



Joint Transportation Board

Notice of a Meeting, to be held in the Council Chamber, Civic Centre, Tannery Lane,
Ashford, Kent TN23 1PL on Tuesday 14th September 2010 at 7.00pm

The Members of this Committee are:-

Mr M A Wickham (Chairman)
Cllr. Burgess (Vice-Chairman)
Cllrs. Mrs Blanford, Clarkson (ex officio), Claughton, Cowley, Ellison, Feacey*, 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 – KALC 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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2. Declarations of Interest - Declarations of Interest under the Code of Conduct adopted by the Council on the 24 th May 2007 relating to items on this agenda should be made here. The nature as well as the existence of any such interest must also be declared	
3. Minutes – To approve the Minutes of the Meeting of this Board held on the 15 th June 2010	
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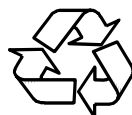
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| 7. | Payment of Parking Charges by Phone and Proposed Amendments to the On and Off Street Parking Places Order | 115-122 |
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DS/VS
6th September 2010

Queries concerning this agenda? Please contact Danny Sheppard:
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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 **15th June 2010**.

Present:

Mr M A Wickham (Chairman);
Cllr Burgess (Vice-Chairman);

Cllrs. Mrs Blanford, Clarkson (ex-officio), Claughton, Cowley, Feacey, Heyes
Mr M J Angell, Mr R E King, Mrs E Tweed, Mr J N Wedgbury.
Mr T Reed – KALC Ashford Area Committee

Apologies:

Mr P M Hill, Mr S J G Koowaree.

Also Present:

Cllrs. Holland, Naughton, Taylor.

John Farmer (Countywide Improvements Major Projects Manager - KHS), Behdad Haratbar (Head of Countywide Improvements – KHS), Tara O’Shea (Transportation Engineer – KHS), Vicki Hubert (Partnership Officer - KHS), Jamie Watson (Project Implementation Manager – KCC), Jo Horton (Road Safety Officer – KCC), Paul Jackson (Head of Environmental Services – ABC), Ray Wilkinson (Engineering Services Manager – ABC), Jeremy Baker (Principal Solicitor – Strategic Development – ABC), Danny Sheppard (Senior Member Services & Scrutiny Support Officer – ABC).

Linda Doran (Economic Projects Manager – Ashford’s Future), Stephen Bourner (Sustainable Transport Projects Officer – Ashford’s Future), Neil Bowsher (Project Manager – Optimum Consulting).

56 Urgency Provision

The Chairman advised that in accordance with Section 100B(4)(b) of the Local Government Act 1972 he had accepted the late inclusion of an item entitled “Proposed Introduction of Temporary Waiting Restrictions in Henwood Industrial Estate” as a matter of urgency by reason of special circumstances, namely to highlight the acute parking problems currently experienced on the Henwood Industrial Estate and to request that Members approve the introduction of temporary parking restrictions to alleviate the issue while a more permanent solution was developed and taken through statutory process.

He also advised of a change to the order of business of the Meeting.

57 Declarations of Interest

Councillor	Interest	Minute No.
Cloughton	Code of Conduct – Personal but not Prejudicial – One of the speakers from the Bethersden Working Group was known to him.	61
Feacey	Code of Conduct – Personal but not Prejudicial – Chairman of Energyshift Ltd who worked with members of the taxi trade.	59
Heyes	Code of Conduct – Personal but not Prejudicial – Member of Ashford Town Centre Partnership Management Board.	62
Naughton	Code of Conduct – Personal but not Prejudicial – Governor at Victoria Road Primary School,	63
Taylor	Code of Conduct – Personal but not Prejudicial – Ward Member for Bethersden.	61
Mrs Tweed	Code of Conduct – Personal but not Prejudicial - Member of Ashford Town Centre Partnership Management Board.	62
Mr Wedgbury	Code of Conduct – Personal but not Prejudicial – Serving fire fighter for the London Brigade (Ashford Fire Station was based on Henwood Industrial Estate).	69

58 Minutes

Resolved:

That the Minutes of the Meeting of this Board held on the 9th March 2010 be approved and confirmed as a correct record.

59 Transport Forum

The Board received the report of the Chairman of the Transport Forum for the Meeting held on the 14th May 2010. The Forum had considered updates on Bus Services; Eurostar; Southeastern Railways; Network Rail; Taxis; and a Campaign for Free Off-Peak Rail Travel for Kent's Over 60s.

In accordance with Procedure Rule 9.3 Mr Regnier, a local resident, attended and spoke in support of the Campaign for Free Off-Peak Rail Travel for Kent's Over 60s. He explained he was a pensioner living in Kennington and he had become fully

involved in and committed to Mr Farrow's campaign. He believed free off-peak rail travel for Kent's Over 60s was reasonable, justifiable and achievable. He explained that Mr Farrow had obtained the written support of nearly all Kent Districts and the County Council for his campaign and the work he had done in obtaining more than 6,000 signatures of support on his petition was remarkable. He was now aiming to obtain 10,000 signatures before he presented his petition to Downing Street in September. The Leader of Ashford Borough Council had pledged his written support to the campaign subject to some provisos on disposable income etc and whilst he understood the concerns some had over funding and the current national deficit, he considered this should not stand in the way of something that was ultimately about fairness. Over 60s could already travel on buses for free and those in London Boroughs already had free use of the trains and this inequality did need to be addressed. He asked the Board to consider the merits of the scheme and to show their support by lobbying MPs when the petition was submitted in the autumn.

A Member said that whilst it was a laudable campaign few things in life were free and should this go ahead, taxes would have to rise to pay for it. At the same time many pensioners had more disposable income than those who worked and especially young families so he felt unable to support it in its current form. Perhaps there was more of a case to offer subsidised or free travel to those on benefits whilst reducing their benefit payments accordingly. The Chairman of the Transport Forum said they had spoken about this issue at some length at their meeting and had agreed it was a laudable campaign but there were concerns about how it would be paid for. Even a subsidy for over 60s would need to be met from somewhere and there were issues about means testing to consider as well. A blanket for free travel for all over 60s could include for example millionaires, whilst youngsters on low incomes would still have to pay full price.

A Member said he supported the scheme. He did not think it should be dismissed just because of the current financial climate and perhaps was an aspiration that could be supported for now and the practicalities could be re-visited in the future. Another Member said there was perhaps a role for the railway companies to play here in that many of the off-peak hours and offers had already been eroded and Southeastern for instance, had already asked for an extra £23m from government. Perhaps they could make a gesture to allow pensioners' travel to be subsidised.

A Member said that as Kent Older People's Champion he had first been made aware of this campaign in October 2009 and he understood that KCC was currently preparing a paper on this issue and the whole concessionary travel problem. He could not divulge what was likely to be in that report at this stage, but he wanted to assure all present that KCC were looking at this very seriously.

Whilst noting that the campaign had received the written support from the Leaders of KCC and (with certain provisos) ABC, Board Members agreed that it would be sensible to reserve their position on the campaign until KCC's report on the issue had been published and could be discussed later in the year.

In accordance with Procedure Rule 9.3 Mrs Whybrow, of the Ashford Independent Taxi Drivers Association, attended and spoke on the Station Improvement Plans and the impact on taxis. She said if an elderly or disabled person called for a taxi to pick

them up from the station doors, in the future they would have to say no. There were no taxi spaces proposed close to the domestic side of the station so drivers would have to wait with their cars and ask customers to come to the other side of the river to meet them. This would place vulnerable and partially sighted people in danger. It was already very difficult and dangerous to load and unload vehicles, particularly with wheelchairs, amongst fast moving traffic and there was also a risk of damage to vehicles. Taxi drivers had known nothing of the plans until recently and had been threatened with exclusion from the Station when they had attempted to point this out to passengers by handing out leaflets. There were plans for a plaza but there seemed to be no provision for bins or seats there so why was this space being wasted when it would be far nicer for people to sit by the river? The plans were not fair or reasonable and disabled and disadvantaged individuals would find it very difficult to access taxis when leaving the station.

In accordance with Procedure Rule 9.3 Mrs Ruck, a taxi driver in the Borough, also attended and spoke on the Station Improvement Plans and the impact on taxis. She said the new taxi rank was proposed to be on the far side of the bridge at the Station and this would not be visible to potential customers due to the contour of the land. Space had been allocated for four cars plus a feeder rank, but this would not be able to function. There had been a number of meetings with Mr Bowsher but his position sadly appeared to be very static and the focus appeared to be about aesthetics over function. Ashford's Future should be trying to cater for growth and this growth would place greater demand on transport so it was questioned why they would spend £2.5m on a pedestrian plaza at the Station when that money could be spend to develop the area as a proper transport interchange for trains, buses and taxis. Other designs had been suggested but the desire seemed to be all about aesthetics. She asked Members to exert any influence they could over these plans.

In response Mrs Doran said that it would have been preferable if the points being raised by the taxi drivers had been provided in advance in order for Ashford's Future to have had time to make a more thorough response. She said the overriding issue considered in the development of the plans had been increasing safety at the Station and she introduced Mr Bowsher, the Project Manager, who she hoped could counteract some of the points raised. Mr Bowsher said he had met with both Mrs Whybrow and Mrs Ruck previously and wanted to re-iterate that the plans would provide taxi spaces in excess of the current provision. Accessing taxis via disabled ramps was a problem currently and he hoped this would be better catered for under the new arrangements as kerbs would be at the correct height. Ashford International was a Category A security risk (the same as a London Station) which was why bins had not been approved as part of the design of the plaza. Mr Bowsher said that with regard to being able to view the taxi rank, the ground would be lowered and levelled for a number of reasons such as flood mitigation, allowing a view of the river and to make taxis more visible to customers. He was keen to work with the taxi trade to ensure that clear and adequate signage was put in place. The space in front of the domestic Station was not sufficient for a transport interchange and whilst this had been looked at closely, it had been decided to clear the area of all vehicles to create a safer and more pleasant environment. The lack of space and frontage in this area did limit what could be done there and the volume of traffic had increased dramatically in recent years and there had been a number of accidents and near misses there recently. Therefore safety was the key driver behind these plans.

Southeastern were responsible for safety at the Station and on the forecourt and his duty in construction would be to make the area as safe as possible. He said he could not comment on the threatened exclusion from the Station by Southeastern.

The Chairman said that whilst there was no decision for the Board to take on this matter, the speakers could be assured that Members had heard the points that had been made. A Member said he was disappointed to have heard the word "counteract" used and considered this was not conducive to serving the community and their interests. Other Members expressed concern about the plans for the Station Forecourt and the fact that little appeared to have been done to try and alleviate the points of concern that had been raised. The seeming desire for aesthetics over creating a genuine and functional transport hub was concerning and trains, buses and taxis all had to be taken into account. If this did not fit in with the aesthetics perhaps the aesthetics should be changed. Members wanted to know more about the scheme and a Site Visit to the Station was suggested with the potential for an agenda item on the scheme coming to the September meeting of the Board so that Members of both Councils could have an input.

A Member who was Chairman of the Ashford Access Group said that they made it their business to be involved at the outset of any project and to represent the concerns of all those with disabilities. He had been approached by the Mr Bowsher as part of the stakeholder process to ensure that the views of disability groups were fully taken on board, and highlighted that subsequently he had had three meetings with Mr Bowsher. He assured all present that they would not let any matter rest if they felt there was going to be a disadvantage to those with disabilities.

Mrs Doran said that Ashford's Future would be happy to arrange a Site Visit and a continuing dialogue would be welcomed. She apologised for using the word "counteract" if that had offended anyone, but felt there had been some inaccuracies in what had been said by the speakers.

In response to a question about when the works were likely to start Mrs Doran replied that work was on hold due to next week's Emergency Budget so there was no start date at present. She also said she would provide answers on the question of vulnerable adults outside of the Meeting.

Resolved:

- That**
- (i) the report of the Chairman of the Transport Forum for the meeting held on the 14th May 2010 be received and noted.**
 - (ii) the Board defer making a decision on whether to support the Campaign for Free Off-Peak Rail Travel for Kent's Over 60s until KCC's report on the issue had been published and could be discussed later in the year.**
 - (iii) a Site Visit be arranged at the Station to understand more about the plans for improving the Station Forecourt and a report on the scheme be submitted to the September meeting.**

60 Tracker Report

The Chairman drew Members attention to the Tracker of Decisions.

A Member referred to the Transport Forum recommendation from March 2006 about developing a suitable scheme for disabled access to Ashford Town Centre and asked what the position on this was. Mr Jackson responded that most of the work had been done on this but it did need a wrap up report back to the Board. This included the increase in disabled parking spaces and the issues around shared space.

With regard to the two petitions submitted to the last Meeting of this Board, Mrs Hubert updated that following investigation KHS would not be pursuing traffic calming measures at Highfield Road, Willesborough but would look into the possibility of installing a safer road crossing at the junction of Church Road/Osborne Road/Bentley Road, Willesborough. Further details would come to a future meeting of the Board.

Resolved:

That the Tracker Report be received and noted.

61 A28 Bethersden Speed Limit Review

Before consideration of this item Mr Haratbar said that with the current state of the economy most Local Authority departments had been expecting a reduction in funding and the announcement had come for KHS in recent weeks and they were expecting an in-year reduction. The implication of that was that the speed limit reviews had been suspended however there would still be an opportunity to look at individual issues, such as Bethersden, if desired.

Mrs O'Shea introduced her report and gave a presentation on the review of crashes on the A28 at Bethersden which has been appended to these Minutes for information. It covered: - the background to the review; the role of KHS; casualty reduction definitions; road safety targets; the results of specific traffic and crash investigations in the area in question; other non speed related concerns that had been raised; and what could be done for vulnerable road users. The report concluded that the further investigation into the speed and safety issues raised by Bethersden Parish Council following the results of the Speed Limit Review had not altered the original conclusions. KHS would continue to monitor and review crashes on the A28 and would put in a bid for funding, through the Scheme Prioritisation System, for a scheme to provide informal crossing facilities near to the Forge Hill junction.

Mrs Buckley and Mr Williams of the A28 Speed Limit Review Bethersden Working Group then gave their presentation which has been appended to these Minutes for information. Mrs Buckley explained that the Group wanted to make a positive change for all users of the A28. In January the Board had asked KHS to respond to the request for a speed limit review of the Bethersden stretch of the A28 but all that

seemed to have been examined were potential engineering measures. Mr Williams introduced the presentation and explained that the issue was not about engineering measures but about addressing the issues in the DfT Circular 01/2006 surrounding quality of life for all as well as safety and reducing traffic collisions and injuries. Provision of an informal crossing point would be welcome but it was not just about lowering kerbs, speeds needed to come down. KHS had admitted that they were only interested in reportable crashes over the last three years but this did mask the true picture. There had been four reportable crashes in the last three years at Spratts Barn for example but more than 30 un-reportable ones. He referred to the DfT Traffic Advisory Leaflet (1/04) which defined a village as "having 20 or more houses on one or both sides of the road over a minimum distance of 600m". It also stated that "a standard speed limit of 30mph in villages should be the norm". It was quite clear from this description that Bethersden did conform to the definition of a village and should have a 30mph limit and he could not understand why this had been mis-quoted in KHS's report. The presentation also covered: the character of the road and the vulnerability of many of those who used the road; the results of the Kent Police speed survey; the impact of speed; and the core findings of the Working Group. The presentation concluded by proposing amended speed limits within and approaching Bethersden to those proposed by Jacobs/KHS. Mr Williams said that another point he was disappointed by was that KHS had said that Kent Police did not support a reduction in the speed limit to 30mph, but Sgt Gary Fittle of Kent Traffic Management had only been asked to comment on the 2nd June and had only been asked to comment on the Jacobs report. The Police had not seen the Working Group's report and he said if they had done they would have revised their opinion. Mr Williams then introduced PC Justin Farrow, a Patrol Officer for Tenterden and the villages for the last four years.

PC Farrow said that in his four years working in the area he had had the misfortune of dealing with several fatal and serious accidents as well as countless non-reportable accidents on this stretch of the A28. He also knew there were many more that he had not been called to where people had made their own arrangements. He had read both the Jacobs and Bethersden Working Group reports and he would fully support the reduction in speed limit proposed by the Working Group. The Jacobs report did not take into account the needs of the vulnerable residents and users of the road. Bethersden was the only one of the 18 villages on his patch which did not have a 30mph limit and many of those only had about 1/10 of the traffic flow of Bethersden. Drivers' attitudes did change dramatically in a 30mph zone and he had noticed a marked difference in how these were approached. Frankly, if one death or serious injury could be prevented by lowering the speed limit on this stretch of road it was worth it.

The County Councillor for the area said he was disappointed that despite the overriding support given to the Working Group's findings at the January Meeting, this had not been reflected in KHS's follow up report and indeed the statement from the Traffic Advisory Leaflet (1/04) had been wrongly quoted in that report. Bethersden more than met the standard definition of a village so he could not understand why there was even a question mark about whether Bethersden Working Group's proposals should be supported and consultation on those proposals should begin as soon as possible.

Other Members agreed and said that the views of the people could not be ignored in cases like this and the concentration on crash data was not always constructive. One of the stumbling blocks this Board had always had was understanding KHS's criteria about whether a road was dangerous or not. It was considered that there were a number of other places where a lowering of the speed limit would also be appropriate and Charing was mentioned as one example. Members also wished to congratulate the Bethersden Working Group on the hard work they had undertaken in preparing their report and said it was an example to all. Clearly this Board could not make a decision on this matter but the strong views of the Board should be made to the KCC Cabinet Member with a view to moving forward with the Bethersden Working Group's proposals. The Chairman said Officers had been given a clear steer of the strength of feeling on this issue and KCC Members were encouraged to make representations on this to the Cabinet Member. In response to a question about what would happen next, Mr Haratbar said a report on this would be taken to the Cabinet Member in the next few weeks. Mr Haratbar further undertook that the report would outline the recommendations from the Speed Limit Review Team and the counter arguments put forward by the Bethersden Working Group.

One Member said that on a personal level he was a little disappointed with the direction of the discussion. As someone who had worked in the emergency services for 26 years and attended many traffic accidents, he said it should not be ignored that the A28 was a main trunk road and a 30 mph limit was unnatural. If 30mph was appropriate, that should be the limit for the whole stretch from Tenterden to Ashford. He considered that too many people thought lowering the speed limit was the answer to all road safety problems but the accidents here were not about speed they were about individual driver error and road conditions. In his view, keeping traffic speeds artificially low was not the answer.

Recommended:

To the KCC Cabinet Member for Environment, Highways and Waste that public consultation be carried out on the proposal by the Bethersden Working Group to introduce revised speed limits in Bethersden.

In accordance with Procedure Rule 17.5 Mr Wedgbury asked for it to be recorded that he had voted against the resolution.

62 Proposed Alterations to the Waiting and Parking Restrictions in Ashford Town Centre – Amendment 16

Mr Wilkinson introduced the report which detailed the results of the recent consultation in respect to the making of the Amendment 16 traffic order. The order, which related to parking and waiting restrictions in Ashford Town Centre, consisted in the main of administrative amendments to the existing traffic order intended to improve the accuracy of the descriptions of the restrictions marked on the ground – thereby facilitating the full enforcement of the shared space area and elsewhere in the Town Centre. In addition a small number of physical changes were proposed within the order. Mr Wilkinson outlined the proposals in more detail for the Board.

In accordance with Procedure Rule 9.3 Mr Hoare, of Car Right Car Sales, spoke on this item. He said he had run his business from Gasworks Lane for 17 years and access had never been a problem. Emergency access was needed for the High Speed Rail Link and on the two occasions this had been needed it was gained easily. His business had survived a number of hard times recently with the works around the town and ring road, but placing extra double yellow lines in this small part of Gasworks Lane would adversely affect the business again. People used the road for short term visitor parking, part exchange valuations and for dropping off cars early in the morning before normal opening hours. Parking in one of the towns car parks was not an option. The proposals seemed an unnecessary expense for a few metres of double yellow line in this quiet part of the town. He asked that the proposals for Gasworks Lane either be set aside or replaced with short term parking bays.

In accordance with Procedure Rule 9.3 Mrs Kenny, of the Ashford Town Centre Partnership, spoke on this item. She said she was objecting to the proposals on behalf of five businesses and her detailed comments were contained within the tabled papers. The majority of the concerns surrounded loading and unloading at properties between 7am and 7pm. Until recently the businesses had been able to use the County Square loading area but that ability had recently been taken away and this had highlighted the lack of loading space in Bank Street and the shared space which was insufficient to serve the 40 businesses there. Bank Street had become nothing more than a car park and vehicles had not been able to use the designated loading bays. For businesses such as a chemist and a florist this had been a hindrance and people had consequently been ticketed in Bank Street when trying to load/unload when they simply did not have any where else to go. She hoped a speedy resolution could be found to identifying a loading area for these properties.

Mr Wilkinson displayed the plans for the extension to the double yellow lines in Gasworks Lane. He said that the planning permission for the car dealership stated that the proprietors of the establishment should provide seven customer/staff parking spaces on site. There was also evidence of cars regularly being parked on the shared space/public highway by the dealership, contrary to current regulations, and photographs of this were displayed. Parked vehicles were also restricting the ability of cars being able to turn in Gasworks Lane. The proposed alterations to the restrictions would provide clarity as to where cars should and should not park and improve safety and access in Gasworks Lane. With regard to the points raised by the Town Centre Partnership, Mr Wilkinson said that most of these points had been covered in the report. None of the restrictions cited in the Bank Street/Tufton Street area were new and they would not affect the Council's ability to enforce in the area after 1st July 2010. He sympathised with the difficulties regarding loading/unloading and the Council was working with County Square in an attempt to allow businesses in Bank Street to be able to use their private loading area. The Portfolio Holder said he took on board the points about supporting small businesses but agreed that this proposal would greatly improve the current situation for traders. There was not room to accommodate loading at the top end of Bank Street but being able to enforce on illegal parking would free up the existing two loading bays for businesses which were currently effectively unusable and this was the key point.

Resolved:

- That (i) **the Amendment 16 Traffic Order be made.**
- (ii) **all additional road markings and signage relating to the proposed physical changes in the Order be implemented.**

63 Victoria Way

The report updated the Board on progress with the scheme and sought approval for the maintenance plan at Victoria Square and works to the junction at the A28 Chart Road/Loudon Way. The Community Infrastructure Fund (CIF) funding agreement with the Homes & Communities Agency (HCA) had been completed, the land acquisitions and related agreements had all been completed and KCC had entered into a contract with Volker Fitzpatrick to construct the works. The overall project estimate and tender sums gave confidence that the works could be completed within budget. Mr Farmer explained that Appendices A and B to the report contained further information on the costs and the maintenance regime. The capital cost was about £500,000 and enhanced maintenance costs of the Square would be an extra £20,000 per year and this was a concern in the current financial climate but the Victoria Way project had always been seen as “more than just a road” and this ethos was one of the reasons HCA had given its funding support. HCA had also accepted the further capitalisation of £100,000 to cover the enhanced maintenance of the Square for five years. Options for the funding of longer term future maintenance were under consideration but the five year period had bought some breathing space. Matalan roundabout was a busy junction but in simplistic terms Victoria Way was neutral in terms of its overall traffic impact. GAF funding for investigation of improvements had been withdrawn but in any event improvements would have been undeliverable within the funding timescale. The Chart Road/Loudon Way junction was considered a constraint on the operation of the Matalan roundabout and improvements had been investigated to allow a short length of two lanes. The estimated cost was £400,000 and could be funded from CIF but it was a balance between cost and benefit and there was no need to commit to these works for another 2/3 months.

A Member said that he had grave concerns about the pavilion in John Wallis Square both in terms of its aesthetic design and potential maintenance costs. Ashford’s recent history with public art did not fill him with much confidence. Another Member said that art was in the eye of the beholder and he actually did not dislike the design of the pavilion. He was concerned about the maintenance costs though, particularly in the current economic climate and asked if a ten year capitalisation could be pursued rather than the five years that had been agreed. Mr Farmer considered that realistically they had been fortunate to secure five years maintenance costs.

The item was then opened up for questions/comments and the following responses were given: -

- Victoria Way was purely a project name. The official road naming had to go through the due process.

- There was a risk associated with not delivering the project by the 31st March 2011 but the Contractor had said this was achievable. HCA recognised that the contract had been awarded later than intended and there could be complications such as utility works and obligations to the adjacent land owners so the project would be closely monitored.
- The maintenance plan should be viewed as a working draft. The report was seeking the Board's support and the figures were a good first indication of what would be needed but should not be viewed as final. The longer term issue of the ongoing cost of maintenance was high on everyone's agenda and the recommendation should be to note rather than approve the plan whilst certain issues were resolved.
- The maintenance costs would be split between KCC and ABC although in reality it was difficult to have a hard distinction between highways and the public realm so a common sense approach had been adopted. It was therefore intended that KCC would be responsible for the hard surface and areas immediately adjacent to the highway and ABC would be responsible for the Square, cultural areas and public realm. It was accepted this could be confusing but this was the point of having a clear spreadsheet detailing maintenance activities, responsibilities and costs. One lesson learnt from construction of the ring road was that deadlines were tight and there was not the luxury of changing design decisions at this stage.
- Leaf sweeping around the large Nursery Stock tree would be discussed with ABC with a view to adding this to the draft maintenance plan.
- There would be double yellow lines in Leacon Road and Victoria Way so the whole length would be no waiting and this should deal with the lorries that had started to park there.
- Stagecoach had been asked to provide temporary bus shelters to replace those that had been removed to allow for the imminent alterations in Brookfield Road.

Resolved:

That the working draft maintenance plan for Victoria Square and the funding implications of that plan be noted.

64 Ashford Town Centre Streets – Scheme Update

The report updated the Board on an operational review by Kent County Council of the re-configured A292 Ashford Ring Road and shared space zone. Mr Watson gave further details on: - the junction design concept; puffin crossings; positioning of signal equipment; signing and lining; safety/crash data; and proposals to alter the Somerset Road junction with North Street and Forge Lane to ban the straight ahead movement. This would be an experimental order in an attempt to address an area where there had been some minor incidents. Despite some minor teething problems

and areas of congestion the overall scheme had provided a far safer and more pleasant environment for Ashford town centre. It was an innovative scheme and would continue to be monitored.

The Chairman said that certain parts of the shared space appeared a bit scruffy and that one or two small measures would make great improvements. Mr Watson said there would be noticeable improvements in the coming months. Once the parking situation in Bank Street was resolved and the “lego blocks” were removed from Apsley Street this would make a great difference. There was a need for a similar maintenance plan as suggested for Victoria Way and Ashford’s Future were working on a document on general public realm maintenance.

In response to a question Mr Watson explained that if approved the experimental order banning the straight ahead movement at Somerset Road could be in place within 4-6 weeks. It would be interesting to see how it worked and could be made permanent if it was successful.

Another Member said that despite the predictions from a certain television presenter of “chaos on the streets of Ashford” the shared space safety record had been impeccable. He had invited said presenter to visit Ashford but perhaps unsurprisingly had yet to receive a response. Whilst there was no reason for complacency, Members should take comfort from the safety record. Further workshops with the disability groups were planned and he hoped all would take the opportunity to attend.

Resolved:

That further changes to the network at Forge Lane/New Street/Somerset Road junction take place to ban the straight ahead movement by way of an experimental Traffic Order, along with minor alterations at various locations to assist with reducing congestion utilising funding set aside from English Partnerships for this purpose.

65 M20 Junction 9/Bridge and Drovers Roundabout Improvement Schemes

The report updated the Board on progress with the various schemes. A lot of effort had gone into completing the Regional Infrastructure Fund (RIF) agreement with SEEDA. Land acquisitions had been completed, subject to completion of the land for the bridge, and advanced site clearance had been carried out and this had taken place on the 5th May 2010. KCC had awarded the contract to BAM Nuttall to construct the works. The overall project estimate and tender submission gave confidence that the scheme could be carried out within budget and timescales, subject to risks outlined within the report, although contingency plans had been agreed with SEEDA.

Members asked about the re-landscaping of Drovers Roundabout. People were very upset about the way this roundabout had been cleared in preparation for the works and everyone was keen to know when and how the landscaping would be re-instated. It was considered that this whole issue had been a public relations disaster

and made worse because trees had been removed in full bloom. Mr Farmer said he would be happy for the landscaping proposals to come back to a future meeting of this Board. A letter had been sent to residents in the area giving detailed information and further regular updates would be provided. The point about clearing trees in bloom was accepted but clearance had deliberately been left as late as possible to make sure all agreements had been reached and the scheme was proceeding. The clearance was done with an ornithologist in attendance and he had been assured that it had not affected any nesting birds.

Resolved:

- That (i) progress with the schemes be noted.**
- (ii) it be noted that the new foot/cycle bridge over the M20 is included in the contract let by KCC.**

66 Thirlmere, Kennington

The report provided an update to the original JTB report in March where a Member requested that further evidence be gathered to determine if action should be taken at the Thirlmere/Grasmere Road junction. The report concluded that the traffic data clearly showed that there was not a speeding problem at the location and coupled with the excellent safety record it was therefore not proposed to make any changes at the location.

A Member said that previous reports had agreed that an additional “side road warning” sign be provided and she hoped that at the very least this would still happen. Mrs Hubert said she understood that this proposal may have been removed due to the suggestion for speed bumps etc but she would report back that this sign was still wanted.

Resolved:

That the report be received and noted.

67 Highway Works Programme 2010/11

The report included a summary of the identified schemes that had been programmed for construction by Kent Highway Services in 2010/11.

It was explained that the table only showed schemes that had been fully signed off by the Cabinet Member. Mrs Hubert said she would make sure it was up to date with all County Councillor’s own schemes before the next meeting.

Resolved:

That the report be received and noted.

68 Winter Service Consultation 2009/10

Due to the lateness of the hour it was agreed to defer consideration of this item. Members had been asked to consider the questions in the report in advance of the Meeting and come prepared to respond so it was agreed that the best way forward was for Members to forward those comments to Danny Sheppard at ABC who would ensure that they were fed back to KHS by the consultation deadline of 30th June 2010.

69 Proposed Introduction of Temporary Waiting Restrictions in Henwood Industrial Estate

The report had been tabled and accepted as an urgent item by reason of special circumstances (Minute No. 56 refers).

The report had been submitted to highlight the acute parking problems currently experienced on the Henwood Industrial Estate and requested that Members approve the introduction of temporary parking restrictions to alleviate the issue while a more permanent solution was developed and taken through statutory process. Mr Wilkinson explained the problem had worsened in recent weeks and the level of on-street parking had got to the point where it was now obstructing delivery vehicles. He showed some photographs which demonstrated the problem.

In response to a question Mr Wilkinson said that parking on the pavement was a criminal offence so it was for the Police to enforce rather than Civil Enforcement Officers and realistically it would not be a priority for them until an accident occurred. Waiting restrictions here (double yellow lines) would give the Local Authority some control and an ability to enforce against dangerous and obstructive parking.

Resolved:

- That
- (i) prohibition of waiting restrictions be implemented under a temporary Traffic Regulation Order to address dangerous and obstructive parking on the Henwood Industrial Estate.**
 - (ii) a review of the temporary prohibition of waiting restrictions be carried out subsequent to implementation with a view to making the restrictions permanent.**
 - (iii) the formulation of the final parking restrictions be informed by the review and the supporting permanent Traffic Regulation Order be taken to statutory consultation and any objections received be reported to a future Meeting of the Board.**

DS

Queries concerning these Minutes? Please contact Danny Sheppard:
Telephone: 01233 330349 Email: danny.sheppard@ashford.gov.uk
Agendas, Reports and Minutes are available on: www.ashford.gov.uk/committees

A28 Bethersden Review of Crashes



Report to JTB June 2010

By Tara O'Shea, Transportation Engineer

Background

- Government circular 01/2006 required traffic authorities to review the speed limits on all their A and B roads, and implement any necessary changes, by 2011, in accordance with this guidance.
- The review has been undertaken across most of the Ashford Borough and has provided a snapshot assessment of the suitability of the speed limit on each of these roads.
- The review should provide a consistent network of speed limits across the country.
- It does NOT target non speed related issues.
- It does NOT recommend speed limits that are unenforceable or unachievable.



Reasons for this Presentation

- Bethersden Parish Council objected to the conclusions and recommendations of the speed limit review
- Bethersden Parish Council issued a response to the public consultation of the review, claiming that there was evidence to suggest that, in some instances, lower speed limits and additional engineering measures were required to deal with the issues being experienced along the A28
- At a special meeting of the JTB in January, it was agreed to look into Bethersden Parish Councils concerns further, hence this presentation



What do Kent Highways Do?

- The Transportation Team develop and implement transport strategies to manage growth and minimise the impact of traffic on the highway network. We also look at how we travel and how we can do this safely
- Each and every year the Transportation Team of engineers study the personal injury crash data that Kent Police provide
- We use this data in various ways – mainly to look at how we can mitigate, with engineering measures, the occurrence and severity of these personal injury crashes



What do Kent Highways Do?

- Once a particular pattern of crash has been identified, Engineers use their professional knowledge of current standards and practices to decide what measures will go some way to reducing the frequency and severity of that particular type of crash.
- This is identified as a CRM – Casualty Reduction Measure



Casualty Reduction Definitions

- The minimum requirement for a scheme to be considered a CRM is 3 reported injury crashes of a similar pattern over a 3 year period, usually at a specific site.
- Crash Cluster sites are also studied annually and are identified where there are 6 or more crashes within a 50m radius on 40mph roads and 4 or more crashes within a 50m radius on roads 50mph and above



Progress

- It was agreed to look again into the crash data held for the “hot spot” areas Bethersden Parish Council has identified.
- This further investigation would not alter the conclusions of the Speed Limit Review as the Review and Crash analysis are two completely separate functions within KHS.



