Corporate Director (Law and Governance) and Monitoring Officer, T W Mortimer LLB Solicitor JTB

Joint Transportation Board

ASHFORD BOROUGH COUNCIL

Notice of a Meeting, to be held as a Virtual Meeting on Microsoft Teams in accordance with Regulation 5 of The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police Crime Panel Meetings) (England and Wales) Regulations 2020 on **Tuesday 15th September 2020 at 5.00 pm. (PLEASE NOTE EARLIER STARTING TIME)**

The Members of this Board are:-

Mr M J Angell (Chairman)
Cllr B Heyes (Vice-Chairman)

Cllrs. Burgess, Cornish, Feacey, T Heyes, Krause, Labour Vacancy

Mr P W Bartlett, Mrs C L Bell, Mr D Farrell, Mr P M Hill, Mr S J G Koowaree, Mr C Simkins

Mr K Ashby, Mr T Bartlett and Mrs C Drury– KALC Ashford Area Committee

IMPORTANT INFORMATION ABOUT THIS VIRTUAL MEETING:-

Please note the public cannot physically "attend" a Virtual Meeting. However any member of the press and public may listen-in to proceedings at this 'virtual' meeting via a weblink which will be publicised on the Council's website at www.ashford.gov.uk at least 24 hours before the meeting. Members of the press and public may tweet, blog etc. during the live broadcast as they would be able to during a regular Joint Transportation Board meeting at the Civic Centre. It is important, however, that Councillors can discuss and take decisions without disruption, so the only participants in this Virtual Meeting will be the Councillors concerned, the Officers advising the Joint Transportation Board, and the Officers designated to address the Joint Transportation Board on behalf of any members of the public who have registered in advance to 'speak' on the items to be considered. This will take the place of the usual procedure for public speaking at the Joint Transportation Boards regular meetings at the Civic Centre. In order to register for this, written notice must be given on the Council's website at https://www.ashford.gov.uk/councillors-meetings-and-elections/councillors-andmeetings/public-participation/application-to-speak-at-a-public-meeting/ or by email to membersservices@ashford.gov.uk by 10am on the Monday before the meeting.

Summary of the Scheme of Public Participation for Virtual Meetings (referred to as "VMs")

The public cannot physically "attend" a VM.

H.M. Government has recently changed the public's legal right to attend meetings into a right to hear, by means of technology, the Councillors attending the VM remotely.

Written notice of a wish to speak (by means of the procedure below) at a VM must be given, either to membersservices@ashford.gov.uk or on the Council's website at https://www.ashford.gov.uk/councillors-meetings-and-elections/councillors-andmeetings/public-participation/application-to-speak-at-a-public-meeting/ **by 10:00 hours on the Monday before the VM –** i.e. 10:00 a.m. on **Monday, 14th September 2020.**

Those registered to speak must submit to membersservices@ashford.gov.uk by 10:00 hours on the day of the VM, a copy of their speech in written, legible English. It should be no longer

than 400 words, on a single side of A4 paper, printed in 12-point non-italic sansserif font (e.g. Arial). Any text above 400 words will not be read out.
Speeches received as above will be read to the VM by a competent Officer for and on behalf of the speakers, at the normal times and in the normal order during the VM (subject to the Chairman's normal discretion).
IMPORTANT:
An Officer reading any speech on behalf of any speaker shall have discretion to omit/edit out any inappropriate language, information or statements.
If any defamation, insult, personal or confidential information, etc. is contained in any speech received from any speaker, and/or is read to the VM by an Officer, each speaker accepts by submitting their speech to be fully responsible for all consequences thereof and to indemnify the Officer and the Council accordingly.

Agenda

Queries concerning this agenda?
Please contact : Member Services Telephone: (01233) 330564 Email: Membersservices@ashford.gov.uk Agendas, Reports and Minutes are available on: www.ashford.moderngov.co.uk

County Council will give an overview of the Sevington Customs Clearance site (as the site is now being called), progress on the development and the future plans for the site and an update on the overall traffic management planning that is ongoing for the end of Transition on 31st December.

10. **Update from Transport Service Providers** 137 - 140

Updates from George Paterson – Stakeholder Engagement Manager – Southeastern Railway and Matthew Arnold – Business Development Director – Stagecoach South East

11. **Date of Next Meeting - 8 December 2020**

KRF
4th September 2020

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Declarations of Interest (see also "Advice to Members" below)

(a) **Disclosable Pecuniary Interests (DPI)** under the Localism Act 2011, relating to items on this agenda. The nature as well as the existence of any such interest must be declared, and the agenda item(s) to which it relates must be stated.

A Member who declares a DPI in relation to any item will need to leave the meeting for that item (unless a relevant Dispensation has been granted).

(b) **Other Significant Interests (OSI)** under the Kent Code of Conduct relating to items on this agenda. The nature as well as the existence of any such interest must be declared, and the agenda item(s) to which it relates must be stated.

A Member who declares an OSI in relation to any item will need to leave the meeting before the debate and vote on that item (unless a relevant Dispensation has been granted). However, prior to leaving, the Member may address the Committee in the same way that a member of the public may do so.

(c) **Voluntary Announcements of Other Interests** not required to be disclosed under (a) and (b), i.e. announcements made for transparency alone, such as:

- Membership of amenity societies, Town/Community/Parish Councils, residents' groups or other outside bodies that have expressed views or made representations, but the Member was not involved in compiling or making those views/representations, or
- Where a Member knows a person involved, but does not have a close association with that person, or
- Where an item would affect the well-being of a Member, relative, close associate, employer, etc. but not his/her financial position.

[Note: Where an item would be likely to affect the financial position of a Member, relative, close associate, employer, etc.; OR where an item is an application made by a Member, relative, close associate, employer, etc., there is likely to be an OSI or in some cases a DPI. ALSO, holding a committee position/office within an amenity society or other outside body, or having any involvement in compiling/making views/representations by such a body, may give rise to a perception of bias and require the Member to take no part in any motion or vote.]

Advice to Members on Declarations of Interest:

(a) Government Guidance on DPI is available in DCLG's Guide for Councillors, at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/5962/2193362.pdf

(b) The Kent Code of Conduct was adopted by the Full Council on 19 July 2012, and a copy can be found in the Constitution alongside the Council's Good Practice Protocol for Councillors dealing with Planning Matters. See https://www.ashford.gov.uk/media/2098/z-word5-democratic-services-constitution-2019-constitution-of-abc-may-2019-part-5.pdf

(c) Where a Member declares a committee position or office within, or membership of, an outside body that has expressed views or made representations, this will be taken as a statement that the Member was not involved in compiling or making them and has retained an open mind on the item(s) in question. If this is not the case, the situation must be explained.

If any Member has any doubt about any interest which he/she may have in any item on this agenda, he/she should seek advice from the Director of Law and Governance and Monitoring Officer, or from other Solicitors in Legal and Democracy as early as possible, and in advance of the Meeting.

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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 **3rd March 2020**

Present:

Cllr. B Heyes (Chairman);
Mr P W Bartlett (Vice-Chairman);

Cllrs. Forest, Krause, Michael, Rogers, Spain
Mr M J Angell, Mr D Farrell, Mr S J G Koowaree,

In accordance with Procedure Rule 1.2 (c) Councillors Rogers and Spain attended as Substitute Members for Councillors T Heyes and Ward respectively.

Apologies:

Cllrs. Burgess, T Heyes, Ward, Mr Hill and Mr Simkins

Also Present:

Interim Highway Manager East Kent – (KCC), Community Safety and Wellbeing Manager – (ABC), Parking, Highways and Transportation Team Leader – (ABC), Parking, Highways and Transportation Technical Officer - (ABC), Member Services Liaison Manager – (ABC).

328 Declarations of Interest

Mr Bartlett	Made a 'Voluntary Announcement' as he lived close to Junctions 10 and 10A of the M20.	331
Cllr. Heyes	Made a 'Voluntary Announcement' as he lived in Kings Avenue.	330

329 Minutes

Resolved:

That the Minutes of the Meeting of this Board held on the 10th December 2019 be approved and confirmed as a correct record.

330 Parking and Waiting Restrictions – update summary

The report provided an update and summarised parking and waiting restriction schemes that had been through the Joint Transportation Board. The Parking, Highways and Transportation Technical Officer referred to the Halstow Way consultation and advised that one objection had been received to the scheme. Following consideration of the response to the objection the matter would be referred

to the Chairman and Vice Chairman of the Board for decision. In response to a comment, he said that the opportunity to renew the existing lining in this area would also be taken. In terms of the Ashford (various) Amendment, there had been a small number of objections, with the end of the consultation period being 12 March.

In response to a question from the Chairman about the proposals for Kings Avenue in the vicinity of the new dwellings, the Parking, Highways and Transportation Technical Officer explained that if it was possible that the overall extent of the restrictions could be reduced.

In response to a question about Thomson Road, Kennington and the possible displacement of parking from that location into residential areas, the Parking, Highways and Transportation Technical Officer said that following the introduction of restrictions in 2018 there was now only limited parking available and therefore the number of displaced vehicles would be relatively small.

Resolved:

That the update on schemes be noted.

331 M20 J10A Construction Programme Update

The report advised on progress on the above scheme since the last meeting in December 2019.

The major tasks completed included:- the opening of the London facing slip roads making junction 10a fully operational to traffic; the opening of the Barrey Road junction; earthworks on the A20 and activity at the A2070 Roundabout, the link road itself and the gyratory finishing works such as permanent signs, topsoiling and completing utility diversions.

The Chairman advised that representatives from Highways England were no longer able to attend meetings as the scheme was moving to completion but said that if any Members of the Board had any questions or concerns over the report they could be forwarded to them after the meeting.

The Vice Chairman explained that he had concerns in respect of the quality of the road sweeping in Kingsford Street and he said he had some photographs which could be sent to Highways England.

A Member asked for more information about the proposals for traffic signals on the A2070 and Junction 10a. The Vice Chairman said that he believed that the installation of traffic signals on Junction 10A was important as it was often difficult to access the new gyratory from the A20.

The Chairman asked the Member Services Liaison Manager to convey the above issues to the Junction 10a team from Highways England.

Resolved:

That the report be received and noted.

332 Highway Forward Works Programme 2019/20 onwards

The report updated Members on the identified schemes approved for construction in 2019/20.

In response to a question about the apparent lack of the durability of pothole repairs, the Interim Highway Manager – East Kent explained that there had been no changes to the materials used or to the method of repair and said that the problems were generally attributable to the level of incessant rain the County was currently experiencing. The problem was widespread throughout the County and staff were being redeployed across the various districts to deal with essential highway safety repairs.

A Member said that he believed that the use by heavy vehicles of side roads was causing damage to the highways concerned and considered that steps should be taken to classify such roads as unsuitable for use by HGV's. The Member also asked for further information on the nature of the works planned for Trinity Road, Boughton Aluph and, in particular, whether they were in respect of Upper or Lower Pemberton Road. The Interim Highway Manager undertook to advise the Member accordingly and to also check the position in terms of the damage to the drainage system in Victoria Crescent.

In response to a comment about the poor condition of the Shared Space area in the town centre, the Interim Highways Manager explained that for reasons of safety temporary repairs were being undertaken using black aggregate. The Community Safety and Wellbeing Manager also advised that KCC were undertaking a review of the Shared Space and the Council was awaiting further details.

The Chairman referred to the discussion at the previous meeting regarding consultations on changes to speed limits and said that he had not been informed of any forthcoming changes. The Parking, Highways and Transportation Technical Officer explained that he had not been notified of any speed limit consultations since the last meeting in December.

Resolved:

That the report be received and noted.

333 Pollution caused by traffic calming

The report set out for information the various issues associated with the removal of speed bumps with a view to improving air quality and pollution.

The Chairman advised that he had requested that this item be added to the agenda as he had been made aware of research undertaken by Kings College London upon the harmful impact of dust from worn brake pads which he said was released when vehicles braked before travelling over speed bumps. In view of this he questioned whether speed bumps were the most appropriate and healthiest method for restricting the speed of vehicles. By way of an example he drew attention to the use of extended pavements in Beaver Road which he believed quite effectively controlled vehicle speeds.

The Vice Chairman said that speed bumps could also be quite a source of nuisance to neighbours with vehicles braking heavily and then accelerating after passing over them and was sure that there were other ways by which vehicle speeds could be reduced. He referred to the 20mph scheme for Bybrook Road which was at the outline design stage and said that it would be interesting to see what came forward.

A Member referred to the use of speed bumps in Park Farm and said that they were essential in that location to control vehicle speeds. Furthermore, he explained that the cost had been met by the developers as part of the Section 106 agreement.

In response to a request from another Member, the Chairman said he would ask Officers to circulate details of the resource material used to compile the report.

Resolved:

That the report be received and noted.

334 Date of Next Meeting

2nd June 2020

To: **Ashford Joint Transportation Board – 15th September 2020**

By: **Parking, Highways and Transportation Technical Officer**

Classification: **For information**

Ward: **Across the district – Various (see items for more detail)**

Summary

This Report:

(i) Provides an update and summarises schemes that have been or are to be brought through the Joint Transportation Board.

(ii) Report on any consultations made in relation to amendments to the Traffic Regulation Order and Parking Places Order

Introduction and Background

1. This report provides an update and summarises parking and waiting restrictions and any schemes that have been through the Joint Transportation Board.

2. Information on consultations completed or made amendments since the last JTB are listed in **Appendix 1**

3. Updates and forthcoming proposals are listed in **Appendix 2**

4. No further liaison meetings have been held between Kent County Council and Ashford Borough Council since 19th February 2020.

- Items approved for future amendments resulting from the last liaison meeting form part of **Appendix 2**

Contact Officer:	Kieron Leader- Technical Officer kieron.leader@ashford.gov.uk
Reporting to:	Alison Oates – Health, Parking and Community Safety Manager alison.oates@ashford.gov.uk

Appendix List	
Appendix 1	List of completed consultations and made orders

Appendix 2	List of current consultations & forthcoming consultations

Date: 02 September 2020

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ON-STREET ORDERS

1. THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF ASHFORD) (WAITING RESTRICTIONS AND STREET PARKING PLACES) (AMENDMENT 2) (HALSTOW WAY) ORDER 2020

AMENDMENT 2- HALSTOW WAY, ASHFORD			
Location	**Description of scheme**	**Date at JTB**	**Current Status**
Halstow Way, Ashford **Amendment 2**	Extension of no waiting at any time restrictions (double yellow lines) to allow for the development covered by planning application (**18/01508/AS**) **Note:** Kent Highways submission to planning proposal was to require extension of no waiting at any time restrictions along length of adoptable highway to prevent obstructive parking.	**Dec 2019**	Order was made 20 May 2020 **Notes:** The implementation of lining necessary to allow for enforcement of the Order awaits the completion of nearby works relating to 18/01508/AS. In short, until those bays outlined for residents of Halstow Way have been constructed as agreed, existing marked restrictions remain unchanged, to avoid residents being deprived of all parking amenity.

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			It is anticipated that the construction and lining will follow shortly. No confirmed date has been provided to Parking Services

WARDS AFFECTED

Beaver		

1.1 Order made 20 May 2020. Final lining is dependent on completion of work related to underlying planning application 18/01508/AS

Appendix 1- JTB Sept 2020

2. THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF ASHFORD) (WAITING RESTRICTIONS AND STREET PARKING PLACES) (AMENDMENT 1) ORDER 2020

AMENDMENT 1- (Tent 1, Three Fields Site) Tenterden			
Location	**Description of scheme**	**Date at JTB**	**Current Status**
Tent 1 site, Tenterden **Amendment 1**	**On-street Order** RPZ in Three Fields Site in Tenterden. Construction phase of project now nearing completion. Roads able to operate civil enforcement and properties occupied	**March 2018**	Order Made Feb 2020 **Notes:** Enforcement of new zone is dependent on required signage. Both developers of the site (Taylor Wimpey and Dandara) have been working to complete installation of necessary signage as required. Completion will allow for enforcement of the parking rules. It is envisaged that, once signage is complete across the areas outlined as adoptable highway, enforcement will proceed once a warning period has been undertaken against motorists

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			found parked in contravention (a common practice for new developments). The warning period normally runs for at least 14 days.

WARDS AFFECTED

Tenterden South		

2.1 Order made Feb 2020. Signage is being installed across the site as necessary, to be enforced once complete.

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3. THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF ASHFORD) (WAITING RESTRICTIONS AND STREET PARKING PLACES) (AMENDMENT 6) (SMARDEN) ORDER 2020

AMENDMENT 6- SMARDEN			
Location	**Description of scheme**	**Date at JTB**	**Current Status**
Amendment 6 (Smarden)	**On-street Order** Introduction of no waiting at any time restrictions (limited junction protection) in light of new amenity.	**March 2018**	**Order Made 22 July 2020** **Lining complete** **Notes:** This amendment was made in light of planning requirements arising from plans to create a new shop within the village hall site (18/01771/AS) The proposed waiting restrictions met the agreed plans which formed part of the planning process.

WARDS AFFECTED

Weald North		

3.1 Order completed and lining in place.

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4 THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF ASHFORD) (WAITING RESTRICTIONS AND STREET PARKING PLACES) (AMENDMENT 4) ORDER 2020

AMENDMENT 4- VARIOUS (ASHFORD & TENTERDEN)			
Location	**Description of scheme**	**Date at JTB**	**Current Status**
Ashford (various) **Amendment 4**	Various items to introduce waiting restrictions, amend existing waiting restrictions or to formalise existing advisory markings	**Reported to Sept 2019 JTB**	**Order made 02 Sept 2020 and comes into force 07 Sept 2020.** **Lining and post work due early September 2020- enforcement to follow.**
1. Hall Avenue (Orbital Park)	**Proposal:** Remove 'no waiting at any time' restrictions from a section on the northern spur where parking can be sustained (an existing layby) All other restrictions to remain unchanged. **Note:** This change allows for better use of an existing layby where parking and waiting is currently prohibited. Overnight waiting controls against HGVs will still apply.		
2. Disabled Persons Parking Bays (various, Ashford)	**Proposal:** Removal of known redundant disable persons parking bays and addition of current advisory bays to the order across the borough. **Locations Affected** • **Gladstone Road**- formalise existing disabled bay • **Blue Line Lane**- remove redundant disabled persons parking bay from the written order **Note:**		

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	These changes entail no change to enforceable road markings as they are currently set out on the ground
3. Cornes Close	**Proposal:** No waiting at any time restrictions (double yellow lines) on the bend where parking would not be advised in the Highway Code.
4. Millbank Road, Ashford	**Proposal:** Render existing sets of advisory school entrance markings enforceable. These are located outside the entrance to John Wallis Academy **Note:** **This amendment entails no change to road markings as they are currently set out** Posts for each restriction have been ordered and are due to be installed at any time after the Order has been made. Once signs are in place the restrictions will be enforceable.
5. Eastmead Avenue, Ashford	**Proposal:** Installation of 'no waiting' at any time restrictions on the bend where parking would not be advised in the Highway Code.
6. Dover Place, Ashford	**Proposal:** Amend written order to reflect changes to highway layout (loading bay). **Note:** **This amendment entails no change to road markings as they are currently set out** Lining to be refreshed Sept 2020. Postwork also due in September 2020 to allow for enforcement
7. Kings Avenue, Ashford	**Proposal:** Amend written Order to reflect the changes made through development.

