

**To:** Ashford Joint Transportation Board  
**By:** Tony Jenson  
**Date:** 9th September 2014  
**Subject:** Ashford Shared Space: Bank Street  
**Classification:** For information

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**Summary** Bank Street footway remedial action – position to date

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Following on from previous reports to the Ashford JTB and discussions held by working groups, the eastern footway in lower Bank Street into Tufton Street has been prioritised as Phase 1 for the remedial works for the Ashford Shared Space.

With this in mind a Project Manager has been appointed to carry out the outline design and costing of these works with the intention of moving onto detailed design and construction/implementation subject to sufficient funding.

Due to the requirement of buses to overrun beyond the edges of the clay paved carriageway and the damage issues related to the location of the loading bays, it is likely that the 'flume' feature will need to be removed all together rather than repaired.

As well as the delamination of the granite material used in the flume feature, the majority of the damage to the rest of the footway is resulting from vehicular overrun far beyond the strengthened areas allowed for within the existing loading bays. This is also attributed to the lack of kerb face to deter drivers driving onto the footway element of the street scene.

To prevent this reoccurring, the footway either needs to be protected from overrun by the introduction of vertical features (planters or bollards) or reconstructed in an upgraded form which is strong enough to withstand vehicle overrun for its entire width.

The southern section of the footway between Queen Street and Elwick Road contains several sets of statutory undertakers equipment at a shallow depth. This would make it extremely difficult to excavate further to strengthen the surfacing at this location with any degree of effectiveness. As such for this section, vertical features as mentioned above would seem the pragmatic way forward.

The implementation of these works, as well as repairs to other areas of Bank Street, are likely to require a full road closure (for some of the construction period at least). KCC are liaising with Stagecoach to ascertain their needs and notice periods should the temporary relocation of the bus terminus be required.

Various surfacing options are currently being investigated and priced to ascertain which material provides the best solution in terms of initial installation cost balanced with aesthetics and any potential ongoing maintenance requirements.

Taking into account forward planning regarding the booking of road space, the avoidance of the Christmas trade period, notice for Stagecoach and local business as well as favourable weather for the construction works, Spring 2015 is the anticipated target for delivery of this scheme.

The JTB will be kept informed of further progress.