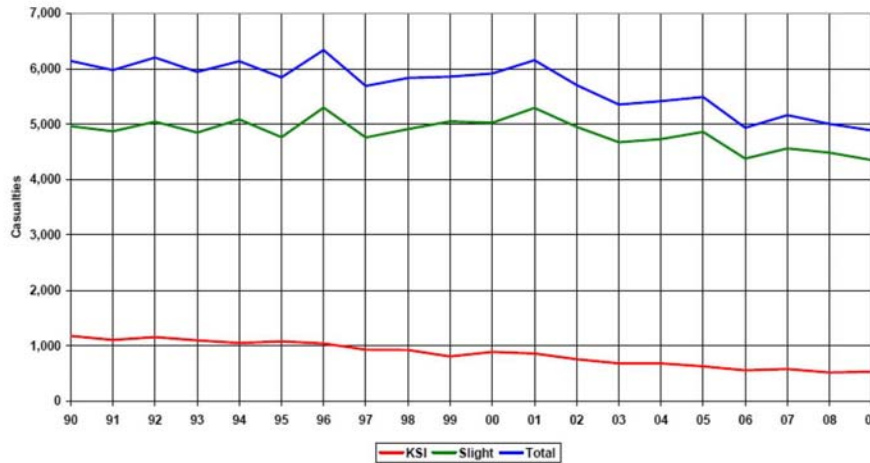
Road Safety Targets

- Figures show that the road safety improvement is exceeding the targets set by Government for 2000 to 2010.
- In 2009 there were 4,886 **casualties** (from 3,682 personal injury **crashes**) on KCC roads, of which 534 were either killed or seriously injured.
- Government's national targets for 2000 to 2010 are a:
 - **40%** reduction in people killed or seriously injured
 - **50%** reduction in children killed or seriously injured
 - **10%** reduction in people slightly injured
- During the period 2000 to 2009 KCC achieved a:
 - **40.1%** reduction in people killed or seriously injured (892 to 534)
 - **53.1%** reduction in children killed or seriously injured (113 to 53)
 - **13.4%** reduction in people slightly injured (5,024 to 4,352)

All figures quoted are casualties (or injuries) and **not** the number of crashes and have been obtained from the Kent Travel Report 2009.



Road Safety Targets

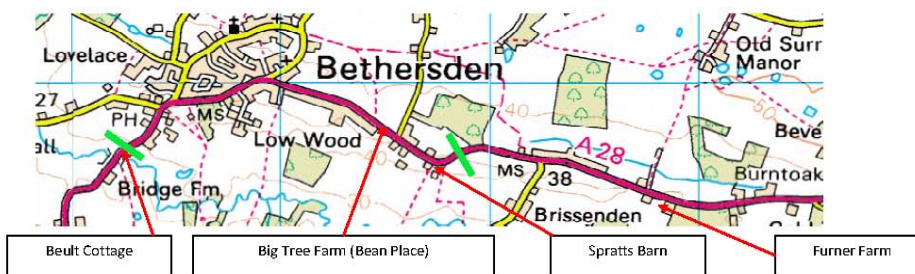


Traffic Casualties – 1990 to 2009 from Kent Travel Report 2009



Hot Spots Current Crash Data

3 Year Personal Injury Crash Data to 31/12/2009



Beult Cottage – over 180m there were 7 crashes. 4 vehicles driven by 17-23 year olds. All loss of control and 6 were in wet road conditions. The wet crashes are currently undergoing further investigation.

Big Tree Farm to Spratts Barn – there were 4 crashes in this location. One involved the avoidance of a fox, two were driver error when lapses in concentration caused drifting onto the wrong side of the carriageway and another, a 17 year old, lost control in wet conditions. No single engineering measure can mitigate the causation factors in these crashes.

Furner Farm – There was one crash involving a 17 year old pulling out of a private drive into the path of a motorcycle resulting in a serious injury.

Traffic Data

- An essential part of this further study was to find out what speed vehicles were actually travelling at, together with volume and type of traffic
- 2 counts were undertaken on the A28, one near Kiln Lane and another near to Forge Hill
- The result of this survey was



Traffic Data Volume/Type

- During the week counted there showed 38284 vehicles travelling in the westbound direction and 38803 travelling in eastbound
- Of these vehicles, just over 6% of traffic was HGV movements
- The level of HGV movements is in line with expected traffic flows on strategic A class roads within the highway network

(data from Kent Travel Report 2009)



Traffic Speeds A28 - 40mph Limit Recorded Mean Speeds

Kiln Lane

Westbound – 38.5 mph
Eastbound – 38.5 mph

Forge Hill

Westbound – 36.0 mph
Eastbound – 36.5 mph



Other Non Speed Related Concerns

- Vulnerable users, such as pedestrians, horse riders and cyclists
- Bethersden Primary School Children



Vulnerable Road Users – What Can Be Done?

- Site observations noted that the desired location for some people to cross the A28, especially in respect of the school run, was near to the Forge Hill junction.
- It is possible to investigate the implementation of an informal crossing point, with dropped kerbs for example, to help facilitate pedestrians at this location. This will need to be assessed through our scheme prioritisation system to bid for funding.



Forge Hill



Conclusions

- KHS will continue to monitor and review crashes on the A28
- KHS will put in a bid for funding, through the Scheme Prioritisation System, for a scheme to provide informal crossing facilities near to the Forge Hill junction



A28 speed limit review

Bethersden Working Group

Graham Williams & Caroline Buckley

Update June 2010

Government directive on speed review (DfT Circular 01/2006)

Balance the need to travel with the need to improve the quality of life:

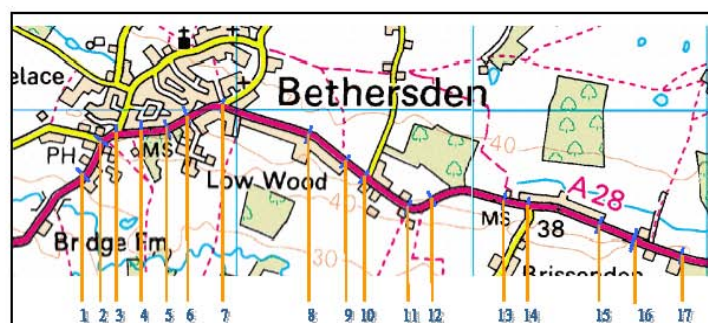
- ✓ Reducing road traffic collisions and injuries
- ✓ Overcome social exclusion and strengthening rural communities
- ✓ Develop safer environments for all road users
- ✓ Needs of vulnerable road users must be fully taken into account

Village speed limits (DfT Traffic Advisory Leaflet 1/04)

- Document defines a village as having 20 or more houses on one or both sides of the road over a minimum distance of 600 metres.
- Government states that “a standard speed limit of 30mph in villages should be the norm”.

3

The village of Bethersden



From Western to Eastern Gateways (1 to 12):

- 69 houses (on both sides of the road)
- 1.7 km
- 4 junctions
- Numerous bends
- Accident hotspots
- Limited visibility

4

Survey of villages on A roads

27 villages:

- All have 30mph speed limit
- 63% have interactive speed signs
- 44% have prominent gateways

5

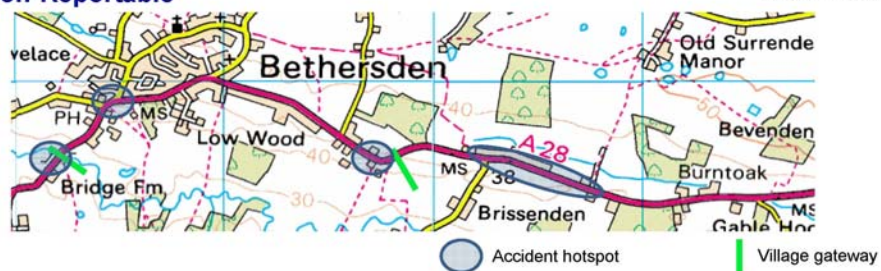
Accidents

Reportable



Produced on: 12/06/2009
Easting: 594053
Northing: 140169
Source: Kent Highway Services

Non-Reportable



6

A typical non-reportable accident



- ✗ Road closed for 2½ hours
- ✗ 5 Police in attendance

7

Character of the road - vulnerability

- Narrow A road (6.85m)
- Numerous sharp and deceptive bends
- 5 major junctions
- Poor visibility
- High density of access points
- Bridleways, footpaths and pavements



8

Use of the road

The A28 bisects the village!



9

Residents risk their lives daily

- ✗ No formal crossing points
- ✗ No bus stops
- ✗ Limited or no pavements



38.6 mph

Mean speeds

36.3 mph

10

Kent Police speed survey

In a 1¼ hour session:

- 10 motoring offences
- Highest recorded speed: 56mph
- Three vehicles in excess of 50mph

11

Impact of speed

- Government figures: 40mph speed limit results in an average speed of 43mph
- Pedestrian hit by car
 - At 40mph has 9 in 10 chance of being killed
 - At 30mph has 2 in 10 chance of being killed
- Reduction in the quality of life for a local community and a sense of vulnerability

12

Core findings

- Jacobs recommendations do not take adequate note of:
 - Character of the road
 - Use of the road
 - Vulnerability of residents
- Bethersden conforms to the government definition for a 30mph area.
- Level of speed and accidents impacts on vulnerability.
- Reducing the speed is a cheap option.

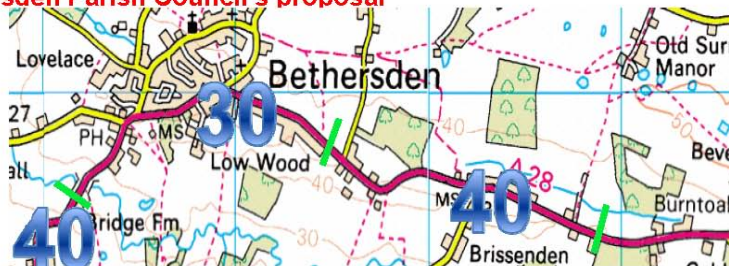
13

Current and proposed speed limits

Jacobs proposal



Bethersden Parish Council's proposal



14

ASHFORD JOINT TRANSPORT BOARD – TRACKER OF DECISIONS
Updated for the meeting on: 14.09.10

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)	ACTION: 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	-	RECOMMENDATIONS: That the JTB: 1. Requested officers develop a suitable scheme for disabled access to Ashford Town Centre.	Future report required following consideration of town centre TRO.
218 19.09.06	Church Road, Sevington – Proposed changes	David Beaver (KCC)	RESOLVED: 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.		RESOLVED: 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 <i>"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"</i> .

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
471 09/03/10	Thirlmere, Kennington	Tara O'Shea (KHS)	RESOLVED: That the report be received and noted.	JTB 15.06.10 - Minute 66 Report concluded that the traffic data clearly showed that there was not a speeding problem at the location and coupled with excellent safety record it was therefore not proposed to make any changes at the location. A Member said that previous reports had agreed that an additional "side road warning" sign be provided and hoped at the very least this would still happen. Mrs Hubert said she understood that this proposal may have been removed due to the suggestion for speed bumps etc., but she would report back that this sign was still wanted. RESOLVED: That the report be received and noted.
394 20/01/10	A28 Speed Limit Review	Ms Buckley & Mr Williams Bethersden Parish Council	RESOLVED: That: 1. the report be received and noted. 2. the Board requests a report from KHS responding to the request for a speed limit review of the Bethersden stretch of the A28 at the meeting to be held in June 2010.	JTB 15/06/10 Min 61. RECOMMENDED: To the KCC Cabinet Member for Environment, Highways and Waste that public consultation be carried out on the proposal by the Bethersden Working Group to introduce revised speed limits in Bethersden.

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
467 09/03/10	Petitions: (1) Mrs Bruce re: traffic calming measures for Highfield Road, Willesborough. (2) Mr Blake re: Safer road crossing at the junction of Church Road, Osbourne Road and Bentley Road, Willesborough.		The Chairman advised both would be referred to KHS as the responsible Authority for Highways in the County.	JTB 15/06/10 Min 60 Tracker Report. Regards to the two petitions submitted to the last meeting of the Board, Mrs Hubert updated that following investigation KHS would not be pursuing traffic calming measures at Highfield Road, Willesborough but would look into the possibility of installing a safer road crossing at the Junction of Church Road/Osborne Road/Bentley Road, Willesborough. Further details could come to a future meeting.
472 09/03/10	Feedback on the Winter Maintenance Programme for the Ashford Borough.	Danny Sheppard (ABC)	RESOLVED: That the points above (within the full minutes of the Board) be fed back to Kent Highway Services for their reports to the Environment, Highways & Waste Policy Overview Committee in late March and July 2010.	JTB 15.06.10 Min 68 Item on agenda not considered due to lateness of the hour. It was agreed that Members would forward comments to Danny Sheppard (ABC) who would ensure they were fed back to KHS by 30 th June 2010. This was completed.
59 15/06/10	Transport Forum		RESOLVED: 1. The report of the Chairman of the Transport Forum for the meeting held on 14 th May 2010 be received and noted. 2. The Board defer making a decision on whether to support the campaign for free off-peak rail travel for Kent's over 60s until KCC's report on the issue had been published and could be discussed later in the year. 3. A site visit be arranged at the station to understand more about the plans for improving the Station Forecourt and a report to be submitted to the September meeting.	3. Site visit held on 1 st July 2010. Update report on the Agenda for 14.09.10 JTB Meeting.

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
62 15/06/10	Proposed alterations to the waiting and parking restriction in Ashford Town Centre – Amendment 16	Ray Wilkinson (ABC)	RESOLVED: That: 1. The Amendment 16 Traffic Order be made. 2. All additional road markings and signage relating to the proposed physical changes in the Order be implemented.	Scheme implemented 1 Aug 2010.
63 15/06/10	Victoria Way	John Farmer (KHS) Andy Phillips (AFCo)	RESOLVED: That the working draft maintenance plan for Victoria Square and the funding implications of the plan be noted.	Update report to JTB 14/09/10.
64 15/06/10	Ashford Town Centre Streets – Scheme Update	Jamie Watson (KHS)	RESOLVED: That further changes to the network at Forge Lane/New Street/Somerset Road junction take place to ban the straight ahead movement by way of an experimental Traffic Order, along with minor alterations at various locations to assist with reducing congestion utilising funding set aside from English Partnerships for this purpose.	
65 15/06/10	M20 Junction 9 / Bridge and Drivers Roundabout Improvement Scheme	John Farmer (KHS) Andy Phillips (AFCo)	RESOLVED: That: 1. Progress with the scheme be noted. 2. It be noted the new foot/cycle bridge over the M20 is included in the contract let by KCC,	Update report to JTB 14/09/10.
67 15/06/10	Highways Work Programme 2010/11	Director of Kent Highways	RESOLVED: That the report be received and noted.	

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
69 15/06/10	Proposed introduction of temporary waiting restrictions in Henwood Industrial Estate	Ray Wilkinson (ABC)	RESOLVED: That: 1. Prohibition of waiting restrictions be implemented under a temporary Traffic Regulation Order to address dangerous and obstructive parking on Henwood Industrial Estate. 2. A review of the temporary prohibition of waiting restrictions be carried out subsequent to implementation with a view to making the restrictions permanent. 3. The formulation of the final parking restrictions be informed by the review and the supporting permanent Traffic Regulation Order be taken to statutory consultation and any objections received be reported to a future meeting of the Board.	The Traffic Order is now finalised. Notifications and works being arranged.

JOINT TRANSPORTATION BOARD 6th September 2010

Subject: **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: Members' approval of the Strategy is sought

CCC Ward/KCC Division: **Ashford**

Summary: This report sets out the results from the public consultation of the Draft Ashford Cycling Strategy and seeks approval of the Final Version of the Strategy

For Information:

Classification: THIS REPORT IS OPEN TO THE PUBLIC

Background

Members were asked to support the Draft Ashford Cycling Strategy going out to public consultation at the meeting of the Ashford Joint Transportation Board in December 2009. This Strategy was subsequently sent out as a Draft for consultation from 1 March until 31 May 2010.

Results from the Public Consultation on the Draft Ashford Cycling Strategy

The comments received from the on-line consultation form revealed that the majority of respondents agreed with the proposed plans, with the most popular being the Birling Road to Mill Court route, with 86% voting for this route. The next most popular were Willesborough Dykes, Bentley Road to Hythe Road and The Street to William Harvey Hospital, with 80% saying these routes were a good idea. Even the least popular routes in the Top Ten Priority List had over 50% of respondents voting for them. Of those who e-mailed their comments in – all supported the top ten routes, but some with some amendments, which will be undertaken when it comes to the detailed design stages.

With regard to maintenance, 73% of respondents wanted to see more resources put into vegetation cut-back, and 66% more resources put into maintaining signs and lines. Only 20% said they were happy with current maintenance of cycle routes. As a result of this, Kent Highway Services is

currently developing a pilot project in Ashford to work out schedules for inspections and maintenance of cycle routes and vegetation cut-backs. This is mentioned in the final version of the Strategy. If the pilot project is successful, it will be rolled out to other areas of the county.

Kent Highway Services set out in the Strategy the various different options for cycle parking for Ashford Town Centre. These options varied from innovative designs to simple, but secure designs such as Sheffield bike stands. 80% of on-line respondents said they prefer secure and practical covered cycle parking over more creative designs. Indeed, this was also the opinion of all those who e-mailed in with their opinions on cycle parking.

Comments received on the Promotion Section of the Strategy were that people wanted to see the Ashford Cycle maps available through the 'Bike It' Officer who works with schools and at local places such as libraries, the Station, surgeries and sports centres, at local events etc, with support and information available in the local press and via local noticeboards such as Parish Councils. Further suggestions were promotion of the network at local supermarkets and Farmers' Markets, as well as displaying maps in prominent key areas. These suggestions are mentioned in the Strategy and the current map supply will be distributed to these places by Officers until the supply runs out, but further promotion will depend on future funding available.

On the Strategy as a whole, people commented on some individual routes that they would like to see constructed and most of these are 'missing links' in the Ashford cycle network. On-line respondents generally wanted to see the same links constructed, but also said they wanted to see more cycle paths alongside 'A' roads such as the A28, where people are at present forced to cycle on busy roads. They also wanted to see the new proposed Park & Ride facilities in Ashford cater for cyclists by allowing them to park and then cycle into town – possibly free as an incentive. People also said that at certain sections, for example in Victoria Park up to Victoria Park, line markings are fading and they want to see these maintained, so that it is clear to all where you are supposed to cycle and easier to avoid conflict with pedestrians.

Most want to ensure this Strategy is also extended out to rural areas as well, although this document is a Strategy for the Town Centre. It has been included in the Strategy that this is Kent Highway Services' intention for the future and that this Strategy is the first step in extending the cycle network outwards into the Ashford Borough.

Conclusion

All of the respondents said they were in support of the Strategy, but some voiced their concern that they did not want to see this as a document which purely is produced and then 'sits on a shelf'. All comments received have been documented and are attached as supporting information to accompany this report. Further, the suggestions received have, where appropriate, been incorporated within the final version of this Strategy and my comments as to

where these have been included are either recorded within this report or in the attached documents; Appendix 1: Fifteen Respondents On-line and Appendix 2: Responses Received Via E-mail

Recommendations

- That the Ashford Cycling Strategy is approved by this Joint Transportation Board
- That the Strategy is reported to the Environment, Highways & Waste Policy & Overview Scrutiny Committee for approval as Policy
- That the Strategy is reported to The Executive at Ashford Borough Council for approval as Policy

Contact Officer:

Liz Wedgwood – Transport Planner, Kent Highway Services
liz.wedgwood@kent.gov.uk
08458 247 800.

Appendix 1

FIFTEEN RESPONDENTS ON-LINE

Section 1.3

Have we made it clear how cycling fits into the local transport strategies? Numbers thinking we've made this clear:

Yes	13 (86%)
No	

Section 2.3

In the 'Strategy' section we have come up with a 'top ten' priority list.

Please indicate whether you think each one is a good idea:

Numbers thinking routes are good idea:

Routes 1 &2: Improvements to Willesborough Road - National Route 18 (yes/no)	11 (73%)
Route 3: Better Links to Godinton Park (yes/no)	11 (73%)
Route 4: An extended Learning Link Path (yes/no)	10 (66%)
Route 5: Birling Road to Mill Court (yes/no)	13 (86%)
Route 6: Church Road, Sevington to Aylesford Green (yes/no)	11 (73%)
Route 7: The Street to William Harvey Hospital (yes/no)	12 (80%)
Route 8: The Stour Centre to Tannery Lane (yes/no)	8 (53%)
Route 9: Willesborough Dykes (yes/no)	12 (80%)
Route 10: Bentley Road to Hythe Road (yes/no)	12 (80%)

Section 2.4

Tell us your thoughts about general maintenance:

I would like to see more resources put into vegetation cut-back (drop-down list)	11 (73%)
I am happy with the current maintenance of cycle routes (drop-down list)	3 (20%)
I would like to see more resources put into maintaining signs and lines (drop-down list)	10 (66%)

Section 2.6

Cycle parking - please tell us your preferences for Ashford Town Centre:

Covered Cycle Racks (check box)	12 (80%)
Innovative Design (check box)	0
A Secure Locker System (check box)	2 (13%)

Section 2.8

Promotion - please tell us how we can tell more people about Ashford's Cycle Network:

How can we tell people more?

(Insert limited character comments box to 500 characters)

Through schools, involving the 'Bike It' Officer, who is doing a great job - and through the local press, libraries and Gateway Centre.
Leaflets into schools to take home. In libraries, surgeries, supermarkets - use local media eg free papers and Kentish Express
Local sports centre exhibitions

Mail shots in areas serving those most likely to use the network
Presentation stand at train station
Presentation stand at sports centre
Via local press, tv and Parish Councils
Article in Kentish Express and posters around town
Publish info on Parish Websites, Parish noticeboards, Parish magazines and Kentish Express
Leaflets in supermarkets and schools
Promote at Farmers' Markets, schools and leaflets in libraries
Good maps of the area and maps displayed in key areas

The Strategy as a Whole

If you have anything further you'd like to add, please tell us here:

(Insert limited character comments box to 500 characters)

Comments from on-line form:

Designers of routes insufficient knowledge of areas designed for
Need route from Park Farm to Tesco - Reed Crescent, Bluebell Road - School to shop
Need safe route along Romney Marsh Road for commuting and leisure in Town Centre
Need cycle path between M20 and Henwood to link from Gore Hill to Mace Lane Cycle Path. This would enable safe cycling parallel with Hythe Rd for pupils to get to North and Grammar Schools. Cyclists would then get from Kennington to Willesborough safely.
Segregated cycle/footpaths - could the distinction between the 2 sides be made clearer? In some places markings faded - eg Victoria Park up to Victoria Rd
Is the shared cycle/footpath in Chart Rd (btwn Cuckoo Lane and Long Length) going to be reinstated when Ward Homes have finished the Highfields development?
Park Farm - cycle paths terminate at main dual carriageway roundabouts, probably the most dangerous place for a cyclist, with no further access to town centre. A safe cycle path route into town from Park Farm should be a priority. Much work has been done on a path south from Norman Road, paralleling Romney Marsh Road, but now is derelict. I regularly use the route from Mill Court to Birling Road. The condition of the route is not good, and is very insecure at night. I have seen drug dealers operating in this area, hopefully an up-grade of this route with lights etc would make this a less favourable area for the drugs dealers to ply their trade.
Need to make clear where cycle tracks end. Pedestrians need to be more clearly told that they are on a combined footpath/cycle track, so they look out for cyclists and are not abusive to them.

Please oh please consider paths alongside A roads for cycles and pedestrians. Traffic has changed since 1950.

Articulated 40 tonne trucks at 50 mph kill unknowingly. We must have pedestrian and cycle access to our roads in the countryside throughout the Ashford Borough Council remit. In Section 2.11 add www.CycleCircle.co.uk as a local cycling resource for Ashford (adults and children) - cycle training, activities and maintenance.

3: Godinton Park - extend route to include a spur leading to gates of Godinton House (Estate Manager has expressed an interest in increasing cycl journeys to Godinton House). This may provide an opportunity to negotiate further use of paths/routes through the Godinton House Estate in the P&R - Ensure people are able to park and subsequently ride their bikes into town (ideally free of charge). Ensure a clear and safe route is provided to facilitate this.

8: Provide a cycle/walking ring around all of Stour
Ensure route from the station to town via underpass to Elwick Rd (ie not through car park). Also, it is currently unclear whether you can cycle on the 'path' alongside lower part of Elwick Road linking to the 'shared space' bridge and beyond to 'Bolt'. This route is surely the direct route to town following the 'pavement stream'.

Godinton, not Godington

Maps 6 & 7 in Appendix F do not match-up re existing and proposed routes.

Appledore Village would like a safe cycle/footpath to Appledore Railway Station to encourage residents who do not drive to use the station and encourage cycling tourism in the area.

It's a shame this strategy only covers Ashford and not whole District

APPENDIX 2 RESPONSES RECEIVED VIA E-MAIL

Respondent	Date	Comments
EHW	17 Feb '10	Ensure refer to Appendix 9 of LTP2 - bottom p12 you mention KLTP6 - make sure you say is a Local Indicator (Added this in on pages 4&12)
Kingsnorth Residents	10 March '10	Very pleased to see cycle routes around Ashford are at last being taken seriously. Keen cyclist and jogger, and family also enjoy cycling and walking. Live on Park Farm and work near to Eureka Park. If I were to cycle, I would be taking my life into my own hands along the Romney Marsh Road. From Norman Road, the route is excellent. Park Farm simply cut off from the rest of Ashford! Family would also love to be able to cycle or walk to the town centre, Stour Centre or Outlet from Park Farm - but again this is not viable at the moment. There are some beautiful parts of the Borough that could be opened up if your plans come to fruition. Please take this as +ve feedback for addressing the problem, but please do not let this plan be shelved for years to come. (Added this request in on P15)
Roads Policing Unit	25 March '10	Kent Police in principle have no objections to your proposals and have the following observations: at the off-road sections and where there is sufficient width available, Kent Police would prefer any footway/cycleway to be segregated. Any signing and markings should comply with the Traffic Signs Regulations & General Directions, 2002 (Added-in that KHS will consider this advice where appropriate - p15)

County Member	5 March '10	<p>Replied to consultation, but also wants to see a route down Romney Marsh Road from Tesco Park Farm to Stanhope and also towards Christchurch School. Routes on Park Farm need to be extended along Reed Crescent to Bluebell Road to Tesco (Inserted into Appendix H - the Southern Ashford Urban Extension Path will provide many of these links)</p>
Resident from Canterbury	16 March '10	<p>S1.3 - yes, clear how fits into Local Transport Strategies S 2.3 Routes 1&2 - yes, uninterrupted routes should be key aim. Current NCR18 requires crossing a busy road twice and in fairly quick succession. Both introduce delays and risk of accidents into journeys. Much more sense to continue on same side of road for whole section, and also provide routes straight to sits of significant employers in the town, thus encouraging journeys to be made by bike instead of car. Where cycle routes cross side roads should be made clearer to road users - eg coloured path across entrances. (Highlighted that people have written in during consultation process to support this route)</p>
		<p>Route 3 - better links to Godinton Park - yes - avoids need for significant detour to be able to legally cycle between these areas of Ashford. Viable alternative to encourage modal shift from cars to bikes. Route 4 - Yes. Important as will make heart of Ashford easily accessible using a traffic-free path. Reasonably direct, efficient bike journeys and will link to an area of Ashford ear-marked for significant future housing development. Of strategic significance to be able to achieve a truly sustainable town in the future, as local, regional and national policies require. (Added in at relevant development section) Route 5 - Birling Road to Mill Ct - this already used informally by many</p>

		cyclists. Sensible that it's formally adopted and up-graded to a higher standard. Lighting is important to encourage this route to be used throughout the year and especially for commuting and school journeys on winter mornings/evenings (Added in on P15)
		Route 6 - Church Rd to Aylesford Grn - yes - however, colours on drawing back-to-front: red is existing route and blue should be proposed route. (Amended route and replaced) Current route beside A2070 narrow and beside a road with fast-moving traffic and barrier separates the traffic and cyclists using the path. Feels unsafe and would be unsafe should a vehicle mount the path. Proposed route significantly safer, plus more directly links users of the path to their homes. To further the benefit of this route, a link should also be considered to Willesborough Junior School by continuing round on a path beside Ripley Road, then Highfield Road to reach the school entrance. This could also be made to link-up with Route 10, between Bentley Road and Hythe Road (nb - I've already bid for this - rejected in SPS)
		Route 7 - Street to William Harvey Hospital - Yes, however some markings on the map don't look quite right for this proposal. Red markings for a proposed cycle path to the east of Kennington Road actually where a cycle path already exists. (Agreed - map amended and re-inserted in Appendices) Lighting bridge will be important to encourage the route to be used in all seasons, especially for commuting journeys which are in the dim and dark in the winter months. Kennington Rd can be busy and a controlled crossing will be needed to allow cyclists and pedestrians to safely get between the bridge at The Street and cycle

		path on the east side of the road.
		<p>Route 8: Stour Centre to Tannery Lane - Yes. This will close a gap in the current cycle network within Ashford. Its proximity to the Stour Centre, the town centre and the station makes it a particularly important route to be completed.</p> <p>Route 9: Willesborough Dykes - Yes. This route will significantly reduce the distance for cycle journeys between Park Farm and the centre of Ashford. The route proposed is almost direct and is completely traffic-free, thus making it an attractive option for regular cycling journeys. The planning application that's currently been submitted for this includes lighting, thus making the route accessible at all times of the year. With the forthcoming Cheeseman's Green development, this route will also be of strategic significance in providing one of the links between this substantial new community and the rest of the town. <i>(Added further information at this section on p20)</i></p>
		Route 10: Bentley Road to Hythe Road. Yes. This closes a gap in the cycle network and will also benefit Willesborough Primary School by providing a cycle route to its entrance. <i>(Added-in at P20 at this section)</i>
		<p>Thoughts on maintenance: I would like to see more resources put into vegetation cut-back. In particular, I would like to see a regular maintenance schedule drawn-up for all cycle paths where vegetation causes a recurring issue. Contractors should also sweep the paths to prevent them being narrowed over time as soil creeps onto them as well as clearing-up fully after cutting back work, to avoid punctures. <i>(Have included info on new pilot maintenance scheme for Ashford on p21)</i> The</p>

		<p>sweeping will also keep them free of hazards such as glass. The lines in Ashford are generally in good condition, but, as with the vegetation maintenance, a regular schedule should be drawn-up to refresh the lines. Signs should all have useful destinations listed on them, together with distances. Guide cycling and walking times listed against these destinations would also be a good idea. Signs that form part of the Butterfly Network that's proposed should also clearly identify the route name. A colour can be used to identify the route at a glance as well, as has been suggested, but the name should be shown as well, such that it's not inaccessible to the colour blind. As an example, the signing in Peterborough has clear distances marked to the nearest $\frac{1}{4}$ mile, together with cycle route names for the core routes. The standard red and blue National Cycle Network patches identifying those numbered routes are also detailed along the paths of those routes. Some of the cycle route signing in South Wales includes walking/cycling times as well. I'm able to supply photographic examples, so please get in touch with me if required. (Included further info on p21)</p>
		<p>A gritting and ice clearance schedule for Ashford's cycle network should be devised. Not having one would be counter to this Cycling Strategy's own objectives for assisting a modal shift away from private motor transport and towards cycling. Similar objectives for a modal shift can be found in Ashford's Local Development Framework and in Kent's current and future transport strategies. Mature cycling nations, such as the Netherlands, already have such schedules and dedicated equipment for keeping their cycle networks running. (Added further info on p21)</p>

		<p>Section 2.6 - Cycle Parking - In my view functionality is far more important than innovative design. In practical terms, this means that Sheffield stands are the best design. I would disagree with the findings of the strategy that these types of stands are insecure - it's the location of them and not locking bikes properly that makes them insecure. To counter that, all cycle parking should be made highly prominent, such that it's well-observed by many people. It should be well-lit and ideally in view of CCTV, in order to act as a deterrent. Other Districts etc have installed signs next to cycle parking to advise of best practice for locking bikes - eg recommended locks - not combi locks, not leaving locks in place without bikes. Ashford should also adopt an abandoned bike policy to clear discarded bikes from valuable parking spaces - eg Oxford and more recently, Canterbury (Mentioned relevant points on pp 23 & 24)</p>
		<p>Section 2.8 - Promotion - Should be multi-faceted - eg:</p> <ul style="list-style-type: none"> - Work with GPs and wider NHS to promote health benefits of cycling (have mentioned that KHS currently doing this with PCT on Calorie Maps and on Bike to Work Challenge with Eastern and Coastal Communities NHS - p29) - Make maps of cycle network readily accessible - ie council's offices, libraries, colleges, schools and community centres etc - also on KCC website - (Distributing these with help of Sustrans this summer) - Offer free bike training to anybody that lives or works in Ashford Borough that wishes to take part - (will liaise with Road Safety if this would be a possibility for her team? - also we are doing this