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	Development has affected the extent of marked restrictions within the long-standing Controlled Parking Zone (CPZ) **Note:** Amendments allow for the road within the boundary of the existing CPZ to be 'tidied up'. Following comments made during the consultation period some space, which currently allows for parking will be retained as a parking resource- a slight reduction in the overall extent of waiting restrictions from original proposals. Rules for any resulting parking spaces will match those already in operation within the existing CPZ
8. Ordinance Way, Ashford	**Proposal:** Formalise existing no waiting at any time restrictions. **Note:** Restrictions have been marked during construction phase by developer. Formalising existing markings will allow civil enforcement.
9. Danemore, Tenterden	**Proposal:** Amend written order to reflect changes to highway layout after development. Addition of no waiting at any time restrictions on one junction within Danemore. **Note:** Update written order to reflect existing, enforceable road markings. Introduction of 'no waiting at any time' restriction (double yellow lines) on vehicular access to rear of new site.
10. Hales Close, Tenterden	**Proposal:** Amend written order to replace two long-standing disabled persons parking bays with three general use bay with limited waiting, to allow for use by residents and visitors whilst dissuading use as long-term parking resource. **Proposed rules.** Mon-Sat 8-6.

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	2 hours max stay No return within 1 hour. **Note:** Following consultation and deliberation, this restriction is being applied as originally proposed. However, effectiveness of this form of control will be reviewed more closely over the first six months. During the consultation, a number of residents objected to the nature of these changes in favour of a permit-based scheme for this single street. A permit scheme is not a viable option for one street; it would also place an additional burden on other streets in the vicinity. Without any qualifying blue badge holders, the retention of existing disabled bays is no longer reasonable- they stand unused. The proposed changes will allow any visitor to stay during the day whilst dissuading use by non-residents visiting or working in town.

WARDS AFFECTED

Aylesford & East Stour	Furley	Repton
Roman	Stanhope	Tenterden North
Tenterden South	Victoria	Willesborough

4.1 Order made 02 September 2020 by KCC and came into force 07 September 2020. Post work and lining arranged for the first available date after the making of the order to allow for enforcement.

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5. ON-STREET. NOTICE OF VARIATION (PARKING CHARGES) 2020

Name (and location)	Description of Scheme	Date at JTB	Current Status
NOTICE OF VARIATION (PARKING CHARGES) 2020 **All Controlled Parking Zones and all on-street charged parking bays**	ON-STREET Notice of Variation Amendment of prices within Controlled Parking Zones and on-street parking bay charges in line with cabinet approval	N/A (agreed by Cabinet)	Agreed changes to parking charges made by notice as required. In operation since 1st April 2020

6. OFF-STREET. NOTICE OF VARIATION (PARKING CHARGES) 2020

Name (and location)	Description of Scheme	Date at JTB	Current Status
NOTICE OF VARIATION (PARKING CHARGES) 2020 **All Pay & Display Car Parks**	Parking Places Notice of Variation Amendment of prices within car parks and season tickets in line with cabinet approval	N/A (agreed by Cabinet)	Agreed changes to parking charges made by notice as required. In operation since 1st April 2020

Appendix 2- JTB Sept 2020

1. CONSULTATION and POST-CONSULTATION STAGE (as of date of report)

1.1 No amendments are at the consultation or post-consultation stage at the time of writing. Most recent amendment (Amendment 4, 2020) was made on 02 September 2020.

2. PLANNED AMENDMENTS

2.1

Location	Description of scheme	Date at JTB	Current Status
1. **Cycle lanes**, **Ashford** Various wards	**Proposal:** Cycle lanes to be added and defined within the Order to allow for civil enforcement for parking contraventions. This does not relate to moving traffic offences. There will be no change to restrictions as they are already shown on the ground. This proposal will- • Improve the amenity for cyclists in the area through which the road runs. • Permit civil enforcement throughout the borough on affected areas.	**Dec 2019**	**Note:** Await full list of applicable cycle lanes from highway authority (Kent County Council) to permit drafting of Order amendment.

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The following may be separate proposals or combined into a wider amendment

2.2

Location	Description of scheme	Date at JTB	Current Status
Oak Tree Road, Ashford Beaver ward	**Proposal:** Insert existing advisory school entrance markings into the Traffic Regulation Order, allowing for civil enforcement	**Mar 2020**	**Note:** Will be in next planned amendment for consultation (estimated for Oct 2020)

2.3

Thomson Road, Kennington Bockhanger Ward	**Proposal:** Extension of no waiting at any time restrictions to cover full extent of the access to Kroner House site from Trinity Road	**Mar 2020**	**Note:** Will be in next planned amendment for consultation (estimated for Oct 2020)

2.4

Quantock Drive, Ashford Furley Ward	**Proposal:** Introduction of no waiting or of no waiting at any time restrictions to cover access to properties199-217.	**Mar 2020**	**Note:** Will be in next planned amendment for consultation (estimated for Oct 2020)

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2.5

Wesley School Road, Ashford Washford Ward	**Proposal:** Introduction of additional enforceable school entrance markings to join existing sets	**Mar 2020**	**Note:** Will be in next planned amendment for consultation (estimated for Oct 2020)

2.6

Existing Controlled Parking Zones Various wards	**Proposal:** Review of existing rules within the Traffic Regulation Order which relate to the provision of Visitor Parking Permits to residents of existing Controlled Parking Zones (CPZs)	**Mar 2020**	**Note:** No further work has been done on this proposal since listing on JTB report in March 2020, as changes to the permit systems have been progressing that require pause. Permit controls in existing CPZs are shortly to move to virtual permits (due September/October 2020). In a virtual system, no physical printed permits (including visitor permits) will be displayed in vehicles. The system will allow permit holders greater control and flexibility, with less requirement on office-support for mundane changes. The effects of these changes will be monitored, to ensure that any proposals for

			amendments to permit rules are based on experience.

2.7

All other proposed amendments reported in previous JTB reports are yet to progress, but may do so subject to resources.

Joint Transportation Board 15th September 2020

Ashford Local Cycling and Walking Infrastructure Plan

Introduction

The report introduces the Local Cycling and Walking Infrastructure Plan 2020 -2029 (LCWIP) attached as Appendix A that was adopted by the Borough Council at the Cabinet meeting on the 28th May 2020. The purpose of this report is to enable the LCWIP to be formally adopted by KCC

The Borough Council's Corporate Plan 2015 – 2020 sets out the Council's direction and key priorities and particularly refers to the development of a "cycle town" strategy as part of establishing an "Active and Creative Ashford". In 2019, the Borough Council adopted the Ashford Cycling and Walking Strategy 2019 -2029 that sets out a framework for supporting relevant Cycling and Walking initiatives that is key to encouraging greater participation in these healthy and environmentally friendly activities.

One of the Strategy's key actions has been to develop a Local Cycling and Walking Infrastructure Plan (LCWIP) that will enable a long-term approach to developing local cycling and walking networks and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle. It is also timely, as Council's across the country aim to maximise the change in people's thinking and behaviour to both the environment and their mode of transport due to the coronavirus lockdown.

Before the coronavirus crisis, Ashford was chosen by the Department for Transport (DfT) as a pilot area to trial the preparation of LCWIPs, which were introduced in the Government's Cycling and Walking investment Strategy in 2017. Ashford has received support from consultant's Mott MacDonald in the preparation of the LCWIP via DfT by agreeing to produce an LCWIP that meets their criteria.

The LCWIP sets out a series of routes and projects that will help deliver the aspirations set out in the Strategy. Both documents will prove vital to support Ashford's recovery of the coronavirus, and support the Council's carbon neutrality ambitions as well as ensure Ashford is well placed to secure further funding.

The LCWIP, attached as Appendix **, aims to build on the excellent work that has already been achieved by analysing use of local census data to establish the most heavily used cycling and walking routes where key improvements would secure the greatest benefits.

The Ashford LCWIP

The Ashford LCWIP seeks to deliver a cycling and walking network linked to the town centre area where there is greatest footfall and links to businesses, schools and commuter routes. The aim is to provide high quality infrastructure that is safe and accessible, to encourage a greater uptake of cycling and walking.

The Ashford LCWIP follows the technical guidance around integration of cycling and walking with transport planning and land use planning. It has been prepared in consultation with Kent County Council (KCC) as the highway authority and reflects proposed known development and growth areas. It has been produced in line with DfT guidance and has been ratified by Mott McDonald as DfT lead consultants, ensuring it is compliant and meets the requirements for supporting future funding bids.

DfT guidance ensures a consistent approach to developing LCWIP's which has four main aims:

• Provide a network of primary, neighbourhood and strategic greenway cycle corridors to act as core routes for the highest volumes of journeys.
• Improve journeys into the town centre for pedestrians and cyclists.
• Create networks of quieter streets where children play out, neighbours catch up, air pollution is lower, and cycling and walking are the natural choice for everyday journeys.
• Increase the proportion of active travel journeys in the borough, utilising the economic benefits for business that can come from customers switching from car journeys to more sustainable travel modes.

Having undertaken detailed route assessments and considered a range of factors that affect potential routes and their suitability for development, the LCWIP has identified key cycling and walking routes in the Ashford urban area using the key data from a variety of sources including census data and detailed site studies by Mott McDonald personnel and key KCC staff. The town centre remains the main focus of the LCWIP due to the trip generators in and around the town centre.

The key route corridors set out in the LCWIP are as follows (not in priority order):

• Hythe Road – Mace Lane
• Canterbury/Faversham Road
• Highworth/A20
• Repton
• Victoria Park
• Ashford Oak (Arlington-Jemmett Road- Victoria Park)
• Jemmett Road
• Beaver Road
• Newtown

More detail is provided on each of those routes in the main body of the LCWIP, which then goes on to suggest key changes, improvements and amendments to those route corridors.

As has already been noted, the existence of an LCWIP gives the Council some priority in terms of bidding for DfT funding for local cycling and walking projects. In February 2020, the government announced significant funding for cycling and walking projects and specifically indicated that it would be allocated to towns and

cities with well-developed plans for cycling and walking networks, such as those set out in Local Cycling and Walking Infrastructure Plans (LCWIPs).

The Government has also indicated a significant interest in funding projects, which support active travel plans in light of the current Covid 19 situation, which can both help to reduce social interaction on public transport and encourage engagement in healthy lifestyles and activities. Therefore, Ashford will be well placed to pursue funding for relevant projects by adopting the proposed LCWIP. It has been made clear by the DfT that bids for funding would be allocated to towns and cities with well-developed plans for cycling and walking networks, such as those set out in Local Cycling and Walking Infrastructure Plans (LCWIPs) and that meet their criteria for assessment.

Officers will continue to work with all major partners in seeking appropriate funding for the borough and work with local communities to ensure a strategic approach to delivering schemes is achieved and is particularly keen to implement interventions at the earliest possible opportunity to ensure the public have access to safe walking and cycling routes.

This is an exciting opportunity for Ashford to remain at the forefront of developing sustainable transport routes, in partnership with key stakeholders for the benefit of residents and visitors alike.

Conclusion

The Ashford LCWIP sets out a clear set of proposals to improve cycling and walking in the borough and is an important part of implementing the Ashford Cycling and Walking Strategy 2019 - 2029. This will promote sustainable development and contribute to the Council's carbon neutral ambitions. The adoption of the LCWIP document will enable the respective Councils to bid for significant DfT funding which has recently been announced for cycling and walking infrastructure and other new funds that become available. It will also enable Ashford to continue delivering routes with its partners based on strategic assessment and in line with other relevant strategies.

Recommendation

The Joint Transportation Board approves the Ashford Local Cycling and Walking Infrastructure Plan 2020 – 2029

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Local Cycling and Walking Infrastructure Plan (LCWIP)

2019 – 2029

ASHFORD
BOROUGH COUNCIL

Vision for Ashford

We envisage delivering a network of routes, through provision of quality infrastructure, to enable a greater uptake of cycling and walking across the borough.

Our proposed approach to deliver this transformative change is to:

- Provide a network of primary, neighbourhood and strategic greenway cycle and walking corridors to act as core routes for the highest volumes of journeys
- Improve journeys into the Town Centre for pedestrians and cyclists
- Create networks of quieter streets where children play out, neighbours catch up, air pollution is lower, and cycling and walking are the natural choice for everyday journeys
- Increase the proportion of active travel journeys in the borough, easing congesting, supporting the council's carbon neutrality agenda and to improve health.

The LCWIP process undertaken in Ashford follows principles and this document is structured into chapters which reflect this process as follows:

- ***Chapter 1*** provides a background to the LCWIP and the scope of the area. It will provide details of engagement plans with the community and how the LCWIP will be structured.

- ***Chapter 2*** covers the 'Evidence Base' upon which the cycle and walking network is to be developed. It provides details of the relevant policies that already exist, active travel patterns in the area and the residents' current patterns of travel. It provides details on the current road safety information and the resident's views of cycling and walking in the area at present.

- ***Chapter 3*** looks at the network planning for cycling and the route selection providing a background to each route and detail of the proposed schemes with potential costings.

- ***Chapter 4*** looks at the network planning for walking and the route selection providing a background to each route and detail of the proposed schemes with potential costings.

- ***Chapter 5*** details the prioritisation of schemes for cycling with explanations and the rationale for the categories.

- ***Chapter 6*** explains the integration and application of the LCWIP to policy and its links to wider strategies along with funding and monitoring of the schemes.

Definitions

The term 'cyclist' throughout this document refers to any one person who chooses to use a cycle as a mode of transport (including as a mobility aid). This includes children, elderly and inexperienced cyclists, as much as 'commuter' cyclists who tend to be adults who cycle on a regular basis. It also includes those benefiting from electrically-assisted pedal cycles (e-bikes).

When referring to "pedestrians" or "walking" it is intended that this refers to wheelchair, mobility scooter users as well those with prams and pushchairs. When a place works well for people in wheelchairs it works for everyone.

Contents

Chapter 1 – Introduction

1.1 - What is the LCWIP?

On 12th August 2013, the Prime Minister announced his intention to "kick start, a cycling revolution which would remove the barriers for a new generation of cyclists". The draft Cycling Delivery Plan published by the Department for Transport (DfT) on 16th October 2014 demonstrates the significant role cycling and walking can play as a sustainable transport mode and congestion reliever, the trigger for the creation of good quality public realm and liveable communities which bring significant economic returns, and - perhaps most significantly - a major driver to improving the nation's health through its physical activity benefits.

Local Cycling and Walking Infrastructure Plans (LCWIPs), have been introduced in the Government's Cycling and Walking Investment Strategy (2017). They enable a long-term approach to developing local cycling and walking networks, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle (i.e. active modes of transport).

Cycling and walking both generally have two main purposes; utility and leisure:

- **Active travel involves making a journey for the main purpose of doing an activity at the journey's end, such as work, education or shopping.**

- **Leisure walking (including running) and cycling, whether undertaken independently, as part of social activities or within competitive sport, delivers substantial health, social and wider community benefits.**

The LCWIP focuses on providing fit for purpose walking and cycling infrastructure as a means of everyday transportation, from point A to B to access employment, education and retail, and leisure opportunities.

The process includes analysing local census data to establish the most heavily used cycling and walking routes where key improvements would secure the greatest benefits.

Ashford Borough Council was selected by the Department for Transport (DfT) as a pilot project to trial the preparation of LCWIPs and has received support from consultants, Mott Macdonald.

The Ashford LCWIP follows the Technical Guidance around integration of cycling and walking with transport planning and land use planning. It has been prepared in consultation with Kent County Council as the Local Highway Authority. KCC will be responsible for implementing the actions within the LCWIP.

Cycling and walking as modes of transport have many similarities, however the LCWIP process outlines separate approaches to planning and identifying walking and cycling improvements.

The key outputs of the LCWIP are:

- ***A network plan for cycling and walking which identifies preferred routes and core zones for focusing the improvements***

- ***A prioritised programme of infrastructure improvements for future investment***

- ***A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network (This document).***

The LCWIP guidance sets out six stages to achieving cycling and walking improvements through the LCWIP process:

1. **Determine Scope** – define where, geographically, an LCWIP is appropriate and arrangements for governing and preparing the LCWIP plan.
2. **Gathering Evidence / Information** – Identify existing patterns of walking and cycling to understand where people walk and cycle now. Review existing conditions and identify barriers to cycling and walking and where infrastructure investment could strengthen and expand active travel activity.
3. **Network Plan for cycling** – Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4. **Network Plan for walking** – in many places people and bikes won't mix that well, so define key walking zones and required improvements separately.
5. **Prioritise Improvements** – Prioritise which improvements deliver maximum value for money and develop a phased programme for future investment.
6. **Integration and application** – Integrate outputs and embed LCWIP plans into other local planning policies, strategies and delivery plans.

1.2 - Scope of the Ashford LCWIP

The Town Centre is the main focus of the LCWIP due to the high level of trip generators in and around the town. The evidence based on a 5km cycle and 2km walking distance from Ashford Town Centre as shown in the map on page 10.

Also due to the large geographic physical size of Ashford borough (225 square miles), it was considered important to identify specific areas for targeted improvement, rather than implement isolated schemes on a borough-wide basis.

Residential development and more people living in Ashford's Town Centre is fundamental to the borough council's Local Plan. It will drive vitality, activity and increase footfall to enable regeneration, as well as providing new homes for local people.

The key streets in the Town Centre have already been successfully pedestrianised and enhanced to a good quality.

A number of factors affect the tendency to walk and cycle but if made difficult, people are less likely to do it – particularly if they don't have to. Councils need to make it easy and safe for people to follow the route that they want.

Map 1: LCWIP Area

Safe and secure network

Well designed, reactive pedestrian crossings can benefit all road users. Everybody should be able to cross the road safely, directly and with little delay. Crossings should be positioned in the right place and give everyone enough time to cross the road. Signalised crossings should prioritise people on foot with short wait times and comfortable crossing times.

Footways are provided for pedestrians only. Encroachment by vehicles parking or loading reduces the comfort and ease of use of footways, forcing pedestrians into the carriageway to pass the vehicles (especially people using wheelchairs and pushchairs). Equally where vehicles are parked over a cycleway, the need to avoid results in cyclists going into the road.

Concerns relating to personal security can discourage people from walking and cycling, particularly after dark. There are a wide range of factors which impact on this issue which the key stakeholder has some influence on include:

- **The existence and quality of street lighting**
- **Vegetation and tree cover which can make some paths feel unpleasant and increase the perceptions that they are unsafe places to walk**
- **Considerations of ways to increase footfall along remote underpasses by improving maintenance, sign posting and lighting.**

Quality Network
The desire to cycle and walk is influenced not only by distance, but also by the quality of the experience. A 20-minute walk alongside a busy road can seem endless, yet in an interesting town centre environment, the journey can pass without noticing.

