could publish a number in the Ashford Voice
Ashford International Station Forecourt	Yes	Leisure and shopping etc	Victoria Park route is a good route, as follows river and is off-road	Many routes are poor - badly lit and on corners and ends of paths you have to suddenly swerve onto the road - this is dangerous with children on your back seat - I would feel safer if there were dedicated cycle lanes which cars were banned from on the normal carriageway					Dedicated purely for cyclists or shared, eg cycle lane only for cyclists!	No	No - what about using the example of Singleton Environment Centre? They have good cycle parking up there	Not bad - not too overgrown
Ashford International Station Forecourt	Yes	Work and leisure	Most routes lead to the town centre	Out towards Kingsnorth the routes are constantly overgrown - one route has a fence across it and quite a few don't join up					Shared, but better to educate youngsters as to the etiquette - you often go round corners and are face-face with pedestrians on the cycle path, and/or people wandering between the two, often with iPods in, so they can't hear you ask them to move or a cycle bell	Yes, but get lots of punctures because of broken glass on the paths	Need more - eg cycle stores or lockers in the centre of town	Yes
Ashford International Station Forecourt	Yes	Work	Good	Hythe Road could do with a cycle route as this is a very congested route up towards hospital and beyond					Shared	Yes	There is at the station, but more needed elsewhere in the town	Yes
Ashford International Station Forecourt	Yes	For everything	You can get to most places around Ashford by bike	Foliage and brambles are a problem - paviers etc at the meeting of cycle/pedestrian paths are too close to corners and make turning too tight - I fell off my bike on a tight turn and was knocked unconscious at one of these points - could use better designed and safer cycle routes					Don't mind	Don't feel safe on the bridge under the motorway when the lights go out	No	Need to ensure the overgrowth is cut back
Ashford International Station Forecourt	Yes	Everyday for work/leisure when the weather's not too bad	Very good	Potential to link Charfields to the station - by the Riverside Inn (between B&Q and ASDA) by the outlet centre there's no lighting - could this be put in?					Shared use is fine	Yes	Yes	Yes

Location/Source	Do you cycle around Ashford?	If so, for what reason(s)?	Positive aspects of routes	Views on condition of routes	What puts you off cycling?	What would encourage you to use a bike?	Would you be persuaded to travel by bike if more routes avoided roads with heavy traffic?	In your opinion, are the routes publicised/obvious enough?	Do you prefer routes that are share with pedestrians or dedicated for cycling?	Do you feel safe using the cycle paths around Ashford?	Is there adequate secure cycle parking in Ashford?	Are the cycle routes maintained adequately?
Ashford International Station Forecourt	Yes	Leisure	Off-road routes around town are very good	Good on the south side - the north side could be better					Don't mind - separated routes for cyclists off road are the best for children	Yes	No	Yes
Ashford International Station Forecourt	Yes	Work		There is no gritting in the winter and if this could be done, there would be more people cycling in winter - I have fallen off my bike several times because of hitting slippery ice					Shared are fine, but sometimes people are unaware that the paths are split between pedestrians and cyclists	Yes	Not sure	Yes
Ashford International Station Forecourt	Yes	Leisure	The surfaces are good						Cyclists only	Not on the shared use bit	No - perhaps it would be a good idea to look at what they're doing in Cambridge	They're ok
Ashford International Station Forecourt	Yes	Work	Some good routes	They could link-up better					Separate - was knocked down on the roundabout before Tesco	Yes	No	The maintenance is average
Ashford International Station Forecourt	Yes	Work	?	From Kingsnorth to Chartfields there is no link - eg Magpie Road					Don't mind	I use the road	No	Routes need some repairs
Ashford International Station Forecourt	Yes	Work	Route from the station to Kennington is good	The redevelopment of the ring road has led to some cycle paths disappearing and broken up paths					Shared	Yes	Yes	Yes - although sometimes overgrown - eg by the paper mill and Tesco



**ASHFORD**  
BOROUGH COUNCIL

**Agenda Item No:** 12

**Report To:** **ASHFORD JOINT TRANSPORTATION BOARD**

**Date:** **8<sup>TH</sup> DECEMBER 2009**

**Report Title:** **Ashford Town Centre Streets –Disability Workshop Update**

**Report Author:** **Theresa Trussell – Kent County Council**

**Summary:**

This report reflects part of the ongoing monitoring of the Elwick Road shared space scheme.

**Key Decision:** NO

**Affected Wards:** Town Centre

**Recommendations** Note the report  
:

**Policy Overview:** Central Government's Regional Planning Guidance RPG9 and Ashford's Future Study (Halcrow, 2002) sets the context for the growth of Ashford and the provision for an additional 31,000 homes and 28,000 jobs by 2031.

Masterplanning studies to guide the sustainable delivery of the projected growth in the town are reported further in the Greater Ashford Development Framework (Urban Initiatives, April 2005), Ashford Town Centre Development Framework (Urban Initiatives, August 2005) and the Transport Strategy for Ashford (KCC, November 2005).

The proposals to re-configure the Ring Road from one-way to two-way flow forms a fundamental part of the growth agenda for the town and accords with adopted and emerging policy for the town including Ashford Borough Council's previous consultation on the Town Centre Area Action Plan.

**Contacts:** **jamie.watson@kent.gov.uk - Tel: 01233-330831**

## **Background**

The Ashford shared space project forms one element of wider proposals agreed through consultation for the Greater Ashford Development Framework (GADF) process. The project aims to break down the impact of the old Ashford ring road; to improve connectivity, create new public realm and to facilitate the expansion of town centre development.