		<p>under the Bike to Work Challenge with local schools and businesses - see p33)</p>
		<p>Strategy as a whole: It's not made clear within the strategy what its geographic scope is. Routes discussed are all within and very close to Ashford town itself, but Borough much wider than this. (This is an Ashford Town Cycling Strategy - mentioned in Introduction on p3). Eg a better, more direct, less hilly and traffic-free alignment of NCR 18 from Ashford to Canterbury should be sought. (Cant to Chartham already being constructed). Plans beyond Chartham have been publicly discussed (only aware of discussions - no route shared with KHS), but this isn't mentioned in the Strategy. Equally, the community at Charing deserves a better cycle connection to Ashford Town. Strategy should detail how it intends to provide cycle connections for all communities within a 5-mile radius, as this distance accessible to large sections of the community for commuting and school journeys. Further cycle provision for Tenterden, especially as the A28 which passes through is inaccessible to most cyclists. (Included in Future Rural Routes section on p20)</p>
		<p>It would be useful to increase the number of cycle counters over time. Counters should be installed on all new routes that are developed, to measure their usage and justify the expenditure. The four for the whole town in existence discussed in S1.4 will only give a limited overview for the town, since there is a limited number of them. (Included on p35) A bit concerned at suggestion in S 3.2, that the counters might be moved around. Obviously they can only collect one set of data at once, so this will lead to incomplete data in multiple places. Further, unless particular</p>

		<p>care is taken to move the counters around to the same places over the same periods per year, this would mean the data isn't truly comparable between years either</p>
		<p>It would be wise to invest in cycle counters capable of collecting more than just a raw count of cyclists. Ideally you'd want to be able to look at seasonal variations in cycling levels and also be able to determine the time of day that the counts were measured (such that you can determine whether it's likely to be commuting or school traffic, as well as determine whether the lack of lighting may be putting people off cycling at dark times of the year, for example). Counters need to be able to tell the difference between weekdays and weekends (ideally Bank Holidays), so that it's possible to get a better indication of what proportion of cycle traffic is for leisure, or is simply day-to-day traffic. Generally, more accurate cycle traffic figures could better justify cycle expenditure on maintenance and parking for example. <i>(Included on p35)</i></p>
		<p>S 1.5 of the Strategy states the intention is to provide route signage on the ground instead of finger signs <i>(Was not mentioned - this was as well as less signs on posts - included on p21, now S2.4)</i>. I understand the benefits that this has with regard to reducing the ambiguities of route signing, lessening the likelihood of somebody altering the signage, reduction in vandalism and removing what some people may perceive as clutter. However, I'm also concerned that signing on the ground alone will leave the network much less usable in wintry weather, unless at least daily route clearance schedule is in place during such weather, since the signs would obviously just be covered by snow and ice. Also the Strategy</p>

		stations route signage should "... provide clear indications of how cycle paths link to public transport modes ...". I believe that the signing should have greater scope than just that - eg include amenities such as libraries, schools, parks and community centres. (Agreed, as already planned to do this - check if in, although advised to check with schools, as some have objected in the past)
		S2.4 - the eFault fault-reporting system is mentioned. There is now a better KHS fault reporting system available at: http://www.kent.gov.uk/KHSFaults (Agreed - have up-dated on p 21)
		Cycle parking - I'd like to pass my comments as a regular cyclist as to their suitability. The spiral design parking will not provide the best secure parking, as it will encourage only one wheel to be locked. Also, by supporting the whole bike via a single wheel, it will inevitably damage some bikes through buckled wheels. The Bike Tree, aside from appearing ugly in my personal view, seems quite impractical. I'm also worried about its failure mode - what happens when the bike won't lower back down for some reason? The design also doesn't appear to be pannier friendly - try loading a pannier in this configuration! A traditional Sheffield stand would support the bike whilst you're loading the pannier. (This section discusses possible innovative and practical designs and is purely for comparison - I tried to compare and then comment as to the most suitable - have qualified this on p23 & 24)
		The final version of the Strategy document should include concrete plans for the Butterfly Network that's just shown in draft form in the Strategy. (Disagree - this is only in draft, as extensive site visits would

		<p>need to take place once funding for different phases of this route is in place - needs to be visited and properly planned before a route can be shown, which is beyond the scope of this Strategy - this would be detailed design phase)</p>
		<p>Minor corrections:</p> <ul style="list-style-type: none"> • In Table of Contents, Appendix C is referred to being for both Cycling & Walking, but the Appendix itself is titled just for cycling (Agreed - amended) • Targets listed in Section 1.4 include one solely for walking. While this is laudable, the scope of this Strategy is now just for Cycling, so I'm not sure that this fits within the document (Agreed and removed) • Pie charts in S1.5 all use different variations for displaying data. Good practice states that a consistent style should be used and that 3D charts should be avoided, because the false perspective effect can mislead readers on the true proportions of the data being displayed. I also note that whilst most of the charts in this section show percentages, the final bar chart isn't shown as percentages, and may therefore appear misleading (Disagree, as we need to show non-technical charts to be user-friendly) • S2.4 refers to 'Ashford Cycle Forum' - correct name is the 'Ashford Cycling and Walking Forum' (Amended) • S2.9 refers to 'Ashford Cycling Forum'. The correct name is 'Ashford Cycling and Walking Forum' (Amended) • S2.12 refers to five automated cycle counters, whereas S1.4

		says there are four. One of these sections is obviously wrong (Agreed - there are five - amended)
Spokes East Kent Cycle Campaign	March 2010	<ul style="list-style-type: none"> • It's a great pity that the document only covers Ashford and not the surrounding District. I would have liked to see the local villages included within the strategy, and sadly this time has been lost. (Unsure what this means, but asked to do a Town Strategy, but have also mentioned KHS keen to encompass rural routes radiating from the town as well - new section on p20) There are several large villages within a 5 mile radius of the town centre which are within easy commutable distance. • Ashford is doing well with regard to urban cycle routes, but more needs to be done to improve the network, signage and parking. Routes highlighted in the Strategy will provide a much-improved network... I believe that routes mentioned in the Strategy are excellent and will certainly serve the local community.
		<ul style="list-style-type: none"> • With regard to funding for maintenance, this desperately needs to be addressed. Sadly we often find that vast amounts of money are used in the creation of good cycle routes at the initial stages and then years of neglect follow... Cycle routes need to be maintained, attractive, safe and usable all the year. (Agreed and mentioned the pilot maintenance project and highlighted under the maintenance section on p21).
		<ul style="list-style-type: none"> • Cycle parking should be plentiful and in areas that are both visible and of practical use to commuters, shoppers etc. All too

		<p>often, cycle stands are hidden away down alleys and away from areas where people actually want to go. Cycling organisations all over the country have been debating cycle stands for years and the basic Sheffield stand is the most practical and popular solution... Covered cycle parking where possible and lockers are fine, but v expensive. Innovative designs for cycle stands like the so-called bike tree are impractical, expensive, require maintenance and are not pannier-friendly. All cycle stands need to support the frame of the bike and allow two locks to be used. Stands like front wheel grabbers and toast racks should not be used. (Agreed -explained that these are solutions KHS has been asked to look at by local businesses and orgs, and stress Sheffields are recommended. - pp 23 & 24)</p>
		<ul style="list-style-type: none"> • All cycle routes need to be promoted and town maps need to be up-dated regularly and kept up-to-date. Tourist guides, websites and display boards in prominent positions should be used to advertise and promote the network. Signing should be useful and using the continental methods of time instead of distance should be considered. (Agreed - this is what I'm putting in now, already included on p32)
		<ul style="list-style-type: none"> • Please include the 'Kent Active Travel Strategy', which fits into Kent's Integrated Transport Strategy and has had input from various campaign groups and organisations like Sustrans and Living Streets (Agreed - added-in as Appendix J)

Ashford Cycling and Walking Forum	4 May 2010	On behalf of the Ashford Cycling and Walking Forum (ACWF), I am writing to you about the consultation on the Ashford Cycling Strategy. The ACWF is grateful for being consulted and delighted to have already been able to provide input and ideas to KHS. As a result, there is broad and substantial support from the Forum for the Strategy as a whole. We do have a few comments on some of the details:
		S1.5: Partnerships end of first para - cycle path layout and design should promote the continual and free movement of cycles, so that cycle paths do not simply offer an alternative means of transport, but actually will have advantages over car use. (Agreed - added-in on p12)
		Cheeseman's Green Wishlist - Cycle path layout and design should promote the continual and fluid motion of cycles by, for example, giving cycle paths priority at cul-de-sacs and providing flowing curves at junctions, rather than right angles. Cycle paths should have priority at private drives and access roads. (Agreed, but already in on p50) Where construction of a path stops, it should merge back to the existing road in a similar style to a slip road on a motorway, rather than a right angle bend, or even worse, just stopping with an 'End' mark. (Agreed, added-in on p50) Path type and form should not keep changing over short distances. Either shared or split use cycle/footpath is acceptable, but not changing from one to the other over a few metres. Similarly, having the path cross a road, only to cross back a short distance further on should be strongly avoided. (Agreed, added-in on p50)
		Cycle Parking - The ACWF supports improved cycle parking and generally favours Sheffield stands correctly installed in good locations. In other

	<p>words, having stands which are strong, secured to the ground and adequately spaced both apart and set back from any wall. Security is offered by placing them in a prominent position, in groups and ideally in the view of security personnel or CCTV, as opposed to being hidden round the back of buildings. Whilst some of the parking options presented could provide architectural street interest, we would prefer not to see the installation of such infrastructure as 'bike trees', diverting funds away from simpler, higher capacity parking. (Agreed as previously - to ensure this section highlights the options, and then the majority preference for Sheffield's) Is the statement in S2.5 on theft of bikes stolen from Sheffield stands fair? Would the thefts have occurred from almost any type of stand? Were the Sheffield stands installed correctly? (Reworded and included in this section)</p>
	<p>S2.3 Future of the Network - it would be helpful to have more introduction on the development of the network in general terms, before launching into the list of specifics. We suggest that the goal of the network strategy is in the short-term to provide links across Ashford to connect the urban communities with the town centre, including the nearby station. Longer-term, this develops to providing connections between adjacent communities and then the out-lying villages of the Borough. Given the constraints of an existing situation and limited funding, this translates to developing the network at a number of key locations, and longer-term as the development of schemes such as the Butterfly Network. (Agreed - added-in some further background at pp30 & 31) It is suggested that the heading 'Completing the Missing</p>

		Links' is changed to 'Completing the Key Missing Links', so as not to imply everything will be sorted once the list is done! (Agreed and amended - as will provide further clarification)
		S2.9 Butterfly Map - There has been some confusion on how this fits in the development timeline. It is suggested that the text is improved to explain that this is a more longer-term goal and that there will be further consultation and development of the location of the routes. (Agreed as above - highlighted)
		Appendix E on Cheeseman's Green - should be more forceful and insist that direct routes should go to the centre of Ashford and not just "towards", which could be just a few metres of path pointing in the general direction! (Agreed - and amended)
		<p>General grammatical points:</p> <ul style="list-style-type: none"> • The ACWF is referred to several times in different ways (eg "Ashford Cycling Forum"). Please could we be referred to consistently as "Ashford Cycling and Walking Forum" or ACWF (Agreed - will amend doc) • The inclusion of page numbers (or more number references of section headings) would make it easier to reference parts of the document (Agreed - to add page numbers) • The word "link" is used a lot, particularly in S1.5. It is suggested some are changed with 'connectivity', as it also implies purpose, as well as just physical form (Agreed - to amend) • S1.5 - plural of forum is forums - not fora (Do not agree - fora is irregular plural of forum)

		<ul style="list-style-type: none"> • S1.5 - "trafficked" has illegal connotations and an alternative phrase might be more appropriate (Do not agree - that would only be the case in a different context) • S2.4 - the web link has now change (Agreed as above - amended) • S2.8 Sport and Role Models - refers to an annual bike race. The word 'Race' can actually be off-putting to some of the less competitive groups that the Strategy is trying to encourage. It is suggested that the words 'family rides' or 'fun-rides' are substituted (Agreed - amended)
<p>Countryside Access Improvement Plan Officer - E,H & W</p>	<p>May 2010</p>	<ul style="list-style-type: none"> • Please add in new plans for the Pilgrim's Trail (Agreed as working on this with Countryside Access Improvement Service, to ensure direction signage user-friendly - although to include heading 'proposed Pilgrim's Trail, as not yet confirmed as safety audited - amended and included background in Appendix K) • Route 18 links to Wye should be included (These are already included within the Ashford Cycle Map - to up-date document with 2010 latest version) • Please include new plans to further extend the new route from Canterbury to Chartham up to Ashford (Agreed - to mention will be liaising with Spokes East Kent and Sustrans on planning the route, as well as consultation with local people - added-in on p20) • Should be highlighted which parts of cycle routes and Butterfly network we want developers to construct (Disagree - all routes and proposals which are included in the Strategy are potentially all open to developer-funding - this document is for developers to work with

		<p>KHS to construct new cycle routes where needed - in present climate, none of these routes are currently being constructed using ITS funds - any further details are sorted out in the detailed design phase of any route construction)</p> <ul style="list-style-type: none"> Document should be written in-line with LDF - (It already has been, so all proposals and ideas within the document are in-line with LDF)
<p>Ashford BC Urban Extensions</p>	<p>25 June 2010</p>	<ul style="list-style-type: none"> In terms of background to Chilmington Green and Cheesemans' Green Urban Extensions, the Core Strategy (policy CS5) states that they should be planned and implemented in a comprehensive way, with an Area Action Plan (AAP) produced for each urban extension which provides a framework for development. The AAPs will include a masterplan for the development of the area against which development proposals will be expected to accord, and plans which show where and when on-site infrastructure would be provided. Such infrastructure will include cycle and footpaths, and the strategic parks planned at both Chilmington and Cheeseman's. Core Strategic policy CS18a sets out the requirement for the creation of the strategic recreational open spaces, the required size and boundaries of which will be determined through AAP documents The Ashford Cycling Strategy (ACS) will therefore be a positive strategy document in helping to bring about better-connected communities and in encouraging a healthier, more active means for new and existing residents and visitors to travel within, to and through Ashford <p>Chilmington Green: Masterplanning of Chilmington Green is already</p>

		<p>underway and as such, we are keen to integrate pedestrian and cycle paths into the overall development framework. Specifically, Chilmington Green is identified in the Strategy as an urban extension site which should be planned to accommodate no less than 3,350 dwellings and 600 jobs by 2021, with the potential for up to 7,000 dwellings and 1,000 jobs in total. (Added-in new Section entitled 'How does this Strategy compliment future development proposals for Ashford?')</p> <ul style="list-style-type: none">• One of the key development principles for the AAP will be to ensure that Chilmington Green is well-connected to the surrounding communities, and that surrounding communities can benefit from the range of local shops, services, employment opportunities and open space and leisure opportunities which will come forward as part of the phased development of this site.• Map 4 of the strategy sets out the Learning Link path, which passes through South Ashford and into Chilmington Green. I support the principle of this link which provides a direct connection between Chilmington Green with the town centre. However, it should be noted that, until the masterplanning process is more advanced, the representation of Chilmington Green and Discovery Park shown in map 4 should be treated as purely indicative, as it is based on the 2005 GADF work (Agreed - made it clear that these are just initial outline plans)<ul style="list-style-type: none">• Willesborough Dykes - the link shown in map 9 will also be advantageous to the development and integration of Chilmington
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		<p>Green with the surrounding communities. A key driver is also the provision of Discovery Park, the strategic open space. The footprint for the park is not yet determined, but it is envisaged that the park, by its 'end state' (around 2030) will be a leisure destination which attracts visitors from Ashford and further afield. Hence, it would be highly desirable to link a section of this route as directly as possible into Chilmington Green and Discovery Park, thus connecting Ashford town centre and the residents of surrounding communities to the leisure and recreational opportunities at Discovery Park, as well as the facilities and local services at Chilmington.</p> <p>In particular, the socio-economic benefits of a cycle path which passes through Stanhope and Brisley Farm to Chilmington Green and the town centre should not be understated. Stanhope contains pockets of deprivation which, for some deprivation indices (Indices of Multiple Deprivation 2007) are within the 10% most deprived nationally. There is thus a real opportunity to improve the quality of life for residents of these communities by improving their access to future services and job opportunities at Chilmington and further afield, and encouraging healthier lifestyle choices</p> <p>(Added-in some of this extra information in support of Willesborough Dykes path)</p> <ul style="list-style-type: none">• The masterplanning process will also look at how the existing lanes and roads within the site, such as Long Length, can be used for cycle and pedestrian links within the site, and which connect
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		<p>further afield into the surrounding countryside. I would welcome on-going input from KHS as part of this work (Agreed to keep Charlotte informed of successful KHS project bids) I also support the provision of safe cycle parking at appropriate places and at key destinations within Chilmington Green and Discovery Park</p> <ul style="list-style-type: none">• Cheeseman's Green - Cheeseman's Green is identified in ABC's Core Strategy (policy CS5) as a mixed-use urban extension site which should be planned to accommodate around 4,300 dwellings and at least 1,475 additional jobs in the combined area by 2021. After 2021, there is potential for a further 2,200 dwellings and at least 750 jobs. The policy requires that an AAP, supported by an integrated masterplanning process, sets out the development framework and establish policies for residential, employment and infrastructure development within the area. <p>The site has some existing planning consents which will be taken into account as part of the AAP masterplanning process, as well as some constraints which are capable of being overcome in order to allow development to proceed. The masterplanning process has not yet started. However, I welcome the principle of integrating cycle links into Cheeseman's Green and Waterbrook and the proposed strategic park (to be defined through the masterplanning process), and linking these paths directly into the town centre and surrounding communities (Added-in extra info on Cheeseman's Green future proposals as appropriate)</p> <p>I am uncertain of where the 'Wish List' for Cheeseman's Green has</p>
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		<p>originated from. Could you provide a source? The practicalities of bringing forward some of these aspirations will be looked at as part of the masterplanning and AAP process, as well as through future planning applications (This information provided after the wish list)</p>
<p>Appledore Parish Council</p>	<p>29 June 2010</p>	<ul style="list-style-type: none"> • In response to the question as to whether a cycle path to the station would be used, 37% of 81 people (who answered the question) said they would use it. Although this is clearly not a majority view (the population is about 800), the path may well be used by cyclists and walkers from outside the parish, keeping people off what is quite a hazardous road. This new dimension to the Parish would also be environmentally friendly, encouraging people to use the station and leave their cars at home. (This wasn't mentioned within the Strategy - unaware of conducting a specific survey on Appledore station - but have now added this in on P20) • To give some background to this, Appledore Station is about 1 ½ miles away from the nearest built-up area of Appledore village, along a bendy, relatively narrow road with poor visibility and a 60 mph limit. This makes it very dangerous to walk or cycle along the road to the station, resulting in fewer people making use of the hourly train service to Ashford, Rye and Hastings. The suggestion of a cycle path to the station going over fields has been made to Highways and Sustrans in the past, and it has been met with some interest, although it would clearly be quite expensive and complicated to build. However, Appledore and

		<p>Romney Marsh are significant tourist destinations, which would mean that such a route would be well-used, and would join with other national routes in the area. Also, a major landowner in the area has been encouraging about using their land. It would be helpful if this idea could be put into the strategy in an appropriate place. (Agreed to mentioned on p20)</p>
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ASHFORD

**CYCLING
STRATEGY**

**2011 -
2016**



ASHFORD CYCLING STRATEGY

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- 2.4 Maintenance
- 2.5 Safety
- 2.6 Cycle Parking
- 2.7 Integration with Public Transport
- 2.8 Promotion
- 2.9 Butterfly Map
- 2.10 Public Information
- 2.11 Education and Training
- 2.12 Monitoring

3 What you can do Now

- 3.1 How well are we doing?

Appendices:

- Appendix A - 2004 Ashford Cycle Map
- Appendix B - Strengths, Weaknesses, Opportunities & Threats Analysis
- Appendix C - How this Cycling Strategy Relates to the Greater Ashford Development Framework
- Appendix D - Ashford Development Map
- Appendix E - Wish list for Cheeseman's Green
- Appendix F - Cheeseman's Green Development Plan
- Appendix G - Priority Proposed Cycle Route Projects
- Appendix H - Proposed Southern Ashford Urban Extension Shared Path
- Appendix I - Questionnaire Data

- Appendix J - Kent Active Travel Strategy
- Appendix K - Proposed Pilgrim's Trail Cycle Path

ASHFORD TOWN CYCLING STRATEGY

1 Introduction

This document has been written to provide a strategy for cycling in the town of Ashford. However, this is envisaged as a starting point and will discuss future extensions of routes out into more rural areas, as highlighted in the future proposed routes section.

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 with 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 (LTP2) 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. 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 LTP2 is to improve the health of its residents and Appendix 9 refers to targets for encouraging cycling in Kent generally. 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 the Ashford Borough Council website.

1.4 **How does this Strategy fit in with the Countryside Access Improvement Plan (CAIP)?**

The Countryside Access Improvement Plan is a 10-year Strategy for improving access to the countryside based on local and national research and covers the years 2007 – 2017. This plan, as with the Ashford Cycling Strategy, has involved much consultation with organisations outside of Kent County Council, as well as members of the public.

The first aim of the CAIP is to determine whether the present public rights of way in Kent meet the current and future needs of the public. The Ashford Cycling Strategy similarly provides a commitment to investigate the current and future needs of cyclists. This document has also been developed in conjunction with local organisations and the public to ensure any future plans for routes and cycle parking etc are needed, user-friendly and accessible. All new routes and projects are discussed in conjunction with members of the CAIP to ensure connectivity between cycle routes and public rights of way.

Increasing opportunities for leisure and exercise is another main focus of the CAIP, as it is for the Ashford Cycling Strategy. All new routes are developed with commuting and links to leisure routes in mind – for example the proposed Butterfly Network will use existing strategic routes and National Cycle Route 18 to expand further trails out into woodland areas and link villages further out in rural areas of the Ashford Borough to Ashford Town Centre. KHS is also working on partnership projects such as the 'Bike to Work Challenge' to encourage more people to cycle to and from work and with the local PCT to develop calorie maps which will be promoted to local businesses to help improve the health and well-being of local residents and workers in the Ashford Area.

As with the CAIP, KHS plans all new cycle facilities and routes with accessibility in mind and consults with the relevant local accessibility groups and the public to ensure these needs are incorporated into new cycle infrastructure and routes.

1.5 **Progress To-date:**

- ***Levels of Cycling:***

There is evidence, from five automatic 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.

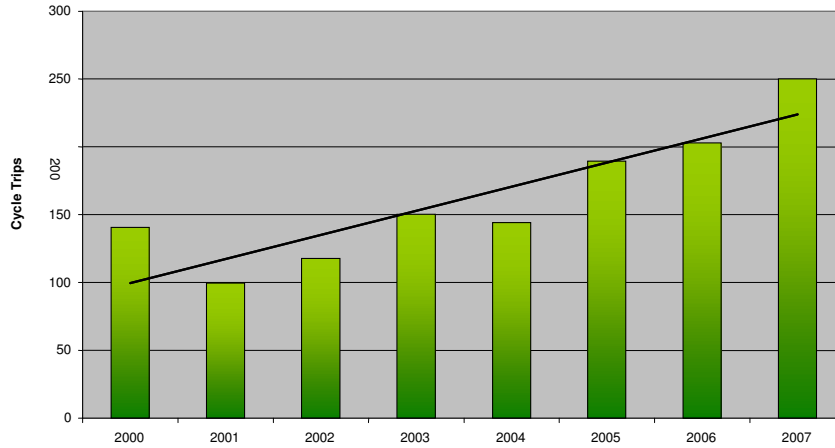


Figure 1: Average Yearly Cycle Counts in Ashford, Kent.

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.

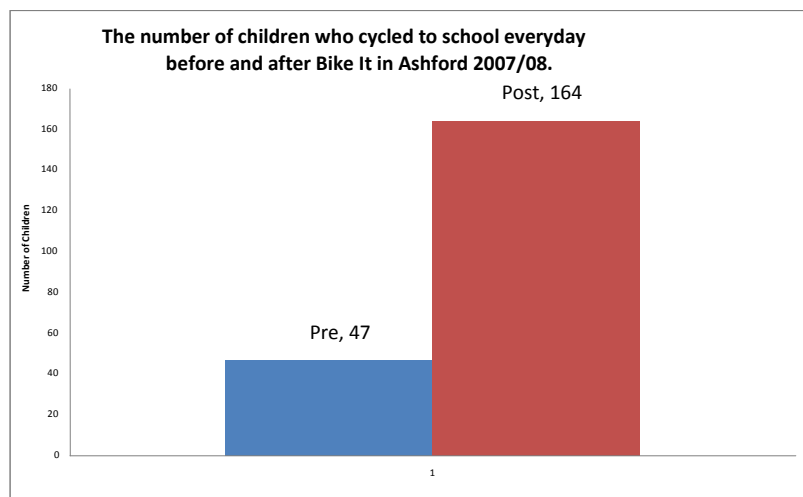
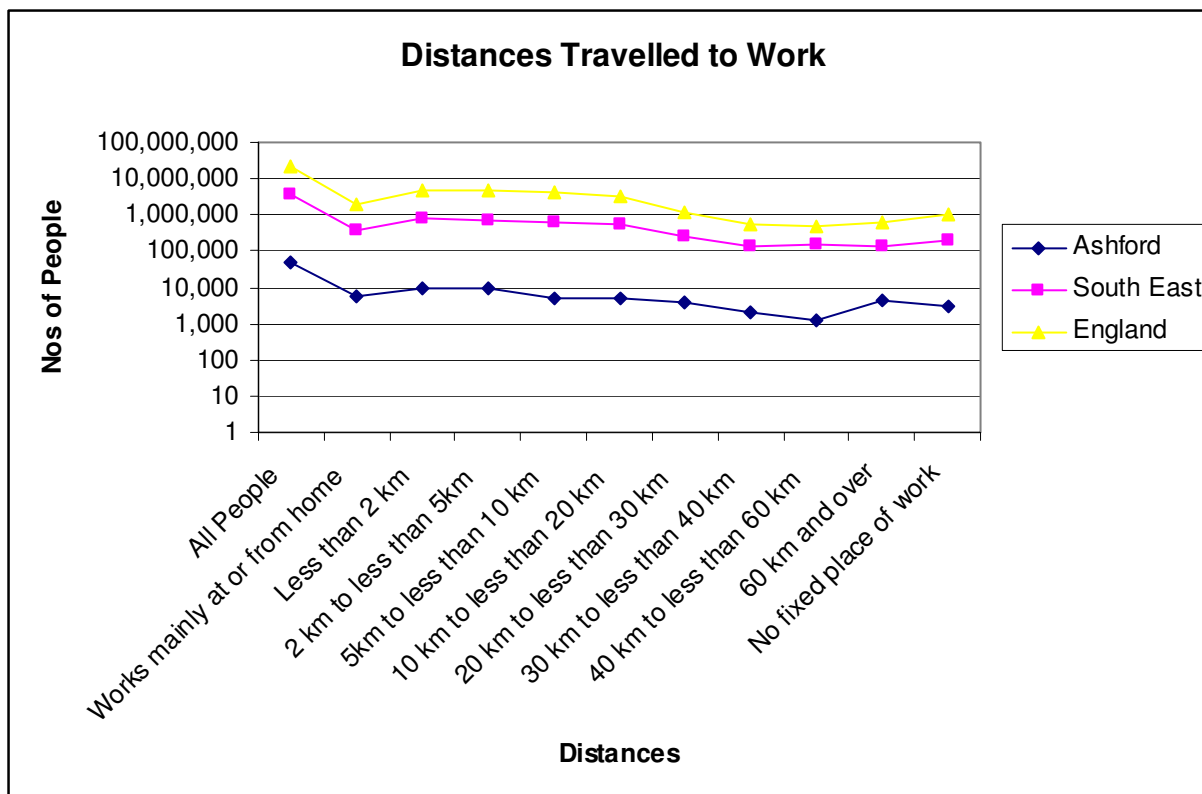


Figure 2: The number of children who cycle to school everyday before and after Bike It in Ashford 2007/08.

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

	Ashford	South East	England
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

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 Sustrans¹ 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.

An up-dated map has been developed by Kent Highway Services and the National Cycling Charity, Sustrans, Kent County Council’s Countryside Access Service, Ashford Cycling & Walking Forum and from comments derived from local public consultation. From the work with and public consultation with the local community, other useful information, such as footpath and bridleway locations, and locations of local pubs is being incorporated within the map. For the future it is intended to develop this further by incorporating information about local tourist accommodation, sports facilities and public transport information.

Attached overleaf is a final copy of this interim map, the key for which appears below. This has been published both in paper form and distributed around the Ashford area; with the front cover pictured on the following page.

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

¹ Sustrans is the UK’s leading sustainable transport charity. For more information, please visit: www.sustrans.org.uk

Ashford

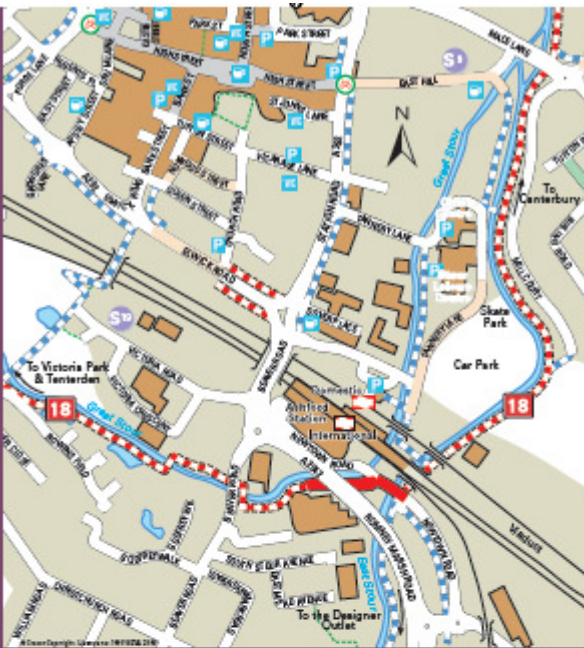
The largest borough in Kent, Ashford has a fast-growing population which has risen by 10% in the last 10 years to around 112,800 residents. Ashford is undergoing an exciting transformation that aims to create a prosperous and exciting place to live, work and do business.

With a programme of progressive change aimed at improving what it, as a mental, educational, leisure and transport facility, Ashford is enjoying a period of sustained growth and regeneration. The multi-million pound investment in development will create a place that offers a better quality of life, is safe, inviting and has improved access for all.

A borough well known as an expanding urban area, much of the borough is made up of picturesque villages and stunning protected countryside including Romney Marsh, the North Downs and the High Weald, which are important in contributing to Ashford's £1.80 billion tourism industry.



Ashford Tourism



Ashford Tourism

Key

- Traffic-free shared use walking/cycling paths
- Suggested reserved cycle route
- National Cycle Route
- National Cycle Route as road traffic-free
- Proposed cycle route
- Railway (shared use only)
- Recreation (shared use only)
- Open space (all traffic)
- Footpath (public only)
- Town centre
- Police warning
- Take care warning
- Quiet parking
- Public house
- Tables

Cycle to school

- | | | |
|-----------------|----------------------|-------------------------------|
| The Town School | Ashford School | Linden Grove |
| Crown Lane | Manor Road School | Chest Church |
| Eastington | Myson | Rosefield |
| Millway | Great Dean | East Lane |
| Phoenix | Green Dean | Whitnough |
| Millers | John Road | Park Park |
| Highways | Ashford Vale | Ashford School of the Cottage |
| Station | St Thomas of England | The Church School |

Cycling

There is no better way to get around Ashford quickly than on a bicycle. Over 50km of safe traffic-free cycle paths means the majority of households around the town will have easy access to the town station and town centre.

Most of Route 18 of the National Cycle Network is the spine of Ashford's walking and cycling network through the town to the Station in the West and Little Barton in the East.

National Route 19 provides a easy cycling as it meanders, traffic-free, through the heart of Ashford overlooking roads, railway lines and the M20 with safe crossings and a clear passage.

Take a close look at your map and see how easy it is to get from your home to the station, school, or town centre traffic-free!

Cycling isn't just a rewarding and fun way to get around town - regular cycling has enormous health benefits too. Think of it as one of the best physical and mental medicines you can get - and it's free!

There is no need to sit in traffic jams, worry about being late or parking the car. In fact most journeys by bike will be quicker, more reliable and enjoy public, especially during peak travel hours.



Ashford Tourism

Perfect for all
Over 1800 users of the National Cycle Network a week last Route 18 through Ashford in no exception with many commuters, parents with pushchairs, shoppers, dog walkers, joggers and older babies, the elderly and less able all using and enjoying the network regularly. Public rights of way are shown on the map. Cyclists are permitted to use footways, reserved byways and byways. To report a problem on a right of way call 0845 245 0210.



Explore Ashford by bike



SPORGS is an active campaign group in Kent that supports encourage cycling and provides its benefits. SPORGS organises a full programme of (city and cycle) events in and around the County to be enjoyed by all and may be found at www.sportsinKent.org.uk

Bike is a national, practical project that delivers an intensive practical educational programme in both primary and secondary schools. In a Bike it schools cycling levels are typical of level 1 as the national average. Co-funded by Kent Highway Services and Sportswear, the project has been running in Ashford since March 2000. It is currently working with 71 engaged schools and supporting 5 other schools. In September 2008 two new schools will join the project.

Sustrans is the UK's leading award winning transport charity, working on practical projects so people choose to travel in ways that benefit their health and the environment. The charity is behind many ground-breaking projects including the National Cycle Network, over 10,000 miles of traffic-free, quiet lanes and on-road walking and cycling routes around the UK. www.sustrans.org.uk 0845 112 0145

Kent County Council is currently working in partnership with Sustrans, Sportswear, Ashford Cycling Forum and Ashford Borough Council to improve Ashford's Cycle Network and Cycle Parking facilities. Users can report faults on the Cycle Network at www.kent.gov.uk/cycle or by telephone on 01227 222222.

Designers: Graham, David, Ewing, Design and Marketing: The City Centre, Theatre: Ashford Borough Council, David King

Leisure routes

National Route 18 out of Ashford westward to Tenterden is well signed via quiet country roads and lanes. Anyone who thinks Kent is flat may well reconsider after the following leg to Tunbridge Wells.