The removal of street clutter, including redundant signing, benefits the pedestrian by reducing confusion and creating a more attractive walking environment. This is the key concept to Ashford Borough Council's shared space in the town centre design.

Accessible network
Ashford's population is getting older and more people have long term illnesses and conditions. Many streets require improvement to the latest accessibility standards so that Ashford's residents and visitors are more mobile.

At many locations across the borough, full height kerbs present a significant barrier to mobility. At locations where pedestrians are expected to cross, dropped kerbs should be provided to enable access to all users.

Existing networks should be upgraded where practical during maintenance or improvement schemes. Section 106 developer contributions and other external funding may also be available in specific locations to support this activity. A key point to achieve is that a resident or visitor can visit any shop in the town centre and leave your cycle in a safe and secure place within 25 metres.

1.3 – Statement of engagement

As schemes included within the LCWIP are developed, it is important that communities are engaged to ensure they have a chance to input concerns and ideas. It will be vital to ensure those that are engaged include under-represented under the Equalities Act 2010 are consulted.

This will in turn support behavioural change and other non-infrastructural plans. It will also be important to promote community-led design as part of cycling and walking projects. This can be achieved with events such as face to face workshops and the use of social media and online questionnaires (using platforms such as Survey Monkey, Microsoft Survey Maker and MS Forms).

In the recent past there has been various commissions of a number of local intervention schemes including Bike to Work, pedal free bikes, bike maintenance and recycling old bikes. This has provided residents and businesses in the area an insight into how cycling can benefit their everyday lives. There has also been a number of healthy walks schemes across the borough, which has increased interest and the number of volunteers taking part over the last decade.

Further engagement on specific issues and proposals are being reviewed for future delivery. The LCWIP will be a live document subject to periodic review and consultation.

Chapter 2 – Evidence Base

2.1 - Related Policies and Strategies

Active and sustainable modes of transport, such as cycling and walking, support good health and wellbeing by reducing inactivity, improving air quality and road safety. They also provide the most efficient use of street space and help to create a more attractive local environment for residents, visitors and businesses.

Ashford Borough Council is not the decision making body on highways and planning policies, these are made by Kent County Council (KCC) as the highway authority. To deliver the LCWIP programs Ashford Borough Council will need an endorsement and support from KCC.

On the 18th of July 2019, Ashford Borough Council pledged to become carbon neutral as a council and as a borough before 2030. This commitment is setting in motion several changes within the council, and the borough, a lot of them directly or indirectly supporting active travel. Indeed, to become carbon neutral, the borough will need to reduce carbon emissions stemming from its transport operations.

The Ashford Cycling and Walking Strategy 2019 – 2029 will be adopted.

The adopted Local Plan 2030 is also ensuring that cycling and walking are fully incorporated into development schemes across the borough. With proposals to build around 13,000 homes in the Chilmington Green, Kennington and Town Centre areas and creation of 11,000 job opportunities, Ashford is presented with a significant opportunity to promote active travel. Improving and increasing the network of cycling and walking routes as well as enhancing facilities for cyclists can be achieved through the planning process.

In the UK, several authorities, including Transport for London, have also adopted a Healthy Streets Approach. Healthy streets are streets with clean air, where everyone feels welcome, that are easy to cross, that provide shade and shelter that have places to stop and rest, are not too noisy, where people choose to walk and cycle, where people feel safe, where there are things to see and do, and where people feel relaxed. The borough will aim to design and create more healthy streets within the borough to increase its residents' well-being, promote active travel, and reduce air pollution.

The network plans and improvement lists created as part of this LCWIP will be considered to be adopted as Supplementary Planning Documents (SPD) (as standalone or part of other emerging SPD projects chosen will benefit both pedestrians and cyclists). Changes will be about giving pedestrians and cyclists priority and improving the safety of all road users. Projects will also balance larger infrastructural projects that may be less popular, with smaller softer non-infrastructural interventions.

Policies include the following:

- **Policy TRA5 –** Planning for pedestrians, requires that all development proposals demonstrate how a safe and accessible pedestrian access and movement routes will be delivered in the context of wider movement networks around the sites.

- **Policy TRA6** seeks to improve conditions for cyclists through promoting and developing the cycle network by requiring developments, where opportunities arise, to connect to the networks and to provide cycle parking facilities on-site or financial contributions to those at the town centre, stations and major public buildings.

- **Policy TRA8** requires that all relevant planning applications should be accompanied by a Transport Statement or Transport Assessment and Travel Plans which outline the developer's proposals for walking and cycling infrastructure that will be built as part of the scheme. (KCC Highways and Transportation are consulted routinely on planning applications).

- **The LTP 4** – Delivering Growth Without Gridlock 2016 – 2031 (www.kent.gov.uk/localtransportplan) has 5 Outcomes (1 – Economic growth and minimised congestion, 2- Affordable and accessible door to door journeys 3 – Safer travel, 4 – Enhanced environment, 5- Better health and wellbeing). These outcomes will help deliver the ambition for Kent: **To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported.**

Transport is an essential part of the lives of the community as it connects with jobs, education, healthcare, shopping and a wide range of leisure activities. It is a key component of the economy as it links businesses with their workers, customers and clients, whilst providing for the delivery of goods.

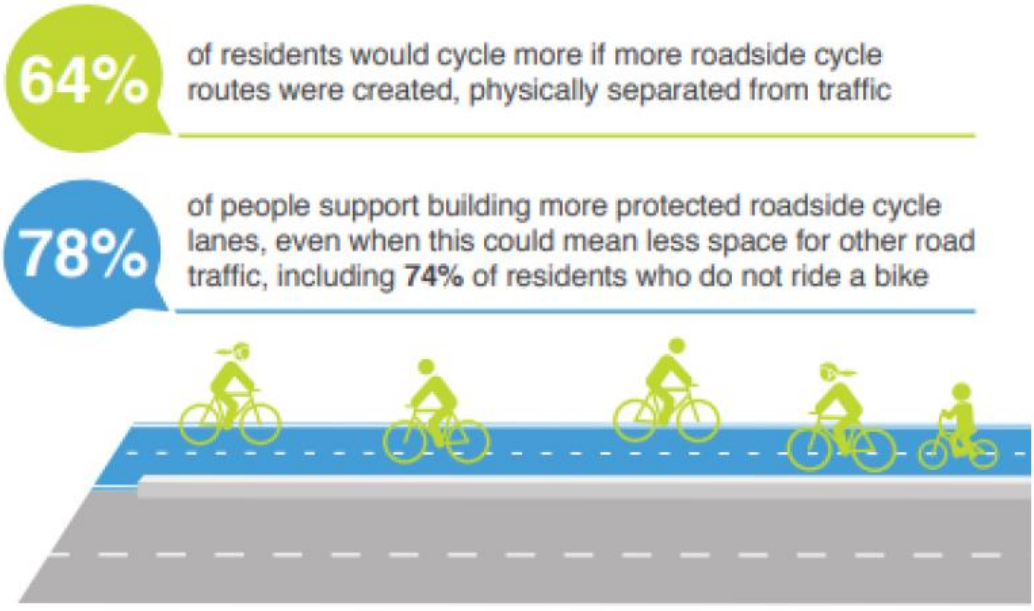
Transport shapes our neighbourhoods and influences our lifestyles. Our choice of transport impacts on us as individuals and on our wider environment.

It is a well-documented fact that cars make poor use of available street space and offer a less efficient means of travel compared to cycling and walking. Motorised transport is also a major cause of harm to the environment including air pollution, noise and its impact on the living environment.

Wheels for Well Being 2017 survey of disabled cyclists showed that 69% of respondent's found cycling easier than walking. The majority, 52% used an ordinary cycle as a mobility aid and 18% used an electric bike.

In 2016, 62% agreed that "It is too dangerous for me to cycle on the roads" (The British Social Attitudes Survey). This rises to 68% for non-cyclists, the people we're aiming for.

The 2017 'BikeLife' survey commissioned by Sustrans found that:



2.2 - Existing active travel network

Ashford as a borough is a significant land area and consists of 225 square miles, particularly of rural areas. It is traversed by a number of major trunk routes, railway lines and water courses, which provides a number of challenges and barriers to extending the cycling and walking networks.

Ashford's current cycling network consists of a combination of on and off road routes. In the last survey in 2014 it was reported that there are over 13 miles of surfaced segregated cycle paths and just under 8 miles of unsurfaced paths.

The current network is in most places good and form the foundations for a high quality network for active travel, but there are gaps in network coverage and variations in quality across the current network.

In the past 8-10 years Kent County Council (KCC) and partner agencies have implemented the following into the Ashford borough:

1) **Footway / cycleway bridge over the M20 to link Sainsburys on Simone Weil Avenue with The Eureka Leisure Park**
2) **Willesborough Dykes footway / cycleway providing a link between Park Farm and Ashford Town Centre**
3) **Footway / cycleway into Finberry from the A2070 together with an improved crossing across the A2070**
4) **Footway / cycleway between Park Farm East and Finberry to provide a direct route to Finberry Primary School**

Shared use paths – There are many existing shared use paths which form an extensive neighbourhood route network across parts of the Ashford area. Some of these are on purpose built footway/ cycleways such as the Willesborough Dykes footway and within Victoria Park.

Many new-town roads which have been constructed from local development sites have been fitted with a shared use path adjacent to the road. For example, the new paths constructed on the new Repton Park development.

In spring 2008, the shared space area was introduced in Elwick Place in Ashford town centre (see photo on page 16). The scheme replaced a section of Ashford's former four-lane ring road with two-way streets on which drivers, cyclists, and pedestrians have equal priority. Unnecessary street furniture, road markings and traffic lights have been removed and the speed limit cut to 20 mph. The scheme has been claimed to have improved safety records. Between November 2008 and January 2011, there has been four road casualties. Even though the shared space has increased the accessibility to cycling and walking in the town centre area, it is still a very car dominated urban environment.

In places, the combination of shared use paths and greenways provide a good network of traffic free or very lightly trafficked routes.

Transport challenges

Without a transformational change to the way that people travel there is a risk Ashford could become a less desirable place for people to live, work, play and invest in. An aspiration for Ashford is to create an active travel destination that is not dominated by car movements and where streets provide a space for people to gather that is pleasant to be in.

A comprehensive, high quality and well used cycling and walking network will support and enable the developmental aspirations of the Borough. This network needs to be dense and continuous and 'through' traffic needs to be reduced to lessen congestion, encourage active travel, improve air quality and improve perceptions of safety.

It is also important to identify future changes to transport and land use that may be completed within the timescale of the LCWIP. Transport and land use changes will be necessary since additional traffic calming measures may not actually deliver modal shift. Indeed, an example of this can be seen from examples such as Waltham Forest's Mini-Holland programme, where infrastructural changes and traffic management needs to be implemented in order to make streets truly friendly for pedestrians and cyclists. Thus, to achieve significant modal shift, partner organisations will need to implement well-thought out large infrastructure redesign projects linked with behaviour change programmes and the LCWIP is the first step towards identifying these types of projects.

Ashford has an extensive network of cycling and walking routes through the town centre and some semi-rural areas. Ashford's cycling and walking networks have developed over time as funding has become available and as infrastructure development has come forward and so can be disjointed.

Image of shared use path at Repton Park

On-road – There are a number of roads in the Ashford borough that follow historic highway patterns and there is insufficient room to retrofit improved pedestrian cycling and walking infrastructure. Many of these areas are also built up with houses close to the footways so shared paths are also not an option. The main areas that present with this issue are Newtown, Hythe Road and Willesbourgh.

Low Traffic Neighbourhoods – Recently KCC and partner agencies have closed Highfield Lane in Ashford to vehicular traffic as part of the employment proposals at Junction 10a to provide a better pedestrian / cycle environment between Mersham and Ashford Retail Park.

Public Cycle Parking – Within Ashford Town Centre there is cycle parking in all major hubs and there is also a new cycle parking hub at the Ashford International Train station. All the train stations in the area provide some cycle parking but conditions of these and amount, do vary.

2.3 - Existing Patterns of Travel

Identifying barriers to movement

Barriers to movement were identified to understand how they may impact on potential cycle movements. The existing Ashford cycling network is strongly influenced by several constraints and barriers both natural and man-made. These include:

- **A busy road network that is difficult to cross (for example the M20 motorway).**
- **Main roads with little or no movement to gain cycle lanes**
- **Current cycle routes that do not link up**
- **Poorly maintained routes**
- **Inadequate storage and changing facilities**

Ashford has very high car ownership levels of 81% and this is also well above the 74% national average.

2.3.1 – Active Travel

Data sourced from Active Lives data provided by Sport England and shows Ashford's current cycling and walking rate is slightly lower than the county average. In a report by the Department for Transport, Walking and Cycling Statistics: England 2018; it reported that Ashford has currently between 68 – 71% of adults walking at least once a week. This is classified as mid ground.
12 – 17% of adults reported to cycle at least once a week again seen as mid ground.

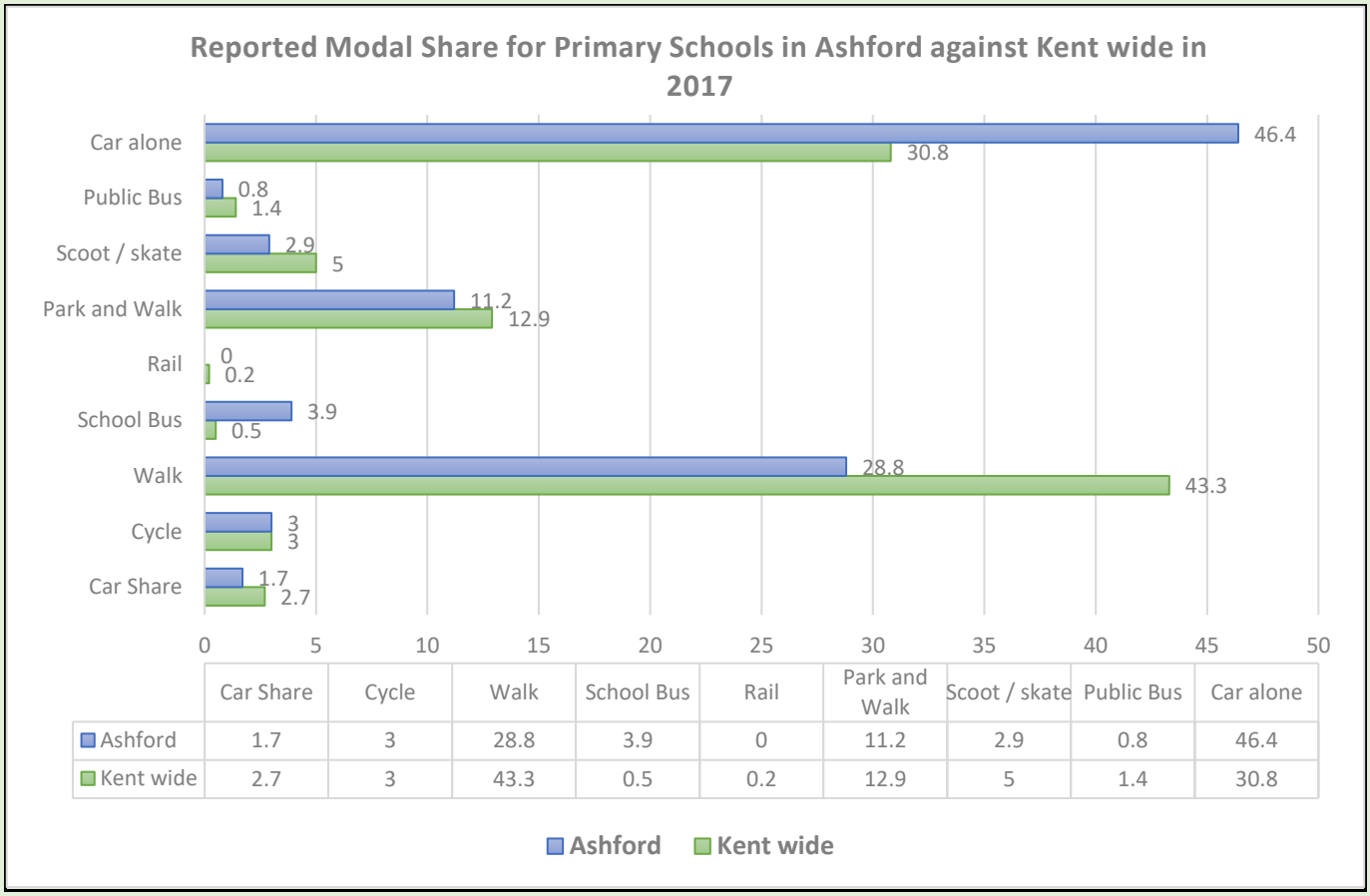
Travel to work

Purely in terms of travel to work, most short journeys are still made by car. The South East is slightly higher at 71% than the national average of 67%.

These car trips contribute to congestion on the roads, poor air quality and contribute to poor health caused by inactivity.

Travel to school / college –

Travel associated with education generates a substantial number of trips. Children can get their daily dose of physical activity without even thinking about it, just by cycling/scooting and walking all or part of their journey.



	Car Share	Cycle	Walk	School Bus	Rail	Park and Walk	Scoot / skate	Public Bus	Car alone
Ashford	1.7	3	28.8	3.9	0	11.2	2.9	0.8	46.4
Kent wide	2.7	3	43.3	0.5	0.2	12.9	5	1.4	30.8

Above is a chart displaying the modal share for Primary schools in the Ashford area against Kent wide data. Ashford has a high percentage of students that travel to school in a car and a smaller percentage of students that travel to school by foot or other modes of transport

Ashford has 43 primary schools and 7 secondary schools and these are split between the urban town (within 10 minutes' walk of the Ashford town centre), the outskirts of Ashford and the rural areas of Ashford. Ashford is made up of a town centre and suburb areas that present their own travel issues. The Table 3 shows the split of the schools in the area.

Table 3: Schools in Ashford

Type of School	Town Centre (within 10 minute's walk from the town centre)	Outskirts/suburbs which are located 10 minute drive from town centre	Rural
Primary	7	16	22
Secondary included 6th forms	3	2	2
SEN (special educational Needs)	0	1	1
Independent	1	0	3
College	1	0	0
Total	**12**	**19**	**28**

2.3.2 - Public Transport

Cycling and walking in Ashford should also be an attractive option for the first and last mile of a person's longer journey. Within Ashford town centre there are various other means of transport, including trains, buses and bicycle hire (available at the International Station e.g. Brompton cycles cost £3.50 for 24 hours as of October 2019).

Rail – It is estimated that over 3.9 Million people use Ashford International Train Station each year. The station connects to London via the High Speed 1 line and also to the continent via the Eurostar. Services within the borough include; Pluckley, Hamsteet, Appledore, Charing, Chilham and Wye.

There is a contained bike storage area located at Ashford International Station that can house up to 454 Cycles. There are bike storage areas at the station and at other rail stations within the borough.

Bus - Stagecoach is the main bus provider within the Ashford borough and in the year 2016 – 2017 they recorded 3,503,817 passengers. Many services are centred on the town centre interchange providing a circular route. This provides good access to the town centre, but travel across the Borough is less convenient.

