

**Agenda Item No:**

**Report To:** Joint Transportation Board

**Date:** Tuesday 9<sup>th</sup> December 2014

**Report Title:** Informal Consultation on the Introduction of Bus Stop Clearways for the H-Line

**Report Author:** Ray Wilkinson, Engineering Services Manager



**Summary:** This report details the results of an informal consultation conducted between 10<sup>th</sup> September and 17<sup>th</sup> October 2014 regarding the introduction or extension of bus stop clearways in various locations within Willesborough and Kennington, Ashford; presenting Officer's analysis and further recommendations.

There is no statutory requirement to consult on bus stop clearways, however it is considered good practice to carry out consultation and as such Members are asked to consider the two contested sites in light of the comments received during consultation.

**Key Decision:** NO

**Affected Wards:** Kennington

**Recommendations:** **That the Board consider the results of the informal consultation and recommends implementation of the extended bus stop clearway markings.**

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## Report Title:

### Purpose of the Report

1. This report details the results of an informal consultation conducted between 10<sup>th</sup> September and 17<sup>th</sup> October 2014 regarding the introduction or extension of bus stop clearways in various locations within Willesborough and Kennington, Ashford; presenting Officer's analysis and further recommendations.

### Issue to be Decided

2. Unlike the process for introducing a Traffic Regulation Order there is no statutory requirement to consult on bus stop clearways, however it is considered good practice to carry out consultation and as such Members are asked to consider the two contested sites in light of the comments received and determine whether or not two existing bus stop clearways should be extended to the recommended minimum length required to allow buses to draw parallel with the kerb.

### Background

3. The H-Line bus service provides a direct link between Kennington, Willesborough and the William Harvey Hospital, and has been in operation for around 6 months utilising some existing bus stops within Kennington and utilising temporary bus stop flags at various points along the route where no formalised stops presently exist.
4. Unlike the majority of on-street restrictions, bus stop clearways do not require a Traffic Regulation Order to be made in order to be implemented and enforced and as such, authorities are not required to carry out formal consultation prior to implementing a bus stop clearway. However, good practice recommends that residents or businesses that may be directly affected by the implementation of a bus stop clearway should be consulted.
5. Officers conducted informal consultations of directly affected residents and businesses at 15 bus stop sites along the H-Line route in September and October 2014 across the Kennington, Little Burton Farm and North Willesborough Wards of Ashford. The relevant Ward and Divisional Members for each location were also consulted with no objections raised.
6. Of 15 sites consulted on, 13 received no written objections during the consultation period. In the absence of objection to these stops, the Board Chairman and Portfolio Holder have approved the implementation of the clearways in these locations and Officers are presently making arrangements for these to be introduced.
7. The stops in question are located in The Street, Kennington between its junctions with Church Road and Tritton Fields (shown in appendix 1) and were originally implemented to serve the 1 service between Ashford and

Canterbury. The stops feature raised kerbing, bus stop flags mounted on existing street furniture and clearway markings at a shorter length than the recommended minimum (31 metres).

8. The existing bus stop clearway markings on the northern and southern side of The Street are of insufficient length to allow buses to pass any vehicles to the rear of the clearways and draw parallel with the kerb at the stop point, and accordingly the extension of the existing bus stop clearway markings is proposed to enable step-free access for passengers wishing to board or alight either the 1 or H-Line services in these locations in accordance with the requirements of the Disability Discrimination Act 1995 and the Equality Act 2010.

## Consultation

9. 14 properties in the immediate vicinity of the existing bus stops were consulted on the proposed extension of the clearway markings, with 5 responses received during the course of the consultation period (the full content of these responses can be seen in appendix 2). Of the 5 responses received, 3 raised points of objection to the proposals, 1 expressed support and 1 did not provide a clear indication of support for or objection to the proposals. The responses asked for various points to be taken into consideration, which are summarised in the table below.

Comment	No.
"There are existing parking/traffic problems within The Street"	5
"Wish to see existing traffic calming measures retained"	2
"Lack of pavements within The Street is an issue"	2
"Concerned that proposed developments will cause problems"	1
"Want to retain parking outside property"	1
"Existing stop is unsuitable/should be relocated"	1
"The Street is unsuitable for existing/increasing levels of traffic"	1
"Concerned over effects on trade/deliver vehicle parking"	1
"Vehicles used on routes are unsuitable"	1

10. Many of the traffic and parking problems highlighted in the responses have arisen from unsuitable or obstructive parking, and in certain cases would in fact be addressed through the extension of the bus stop clearways to a 31 metre length, which would prohibit obstructive parking to the rear of the clearways and allow buses to draw parallel with the kerb at each stop rather than stopping at an angle to the kerb and so presenting an obstruction to oncoming traffic.
11. Whilst removal of the traffic calming build out on the northern side of The Street at this location may allow for re-configuration of the existing stops and allow the clearways to be staggered, this has not been proposed by Officers. Any decision to retain, remove or relocate traffic calming measures will fall under the remit of Kent County Council's Highway Safety Engineers, rather than Ashford Borough Council Officers.
12. The retention of on-street parking outside properties may be desirable, however it should be noted that parking in the locations described presents a potential hazard to road users (through preventing buses drawing parallel with

the kerb as described in paragraph 10) and bus passengers (through preventing step-free access to and from bus services) and should not take place. The majority of properties within the vicinity of these clearways have access to off-street parking, and surveys have shown that an equivalent supply of on-street parking can be supported in the adjacent Church Road.