National Route 18 out of Ashford eastward to Weir is also well signed via quiet country roads and lanes however the route onto Canterbury can be hazardous and not recommended for the faint hearted.

Route	Miles
Route 18	5/8
Route 18	14/22
Route 18 & 11	17/27
Route 11 & 2	11/21



Ashford Tourism

Cycle facilities

Ashford International Railway Station Ashford International Railway Station currently serves a stand 2.6 million passengers per annum, making it one of the busiest stations in the region and offers excellent connections to many of the top spots on Kent's rural and coastal Cycle Network. For further information on the new bike cycle routes around the County go to www.kent.gov.uk or telephone 08450 247905 for your copy of 'The plain Kent by Bike'.

Southeastern operates one of the busiest rail networks in the country and during peak periods, many services are crowded with some passengers obliged to stand. On peak services cycles take up space needed by passengers.

Southeastern's current cycle policy is that cycles are not permitted on peak time services arriving in London from Monday to Friday between 07:30 and 09:00 and leaving London between 16:30 and 18:00. Folding cycles may be carried on board any train, provided they are folded before being taken onto the platform and remain folded on the train during the journey.



Ashford Tourism

Cycle parking facilities are marked in the map - inset symbol Ashford International Station has excellent cycle parking facilities, the majority of these are located outside the north entrance to the station entrance.

A new cycle compound with a single card entry system is available with capacity for 70 bicycles. Key fobs are available to hire from the Station Ticket Office at a cost of

- £15 for 3 months
- £35 for 6 months
- £60 for 12 months

In addition, 160 British Transport Police recommended cycle stands are available to use free of charge, these are also located outside the north entrance to the station.

Ashford International Rail Departures and Arrivals www.kent.gov.uk 08450 247905



Ashford Tourism



Ashford Tourism

Hotels and accommodation

- Ashford International Hotel**
Tel: 01223 216885
www.ashfordinternational.co.uk
- Earthen Hill Hotel**
Tel: 01223 213023
www.earthenhill.co.uk
- Holiday Inn Ashford Central**
Tel: 01223 448881
www.holidayinn.co.uk
- Holiday Inn Ashford North**
Tel: 01223 712222
www.holidayinn.co.uk
- The Cowley Brook Hotel**
Tel: 01223 424843
www.cowleybrook.co.uk
- Boys Hall**
Tel: 01223 421272
www.boyshall.co.uk
- Downshire Guest House**
Tel: 01223 421191
www.ashfordtourism.co.uk
- See & Stay's Guest House**
Tel: 01223 448881
www.seeandstay.co.uk
- Eleventh Court Farm**
Tel: 01223 712249
www.11thcourtfarm.co.uk
- Derwentbury Holiday Park**
Tel: 01223 420889
www.derwentbury.co.uk
- Derwentbury Camping & Caravanning Park**
Tel: 01223 420889
www.derwentbury.co.uk



Ashford Tourism

Places to visit

- Ashford Tourist Information Centre**
Tel: 01223 421191
www.ashfordtourism.co.uk
- Ashford Borough Museum**
Tel: 01223 421191
www.ashfordmuseum.co.uk
- Willborough Windmill**
Tel: 01223 712164
www.willboroughwindmill.co.uk
- Staglets Deer Reserve**
Tel: 01223 421191
www.staglets.co.uk
- Woodland Park**
Tel: 01223 421191
www.bbc.co.uk/1/eng/ashford
- Ashford Designer Outlet**
Tel: 01223 421191
www.ashforddesigneroutlet.co.uk
- Castle Square Shopping Centre**
www.castlesquareshoppingcentre.com
- Stewer Centre**
Tel: 01223 421191
www.stewer.co.uk
- Jules Bow Athletic Stadium**
Tel: 01223 421191
www.julesbowathletic.co.uk
- Ashford A&E**
Tel: 01223 782000
www.ashfordaande.co.uk
- Chawton Park**
Tel: 01223 782000
www.chawtonpark.co.uk
- Ashford Town Events Club**
Tel: 01223 421191
www.ashfordtowneventsclub.co.uk
- Coastal Path**
Tel: 01223 421191
www.coastalpath.co.uk
- Walsingham**
Tel: 01223 421191
www.walsingham.co.uk



Ashford Tourism

1.6 Who and how did we Consult?

Public Involvement & Ashford Cycling & Walking Forum

KHS 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 enhance 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 & Walking 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. The design and layout of cycle paths should promote the continual and free movement of cycles, so that cycle paths not only offer an alternative means of transport, but will also have advantages over car use.

KHS, Sustrans and Ashford Borough Council will work together to ensure route directions provide clear indications of how cycle paths join-up with 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 Borough Council will work with local organisations, and businesses to promote the improved cycle route network and its connections to public amenities and public transport services.

KHS and Ashford Borough Council 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, Sustrans, Stagecoach, Ashford Borough Council, SEEDA and Eurostar.

KHS in its work with the Countryside Access Service uses the Explore Kent web pages on the Kent County Council Web-site to help promote its cycle routes. Explore Kent promotes walking, cycling, country parks and horse riding in Kent and provides interactive maps and ideas for days out. You can access this information at: http://www.kent.gov.uk/leisure_and_culture/countryside_and_coast/cycling.aspx

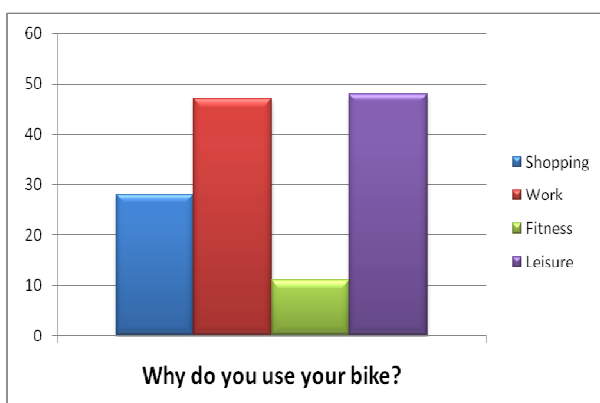
KHS has also recently started working with East Kent Primary Care Trust as part of the objectives for this Strategy, in order to produce calorie maps for both cycling and walking

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 Cycling Strategy.

What do people think about cycling in Ashford?

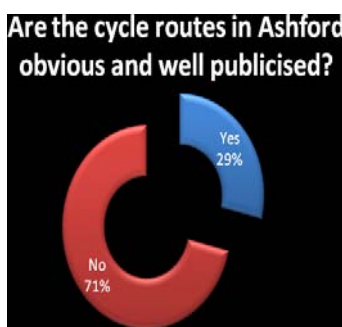
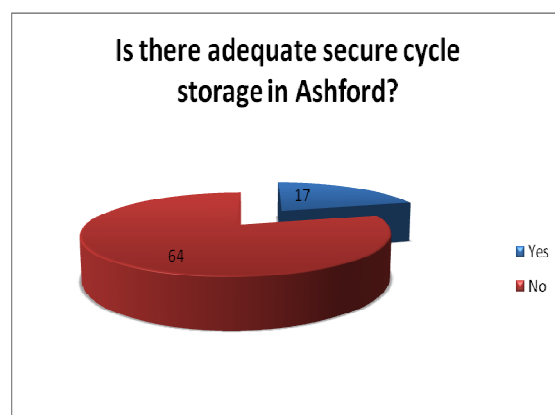
As part of the consultation process, local residents were asked for their views on cycling in Ashford. A number of different consultation methods were used, including face-to-face interviews, workshops and comments received from the Ashford Cycling and Walking Forum.

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.



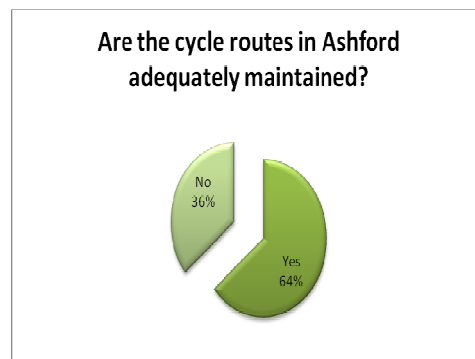
The majority of respondents did not feel there was enough secure cycle storage in the town and at key destinations such as the Stour Centre and Railway Station. In addition, respondents stated that they would like to see cycle storage that was covered and with additional security measures such as CCTV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

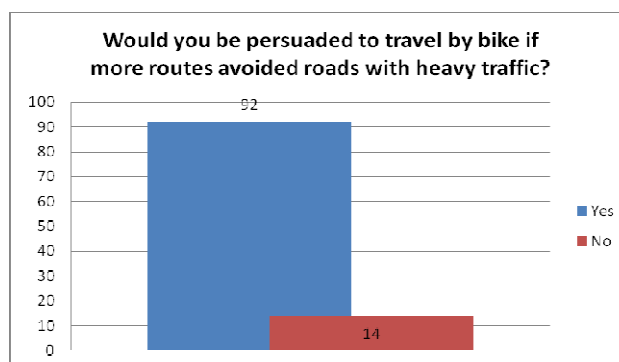


The majority of respondents stated that they felt the cycle network was generally well-maintained, although it was acknowledged that much of the network is relatively new and maintenance has not yet been required as a result. It was also stated that there was often overgrown vegetation at the side of 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 need 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 & Walking 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, there were 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 & Walking 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 – a local indicator set to encourage more cycling in the area).

1.7 How does this Strategy compliment future development proposals for Ashford?

With regard to the proposed developments at Chilmington Green and Cheeseman's Green Urban Extensions, the Core Strategy (Policy CS5) (available to view at: http://www.ashford.gov.uk/pdf/Planning_Adopted_Core_Strategy_July08.pdf) highlights that these should be planned and implemented in a comprehensive way, with an Area Action Plan (AAP) produced for each urban extension, which provides guidance for development. The AAPs will include a masterplan for the development of the area which development proposals will be expected to follow and plans which highlight where and when on-site infrastructure would be provided. This will include cycle and footpaths and strategic parks planned at both Chilmington Green and Cheeseman's Green. Core Strategic Policy CS18a details the requirement for the creation of the strategic recreational open spaces, the required size and boundaries of which will be dictated by the AAP documents.

The Ashford Cycling Strategy will be a positive document in helping to create better-connected communities and in encouraging a healthier, more active means for new and existing residents and visitors to travel within, to and through Ashford.

Chilmington Green:

The masterplanning of Chilmington Green is already in progress and as such Ashford Borough Council (ABC) is keen to integrate pedestrian and cycle paths into the overall development framework. Specifically, Chilmington Green is identified in the Strategy as an urban extension site which should be planned to accommodate no less than 3,350 dwellings and 600 jobs by 2021, with the potential for up to 7,000 dwellings and 1,000 jobs in total.

One of the main development principles for the AAP will be to ensure that Chilmington Green is well-connected to the neighbouring communities, and that these neighbours will be able to profit from the range of local shops, services, employment open space and leisure opportunities which will arise as part of the phased development of the site.

Appendix D of this Strategy sets out the initial draft map of the Learning Link path which passes through South Ashford and into Chilmington Green. Ashford Borough Council supports the principle of this connection, which will provide a direct link between Chilmington Green and the Town Centre. However, it must be noted that until the masterplanning process is more advanced, the representation of Chilmington Green and Discovery Park on this map should be accepted as purely indicative. Indeed this plan was based on 2005 Greater Ashford Development Framework plans and KHS have since expanded the proposal for the Learning Link Path to extend from the south right up to the north of Ashford, taking in further schools, colleges, the library and other relevant institutions along the way. This proposal has been developed in conjunction with Ashford Borough Council and will be funded in the future by developers and other local funding streams.

Willesborough Dykes:

This proposed cycle path detailed in Map 9 of Appendix G will also be of benefit to the future development and integration of Chilmington Green with the surrounding communities. Another key driver is the creation of Discovery Park, the planned strategic

open space. The details for the park have not yet been decided, but it is hoped that the park by its 'end state' (around 2030) will be destination attracting visitors from Ashford and beyond. Thus, it would be very advantageous to link a section of this route direct into Chilmington Green and Discovery Park. This would connect Ashford Town Centre and the residents of surrounding communities to the leisure and recreational opportunities at Discovery Park, as well as the amenities and local services at Chilmington.

Specifically, the socio-economic advantages of a cycle path passing through Stanhope and Brisley Farm to Chilmington Green and the Town Centre should not be understated. Stanhope contains pockets of deprivation which, for some deprivation indices (Indices of Multiple Deprivation 2007), are within the 10% most deprived nationally. There is therefore a genuine opportunity to improve the quality of life for residents of these communities by enhancing their access to future services and job prospects at Chilmington and further afield, as well as encouraging healthier lifestyle choices.

The masterplanning process will similarly look at how existing lanes and highways within the site, such as Long Length, can be used for cycling and pedestrian links within the site and how to extend this further out into the countryside. Ashford Borough Council will be working in partnership with Kent Highway Services as part of this work and supports the provision of safe cycle parking at appropriate places and key destinations within Chilmington Green and Discovery Park.

Cheeseman's Green:

This proposed development is identified in ABC's Core Strategy (Policy CS5) as a mixed-use urban extension site which should be planned to accommodate around 4,300 dwellings and at least 1,475 extra jobs in the whole area by 2021. After this time, there is an opportunity for the construction of a further 2,200 dwellings and at least 750 jobs. The policy demands that an AAP, supported by an integrated masterplanning process, details the development framework and establishes policies for residential, employment and infrastructure development within the area.

Cheeseman's Green has some existing planning consents which will be considered during the AAP masterplanning process, as well as some constraints, which are capable of being overcome in order to permit development to proceed. This process has not yet begun. However, ABC welcomes the idea of integrating cycle connections into Cheeseman's Green and Waterbrook and the proposed Strategic Park (details to be finalised during the masterplanning process), and joining these paths directly into the Town Centre and surrounding communities.

Conningbrook Park:

This proposed park will consist of a regional watersports facility to complement the Julie Rose Stadium in the area to the eastern side of Willesborough Road, adjacent to the Julie Rose. Although the site has been identified for major leisure use, there will be a limited element of housing development. The existing National Cycle Route 18 runs adjacent to the proposed site, and proposed improvements as detailed in Appendix G will provide an excellent cycle route from Conningbrook to the Town Centre, Ashford International Station and the wider cycle network. The extent of and detailed plans of the site have yet to be determined and bus services 517 and the C-line will need to be expanded to improve public transport accessibility of the Park.

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 has consulted with Kent Police on the design of cycle paths and has agreed that where appropriate, such as busy off-road paths where sufficient space is available, KHS will consider the construction of segregated footway/cycleways. KHS also has agreed that all signs and markings on-highway will comply with the Traffic Signs Regulations & General Directions 2002.

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

KEY TARGET(S):

- 1 To continue to follow the above documents in developing new cycle paths and routes**
- 2 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

The strategy for the future development of Ashford's cycling network is in the short-term, where funding is available, to complete the 'missing links' in the current network and to connect the urban communities with the town centre, including other transport interchanges such as the railway station and bus services, local amenities such as schools, colleges and libraries etc. In the longer-term, the network will be further extended to link urban communities, amenities, businesses and transport interchanges with the out-lying villages within the Ashford Borough, as detailed in the proposed Butterfly Network (section 2.9) and Rural Routes sections below. It is also the intention of this Strategy that all new proposed developments will be linked into Ashford's existing cycle networks. Kent Highway Services will work in partnership with local developers to ensure optimum new cycle routes within and to and from new residential and commercial developments are planned and constructed. KHS already work closely on the detailed designs for such new connections with local developers and will continue to do so.

Completing the Key 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 budget, but will be put in as a wider improvement bid, together with the next project bid – 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 is also a major road traffic issue with lorries getting stuck and the route being blocked for ambulances
- **Godinton 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. The Countryside Access Service originally put this existing track in and have reported some opposition by local residents regarding changing this section into a cycle route, so careful public consultation needs to be undertaken when planning this section.
- **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. During the consultation process for this Strategy, people have written in to say it would be a good idea to formalise this as an official route, as people already use this as a cycle path. It would need lighting to encourage use of the route throughout the year, especially for commuting and school journeys on winter evenings and mornings
- **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. Comments received during the consultation process for this Strategy are that the current route beside the A2070 is narrow and beside a road with fast-moving traffic and a barrier separates traffic and cyclists using this link – it feels unsafe to people. People view this route as significantly safer and it is a more direct link to residential areas. Plans have also been drawn-up to link Willesborough Junior School, Highfield Road, Bentley Road and Hythe Road, and this awaits confirmation of funding. Public Rights of Way numbers AU94 and AU101 would need to be converted under the Cycle Tracks Act in order to permit cycling along this proposed cycle route, so detailed public consultation will have to be undertaken
- **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 and comments received following public consultation for this document.
- **Connect existing shared path at the Stour Centre to Tannery Lane** – reason: to complete the route. Comments received from workshops held at the Ashford Cycling and Walking Forum, face-to-face questionnaires in Ashford and during the consultation period for this Strategy have highlighted the need for this route. Its proximity to the Stour Centre, town centre and the station all combine to make this an important missing link to complete in the cycle network.
- **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). During the consultation of this document, residents have written in to express their wishes to see Park Farm linked to the rest of Ashford – at present, they feel cut off in respect of cycling and walking routes from here to the Outlet Centre, Stour Centre and town centre amenities. People do not feel safe using links along Romney Marsh Road, as vehicles travel at high speeds here. This off-road link would resolve these issues and they are keen to see this link constructed. This route would provide new links between substantial new communities proposed in south Ashford and the rest of the town. The planning application for this route also includes lighting, which will make this accessible for everyone at all times of the year.

- **Bentley Road to Hythe Road** – reason: to provide the missing link between Aylesford Green and Willesborough. Comments received during the consultation period for this document show people feel this route would not only close a gap in the cycle network, but also benefit Willesborough Junior School by providing a cycle route to its entrance.
- **Butterfly Network (Please see Section 2.9)**

Key Targets:

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

- **Future Rural Routes in the Ashford Borough** – As mentioned in the Introduction to this document, this Strategy is a starting point for Ashford's cycle routes and focuses on Ashford Town Centre. However, as can be seen from Ashford's Cycle Map, National Cycle Route 18 bisects the town centre and already provides links out to Tenterden and beyond to the west and Wye and Canterbury to the East. Also, many cyclists already cycle from outlying villages into Ashford Town Centre, and Kent Highway Services has received many suggestions for improved and new rural links to Ashford Town.
 - Work is also being done in partnership with the Ashford Cycling and Walking Forum to identify new future rural routes and these will also be put forward as bids for construction in the future. For example, Kent Highway Services is currently working with Sustrans to provide an improved shared cycle route in Tenterden and further work needs to be done here to improve cycle links through Tenterden to Ashford. Work is currently being done to investigate the extension of the route currently under construction from Canterbury to Chartham to link-up with an off-road route from Chartham to Ashford. This route would solve the issues related to cyclists currently only having the option of the A28 to travel between Ashford and Chartham.
 - Appledore Parish Council have also sent in suggestions for constructing a cycle path from residential areas to Appledore railway station, as they feel this would encourage more people to use the station and leave their cars at home. At present, the route to the station for cyclists takes people along a bendy, relatively narrow road with poor visibility and a 60 mph speed limit. This discourages more people to walk or cycle to the station from their homes. The Parish Council have informed KHS that there is a landowner in the area willing

to allow use of their land. This route will also be investigated as part of the Strategy for the network.

2.4 Maintenance & Signage

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.

KHS are also currently investigating regular maintenance schedules for cycle routes and a pilot scheme will be launched in Ashford to work out the most efficient ways of carrying out this work. KHS is also currently looking into working in partnership with local authorities to ensure that routes are litter-picked as well as having vegetation regularly cut back.

Suggestions have also been received that KHS should instigate a gritting system for all cycle/shared routes, as many of these become inaccessible during certain winter periods and thus prevents many from using these routes instead of using their vehicles. This possibility will be investigated, but will depend on available funding.

There is also now an on-line reporting system which can be accessed by following this link: <http://www.kent.gov.uk/KHSFaults> .

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 Cycling & Walking 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.

It is proposed that all routes should have useful destinations such as schools, libraries, parks and community centres listed along them, as well as distances in both units and guide times for cycling and walking. This is now being done on new routes. Colour-coded routes are also being investigated, and these will be signed as well as marked by colours/names to ensure routes are as user-friendly and accessible as possible.

2.5 Safety

KHS 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. KHS 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 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 – KHS and is 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 KHS 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

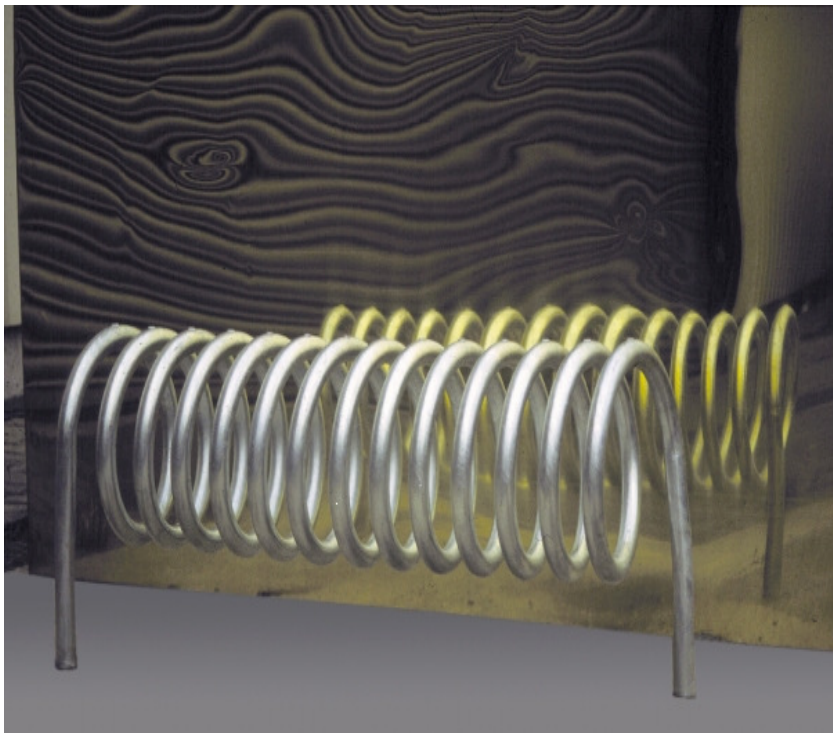
Currently Kent County Council works with the 'Bike It' Officer for Ashford from the Sustrans Cycling Charity to promote cycle safety throughout local schools. Close liaison is maintained with this Officer to highlight any potential safety problems throughout the network and also to discuss ways of improving 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 Borough Council, 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 has been 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 from bike racks in the town centre. However, the problem of theft does seem to occur in well-overlooked areas such as Ashford International Station, as well as the bike racks located in less frequented areas. The 'Sheffield' design bike racks do provide an opportunity to use more than one lock to secure a bike and from comments received seem to be the preferred style of bike rack for the town centre, providing practicality, rather than a purely innovative design.

The Ashford Cycling and Walking Forum also supports improved cycle parking and generally favours Sheffield stands installed correctly, ie well-spaced apart from the next rack, secured properly to the ground and set back from any walls and ideally in view of security personnel or CCTV – not hidden around the back of buildings. The ACWF would prefer to see simple, high capacity parking solutions, rather than innovations such as the

Bike Tree and KHS agrees to prioritise these types of solutions where possible for Ashford Town Centre.

Other districts have adopted the practice of installing signs adjacent to cycle parking areas which offer advice as to best practice for locking bikes and tips for the best styles of lock to use etc, which KHS will also undertake for new cycle parking areas. For example, the City of London Police offer advice on how and where best to lock bikes, and where possible how to avoid theft – similar advice as found at <http://www.cityoflondon.police.uk/CityPolice/Departments/TerritorialPolicing/CyclePatrol/cyclesecurity.htm> will be displayed at Ashford cycle parking areas in the future.

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 Round Lockers



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

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 illustrated 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.

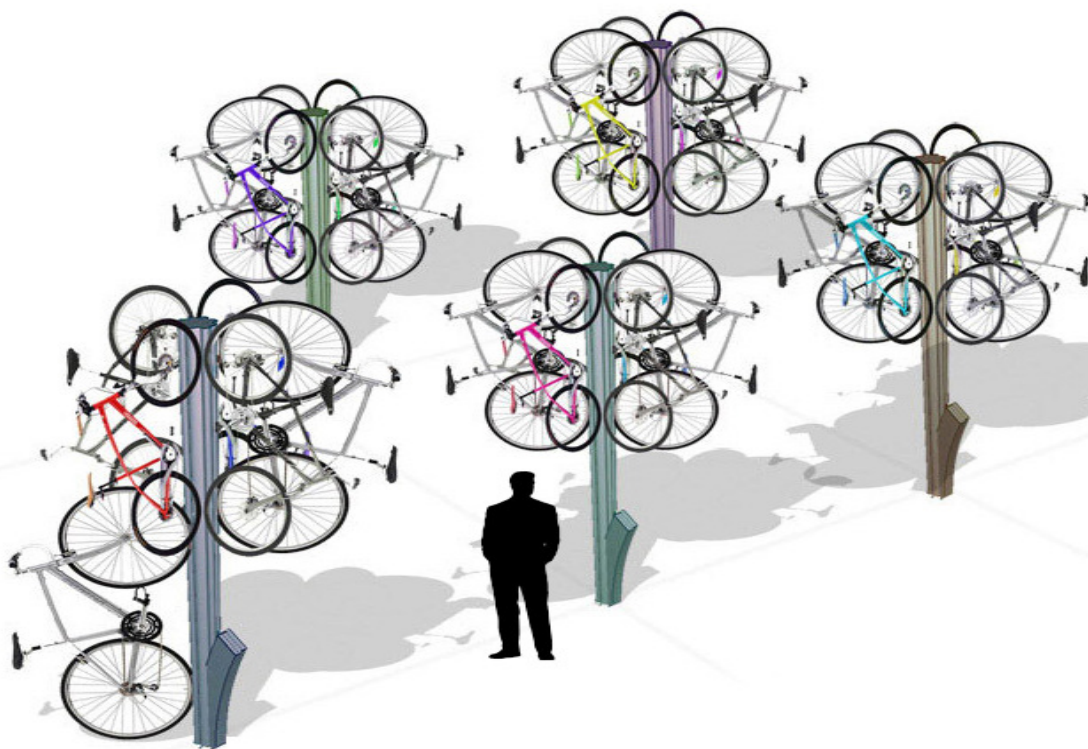


Option 3 – Lockers

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:

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

2.7 Integration with Public Transport

KHS and Ashford Borough Council 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 Borough Council 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 Borough Council 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:

- 8** To integrate the Cycling Strategy with Ashford's Public Transport Services
- 9** To help local schools increase the numbers of pupils, staff and parents switch to cycling to travel to and from school
- 10** To provide details of how the public transport network interlinks with Ashford's cycling and walking networks via improving Ashford's Cycle Map
- 11** 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 working on projects in conjunction with the local Primary Care Trust such as:

- Calorie Maps for specific cycling and walking 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. These could then be used by local businesses to encourage breaks at lunchtime and to get to know the area better. This way, people who did not previously cycle could take advantage of local cycle routes and thus also improve their health & well-being

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 family bike ride in Ashford. The first of these events was open to everyone and a short and longer route were included and this was organised between Kent Highway Services and Ashford Pilgrim's Hospice. It was a successful event and it is hoped that from now on this will continue to take place annually and grow, involving local organisations and businesses. 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:

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

2.9 Butterfly Map

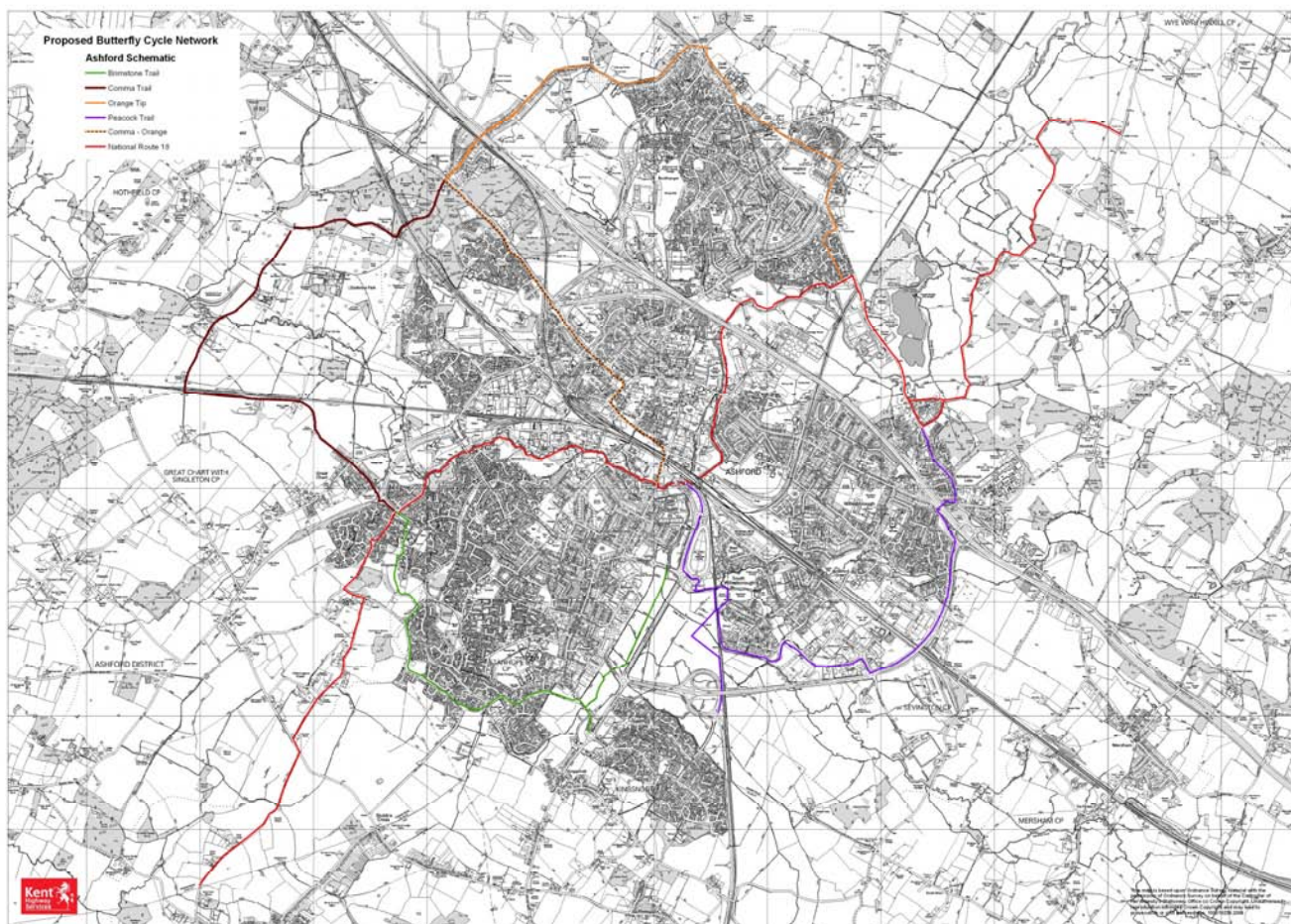
KHS have drafted a proposed 'Butterfly' Cycle Network for Ashford which consists of a simple network of colour-coded routes which will help link together Ashford's existing network, but also extend these further out into leisure and green areas, as well as providing simple commuting and shopping routes 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 & Walking 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):

- 16 To Integrate the Cycling Strategy with Ashford’s Public Transport Services**
- 17 To help local schools increase the numbers of pupils, staff and parents switch to cycling to travel to and from school**
- 18 To provide details of how the public transport network interlinks with Ashford’s cycling and walking networks via improving Ashford’s Cycle Map**
- 19 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 (train¹, 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

¹ **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. Cycle parking is available at Ashford International Station with further information on other stations available at : <http://www.southeasternrailway.co.uk/your-journey/station-information/> (**Information correct as at July 2010**)

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. (**Information correct as at July 2010**)

opticians, doctors' and dentists' offices, schools, sports centres, the station, supermarkets, libraries and hospitals, as well as handing these out to community groups, at local events and where possible at Farmers' markets. The maps will also be given to the Ashford 'Bike It' Officer who is currently funded in partnership with Kent Highway Services and Sustrans and works with local Ashford schools on bike training. KHS also has a proposed project to improve map displays in the centre of Ashford via an interactive cycle map on the High St, which is awaiting funding.

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.

Cycle Instruction:

KHS 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 & Walking 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. Comments received during the consultation process for this Strategy have highlighted the requirement for free bike training to anyone living or working in the Ashford Borough that wishes to take part.

Ashford was recently successful in a bid to operate the 'Bike to Work Challenge' project and Kent County Council, Ashford's Future, Sustrans, Eastern Coastal Kent Community Services and Ashford Borough Council are currently working on this project with additional funding from the Cycling Touring Club. This involves working with local businesses to offer free cycle training and advice, to encourage more local people to

cycle and use the local Ashford Cycle network and to help people to improve their health and wellbeing. Further information on this project can be found at www.ashfordcyclechallenge.org.uk.

2.12 Monitoring

At present, the cycle trips are monitored by five automatic 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 the future, KHS will endeavour to bid for extra funds to include resources for further cycle counters on new routes, in order to provide future evidence on how well-used the new routes are. 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

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.