The entire Ashford ring road was converted to two-way flow in July 2007. Work was then commenced on the south west quadrant, between Church Road and New Street, to create a slow speed, pedestrian friendly, high quality public realm. This work was completed in November 2008. The general term describing this section is Ashford 'shared space'. Shared space is a philosophy of road design that promotes the 'mingling' of different road users rather than the more conventional 'separation'. Techniques are used to blur the boundaries of road space, which helps reduce speed and gives greater priority to pedestrians and cyclists. One of the techniques used is to remove conventional kerbs and crossings, relying on joint responsibility and 'civility' between drivers and other users.

## **Monitoring**

Basic monitoring indicates that the scheme has been highly successful in reducing speeds and injury crashes. Speeds have been reduced to an average of 21.5mph and there have been no personal injury crashes in the first full year. Other monitoring works indicate that noise and emissions are also reduced and that pedestrians and cyclists now have more choice on how to use the shared space. A number of organisations are carrying out monitoring of the scheme and full results are not yet available. All results will be published and made available as soon as possible.

## **Inclusivity Concerns**

There is one section of the community that feel disempowered by shared space and this is people with visual impairments. Disapproval of shared space has been vocalised by organisations such as Guide Dogs for the Blind on a national basis and has led to various petitions being raised against its use.

The main argument is that as the effectiveness of shared space usage depends upon eye contact between driver and pedestrian, those with sight impairments may experience a feeling of insecurity when crossing the carriageway. Those who use guide dogs also state that the dog finds difficulty with shared space when there is no kerb to stop at.

## **Access Workshop**

A workshop was held in January 2009 to help understand issues arising from the scheme. People with a range of disabilities were invited to the workshop, and following a walk round of the scheme were able to air their concerns both in the overall sense and on specific points. A report of the proceedings is made available. (Ashford Ring Road Phase 1 Access Workshop Report January 2009).



The main points that emerged as being 'difficult or hazardous' for those with visual impairments were:

- Lack of kerbs in Elwick Square
- Inconsistency in application of traditional tactile 'clues' such as blister paving and guide path
- Lack of colour contrast in both paving and street furniture

'Positive' aspects of the scheme were:

- Smooth, clutter free surfaces
- Puffin crossing with tactile features

At present the 'Puffin' crossing provides an alternative method of crossing Elwick Road but it contradicts the principles of shared space and controlled crossings carry their own risk - 1 personal injury crash per two years.

### **Access Workshop (2)**

As part of the intended on-going monitoring of shared space a second Access Workshop is planned for December 4<sup>th</sup> 2009.

It is expected that based upon the positive results from shared space schemes both at Ashford and elsewhere in the country further projects will be rolled out in due course. The intention of the second workshop is to focus in on the design of shared space as a general concept and to explore ways in which features that help those with visual impairments can be incorporated without losing the overall philosophy of shared space.

Attendees to this workshop will include representatives from various mobility organisations as well as designers and other practitioners.

### **Conclusion**

The first year of monitoring the Ashford shared space scheme suggests that on balance it is working well, handling over 10,000 vehicles per day in a controlled and safe manner. However, there is a small but significant number of people who feel disempowered by the concept of shared space and this needs to be addressed through designs that can be applied to future schemes.

Ashford currently has the largest shared space scheme in the country and Kent County Council is uniquely placed to share the findings from Ashford to help local authorities both from within the county and more widely to devise their own schemes.

### **Recommendations**

- Continue to monitor and evaluate the concept of shared space both in Ashford and elsewhere.

- Publish and disseminate the results of the Ashford monitoring as soon as possible
- Ensure that minority groups continue to be engaged in the design process



**ASHFORD**  
BOROUGH COUNCIL

**Agenda Item No:** 13

**Report To:** ASHFORD JOINT TRANSPORTATION BOARD

**Date:** 8<sup>TH</sup> DECEMBER 2009

**Report Title:** Highway Alterations to Latitude Walk development, Ashford Town Centre – West Street/Godinton Road

**Report Author:** Jamie Watson – Project Manager, Kent County Council

<b>Summary:</b>	The purpose of this report is to update the Joint Transportation Board on progress with Kent County Council's proposals to complete the highway alterations to the frontage of the new Latitude walk development in West Street/Godinton Road.
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**Key Decision:** NO

**Affected Wards:** Ashford Town Centre Wards

**Recommendations** The Executive be asked to:  
:

1. Continue support

**Policy Overview:** Central Government's Regional Planning Guidance RPG9 and Ashford's Future Study (Halcrow, 2002) sets the context for the growth of Ashford and the provision for an additional 31,000 homes and 28,000 jobs by 2031.

Masterplanning studies to guide the sustainable delivery of the projected growth in the town are reported further in the Greater Ashford Development Framework (Urban Initiatives, April 2005), Ashford Town Centre Development Framework (Urban Initiatives, August 2005) and the Transport Strategy for Ashford (KCC, November 2005).

**Contacts:** jamie.watson@kent.gov.uk - Tel: 01233-330831

## **1. Purpose of the Report**

The purpose of this report is to update the Joint Transportation Board on progress with Kent County Council's proposed highway alterations to the frontage of the new development off West Street and Godinton Road known as Latitude walk. A bid for Growth Area Fund 3 was approved by Ashford's Future Board for the sum of £300K.

## **2. Background**

Following publication of the ODPM's Sustainable Communities Plan 2003, Ashford is now identified as one of the major growth areas in the South-East with a total of 31,000 homes and 28,000 jobs envisaged by 2031. Detailed masterplanning studies followed which has now led to the development of mutually supporting land use and transport strategies to ensure that the town's future growth is well planned and sustainable.

Ashford Borough Council has previously and recently consulted upon the Town Centre Area Action Plan (TCAAP) which will form one of the key documents of the Ashford Local Development Framework (LDF). A Transport Strategy for Ashford has also been developed by Kent County Council in line with the broad thrust of central government and county council transport policy which was approved by Members in January 2006.