13. Concerns relating to matters of Planning and Development, traffic control and the provision of footway paving do not fall within the remit of this proposal and so cannot be answered effectively by Officers. These points should be addressed instead to the relevant Ashford Borough Council or Kent County Council departments.

### **Other Options Considered**

14. Preservation of the existing clearway lengths will enable vehicles to continue parking to the rear of the clearways in obstruction of the swept path for buses, and so will not resolve the issues of enabling step-free access for passengers at these stops. As such, abandonment of these proposals is not supported.
15. The relocation of the northern stop within this section of The Street has been suggested but is not supported, as the layout of dropped kerbs and traffic calming measures along this section of The Street do not provide a suitable alternative position for buses to stop without obstructing property accesses or for pedestrians to wait in a safe location with the required raised kerbing.

### **Officer's Recommendation**

16. Whilst the concerns of residents are recognised, it must be remembered that these are well-established bus stops with existing infrastructure which now require extension in order to enable compliance with accessible transport regulations. It is therefore the recommendation of Officers that these two bus stop clearways should be extended from their current length to 31 metres.

### **Conclusion**

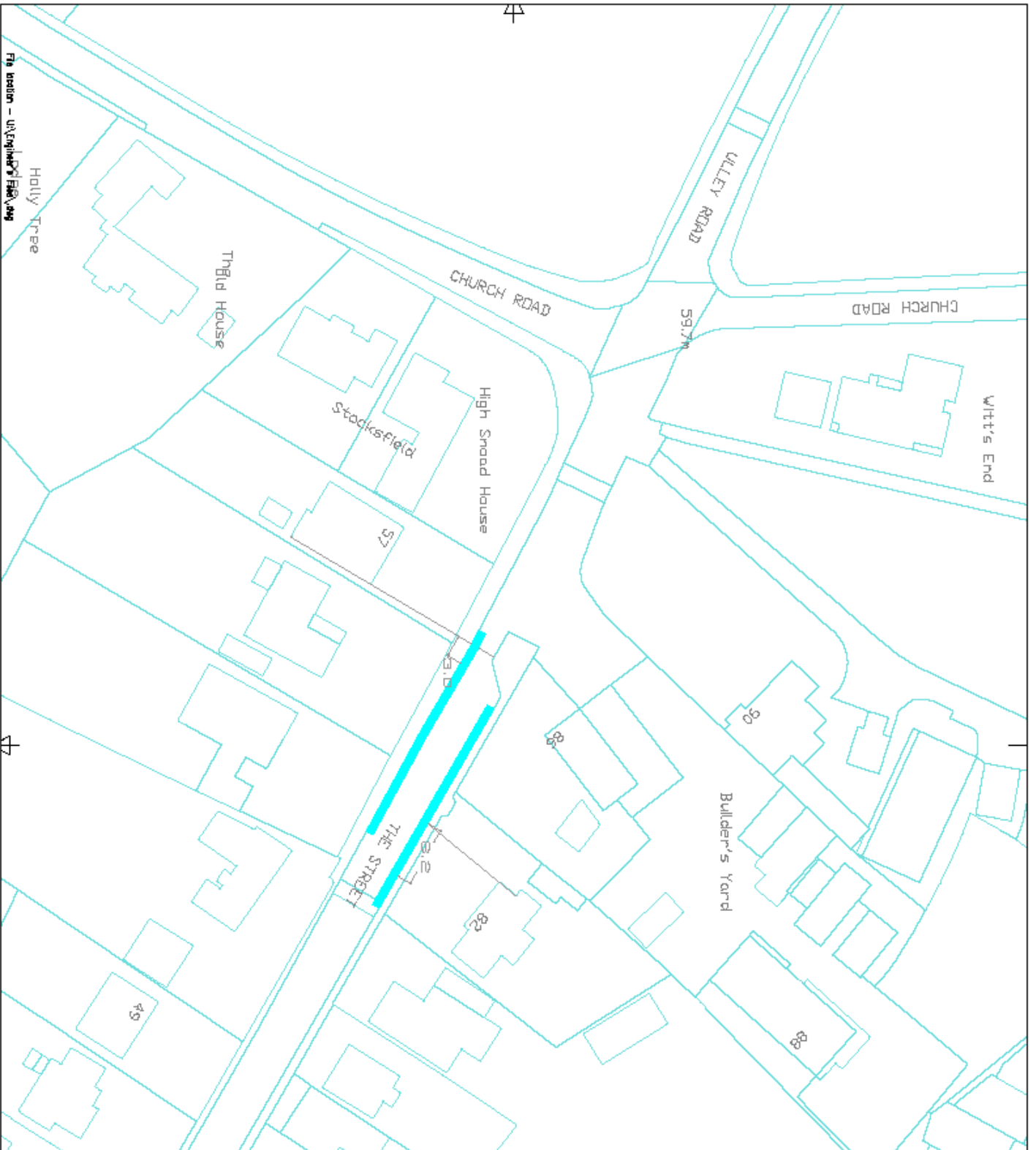
17. It is the advice of officers that the benefits of the proposals outweigh the merits of the objections received, and so implementation of the extended clearways should be approved.