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. KHS may have to move automatic cycle counters around due to lack of funding, but where this has to be done, KHS will ensure that this is done in a consistent manner. However, as mentioned previously on p31, KHS will endeavour to bid for funds within new projects to cover the installation of new cycle counters. Where possible, KHS will try to install counters capable of capturing more than just raw data – ie time of day counts measured, seasonal variations etc, to enable KHS to determine the likelihood of the type of traffic – whether school/commuting/leisure etc. KHS will also endeavour to carry out post-construction surveys amongst users to see what they think of new links and routes. All this will combine to help provide justification for cycle infrastructure and maintenance expenditure.

Appendix B

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

Strengths	Weaknesses	Opportunities	Threats
Many cycle paths	Badly planned network, many pinch points	Improve the network via proposed schematic to ensure links actually link-up! And extend out where local people would use them	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
Off-road route along Willesborough	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	Work together with Givaudan Ashford & Premier Foods to find an alternative route	Not getting permission to re-route cycle paths over private land

Strengths	Weaknesses	Opportunities	Threats
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

Strengths	Weaknesses	Opportunities	Threats
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 & Walking 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 & Walking 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

Strengths	Weaknesses	Opportunities	Threats
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

Strengths	Weaknesses	Opportunities	Threats
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

Strengths	Weaknesses	Opportunities	Threats
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

Strengths	Weaknesses	Opportunities	Threats
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 <input type="checkbox"/> artilage of houses backing straight onto road

Strengths	Weaknesses	Opportunities	Threats
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.

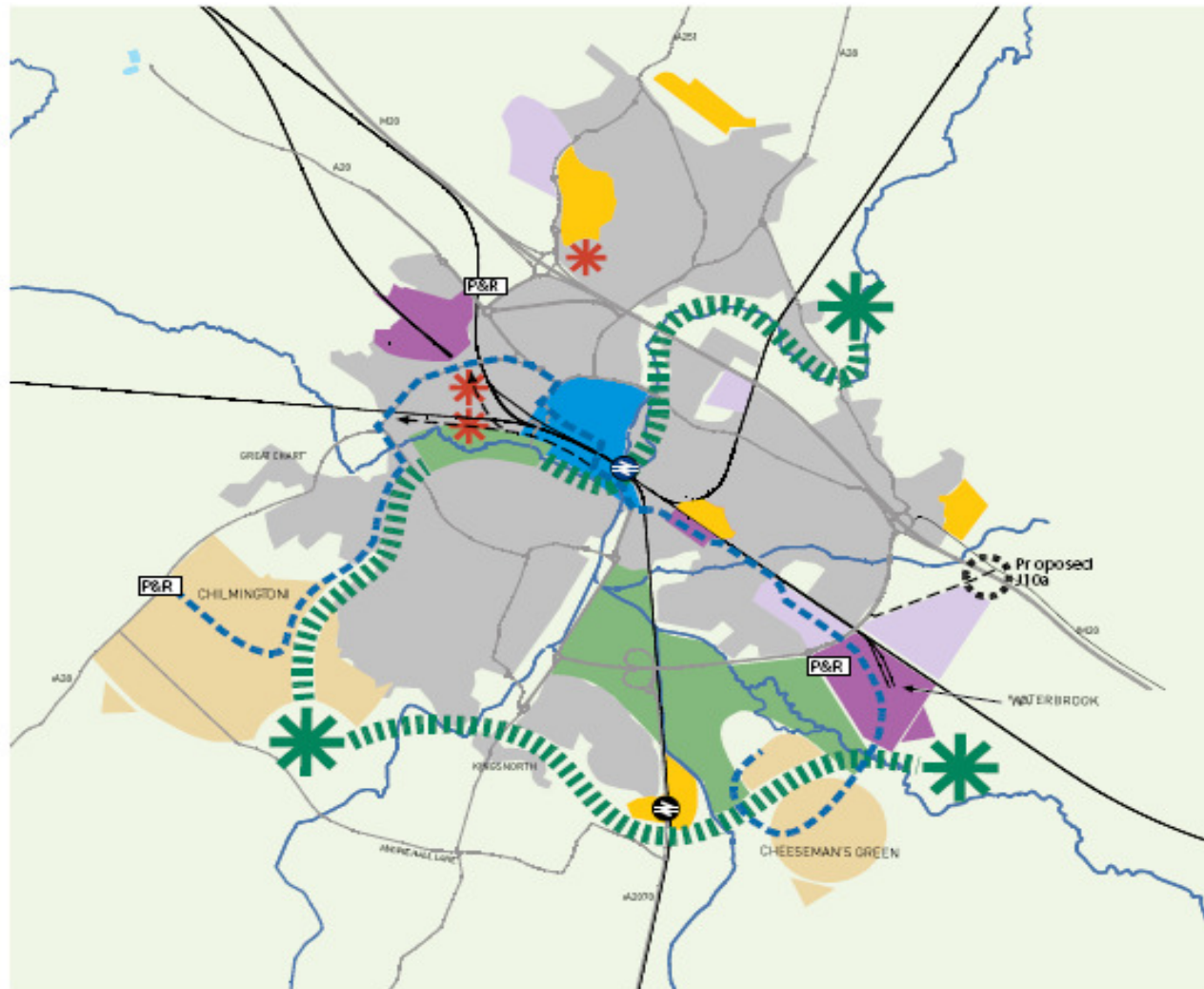
The strategic cycling corridors in the town centre will also form the backbone of a walking network with local connections.

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 (2010) – 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 proposed SMARTLINK route – if this goes ahead - with cycle storage provided to facilitate easy transfer between modes
- There need to be direct routes out of the development to 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
- Cycle path layout and design should promote the continual and unhindered motion of cycles by, for example, giving cycle paths priority at cul-de-sacs and providing flowing curves at junctions, rather than right angles. Cycle paths should also have priority at private drives and access roads and over road junctions where possible
- Where a cycle path ends, it should merge back onto the carriageway in the form of a mandatory cycle lane if possible and not just stop dead
- Types of path, eg shared path, should not change over short distances, but keep the same style for as long a distance as possible to avoid confusion and inconvenience to cyclists
- Paths should avoid crossing roads, only to cross back a short distance further on, as for example, at Willesborough Road, where KHS is currently looking to remedy this problem

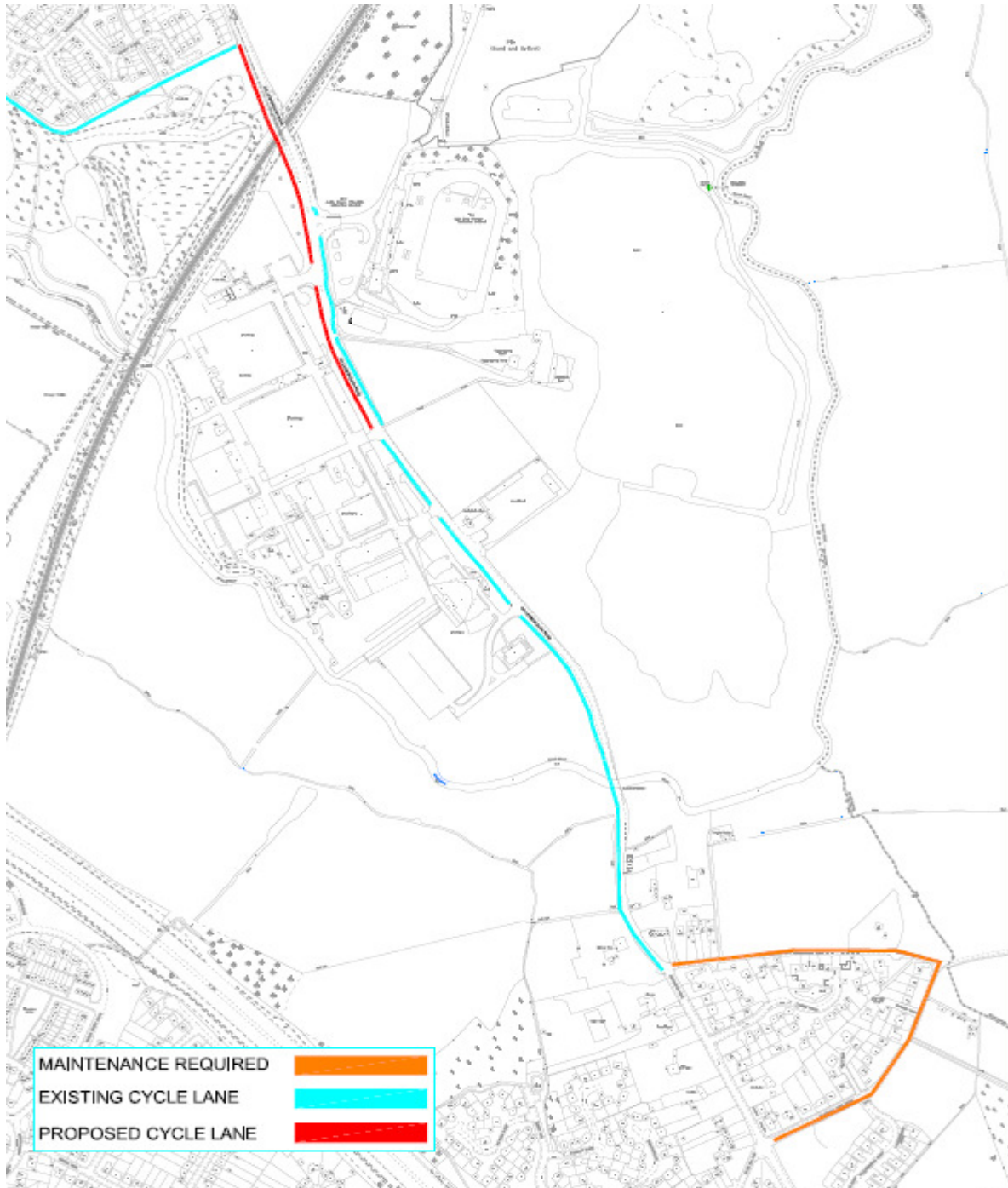
(Source: KHS and comments from the Ashford Cycling & Walking Forum)

CHEESEMAN'S GREEN DEVELOPMENT PLAN



PRIORITY PROPOSED NEW CYCLE ROUTES

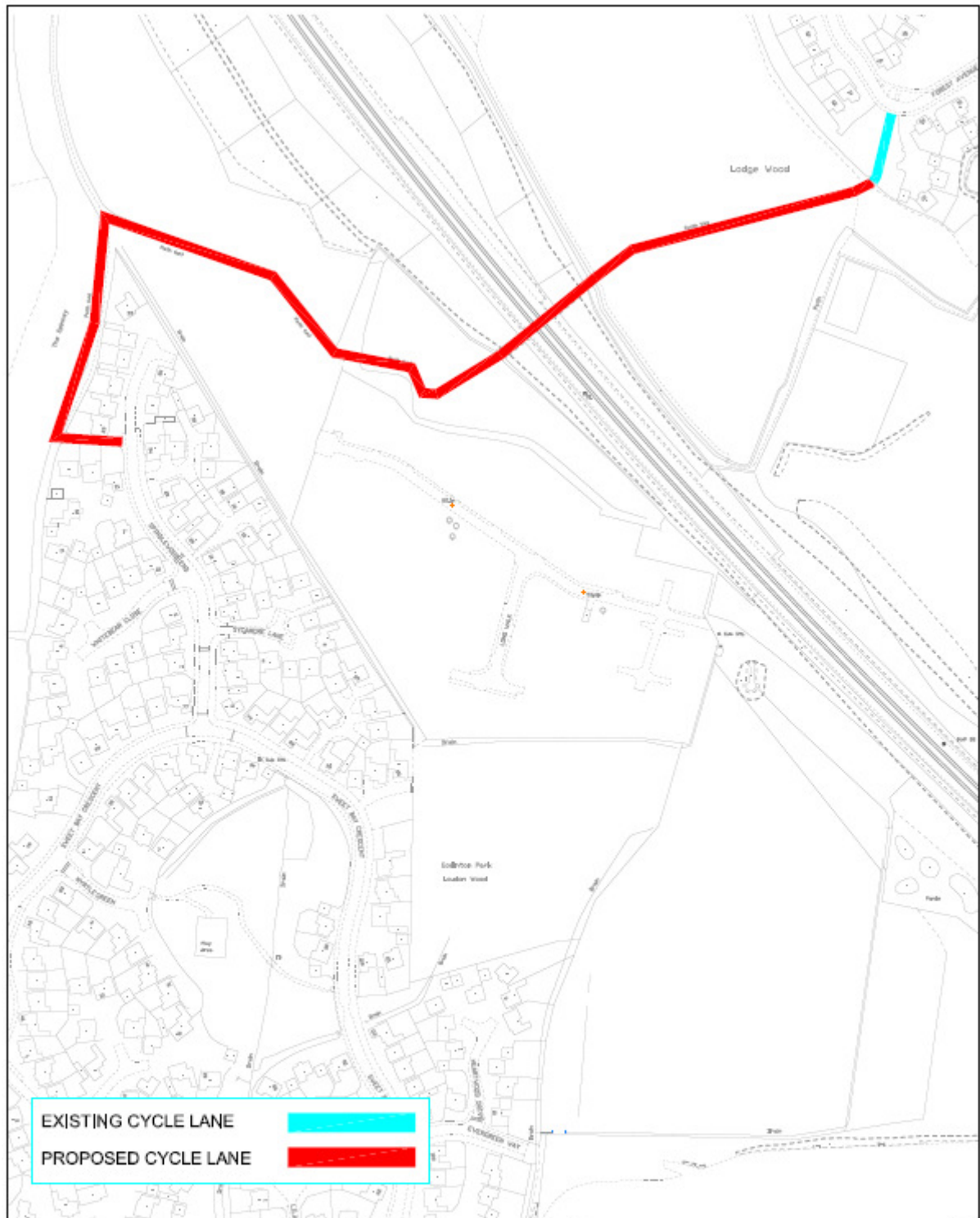
1 & 2 NCR18 – Willesborough Road



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

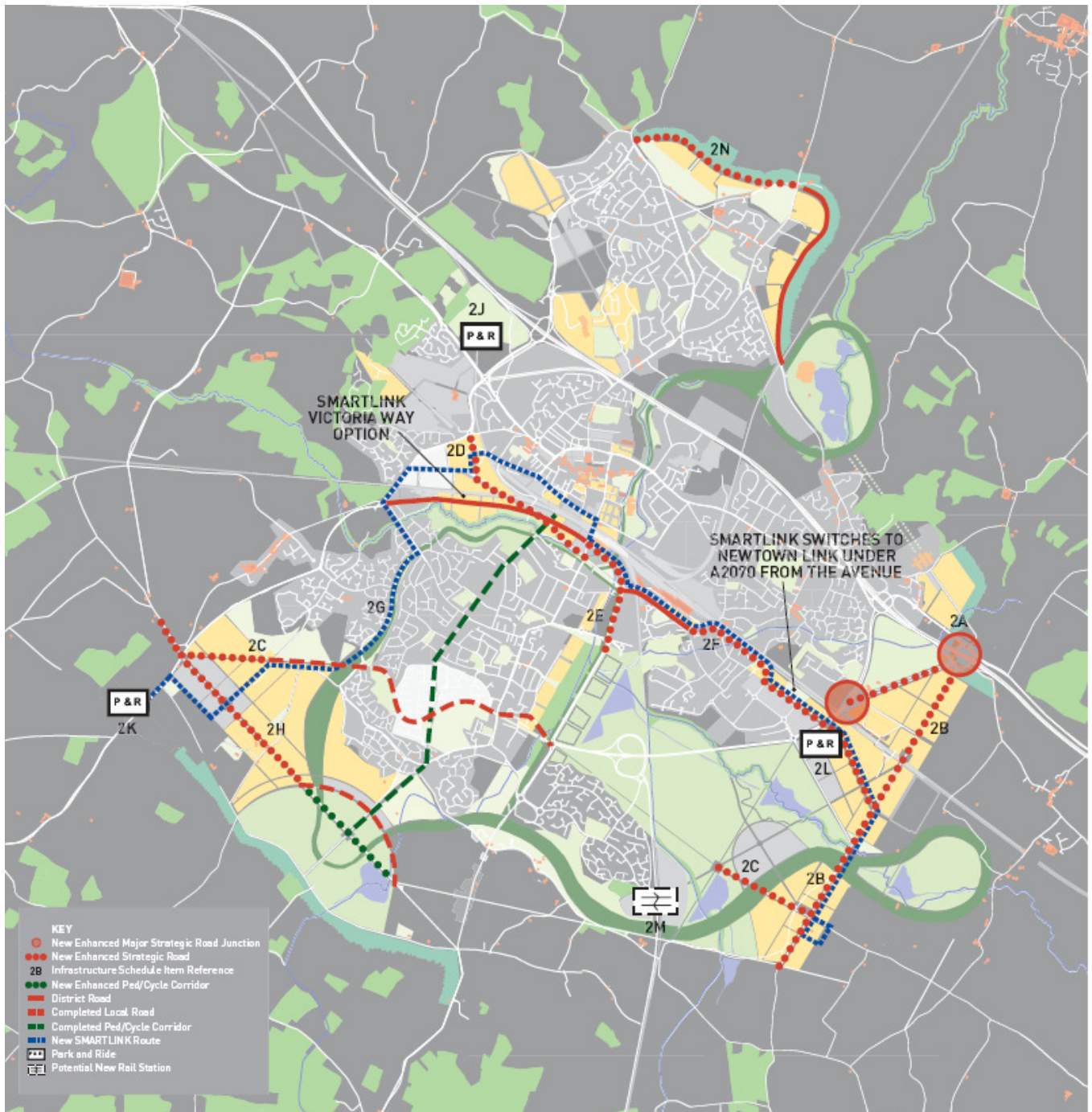


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	Signed		Date			
Prepared	WS			July 09		
Checked						

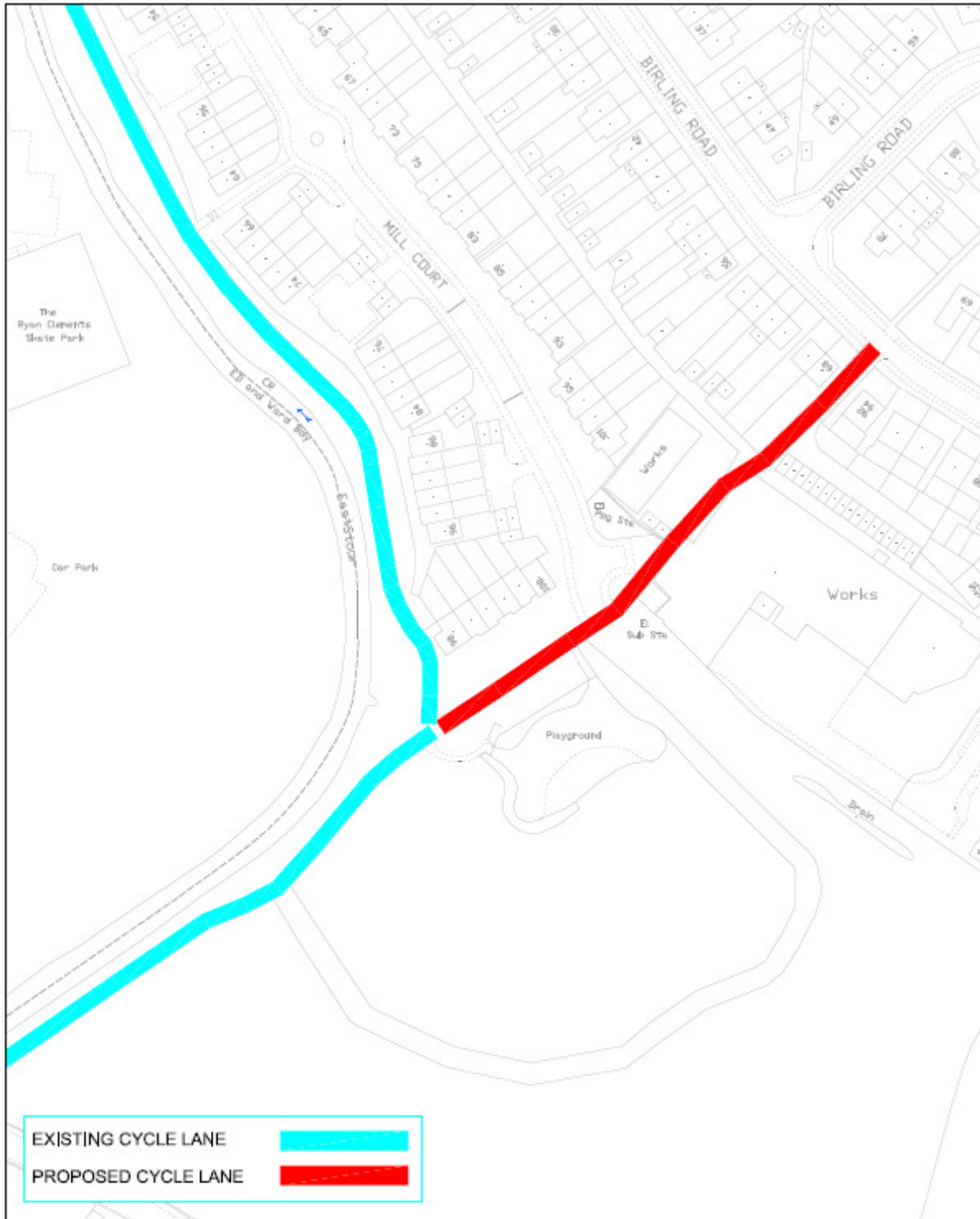
Project	Future Network Links
Title	Godington Park Orchard Heights
A4	NTS
Dwg No	

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

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



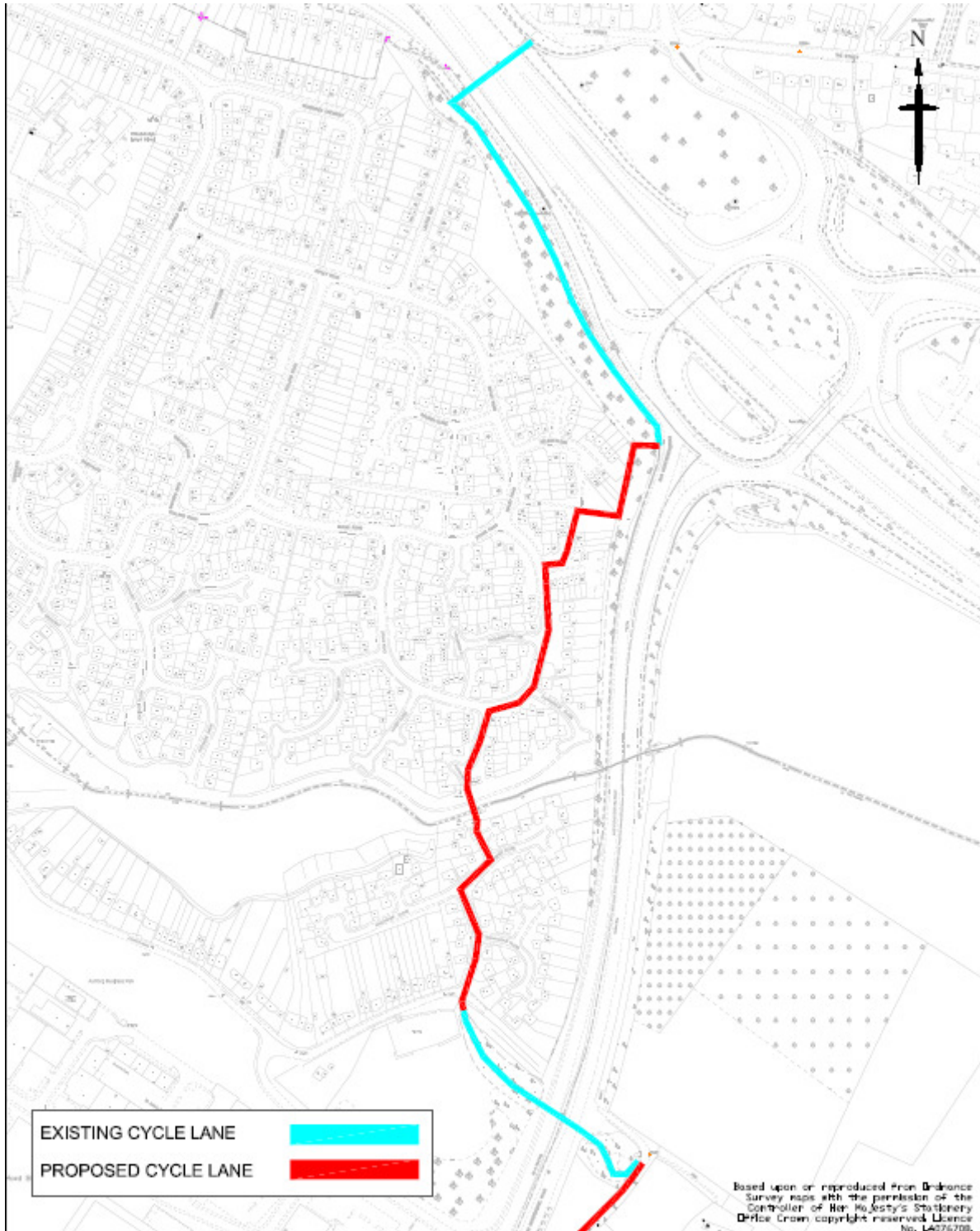
5 Birling Road to Mill Court – Up-grade existing path to shared use, resurface and light



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

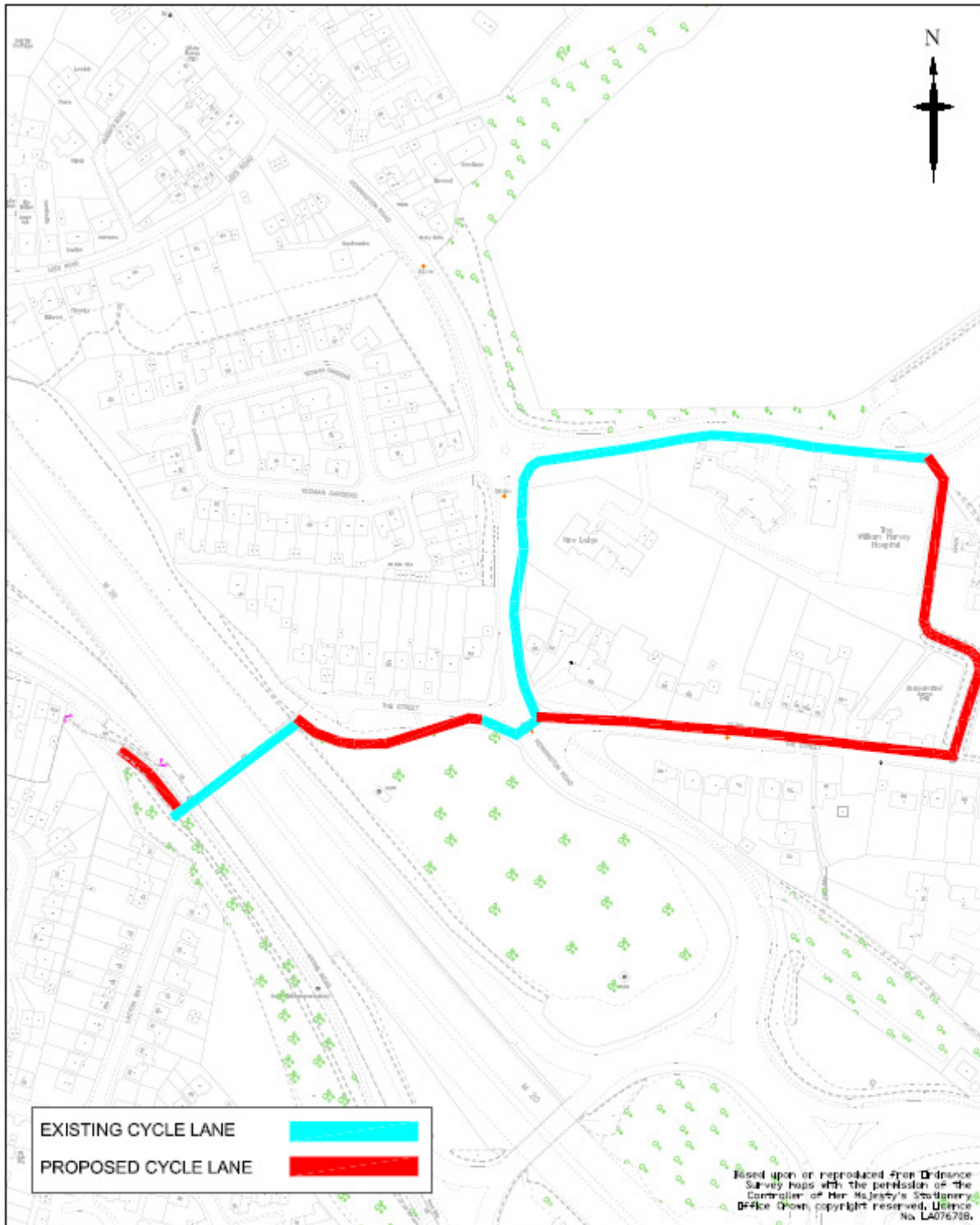
6 Church Road, Sevington to Aylesford Green (to link through Nelson Close)



Revision	Date					
Revision	A	B	C	D	E	F
Amended						
Checked						
	Signed		Date			
Prepared	WS	July 09				
Checked	LG	July 10				

Project	Future Network Links
Title	Church Rd, Sevington to Aylesford Gr
A4	NTS
Dwg No	10-MISC-ASH-12

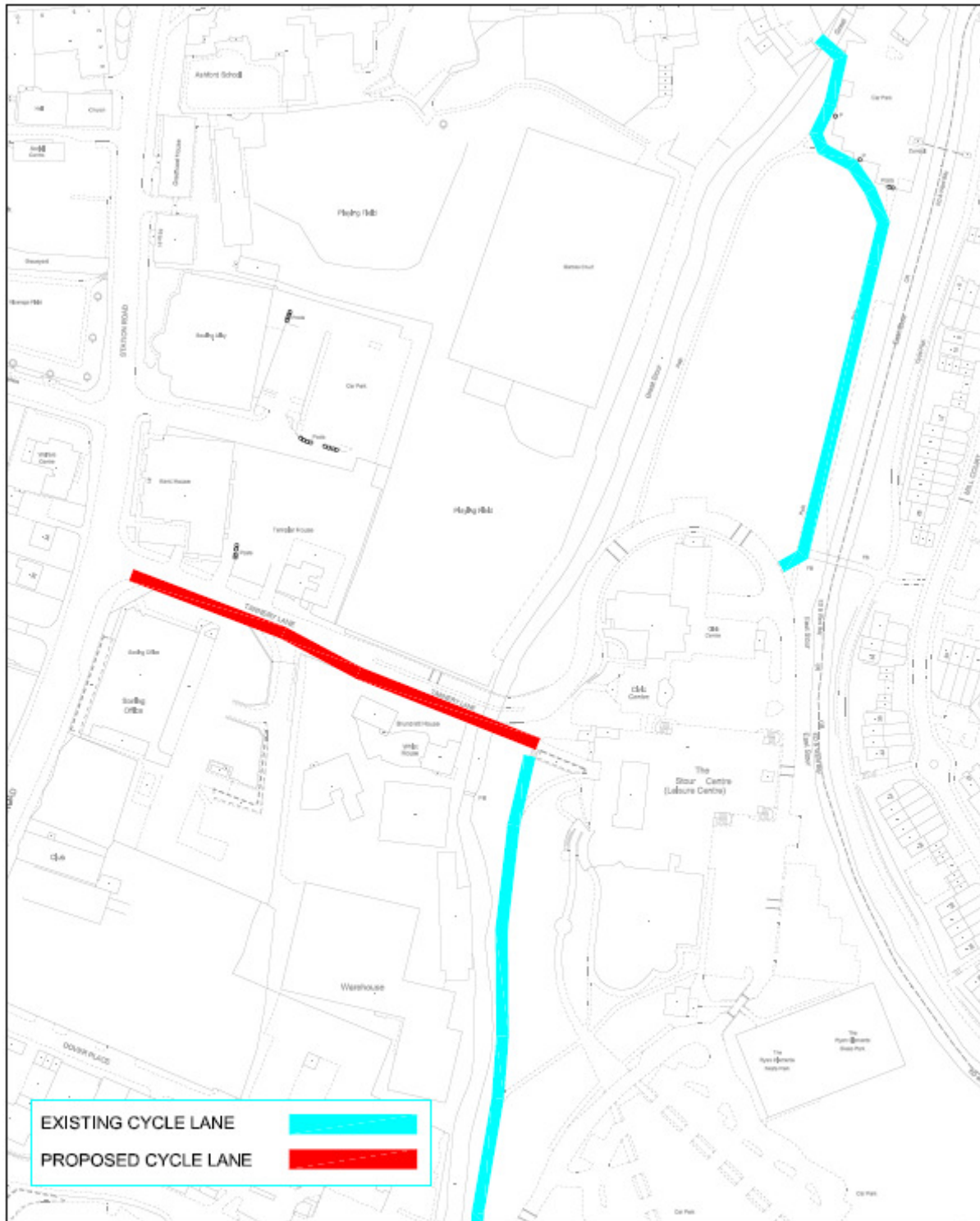
7 Improve link from The Street up into William Harvey Hospital (include lighting on bridge)



Revision	Date					
Revision	A	B	C	D	E	F
Amended						
Checked						
	Signed		Date			
Prepared	WS	July 09				
Checked	LG	July 10				

Project	Future Network Links
Title	The Street into William Harvey Hospital
A4	NTS
Dwg No	10-MISC-ASH-11