This scheme compliments the previous highway alterations that were undertaken to improve the town centre streets within the shared space zone and is integral to the vision for the town by setting the scene for high quality public realm as well as stimulating developer opportunities along the highway frontage.

## **3. Art, Engineering & Public Realm**

The remaining highway alterations fit in with the recently completed ringroad scheme and its vision as an innovative, cutting edge, transformational project which aspires to be an exemplar, benchmark project and market leader across the UK which will put Ashford firmly on the map in the national context.

It offers considerably more to the town's fabric than a standard highway scheme by incorporating a number of key shared space, urban design and artistic features.

A high quality public realm is being created by the use of quality materials, landscaping, aesthetically pleasing yet functional street furniture together with the integral use of art and street lighting to bring out the scheme identity and distinctiveness.

In order to deliver this scheme, an Integrated Design Team (IDT) has been put together involving engineers, consultants, urban designers, planners, landscapers, traffic experts, lighting specialists and artists.

## **4. The Scheme**

### **4.1 Introduction**

The scheme is the completion of the highway improvements to the West Street/Godinton Road highway boundary with the new development known as

Latitude Walk and consists of highway alterations complimenting the recently completed ring road alterations plus some alterations to small areas of private land to be transferred to Kent County Council as highway land. Outline details of the site area and core scheme components are illustrated on drawing No WT1935L01 – APPENDIX A.

#### **4.2 General Scheme Layout**

The general scheme layout consists mainly of alterations to pedestrian areas with a small element of work to the carriageway at the junction to East Street. The main works require block paving to be laid to specific patterns with large areas of bound red gravel ( Cedec ). Trees and grass will break up the hard landscaped areas.

#### **4.3 Specific details**

The main components to this scheme include:

- 200 x 100 x 80mm kelt breccia blocks as laid recently around “The Bolt” feature at the junction of West Street with Godinton Road in a reverse pattern to that on the carriageway. These blocks are separated by “Porphyry” kerbs as detailed in Appendix A.
- 200 x 100 x 50mm clay pavers as existing clay pavers to shared space zone
- Bound Gravel surface known as CEDEC to large open spaces and around trees to break up hard landscape areas. Red in colour.
- 125 x 125 x 150mm granite setts, mid grey to East Street junction with Godinton Road.
- Porphyry flush kerbs as per “Bolt” feature to show pattern and break up the breccia blocks – see appendix A for detail.
- Mid Grey granite kerbs as per shared space zone. Upstand levels vary from flush to 160mm as the ground slopes from west to east.
- Trees; *Betula nigra* semi mature – 6 no; *Betula jacquemontii* multi stem - 2 no; *Amelanchier lamarckii* multi stem – 3 no.
- Hornbeam hedge – 600mm high
- Bespoke tree grills as shared space zone – 2 No.

#### **5. Land to be acquired**

Appendix B highlights the area of land to be acquired at nil cost to Kent County Council or Ashford Borough Council.

#### **5. Programme**

Land Acquisition – all completed by March 2010.  
Design – completed by December 2009  
Tender – Ringway Highway Services target cost provided by early January 2010  
Start on site – February 2010  
Complete works – April 2010

## 6. Funding

Growth Area Fund 3 was approved by Ashford's Future Board with a project estimate of £300K.

## 7. Conclusion

In conclusion, this report identifies the scope of the project and details limits of the scheme, materials to be used and landscaping within the existing highway and in small areas of private land.

Contact:	Jamie Watson (KCC Project Manager)
Email:	<a href="mailto:jamie.watson@kent.gov.uk">jamie.watson@kent.gov.uk</a>

## Appendices

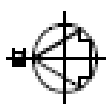
A – General arrangement drawing  
B – Land transfer

## Background Papers:





The Greater Ashford Development Framework – Urban Initiatives, April 2005  
Ashford Town Centre Development Framework – Urban Initiatives, Aug 2005  
The Transport Strategy for Ashford – Kent County Council, November 2005



APPENDIX B – LAND TRANSFER



**LEGEND**


-  Site Boundary
-  Development Boundary
-  Extent of Land to be Transferred
-  Land Transfer required if not currently in KDC ownership

**STATUS** **OK**

DATE: 11/11/2014

BY: [Signature]

1:1000



Land Transfer Plan –  
Soddinghig Road

---

Lot/Block No: 401

Address: 9551- 9571

**Tully DeMott**  
CONSULTANTS



Ashford Station Forecourt

**AGENDA ITEM 14**

Project Progress Report



## **Ashford Station Forecourt**

## **Project Progress Report**

**November 2009.**

# Ashford Station Forecourt

## Project Progress Report

### Contents:

- 1.0 Overview & Executive Summary**
- 2.0 Programme**
- 3.0 Scope**
- 4.0 Cost**
- 5.0 H,S,Q,E & Risk**
- App 1 Programme**
- App 2 Stakeholder schedule**

## Ashford Station Forecourt

### Project Progress Report

#### 1.0 Overview & Executive Summary

The aim of Phase 3 is to create a step change to the arrival and departure point to Ashford by rail, to assist in changing people's perception of Ashford. This will in turn assist in attracting investment into Ashford, in particular to the Commercial Quarter. Secondly, the work on the station forecourt will seek to make the station approach safer and more easily navigable for different users.

The project progresses to programme and the major milestones achieved in the period are ;

**Initial stakeholder consultation** has been completed to schedule 11/11/09

**The definition of requirements and budget has been prepared** 11/09/09

Commencement of **Design and Cost option development.** 16/11/09

The project milestones for the next period are:

Completion of **Design and Cost option development** 8/12/09

Commencement of **Second stage stakeholder consultation** 30/11/09

The construction period has been reviewed by the project team and is considered to be six to nine months on site. The project team are focussed on a start on site during April 2010 although a start as late as June 2010 would be acceptable. It is worth noting that planning permission is not required for this project.