2.4 – Road Safety

The safety of people cycling, in terms of actual number of collisions and subjective (how safe a journey feels) clearly has an impact on the attractiveness of cycling and walking in Ashford. Concern about safety on the roads is a key barrier to people getting on their bikes and travelling on foot.

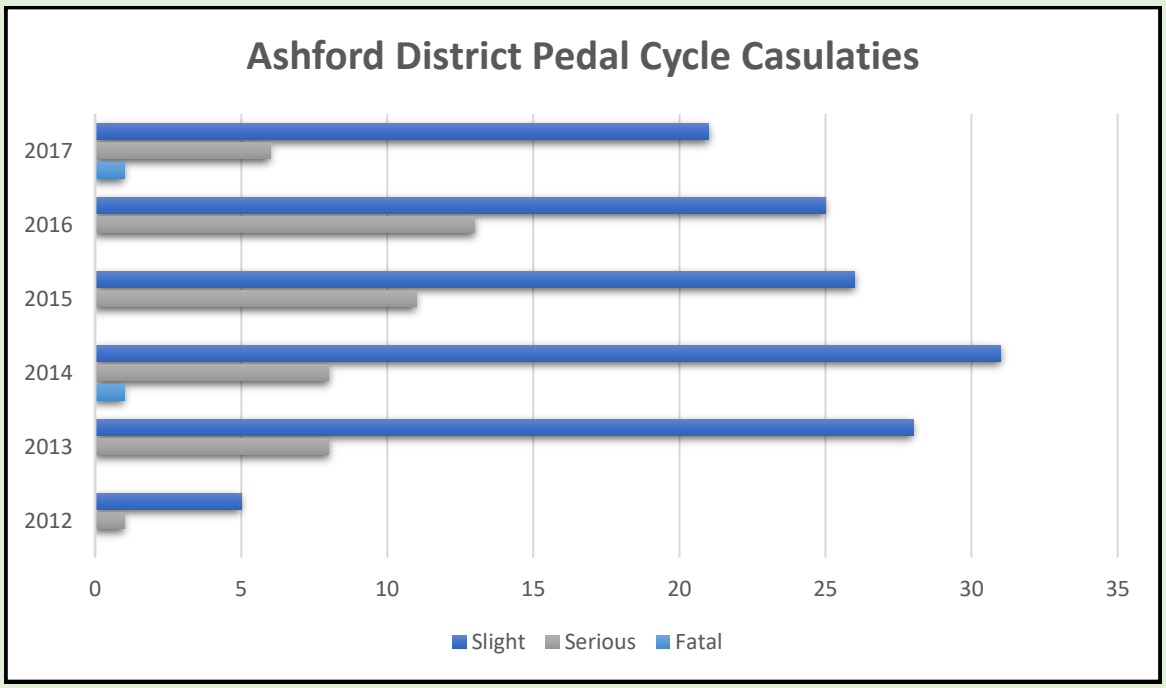


Chart shows KCC Personal injury collision and casualty data for the Ashford Borough for the 5 year period to 30th September 2017

Ashford has seen significant improvements in road safety for cyclists over the last 10 years with a spike in casualties to 2014 and then a gradual downward trend since then. It was reported that there was one pedal cycle cluster site (based on 3 or more collisions within 50 miles over the last three years).

This was at the junction of A2042 Station Road J/W Tannery Lane (601207 / 142553); This cluster site is investigated annually by KCC to identify engineering measures that can apply remedial action to the site.

Nationally, only 6% of deaths and 14% of serious injuries are amongst cyclists, although over four times as many pedestrians (25%) are killed in road collisions.

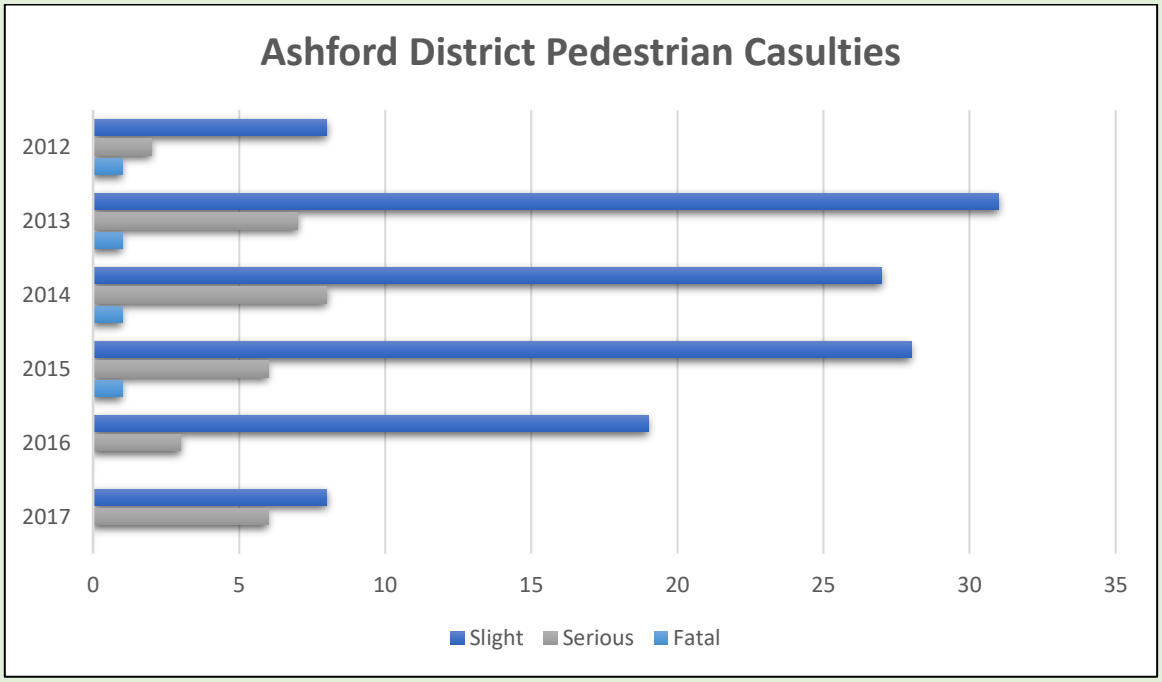


Chart shows KCC personal injury collision and casualty data for the Ashford Borough for the 5 year period to 30th September 2017

The picture is slightly different for pedestrians, with no cluster site there has been a decrease in pedestrian casualties since 2015. The main ward identified in the casualty data is Victoria Ward which encompasses the town centre and identified core walking zone which is explained further in chapter 4.

2.5 – Local residents views on cycling and walking

The initiative to promote Active Modes of travel has been outlined in the recently produced Draft Ashford Cycling and Walking Strategy 2019-2029[i]. The objectives of the Cycling and Walking strategy are as follows:

- ***To provide and improve the cycling and walking network***
- ***To increase cycle parking around the borough***
- ***Maintaining the existing cycling and walking network***
- ***Focusing on safer cycling***
- ***Promoting cycling and walking in the borough***
- ***Increasing opportunities for cycling and walking tourism***

The Cycling and Walking Strategy 2019 – 2029 went through a first round of consultation in the summer of 2019. Feedback from 532 residents from this consultation confirmed that most people ride their bike for leisure. The main reasons as to why people do not currently cycle or do not cycle regularly include; safety concerns about sharing the road with cars, particularly in locations where no alternative cycle paths are available, medical concerns, not owning a bike, lack of existing pathways, or a lack of a connected cycle network, especially in more rural locations.

Additionally, the consultation feedback stated that people would be encouraged to walk more often, if safety and visibility was increased with better lighting, therefore potentially reducing crime. Other points stated were; if infrastructure and facilities were improved, and the quality of walking routes were enhanced this could increase people walking. This includes suggestions such as quality pathways, more seating along the routes, and more, sensibly placed crossings. Walkers stated they wish to have attractive and interesting destinations to visit with a variety of routes and paths.

Finally, the consultation clearly identified that residents' desire more paths and routes to cycle and walk. Key to this is a connected network of paths, so that residents can get to where they need to safely and efficiently. New and existing paths are to be well maintained – e.g. free of potholes, debris and overgrown foliage. These paths should be well signed so they can be located easily, and maps should be available. The council should promote the pathways to encourage people to use them.

Key aspirations of the consultation were:

Safety for all*:* To make cycling and walking an enjoyable, safe and easy way of moving around, Ashford will improve road conditions for pedestrians and cyclists by making routes safer by providing designated car and cycle areas so that the roads can be used more easily by everyone.

Vibrant Town Centre*:* To ensure the scheme benefits the whole community by reducing traffic congestion in some areas, the scheme will ease parking pressures, reduce pollution and noise levels, and create a greener environment for residents to enjoy. The community will also benefit by being involved in the development of relevant schemes, which in turn could support the local economy, enabling Ashford to become a vibrant and attractive location for businesses, residents and visitors.

Connected borough*:* To ensure the borough's Town Centre is better connected via cycling routes and improve the way in which all are connected to neighbouring settlements and boroughs. The cycling and walking networks are to be continuous throughout our borough, allowing residents to enjoy Ashford's unique natural assets and better connecting our vibrant rural communities.

Improved well-being**:** To use the scheme (LCWIP) to increase the levels of cycling and walking amongst residents. Getting more residents to use a bike or walk will improve mental and physical health and fitness levels in the borough. With that in mind, it is important to recognise that people need to feel confident cycling and walking so in addition to making routes safer, it is important to offer a range of activities to increase their confidence levels.

Cycle to work schemes – Kent County Council operate a sustainable travel grant scheme for schools and businesses which informs and promote sustainable travel choices, working with students, employers and employees to understand the barriers to making more sustainable journeys and where possible instigate change. In addition, jobseekers also receive advice on their travel options to different job destinations which can increase their employment opportunities.

The main promotional tool in Ashford to support cycling is a Cycle Route Map. This has been developed by Visit Kent with the help of many partners, and is regularly reviewed and updated when new routes are built. This is accessible in paper form for many outlets in the town centre and also online through the Visit Kent Website (www.visitkent.co.uk). There is also the Kent Connected webpage which gives personalised travel planning options (www.kentconnected.org)

Data from the 2011 Census shows that only 2% of Ashford's resident's cycle to work. Ashford Borough Council target is 5% of residents cycling to work by 2029. If this target is to be met and ease the burden of traffic to make it easier for people to use other means of transport. This means having two and a half times more people regularly using their bike to get to work. This will not happen overnight and will not occur without significant and sustained interventions. However, whilst the growth target is ambitious, it is attainable.

Chapter 3 – Network Planning for Cycling

3.1 – Cycle Route Selection

Converting desire lines into routes for inclusion in LCWIPs is an iterative process, and is one of the most important elements of the LCWIP.

In most cases, there will be a clear preferred cycle route, which is usually the most direct. However, in some cases there may be more than one potential route between origin and destination points or a reason why the most direct route is not suitable for cycling. There will always be conflicting demands when it comes to selecting routes. As such, it is important that the needs of all users are considered when selecting routes, and that the wider transport priorities for specific roads, junctions and spaces are understood in unison.

This section presents what the latest datasets, forecasts and models show about potential corridors and locations where current and future cycling demand could justify future investment.

Making Ashford Cycle friendly

Based on an evidence led approach as outlined within this report, the development of a network plan will identify core cycling corridors particularly in the town centre.

This network needs to be appealing, easy to use and safe to increase cycle numbers. Cycle routes only work if they connect places people want to go. The network infrastructure identified in this section will help people make journeys to work, school, shops and for other utility trips as well as for leisure.

There are different types of cyclists and each has their own preferences with regards to cycling facilities.

- **Experienced cyclists generally prefer more direct on-carriageway routes with minimum delays along the route.**
- **New or inexperienced cyclists may only feel confident cycling away from traffic or on quieter roads and place more emphasis on safety rather than directness**.

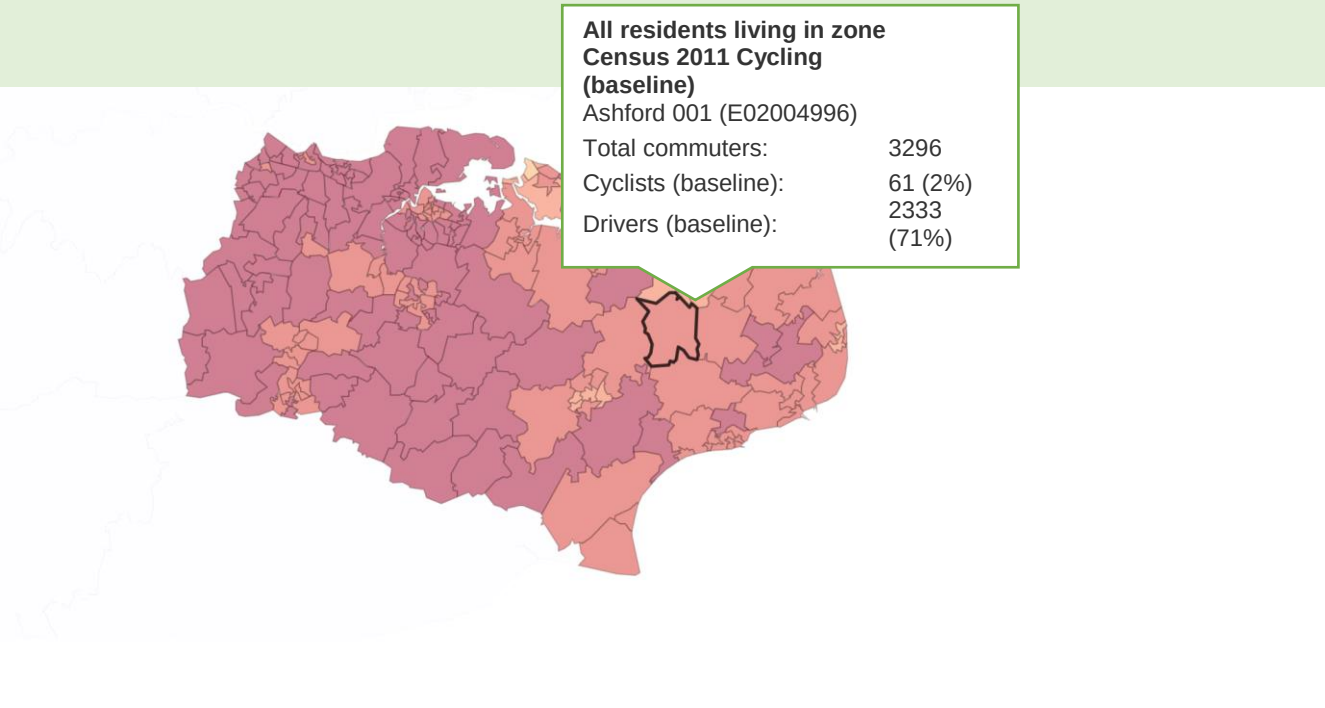
In view of this, providing for the needs of different cyclists within the available resources can sometimes be difficult.

The following sections outline the stages that have been applied to identify a cycle route network. This firstly involved identifying desire lines for travel to work trips using the Propensity to Cycle Tool and then applying these desire lines to the road network. Secondly, non-workplace trip attractors such as retail and schools were identified and, thirdly, potential demand associated with new and future development sites.

3.1.1 Propensity cycle tool and travel to work desire lines

The first step in testing the opportunity is to examine current travel patterns, including the origin, destination and length of short car trips, to gain a better understanding of the potential for cycling across the Borough.

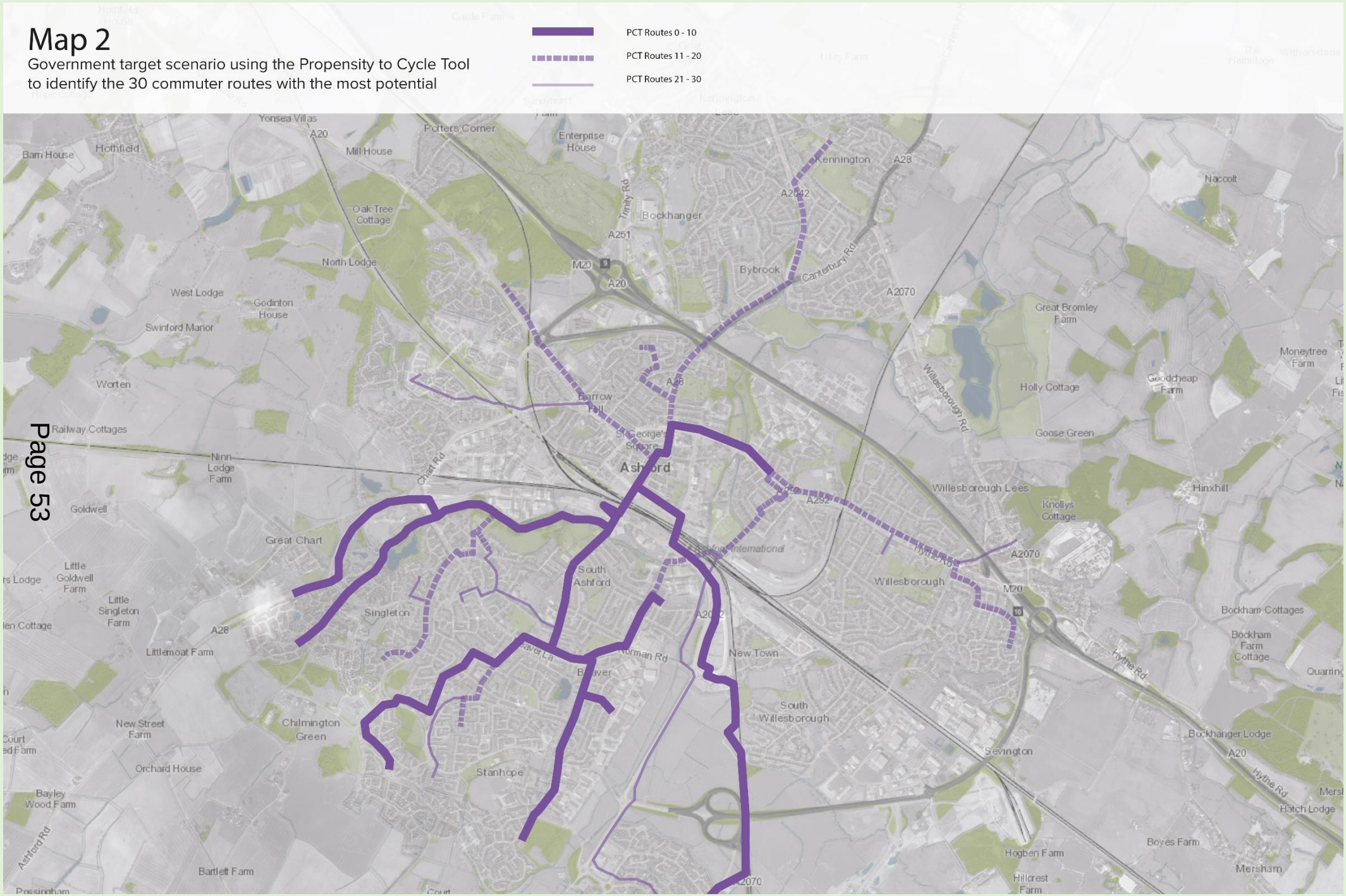
A good starting point to increase cycling in Ashford borough would be to enable cyclists to cycle much more and for a wider range of journeys. The image below, obtained from the Propensity to Cycle Tool, show the percentage of commuters that cycle to work as per the Census 2011.