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

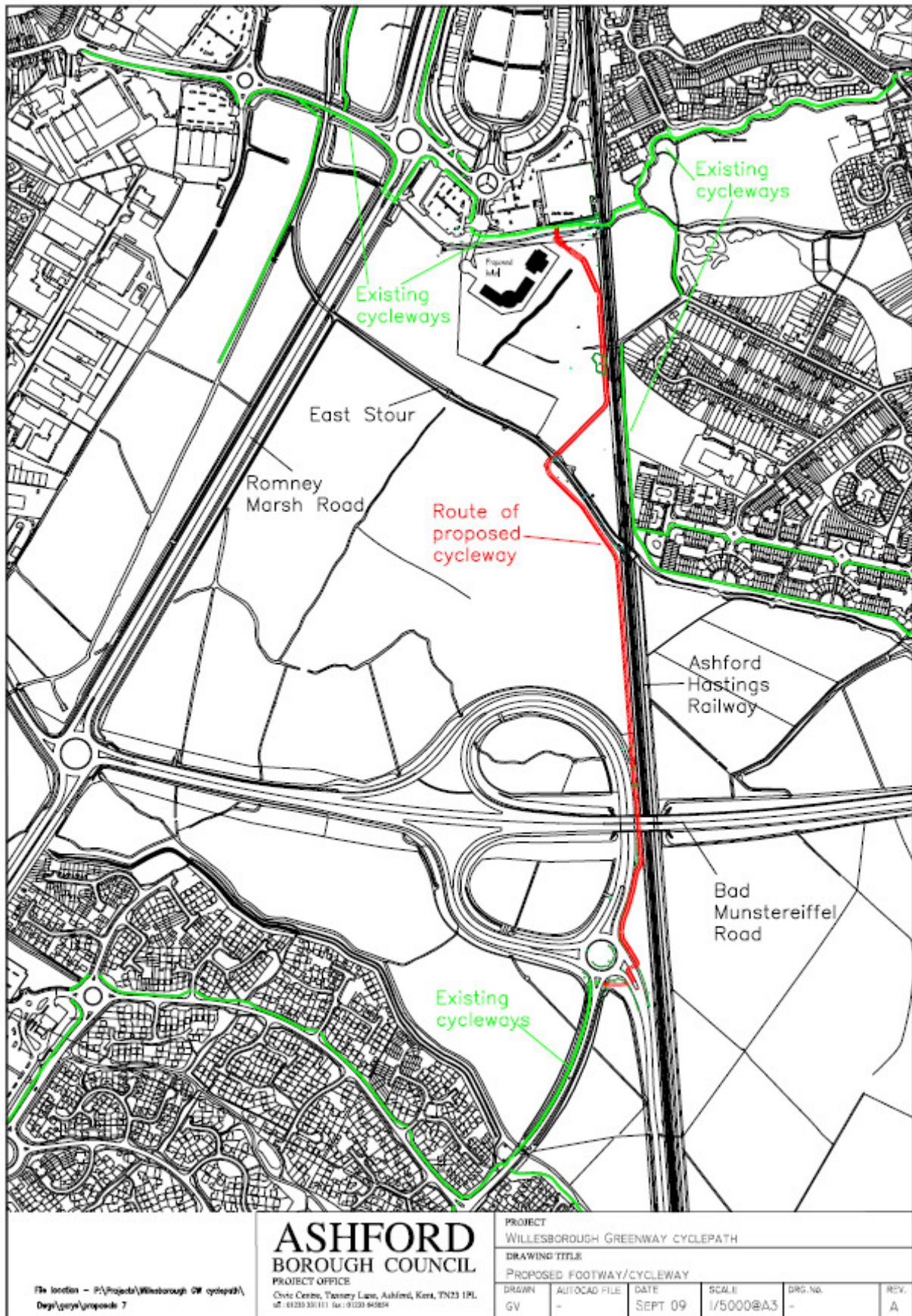


Kent Highway Services
 Kent Highway Services
 4 Javelin Way
 Heronwood Estate
 Ashford
 Kent TN24 9AD

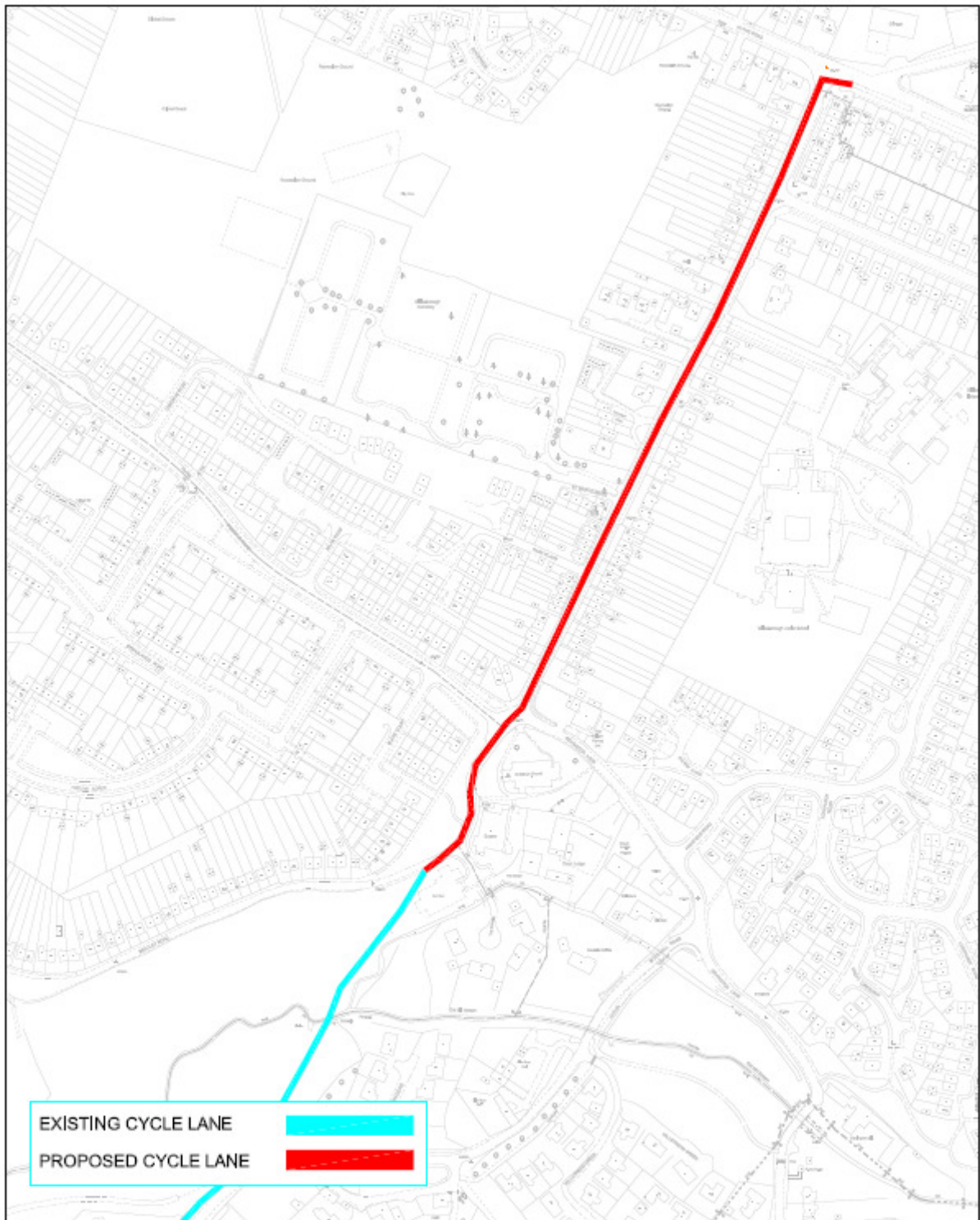
Revision	Date					
Revision	A	B	C	D	E	F
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Prepared	WS			July 09		
Checked						

Project	Future Network Links
Title	Stour Centre to Tannery Lane
A4	NTS
Dwg No	

9 Willesborough Dykes



10 Bentley Road to Hythe Road



Revision	Date					
Revision	A	B	C	D	E	F
Amended						
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	Signed		Date			
Prepared	WS	July 09				
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Project: Future Network Links

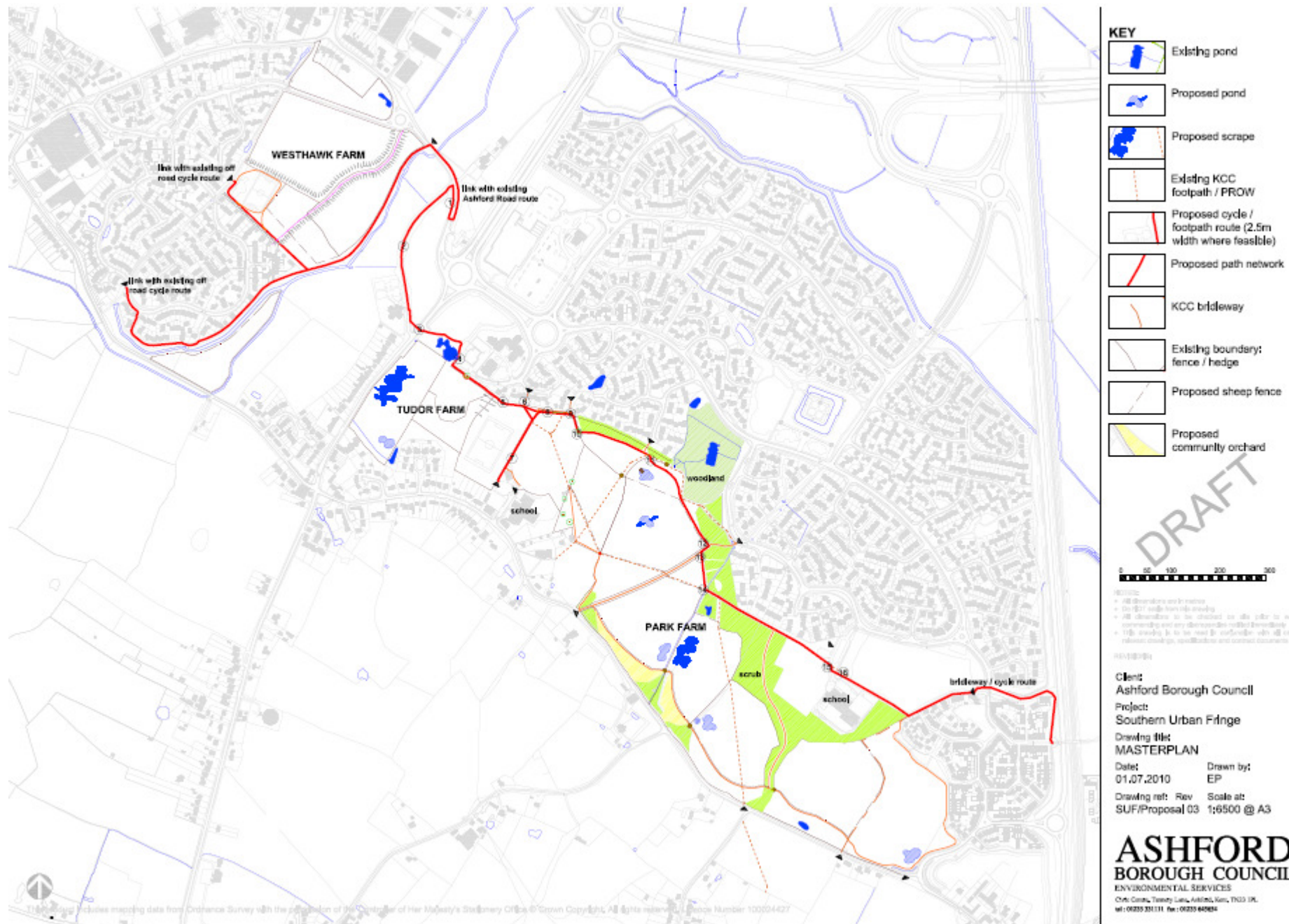
Title: Bentley Road to Hythe Road

A4 NTS

Dwg No

PROPOSED SOUTHERN ASHFORD EXTENSION SHARED PATH (To insert up-dated Route map here)

During the consultation process for this project, local residents and concerned outside bodies have written in expressing their wishes to see a link from Park Farm to Christchurch School along Reed Crescent to Bluebell Road and the local Tesco. Plans have been made to construct these routes when funding becomes available, and the new project proposal for the Southern Ashford Extension Shared Path will go a long way to linking Park Farm and Stanhope, providing further links into local schools, as well as leisure links. This project will be undertaken in partnership with Ashford Borough Council, Kent Highway Services and Sustrans. The proposed route is as depicted on the following page:



APPENDIX I

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 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?
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&Q 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				

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/safely 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	Mainly shared	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	No	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				

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						Yes	Yes				
Ashford Town Centre	No						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	

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: viability - 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

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 glass	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 by 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 much 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

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. Roads 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

KENT ACTIVE TRAVEL STRATEGY

Kent Active Travel Strategy

A contribution to Kent's Integrated Transport Strategy
Spokes East Kent Cycle Campaign

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4 Active Travel Supporting the DfT's National Goals and the Integrated Transport Strategy

1 Introduction

The Department for Transport's national overarching goals for transport are:

- 1.1 to **support** national **economic** competitiveness and **growth**, by delivering reliable and efficient transport networks;
- 1.2 to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change**;
- 1.3 to **contribute to better safety, security, and health** and longer life expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health;
- 1.4 to **promote** greater **equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society;
- 1.5 to **improve quality of life** for transport users and non-transport users, and to promote a **healthy natural environment**.

Walking and cycling – together, separately, and in conjunction with public transport - have important roles to play in achieving these goals, but for them to do so there need to be changes in the ways provision is made for walking and cycling in Kent.

Spokes believe Kent County Council has a key role to play in making active travel a real transport choice throughout Kent. We put our trust in the Council to make this council's Integrated Transport Strategy for Kent deliver a tangible, positive change and offer the following help and suggestions for consideration.

2 Taking Action on Active Travel

Active travel is seen by a wide range of public health bodies to be an everyday activity which could

reverse the damage manifesting itself in our health and wellbeing. The following actions from Sustrans’ Active Travel Policy seek to provide all individuals with a real, safe, practical choice. The Integrated Transport Strategy for Kent can significantly contribute to improving public health.

- 2.1 set ambitious targets for a growth in walking and cycling – and ensure they are met:** publish a coherent strategy for growth in walking and cycling, based on experience of what works; monitor and performance-manage progress; give transport departments a clear public health objective, and make clear the roles of other government departments and other partners
- 2.2 invest at a realistic level:** commit 10% of transport budgets to walking and cycling immediately, and in future ensure that transport funds are allocated proportionate to the new, ambitious target levels
- 2.3 create safe, attractive walking and cycling conditions,** with coherent high quality networks linking all everyday destinations, so that walking and cycling are faster and more convenient than motor travel, backed up by individualised travel marketing, school and workplace travel plans, practical walking promotion programmes and high quality cycle training
- 2.4 make 20mph or lower speed limits the norm for residential streets** and those used by shoppers, tourists and others, close to schools or public buildings, or important for walking and cycling or children’s play. In urban areas only the busiest strategic traffic routes should now qualify for higher speed limits
- 2.5 tackle bad driving,** through improved driver training and awareness campaigns, backed by stronger and better enforced traffic laws
- 2.6 ‘health check’ every transport and land use decision,** focusing on the potential impact on levels of walking and cycling and other aspects of health; invest public money to the benefit of public health, and reject proposals whose impact on walking and cycling will not be positive.

The sustainable transport charity Sustrans has taken the Government’s own methods of assessing the economic benefits of transport schemes and applied them to a number of local walking and cycling routes. The results show them to have a benefit to cost ratio of 20:1. This is in stark contrast to the typical ratio of just 3:1 for other transport schemes such as rail and roads. Sustrans’ analysis shows how money spent on creating the right environment to encourage more walking and cycling could result in massive cost savings for the Treasury and major benefits to public health.

<http://www.sustrans.org.uk/resources/research-and-monitoring/economic-appraisal-of-cycling-and-walking-schemes>

In order for the goals and objectives of the Kent Active Travel Strategy to be met we believe it is imperative that at least 10% of the local transport budget is invested in walking and cycling.

3 An Integrated Transport Strategy for Kent Draft Goals and Objectives

In this section we show that there is considerable alignment between the aspirations the KCC ITS and our Kent Active Travel Strategy.

	KCC's draft goals for consultation	KATS amended draft goals
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3.1	Our economy is not as prosperous as other parts of the South-East, with a Gross Domestic Product (GDP) per head of population well below the regional average, coupled with a higher unemployment rate. There are wide differences in prosperity and unemployment across Kent, with higher prosperity and employment in the west and lower levels in the east, particularly in the coastal towns. Being able to access jobs, services and other businesses is vital to improving Kent's economy and the transport sector itself employs around 5% of Kent's workforce. Therefore building the right skills to run and manage Kent's transport network is of key importance. <i>[Page 7, paragraph 1]</i>	To support the county's transition to a low carbon economy and to improve access to jobs and services for all by offering real choice
3.2	Transport is responsible for around 20% of the UK's domestic greenhouse gas emissions, with the majority coming from road transport. The way forward is to provide low-carbon transport options allied with better planning to reduce the need to travel which will support economic growth and housing growth and tackle climate change. <i>[Page 7, paragraph 5]</i>	To reduce the impact of transport on the environment and help tackle climate change
3.3	<i>See Health and Road Safety section on page 8, and Sustainable Transport chapter, starting on page 37.</i>	To provide the physical environment that enables people to travel actively
3.4	To improve the quality of life for residents, businesses and visitors in Kent by improving access to services, goods and opportunities. <i>[Page 5, paragraph 1]</i>	To improve quality of life
3.5	<i>Not present</i>	Improve the condition of local roads, footways and greenways, including resilience to flooding
3.6	To support regeneration and housing growth in Kent whilst minimising congestion through and accessible reliance and efficient integrated transport network. <i>[Page 5, paragraph 2]</i>	Reduce congestion for all modes
3.7	It is important that alongside road improvements, we manage traffic better on our existing roads to reduce delays and make journey times more reliable. <i>[Page 15, paragraph 1]</i>	Reduce reliance on single or low-occupancy private cars
3.8	Health and safety are interlinked, and reducing casualties caused by vehicular traffic is a constant priority for central and local government. Recent years have seen a gradual decline in road casualties, through changes to the highway and vehicle design, as well as through awareness raising, education and enforcement. <i>[Page 8, paragraph 7]</i>	Reduce casualties and the dangers associated with travel, prioritising vulnerable users
3.9	These differences in population across Kent need to be taken into account when we consider	Improve accessibility for all to jobs, goods, services

	improvements to the transport network, especially relating to access to key services, vulnerability, personal safety and affordability that will exacerbate social exclusion. <i>[Page 7, paragraph 3]</i>	and leisure, by means other than the private car unless disabled
3.10	This strategy also helps deliver the aims of What Price Growth by identifying the necessary transport infrastructure needed to accommodate the level of housing and jobs planned for Kent, the measures required to manage the existing network and offer travel choice and better access to jobs, especially in deprived areas where car ownership is low. <i>[Page 8, paragraph 12]</i>	Ensure that all development meets the PPS eco-towns standard for transport (ET 11)
3.11	We will implement strategic and extensive cycle corridors linking our green infrastructure, good quality and safe cycle lanes to, from and through our towns and villages; and good wide, hospitable, uncluttered pedestrian links within and between towns and villages, encouraging people to cycle and walk, as their first option. <i>[Page 37, paragraph 2]</i>	Build direct, continuous, flat and well surfaced routes between and within towns
3.12	There are 31 areas in Kent where air pollution, caused by road traffic, exceeds the Government's objectives and these can lead to respiratory disease and illness. Although primarily on the motorway and trunk road network, the number of locations on local roads is steadily increasing. <i>[Page 8, paragraph 8]</i>	Enable the creation of streets for people and liveable neighbourhoods
3.13	Making public transport easier, simpler and cheaper to use through utilising new technology, integrating ticketing and promoting better understanding of how to use it. <i>[Page 3, paragraph 9]</i>	Develop and increase effective use of high quality, welcoming public transport and provide good quality information
3.14	We also want businesses and schools to help us in tackling congestion and pollution by looking at ways they can help their staff to commute to work by sustainable modes, helping to reduce the high number of cars that travel in the peak with a lone driver. We need attractive and direct walking and cycling routes and cycle parking outside our main destinations like schools, shops, stations, parks etc. We will also give better information on the impact and costs of everyday journeys, so that residents can consider the other ways of making their journey that are quicker, cheaper and greener. Chronic life-style related health problems create a huge cost to society, partly due to very low levels of physical activity in the UK compare to Europe and walking and cycling are physical activities that can be easily integrated into our busy lifestyles. <i>[Page 37, paragraph 4]</i>	Develop and prioritise cycling and walking for local journeys, recreation and health

4 Active Travel Supporting the DfT's National Goals and the Integrated Transport Strategy for Kent

In this section we detail the practical actions that are needed to meet the aspirations presented in section 3.

Our recommendations for helping walking and cycling achieve the five goals in Kent are:

4.1 **support** national **economic** competitiveness and **growth**, by delivering reliable and efficient transport networks;

How walking and cycling contribute:

- 4.1.1 Reduced motor vehicle congestion is a key to improving the reliability of journeys and “growth without gridlock”. Both modes are the most reliable for shorter journeys—they make the best use of space and are unaffected by motor vehicle congestion.
- 4.1.2 Short journeys made on foot and bicycle, instead of in cars, create road space for others to use.
- 4.1.3 More efficient use of transport space - people on foot or bicycle take up less room.
- 4.1.4 Better alertness and health of workers who commute on foot or bike. Less tendency to road rage.
- 4.1.5 Journeys made during the day for business purposes are more reliable and consistent because journey origin to final destination times are more dependable, time is not wasted (no late arrivals; no early departures just in case of disruption)
- 4.1.6 Walking and cycling are resilient to disruption of travel networks through (e.g.) vehicle collisions/crashes, transport worker strikes, road repairs, terrorism.
- 4.1.7 Individuals who walk or cycle are also more resilient, can find alternative routes.
- 4.1.8 Increased oil prices and supply fluctuations have no impact on active travel modes.
- 4.1.9 Cost of collisions reduced through modal shift which brings fewer collisions and less severity.

What could be done in the KCC Integrated Transport Strategy for Kent:

- 4.1.10 Walking and cycling take place on every road – not just where “facilities” are provided. Review cycling and walking networks and invest to remove barriers, increase permeability, improve through-route signage, remove unnecessary stoppages at traffic signals, and bring quality walking and cycling to the whole street network.
- 4.1.11 Review and improve phasing of traffic signals, especially at pelicans and toucans, to avoid motor vehicles being stopped on red long after a pedestrian or cyclist frustrated by delay has already crossed.
- 4.1.12 Invest in good quality installation and maintenance of walking and cycling networks and ensure resilience to increasingly heavy rainfall.

- 4.1.13 Prioritise the gritting of pavements and cycle routes in the event of snow/ice.
 - 4.1.14 Business parks—provide safe walking (including to/from public transport) and continuous cycling routes for 5 miles in every direction.
 - 4.1.15 Provide safe & continuous cycling and walking routes from city / town centres for 5 miles in every direction.
 - 4.1.16 Invest in pool bikes, couriers, rickshaws, load carrying, Bikeability training, cycle mileage allowances, relaxation of dress codes, practical bikes (mudguards, chain guards, lights).
 - 4.1.17 Implement travel plans and accompanying safe infrastructure for every workplace.
 - 4.1.18 Review the costs of providing and maintaining car parking – implement ‘California Law’ to reward those who do not occupy a car parking space at or near work, as pioneered by Pfizer.
- 4.2 reduce transport’s emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change**;

Ninety five percent of the fuel used in a car journey is consumed merely to move the vehicle – not the person. Short car journeys are where car engines are working at their lowest efficiency. Petrol consumption rates are greatly increased during starts-from-cold – urban cycle is typically two-thirds as fuel-efficient compared with extra-urban.

How walking and cycling contribute:

- 4.2.1 Walking & cycling in towns produce almost no carbon emissions or other pollutants. The climate costs of producing bicycles, and clothing for use in walking and cycling are very low.
- 4.2.2 The climate costs and the whole life financial costs of walking and cycling infrastructure are far lower than that needed to facilitate motor vehicle movements. (Sustrans research)
- 4.2.3 Better access to public transport enables replacement of car journeys, and more efficient operation of public transport.
- 4.2.4 Enabling children to travel independently replaces the School Run.
- 4.2.5 Enabling intermediate distances to be covered when combined with public transport - very important for climate change in terms of CO₂.

What could be done in the KCC Integrated Transport Strategy for Kent:

- 4.2.6 Enable people who use cars to do so less wastefully – provide incentives not to drive alone.
- 4.2.7 Enable more independent car-free journeys by those who do not or cannot drive (e.g. the young, the old, the poor, the unqualified).
- 4.2.8 Build high levels of active travel into new developments e.g. proposed growth areas east of Maidstone, in Medway and Ashford.

- 4.2.9 Connect all villages within 5 miles of all main towns and cities (e.g. Dartford, Swanley, Gravesend, Edenbridge, Sevenoaks, Royal Tunbridge Wells, Medway towns, Maidstone, Minster (Sheppey), Queenborough, Sittingbourne, Tenterden, Ashford, Faversham, Canterbury, Whitstable, Herne Bay, Lydd, New Romney, Hythe, Folkestone, Dover, Deal, Sandwich, and the Thanet towns) to that town by safe continuous uninterrupted cycle routes (as for example in Cambridge). Please see the enclosed map.
- 4.2.10 Invest to enable safe, convenient and uninterrupted walking and cycling to public transport interchanges. Provide cycle parking at bus stops.
- 4.2.11 Increase the catchment areas of bus and train by investing to enable cycling trips up to 5 miles to/from public transport.
- 4.2.12 Provide filtered permeability at junctions – as advocated in the DfT Manual for Streets – to provide positive advantages for sustainable modes.
- 4.2.13 Encourage car free developments – both business and residential.
- 4.2.14 Encourage and facilitate Car Sharing Clubs.
- 4.2.15 Invest in Personalised Travel Planning – to both old and new settlements.
- 4.2.16 Reallocate road space to sustainable modes.
- 4.2.17 Reduce speed limits on all roads – most walking and cycling takes place along bus routes where the greatest risk to pedestrians and cyclists exists.
- 4.2.18 Satellite Park and Ride schemes should include bike parking provided to enable Park & Cycle, e.g. at the edge of county towns.
- 4.2.19 Ensure Park & Ride bus services operate all day and evening every day.
- 4.2.20 Introduce a Congestion Charge for single occupancy cars.
- 4.2.21 Implement Carbon Reduction plans.
- 4.2.22 Introduce a Workplace Parking Levy to help pay for walking, cycling and public transport improvements.
- 4.3 **contribute to better safety, security, and health** and longer life expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health;

How walking and cycling contribute:

- 4.3.1 By enabling people to make some journeys, or parts of them, actively.
- 4.3.2 By enabling journeys to be diverted from cars, reducing the number of vehicle journeys made – especially shorter journeys where congestion may be greatest, and where air pollution from cold vehicle engines (both CO₂ and NO_x), and from PM₁₀ particulates from diesels, is greatest.

- 4.3.3 By creating safer streets through Safety in Numbers – more people walking and cycling makes streets and places more alive and welcoming to others who decide to venture out of doors because they feel more secure. The ‘casual surveillance’ available when others are about gives assurance to people that they can go outdoors safely.
- 4.3.4 Active travel brings benefits to all, both those who participate and those who benefit from less noise, air pollution, and stress due to streets overcrowded with motor vehicles.
- 4.3.5 By reducing the adverse impacts of motor traffic on health – sedentary effects of car, van and lorry travel, and pollution. Reduction of per-trip Killed and Seriously Injured due to fewer motor vehicle journeys.
- 4.3.6 There is an overall positive benefit of active travel, which exceeds any increase in injury rates due to more people out and about on foot or bicycle.
- 4.3.7 Fewer motor vehicles means less severance – Motor traffic can sever communities, regardless of the power source. This applies as much to electric & hydrogen powered vehicles as to internal combustion engines.
- 4.3.8 Walking and cycling increase independent mobility and personal development of children, whereas car based travel limits the freedom of those who do not drive.

What could be done in the KCC Integrated Transport Strategy for Kent:

- 4.3.9 Make walking and cycling into activities that can be undertaken 24 hours a day, every day of the year.
- 4.3.10 Implement 20mph in all urban areas, including bus routes and mixed priority streets.
- 4.3.11 Review all existing cycling and walking ‘facilities’ in the light of a changed focus to encourage active modes.
- 4.3.12 Revive unimplemented schemes from the earlier KCC and district council transport plans.
- 4.3.13 Continue with the cycling policy to provide separate facilities on faster roads.
- 4.3.14 Address cyclist priority at side road crossings – (ref Cycling England).
- 4.3.15 Install "countdown until walk-time" signals at pedestrian and cyclist signalled crossings
- 4.3.16 In designing signalled junctions, always presume provision of Advanced Stop Lines and Headstart-to-Cyclists signal phase, unless these are demonstrated to be impossible to install
- 4.3.17 Waiting at bus stops – implement the recommendations from ‘Making the Connections’ (DfT/ Social Exclusion Unit).
- 4.3.18 Provide ample secure cycle parking, well overlooked, including cycle lockers where appropriate.
- 4.3.19 Address antisocial driving – speed and parking are high on list of local concerns.

- 4.3.20 Address pavement cycling: make roads and traffic less hazardous for cyclists - provide street conditions that remove the temptation to cycle on pavements – ensure that those who do must pay a fine or get training.
- 4.3.21 Validate pedestrian-only zones with on-pavement "walk-your-bike" signage
- 4.3.22 Work closely with planning authorities – monitor every development, ensure that cycle parking required by planning permissions is actually installed.
- 4.4 **promote** greater **equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society;

How walking and cycling contribute:

- 4.4.1 Walking and cycling are very inexpensive for individuals, and need to be supported by institutional investment to ensure active travel can take place
- 4.4.2 Private car creates social exclusion, walking and cycling reduce it.
- 4.4.3 Young and old people can walk and cycle.
- 4.4.4 People without driving skills, or banned from driving, can walk and cycle.
- 4.4.5 Independence comes from walking & cycling – anyone of any age can do it, journeys on foot are consistent and reliable.
- 4.4.6 Walking and cycling create neighbourliness, encourage development of the individual and communities.

What could be done in the KCC Integrated Transport Strategy for Kent:

- 4.4.7 Invest in walking networks which are level (as far as possible) throughout and continuous.
- 4.4.8 Invest in better maintenance and installation of cycling and walking networks.
- 4.4.9 Improve accessibility to public transport by walking and cycling – for cycling, focus on journeys of up to 5 miles.
- 4.4.10 Provide ample secure cycle parking at all local centres, social venues, services.
- 4.4.11 Review and enforce standards of cycle parking provision for flats, to ensure flat dwellers can secure parked bicycles.
- 4.4.12 Encourage and facilitate Pay-As-You-Go Car Sharing Clubs - to increase access to cars without the need to own one, heighten awareness of direct per-trip costs at the margin of making a vehicle journey (for comparison with per-trip costs of public transport) , and encourage car rental for longer journeys.
- 4.4.13 Ensure the requirements of the DDA are foremost in the design and layout of travel facilities for all modes, eg path widths that allow two tricycles to pass.
- 4.4.14 Ensure that parking provision for motor vehicles, motor cycles, bicycles and the disabled (on and off street) is planned together.

4.4.15 Increase awareness of battery-assisted bicycles for disabled people.

4.5 improve quality of life for transport users and non-transport users, and to promote a **healthy natural environment**.

How walking and cycling contribute:

4.5.1 Reduced stress through activity, reduced stress, noise and air pollution through less congested streets and communities.

4.5.2 Healthy travel contributes to quality of life.

4.5.3 Travelling "outside the box" improves casual social interaction and sense of community through better direct eye and ear and face-to-face contact

4.5.4 Fewer cars, lower speeds means less road kill of wildlife, and reduced severance of wildlife corridors.

What could be done in the KCC Integrated Transport Strategy for Kent:

4.5.5 Acknowledge the roles of streets as social places – not merely conduits for the passage of vehicles and storage places for private vehicles. Implement street layout and management processes that acknowledge and reflect this.

4.5.6 Provide separated cycle routes beside roads with higher speed limits.

4.5.7 Reduce speed limits to reduce traffic noise, danger and perception of danger.

4.5.8 Apply the recommendations of the Manual for Streets and English Heritage street design manuals to existing streets as well as to new developments.

4.5.9 Support and introduce Car Free Sundays in prominent places – good for social interaction and to help nervous cyclists to gain confidence.

4.5.10 Design cycle and walking routes as a continuous high quality experience, with good maps and signage.

4.5.11 Create better quality bus travel and public transport interchanges – with good walk and cycle routes to/from interchange points, and ample secure cycle parking.

4.5.12 Introduce Streets for Play – DIY Streets, home zones, streets closed 2-5 pm weekdays and all weekend.

PILGRIM'S WAY CYCLE TRAIL

A long distance Cycle Tourism trail is being developed along the Pilgrim's Way between Rochester and Canterbury. Demand for such long distance recreational cycle routes is increasing and the route hopes to provide some much needed economic benefit to the rural communities along the way. The route, to be known as 'The Pilgrims Way Cycle Trail' will also form part of the National Cycle Network, (part of route 17) with connections to Maidstone and Ashford, and which may also be used as commuter routes. Offering fantastic scenery and mainly quiet lane or off-road cycling, the route will be a great asset for family leisure.