Whilst the project continues to progress to programme the budget and scope differential is of concern and may extend the completion of the concept design period although this is not critical.

The project team continues to develop the original scope in such a way that cost saving options to meet the revised budget of £1.8m are available or can be retained in the event of additional funding becoming available, thus ensuring the completion of GAF funding spend by March 2011.

There is a risk that a scheme meeting the £1.8m budget will not satisfy the aspirations of the brief and may not meet the criteria set out in the funding application.

The project team are now focussed on producing information for the December Partnership Board meetings to approve the scheme and budget and allow completion of the concept design stage.

#### Key risks

Meeting the aspirations and expectations set out in the funding application and the project design brief that were based on a budget of £2.8m

## **Ashford Station Forecourt**

### **Project Progress Report**

Provision of sufficiently high enough quality of finishes

Ensuring that future development on surrounding sites does eclipse Station Square in the future. The project team is working closely with the SEEDA Commercial Quarter Masterplan and have already agreed certain key design principles in order to mitigate this risk.

## Ashford Station Forecourt

### Project Progress Report

#### 2.0 Programme

The current agreed programme is dated 19<sup>th</sup> October 2009.

Milestones completed in the period;

**Initial stakeholder consultation;** a series of meetings have been held with stakeholders, largely on site, that has identified and captured requirements and aspirations and has informed the concept design development activities now in hand.

The following people/organisations have been consulted to date:

**Environment Agency 9<sup>th</sup> September 2009.**  
**Attendees ; Barrie Neaves – EA, NB**

**Bus and Train operators 7<sup>th</sup> October 2009,**  
**Attendees ; Nina Peak - Southeastern, Jeremy Cooper - Stagecoach, Ian Watersfield - Stagecoach.**

**SEEDA – 7<sup>th</sup> October 2009.**  
**Attendees ; Neil Bowsher, Jon Acker Coyle (Gillespies), Martin Barrow**

**Network Rail outside parties site meeting at Ashford 14<sup>th</sup> October 2009**  
**Attendees ; Nina Peak, Neil Bowsher, John Steed – NR, Jon Ackers Coyle, Alastair Leighton, Paul Hill, Peter Pritchard, Katy Magnall (ABC)**

**Taxi drivers ; impromptu meeting held on the forecourt 14<sup>th</sup> October 2009**

**Ashford Access ; 15<sup>th</sup> October 2009.**  
**Attendees ; Cllr Claughton, Susan Mansfield, NB, JAC**

**Hitachi Depot ; meeting with Neville Dyson the Depot Manager 15<sup>th</sup> October 2009. Attendees ; NB.**

**British Transport Police meeting 29<sup>th</sup> October 2009.**  
**Attendees ; NB, NP, Jerry Isterling – BTP**

**The definition of requirements and budget;** following on from the stakeholder consultation early concept design development work by the designers has enabled a more rigorous test of the budget.

Commencement of **Design and Cost option development.**

The project milestones for the next period are ;

Completion of **Design and Cost option development**

Commencement of **Second stage stakeholder consultation**

The programme is being further developed in order to meet the cash flow forecasting requirements in order to release funding on the basis of milestone achievement.

## **Ashford Station Forecourt**

### **Project Progress Report**

The construction period has been reviewed by the project team and is considered to be six to nine months on site. This is based on the sequence of work to be undertaken, the phasing requirements and the need to maintain access to the station at all times.

The project team are focussed on a start on site during April 2010 although a start as late as June 2010 would be acceptable since this would allow significant volume of work to be undertaken during the summer months thus reducing risk of disruption by inclement weather.

Planning permission is not required for this project although Council will be consulted along with other stakeholder and an application will be made by Network Rail under part 11 of the Town Planning Act, which allows for permitted development on railway land. This principle has already been discussed and agreed between the Project Manager and Network Rail planners.

## Ashford Station Forecourt

### Project Progress Report

#### 3.0 Scope

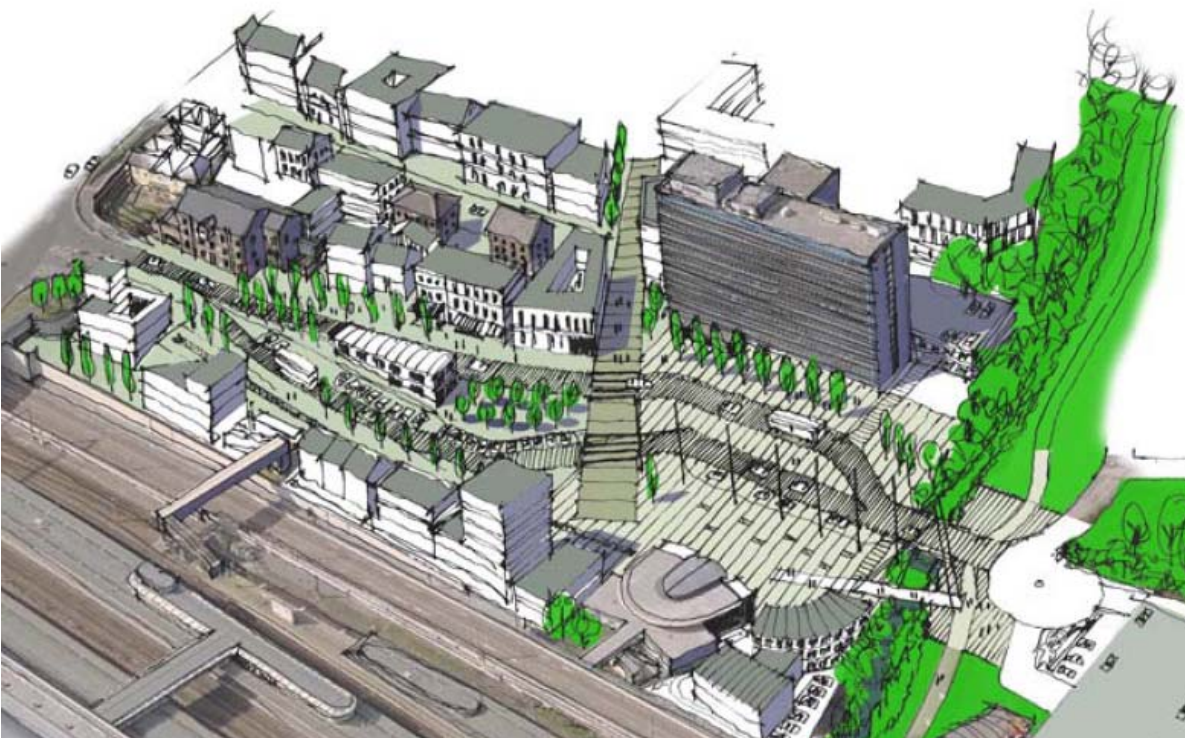
There have been no changes to scope in the period.