### **Portfolio Holder's Views**

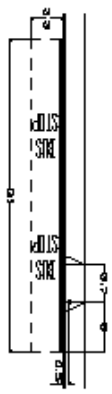
18. To be provided at the meeting.

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<p><b>ASHFORD BOROUGH COUNCIL</b>          CULTURE AND THE ENVIRONMENT          Civic Centre, Tonney Lane, Ashford, Kent, TN23 1PL          tel : 01233 531111 fax : 01233 645654</p>	
<p><b>H LINE PROPOSED BUS STOPS</b></p>	
<p><b>KEY</b></p> <p>PROPOSED BUS STOP CLEARWAY </p>	
<p><b>RAISED BOARDER</b>          4 NO. RAISED KERBS WITH 160 MILLIMETRES KERB FACE          2 NO TAPER KERBS</p> <p><b>FLAG POST</b>          M BISSELL DISPLAY LTD          "DESIRE" SINGLE POLE WITH FLAG,          SIGN PLATE AND TIMETABLE CASE</p>	
<p><b>BUS STOP CLEARWAY MARKING</b>          DIAGRAM 1025.1          NOMINAL LENGTH 31 METRES          NOMINAL WIDTH 3.3 METRES</p>	
<p><b>PROJECTS</b></p> <p>SITE 15 &amp; 16          KENNINGTON ROAD</p> <p>SCALE: 1/500          PAPER SIZE: A3</p> <p>DATE: AUG 2014          DRAWN: RJW          CHECKED: H LINE 2014/15</p>	



Comments	Officer's response
<p>We would like to comment and draw your attention to the impact the installation of the Bus Stop Clearway will have upon the vicinity:</p> <p><b>1. Parking concerns</b></p> <p>Parking is already a huge problem along The Street between No. .... and the junction with Tritton Fields. The installation of the bus stop clearway will force drivers to park further along The Street perhaps on both sides of the road enhancing the problems that already exist.</p> <p><b>2. Traffic flow</b></p> <p>The chicane in situ creates a 'single flow' of traffic passing around it from Ully Road/Church Road heading towards Canterbury Road due to drivers keeping to the right hand side of the road due to parked vehicles. This practice, combined with parked vehicles, already makes it extremely dangerous, difficult and hazardous when exiting our drive.</p> <p><b>3. Footpath</b></p> <p>The Planning map may be misleading as I can assure you that there is no footpath to the front of our property or that of Number ....</p> <p><b>4. General Observation</b></p> <p>There are numerous occasions when vehicles park on both sides of The Street for periods of time. Tradesmen, builders vans, delivery vans, Removal vans, lorries etc. At such times, The Street becomes extremely dangerous and hazardous for both road users and pedestrians. Obscured visibility to the left and right of us is increasing the</p>	<p><b>1. Parking concerns</b></p> <p>Whilst it is recognised that extension of the bus stop clearways will result in some displacement of parking, our observations of parking conditions within this area of The Street suggest that this will be minimal and limited primarily to vehicles parking on the northern side of the carriageway between the existing clearway and the traffic calming build out.</p> <p>Incidents of obstructive parking (wherein traffic is prevented from moving along The Street, or parked vehicles present a hazard to other road users) should, in the absence of formalised restrictions, be reported to the Police for their attention and (where possible) enforcement.</p> <p><b>2. Traffic Flow</b></p> <p>During previous site visits it has been suggested that removal of the traffic calming build out would allow for relocation of the stop on the southern side of the carriageway to a point closer to the Church Road junction (and so allow for buses to stop at both clearways and preserve a flow of traffic through The Street in this location) however any decision to remove this clearway would fall under the remit of Kent County Council's Traffic engineers.</p> <p>The extension of the clearway on the northern side of the carriageway will prevent parking in the intended passing bay for eastbound vehicles proceeding around the traffic calming build out and so aid the flow of traffic in this section of The Street.</p>

<p>frequency that we are experiencing 'near misses' as we exit our property due to vehicles driving on the right hand side of the road instead of the left hand side heading towards Canterbury Road area. It is necessary to approach The Street with extreme caution and care.</p>	<p>3. Footpath</p> <p>The strip of land to the front of your property shown refers to the narrow verge space between your property boundary and the carriageway, rather than a footway (as that adjacent to Nos. 53-57 The Street), and the map layer of the plan has been generated from Ordnance Survey records.</p> <p>4. General Observation</p> <p>Obstructive parking (such as that evidenced in the photos of the scaffolding lorry you have provided) should not take place and can, as noted above, be referred to the Police for enforcement where necessary. Whilst not directly applicable to your property, the extension of the bus stop clearways in this location will aid the flow of traffic around the traffic calming build out through preventing obstructive parking in close proximity to the build out and so aiding buses in stopping without presenting an obstruction to the adjacent carriageway lane.</p> <p>Regrettably we do not have the powers to implement restrictions for the purposes of protecting private property accesses, and so are unable to implement restriction to prohibit parking within the visibility splays of your driveway. Parking in front of a property access is prohibited under the articles of the Highway Code, and I would recommend that any such parking is reported to the Police as it occurs.</p>
<p>We have absolutely no problem with the proposal and think it's an excellent idea.</p> <p>There is too much regular congestion as it is for the buses, made worse by the selfish individuals who dump their cars</p>	