Agenda Item No: 7



ASHFORD
BOROUGH COUNCIL

Report To: Joint Transportation Board

Date: 14th September 2010

Report Title: Payment of parking charges by phone and proposed amendments to the On and Off Street Parking Places Orders

Report Author: Operations Manager Parking Services

Summary:

To seek Members' approval, for a trial period, to provide motorists wishing to park on street and in the Council's car parks, with the facility to pay parking charges by phone and to make alterations to the On and Off Street Parking Places Orders.

Key Decision: No

Affected Wards: Victoria and Tenterden. Car parks in Ashford and Tenterden could potentially be used by motorists living in all Wards.

Recommendations: **Subject to the views of the Board:**

The Board recommend to the Executive that the Head of Legal and Democratic Services be authorised to enter into a contract with the chosen 'Phone Parking' provider.

Permission be given to prepare and advertise Traffic Regulation Orders to introduce various changes to the On and Off Street Parking Places Orders.

Any unresolved objections to the proposed amendments be brought to the attention of a later meeting of the Board.

Policy Overview: In line with the requirement to confirm to legislation and for constant improvement of the service.

Financial Implications:

Phone Parking

Trial period at no cost to the Council. If the trial is successful a three year 'no cost' contract to be negotiated.

Off Street Parking Order

The cost of advertising amendments to be managed within existing budget.

Risk Assessment To be complete during and at the end of the trial period.

Equalities Impact Assessment All parking policies are being reviewed to ensure compliance.

Other Material Implications: None

Contacts: John.burns@ashford.gov.uk – Tel. 01233 330641

Report Title: Payment of parking charges by phone and proposed amendments to the On and Off Street Parking Places Orders

Purpose of the Report

1. To seek Members' approval, for a trial period, to provide motorists wishing to park on-street and in the Council's car parks, with the facility to pay parking charges by phone.
2. Following the successful completion of the trial and subject to satisfactory terms from the service provider, to seek Members' approval for the Head of Legal and Democratic Services to enter into contract, for a period of up to three years, with the chosen service provider.
3. To provide Members with details about a number of minor alterations and updates to the On and Off Street Parking Places Orders and to seek approval to prepare and advertise appropriate Amendments to the Orders.

Issue to be Decided

4. Phone Parking

- 4.1. Members are asked to consider and decide if the additional and alternative facility of paying parking charges by phone should be made available to motorists parking on street and in the Council's car parks.

5. On Street Order

- 5.1. Members are asked to consider and authorise that the following alteration is made to the On Street Parking Places Order:

5.1.1. To include payment of Parking Charges by phone.

6. Off Street Order

- 6.1. Members are asked to consider and authorise that the following alterations are made to the Off Street Parking Places Order:

6.1.1. To include payment of Parking Charges by phone.

6.1.2 Delete the definition of 'Parking Attendant' and replace it with the definition of 'Civil Enforcement Officer'.

6.1.3. Henwood car park:

6.1.3.1. Remove reference to vehicles over 3.5 tonnes from the scale of charges.

6.1.3.2. Introduce a height restriction of 2.1 metres.

6.1.3.3. Include 'Unreserved Season Ticket' in the car park scale of parking charges

6.1.4. Civic and Stour Centre car park:

6.1.4.1. Vary the car park 'Hours of Operation'

6.1.4.2. Vary the 'maximum period for which vehicles may remain' in the car park

6.1.5. Edinburgh Road multi-storey car park:

6.1.5.1. Vary the car park 'Hours of Operation'

6.1.5.2. Vary the 'Maximum period for which vehicles may remain' in the car park.

6.1.6. Ashford Library car park:

6.1.6.1. Delete reference to the car park.

Background

7. Phone Parking

- 7.1. What is 'Phone Parking'? In simple terms, on arrival in the car park or On Street location where the payment of a parking charge is required and the facility of 'Phone Parking is available, the motorist uses a mobile phone to call a local, prominently displayed number and, if not already registered and registration is desired, will be guided through a simple process. If registration is not desired credit/debit card details are taken for the current visit only. If the motorist has previously registered or pre registered by visiting the service provider's website, the required parking time is simply paid for by credit/debit card, together with service provider's fee of 20 pence.
- 7.2. Details of the parking transaction are updated and recorded location by location on the service provider's database. A text message confirming details of the parking transaction (location, amount paid, and parking duration) is sent to the motorist. The motorist can request a text message as a reminder that the parking period is about to end and, if delayed returning to the vehicle, the parking session can be extended. A charge for these additional services is generally made by service providers.
- 7.3 Checks of parked vehicles are carried out by the Council's Civil Enforcement Officers using a GPRS equipped phone or hand held computer to access the service provider's database and confirm that the parking charge has been paid. The system can also warn enforcement officers about vehicles that have either overstayed their parking time or when parking time is about to end.
- 7.4 In March 2010, Management Team considered a report submitted by the Operations Manager Parking Services about 'Cashless' or 'Pay by Phone' parking as an alternative way for motorists to pay parking charges, On Street and in the Council's car parks.
- 7.5 The report explains the concept of 'Phone Parking' and details the benefits to motorists and the Council. The report also identifies the Councils in Kent where payment of parking charges by phone was already available. These four Councils, Dover, Canterbury, Tunbridge Wells and Shepway, currently continue to offer the facility and remain the only Councils in Kent to do so.

7.6 The report provides information about four companies who were contacted by this Council and sets out details of the service each proposed to provide the Council.

7.7 The service to be provided by each company was more or less the same and, in all but one case, setting up, implementation, and training costs would be carried out free of charge. However, the cost of credit and particularly debit card transaction charges, payable to Council's Merchant account provider, were potentially significant and a matter for concern.

The payment of these charges was required under the proposals of all but one company, who made the alternative proposal, that the credit and debit card payments made by motorists, would be made via their own Merchant account provider and the transaction charges incurred would not be passed on to, or be payable by the Council.

7.8 In the report it was acknowledged that one company was the market leader in the UK and it was with this company that the four Kent Councils had begun trials or entered into contracts. Unfortunately it was this company that required the payment of significant implementation costs. The report however also acknowledged that the other companies concerned were also successfully operating 'Phone Parking' services for various Councils.

7.9 In the report's Recommendations it is noted that although 'Phone Parking' is an attractive benefit to motorists and the Council, it is not a facility that should be provided without regard to cost. In fact, as 'Phone Parking' companies are being provided with the opportunity to conduct their business in the Council's car parks and On Street parking places, the Council should not incur any costs and ideally should receive financial benefit from the arrangement.

7.10 It was also recommended that all the Councils in Kent who were investigating or negotiating the provision of 'Phone Parking' should work together as a group, with a view to securing the best possible terms and conditions. To this end the Operations Manager Parking Services is currently working collaboratively with colleagues from five other councils: Sevenoaks, Tonbridge and Malling, Thanet, Swale and Dartford. Together we are considering proposals from three 'Phone Parking' service providers.

7.11 Following consideration of the report, Management Team's decision was that a trial should go ahead and roll out, to be dependant on the service provider's final terms and confirmation of handling transfers of funds with the Council's Financial Services.

8. On Street Order - The Kent County Council (Various Roads Borough of Ashford) (Waiting Restrictions and Street Parking Places) Consolidation Order 2007

8.1 If approval is given to implement 'Phone Parking' at On Street Pay and Display parking places it will be necessary to vary the Order, to include payment by phone as a method of paying parking charges.

9. Off Street Order - The Ashford Borough (Off Street Parking Places) Order 2007 as Amended

9.1 If approval is given to implement 'Phone Parking' in the Council's car parks it will be necessary to vary the Order, to include payment by phone as a method of paying parking charges.

9.2 Part 6 of the Traffic Management Act 2004, which came into force on 31 March 2008, brought about a change of title for Parking Attendants who were from that date to be called Civil Enforcement Officers. It is therefore necessary to take this opportunity to vary the Order to reflect this change of description.

9.3 Henwood Parking Area

9.3.1. The parking area is currently designated to provide parking facilities for motor vehicles exceeding 3.5 tonnes (large goods vehicles), motor vehicles not exceeding 3.5 tonnes (motor cars/light vans), and coaches. The parking area is generally little used by any vehicles, except heavy goods vehicles that arrive in the late afternoon or after the time when parking charges are payable and remain overnight. The parking area is rarely used by coaches and ticket machine records indicate that use of the area by cars and vans is very low.

9.3.2. The parking area perimeter wall and fences have been damaged on a number of occasions, almost certainly by HGV's manoeuvring into and out of parking spaces. The wall that separates Ashford Fire Station from the parking area is the property of the Kent Fire and Rescue Service, whose insurers have recently repaired the wall at a cost of £5000. Fences at the front and back of the parking area have been repaired on a number of occasions by the Council.

9.3.3. The Officer in Charge at Ashford Fire Station has for some time called for the parking area to be closed or for HGV's to be prevented from using it.

9.3.4. Due to its low use, the of cost repairing damage caused by HGVs and requests from the Kent Fire and Rescue Service, a height barrier has been installed to exclude HGVs. It is now necessary to vary the Order to make reference to the height limitation and in Schedule 2 of the Order to delete reference to Coaches and Motor vehicles exceeding 3.5 tonnes but not exceeding 26 tonnes maximum gross weight.

9.3.5. As a consequence of a proposal to implement additional waiting restrictions in Henwood, previously reported to the Joint Transportation Board on 15 June 2010, Parking Services have received a number of enquiries about the cost and availability of parking in Henwood. Notably an enquiry has been received from the NHS seeking information about Season Ticket parking availability for their staff. As it appears likely that there will be a demand for parking in the area, it is recommended that the availability for season tickets be extended to include the Henwood

parking area, charges to be the same as those for nearby Flour Mills car park.

9.4 Civic and Stour Centre Car Park

9.4.1. The car park is closed and locked from Midnight until 5:00 am each day to prevent access by individuals who would otherwise drive dangerously, at excessive speeds, and in a manner that causes excessive noise and disturbance to nearby residents. It is therefore necessary to amend the Order to reflect the fact the car park is not available for public parking when it is closed and that vehicles may not remain in the car park.

It is proposed that Schedule 2 of the Order be varied to show the 'Hours of Operation' as 05:00 to 23:59 and the 'Maximum period for which vehicles may remain' as 19 hours or until 23:59 hours, whichever is sooner.

9.5 Edinburgh Road Multi-Storey Car Park

9.5.1. As the car park is locked and closed each day it is necessary to amend the Order to reflect the fact the car park is not available for public parking and vehicles may not remain in the car park. It is proposed that Schedule 2 of the Order be varied to show the 'Hours of Operation' as 07:30 to 20:30 hours Monday to Friday and 07:30 to 19:30 hours on Saturday and Sunday and the 'Maximum period for which vehicles may remain' as 13 hours or 20:29 hours whichever is sooner, Monday to Friday and 12 hours or 19:29 hours, Saturday and Sunday.

9.6 Ashford Library Car Park

9.6.1 As Ashford Library is closed, the car park now part of the development site and no longer available for public parking, it is necessary to vary the Order to delete reference to the car park in Schedule 2 of the Order.

Financial Implications

10. Phone Parking

10.1 The trial period to be carried out at no cost to the Council. If the trial is successful a three year 'no cost' contract to be negotiated.

11. Off Street Parking

11.1 Advertising and administration costs of approximately £1,950 will be managed within existing budgets.

12. On Street Parking Order

12.1 Amendments to the On Street Parking Places Order will be deferred until it is necessary to make other amendments to reduce the cost of advertising.

Equalities Impact Assessment

13. All parking policies are being reviewed to ensure compliance.

Conclusion

14. The introduction of 'Phone Parking' offers benefits to both the Motorist and the Council.

14.1 Benefits to the Motorist

- Alternative way to pay parking fee
- No need for change
- Easy to top up payment to extend parking time
- Simple and secure service to use
- Text reminder service available

14.2 Benefits to the Council

- Reduced operating cost due to:
 - Less demand on ticket machines (reduced maintenance cost).
 - Less cash to be collected from ticket machines (reduced cash collection cost).
- Reduced opportunities for theft and vandalism of machines.
- Clear evidence to support enforcement.
- Provides visitors with a flexible alternative method of payment.
- Possibility to introduce flexible parking arrangements to accommodate specific parking arrangements such as:
 - Residential Zones, alternative visitor parking arrangements.
 - 'Carbon Metered Parking'.

15. In the difficult financial climate that we are currently experiencing and the pressure to review and in some cases reduce service levels, the introduction of an initiative such as 'Phone Parking' to assist residents and visitors is a welcome addition to our customer services.

16. It is therefore recommended that we proceed towards a 12 to 18 month trial subject to the satisfaction of the Borough Council's, Head of Legal and Democratic Service and Finance Manager.

17. The other sections of this report relate to various amendments to the On Street and Off Street Orders that accommodate 'Phone Parking and various operational matters relating to car parks.

Portfolio Holder's Views

18. This report seeks to move our parking provision forward in a progressive and yet cautious way by endeavouring to embrace technology and improve the service to the public.

Our Officers are mindful of the strict economic climate and will be at pains to ensure that the Authority incurs no additional costs. In this connection it is encouraging that Officers are working in collaboration with neighbouring Districts, to bench mark various service providers to ensure quality of service and value for money.

I accordingly commend this report.

Contact: Operations Manager Parking Services

Email: john.burns@ashford.gov.uk

Agenda Item No: 8

Report To: Joint Transportation Board

Date: Tuesday 14th September 2010

Report Title: **Resolution of Objections Received to Proposed Disabled Person's Parking Bays During Informal Consultation**

Report Author: Ray Wilkinson, Engineering Services Manager



Summary:	The recent receipt of a number of objections to proposed informal disabled persons' parking bay has highlighted the need to set up a procedure for resolving such contested proposals.
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Key Decision: NO

Affected Wards: All wards

Recommendations: **It is requested that the Joint Transportation Board agree:-**
That with immediate effect, a procedure be set in place by which all objections received during consultation on the proposed implementation of informal disabled persons' parking bays which cannot be resolved by Officers be decided upon by a Panel consisting of the Joint Transportation Board Chair and Vice Chair and the relevant Ward Member.

Financial Implications: None

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

Report Title: Resolution of Objections Received to Proposed Disabled Person's Parking Bays During Informal Consultation

Purpose of the Report

1. This report seeks the agreement of the Board for the introduction of a procedure by which all objections received during consultation on informal disabled persons' parking bays may be decided upon by a Panel made up of the Board Chair, Vice Chair and the relevant Ward Member in order to minimise the period of time the bay applicant must await a decision / implementation of the bay.

Issue to be Decided

2. This report seeks a resolution on how objections received during consultation on the proposed implementation of informal disabled persons' parking bays which cannot be resolved by Officers should be dealt with. The recent receipt of a number of objections to various proposed disabled persons' parking bays (which Officers have subsequently been unable to resolve) has highlighted the need to implement a process by which a decision is reached on contested applications in order to ensure that such applications are not delayed unnecessarily.

Background

3. The Council currently provide a service by which individuals without off-street parking facilities living in locations where competition for on-street parking is high and who experience severe mobility issues which makes walking any distance between their home and vehicle difficult or impossible, may apply for a disabled persons' parking bay outside their property.
4. Firstly it must be ascertained that the applicant meets all the required criteria and that a suitable location is available for the placement of a bay. Although in the past this process has been followed immediately by the formulation of a traffic order and the associated statutory consultation (any objections to which would be presented to the Joint Transportation Board for consideration), in recent years the majority of Districts within Kent - with the backing of Kent Highway Services - have adopted an interim informal bay stage.
5. An informal consultation is therefore held with those neighbours likely to be affected by the introduction of the proposed bay and if no objections are received / all objections are resolved the bay markings are installed ahead of making a traffic order. The traffic order, following the statutory process, is then made at a later date when a larger number of bays can be included in a single order thereby minimising associated advertising costs.

6. The interim informal bay step was introduced to the process in response to concerns relating to the length of time applicants were required to wait for a bay – a particular problem for those with the most severe mobility issues or degenerative conditions.
7. Prior to the recent round of consultations however no objections had been received during the informal consultation stage that could not be resolved by Officers. As a result there has previously been no need to examine the process by which such contested applications are decided upon.

Issues

8. There are effectively 2 options for the resolution process for contested applications. The first is that the objections be brought to the Joint Transportation Board in the same way as formal objections received during statutory consultation on the traffic order. The second option is to create a Panel made up of the Joint Transportation Board's Chair and Vice Chair and the relevant Ward Member empowered to make the decision.
9. There are however a number of issues associated with the former option. Firstly, there is potentially some considerable delay in awaiting the next meeting of the Board. This means that the applicant must potentially manage for an additional period in excess of 3 months before a bay can be implemented.
10. Secondly there is the matter of potential privacy issues resulting from the discussion of what are frequently highly personal details in a public forum. The nature of many objections makes it highly difficult to discuss the issues fully without revealing by inference the identities of the individuals concerned.
11. Thirdly the nature of the decisions required are operational rather than strategic and therefore do not necessarily require the attention of the full Board. Additionally should the recent trend continue the burden of such decision is likely to become more onerous and time consuming in future.
12. The transfer of this responsibility to a Panel made up of the Board Chair, Vice Chair and relevant Ward Member would alleviate all of the above concerns, freeing up the Board while improving the decision making process for applicant and objectors.

Conclusion

13. Given the above discussed privacy issues and delays associated with the resolution of objections at a meeting of the Joint Transportation Board combined with the operational nature of the matter it is felt that to take the decisions to a Panel made up of the Chair, Vice Chair and Ward Member would provide the most suitable solution.

Portfolio Holder's Views

14. I believe that this report proposes a most sensible way, of not only resolving the objections, but does so in an effective and timely manner. It also allows the Council to demonstrate that it recognises that these issues could affect the most vulnerable in our society and that it can act swiftly in these matters. In addition this proposal has relatively no real cost implications.

Contact: Ray Wilkinson (01233) 330309

Email: ray.wilkinson@ashford.gov.uk

Agenda Item No: 9

Report To: **Joint Transportation Board**

Date: 14 September 2010

Report Title: M20 Junction 9/Bridge and Drivers Roundabout and Victoria Way improvement schemes, Ashford

Report Authors: John Farmer, KHS Major Projects Manager
Andy Phillips, AFCo. Head of Transport



Summary:

This report updates the Board on progress with the construction of both schemes, seeks comments on the draft landscaping plan for Drivers Roundabout/M20J9, and recommends acceptance of the maintenance plan and funding for the enhanced maintenance costs agreed with the Homes and Communities Agency (HCA) to be claimed via the CIF2 funding agreement with KCC.

Key Decision: NO

Affected Wards: Stour, Godinton, Bockhanger

Recommendations: **The Board are asked to:-**

- i) Note the progress on both schemes,**
- ii) Note and comment on the draft landscaping plan for Drivers Roundabout and M20J9,**
- iii) Recommend for approval by the Executive and KCC Cabinet portfolio holder, the finalised maintenance schedule and enhanced maintenance costs and capitalised funding arrangements agreed with the Homes & Communities Agency for Victoria Way.**

Policy Overview: The junctions and link from M20 Junction 9 to Drivers Roundabout together form a key route into the town centre and south west Ashford and require improvement to support the growth agenda.
The new Victoria Way route is a key driver to enable the expansion of the town centre to the south of the main railway lines.

Both schemes are consistent with policy CS15 of the adopted LDF Core Strategy and the Ashford Transport Strategy.

Financial Implications: Drivers Roundabout and M20J9/Bridge are funded by RIF and GAF3.

Victoria Way is funded by CIF2.

Risk Assessment Yes - A full risk assessment has been carried out for the schemes.

Equalities Impact Assessment No

Other Material None

Implications:

**Exemption
Clauses:** None

**Background
Papers:** Drovers Roundabout and M20J9 draft landscaping plans to
be displayed.

Contacts: john.farmer@kent.gov.uk – Tel: 07740 185252
andrew.phillips@ashford.gov.uk – Tel: (01233) 330823

Report Title: M20 Junction 9/Bridge and Drovers Roundabout and Victoria Way improvement schemes, Ashford

Purpose of the Report

1. A comprehensive Report was made to the meeting of the Board on 15 June 2010 about the award of construction contracts for both schemes. This report updates the Board on progress with the delivery of the schemes that will be supplemented by a verbal update at the meeting because of the lead in time for report preparation.

Issues to be Decided

2. This report updates the Board on progress with the construction of both schemes, seeks comments on the draft landscaping plan for Drovers Roundabout/M20J9, and recommends acceptance of the maintenance plan and funding for the enhanced maintenance costs agreed with the Homes and Communities Agency (HCA) to be claimed via the CIF2 funding agreement with KCC.

Drovers Roundabout and M20J9/Bridge

Progress Overview

3. The site offices were established in July. A substantive start on the M20 roadworks was later than hoped but this is not critical and progress since has been good. Trial holes have indicated that utility diversions although still significant are less than originally envisaged. The main activity has been related to earthworks and drainage with a start on utility diversions and some carriageway construction.
4. Traffic disruption was always going to be inevitable and it is a balance of trying to minimise the inconvenience while giving the contractor adequate and safe access to build the works. The current traffic management does appear to be working reasonably well with traffic lane capacity reinstated during morning and evening peak periods. With the holidays over and schools back, traffic will increase and inevitably the coming months will become more difficult.
5. The bridge over the M20 is the critical part of the project programme. The steel work fabrication drawings have been completed and the contractor has now sub-contracted with Bridge Mabey following his preferred supplier ceasing trading. This was a setback but Bridge Mabey is a leading firm and the project may ultimately benefit from this imposed change of sub-contractor.
6. The main focus of activity is agreeing the bridge erection methodology which in turn is totally dependent on the traffic management proposals being acceptable to both the Highways Agency as operators of the M20 and KHS in respect of the diversion route during the unavoidable closure of the M20.

7. Erection of the main deck is anticipated to be in late January 2011 following completion of the supporting foundations over the autumn. At the time of writing, the site team favour an extended one-off 33 hour closure of the M20 between 20.00 on a Saturday night until no later than 05.00 on Monday morning. The advantages are increased weather certainty, increased safety, more useable hours by avoiding repeated plant and traffic management set up/removal times and having a period of daytime working.
8. The disadvantage for the local community and KHS is that the diversion route between J10 and J9 along Hythe Road/Mace Lane/Somerset Road/New Street and Maidstone Road is not ideal and in particular would need to operate during Sunday daytime. The Highways Agency may be concerned that a one-off operation may appear to lack contingency but their views are tempered by the problems that occurred in 2007 when the new footbridge was erected at J10.
9. The alternative is three consecutive night time closures over a Friday, Saturday and Sunday night but this does give less weather certainty and added time lost in setting up plant and traffic management and then removing at the end of the Friday and Saturday nights.
10. What ever option is chosen, there will be very wide publicity and signage that would extend back to the matrix signage on the M25.

Landscaping

11. There was understandable concern when the site clearance was undertaken particularly as the delay in completing the funding agreement demanded that clearance took place when trees were in leaf.
12. The scheme will incorporate landscaping and although there is no planning requirement other than in respect of the bridge, a commitment was given at the last meeting of the Board that there would be an opportunity for both Members and officers to comment before they were finalised. Draft landscaping proposals will be on display and will have been seen and commented on by the Strategic Sites officer team.
13. However, the opportunities for landscaping are limited. The area in front of Meadow Road where there was the greatest concern about the scheme, has a good cover of mature trees and there is little or no scope for further planting. Ground cover planting might be possible but the area is grassed and understood to be valued by local people for walking. The new roundabout island at Drovers Roundabout will be larger but crossed by paved routes for the future Smartlink. While the net area available will be about the same the planting will be constrained although it could be argued that the existing planting had overgrown and obscured The Drover & Cows.
14. The Drover & Cows are in storage and will be refurbished before being installed back onto the roundabout island.

Programme

15. It is still relatively early in the construction period but progress over the summer has been relatively good and there remains optimism that the scheme will be substantially complete by the end of March 2011 but the

severity of the winter will have a major influence. If the completion of the works to the bridge does run into Q1 of 2011/12, the costs can be covered by the GAF3 contribution which is not time limited in the same way as the RIF funding.

Victoria Way

Progress Overview

16. The site offices were established in July. The scheme is by its nature fragmented and progress to date has not been as good as hoped.
17. Main activity to date has been on the junction improvement of Leacon Road/Brookfield Road. Progress has been slow because there are services to be diverted and until recently the utility firms had not been very responsive. The works unfortunately require traffic management under traffic signal control and being a junction with long working areas and close to the Matalan roundabout there has been unavoidable traffic disruption.
18. At Victoria Road, Cherry Court and Victoria House have been demolished and trial holes excavated along the length of the road to confirm the location and depth of utility services.
19. The main difficulty and delays to date has been over the middle section between Leacon Road and Victoria Road. The construction and acceptance of the temporary facilities for Southern Gas Networks have taken longer than hoped but have now been completed to allow the existing building to be demolished and thereby open up full access to the road corridor.
20. Archaeologists took the view that the area had more potential than originally envisaged and required investigation pits that required piling support and dewatering rather than just a watching brief.
21. The demolition of the abattoir building exposed a large volume of significantly contaminated land. It was so severe that it was regarded as a potential source of contamination and required full removal and disposal to a specialist waste site rather than the general principle agreed with the Environment Agency of leaving contaminated ground in place.
22. However, the main difficulty has been with utilities bearing in mind that a purpose of the scheme is to divert existing services into the road corridor as well as upgrading and providing new services to serve and future proof the adjacent development sites. Until recently it has proved difficult to find a complete solution to accommodate all the services in the position both longitudinally and at a depth that they require to satisfy their operational requirements. Other services have also been found out of position and in a poor state that also require replacement and diversion. This has now all largely been resolved but it remains difficult in that services need to be installed sequentially in parallel with the build up of the earthworks before the roadworks can be started and this puts pressure on the programme.

Programme

23. It is still relatively early in the construction period but because of the difficulties referred to above, progress over the summer has been less than planned particularly over the critical middle section between Leacon Road and Victoria

Road. However, there is now greater clarity and the focus can revert to making progress in the most effective way possible. Achieving substantial completion by the end of March 2011, bearing in mind the winter months are now ahead of us, is now unlikely, necessitating discussion with the funders (HCA and DfT) over the probable need to carry forward some of the existing CIF2 funding to Q1 2011/12.

Maintenance Strategy

24. At the June 2010 Board meeting a draft maintenance schedule for the scheme and in particular John Wallis Square was presented. Ashford Borough Council Executive has since decided to defer the Pavilion feature although the plinth will be installed so that the Pavilion can be implemented, if so required, at a later date by the Borough Council.
25. A trial panel for the architectural screens was erected at George Street with manned attendance, at set times, over three days. Attendance by Members was low but the general view was of positive support. The screens are expensive but they are intended to frame the Square, give visual protection to the school playground and to hide the unattractive EDF sub-station buildings.
26. Further work has been done in liaison with Ashford Borough Council Officers in developing the maintenance schedule and discussions held with the Homes & Communities Agency about funding arrangements.
27. A schedule giving the estimated capital cost, standard and enhanced maintenance costs over 15 years is shown in Appendix A for the hard assets and in Appendix B for the soft assets. In summary the costs of enhanced maintenance are £400,000 split £170,000 for those hard and soft assets that will be the responsibility of the Borough Council and £230,000 for those that will be the responsibility of the County Council. A formal arrangement will be required to distribute the share of funding to the Borough Council which will be claimed and held by the County Council in the first instance as accountable body for CIF2.
28. These proposals were discussed with the Homes & Communities Agency who acknowledges the need to protect the investment in high quality streetscape and have agreed that the enhanced maintenance can be capitalised and drawn down against the scheme CIF2 allocation. There is flexibility in the arrangements so that if the scheme budget comes under pressure then priority must be given to the build costs with the period of enhanced maintenance reduced accordingly. This is a risk and every effort will be made to avoid this becoming necessary because of the understandable concerns to both authorities. The Homes & Communities Agency understandably require that any unspent funds are returned to them to meet savings to the programme overall.

Overall Communications Strategy and Publicity

29. A 'sod turning' ceremony for Victoria Way was held on 16 July and for Drivers Roundabout – M20 Junction 9 on 23 July to celebrate the start of work and the contribution of the partners in getting the schemes to the construction stage.

30. Scheme sign boards with telephone contact details have been erected so that the local community and travelling public are clear on how to make contact if they have any queries. Further boards are to be erected emphasising that the schemes are key components in support of the growth of Ashford and encouragement for inward investment.
31. Ashford's Future provide the overarching strategy for the wider publicity, including the further display of plans at the 'Transport Expo' held in County Square on 24-26 June. Specific publicity about the contract works comes from the respective site teams and KCC's press office. Further notification with the local community will take place when the next substantive change in traffic management for Drovers Roundabout –M20Junction 9 is about to be implemented and at key construction stages for both schemes.

Portfolio Holder's Views

32. Updates on all Ashford's Future led projects and the Growth Area Funding programme are also regularly reviewed at Ashford's Future Company Board meetings now attended by new director Councillor John Kemp (previously Cllr Paul Bartlett), and at Ashford's Future Partnership Board meetings chaired by Councillor Paul Clokie.
33. Members of the Boards have expressed continued support for the project.

Conclusions

The Board are being asked to note the progress made on both of these key projects that support the growth programme.

34. Victoria Way has encountered a difficult start, in particular in advance works and programming and accommodating the many utilities involved. This is putting additional pressure on the overall construction programme necessitating further discussions with the funding bodies for CIF2 over allowing an extension of funding into Q1 of 2011/12. The HCA have now agreed that KCC can claim CIF2 funds as a one off capitalised 'commuted sum' to pay for enhanced maintenance costs for 15 years for Victoria Way.
35. At M20J9/Bridge and Drovers Roundabout progress has been steady and the project remains on target for a completion by the end of March 2011, subject to reasonable weather conditions. The Board are asked to comment on the draft landscaping proposals as presented.