The Propensity to Cycle Tool (PCT) for England and Wales, provides an evidence base to inform cycling investment. It was designed to assist transport planners and policy makers to prioritise investments and interventions to promote cycling. The PCT answers the question: 'where is cycling currently common and where has cycling the greatest potential to grow?

Map 2

Government target scenario using the Propensity to Cycle Tool to identify the 30 commuter routes with the most potential



3.1.2 – Non workplace trip attractors

All trips have an origin and a destination. The DfT guidance states that identifying demand for a planned network should start by mapping the main origin and destination points across the geographical area to be covered by the LCWIP.

A variety of major trip attractors within Ashford LCWIP area have been identified through site assessments, assessments of relevant data and consultation with key stakeholders. These strategic locations attract a significant number of trips, and as such they could have the potential to attract a sizeable number of future cycling trips.

The DfT guidance identifies that it may be appropriate to include only the most significant trip generators. Some types of destination were excluded (e.g. schools, individual retail stores) to create a manageable number of destinations.

It was decided to not include primary and secondary schools at the strategic level, but to focus on the larger educational trip generator at Ashford College site located in the Town Centre. Primary and secondary schools will be considered when looking at local connectivity to ensure that there are appropriate connections within local areas and to the strategic network

The following trip generators were plotted onto Map 3 (shown on page 29):

Healthcare – The approach was applied to healthcare establishments such as the William Harvey Hospital and key Health Centres in the area. The smaller providers (such as GP surgeries) sites will be introduced when looking at local connectivity. The William Harvey Hospital is not shown in Map 3 as it is located outside of the town.

Transport - The transport interchange was identified as the Ashford International railway station as this is the major rail station in the area. The other railway stations in the borough of Ashford including Appledore, Charing, Chilham, Hamstreet, Pluckley, and Wye. All these stations are served by Ashford International Station.

Social/leisure – The main leisure centre within the town is the Stour Centre and retail outlets being in Ashford town centre, the McArthur Glen Designer Outlet Centre and Eureka Park.

Map 3

Major Trip Attractors in the Area

Clustering
As part of the LCWIP process once the significant trip origin and destination points were identified and mapped, the next step was clustering. This involves grouping trip generators within proximity to each other into clusters allowing for the identification of significant trip generation. However, it is vital that the clustering exercise doesn't exclude some trip types, including:

Leisure/Recreation – Significant focus of the LCWIP is centred on catering for utility trips but leisure cycling will not be neglected as it has been shown that this can encourage future utility trips as well as providing huge health benefits.

Cross Boundary – Although the LCWIP focuses on shorter trips within the urban area, desire lines for longer trips, such as those to/from neighbouring wards are also present. Travel between wards and parishes in Ashford is important and will need to be considered as part of improvements to the overall cycling network.

3.1.3 - Developments

Map 4 (on page 31) highlights that within the Local Plan 2030 the urban developments including housing, commercial, leisure hubs and the green corridor. Within the Ashford Urban area it is expected that over the next 10 years (2018 – 2030) that 2649 housing units will be built. Connections to the development allocations have been considered in the development of the cycle network and the borough council intend to seek extensions to the network to serve these through the planning process.

3.1.4 Identifying routes
The main purpose of the Route Selection Tool (RST) is to assess the suitability of a route against a set of core deign outcomes. The RST enables a route to be assessed in both its existing state and potential future state, if improvements were made. These are the routes that where assessed within the area and the RST results will be displayed in the following chapter.

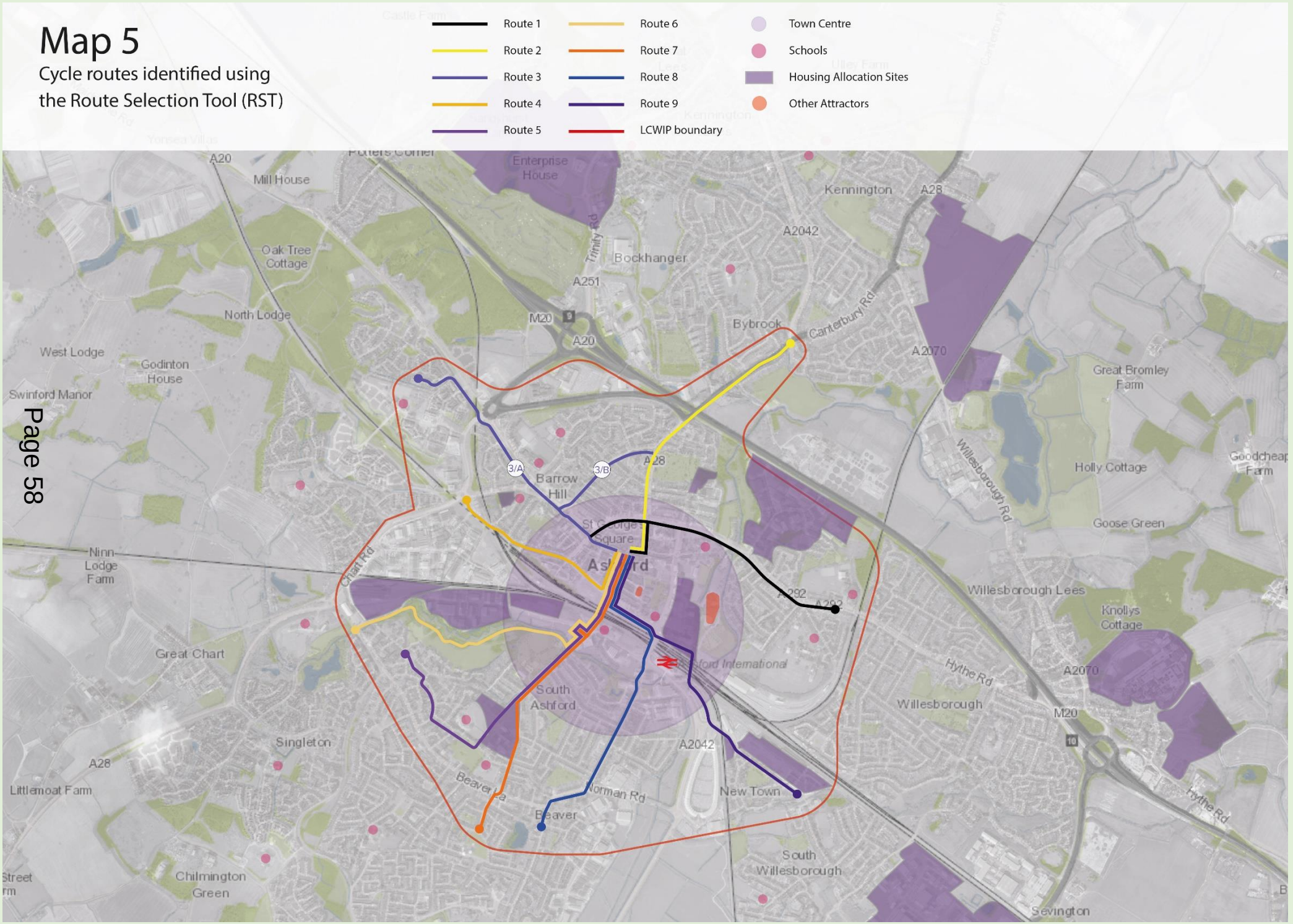
Map 4

Housing site allocations
from the Local Plan 2030

Housing Site Allocation

Map 5

Cycle routes identified using the Route Selection Tool (RST)



3.2 – Cycling Route assessment

An audit was undertaken of the existing infrastructure in areas identified as being key to providing a high quality network to serve existing and potential cycle journeys. Gaps in provision, suitable schemes and additional links were then identified.

Based on this audit a programme of works, including specific 'cycling' projects as well as improvements secured as part of new developments, regeneration projects and wider schemes, and will proactively identify funding opportunities.

3.2.1 - Introduction

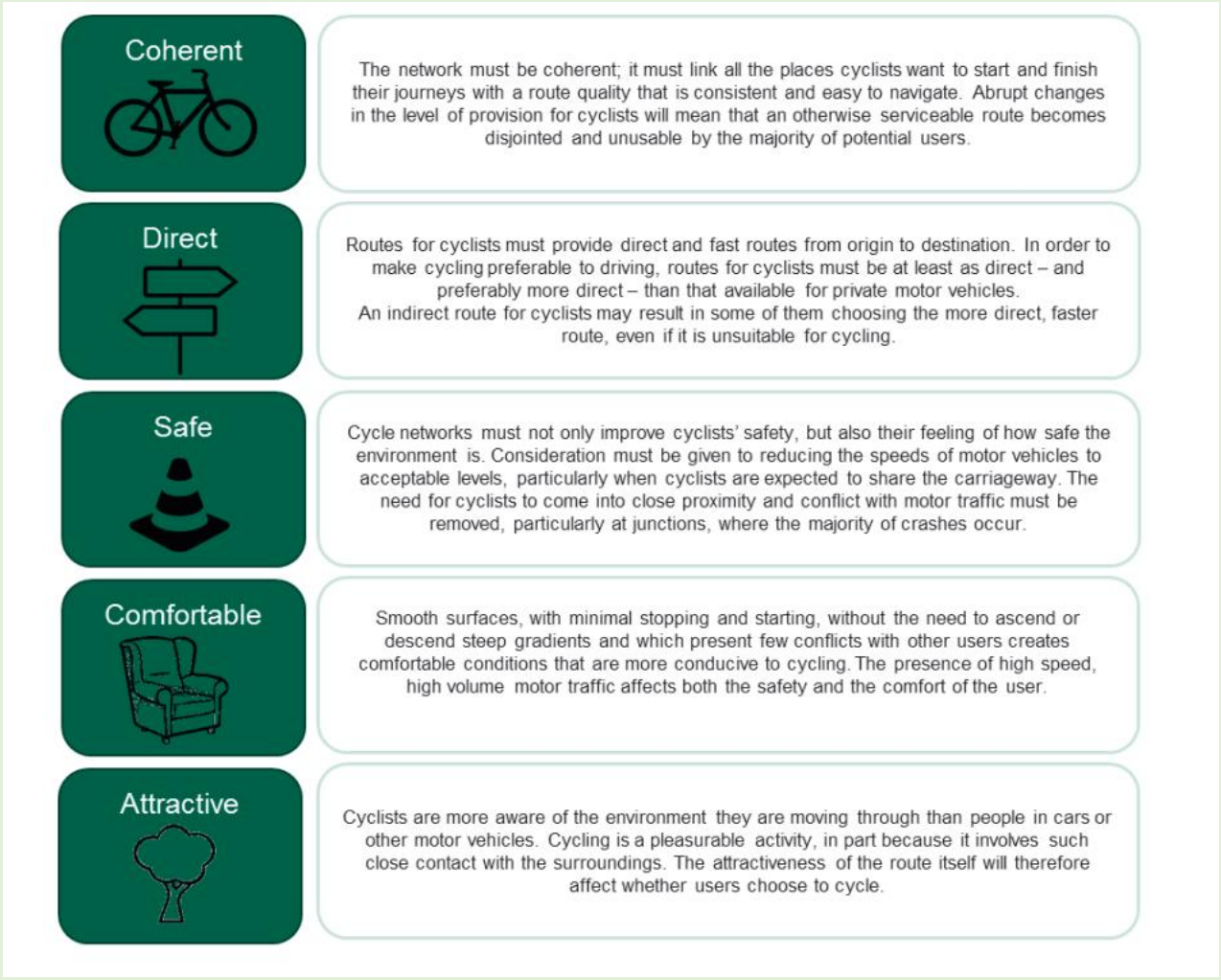
To help assess and compare potential routes for inclusion in the network, a Route Selection Tool (RST) was developed.

The primary function of the tool is to assess the suitability of a route in its existing condition against the core design outcomes and then compare it with the potential future state, if improvements were made. It also enables the merits of alternative routes to be easily compared.

Route Selection Tool Criteria

The RST uses a range of criteria to assess how well a route meets the core design outcomes for cycling ranging from 5, being the highest, to 0, being the lowest. The criteria are:

- directness
- gradient
- safety
- connectivity
- comfort



A number of critical junctions are also recorded to enable a high level evaluation of both links and junctions within one tool.

A Critical Junction is defined as one that has characteristics that are hazardous for cyclists e.g. high volume, lack of priority or segregation, crossing high speed on-off slip roads or large roundabouts.

3.2.2 - RST Score Summaries

Table 4 shows the outcomes of this on the routes identified. The target is to score at least a 3 within each category. Some routes are not achieving this, but future feasibility work may alter this score and ranking.

Route No.	Route Name	Directness		Gradient		Safety		Connectivity		Comfort		Ranking (1 is priority)
		Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	
1	Hythe Road – Mace Lane	5	5	2.25	2.25	2.0	4.51	4.34	2.57	0	2.79	4
2	Canterbury Road	5	5	2.37	2.37	2.51	0	3.31	3.31	0.26	1.79	2
3a	Highworth School – A20 Road	5	5	4.22	4.22	3.78	0	4.49	0	1.00	4.17	7
3b	Highworth – Magazine Road	5	5	4.26	4.26	4.28	4.28	0.96	0.91	0	2.91	2 in conjunction with 3a
4	Repton Way	5	5	3.68	3.68	3.81	3.81	3.62	1.67	2.68	3.79	9
5	Victoria Park	5	5	3.83	3.83	4.64	4.64	1.20	1.20	2.62	3.28	9
6	Ashford Oaks	5	5	3.93	3.93	2.94	4.39	4.00	0.94	3.04	3.02	5
7	Kingsnorth Road – Jemmett Road	5	5	3.73	3.73	3.40	4.33	3.81	0.93	3.79	2.89	6
8	Beaver Road	5	5	4.18	4.39	3.32	3.85	2.70	2.00	3.18	2.22	1
9	Newtown	5	5	3.44	3.44	4.13	5.00	5.00	5.00	2.19	2.19	8

3.23 - Details of proposed cycling route schemes with costings

Route No.	Route Name	Sub Description	Project Description	Estimated cost	Total Cost (including approx. 44% fees (contingency, contractor etc.)
1	**Hythe Road – Mace Lane**	Bridge – petrol station	20Mph Limit Public Realm Improvements Crossing Points	£132,930.00	£15,500,000.00
		Petrol station – roundabout	20Mph Limit Public Realm Improvements Crossing Points	£143,010.00	
		Roundabout – town centre	Segregated cycle way Public realm improvements	£10,000,000.00	
2	**Canterbury Road**	Canterbury road crossing – Bridge	Light segregation Toucan Crossing	£79,000	£10,000.000.00
		Bridge - Town centre	Living Street Approach Improvement to bridge Improvements to public realm Traffic flow study Small improvements to pavement	£8,000,000.00	

			Linking bridge to Heathfield Road		
3a	**Highworth School – A20 Road** **Highworth – Magazine Road**	Orchard Heights – Drovers Drovers – Barrowhill	Widen footpath cycleways Move bus stop Toucan crossing Potentially continue footpath cycleway northbound Reduce capacity to provide segregated cycle lane North or South bound to be establish which is best. Toucan crossing	£162,828.00 £221,320.00	£580,000.00
3b		Barrowhill - Town Centre	Reduce capacity roundabout north bound to provide space Raised table entry Barrowhill Increase width shared footpath Northbound Lidl car park Improve junction car parks Lidl and Barnardos	£146,880.00	£200,000.00

4	**Repton Way**	Tank RB - Western Avenue JCT	"Toucan Crossing 20 mph Living street Drop kerbs	£150,440.00	£310,000.00
		Western Avenue JCT – Bolt	"Raised table Speed cushion Signage 20mph"	£59,240.00	
		Bolt – Cinema	NA	NA	
		Cinema - Town Centre	NA	NA	
5	**Victoria Park**	Brookfield road - Hillbrow lane	NA	NA	£105,000.00
		"Hillbrow lane - Victoria park Fountain	NA	NA	
		"Victoria park Fountain - Cinema "	Toucan crossing	£55,000.00	
		Cinema - Town Centre	NA	NA	

6	**Ashford Oaks**	Arlington - Noakes Meadow	20mph	£17,250.00	£180,000.00
		Noakes Meadow Jemmett Road	NA	NA	
		Jemmett Road - Victoria park Fountain	"Improve shared footpath cycleway Signage + Painting Parking restriction to widen footpath"	£48,590.00	
		Victoria park Fountain – Cinema	NA	NA	
		Cinema - Town Centre	Toucan crossing	£55,000.00	

7	**Kingsnorth Road – Jemmett Road**	Woolreeds Road Beaver Lane Junction Beaver Lane - Junction Victoria Park " Victoria park Fountain – Picturehouse Cinema" Picturehouse Cinema - Town Centre	"20mph 1 raised table Remove guardrail Toucan crossing" "Resurfacing 20mph 2 raised tables" NA Toucan crossing	£105,750.00 £84,250.00 NA £55,000.00	£305,000.00
8	**Beaver Road**	Beaver Lane - Bus Gate Bus Gate - Town Centre	"Reduce carriageway width 20mph" "Segregated cycleway or shared use Signage"	£92,850.00 £60,880.00	£200,000.00

9	**Newtown**	Newtown - Outlet Centre	20 mph - not sure if this is acceptable	£17,250.00	£30,000.00
		Outlet -Train station	S106 money allocated for this project	NA	
		Train station - underpass	Unknown	NA	
		Under pass - TC	Unknown	NA	

All costs are indicative at this stage and are subject to feasibility studies, site investigation and detailed design. Initial costs have been based on those made available by Wiltshire County Council. These costs may vary locally and be subject to inflation. Ashford Council at this time in writing does not have access to in-house design and costing experience.

Chapter 4: Network planning for walking

4.1 Walking Route Selection

As active transport modes, many of the benefits of cycling and walking are shared and very often improvements for one will affect the other as large parts of the two networks overlap. For example, pedestrians and cyclists are often in close proximity and may share routes and crossings.

In most places a comprehensive network which accommodates most pedestrian trips already exists. Ashford Town Centre is well provided with paths and footways which offer an extensive network of routes many of which are traffic free and follow greenways and make use of open spaces and parks.

However, main roads which tend to be the most direct routes often have a poorer physical environment including narrow pavements with overgrown vegetation, infrequent crossing points, uneven surfaces and poorer air quality. People may be deterred from using them due to several issues, e.g. need to cross busy roads or because the facilities are poorly designed or maintained.

The main focus of the LCWIP is therefore to improve and in some cases extend the existing walking network in order to encourage people to make more short trips on foot.

With its good public transport connectivity, the Town Centre will be a focus for new business development – putting business at the heart of Ashford. The delivery of this major change programme in the heart of Ashford means that there needs to be a step change in street purpose and design. For each walking audit written comments and notes were taken as well as photos. Following each walking audit the loops were given preliminary scoring and a photo evidence document was created.