The concern that the reduced budget will not achieve the stated client aspirations for the project has led to presentations being made to the client team on 20<sup>th</sup> October and 4<sup>th</sup> November in order to set out the concept design and cost development to date.

The outcome of these presentations is that the client has instructed the professional team to proceed in developing the scheme on the basis of the original higher budget and to keep options open to achieve scope reduction at a later stage if additional funds cannot be obtained.

The stakeholder requirements and aspirations are considered by the project team to be in accord with the overall and wider intentions of the scheme and as such do not present any critical conflicts at this stage that the design solution cannot satisfy or resolve.

As the concept design develops and is presented for client review and approval in December the project team will commence a second round of stakeholder consultation, based on the concept design, which will further inform the design at the commencement of the detailed design stage early in 2010.



The concept design development has established a base geometry to enable vehicles, the largest being buses, to turn on an enlarged roundabout at the entrance to car park B and return to new bus stops and taxi pick points.

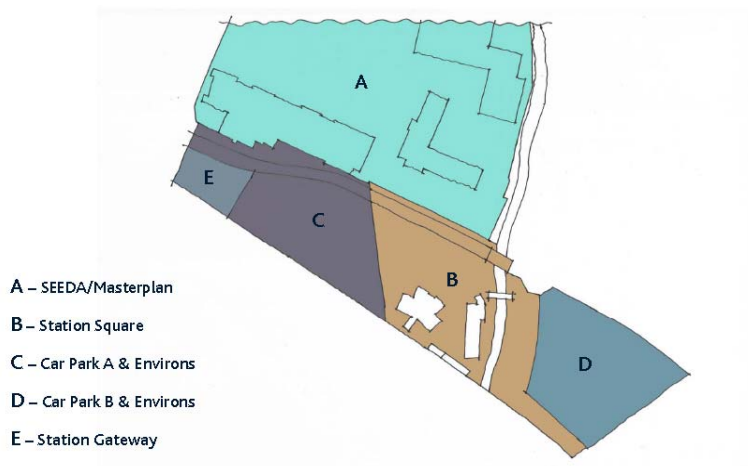
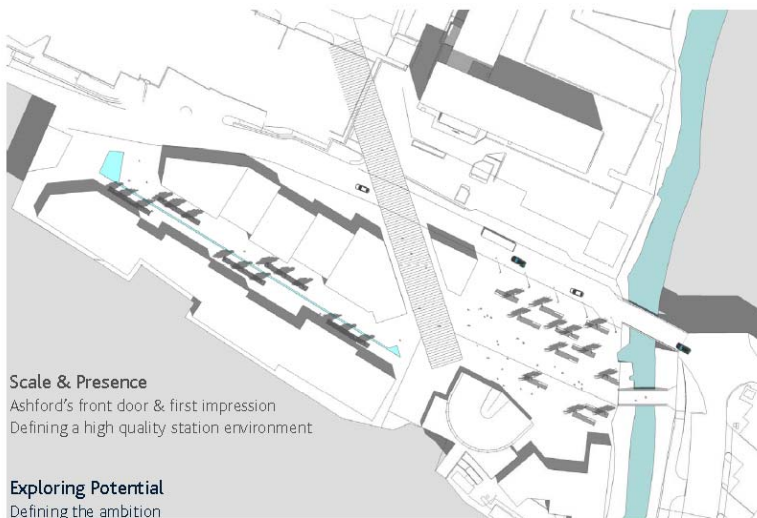
## Ashford Station Forecourt

### Project Progress Report

Smaller vehicles requiring DDA parking or “kiss and go” drop off will turn onto the “station square” to re-located spaces to the West of the station entrance.

Around this geometry a “station square” environment is developing providing a safe and calm space in front of the station for pedestrian routes to be selected, cycles to parked or retrieved and to provide a location for the Anthony Gormley sculptures that will be relocated from Singleton lakes. Anthony Gormley is best known for high “Angel of the North” and the sculptures at Singleton lakes were his first professional commission.

The project team are liaising closely with SEEDA’s Masterplan work and have agreed a number of key principles with that team, in particular the diagonal pedestrian route toward the town centre.



Masterplan Context - 1



## Ashford Station Forecourt

### Project Progress Report

#### Cost

The designers have provided concept design information to the Cost Manager in order to fully understand, even at this concept stage, the cost of the scope of the works involved.

The design team have provided historical cost information to the project which contributes toward the accuracy of estimates.

The tolerance to be considered when interpreting these figures is +/-25%, this is a little lower than would normally be expected to achieve at concept stage. This is due to the use of historical cost data and by the use of SEEDA's topographical survey that enables an understanding of the impact of level changes on cost.

The cost estimate has been further developed on a minimal Station Square only footprint using tarmac with additional estimates to consider block paving and Granite finishes. The Peripheral areas, ie subway and river corridor, being costed separately.