Contact:

Email: john.farmer@kent.gov.uk - 07740 185252
Andrew.phillips@ashford.gov.uk – Tel: (01233) 330823

Attachments:

Appendix A – Maintenance Schedule of Hard Assets
Appendix B – Maintenance Schedule of Soft Assets

Appendix A - Hard Assets

	A	B	C	D	E	F	G	H	I	J	K	L	M
1			QUANTITY/ MEASURE	SCHEME CAPITAL COST (£) (Funding source - CIF2)			CYCLIC MAINTENANCE COST (£)	NON CYCLIC MAINTENANCE COST (£)	ENHANCED ANNUAL MAINTENANCE COSTS (£)	MAINTENANCE RESPONSIBILITY (KCC/ABC)	TOTAL COST 15 YEARS MAINTENANCE (£)		
2	Ref. No	ASSET			STANDARD MAINTENANCE REGIME	ENHANCED MAINTENANCE REGIME					Standard	Enhanced	Difference
3		Fencing											
4	1	Double sliding gate to hoardings	2 No	£ 3,657.04	Cleansing. Integrity Inspection. Minor Repairs. Damage Repair		£ 100.00			ABC		£ 1,500.00	£ 1,500.00
5	2	Hoarding - Type 2	220 m	£ 28,395.40	Cleansing (all screens) Integrity Inspection. Minor Repairs. Damage Repair		£ 600.00			KCC	£ 6,300.00	£ 9,000.00	£ 2,700.00
6	3	Pedestrian guardrail	58 m	£ 2,597.24	repaint every 5 years		£ 2,500.00			KCC	£ 26,250.00	£ 37,500.00	£ 11,250.00
7	4	Architectural screens	119m	£ 180,000.00	impact damage – 1 panel per annum + TM.			£ 150.00		KCC	£ 1,575.00	£ 2,250.00	£ 675.00
8					Cleansing (all screens) Integrity Inspection. Minor Repairs. Damage Repair		£ 600.00		£ 4,100.00	ABC		£ 61,500.00	£ 61,500.00
9		Drainage - Chambers and Gullies											£ -
10	5	Precast concrete chamber	31 no	£ 51,423.44	super sucker visit very 10 years	no enhancement	£ 1,000.00			KCC	£ 15,000.00	£ 15,000.00	£ -
11	6	GRP Chamber	1 no	£ 10,332.63	1 gully empty visit per year	no enhancement	£ 500.00			KCC	£ 7,500.00	£ 7,500.00	£ -
12	7	Precast concrete gully	84 no	£ 21,124.32						KCC			£ -
13	8	Insitu cast trapped gully	7 No	£ 1,760.36						KCC			£ -
14	9	Renewal of covers	77no	£ 5,570.18	broken grates/sinking around chambers.			£ 500.00		KCC	£ 7,500.00	£ 7,500.00	£ -
15		Other Drainage Works											£ -
16	10	Drainage of landscape retaining walls	item	£ 2,069.23	n/a								£ -
17	11	Reinforced concrete headwall	2 No	£ 10,448.20	n/a								£ -
18	12	Attenuation Tanks - (installation of blocks only)	Item	£ 59,184.00	super sucker visit very 10 years	no enhancement	£ 1,000.00			KCC	£ 1,500.00	£ 1,500.00	£ -
19		Highway Pavement - (surface course only)											£ -
20	13	Surface course	21103m²	£ 122,363.72	Standard maintenance: Sweeping – mechanical road sweeper once/week. Repairs – patching 5% of surface average once per annum. 2 man gang visit per year for 1 day	No enhancement.	£ 750.00		£ -	KCC	£ 11,250.00	£ 11,250.00	£ -
21	14	High Friction Surfacing	1846m²	£ 14,361.88	Standard maintenance: Sweeping – mechanical road sweeper once/week. Repairs – patching 5% of surface average once per annum. 2 man gang visit per year for 1 day. Replace 1 in 15 years)	No enhancement.			£ -	KCC	£ 14,500.00	£ 14,500.00	£ -
22	15	Granite Sett Paving	1720 m²	£ 134,459.00	2 man gang visit per year for 1 day	Rebedding loose setts, replacement of damaged setts. Allow 5% per annum	£ 750.00			KCC		£ 11,250.00	£ 11,250.00
23		Kerbs, Footways and Paved Areas											£ -
24	16	Precast concrete kerbing	3617m²	£ 35,716.32	Cyclic: Repairs – patching 5% of surface average once per annum. 2 man gang visit per year for 2 days.	Enhancement included in use of specialist materials. Remove chewing gum etc.	£ 1,500.00	£ 1,000.00		KCC	£ 26,250.00	£ 37,500.00	£ 11,250.00
25	17	Granite kerbing	2695m²	£ 111,254.56	Regular mechanical sweeping.								£ -
26	18	Footway - (sub base/binder/surface course)	5832m²	£ 119,930.94	Non cyclic: Vehicle overrun and impact damage.								£ -
27	19	Footway - (binder/surface course)	137m²	£ 2,057.74									£ -
28	20	Footway - (100x100x150mm granite setts)	39 m²	£ 3,914.04									£ -
29	21	Footway - (tactile paving)	361m²	£ 19,123.43									£ -
30	22	Footway - (sub base/rc conc/granite setts)	30 m²	£ 3,343.80									£ -
31	23	Paved Area - (sub base/rc conc/granite setts)	231m²	£ 23,566.62									£ -
32	24	Paved Area - (cellular grass paving)	95 m²	£ 3,090.35									£ -
33	25	Precast concrete drainage channel	712m²	£ 101,519.52									£ -
34	26	Resin Bound Surfacing (SureSet) inc tree pits	2535 m²	£ 153,879.00	Sweep once per week. Make good damage.	Remove chewing gum etc. Enhanced rate make good specialist surface. Based on 5%	£ 750.00	£ 500.00	£ 1,000.00	KCC		£ 33,750.00	£ 33,750.00
35	27	Flight of steps - (Victoria Square)	1 No	£ 3,461.89	Hand rails	non standard	£ 300.00		£ 300.00	KCC		£ 4,500.00	£ 4,500.00
36		Traffic Signs and Roadmarkings											£ -
37	28	Traffic signs - (non lit)	19 no	£ 4,885.59	Replace every 15 years	no enhancement					£ 5,000.00	£ 5,000.00	£ -
38	29	Traffic signs - (lit)	2 no	£ 712.20	3 year lamp replacement	no enhancement					£ 500.00	£ 500.00	£ -
39					impact damage + TM – assume 1 per year			£ 400.00			£ 6,000.00	£ 6,000.00	£ -
40	30	Roadmarkings - (lines/arrows/symbols etc)	2293	£ 1,718.63	Standard maintenance based on standard 'painted' yellow lining onto macadam and white lining: Re-painting damaged/faded lining. 3 year refresh	Enhanced maintenance for proprietary pre-formed yellow lines to go over granite sett channels:Re-laying preformed lines when damaged/faded.				ABC		£ 8,750.00	£ 8,750.00
41	31	Roadstuds	336	£ 3,192.00	Replace missing – assume 10 per year + TM	no enhancement		£ 250.00			£ 3,750.00	£ 3,750.00	£ -
42	32	Permanent traffic signal installation	2 no	£ 127,509.40	Clean lenses, replace failed lighting modules	no enhancement	£ 500.00				£ 7,500.00	£ 7,500.00	£ -
43	33	Permanent controlled crossing	1 no	£ 24,338.54		no enhancement						£ -	£ -
44	34	Permanent bollard - illuminated	16 no	£ 7,814.88	annual clean + 3 year lamp replace	no enhancement	£ 500.00				£ 7,500.00	£ 7,500.00	£ -
45	35	Permanent bollard - non-illuminated	9 no	£ 3,054.15	annual clean + TM – assume 1 per year.	no enhancement	£ 500.00				£ 15,000.00	£ 15,000.00	£ -
46		Road Lighting Columns											£ -
47	36	Steel column 10m single arm and lantern	41 no	£ 34,523.64	impact damage + TM – assume 1 per year. 3 year lamp replacement	Enhancement in materials		£ 1,000.00			£ 15,000.00	£ 15,000.00	£ -
48	37	Windsor column 8m single arm and lantern	57 no	£ 125,359.46			£ 1,470.00	£ 3,000.00			£ 67,050.00	£ 67,050.00	£ -
49		Street Furniture											£ -
50	38	Litter bins (Geo by Woodhouse)	3 no	£ 5,400.00	Empty, wash, replace		£ 235.00		£ 465.00	ABC	£ 3,525.00	£ 6,975.00	£ 3,450.00
51	39	Dog waste bins	2 no	£ 400.00	Empty, wash, replace		£ 160.00			ABC	£ 2,400.00	£ 2,400.00	£ -
52	40	Concrete Seating Walls Special formwork for fair faces	126 m²	£ 8,681.40	Cleansing and removal chewing gum. Inspection / damage repair. Replacement				£ 2,000.00	ABC	£ -	£ 30,000.00	£ 30,000.00
53	41	Cycle hoops (Geo by Woodhouse)	3 no	£ 1,500.00	Cleaning. Replacement/damaged repair		£ 50.00		£ 270.00	KCC	£ 750.00	£ 4,050.00	£ 3,300.00
54	42	Signage (bollards)	3 no	£ 1,800.00	Replacement		£ 180.00		£ 180.00	KCC	£ 2,700.00	£ 2,700.00	£ -

Appendix A - Hard Assets

	A	B	C	D	E	F	G	H	I	J	K	L	M	
55	43	Feature lighting for architectural screens	Item	£ 90,000.00	No standard.	This element is entirely enhancement. Lens cleansing. Damage replacement (2% per year)			£ 1,800.00	ABC	£ -	£ 27,000.00	£ 27,000.00	
56	44	Uplighters			No standard.	This element is entirely enhancement.			£ 1,000.00	ABC		£ 15,000.00	£ 15,000.00	
57	45	CCTV	1 no	£ 12,000.00	Electrical Testing. Replace		£ 400.00			ABC	£ 6,000.00	£ 6,000.00	£ -	
58														
59											TOTALS	£ 260,300.00	£ 486,175.00	£ 225,875.00

Appendix B- Soft Assets

Ref. No	SOFT ASSET	QUANTITY/ MEASURE	SCHEME CAPITAL COST (£) (Funding source - CIF2)	5 YEAR INITIAL ESTABLISHMENT COSTS	STANDARD MAINTENANCE REGIME	ENHANCED MAINTENANCE REGIME	'STANDARD' ANNUAL MAINTENANCE COST (£)	ENHANCED ANNUAL MAINTENANCE COSTS (£)	MAINTENANCE RESPONSIBILITY (KCC/ABC)	TOTAL COST FURTHER 10 YEARS MAINTENANCE (£)		
										Standard	Enhanced	Difference
1	Amenity turf	620m ²	£2,486	£11,446.50	Standard maintenance:Cutting - 10No. cuts per year and let fly	Enhanced maintenance: Cutting - 18No. cuts per year and let fly. Edging twice per year to reflect 'crispness of design lines. Selective weed control twice per year. Reinstatement of damaged/failed areas 5% per year.	£173	£1,072	ABC	£1,730	£10,720	£8,990
2	Amenity turf (Brookfield Road)	1056 m ²	£4,086	£3,278.40	Standard maintenance: Cutting - 10No. cuts per year and let fly, (includes cutting bulbs).	No enhancement.	£295	£295	KCC	£2,950	£2,950	£0
3	Wildflower turf	2423m ²	£19,384	£38,768.00	Standard maintenance: Cutting - 2No. cuts per year and let fly.	Enhanced maintenance: Cutting - 2No. cuts per year, let fly. Spot weed control, Reinstatement of damaged/failed areas 5% per year.	£727	£4,119	KCC	£7,270	£41,192	£33,922
4	Planting beds (Victoria Square)	215m ²	£6,450	£11,238.75	Standard maintenance: Cutting back mechanically, Chemical weed control, Reinstatement/replacement planting 5% per year.	Enhanced maintenance: Hand pruning, Hand weed control. Forking/decompacting ground, Application of fertiliser. Reinstatement/replacement planting 5% per year.	£468	£1,302	ABC	£4,680	£13,020	£8,340
5	Shrub planting (Brookfield Road)	64m ²	£640	inc	Standard maintenance: Cutting back mechanically, Chemical weed control.	No enhancement.	£158	£158	KCC	£1,580	£1,580	£0
6	Bulbs (Brookfield Road)	184m ²	£592	inc	Standard maintenance: Included in grass cutting, No other maintenance required.	No enhancement.	£0	£0	ABC	£0	£0	£0
7	Large Nursery Stock Tree In paving adjacent to highway	78No.	£32,838	£16,411.70	Standard maintenance: Pruning/crown lifting to avoid canopy spread into highway, Weed control, Reinstatement/replacement (1No. per year), Top up mulching, At YEAR 10 adjust aperture of tree grille/aluminium collar from 400mm to 1200mm to allow for tree growth.	No enhancement.	£2,164	£2,164	KCC	£21,640	£21,640	£0
8	Large Nursery Stock Tree in grass	85No.	£29,835	inc	Standard maintenance: Reinstatement/replacement (1No. per year).	Enhanced maintenance: Hand pruning,	£351	£1,201	KCC	£3,510	£12,010	£8,500
9	Large Nursery Stock Tree in planting bed (Victoria Square)	30No.	£10,890	inc	Standard maintenance: Reinstatement/replacement (1No. per year).	Enhanced maintenance: Hand pruning,	£363	£663	ABC	£3,630	£6,630	£3,000
10	Large Nursery Stock Tree in planting bed (Brookfield Road)	8No.	£824	inc	Standard maintenance: Reinstatement/replacement (1No. per year).	No enhancement.	£103	£103	KCC	£1,030	£1,030	£0
11	Feathered Nursery Stock Tree (Brookfield Road)	43No.	£559	inc	Standard maintenance: No maintenance	Enhanced maintenance: Thin out at after 15 years	£0	£50	KCC	£0	£500	£500
12	Existing mature tree (Initial inspection and tree surgery works)	1	£600	£2,500.00	Standard maintenance: Annual inspection report and arboricultural work.	No enhancement.	£500	£500	ABC	£5,000	£5,000	£0
13	Replacement Planting - all shrubs and trees (Initial establishment phase only)			£24,915.28	n/a	n/a						
	SUBTOTALS			£108,559			£5,302	£11,627	£0	£53,020	£116,272	£63,252

Agenda Item No: 10
Report To: Joint Transportation Board
Date: 14 September 2010
Report Title: Ashford Station Forecourt Update



Report Author: Linda Doran – Head of Economic Development, Ashford's Future Company
Andy Phillips – Head of Transport, Ashford's Future Company

Summary:

This report updates members on the current position with the design and approval of the GAF3 funded Station Forecourt Improvements Scheme. Progress is being made to try to accommodate stakeholder's views into the scheme prior to approval by the Executive.

Key Decision: NO

Affected Wards: Ashford Town Centre Wards

Recommendations: **The Board is asked to note the progress being made to accommodate stakeholder's views into the scheme design.**

Policy Overview: Improving the 'welcome to Ashford' message to those arriving in Ashford at the Station and in particular the new high speed train services, is a key economic driver encourage investment in the town centre. The Ashford Town Centre Area Action Plan promotes a vision of 'a lively new Station Square to present a welcoming and contemporary face to those arriving in Ashford.'

Financial Implications: The project is being entirely funded by GAF3, and the payment of the fund for 2010/11 has now been received in full by the Council who are the accountable body.

Risk Assessment YES – being completed shortly to take full account of the design changes

Equalities Impact Assessment YES – being completed shortly to take full account of the design changes.

Other Material Implications: A small parcel of land is required for the scheme and is in the process of being purchased from the Council by Network Rail. The remaining land for the scheme is in the ownership of Network Rail except for a small strip of land owned by SEEDA along the northern edge.

Exemption Clauses:

Background Papers: Plans of the latest design option(s) will be displayed at the meeting

Contacts: Linda.doran@ashford.gov.uk – tel: (01233) 330824
Andrew.phillips@ashford.gov.uk – tel (01233) 330823

Report Title: Ashford Station Forecourt Update

Purpose of the Report

1. To update Members of the Board with the progress being made to accommodate stakeholder's views into the design.

Issue to be Decided

2. There are no issues to be decided at this stage although Members of the Board are invited to comment on the progress being made with the scheme.

Background

3. Following comments raised about the design of the scheme at the Transport Forum by stakeholders which were considered by this Board at its last meeting on 15th June, a site meeting was held with Members on 1 July 2010. This scheme has also been reviewed by the Executive on 8 July 2010 and 12 August 2010.
4. The Executive agreed at their meeting on 12 August 2010 to seek revisions to the scheme to better reflect the views of stakeholders and that this review should be overseen on behalf of the Executive by Cllr Clokie for Strategic Planning and Cllr Clarkson for Environmental Services. Subsequent meetings have been held with Councillors Clokie and Clarkson and the key parties to the scheme namely, Southeastern trains as franchise holder for the operation and maintenance of the station, Ashford's Future Company, who are responsible for delivering the scheme on behalf of partners, Optimum who are Project Managing the scheme, and Council officers. A number of options for changing the scheme to better reflect the views of affected stakeholders were considered and options are to be discussed at a meeting of key stakeholders on 9th September. The outcome of these discussions together with a plan of an emerging preferred option will hopefully be available for display at the Board.
5. It is the intention that following this key stakeholder meeting, consideration by this Board and the Ashford's Future Partnership Board also on 14th September, the proposals can be drawn up in more detail and fully costed prior to consideration and decision by the Executive on 14 October.
6. It has been confirmed by the Homes and Communities agency who are responsible for the GAF3 funding, that budget spend can be carried forward beyond 31 March 2011. Subject to approval of an acceptable scheme and costs being contained within budget, it is proposed to award a contract such that the scheme can be delivered and completed by early Summer 2011.

Implications Assessment

7. Ashford's Future Partnership Board is considering the role of Ashford's Future Company in their role as client for this project in relation to VAT liabilities.

Subject to consideration of a case put forward by the Company by the HMRC, if a decision is reached that AFCo is not deemed to be a public sector company and cannot claim back VAT, then an alternative client for the project will need to be sought, most likely to be either of the local authorities.

Handling

8. A report will be made available for comment by the Council's Management Team prior to consideration by the Executive on 14 October.

Conclusion

9. Good progress has been achieved over the past few weeks to try and address the concerns made by stakeholders, including arrangements for the consideration of options at a stakeholder meeting on 9th September. Whilst it is unlikely that all views will be able to be fully accommodated, there is now a clear aim to achieve consensus around striking a better balance between providing a quality public realm space and a quality transport interchange.
10. Whilst there are still some issues to be resolved, the funding has now been confirmed which, subject to approval, will allow the scheme to proceed to contract and completion.

Portfolio Holder's Views

11. Councillors Clokie and Clarkson on behalf of the Executive, are aware of, and have given helpful advice to the options now being considered and are now fully engaged with progressing this scheme to a satisfactory conclusion.

Contact: **Linda.doran@ashford.gov.uk – tel: (01233) 330824**
Andrew.phillips@ashford.gov.uk – tel (01233) 330823

Agenda Item No: 11

Report To: Joint Transportation Board

Date: 14th September 2010

Report Title: Park and Ride Site: Update on Design, Layout and Planning Application

Report Author: Tim Reynolds (KHS Project Manager)



Summary:	A report for information highlighting the work progressed to date on the development of the Drovers Park and Ride site and identifying the issues tackled and the solutions being carried forward ahead of a formal public consultation exercise in early October 2010.
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Key Decision: NO

Affected Wards: All, but more specifically Ashford Town Centre Wards

Recommendations: **The Executive be asked to:- Note the progress made with this proposal and comment to officers either at or after the JTB meeting**

Policy Overview: The need for a high quality public transport system anchored by park and ride sites is a key plank in the Transport and Car Parking Strategies for Ashford's Growth. Policy CS15 of the LDF Core Strategy states that the council will seek the early introduction of Park and Ride schemes. Park and Ride will also support the Ashford Town Centre Area Action Plan policy TC22 (car parking).

Financial Implications: GAF3 is funding the scheme preparation work as far as the application for planning permission and major scheme bid submission to the Department for Transport...

Risk Assessment N/A at this planning application stage.
A full risk assessment has been undertaken as part of the business case work

Equalities Impact Assessment As part of the planning application more detailed work on Environmental Impact Assessments, Traffic Impacts and Travel Plans / Use and Access of the site will be completed.

Other Material Implications: None at this planning stage

Exemption Clauses: N/A

Background Papers: On site layout plan to be supplied at the Joint Transportation Board meeting by way of a handout.

Contacts: tim.reynolds@kent.gov.uk (01223) 330820

Report Title: Park and Ride

Purpose of the Report

1. To update members of the Joint Transportation Board of the progress made with the proposed Drovers Park and Ride site in light of recent work carried out for the planning application process.
2. To let members of the Joint Transportation Board comment on the proposed plans and layout drawings as well as outline technical information in advance of the public consultation that is required as part of the planning application process.

Issue to be Decided

3. Members will be aware of the work to provide a business case and major scheme bid to government for funding the SmartLink and Park and Ride scheme. The business case work has been completed in draft but following advice from the Department of Transport the major scheme bid has been held pending the outcome of the government's spending review and further advice as to the bidding procedure. The Executive need to approve the business case prior to the bid being made by Kent County Council who are clients and will be operators of the scheme. This report is not about approving the business case for the scheme. This will be the subject of a later report to the Executive.
4. No decisions are required at this stage, however, feedback on the plans and technical specifications reported would be valued prior to the public consultation exercise.

Background

5. The need for 3 new Park and Ride sites is an integral part of the transport and car parking strategies that support Ashford's Growth. Drovers Park and Ride is the first of three Park and Ride sites planned for the Ashford urban area. The sites at Drovers, Waterbrook and Chilmington will be connected to the town centre and international railway station by the proposed SmartLink Bus Rapid Transit system.
6. In essence a Park and Ride network is a very efficient way of conveying large numbers of people, turning up at a generally near constant rate, into a congested and / or restricted central area.
7. By holding back cars at the urban edge that are being used for trips entailing predominantly longer stays at the centre, a Park and Ride network can stop a large quantity of non-essential trips being made on central roads, enabling a more pleasant and vibrant centre free from the rigors of congested traffic and with enough capacity to ensure essential trips through town are unhindered.

8. Ashford's Park and Ride network is planned to be delivered in three phases. Drovers is scheduled to open between 2013 and 2015 depending on funding and business case, Waterbrook from about 2016 and Chilmington Green from about 2018 onwards though most likely post 2021.
9. Drovers Park and Ride will be an integral part of the first phase of SmartLink. It will comprise a site of circa 750-800 parking spaces that may be built out in two phases depending on expected demand at the time of build (linked to development levels within the town centre).
10. The site will house a facilities building including a covered waiting room area, manned information point, SmartLink staff facilities, toilets and refreshment vending machines. In addition to the waiting room area there will be external covered waiting areas, seating and real time bus information gantries.
11. The site will cater for up to three SmartLink vehicles at any one time in addition to providing a stopping location for longer distance bus and coach services.
12. Accommodation will be made for motorcycles and bicycles and the site will be sympathetically landscaped and secured by the provision of Close Circuit Television monitoring.
13. Access to and from the site for SmartLink buses will be either via the site access ramp to / from Fougères Way (featuring a northbound bus lane) or via the dedicated bus-way and running lanes through the new Drovers Roundabout and onto dedicated bus lanes and bus-ways on Templar Way.
14. All other traffic will enter and exit the site via the exit ramp from Fougères Way. This ramp will also be used to provide access to and from the development proposed in the south east corner of the site on a 2.6 acre plot.
15. Although the site for the Park and Ride, along with the plots of land necessary for the improvement of Drovers roundabout have now been purchased by Kent County Council using GAF3, the land transfer agreement requires certain undertakings by Kent County Council to assist the delivery of the commercial development scheme alongside, in particular obligations to provide environmental and transport impact appraisals and suitable surface water drainage system and ecological mitigation works. (A separate planning application made to Ashford Borough Council by the developer of this land is expected in the near future).
16. Outline design work has been largely completed for the proposed site and an estimated build cost of c£7.25 million has been calculated. This cost includes construction of the access ramp, installation of traffic signals at the junction with Fougères Way and facilities building, as well as works to provide complicated foul and surface water drainage systems and works required to satisfy the ecological issues that surround the site.
17. In terms of ecology the scheme will need to satisfy some potentially onerous requirements being close to The Warren nature reserve.. To the west of the site The Warren houses Great Crested Newt breeding ponds and as such the land proposed for the Park and Ride site is within a 250 metre radius of these

ponds and therefore within the recommended foraging zones expected for Great Crested Newts and other species. The site boundaries and open meadowland areas also provide foraging ground for several species of bat and badgers known to be present.

- 18 In order to mitigate the effects of the site on these species an area of grassland to the north of Warren Lane and bounded by the M20 Junction 9 has been identified. This land is owned by the Highways Agency and work is progressing to gain access to upgrade the land and ultimately purchase it from the Highways Agency. In principle the Highways Agency have agreed for the land to be used for ecology mitigation and outline drawings of the site enhancements are currently being considered by Natural England and Kent Wildlife Trust.
- 19 This land effectively provides a 1 to 1 replacement of the land lost to the Park and Ride site and further negotiations may be required to provide a financial contribution towards establishing additional mitigation land between the Warren, and Hothfield Common in order to satisfy planning obligations.
- 20 To the north of the site lies an area of semi-wet grass land with complicated hydrological patterns that can also be seasonal. The land on which the proposed Park and Ride site will be built naturally falls towards this area of grass land and as such currently drains onto this sensitive and ecologically rich land. The Park and Ride site design must therefore cater for this run off and provide a system of drainage that recreates that lost by the construction on the site. A range of systems have been reviewed by the project team with significant input from Ashford Borough Council and Kent County Council officers.
21. The chosen scheme provides options for two swales to receive run off water from both direct surface run off (from the bus-ways linking Drovers Roundabout to the bus terminal area) and attenuated run off from the main car parking deck. This latter attenuation will be achieved by using 'permeable' paving solutions and a certain amount of 'storage within the system'. This will allow water to percolate and be cleansed before reaching the swale to the northern edge of the site where the water will then flow through the soil to the semi-wet grasslands.
22. This best replicates the current situation and the idea has been agreed in principle at recent design workshop by The Environment Agency, Natural England, Kent Wildlife Trust and Ashford Borough Council officers.
23. The site will feature significant landscaping to the eastern boundary, building on the new landscaping put in place by the Fougères Way widening scheme. The existing hedgerows to the north and west of the site will be retained and gapped up accordingly with a new gated access provided between the swale and ecological buffer zone to the north of the site and the semi-wet grass land area. This gate is to allow for access to the swale and ecological buffer zone as the car parking deck will be fenced off from the area and will stand 50 cm higher than the level of the swale.

24. Proposals to manage the northern swale (which will remain largely dry) include periodic grazing by livestock and Kent Wildlife Trust are keen to manage this ongoing process.
25. Landscaping within the site will be focused on allowing visibility across the car park area to aid the safety and security of users of the site and the operation of Close Circuit Television systems.
26. The site will be lit as required during operational hours and a lighting strategy being developed by the project team will ensure that light spill is eliminated onto the Warren and that zoned lighting is created to allow nocturnal species to move across the site and forage as required.
27. A gated access from the site to Warren Lane will be provided. This is for emergency access and egress only but could also provide useful pedestrian access from the site to the Warren and ultimately the Park and Ride car park could provide a safer car park option for the Warren, enabling the current lane to be made more pedestrian friendly and returned to a more natural state. Work will continue on this aspect with Kent Wildlife Trust as the development moves forward.
28. The operation of the Park and Ride site is expected to be in line with that of the SmartLink system and this is notionally envisaged to be 7am to 11pm. However, consideration will be given to limiting the hours of Park and Ride operation in the evening to around 9pm at the latest.
29. Current plans are to allow free parking and charge for bus use to and from the site. This is a common practice at a number of sites in the United Kingdom and the off bus ticketing systems planned for SmartLink will allow a range of ticket options to be offered, in particular to those travelling as a group in a single car.
30. The site will be linked to the town centre by a SmartLink service operating every 10 minutes during the main period of daily operation. Anticipated journey times from the site to the town centre are 8 minutes and to the international railway station 12 minutes.
31. The site will be operated and maintained by Kent County Council and the proposed planning application will be submitted to planning officers at Kent County Council with Ashford Borough Council, amongst others, being a statutory consultee as part of the planning application process.

Risk Assessment

32. N/A at this planning stage.

Equalities Impact Assessment

33. Full DDA requirements for disabled badge holder car parking and accessibility to the facilities building are incorporated in the designs.

Other Options Considered

34. A number of design and layout options have been considered for the Park and Ride site. Having regard for the obligations of the land transfer agreement, the provision of shared access arrangements with the proposed commercial site development alongside and the complicated drainage and ecological issues, the current design for the proposed Park and Ride site is considered to be a suitable arrangement. This layout has also been informed by a design workshop of interested bodies recently.

Consultation

35. Public Consultation on scheme plans and operation is scheduled for early October, via an exhibition of the scheme proposals across two days at the County Square shopping centre in October (exact date to be confirmed).
36. Broad consultation on the concepts behind Park and Ride and the placement of the Drovers site as the first of three to cover the Ashford area as part of the SmartLink network has already taken place at several transport wide public consultation exhibitions at both County Square (in June 2010) and the Ashford International Hotel (in November 2009).

Implications Assessment

37. The proposed Park and Ride scheme is being submitted to Kent County Council for planning approval only at this stage. The approved Car Parking Strategy recommends a Park and Ride site at Drovers as having a capacity of up to 1000 cars in order to support the full growth area targets to 2031. Having considered the constraints of the site as outlined above, including the issues arising from the land transfer agreement, together with the abolition of growth targets in Regional Special Strategies, the proposal to provide 750-800 car parking spaces at Drovers Park and ride is considered to be suitable for many years to come. The car parking strategy will now be amended accordingly.
38. There are no other immediate implications for the Council arising at this stage.

Handling

39. The report is for information and comment at this stage.

Conclusion

40. Design and preparation work for the SmartLink and Park and Ride scheme has been undertaken over the past few years using the growth area funding.. The processes required for a successful planning application for the proposed Drovers Park and Ride site are underway and that significant work and progress has been achieved.
41. In particular the design team have had to balance some very critical and opposing issues, such as ecology, capacity, drainage and landscaping in

order to deliver a popular, functional and sustainable site. The current designs reflect this work and the forthcoming public consultation will seek further views before the final planning application is submitted later this year.

Portfolio Holder's Views

42. Councillor Paul Clokie and County Councillor Nick Chard are being briefed on the scheme at a Transport Steering Group meeting on 9 September 2010. Any further views will be reported verbally.

Contact: Tim Reynolds (KHS / Jacobs) tel: 01233 330820 Tues/Weds only

Email: tim.reynolds@kent.gov.uk

ASHFORD JOINT TRANSPORTATION BOARD 14 SEPTEMBER 2010

Subject: Highway Works Programme 2010/11

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 2010/11.*

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 2010/11.

Road Surface Treatments

Thin surfacing - see Appendix A1
Microsurfacing – see Appendix A2

Highway Maintenance Schemes

Carriageway Schemes – see Appendix B1
Footway Schemes - see Appendix B2
Street Lighting Schemes - see Appendix B3

Local Transport Plan Budget 2010/11

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 – 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
Russell Boorman	0845 8247800 KCC

Appendices A to D – Progress Reports

APPENDIX A – ROAD SURFACE TREATMENTS

APPENDIX A1 – THIN SURFACING: 15 – 24mm depth

Location	Parish	Budget	Status
Cripple Hill	High Halden	144,200	22-25/11/2010

APPENDIX B – HIGHWAY MAINTENANCE SCHEMES

APPENDIX B1 – CARRIAGEWAY SCHEMES

Location	Description	Parish	Budget	Status
None				

APPENDIX B2 – FOOTWAY SCHEMES

Location	Description	Parish	Budget	Status
A20 Hythe Road	Smeeth X Roads to Bob Fisher Garage	Smeeth	£224,960	Deferred
A20 Hythe Road	Bockham Lane to Ridgeway	Mersham	£72,000	Deferred
Flood Street		Mersham	£24,000	Deferred until new financial year
Church Street		Mersham	£9,000	Deferred until new financial year

APPENDIX B3 – STREET LIGHTING SCHEMES

There are no Street Lighting schemes planned for 2010/11.

APPENDIX C – TRANSPORTATION, PROW & SAFETY SCHEMES

APPENDIX C1 – LOCAL TRANSPORT PLAN FUNDED SCHEMES

Location	Description	Budget	Status
Henley Fields, Tenterden	Cycle track along the disused railway line	£80,000	Works halted when Great Crested Newts discovered on site. Now deferred
Ashford District	Bus Stop Improvements	£100,000	Scheme deferred
Christchurch School to Park Farm	Completion of missing link of cycleway	£60,000	Scheme deferred

APPENDIX C2 – PUBLIC RIGHTS OF WAY (LTP Funded)

Location	Description	Budget (£)	Status
AW51- Squids Gate, Charing TQ967 490 to 979 498	Surface improvements	80,000	Complete
AW55 School Road, to doctors surgery, Charing TQ952 494 to 951 493	Resurfacing	20,000	Proposed (to be completed 2010)
AW294 Kingsnorth Road to Ellingham Way, Ashford. TR002 402 to 003 402	Resurfacing	1,000	Proposed (to be completed 2010)
AW348 Charing Hill to Claremount Drive, Charing TQ954 498	Resurfacing		Withdrawn
AU11 Faversham Road to recreation ground. TR018 450	Surface improvements	8,500	Proposed (to be completed 2010)

APPENDIX C3 – DEVELOPER FUNDED SCHEMES (Section 278 Works)

Location	Description	Status
Stanhope, Ashford	Regeneration scheme / New road layout	Works commencing on new sites
Trinity Road, Ashford	New road layout	In maintenance
A20 Roundabout	Toucan	In maintenance
Templar Way	New signalised access	Remedial work in progress
Latitude Walk, Ashford	Environmental improvements – East Street	In maintenance
Park Farm/ Finn Farm Road	Signals/traffic calming	In maintenance
Tesco site – Park Farm	New Puffin Crossing – cycle way	Construction completed – awaiting remedials
A2070 j/w The Boulevard	Left turn slip	In design stage

APPENDIX D – OTHER WORKS

APPENDIX D1 – BRIDGE WORKS

Location	Description	Status
Romden Road, Smerden	140 – Bridge reconstruction	November – March 2010/11
A28 Canterbury Road, Kennington	285 Mill Pond – Culvert reconstruction	Programmed for Winter – Spring 2010/11
A28 Canterbury Road, Godmersham	33 Godmersham Bridge – bridge widening	Programmed for Winter – Summer 2010/11

APPENDIX D2 – DISTRICT COUNCIL FUNDED SCHEMES

Location	Description	Status
Not known at moment		

APPENDIX D3 – COUNTY MEMBER HIGHWAY FUND WORKS

Member & Ward	Description	Budget	Status
Elizabeth Tweed – Ashford Central	Amendment of lining to create greater clearance in front of properties and installation of signs to warn there is no footway Chart Road, Ashford	£1,003	Completed 1 September
Mike Angell – Ashford Rural South	Installation of white timber post with speed terminal and village name signs and red surfacing to be laid on carriageway to create village gateway feature. Magpie Hall Road, Stubbs Cross	£9,350	Approval granted. Awaiting programming
Andrew Wickham – Ashford Rural East	Construct red bands across carriageway and install bigger signs – Canterbury Road, Brabourne	£7,590	Approval granted. Awaiting programming

APPENDIX D4 – DRAINAGE

Gulley Cleansing and Route Optimisation in Kent

To cleanse the estimated 340,000 gullies in Kent, KCC have purchased a route optimisation software package to enable the most efficient way of visiting all these gullies. At the same time, we will be capturing details about these gullies – type, location, amount of silt, etc, to enable us to form a routine of visiting those gullies that become full quickly on a more frequent basis. Over time, this will allow us to build up a history of each gully, and will direct us to those areas that need more attention.

Training in using the software has now been completed and initial routes are being generated. This, together with our vehicle tracking capability, will also enable us to re-direct machines where reactive or emergency cleansing is required in the most cost-effective way.

The system will be able to react dynamically on a daily basis to take into account reactive works, and as such routes may change every day. In the long term, it is hoped that the routes can be made available to members and parishes on a realtime basis through the portal, to enable them to check their own particular areas.

APPENDIX D5 – MAJOR CAPITAL PROJECTS

Location	Description	Budget	Status
Victoria Way Phase 1 (link between Victoria Road and Leacon Road)	To support the growth agenda for Ashford and in particular to support the southwards development and expansion of the town centre.	£16.5m	Community Infrastructure Fund (CIF) funding Agreement completed. Land acquisition completed. Procurement completed. Contract awarded to Volker Fitzpatrick on 5 May 2010. Objective is to complete construction within CIF funding deadline of 31 March 2011.

<p>Southern Sector: Drovers roundabout to M20 Junction 9</p>	<p>Junction improvements and signalisation and pedestrian & cycle footbridge over the M20. To support the growth agenda and in particular to provide a comprehensive improvement of this key access route on the west side of the town.</p>	<p>£17.6m</p>	<p>Regional Infrastructure Fund (RIF) funding Agreement completed. Growth Area Funding (GAF) Agreement completed. M20 feature bridge received planning consent. Land acquisition and associated Agreements completed for road aspects completed. Land and associated Agreements for bridge being progressed. Procurement completed. Contract expected to be awarded to BAMNuttal on 13 May 2010. Objective is to complete construction within RIF funding deadline of 31 March 2011.</p>
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