Once all the routes had been audited, the scoring was revised, moderated and the audit spreadsheet finalised. The spreadsheet was reviewed by another member of the team to provide unbiased judgement on the final scoring.

The next task involved creating summary tables to provide an overview of the walking routes and identify sections where projects would be implemented. The first summary table (4) provides the final total scoring for each category (attractiveness, comfort, directness, safety, coherence) for each walking loop as well as summarised written comments. This first summary table provides an overview of each walking loop.

A second summary table was produced. This one divided the large 2km walking routes into smaller sections allowing for a review of each route. A scoring for each category for each section was provided as well as a more detailed summary for each section. This second table served as a basis to divide each walking loop by section in order to identify specific projects and interventions.

An intervention spreadsheet was then created for the walking routes. This involved dividing each walking loop into smaller sections (the sections were informed by the summary tables aforementioned). Each section obtained a scoring (using the same methodology as for the walking audit looking at attractiveness, comfort, directness, safety and coherence for each section). This scoring was compared to the overall scoring that the entire walking loop obtained. Out of a total scoring of 40, sections that ranked from 0 to 20 were categorised as

‘red’, from 20 to 30 as ‘amber’, and from 30 to 40 as ‘green’. This spreadsheet detailed the problems identified for each section as well as the potential interventions

This spreadsheet was used to produce maps representing each walking route and to spatially locate problems and their associated locations.

Finally, the intervention spreadsheet was used to complete the prioritisation spreadsheet which follows a similar format as the one produced for the cycling routes. This prioritisation spreadsheet looks at the proposed projects for each section, their costs, their effectiveness, economic value, deliverability and prioritisation.

4.1.1 - Establishing Core Walking Zones

Map 6 (page 45) show the the CWZs identified for Ashford. It is based on a 400M radius around the Town Centre and Ashford International Train station.

4.1.2 – Walking Network Plan

Walking audits were conducted for five identified loops: four of these loops span 2km outwards starting from the ring road around Ashford’s town centre and one loop is our core walking route through Ashford’s town centre. Map 6 on page 45 shows main walking routes that were audited using the Walking Route Audit Tool (WRAT)

Map 6

Main walking routes were audited using the Walking Route Audit Tool (WRAT)

4.2 – Walking Route Assessment

4.2.1 – Introduction

The audits followed the LCWIP Walking Route Audit Tool (WRAT) which assesses the five core design outputs including, attractiveness comfort, directness, safety and coherence of a route using a red (0); amber (1); and green (2) scoring system.

Five core design outputs from the WRAT assessment are as follows:

Attractiveness: The audits evaluated the attractiveness of the walking routes by assessing the maintenance of footways, the presence of littering, the condition of street furniture, evidence of vandalism, whether there is natural surveillance or isolated routes, the levels of traffic noise and pollution, the presence of lighting, the use of guardrails and bollards, as well as the use of temporary features.

Comfort: Comfort was evaluated by looking at the condition of footways, the presence of crossovers resulting in uneven surface fretted or subsided pavement uneven patching or trenching, by estimating footway width and occasions of 'give and take', as well as looking at footway parking. The width on staggered crossing pedestrian islands and refuges and the gradient of slopes were evaluated. Temporary obstructions, barriers and gates restricting access, bus shelters restricting clearance width, and poorly drained footways were assessed.

Directness: The directness of footway provision and their ability to cater for pedestrian desire lines was evaluated. The location of crossings in relation to desire lines was assessed. The audits also looked at whether or not there were any delays in using the crossings by looking at the gaps in traffic. The impact of controlled crossings, such as single phase pelican puffin or zebra crossings on journey time were assessed by looking at whether or not any delays were created. Green man time was also assessed to determine if pedestrians would benefit from extended green man time.

Safety: Safety was assessed by looking at traffic volume and pedestrians' ability to keep distance from traffic. Traffic speed was also evaluated as well as visibility for all users.

Coherence: For coherence, the audits looked at the provision of dropped kerbs and tactile paving.

4.2.2 - WRAT score summaries

Table 6 shows the score obtained by the routes using the walking route audit tool (WRAT)**.** The target is to score at least 70%, some routes are not achieving this, but future feasibility work may alter this score and ranking.

Route no	Route name	Attractiveness	Comfort	Directness	Safety	Coherence	Total (Score)	Total (%)	Ranking
W1 – S2	Town Centre High Street – Somerset Road	5	5	5	5	5	25	100	1
W1 – S3	Town Centre Bank Street – Elwick Road	5	5	5	5	5	25	100	1
W4 – S1	Hythe Road – Newtown Road	4	4	4	4	5	21	84	3
W3 – S3	Beaver Road – Beaver Lane	4	5	4	5	3	21	84	3
W2 – S5	Templar Way – Elwick Road	4	4	4	5	4	21	84	3
W1 – S4	Town centre – Beaver Road	5	3	4	4	4	20	80	6
W2 – S3	Maidstone Road – Repton Manor	5	4	4	3	3	19	76	7
W3 – S2	Beaver Road – Beaver Lane	5	3	4	4	3	19	76	7
W3 – S5	Jemmett Road – Victoria Park	4	4	4	3	4	19	76	7

W1 – S1	**Town Centre – East Hill**	**4**	**4**	**3**	**3**	**4**	**18**	**72**	**10**
W5 – S1	Kennington – Canterbury Road	4	4	4	3	2	17	68	11
W3 – S4	Beaver Road – Beaver Lane via Cryol Road	4	4	3	3	2	16	64	12
W2 – S2	Maidstone Road - Repton	3	3	3	4	3	16	64	12
W2 – S4	Repton - Repton	3	3	3	4	3	16	64	12
W5 – S3	Kennington – Bybrook	2	2	3	3	3	13	52	15
W3 – S1	Beaver Road – Beaver Lane	3	3	3	2	2	13	52	15
W5 – S6	M20 Road – Maidstone Road	2	2	4	3	2	13	52	15
W4 – S4	Hythe Road - Newtown	3	3	2	3	2	13	52	15
W5 – S5	Kennington – Bybrook Road	3	3	2	2	2	12	48	19
W5 – S4	Kennington – Park Vale Road	3	2	2	3	2	12	48	19

4.2.3. Details of proposed schemes and costings (Table 6)

Included in the total cost is allowances for design, project management, public consultation and road safety audits.

Route	Description	Sub-Description	Projects details	Estimated cost	Total cost (including approx. 44% of on costs, contingency, contractor etc.)
W1	Town Centre Core Walking Route	High Street- North Street- Somerset Road Crossing	Resurface cobblestones on High Street (200 meters total) 3 CCTV Camera on High Street and clean tags to increase safety Remove broken/bended guardrails on end of North Road- 2 guardrail Add 1 refuse bin on end North Road/Somerset Road crossing and organise collection	£76,000 (£380/meter) £1,500 £5,000 £200	£125,000

W1	Town Centre Core Walking Route	Bank Street- Tufton Street- Vicarage Lane- Church Road- Elwick Road	Resurface Tufton Road (50m each side) Resurface Vicarage Lane (50m each side) Resurface Church Road (75m each side) Add tactile paving and dropped kerb on Tufton Road (for 4 crossings) Add tactile paving and dropped kerb on Vicarage Lane (for 4 crossings) Add tactile paving and dropped kerb on Church Road (for 8 crossings) Place-making interventions shared space (rethink shared space and increase safety/comfort of pedestrians add colourful crossings modal filter or Copenhagen crossings)	£18,000 (£180/meter) £18,000 (£180/meter) £27,000 (£180/meter) £10,000 (£105 for 10 Surface Mounted Tactile Paving Tiles & Adhesive and £360 for 2 dropped kerbs for a 2-2.5m footway) £10,000 (£105 for 10 Surface Mounted Tactile Paving Tiles & Adhesive and £360 for 2 dropped kerbs for a 2-2.5m footway) £20,000 (£105 for 10 Surface Mounted Tactile Paving Tiles & Adhesive and £360 for 2 dropped kerbs for a 2-2.5m footway) £100,000	£303,000

W4	Hythe Road to Newtown Road	Start Tesco at Mills Court- Hythe Road to M20 Junction including Criquet Footway and Footway Hythe Road to Highfield Road	Add 5 highlighted crossing and traffic calming measures along Hythe Road with dropped kerbs and tactile paving Add 5 refuse bins on Hythe Road. Resurface Hythe Road (beginning) (50 meters each side) Remove guardrails- minimum 15 guardrails Add dropped kerbs on Hythe Road crossing and pedestrian islands (Mabeldon Avenue and Romney Road) (for 5 crossings on each side/total 10) Remove 2 signage for public footways Clean public footways- maintenance	£38,000 £1,000 £18,000 £15,000 £10,000 £500 (£250 for removal signage) £3,000	£125,500

W3	Beaver Road Stanhope and Beaver Lane	Stanhope Road to Athol Road	Cut overgrown vegetation on Stanhope Road before roundabout- maintenance Add 4 highlight crossing and pedestrian island on Stanhope Road Roundabout with dropped kerbs and tactile paving and remove existing pedestrian island. Use continuous footway crossing if possible. Add dropped kerbs and tactile paving for Stanhope Road Roundabout crossing (for 8 crossings 4 crossings each side) Remove guardrails on Stanhope Road- old guardrails at least 30-50 meters	£500 £30,000 £5,000 £30,000	£95,500

W5	Conningbrook Kennington Faversham Brybrooke Canterbury Road	Start Council- Green Path from Mill Court to Raymond Fuller Way	Paint lines on walking cycling shared path (removal and repainting) for 200 meters (use colourful crossing with community input) Cut overgrown vegetation along walking cycling shared path- maintenance Add 1 CCTV in tunnel Add permanent lighting in tunnel Address desired crossing lines before tunnel- place-making intervention Remove tags on bins at start of path- maintenance	£7,200 (£29 per meter for removal and £7 per meter for painting) £1,000 £500 £3,000 £5,000 £500	£34,500
W2	Maidstone Road to Orchard Heights and Repton Manor	Orchard Heights Residential Streets: Landburry Walk- Warren View- Orchard Heights	Cut overgrown vegetation- maintenance Add minimum 3 signs through residential streets	£1,000 £1,200	£3,200

W3	Beaver Road Stanhope and Beaver Lane	Beaver Road- Kingsnorth Road until Stanhope Corner	Resurface Beaver Road - especially in front of Beaver Inn (100 meters each side) Resurface Kingsnorth Road (100 meters each side) Remove guardrails (especially crossing to Kingsnorth Road and intersection Christchurch Road)- minimum 20 guardrails Add 5 highlighted crossings on Beaver Road with dropped kerbs and tactile paving	£36,000 £36,000 £20,000 £30,000 (£5,000 per crossing £360 for 2 dropped kerbs and £105 for paving)	£232,000
W3	Beaver Road Stanhope and Beaver Lane	Jemmett Road- Victoria Park- End Victoria Park Bridge	Plant 10 tree on Jemmett Road for shading Remove tags on Victoria bridge- maintenance Change cycle counter in Victoria Park	£10,000 £500 £10,000	£30,500
W1	Town Centre Core Walking Route	Elwick Bridge to Victoria Road- Leacon Road- Victoria Road- Beaver Road Crossing- End Curious Brewery	Clean tags on Elwick Bridge- maintenance Resurface stairs Elwick Bridge (10 meters total) Add 3 CCTV camera to Elwick Bridge to increase safety Plant 10 trees along Victoria Lane for shading and add bees patch on bus shelters. Add zebra crossing on Victoria Road (Aldi) Add 2 pedestrian islands along Victoria Road with highlighted crossings	£1,000 £1,800 (£180/meter) £1,500 £10,000 (£100 per tree) £30,000 £30,000 (£10,000 per pedestrian island and £5,000 for pedestrian island)	£115,000

W2	Maidstone Road to Orchard Heights and Repton Manor	Templer Way- Godinton Road- Carlton Roundabout- Sackville Crescent- Godinton Road- End Elwick Road	Place making intervention for Carlton Roundabout (link with Chilmington Green junction improvement introduce play streets modal filters and colourful crossing) Add dropped kerbs and tactile paving on Godinton Road crossings for 10 crossings (5 each side) Resurface potholes Godinton Road (100 each side) KCC	£1,500,000 (see Chilmington) £30,000 £36,000	£2,066,000
W4	Hythe Road to Newtown Road	Residential Roads: Highfield Road- Sevington Road- Church Road	Add highlighted crossing end of Church Road to reach church courtyard with dropped kerbs and tactile paving Add dropped kerbs and tactile paving at Julien Place Luckhurst Road and Pemberton Road (3 crossings)	£7,000 £5,000	£22,000
W5	Conningbrook Kennington Faversham Brybrooke Canterbury Road	Residential Streets: Raymond Fuller Way- Clarke Crescent- George Williams Way to Canterbury Road- Willesborough Road	Cut overgrown vegetation on George Williams Way- maintenance Add 3 pedestrian islands with tactile paving and dropped kerbs on George Williams Way roundabout crossing	£500 £40,000 (£10,000 per pedestrian island)	£60,500

W1	Town Centre Core Walking Route	Start Council- East Hill	Pedestrianise East Hill (place-making interventions such as colourful crossings or the use of modal filters or school speed restrictions) Remove guardrails (if pedestrianised everywhere- if not pedestrianised everywhere except in front of school) - 1 to 15 guardrails	£50,000 £1,000-£15,000	£71,000 - £95,000
W4	Hythe Road to Newtown Road	Bentley Road- Hunter Avenue- Tunnel New Town Road	Add 1 zebra crossing on Hunter Avenue with dropped kerbs and tactile paving Plant 10 trees on Bentley Avenue for shading	£35,000 £10,000	£65,000
W2	Maidstone Road to Orchard Heights and Repton Manor	Repton Manor Residential Streets: Barley Mow View- Sir John Fogge Avenue- Repton Avenue	Add 1 zebra crossing on Repton Avenue (Waitrose) Remove guardrails at crossing with Templar Way- minimum 10 guardrails	£30,000 £10,000	£60,000

W4	Hythe Road to Newtown Road	New Town Road to Tunnel to Train Station- End Train Station	Add 3 highlight crossing for Newtown Road lateral crossing with dropped kerbs and tactile paving Add 1 zebra crossing on Newtown Road reaching Ellison Road Add 3 refuse bins on Newtown Road Remove broken street furniture on Newtown Road- maintenance Add CCTV tunnel to station Add permanent lighting in tunnel to station Remove tags tunnel- maintenance artwork by community	£20,000 £30,000 £600 £3,000 £500 £2,000 £2,000	£90,000
W2	Maidstone Road to Orchard Heights and Repton Manor	Start High Street- New Street- New Street and Chart Road Roundabout- Maidstone Road to Templer Way Roundabout	Resurfacing paving around Chart Road Roundabout (50 meters total) Remove tags on street furniture on Chart Road- maintenance Remove guardrails on Chart Road and Maidstone Road- up to 20 guardrails	£9,000 (£180/meter) £500 £20,000	£40,000

W3	Beaver Road Stanhope and Beaver Lane	Residential Streets Athol Road- St Stephens Walk- Cryol Road- Beaver Lane	Add 2 refuse bins on Cryol Road Modify crossing at the Athol Road/St Stephens Walk and at Cryol Road/Beaver Lane: remove pedestrian islands and add four highlighted crossings with dropped kerbs and tactile paving per crossing use continuous footway crossing if possible Resurface Beaver Lane (100 meters each side) Plant 10 trees on Beaver Lane for shading	£500 £60,000 £36,000 £10,000	£160,000
W2	Maidstone Road to Orchard Heights and Repton Manor	Maidstone Road - Orchard Heights Roundabout	Add 3 double highlighted crossings on Maidstone Road to reach bus stops with dropped kerbs (total 6 crossings due to length of road and tactile paving Add 4 signage to indicate end of path Add 4 CCTV for security along Maidstone Road	£36,000 (£5,000 per highlighted crossings with £360 for 2 dropped kerbs and £105 for paving) £1,600 (£400 per signage) £2,000	£60,000

W5	Conningbrook Kennington Faversham Brybrooke Canterbury Road	Canterbury Road from Willesborough Road crossing to M20 Crossing	Add 4 highlighted crossings on Canterbury Road especially near bus stops with dropped kerbs and tactile paving Add traffic calming measures on Canterbury Road- minimum 2 splitter islands and think about using modal filters Resurface Canterbury Road (start/end) (500 meters each side)	£30,000 £20,000 (£10,000 per splitter islands) £180,000	£330,000
W5	Conningbrook Kennington Faversham Brybrooke Canterbury Road	Canterbury Road from M20- Magazine Road- Malvern Road- Quantock Drive - End Maidstone Road	Add 1 puffin crossing at Magazine/Canterbury Road crossing Add traffic calming measures on Canterbury Road- minimum 2 splitter islands and add of modal filters and colourful crossings	£55,000 £20,000 (£10,000 per splitter islands)	£125,000
W5	Conningbrook Kennington Faversham Brybrooke Canterbury Road	Brybrooke Road- Kinney Lane	Plan 10 trees for shading on Brybrooke Road and add bee patch on bus stops Place-making Kinney Lane, pedestrianise for access to shared path (private road ownership issue) Add dropped kerbs and tactile paving on Brybrooke Road crossings (for 10 crossings 5 per sides) Resurface Brybrooke Road (100 meters per side)	£10,000 £50,000 £12,000 £36,000	£158,000

W3	Beaver Road Stanhope and Beaver Lane	Start Train Station-Beaver Road and Jacques Faucheux Crossing- Beaver Road until Bond Road corner	Address lights at Jacques Faucheux crossing (red light shorter/green light longer for pedestrian) Resurface Beaver Road (100 meters each side)	£500 £36,000	£56,500
W5	Conningbrook Kennington Faversham Brybrooke Canterbury Road	Faversham Road from crossing with Canterbury Road-Park Road-Park Vale	Remove guardrails on Faversham/Canterbury crossing- minimum 10 guardrails up to 20 guardrails Add 3 zebra crossing across Faversham/Canterbury crossing Add dropped kerbs and tactile paving on Park Road (for 6 crossings) Add dropped kerbs and tactile paving on Park Vale (for 4 crossings)	£30,000 £10,000-20,000 £5,500 £3,500	£69,000 - £89,000

All costs are indicative at this stage and are subject to feasibility studies, site investigation and detailed design. Initial costs have been based on those made available by from Wiltshire County Council. These costs may vary locally and be subject to inflation. Ashford Council at this time in writing does not have access to in-house design and costing experience.

Chapter 5: Prioritisation of schemes

This chapter sets out the approach of prioritising the cycling and walking infrastructure improvements in the short, medium and long term.

- Short term (typically <3 years) – improvements which can be implemented quickly or are under development
- Medium term (typically <5 years) improvements where there is a clear intention to act, but delivery is dependent on further funding available
- Long term (typically > 5 years) more aspirational improvements or these awaiting a defined solution.

All planned infrastructure changes that impact on residents will go through the appropriate consultation process required with direct discussion with affected users groups and with reference to relevant design guidance, e.g. consultation with mobility groups such as RNIB (Royal National Institute of Blind People), Ashford Access Group and use of documents such as the “Wheels for Wellbeing guidance”.