The following table summarises the design and cost information developed to date ;

<b>Ashford Station Forecourt</b>	<b>Basic Tarmac minimal scheme</b>	<b>Concrete Block</b>	<b>Granite</b>	<b>Peripheral areas</b>
Station Sq	£1,443,822	£1,484,860	£2,042,960	
River Corridor				£75,000
DOC subway				£225,000
Car park A & subway				£50,000
On-costs	£381,223	£392,058	£554,749	£0
Fees	£623,757	£623,757	£641,486	£164,930
Risk & Contingency	£306,100	£314,800	£323,748	£0
<b>Total - exc peripheral areas</b>	<b>£2,754,902</b>	<b>£2,815,475</b>	<b>£3,562,943</b>	<b>£514,930</b>
Peripheral areas		£514,930	£514,930	
<b>Total all areas</b>	<b>£2,754,902</b>	<b>£3,330,405</b>	<b>£4,077,873</b>	

The project team are seeking third party funding from Environment Agency in connection with the river corridor and from the Designer Outlet Centre in connection with the subway leading to the Centre.

## **Ashford Station Forecourt**

### **Project Progress Report**

#### **4.0 Health, Safety, Quality, Environment and Risk.**

There were no accidents or near misses to report in the period.

The Project team continues to exercise caution during site visits as the risk of impact with moving vehicles on the forecourt is heightened when involved in survey work or meetings.

The initial risk register, defining tangible design and construction risks, will be updated toward the end of the concept design stage.

Key risks in the broader context are:

Meeting the aspirations and expectations set out in the funding application and the project design brief that were based on a budget of £2.8m

Provision of sufficiently high enough quality of finishes

Ensuring that future development on surrounding sites eclipses Station Square in the future. The project team is working closely with the SEEDA Commercial Quarter Masterplan team and have already agreed certain key design principles in order to mitigate this risk. A proposal is under consideration for a Masterplan to be developed for the other areas surrounding the Square in order to influence any future development.

Efforts are being made to arrange for all vegetation clearance to take place during the Autumn, it is noted SEEDA have already carried such work to the Station Road frontage of International House.

Neil Bowsher Optimum

**Ashford Station Forecourt**

**Project Progress Report**

**Appendix 1 – Programme**

## ASHFORD JOINT TRANSPORTATION BOARD 08 DECEMBER 2009

**Subject:** Highway Works Programme 2009/10

**Director/Head of Service:** Director of Kent Highway Services

**Decision Issues:** **These matters are within the authority of the Board**

**Decision:** Non-key

**Ward/Division:** **All**

**Summary:** *This report updates Members on the identified schemes approved for construction in 2009/10.*

**To Recommend:** **This report is for Members' information.**

**Classification:** THIS REPORT IS OPEN TO THE PUBLIC

### Introduction

1. This report is an update on that made to previous meetings of the Board and summarises the identified schemes that have been programmed for construction by Kent Highway Services in 2009/10.

### Road Surface Treatments

**Thin surfacing** - see Appendix A1

### Highway Maintenance Schemes

**Carriageway Schemes** – see Appendix B1

**Footway Schemes** - see Appendix B2

**Street Lighting Schemes** - see Appendix B3

### Local Transport Plan Budget 2009/10

**Local Transport Plan Funded Schemes** - see Appendix C1

**Public Rights of Way (LTP Funded)** – see Appendix C2

**Developer Funded Schemes (Delivered by KHS)** - see Appendix C3

### Other Works

**Bridge Works** - see Appendix D1

**Borough Council Funded Schemes** - see Appendix D2

**County Member Funded Works** - see Appendix D3

**Drainage Works** – see Appendix D4

**Major Capital Projects** - see Appendix D5

3. This report is for Members' information.

### Conclusion

4. This report is for Members' information.

**Contact Officers:****Carol Valentine 0845 8247800 KCC****Gary Peak 0845 8247800 KCC****Toby Howe 0845 8247800 KCC****Appendices A to D – Progress Reports****APPENDIX A – ROAD SURFACE TREATMENTS****APPENDIX A1 – THIN SURFACING: 15 – 24mm depth**

<b>Location</b>	<b>Description</b>	<b>Parish</b>	<b>Budget</b>	<b>Status</b>
A28 Canterbury Road	A251 – Simone Well Avenue	Ashford	265,950	02/02/10 – 10/02/10
High Street	j/w Church Road	Tenterden		To be programmed in New Year
A251 Faversham Road	j/w Upper Vicarage Road	Kennington		To be programmed in New Year

**APPENDIX B – HIGHWAY MAINTENANCE SCHEMES****APPENDIX B1 – CARRIAGEWAY SCHEMES**

<b>Location</b>	<b>Description</b>	<b>Parish</b>	<b>Budget</b>	<b>Status</b>
None				

**APPENDIX B2 – FOOTWAY SCHEMES**

<b>Location</b>	<b>Description</b>	<b>Parish</b>	<b>Budget</b>	<b>Status</b>
Rogersmead	59/61 – 65	Tenterden	4,500	Completed
Millfield	Full Length	High Halden	15,400	To be programmed
Wayside Avenue, St Michaels	Near A28 60m either side	Tenterden		To be programmed
Flood Steet	Footway Reconstruction	Mersham		To be programmed
Hythe Road	Church Road to Arblemarle Road Footway Reconstruction	Willesborough		To be programmed

West Cross	Numbers 8a-10 Footway Reconstruction	Tenterden		To be programmed
High Street	Maidstone Road to School Lane, both sides Footway Reconstruction	Charing		To be programmed
A252 Canterbury Road	Dane Street to Village Hall, Southern Side Footway Reconstruction	Chilham		To be programmed

### **APPENDIX B3 – STREET LIGHTING SCHEMES**

Programme for replacing mercury lanterns commenced November 2009.