<p>directly opposite our house all the time, which makes turning left out of our drive next to impossible and which adds to the general congestion in The Street, especially around the calming measure outside our house.</p>	
<p>The proposal extends the current bus stop across our drive and beyond towards the road projection/island just before the Builder's Yard junction and Church Road junction.</p> <p>Our drive is single car width only with parking for our 2 cars in tandem. There is no turning point on our land so we have to reverse into this drive at all times whilst being mindful of oncoming two way traffic. In addition the pavement is very narrow and the road only 6 metres wide at this point. The proposal would mean:</p> <ol style="list-style-type: none"> <li>1) There would be nowhere practical or safe for furniture removal/delivery vehicles to park without either having to negotiate and struggle some distance along the impractical, narrow pavement, walk in the road negotiating speed cushions or cross the road if parked opposite.</li> <li>2) This is also relevant to delivery of heavy building materials, ambulances, people with disabilities, a weekly supermarket shopping delivery, other trade vehicles and our chimney sweep.</li> <li>3) There is no pavement at .... The Street and beyond towards the Canterbury Road. We have already experienced a near accident when a removal lorry had to park across the small stretch of pavement on southern side of the road outside ... The Street to aid traffic flow (due to narrowness of the road): The driver of our car was returning home from the Church Road</li> </ol>	<p>I should note firstly that the proposal for the clearway outside your property is in effect an extension of the existing clearway to enable buses to pull parallel with the kerb at the existing stop point. At present, vehicle parking to the rear of the clearway (in the location you have described) prevents buses from pulling parallel with the kerbing at the stop – presenting a potential hazard to passengers who require step free access to the bus.</p> <p><i>Points 1) and 2)</i> Whilst it is no doubt preferable for delivery drivers and other tradespeople to park as close as possible to their destination end point, It must be remembered that in many other places the physical circumstances of the road (either in terms of layout or restrictions) prevent parking immediately adjacent to properties where it would be unsafe or unsuitable for vehicles to do so. The desire for convenience cannot be used as justification for the non-introduction of parking controls, and in this instance the level of on-street restriction both existing and within the current proposals is relatively low and does preserve kerb space for on-street parking in close proximity to the affected properties for deliveries to take place.</p> <p><i>Point 3)</i> Obstructive parking by the delivery lorry on the footpath should not take place, as this not only presents a hazard to pedestrians and other road users, but will also potentially lead to damage of both the pavement and any underlying services. The parking on the northern side of the carriageway between the traffic calming build out and your drive observed in the same photograph is</p>



direction at about 10.30 am and waited at the Church Road projection/island for oncoming traffic to pass. By this time 2 other cars were waiting behind ours. Due to the parked removal van, the road was too narrow on our side to allow our car to either turn in or stop to allow the other cars behind to pass. The driver was forced to drive on to allow these cars behind to continue on past our car. Our car had stopped shortly before a speed cushion and .... The Street access where a car was also waiting to exit onto the road in the easterly direction towards the removal van and road projection/island. Our car then had to reverse back up the road with the neighbour's car following to allow this and also to gain access to our drive. A hazardous situation all round.

So clearly parking on the southern side of the road free of the clearway from ..... The Street is not a safe or viable option and could prove hazardous to drivers and pedestrians due to width constraints.

4) The current proposal effectively removes approximately 3 much needed, high usage parking spaces. These are in constant daily use.

5) Due to the nature of our drive it means our wheelie bins have to be placed in front of our cars for collection. Thus when a car exits, it entails moving our bins onto the pavement, parking the car in an available space, returning the bins to their position before being able to drive off. The same procedure is used for re-entering the drive. Sometimes this involves both our cars. With the removal of these available parking spaces, greater pressure will be placed on the other already limited spaces in The Street and we can envisage perhaps having to park in

similarly obstructive and should not take place, as it would prevent eastbound vehicles from pulling in past the traffic calming build out having moved into the oncoming vehicle lane and thus presenting a minimal disruption to the priority traffic flow.

Prevention of parking to the 'rear' of each clearway (through the extension of the bus stop clearways themselves) would no doubt have helped in alleviating the problems encountered in the incident described on the second page of your letter by allowing your driver to pull in immediately past the traffic calming build out before your drive and preventing the obstructive parking of the delivery lorry on the southern side of the carriageway.

*Point 4)* It must be remembered that the purpose of the adopted public highway is to facilitate the movement of traffic, and that whilst any on-street parking can be viewed as an obstruction, it is generally tolerated where it does not form a hazard to other road users. Whilst on-street parking is recognised as a valuable resource, motorists should take care to park in accordance with the articles of the Highway Code. Parking to the rear of the clearway prevents buses from pulling parallel with the kerb, presenting both a hazard to bus passengers requiring step free access and an obstruction to traffic flow around the stopped bus.