5.0 - Ashford Walking and Cycling Prioritisation and rationale of schemes

Cycling schemes have been prioritised against a range of criteria as follows:

Effectiveness Criteria

Existing **Route Comfort and attractiveness** were assessed during the route project/scheme selection process. An identified project which improves the route comfort and attractiveness for users is likely to attract and encourage increased future usage and therefore where a benefit is identified, a project/scheme is scored positively.

Links with existing route/network is an important consideration when assessing whether a project is likely to make improvements which will encourage increased usage of cycle paths and pedestrian footpaths.

Whether a project/scheme leads to creating a **Road safety improvement** is an important aspect of assessing its effectiveness. Where projects are likely to improve security and safety measures for cyclists and pedestrians by raising awareness of cyclists/pedestrians in the area, reducing speeds of other modes of transport, or segregating the active mode from traffic, this project will score more positively.

Policy Links - The Ashford Green Corridor Network is an important aspect of the towns green infrastructure, but also a key movement network for pedestrians and cyclists which is mostly vehicle free. The recently adopted Green Corridor action plan[1] and Local Plan Policy ENV2[2] encourages improvements and enhancements to the network.

[1] https://www.ashford.gov.uk/media/5476/green-corridor-action-plan-2017.pdf
[2] https://www.ashford.gov.uk/media/7542/adopted-ashford-local-plan-2030-2.pdf

Improving links to schools and local services such as transport hubs, retail, community and leisure facilities for the active travel mode is a key aim of the project. Determining the purpose of users' journeys, and in particular between children and adults is identified as an important aspect of prioritisation assessment within the AMAT tool (2.5). When undertaking the route selection process, which are located around the Town Centre, it was identified that many of the active mode users were school children accessing the several schools with the routes, and adults accessing the town centre shops and services or commuting to work or the train station, which links several of the routes. Part of the assessment therefore scores projects positively where they will be likely to improve accessibility by active mode to one of these key areas, and have safety and time saving impacts.

Table 7 shows the prioritised cycling schemes

Scheme Description					Effectiveness					Economic		Deliverability			Prioritisation	
Route	Description	Sub-Section	Sub-Description	Projects details	Route Comfort and attractiveness improvement	Links with existing route/ network	Creates Road safety improvement	Link to Green Corridor network	Links to Schools and local services	Value for money	Funding potential	Political Support	Timescale	Feasibility	Total Score	Ranking
1	Hythe Road - Mace Lane	B	Petrol Station - Roundabout	20mph public realm improvements crossing points	0	2	2	1	2	2	0	2	1	1	13	9
1	Hythe Road - Mace Lane	C	Roundabout - Town Centre	Segregated cycleway and public realm improvement	2	2	2	2	2	0	2	0	0	0	12	11
1	Hythe Road - Mace Lane	A	Bridge - Petrol Station	20mph public realm improvements crossing points	0	0	2	0	2	1	0	2	1	1	9	18
2	Faversham - Canterbury Road	A	Faversham Road - Bridge	Light segregation Toucan	2	2	2	2	1	2	0	2	1	2	16	2

2	Bridge - Town centre	B	Bridge - Town centre	Living street Approach Improvement to bridge Improvement to public realm Traffic flow study Small improvement to pavement linking bridge to Heathfield Road	2	2	2	0	1	2	0	1	0	0	10	17
3	Highworth/ A20	B	Drovers - Barrowhill	Reduce capacity to provide segregated cycle lane North or South bound to be establish which is best. Toucan crossing	2	2	2	0	2	0	0	2	0	2	12	11
3	Highworth/ A20	C	Barrowhill - Town Centre	Reduce capacity roundabout north bound to provide space Raised table entry	2	2	2	0	2	2	0	1	0	1	12	11

				Barrowhill Increase width shared footpath Northbound Lidl car park Improve junction car parks Lidl and Barnardos												
3	Highworth/ A20	A	Orchard Heights - Drovers	Widen footpath cycleways Move bus stop Toucan crossing Potentially continue footpath cycleway northbound	1	2	0	0	0	0	1	1	0	2	7	19
4	Repton Way	B	Western Avenue JCT - Bolt	Raised table Speed cushion Signage 20mph	1	1	2	0	2	1	0	2	1	2	12	11
4	Repton Way	A	Tank RB - Western Avenue JCT	Toucan Crossing 20 mph Living street Drop kerbs	1	0	0	0	0	0	0	2	1	2	6	21

4	Repton Way	C	Bolt - Picturehouse	NA	0	0	0	0	2	0	0	0	0	0	2	22
4	Repton Way	D	Cinema - Town Centre	NA	0	0	0	0	0	0	0	0	0	0	0	28
5	Victoria Park	C	Victoria park Fountain - Pitcurehouse	Toucan crossing	1	2	2	2	2	2	0	2	1	2	16	2
5	Victoria Park	A	Brookfield road - Hillbrow Lane	NA	0	0	0	0	2	0	0	0	0	0	2	22
5	Victoria Park	B	Hillbrow Lane - Victoria park Fountain	NA	0	0	0	0	2	0	0	0	0	0	2	22
5	Victoria Park	D	Picturehouse - Town Centre	NA	0	0	0	0	0	0	0	0	0	0	0	28
6	Ashford Oak	A	Arlington – Noakes Meadow	20mph	1	2	2	0	2	2	0	2	2	2	15	4
6	Ashford Oak	B	Noakes Meadow- Jemmett Road	NA	0	0	0	0	1	0	0	0	0	0	1	27
6	Ashford Oak	C	Jemmett Road – Victoria Park Fountain	Improve shared footpath cycleway, signage and painting parking restriction to widen footpath	2	2	1	2	2	2	2	2	2	2	19	1
6	Ashford Oak	D	Victoria Park fountain – Picturehouse	NA	0	0	0	0	2	0	0	0	0	0	2	22

6	Ashford Oak	E	Pitcurehouse – town centre	Toucan crossing	1	2	2	2	0	2	0	2	1	2	14	5
7	Jemmett Road	A	Woolreeds Road – Beaver Lane Junction	20mph 1 raised table Remove guardrail Toucan crossing	1	1	2	0	2	2	0	1	1	1	11	15
7	Jemmett Road	B	Beaver Lane – Junction Victoria Park	Resurfacing 20mph 2 raised tables	2	1	2	2	2	0	0	1	1	2	13	9
7	Jemmett Road	C	Victoria Park fountain – Picturehouse	NA	0	0	0	0	2	0	0	0	0	0	2	22
7	Jemmett Road	D	Picturehouse – town centre	Toucan crossing	1	2	2	2	0	2	0	2	1	2	14	5
8	Beaver Road	A	Beaver Lane – Bus gate	20mph	1	2	1	2	2	0	2	2	0	2	14	5
8	Beaver Road	B	Bus gate – town centre	Segregated cycleway or shared use Signage	2	2	2	0	1	0	2	2	1	2	14	5
9	Newtown	A	Newtown – Outlet Centre	20mph	1	2	1	0	0	0	2	1	0	0	7	19
9	Newtown	B	Outlet Centre – Train station	Tidy and signage	1	2	1	0	0	0	2	1	0	0	11	15

Table 8 Walking Scheme Prioritisation

Scheme Description					Effectiveness					Economic		Deliverability			Prioritisation	
Route	Description	Sub-Section	Sub-Description		Route Comfort and attractiveness improvement	Links with existing route/ network	Creates Road safety improvement	Link to Green Corridor network	Links to Schools and local services	Value for money	Funding potential	Political Support	Timescale	Feasibility	Total Score	Ranking
W 1	Town Centre Core Walking Route	S 2	High Street- North Street- Somerset Road Crossing		2	2	1	0	1	2	1	2	1	1	**38**	**1**
W 1	Town Centre Core Walking Route	S 3	Bank Street- Tufton Street- Vicarage Lane- Church Road- Elwick Road		1	2	2	0	0	2	1	2	1	1	**37**	**2**
W 4	Hythe Road to Newtown Road	S 1	Start Tesco at Mills Court- Hythe Road to M20 Junction including Criquet Footway and Footway Hythe Road to Highfield Road		2	2	2	0	2	2	1	1	0	1	**34**	**3**

W 3	Beaver Road Stanhope and Beaver Lane	S 3	Stanhope Road to Athol Road		2	2	2	0	0	2	1	1	1	1	**33**	**4**
W 5	Conningbrook Kennington Faversham Brybrooke Canterbury Road	S 1	Start Council- Green Path from Mill Court to Raymond Fuller Way		2	1	1	2	0	2	2	2	2	2	**33**	**4**
W	Maidstone Road to Orchard Heights and Repton Manor	S 3	Orchard Heights Residential Streets: Landburry Walk- Warren View-Orchard Heights		1	1	1	0	0	2	2	2	2	2	**32**	**5**
W 3	Beaver Road Stanhope and Beaver Lane	S 2	Beaver Road- Kingsnorth Road until Stanhope Corner		2	2	1	0	2	2	1	1	1	1	**32**	**5**

W 3	Beaver Road Stanhope and Beaver Lane	S 5	Jemmett Road- Victoria Park- End Victoria Park Bridge		2	1	0	0	0	2	2	2	2	2	**32**	**5**
W 1	Town Centre Core Walking Route	S 4	Elwick Bridge to Victoria Road- Leacon Road- Victoria Road- Beaver Road Crossing- End Curious Brewery		2	1	1	0	1	1	1	1	2	1	**31**	**6**
W 2	Maidstone Road to Orchard Heights and Repton Manor	S 5	Templer Way- Godinton Road- Carlton Roundabout- Sackville Crescent- Godinton Road- End Elwick Road		2	2	2	0	0	1	1	0	0	0	**29**	**7**
W 4	Hythe Road to Newtown Road	S 2	Residential Roads: Highfield Road- Sevington Road- Church Road		1	1	1	2	1	1	1	1	2	1	**28**	**8**
W 5	Conningbrook Kennington Faversham Brybrooke Canterbury Road	S 2	Residential Streets: Raymond Fuller Way- Clarke Crescent- George Williams Way to Canterbury Road- Willesborough Road		1	1	1	1	0	2	2	2	1	2	**28**	**8**

W 1	Town Centre Core Walking Route	S 1	Start Council- East Hill		2	1	1	1	2	1	0	0	1	0	**27**	**9**
W 4	Hythe Road to Newtown Road	S 3	Bentley Road- Hunter Avenue- Tunnel New Town Road		2	2	1	1	0	2	1	1	2	1	**26**	**10**
W 2	Maidstone Road to Orchard Heights and Repton Manor	S 4	Repton Manor Residential Streets: Barley Mow View- Sir John Fogge Avenue- Repton Avenue		1	2	1	0	1	1	0	1	1	1	**25**	**11**
W 4	Hythe Road to Newtown Road	S 4	New Town Road to Tunnel to Train Station- End Train Station		2	2	2	0	0	1	1	1	1	0	**25**	**11**
W 2	Maidstone Road to Orchard Heights and Repton Manor	S 1	Start High Street- New Street- New Street and Chart Road Roundabout- Maidstone Road to Templer Way Roundabout		2	2	1	0	1	0	0	1	1	1	**24**	**12**

W 3	Beaver Road Stanhope and Beaver Lane	S 4	Residential Streets Athol Road- St Stephens Walk- Cryol Road- Beaver Lane		2	1	1	0	0	1	1	1	0	1	**24**	**12**
W 2	Maidstone Road to Orchard Heights and Repton Manor	S 2	Maidstone Road - Orchard Heights Roundabout		1	2	2	0	0	1	0	0	0	0	**22**	**13**
W 5	Conningbr ook Kenningto n Faversham Brybrooke Canterbury Road	S 3	Canterbury Road from Willesborough Road crossing to M20 Crossing		1	2	2	0	1	2	0	0	0	0	**21**	**14**
W 5	Conningbr ook Kenningto n Faversham Brybrooke Canterbury Road	S 6	Canterbury Road from M20- Magazine Road- Malvern Road- Quantock Drive -End Maidstone Road		1	2	2	0	1	1	0	0	1	0	**21**	**14**

W 5	Conningbrook Kennington Faversham Brybrooke Canterbury Road	S 5	Brybrooke Road-Kinney Lane		2	1	1	0	0	2	1	0	0	0	**20**	**15**
W 3	Beaver Road Stanhope and Beaver Lane	S 1	Start Train Station- Beaver Road and Jacques Faucheux Crossing- Beaver Road until Bond Road corner		1	2	2	0	0	0	0	0	1	0	**19**	**16**
W	Conningbrook Kennington Faversham Brybrooke Canterbury Road	S 4	Faversham Road from crossing with Canterbury Road-Park Road-Park Vale		1	2	1	0	0	1	0	1	1	0	**19**	

The following details how prioritisation of the categories was decided on walking routes:

- **Attractiveness:** The audits evaluated the attractiveness of the walking routes by assessing the maintenance of footways, the presence of littering, the condition of street furniture, evidence of vandalism, whether there is natural surveillance or isolated routes, the levels of traffic noise and pollution, the presence of lighting, the use of guardrails and bollards, as well as the use of temporary features.

- **Comfort:** Comfort was evaluated by looking at the condition of footways, the presence of crossovers resulting in uneven surface fretted or subsided pavement uneven patching or trenching, by estimating footway width and occasions of 'give and take', as well as looking at footway parking. The width on staggered crossings pedestrian islands and refuges and the gradient of slopes were evaluated. Temporary obstructions, barriers and gates restricting access, bus shelters restricting clearance width, and poorly drained footways were assessed.

- **Directness:** The directness of footway provision and their ability to cater for pedestrian desire lines was evaluated. The location of crossings in relation to desire lines was assessed. The audits also looked at whether or not there were any delays in using the crossings by looking at the gaps in traffic. The impact of controlled crossings, such as single phase pelican puffin or zebra crossings on journey time were assessed by looking at whether or not any delays were created. Green man time was also assessed to determine if pedestrians would benefit from extended green man time. Other directness aspects inspected included routes to and from bus not accommodated, steps restricting access for all users, and confusing layout for pedestrians.

- **Safety:** Safety was assessed by looking at traffic volume and pedestrians' ability to keep distance from traffic. Traffic speed was also evaluated as well as visibility for all users.

- **Coherence:** For coherence, the audits looked at the provision of dropped kerbs and tactile paving.

The process undertaken to prioritise the identified projects follows the principles set out in the Department for Transport's (DfT) Local Cycling and Walking Infrastructure Plan Technical guidance (Chapter 7) [1] whilst also taking into consideration the DfT Active Mode Appraisal guidance (AMAT)[2] and a range of local assessments. This includes assessing the effectiveness of the project when assessed against a range of criteria, including links to local policies.

The prioritisation process also makes an assessment of each project based on an economic assessment which considers whether the project is value for money and can attract funding and overall deliverability. This assesses the timescales for delivery of the project over the short, medium and long term, and deliverability of the projects based on likely political support and feasibility.

[1] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/607016/cycling-walking-infrastructure-technical-guidance.pdf

[2] https://www.gov.uk/government/publications/webtag-tag-unit-a5-1-active-mode-appraisal-may-2018

The scoring method is below:

0	No Positive Impact
1	Low Positive Impact
2	High Positive Impact

The scoring criteria assessments are explained in more detail below:

Effectiveness Criteria

Existing **Route Comfort and attractiveness** were assessed during the route project/scheme selection process. An identified project which improves the route comfort and attractiveness for users is likely to attract and encourage increased future usage and therefore where a benefit is identified, a project/scheme is scored positively.

Links with existing route/network is an important consideration when assessing whether a project is likely to make improvements which will encourage increased usage of cycle paths and pedestrian footpaths.

Whether a project/scheme leads to creating a **Road safety improvement** is an important aspect of assessing its effectiveness. Where projects are likely to improve security and safety measures for cyclists and pedestrians by raising awareness of cyclists/pedestrians in the area, reducing speeds of other modes of transport, or segregating the active mode from traffic, this project will score more positively.

Policy Links - The Ashford Green Corridor Network is an important aspect of the towns green infrastructure, but also a key movement network for pedestrians and cyclists which is mostly vehicle free. The recently adopted Green Corridor action plan[3] and Local Plan Policy ENV2[4] encourages improvements to the network

Improving links to schools and local services such as transport hubs, retail, community and leisure facilities for the active travel mode is a key aim of the project. Determining the purpose of users journeys, and in particular between children and adults is identified as an important aspect of prioritisation assessment within the AMAT tool (2.5). When undertaking the route selection process, which are located around the Town Centre, it was identified that many of the active mode users were school children accessing the several schools with the routes, and adults accessing the town centre shops and services or commuting to work or the train station, which links several of the routes. Part of the assessment therefore scores projects positively where they will be likely to improve accessibility by active mode to one of these key areas, and have safety and time saving impacts.

Value for money and funding potential assesses the cost of the project, either low, medium or high.

Political support (elected members, members of the public and government agencies) is crucial for a number of reasons when agreeing suggested improvements.

Delivery Timescales and whether realistically the scheme can be delivered within a short, medium or long term aspiration

[3] https://www.ashford.gov.uk/media/5476/green-corridor-action-plan-2017.pdf
[4] https://www.ashford.gov.uk/media/7542/adopted-ashford-local-plan-2030-2.pdf

Feasibility of delivery is one of the key aspects, there are a number of factors including land ownership, impact on other users, costs, ongoing maintenance, and the quality of the land, heritage factors and demand.

5.1 – Route Rationale with stakeholders

This section categorises each route as high, low and medium priority. This reflects the above prioritisation exercise, together with review by KCC as the Highway Authority with responsibility for implementing these measures.

Route 1 - Hythe Road – Mace Lane

Priority = High
Timescale = Long
Feasibility = Medium

***Link 1*: Somerset Road/Mace Lane (between Forge Lane – Mill Court Roundabout)**
Little design scope (even for shared use facilities) within the existing highways configuration, particularly between Forge Lane and Wellesley Road) for improving cycle facilities. This section would need significant investment and re-design to deliver high quality cycle infrastructure. Space for protected cycle facilities and improved cycle facilities could be gained from reducing existing lane widths and removal of central median. Complimentary junction improvements would also be required along the route.

***Link 2*: Hythe Road (between Mill Court Roundabout – Mabledon Avenue (Esso Garage)**
The design for the whole route is most constrained between the roundabout and Esso Garage, and there is little scope for installing segregated facilities. An alternative approach could be to focus on streetscape improvements that improve the overall environment for pedestrians and cyclists without protected cycle facilities. Any improvements for cycling would require modifications to existing kerbside restrictions.

***Link 3*: Hythe Road II (Mabledon Avenue (Esso Garage) – Railway Bridge)**
Introduction of new on-street cycle facilities could be created through removal of existing central hatching between Esso Garage and the Railway Bridge. Any improvements for cycling would require modifications to existing kerbside restrictions.

***Link 4*: East of Railway Bridge**
Connect route beyond the railway bridge
Essella Road – Osbourne Road link has been considered as a complimentary feeder route.