### **APPENDIX C – TRANSPORTATION, PROW & SAFETY SCHEMES**

#### **APPENDIX C1 – LOCAL TRANSPORT PLAN FUNDED SCHEMES**

<b>Location</b>	<b>Description</b>	<b>Budget</b>	<b>Status</b>
A28 Ashford Rd/Standard Lane, Bethersden	CRM - Mass Action - Signing and Lining	£7,500	Works scheduled for October 2009
Ashford Domestic Station Improvements	Contribution to improvements managed by South Eastern Railways	£90,000	Works being carried out by Network Rail
Bus Strategy Action Plan Pilot Scheme - Routes 'A', 3 & 5	Bus Stop improvements inc. clearways	£200,000	Works scheduled to commence September 2009
Halstow Way to Noakes Meadow Cycleway	New cycleway across ABC land	£40,000	Deferred to 2010/11
Beaver Green School, Cuckoo Lane	Safer Routes to School scheme	£20,000	Deferred to 2010/11
Christchurch School to Park Farm cycleway	Completion of missing link of cycleway	£60,000	Deferred to 2010/11
A2052 Faversham Road, Kennington (Towers School)	Pelican crossing	£100,000	Deferred to 2010/11
Bybrook Road, Kennington (Phoenix Primary School)	Zebra crossing	£40,000	Deferred to 2010/11

**APPENDIX C2 – PUBLIC RIGHTS OF WAY (LTP Funded)**

<b>Location</b>	<b>Description</b>	<b>Budget (£)</b>	<b>Status</b>
AE73	Strengthen Byway Surface - Crundale	14,500	Commenced November
AE74	Strengthen Byway Surface - Crundale	3,700	Commenced November
AU5	Construct new path surface - Ashford	4,000	Commenced November
AU77	Strengthen footpath surface - Ashford	3,400	Commenced November
AU33	Strengthen footpath surface - Ashford	4,250	Commencing November

**APPENDIX C3 – DEVELOPER FUNDED SCHEMES (Section 278 Works)**

<b>Location</b>	<b>Description</b>	<b>Status</b>
Stanhope, Ashford	Regeneration scheme / New road layout	In progress
Trinity Road, Ashford	New road layout	Completed – in maintenance
A20 Roundabout	Toucan	In maintenance
Templar Way	New signalised access	Signals commissioned
Latitude Walk, Ashford	Environmental improvements –East Street	Design assessment
Park Farm/ Finn Farm Road	Signals/traffic calming	Nearly complete
Cheeseman's Green Road	Carriageway realignment	Partially complete
Tesco site – Park Farm	New Puffin Crossing – cycle way	Design assessment
J9 M20	Signalised junction	Expected start date 2010

**APPENDIX D – OTHER WORKS****APPENDIX D1 – BRIDGE WORKS**

<b>Location</b>	<b>Description</b>	<b>Status</b>
Warren Lane, Ashford	A28 –Simon Well Avenue crossing Warren Lane, Parapet Upgrade	Due to commence January 2010-March 2010
Stile Farm, Chilham	Pickelden Lane, Bridge	Due to commence

	Reconstruction	January 2010
Great Stour Bridge, Singleton	Parapet Upgrade	Due to commence early January 2010
Singleton Way, Singleton	Parapet Upgrade	Works in progress – due for completion end December 2009

#### APPENDIX D2 – DISTRICT COUNCIL FUNDED SCHEMES

Location	Description	Status
Not known at moment		

#### APPENDIX D3 – COUNTY MEMBER HIGHWAY FUND WORKS

Location	Description	Budget	Status
Awaiting details of Member Grants 2009/10			

#### APPENDIX D4 – DRAINAGE

Type of Maintenance Work	Number from 1/04/09 to 31/10/09	Description
Scheduled gully cleaning	2022	Routine programmed cleansing of roadside gullies on a pre-determined route.
Reactive gully cleaning	288	Responding to incidents of flooding or enquiries through the Contact Centre
Drainage Repair works	71	Replacing gully pots: investigating and clearing blockages: repairing or renewing broken and collapsed pipework: clearing and or excavating highway ditches and ponds, etc.

#### APPENDIX D5 – MAJOR CAPITAL PROJECTS

Location	Description	Budget	Status
Southern Sector: Drivers roundabout to M20 Junction 9	Victoria Way Phase 1 (link between Victoria Road and Leacon Road)	£16m	Bid for CIF (Community Infrastructure Fund) approved by DfT in April 09 . Planning consent granted in September 2009. Statutory Orders published. Activity focused on



			trying to achieve the scheme within the funding deadline of 31 March 2011.
	Junction improvements and signalisation and footbridge over the M20	£15.2m	Bid for RIF (Regional Infrastructure Fund) approved in September 09. Activity focused on trying to achieve the scheme within the funding deadline of 31 March 2011.
Operation Stack Lorry Park			Outline design of the lorry park and M20 junction is being progressed. The programme of seasonally dependent environmental surveys will be completed in the autumn 2009 .