*Point 5)* Similar arrangements exist in other locations owing to the presence of on-street restrictions and carriageway layouts, and this does not provide justification for the abandonment of these proposals or the relocation of an existing bus stop into an alternative location.

The installation of yellow lines in the locations described was carried out to provide a safety scheme protecting junctions, bends and creating passing bays where necessary in the vicinity of the Downs

<p>Tritton Fields or Church Road just to deal with the wheelie bins. This is not sustainable living.</p> <p>Other highway matters</p> <p>During the afore mentioned conversation, certain considerations were raised; at that point you had not visited the site , that a possible option may be to remove the traffic island at the Builder's Yard, also that where possible, clearways would be staggered and not opposite each other.</p> <p>The current proposal clearly shows the clearways running parallel for some distance.</p> <p>Due to highway safety issues Kent Highways has deemed it necessary to install yellow lines in Ulley Road and The Junction of Church Road and The Street, speed cushions in The Street/Ulley Road and a traffic island with a give way sign at the Church Road junction; all measures to slow down traffic and improve highway safety. The island is also used by pedestrians including school children as a safe and narrow crossing point on this busy road. Traffic has actually increased including the addition of the H bus service.</p> <p>So to remove the island will be very detrimental to highway safety. We absolutely do not want it to be removed. The Builder's Yard currently has full planning permission for conversion of the barn and 4x3 bedroom dwellings bringing this junction into greater use than present. The hairdressers in The Street already places demand on current limited parking spaces. Also a new business – a coffee shop is due open next door to ..... The Street and possibly</p>	<p>View Infant and Kennington Juniors Schools to address unsafe and unsuitable parking practices (on junctions, bends, pinch points and where the road is too narrow to support parking on one or both sides) rather than to address traffic speeds through the area.</p> <p>Prior to our telephone conversation both my line manager and I had completed site visits to the area and had proposed that the removal of the traffic calming build out could present a possible solution to the overlapping of clearways through allowing us to move the stop on the southern side of the carriageway further up towards the junction of The Street and Church Road, which would both preserve a flow of traffic between buses stopped on both the northern and southern side of the carriageway and enable parking on the southern side of the carriageway opposite the northern side clearway.</p> <p>It is important to note, however, that any decision to remove this build out would fall under the remit of Kent County Council's Highway Safety Engineers rather than Ashford Borough Council, and would be separate to this consultation process.</p> <p>The overlapping of clearways, although not preferable, does not provide justification for the non-placement of a clearway or the relocation of a bus stop to an unsuitable position. It must be remembered that bus services are transient by nature and that whilst it is preferable to maintain a flow of traffic around stopped buses, the principal impediment to such traffic flow in this location is the existence of the traffic calming build out in relation to the existing stop on the southern side of the carriageway.</p> <p>It is our intention to retain the bus stop in its existing position where raised kerbing is already in situ and stopped buses/waiting passengers will not be in direct view of a property frontage (due to the</p>
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sharing the same access as the Builder's Yard will also create further pressure on parking needs.

Removing the parking spaces by the island could also have a negative impact on these businesses.

The FAQs section of your letter also states:

*In addition, bus stops must be sited in relation to the physical constraints of the road – for example, they should not (unless unavoidable) be sited in locations that would force buses to stop within 10 metres of a junction, and should not be placed opposite either another stop or a physical road feature such as a traffic island (as this would result in buses blocking the road when stopped).*

Both clearways are very close to the road projection and the Builder's Yard junction.

We would like to propose an alternative solution to the siting of the clearway outside number ..... which we believe would overcome highway safety issues and our own very material objections:

On the northern side of the carriageway from a point close to but free of our drive extend the clearway 31 m eastward towards the Tritton Fields junction .

This would:

- 1) Solve the unworkable and highway safety issues with our drive.
- 2) Address the issue of drivers attempting to park on the southern side of the road due to loss of parking places by us.
- 3) Reduce the number of clearways close to the road projection and Builder's Yard junction.

vegetation screening the stop). The extension of the bus stop clearway will not only facilitate ease of access for bus passengers, but will also prevent such obstructive traffic scenarios as that noted in your letter and evidenced in the photos you have enclosed through preventing the waiting of vehicles in the running lanes up to the bus stopping positions around the traffic calming build out.

Location of the clearway as per your proposal is not a solution we would support as this would necessitate relocation of the stop to an unsuitable location, impacting on an increased number of property frontages and likely forcing passengers to wait either on or immediately adjacent to a vehicle crossover (dropped kerb) to board buses. The provision of raised kerbing to enable step free access would also be problematic due to the immediate adjacency of existing dropped kerbs, and as such it would be difficult to implement a transition to raised kerbing on a suitable gradient over a short distance.

I have addressed a number of the final points raised in your letter within this response, and so would note the following in response to points not covered above.

3) The 'builder's yard junction' is in fact a private access for a residential development, and as such is not approached differently to any other private property access within a road with regard to restrictions or physical road layouts.

4) The location of the clearway on the northern side of the carriageway is not affected or influenced by the presence of the traffic calming build out. The 31 metre clearways on both sides of the carriageway have been proposed as extensions to the existing clearways utilising the existing raised kerbing and stop locations.

