

To: Ashford Joint Transportation Board

By: Lisa Holder

Date: 10th September 2013

Subject: Ashford Shared Space Study

Classification: For information

Summary Ashford Shared Space Study Conclusion September 2013

Kent County Council commissioned Amey in April 2013 to independently examine the design, construction and maintenance of the scheme and a progress report was submitted to the JTB in June 2013.

The commissioned study is complete and concludes that the contractual and working relationships of the original Shared Space Scheme were complex and mutually supportive. It is evident that many organisations were involved in the planning, design and maintenance decisions and no person or organisation would have proceeded with a decision without the support of others. The project was effectively managed by a succession of groups with slightly different functions such as the Public Realm Board, the Champions Group and the Project Implementation Group, all of which included at least one of the multiple client partners. The Champions Group which supervised design strategy had representatives from all the client partners and held regular meetings with extensive agendas.

Despite the priority that aesthetics enjoyed in the scheme development, the detailed design process was found to have been undertaken with due care. Appropriate construction details were designed for the various materials and for the interfaces between these materials. Some decisions about paving in areas of Bank Street can be seen with hindsight to have been optimistic and no doubt led by the strategy and vision of behind the scheme concept. However, they were not made arbitrarily, but after deliberate consideration of the best construction for the maintenance of the project.

Moving forward, defects identified on the Ring Road that are in keeping with inevitable consequence of wear and tear can start to be addressed in the coming months. Bank Street will be addressed as a separate scheme the overall remedial options for which will be finalised and costed pending some further investigation covering utility services, drainage provision and cleansing/sealing trials. In the interim, KCC will continue to ensure that any safety critical defects, should they occur, are made safe.

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