**Agenda Item No:** 16  
**Report To:** Joint Transportation Board  
**Date:** 8<sup>TH</sup> DECEMBER 2009  
**Report Title:** Response to Petition Submitted Regarding a Bus Service at Brisley Farm, Ashford  
**Report Author:** N/A



<b>Summary:</b>	A petition was submitted to ABC's full Council Meeting on the 8 <sup>th</sup> October 2009 regarding a lack of a bus service serving the Brisley Farm Estate, Ashford. The attached letter sets out the response from Kent Highway Services.
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**Key Decision:** NO

**Affected Wards:** Washford

**Recommendations:** **The Joint Transportation Board is asked to note the response to the petition from Kent Highway Services.**

**Policy Overview:** N/A

**Financial Implications:** None at this stage

**Risk Assessment** N/A

**Other Material Implications:** None at this stage

**Background Papers:** Petition submitted to Ashford Borough Council – 8<sup>th</sup> October 2009

**Contacts:** N/A

Mrs Halliday

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>  
>  
>

Kent Highway Services  
Invicta House  
County Hall  
Maidstone  
Kent  
ME14 1XX

Contact us at: [www.kent.gov.uk/highways](http://www.kent.gov.uk/highways)  
Telephone: 08458 247 800  
Ask for: Stephen Gasche  
Reference: HQ 155  
Date: 12 November 2009

Dear Mrs Halliday

**Re: Petition presented to Ashford Borough Council requesting provision of a bus service to Brisley Farm Estate, Ashford**

Thank you for your petition which was submitted to Ashford Borough Council at its meeting held on 8 October 2009 requesting the provision of a bus service to Brisley Farm Estate, Ashford and was received here on 23 October 2009. I have asked officers in my directorate to investigate the issue raised in your petition.

Kent County Council's (KCC) Transport Integration Team has met with Kent Coach Tours, the operator of the existing route 13 which serves the south-west area of Ashford. Together with this operator, KCC is considering a revision to this route which would include serving the Brisley Farm Estate. Whilst KCC cannot confirm any precise details about the exact route and timetable at present, the Council would hope to introduce these changes early in the New Year.

Unfortunately there does not appear to be any funding arrangement by the developer of the Brisley Farm Estate to help fund such a bus service, which means that KCC would have to meet the full cost of the additional revenue support required to operate it. However, I do understand the need for a bus route to serve the residents of your estate, and I am hopeful that KCC will be able to meet your aspirations as soon as suitable arrangements can be put in place.

Yours sincerely

Caroline Bruce  
Interim Director  
Kent Highway Services

## Kent Highway Services Joint Transportation Board Update

**Following a Policy Overview and Scrutiny Committee (POC) meeting on 10 November 2009, this report has been produced for Joint Transportation Boards (JTBs), to cover highways and transport issues across the County.**

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### **Winter Service**

At its meeting in September, the Environment, Highways and Waste (EHW) Policy Overview and Scrutiny Committee agreed the revised Winter Service Policy for 2009/10. This policy can now be found on the Kent.gov.uk website. <http://www.kent.gov.uk/NR/rdonlyres/E0111A4A-68CD-427B-8C6B-52592FDD8735/0/Winterpolicydocument.pdf>

The new winter season started on Monday 19 October and will run through until mid April 2010. Salt stocks are at the expected 20,000 tonnes start level and will be topped up as requested throughout the winter months. Advice on road salting, including the use of salt bins can also be found on the Kent.gov.uk website.

<http://www.kent.gov.uk/transport-and-streets/highway-maintenance/bad-weather-conditions/road-salting.htm>

This year Kent Highway Services will introduce a new salting system that sprays a saline solution on the crushed rock salt as it is fired out of the lorries. This new, pre-wet salting system makes salting more effective at preventing icing of roads - and uses less salt.

### **Jetpatcher**

Throughout the last 6 months KHS have been using a new carriageway repair method called "Jetpatcher" in rural and quieter areas. This is a quick and efficient system and positive feedback has been received. The "Jetpatcher" hose resembles a Formula 1 re-fuelling rig and undertakes a three-step process to carry out road repairs.

1. High velocity air from the Jetpatcher hose is used to blow all loose debris from the pothole, leaving a clean hole, ready for patching.
2. The Jetpatcher hose then uses an asphalt emulsion to coat and seal the pothole, preventing any further moisture damage.
3. The Jetpatcher hose then blows aggregate into the pot hole at high velocity to mix with the asphalt emulsion.

Once the pothole has been filled and sealed with the aggregate/ emulsion mix, a light layer of dry aggregate is applied to the repair to prevent car tyres from adhering to the patch as the emulsion sets in. The area is then ready for traffic.

There are a number of benefits to the Jetpatcher approach, including:

- It is a cold-fill technique which reduces CO2 emissions
- There is no excavation or further damage to the road surface
- Less road closures are required
- Jetpatcher is a quick process
- Roads can be used again immediately afterwards
- Repairs are long lasting

## **Road Schemes**

Over the summer KHS secured confirmed DfT funding for the East Kent Access Phase 2 road and DfT and HCA funding together with Section 106 contributions for the Sittingbourne Northern Relief Road.

Additionally, Community Infrastructure Funding and Regional Infrastructure Funding were secured for the Victoria Way and Drovers Roundabout - M20 J9 schemes in Ashford.

### East Kent Access 2 - £87m

The EKA2 contract has been awarded to VolkerFitzpatrick Hochtief Joint Venture. Site offices have been established on the A256 opposite the Richborough power station site. The contract formally started in October and early work will be on stripping the topsoil to allow archaeological investigations. The scheme is planned to be completed in autumn 2012.

### Sittingbourne Northern Relief Road - £35m

The SNRR contract has been awarded to Jackson Civil Engineering. Site offices have been established on Saffron Way. The contract formally started in November and the scheme is planned to be completed in autumn 2011.

### Rushenden Relief Road - £10m

The scheme has been designed and being constructed by the County Council for SEEDA who have secured the funding. The contract with Birse Civil Engineering commenced in June and works are going well. The earthworks will be completed in spring 2010 and then there will then be a dormant period to allow settlement to take place before the carriageway is built and completed by autumn 2011 subject to SEEDA securing the remaining funding required.

### Ashford (Victoria Way and Drovers Roundabout - M20 J9 ) - about £35m

Work is taking place to complete the voluntary land acquisitions by the end of December 2009. Construction tenders will be invited in December/January with the objective of completing the schemes by the funding deadlines of March 2011.

### A2 Slips - £1.5m

Planning permission was achieved in September and statutory orders will be published soon. The only slip actively being worked on at present is the London bound on-slip from the A28 at Wincheap.