<p>4) Prevent the possibility of the traffic island being moved.</p> <p>5) Allow the bus clearways to be staggered (as you suggested) and not opposite thus improving highway safety.</p> <p>6) Possibly prevent any overlap of these clearways in the actual lanes.</p> <p>7) Reduce the number of essential car parking spaces to be lost for residents and businesses.</p> <p>8) It would also provide a clearway in a narrow part of The Street where parking causes problems for home owners egressing their drives.</p> <p>9) Allows the 10m H bus more room to manoeuvre into the clearway on the northern side.</p> <p>We feel that as residents living with the current arrangements and understanding The Street's traffic problems, the siting of these bus stops, in particular the northern location will have serious consequences which need further careful consideration.</p> <p>The level of on-street parking restrictions has in recent years moved from nothing to now very substantial levels. Your proposal will increase on-street parking restriction even more and takes no account of any future planning applications and the current surge of Internet shopping and home deliveries. Please indicate where the kerb space will be preserved as per your letter (referring to our points 1 and 2). You also suggest that parking on the southern side of The Street opposite the northern clearway could provide a solution to parking spaces. It cannot be on the southern side as this will create a dangerous chicane if vehicles park here and will obstruct visibility for homes on this side.</p> <p>We have already explained that parking on the southern side is</p>	<p>7) The majority of residential properties within this part of The Street (including the new development at the former Builder's Yard) have access to private off-street parking as an alternative to parking on-street, and the extension of these clearways will not unduly reduce the volume of safe on-street available within The Street.</p> <p>9) The length of the clearway as proposed (31 metres) will be sufficient to allow the H Line bus service to round the traffic calming build out and draw parallel with the kerb at the existing stop point.</p> <p>These proposals address only the extension of the clearway markings to improve accessibility to bus services utilising the stops in question, and do not propose any change in the routing of buses of the type of vehicles used. The upgrading of these stops is part of a wider goal to improve accessibility at a number of bus stops across Ashford this year. At present there are 156 accessible stops across Ashford, and our target for 2014/15 is to increase this to 200 stops.</p> <p>The extension of these clearways will only prevent parking to the rear of each clearway – removing approximately 13 metres of kerb space where parking could take place on the northern side and approximately 5 metres on the southern side. Our surveys have shown that with these extensions in place, there will still be approximately 30 metres of kerb space available for parking on the northern side of The Street between the clearway and its junction with Tritton Fields.</p> <p>There is also a continuous length of unrestricted kerb space in excess of 70 metres where parking could be tolerated on the western side of Church Road running south from The Street which could provide a suitable alternative to on-street parking within The Street if</p>
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not an option even if the island was removed (which in itself will encourage speeding of two way traffic as many larger vehicles simply straddle the speed cushions). The whole point of the Highway Incident photo was to demonstrate that with traffic behind our car and obstructive parking on the southern side, our driver was forced to drive on. Indeed the vehicle parked in this photo was in very the location you have suggested as a possible parking solution.

You mention obstructive parking should not take place- it does and continues to do so on a regular basis because there is no alternative. Vehicles continue to straddle the pavement at the same spot mentioned above presumably to avoid a chicane scenario.

Vehicles also regularly stop in the existing northern clearway. What is the solution for lorries erecting scaffolding for instance? Where are removal lorries and such like to park and also long term building work vehicles in relation to homes in this location? Between Church Road and Tritton Fields there are currently approximately 12 spaces for cars including 4 across private drives.

The extension of the northern side clearway reduces parking for at least 3, a reduction of 25% as a minimum which clearly greatly reduces the volume of on-street parking.

The measures to reduce on-street parking over the years have lead to more houses in the area creating off-street parking in their front gardens and in turn altering the character and appearance of this part of The Street, impacting on the Conservation Area. As our house is in the Conservation Area we would need planning permission to create such off-street

other kerb space within The Street were occupied. Parking within a clearway, such as that evidenced in the photographs you have supplied is an offence for which our Civil Enforcement Officers can issue tickets, and I shall raise these issues with our Parking Enforcement team for their attention.

The removal of the traffic calming build out is not a requirement of implementing these bus stop clearways, but is simply a possible means by which staggering of the clearways could be achieved. I would again emphasise that any decision regarding the retention of removal of any traffic calming measure would fall under the remit of Kent County Council, and removal of the build out does not form a part of these proposals.

As noted on page 3 of your letter, the present location of the bus stop on the northern side of the carriageway within The Street is well established and relocation has not been proposed as part of this consultation as our surveys have not suggested that a suitable alternative location exists on the northern side of the carriageway within this section of The Street as outlined in my letter of 25<sup>th</sup> September. The extension of this existing clearway and others on the H Line/ 1 service bus routes within Kennington will improve accessibility for bus patrons who require or would benefit from step free access by allowing buses to draw parallel with the kerb at the existing stop.

Parts of the H and C Line services do run along the same route through Kennington but provide connections to the town centre and hospital at different times – thus providing an overall service uplift in terms of the frequency of services connecting through Kennington and providing a faster route to and from the Hospital for Kennington residents than travel via the town centre.

parking, a step which we don't want to take but may have to in order to create suitable and safe parking.

We are most alarmed that to meet your conditions you are considering requesting the removal of the build out which we and others consider to be the best of the current traffic calming and road safety measures i.e. your bus stop is more important than highway safety on The Street; that everything must be altered at all costs to accommodate the bus stop and the 10m bus.

The island is particularly important as this is the crossing point because the pavement finishes here.

These are yet more good reasons to relocate the bus stop.

The struggle you will place on this particular home as mentioned in our previous letter is not a matter of inconvenience; it is an unsustainable way of living. Sustainability is at the heart of all planning. Modern living must surely mean an easier way of life especially for the aging population – not a more difficult one. This cannot be acceptable.

As justification for maintaining the bus stop in its current location outside our home, you mention screening from vegetation (our hedge) thus alluding to the privacy issue. The top deck passengers on the double deckers currently have direct view right through to our back garden as both the kitchen and living room windows are double aspect. The bus can be parked for several minutes to catch up time. We would also argue that this not acceptable either.

The hedge is predominantly deciduous and so for a substantial part of the year there is no screening. Finally, the homes by the

The choice of vehicles to run on bus routes is determined by the bus operator and the routing of buses is agreed by the Traffic Commissioner. I do not hold information regarding patronage or passenger numbers for bus services operating through Kennington and would advise contacting the bus operator directly with these queries.

southern side bus stop have no such screening either. We therefore cannot accept your reasoning as justification for the northern bus stop's location. We anticipate vehicles will continue to park on the clearways for all of the reasons mentioned.

Please inform us about the surveys which were undertaken and what data was collected to identify the need for the use of the 10m bus. We assume all the disruption is due to the length of this bus.

As you must be aware the H route follows the C line route for a good part of the journey. What is the point of running 2 services on a duplicate route?

We have lived for the past 27 years with the bus stop outside home and it has never presented a problem for the other bus services.

Sustainable living is about making every aspect of life accessible including wheelchair users' ability to access public transport. It must make sense to make bus stops more accessible and place them within easy reach of all homes. A smaller style bus (which is already being used for some of the H service anyway) would be more practical and could reach more homes than this 10m bus which does not and presumably cannot take in the housing estates (e.g. The Tritton Fields estate).

At any rate, if passenger numbers are expected to rise, surely it would be better to wait for this evidence before putting local residents through this upheaval and would save ABC unnecessary expenditure at this stage.

<p>The fact that similar circumstances exist elsewhere is no justification to allow it in this location so we disagree with your reasoning again. Surely every site must be taken on its own merit? Indeed recent articles in the Kentish Express amply demonstrate that some of these bus stop and parking arrangements already in force clearly are not working.</p> <p>For the reasons given in this letter we think this is ample justification for altering the location of the bus stop to a point where it is safe for all concerned.</p>	
<p>We have lived at ... The Street for 3 years &amp; have noticed how much street parking &amp; traffic has increased</p> <p>The yellow lines in Ulley Road to prevent school pick up parking has caused the parents to park further along in the street The planning development has started behind ... The Street &amp; this will increase the problems of entering the estate when built</p> <p>Planning has also been given to a tea room opposite our property which will need customer parking spaces &amp; clear visual access</p> <p>Also another planning application is again proposed behind ... The Street with a larger number of homes</p> <p>We also experience what I call tourist parking non-residents park in the road from elsewhere</p> <p>One individual catches a bus &amp; another parks his business van &amp; walks home this limits parking spaces for residents &amp; genuine visitors</p> <p>All the above will cause issues with the proposed site of the bus stop clearway</p>	<p>Whilst it is recognised that extension of the bus stop clearways will result in some displacement of parking, our observations of parking conditions within this area of The Street suggest that this will be minimal and limited primarily to vehicles parking on the northern side of the carriageway between the existing clearway and the traffic calming build out. Incidents of obstructive parking (wherein traffic is prevented from moving along The Street, or parked vehicles present a hazard to other road users) should, in the absence of formalised restrictions, be reported to the Police for their attention and (where possible) enforcement.</p> <p>I can find no record of any planning permission (or pending application) for a tea room opposite your property, and would note that the application for construction of dwellings in the former builder's yard, although listed on our planning portal, is presently under consultation. Our records also indicate that an application for construction of dwellings to the rear of 80 The Street has been withdrawn by the applicant.</p> <p>I would note that the extension of the existing bus stop clearway on the northern side of the carriageway would in fact aid visibility for</p>



Our personal concerns regarding the proposed bus stop site outside our home are

- We want all the speed bumps to remain
- We want the path projection to remain

Both these calming measures put off through traffic slows traffic down & give pedestrians a change to cross Also it provides a safe space with good vision for cars when leaving & entering .....

I would like to advise you that your information regarding planning applications needs revising

- (1) Firstly there is most certainly a new shop opposite my house which will attract customers & need parking whatever it proposes to sell
- (2) The builders yard at Land adjoining the rear of ..... The Street Kennington is demolished & Kentish Homes are in the process as we speak of building 4 detached homes plus there is a barn which will in time be converted into a home
- (3) On the question of ... The Street Chailey Homes have again informed us they wish to consult with us about their latest planning application

This development has been ongoing for some time & they are determined to push for the maximum number of homes they can get on the site & I understand the houses are 3 stories tall

These estates never provide sufficient parking for family homes which bring more vehicles to the area & will produce significant traffic flow in & out of The Street

vehicles exiting the Builder's Yard site through prohibiting parking between the existing clearway and the traffic calming build out and so providing a clearer line of sight for vehicle traffic in the vicinity of the traffic calming build out.

Obstructive parking should not take place and can, as noted above, be referred to the Police for enforcement where necessary, although I would note that The Street is a part of the public highway network and may be used by any member of the public for parking provided that they do so in accordance with the articles of the Highway Code and the existing formal restrictions present within The Street.

Whilst it is hoped that drivers would exhibit consideration for the parking amenity of residents and their visitors through utilising off-street car parks or 'at destination' parking rather than limiting the supply of on-street parking through the working day (as described in your email) it is only where such parking causes an acute shortfall in parking supply and the majority of residents have no access to private off-street parking (driveways, garages, parking courts) as an alternative to parking on street that restrictions can be considered to combat such all-day parking.

The retention or removal of traffic calming measures such as the build out (path projection) and speed humps will fall under the purview of the local Highway Authority (Kent County Council), and accordingly question or requests regarding these measures should be addressed to them.

It is a shame departments appear to work in isolation because it may have been prudent to consider this bus stop clearway when the yellow lines were discussed for Ulley Road  
As the bus stop clear way would have had the same effect as yellow lines in Ulley Road where there is also a suitable pavement for passengers to alight in safety

The hope that drivers would exhibit consideration for residents is a non-starter as selfish parking is legal as you point out  
Parents of young school children risk lives every day to get as close as possible to the school gate with- out any regard for anyone else

The increasing volume of traffic will only make the situation worse so is it really necessary to move or increase the size of the bus clearway  
In terms of bus passengers verses pedestrian safety I would be interested to know exactly how many passengers there are a day using this bus stop  
I sincerely believe It is imperative the historical traffic calming measures remain in place as they inhibit speeding, put people off using the street as a rat run & give pedestrians a chance to cross safely

We understand the need to provide safe public transport for all but we wish to express our concern with regard to the above proposal.

The street around this area of the proposed bus stop clearway currently has significant traffic problems. There are cars parking in front and behind the current bus stop, also outside ours and neighbouring driveways between the hours of 0715 to 1800

I should note firstly that these proposals will only extend, rather than relocate the existing bus stop clearways in this part of The Street, and as outlined in the Frequently Asked Questions on the reverse of my letter of Wednesday 10<sup>th</sup> September this will enable buses to pull parallel with the kerb at each stop.

This will not only allow passengers to board and alight from buses on a level transition, but it will also aid traffic flow around the existing

hours, at times some of which, we have seen the owners park and catch the bus to Canterbury for the day, presumably to go to work. We have people parking their cars outside our house to then walk their children to the local school and again when picking up the children up at the end of the school day. Customers from the hairdressers nearby park along the road outside continuously throughout the day, forcing the traffic to a single file at most times of the day. It is a well known fact in the area that at certain times of the day there is chaos in this part of The Street with the traffic often coming to a complete stand still.

The Street is one of the oldest parts of Ashford and the road was not built to carry the amount of traffic we already encounter without adding to the problem.

There are also problems with this being the narrowest part of The Street along with the lack of pavement provision.

This proposal is likely to add to the problems we already have with parking in The Street. We already have a regular hazardous situation whereby cars park close to either side of the bus stop and to the driveway of our house and to the nearby houses making it virtually impossible to be able to have a clear view of oncoming traffic when trying to exit and enter our driveway.

If the Bus Stop Clearway is allowed to go ahead we believe it will further comprise pedestrian safety and make access to properties on this part of The Street even more hazardous than it already is.

traffic calming build out through preventing vehicle parking to the rear of each existing clearway. Whilst it is recognised that extension of the bus stop clearways will result in some displacement of parking, our observations of parking conditions within this area of The Street suggest that this will be minimal and limited primarily to vehicles parking on the northern side of the carriageway between the existing clearway and the traffic calming build out.

Incidents of obstructive parking (wherein traffic is prevented from moving along The Street, or parked vehicles present a hazard to other road users) should, in the absence of formalised restrictions, be reported to the Police for their attention and (where possible) enforcement.

As noted in the letter of 10<sup>th</sup> September 2014, the H Line bus service has been in operation along this route for some months, and thus while extension of the bus stop clearways will facilitate both the efficient running of bus services and the flow of traffic around the traffic calming build out, these proposals do not constitute an increase in the frequency of buses through The Street beyond present levels or propose a means to encourage increased levels of vehicle travel.

The extension of the clearways, through preventing vehicle parking to the rear of each existing clearway, will aid pedestrian safety by increasing visibility for both drivers and pedestrians through prohibiting the existing parking adjacent to the traffic calming build out and pedestrian crossing point.

Regrettably we do not have the powers to implement restrictions for the purposes of protecting private property accesses, and so are unable to implement restrictions to prohibit parking within the visibility

	<p>splays of driveways. Parking in front of a property access is prohibited under the articles of the Highway Code, and I would recommend that should any such parking occur it is reported to the Police for their attention and where possible, enforcement.</p>
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