Route 2 - Canterbury / Faversham Road

Priority = High
Timescale = Medium
Feasibility = Medium

***Link 3*: Canterbury Road to road bridge at junction with Simone Weil Avenue**
The Junction would need upgrading to incorporate cycle facilities. Junction with Bybrook Road would also need improving.

Link into Kinney's Lane should also be upgraded and made easier to connect too.
Convert existing NB cycle facilities into permanent protected facilities. Design would include floating bus stops, revised kerbside restrictions and treatments of side-entry arms.
Existing SB cycle facilities could also be upgraded to segregated cycle facilities. There is scope to introduce protected cycle facilities within the existing SB bus lane by reducing width of central hatching/median.

Existing footways over M20 bridge would need upgrading to shared use as there isn't sufficient width available for protected facilities. Junction with M20, slip would require incorporation of cycle facilities e.g. ASLs.

***Link 4a:* Bridge to Town Centre**
Existing shared use facilities are substandard and not wide enough to be comfortably shared by cycles + pedestrians.
Section between M20 junction and Magazine Road could incorporate protected cycle facilities through removal of central hatching. Side-entry junctions, including Heathfield Road, will need lightening.

***Link 4b*: Bridge to Town Centre**
Design scope is limited by narrow carriageway and narrow footways. Recommendation to consider 'Healthy Streets' measures to calm traffic and reduce speeds = sinusoidal humps + reduce speed limit.
Consider cycles negotiating the Somerset Road junction? Existing crossings are toucans but the islands are very narrow on the junction.

Recommendation - Consideration to the onward connection into the town centre. Cyclists will use Park Street. Improvement needs to take place to be more amenable environment for cycling.

Route 3 - Highworth /A20 = Long Term

Priority = Medium
Timescale = Long
Feasibility = Low

Link 1: **A20 (Orchard Heights – Drovers Roundabout)**
Scope for improvement on cycle/footway.
- North side - as route appears to end and narrow after Orchard Heights. This gap in route should be filled. Headway treatments at junctions with Campion Close should be considered.
- South side – install new path to connect between bus stop and Orchard Heights junction.

Link 2**: A292 (Drovers to Barrow Hill)**
Existing shared use facilities require significant investment to be considered comfortable for pedestrians and cycles to use, and the alternative for introducing dedicated cycle facilities will require redesign of existing corridor.

Existing shared use facilities on north side are of poor quality – they would require widening and headway treatments. South side is not currently labelled as shared use and is not suitable for conversion either.

Any significant improvements for cycling on Link 2 would require reconfiguration of existing highways layout including the Gyratory system around the Barrow Hill Veterinary School.

Link 3**: A292 (Barrow Hill to Forge Lane Junction)**
Existing shared use facilities are narrow and part of popular walking route to town centre. Similarly, to Link 2, significant rethink of existing highway layout would be required to introduce protected cycle facilities.

Link 4: Magazine Road (Barrow Hill – Canterbury Road)
Existing shared use facilities are narrow and compromised by frequent vehicle crossovers and side entry junctions. Small improvements could be made at junctions and pinch points but the route would still not generate a high score from the RST. The design scope for wider improvements depends on the available widths

Route 4 - Repton

Priority = Medium
Timescale = Short
Feasibility = High

Link 1: Carlton Road (Tank Roundabout - Western Avenue)
Improve entry treatment of Bridge Road/Carlton Road and continue cycle facility north towards Tank Roundabout. Remove existing verge and convert to shared use path.
Install crossing facility on Carlton Road to connect existing cycle facilities from railway bridge.

Link 2**: Godinton Road (Western Avenue – West Street**)
Improve tie-in of existing cycle link at junction of Gasworks Lane. Reduce corner radii and consider raised table. Consider 'Healthy Streets' measures to calm traffic and reduce speeds = sinusoidal humps + reduce speed limit.

Link 3**: Elwick Road (West Street – Bank Street)**
Existing on-street conditions are sufficient

Link 4: Bank Street

Route 5 - Victoria Park

Priority = High
Timescale = Short
Feasibility = High

Improved scores for Comfort for park sections as I think existing facilities should be considered as 3- 3.5m wide.

Route 6 - Ashford Oak

Priority = Low
Timescale = Medium
Feasibility = High

Link 1: **Arlington – Noakes Meadow**
Cyclists could be on carriageway - Route would benefit from traffic calming to reduce vehicle speeds and make more comfortable for cycling. Junction of Noakes Meadow/ Jemmett Road should be upgraded to raise awareness of cycle manoeuvres at junction.
Route would require wayfinding as otherwise could be quite hard to find in residential area.

Link 2**: Noakes Meadows – Jemmett Road**
Cyclists could be on carriageway - Route would benefit from traffic calming to reduce vehicle speeds and make more comfortable for cycling. Good existing connection from Noakes Meadow across playing fields.

Link 3: **Jemmett Road – Victoria Park**
Cyclists could be on carriageway - Route would benefit from traffic calming to reduce vehicle speeds and make more comfortable for cycling. Existing shared use path on western footway is very narrow and cycling on carriageway would be more comfortable.

Route 7 - Jemmett Road

Priority = High
Timescale = Short
Feasibility = High

Link 1: **Woolreeds Road**
Considered raised table at junction with Cryol Road to provide link into park, and at junction with Arcon Road to improve link into shared use path. Consider traffic calming on Woolreeds Road to improve cycle comfort. Reduce speed limit to 20mph. De-clutter shared use path between Arcon Road and Beaver Lane. Install toucan/parallel zebra crossing across Beaver Lane and convert adjoining footways to shared use.

Link 2: **Jemmett Road – Noakes Meadow**
Cyclists could be on carriageway - Route would benefit from traffic calming to reduce vehicle speeds and make more comfortable for cycling

Route 8 - Beaver Road

Priority = Medium
Timescale = Medium
Feasibility = High

Introduce segregated cycle facilities on Beavers, possibly as part of wider corridor improvements on Beavers Lane and Brookfield Road. No cycle facilities at Beaver Lane/ Beaver Road/ Norman Road junction.

Link 1: **Beaver Road North – Bus Gate**
Narrow carriageway and on-street parking restrict design scope for Beaver Road. Traffic calming such as Sinusoidal Humps would help to create more comfortable conditions for cycling and reduce vehicle speeds.

Link 2**: Bus Gate – Bridge**
Existing streetscape is very industrial and not conducive to cycling, and the current shared use facilities are of poor quality. Unclear of the extents of the shared use facilities at junction with Victoria Road and how cyclists join them. Carriageway is very wide.

Route 9 - Newtown

Priority = High
Timescale = Medium
Feasibility = Medium

Link 1: **Newtown Road (Turner Close to Outlet Entry)**
Junction improvements at junction of Turner Close/Newtown Road to raise profile of junction and merging cycle routes. Raised junction would help achieve this.
Consider ‘Healthy Streets’ measures on Newtown Road to calm traffic and reduce speeds = Sinusoidal humps + reduce speed limit. Scope for protected cycle facilities is limited by existing narrow carriageway dimensions and bus facilities further complicate.
Existing roundabout is not suitable for cycling and crossing facilities are also poor for pedestrians.

***Link 2*: Station Access Road (Outlet Entry to Town Centre)**
Existing facilities could be improved by incorporating adjoining verge within shared use. Consider junction improvements at junction of Station Access Road/ Park/ Car Park Access to raise awareness of pedestrians and cycles using the junction.

***Link 3:* Station onwards to town centre**

Chapter 6: Integration and application

6.1 - Policy integration

6.1.1 - Links to wider strategies and complementary measures

Recommendations

- Council will consider adoption of LCWIP as a Supplementary Planning Document (SPD) (As standalone or as part of other emerging SPDs)
- To consult on LCWIP and promote its adoption by elected members as supporting evidence to the Development Plan
- Linking the LCWIP to the Carbon Neutral by 2030 Pledge
- Linking the LCWIP to the Corporate Plan objectives. Recommendation would be that if and when the LCWIP is adopted it is reviewed every 5 years
- Linking the LCWIP to the implementation of the Ashford Cycling and Walking Strategy 2019 - 2029.

6.2 - Funding and implementation

Delivery of key elements of this cycle network is dependent on available funding. A variety of funding sources are available to us, but at time of publication there is no specific government funding for delivering LCWIPs. All applications for external funding will be sourced alongside key stakeholders.

Securing substantially increased funding for cycling in Ashford is key to truly integrating cycling into all local transport and planning projects, to ensuring that cycling provision is ambitious and designed to a high standard, and to ensuring that cycling is integral to other transport networks.

The identified infrastructure will be delivered via a variety of mechanisms, including delivery by the Council and its partners and through development proposals. As well as its own internal resources, the Council will pursue external funding, particularly given that many of the proposed actions will have positive benefits for many stakeholders

The Community Infrastructure Levy (CIL) is a mechanism introduced under the Planning Act 2008 which aims to provide a more consistent approach to determining financial contributions from new development towards local infrastructure provision. The proceeds of the levy can contribute towards local and sub-regional infrastructure to support the development of an area in line with local authorities' development plans, which can include roads and transport schemes. These projects are identified in an Infrastructure Delivery Plan.

The Council is considering how to bring forward CIL in the borough of Ashford, and intend to consult on proposals in early 2020 but projects identified in the LCWIP could be included in the Infrastructure Delivery Plan and funding statement.

These mechanisms together will assist to enable ABC to seek appropriate contributions to the provision of walking and cycling infrastructure identified in the LCWIP through CIL funding or planning agreements in the form of Section 106 obligations or Section 278 highway agreements.

6.3 - Monitoring

The Ashford Local Plan 2030 was adopted in February 2019. It includes requirements under policies TRA5 and TRA6 to plan for pedestrians and cyclists as part of development schemes. Policy TRA8 of the Local Plan 2030 requires Transport Assessments or Statements to be submitted as part of larger schemes, which would need to address walking and cycling and local and wider connections to active travel modes. The effectiveness of these policies are monitored annually as part of the Authority Monitoring Report, through indicators set out in Appendix 6 of the Local Plan.

Ashford will also consider incorporating an adopted LCWIP and/or identified projects from the LCWIP into emerging Supplementary Planning Document/s (SPD) where it is able to support adopted Local Plan policies, but this will be required to go through public consultation stages. It is also recommended that this LCWIP will be updated periodically, to ensure that the identified projects are still relevant. This will enable the review of the relevant Local Plan policies to incorporate recommendations and/or projects contained within the most up to date LCWIP.

As important as building a route itself, is maintenance post construction. The value of an enhanced network of facilities is greatly reduced if the network is not maintained.

Arrangements for ongoing maintenance should be included when considering the design detail, e.g. materials used, extreme weather, landscaping.

Active travel corridors need special consideration in terms of ongoing maintenance. With sufficient funds this could include regular sweeping, surface repairs, gritting in cold weather, drain clearance and lighting repairs.

Monitoring and evaluating the benefits of investment in delivering the cycle network will be critical, and will enable organisations such as councils to make the case for future investment in the area. Monitoring will be carried out for individual schemes and the whole programme of network improvements.

Chapter 7 – Bibliography

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M20 junction 10a
Highways England
Period to end of August 2020

1. Summary

The M20 J10a was made fully operational on 20 December 2019. Since this milestone was achieved, work to bring this project to a close have continued and are due to be completed in October 2020. This includes finishing off the drainage balancing ponds, Church Road footbridge, the walking, cycling and pedestrian route and correcting minor defects and snags (such as damaged kerbs and chipped paint from steel bridges).

Following completion in October the remaining tree planting will commence in conjunction with the planting season this winter 20/21.

This will be the last update from the Junction 10a team and we hope you have found these reports informative and helpful in understanding the complex construction of this scheme. We value the support of the joint transportation board who have shown a keen interest in this project. We apologise for the disruption and inconvenience this project has caused and thank you for your continued patience during construction.

If there are any queries following the next board or indeed in general, please do not hesitate to contact the project at M20J10AImprovements@highwaysengland.co.uk.

Aerial view of the gyratory

Aerial view of A2070 Link Road Roundabout

2.Construction works completed in the period

Works have been affected & disrupted due to Coronavirus. We are currently operating within the Government guidelines and latest safe operating procedures to prevent spread of Coronavirus.

Our site offices were removed from the A20 and we have now set up offices in GSE Yard, Ashford Truckstop.

A2070 Roundabout/Tie-ins /Link Road

- Handed over sections of the link road in phases to DfT for MOJO customs clearance site works. We have worked closely with Kent County Council & Department for Transport to hand over this road to facilitate their Customs Clearance Centre project (the MOJO site).

A20

- Complete following the installation of bridleway steps and gravel footpath

Kingsford Street

- Complete

Church Road East/west

- Footpath and Guardrail works were carried out to enable Church Road Footbridge to open to the public on 29th July 2020.
- Close boarded fencing to be installed to screen properties adjacent to the A2070 from footbridge in mid-September

Ponds

- All balancing ponds are now complete including maintenance access tracks.

Stockpile field

- Complete

Utility Diversions

- Complete

Landscaping

- Tilhill have returned to site to prepare soil for seeding in the next few months followed by the completion of the tree planting.

Junction 10 works

- J10 works to the traffic island and slips road are complete and were completed by 21st August 2020.

3. Traffic Management

Access to the remaining works including rectifying snags and landscaping areas may require discrete areas of traffic management for safe access and egress and to allow inspections of rectified works to take place.

The current traffic management planned is provided below for September:

- 01/09/20 night- J10 eastbound offslip closure and mainline lane closures eastbound from marker post 88/0 to 91/8
- 02/09/20 night- J10a westbound onslip closures and mainline lane closures westbound from Marker post 94/8 to 91/4.
- 03/09/20 night - A292 temporary signals (KCC road)
- 03/09/20-04/09/20 – Night and days - A2070 NB from orbital park r/a to J10 L1 closure
- 04/09/20 days - A20 temporary signals east and west of J10a
- 07/09 nights - M20 mainline through J10a eastbound from marker post 90/6 to 91/4 and westbound from 93/1 to 91/4 Lane 3 closures.
- 11/09/20 night- M20 mainline westbound from marker post 94/8 to 91/4, Lane 1 and hardshoulder and J10a WB offslip
- 11/09/20 night- A2070 link Eastbound lane 1 from A2070 new roundabout to J10a.

4. Key Activities planned for the next 3 months

- Rectifying defects, site wide until completion scheduled for October.
- Landscaping and seeding continuing into the new year.

5. Health, Safety and Wellbeing

Continuation and update on COVID-19 awareness, following is in place:

Working from home

- If it is possible for personnel to carry out their duties from home, they will be asked to work from home.

Visitors:

- We will be discouraging visitors coming to site, with meetings being held via skype.

Travel:

- Avoid traveling on public transport at busy times and continue to follow Gov advice.

Meetings via Skype:

- Staggered breaks for operatives to reduce numbers of people in welfare units.
- Briefings to operatives carried out gang by gang……not as a 'canteen' briefing.

Self-isolation:

- We are following Gov guidance on this.

To: Ashford Joint Transportation Board

By: KCC Highways, Transportation & Waste

Date: **15th September 2020**

Subject: Highway Forward Works Programme – 2020/21 onwards

Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction

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1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2020/21.

This programme is subject to regular review and may change for a number of reasons including budget allocation, contract rate changes, and to reflect KCC's changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase.

Road, Footway & Cycleway Renewal and Preservation Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Transportation and Safety Schemes – see Appendix D

- **Casualty Reduction Measures**
- **Externally funded schemes**
- **Local Growth Fund**

Developer Funded Works – see Appendix E

PROW – see Appendix F

Bridge Works – see Appendix G

Traffic Systems – see Appendix H

Combined Member Fund – see Appendix I

Street Works – see Appendix J

Conclusion

1. This report is for Members' information.

Contact Officers:

The following contact officers can be contacted on **03000 418181**

Pauline Harmer	Interim Highway Manager East Kent
Lisa Willoughby	Ashford District Manager
Alan Casson	Strategic Asset Manager
Earl Bourner	Drainage & Structures Asset Manager
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic & Network Solutions Asset Manager
Jamie Hare	Development Agreements Manager
Nikola Floodgate	Schemes Programme Manager

Appendix A – Road, Footway and Cycleway Renewal and Preservation Scheme

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged, and the residents will be informed by a letter drop to their homes.

Machine Resurfacing – *Contact Officer Byron Lovell*

Road Asset Renewal (Machine Surfacing) describes the range of responses we may use when the surface or sub-surface layers that have deteriorated to a point that they need to be replaced. The existing surface is cold milled to the required depth and a new surface / pavement layer installed.

Road Name	Parish	Extent of Works	Current Status
A28 Ashford Road	Bethersden	Bull Lane to Standard Lane	Completed
A2070 Kennington Road	Ashford	William Harvey Hospital to M20 Junction 10	Programmed 11th September 2020
A2070 Kennington Road	Willesborough	Quest through to Railway bridge past Julie Rose Stadium	Programmed 7th September 2020
A28 Canterbury Road	Godmersham	Brookswood House to East Stour Farm	Programmed 1st October 2020
Knoll Lane	Singleton	Tithe Barn Lane to Cuckoo Lane	Programmed 9th October 2020
Bell Lane	Smarden	Headcorn Road to Park Farm	Programmed 17th September 2020
A28 Ashford Road	Great Chart	Junction with Sandy Lane	Programmed 2nd November 2020
A28 Ashford Road	High Halden	Gascoigne Corner to Brick Yard Farm	Programmed 5th October 2020
Ashford Road	Hamstreet	A2070 junction to the school	Programmed 20th October 2020
Bridge Street	Wye	From level crossing to Ramsfield	To be programmed early 2021

Road Asset Preservation Schemes - *Contact Officer: Jonathan Dean*

Micro Surfacing

Micro-asphalt is applied cold, in fluid form directly onto the existing road, to seal the surface to prevent water penetration, restore texture and improve skid resistance. The material is bitumen based, when it has cured it gives texture to the new surface; this influences skid resistance and durability.

Road Name	Parish	Extent of Works	Current Status
BRABOURNE ROAD	Wye	Marse Road to Hampton Lane	Programmed for September 2020
LOWER LEES ROAD	Chilham	Cobbs Hill to Sharmsford Road	Programmed for September 2020

APPLEDORE ROAD/BENCH HILL/WOODCHURCH ROAD	Appledore	Between B2067 and School Road	Completed
KNOLL HILL (INC GRIGGORS GREEN ROAD)	Aldington	From Boat Lane to Bridge over canal	Programmed for September 2020
FAVERSHAM ROAD	Challock	VARIOUS SECTIONS From A252 to A251	Programmed for September 2020
GOLD UPS LANE	Chilham	From Fishers Street Road to Shottenden Road	Programmed for September 2020
WISSENDEN LANE	Bethersden	Tuesnoad Lane to Tuesnoad Lane	Programmed for September 2020
HIGH HALDEN ROAD	Biddenden	Bend adjacent to Wagstaff Lane	Programmed for September 2020
BROMLEY GREEN ROAD	Ruckinge	From Capel Road to Just Past Sharp Bend	Programmed for September 2020
RUCKINGE ROAD	Ham Street	Top of Hill - Start of Woods	Programmed for September 2020

Surface Dressing

Surface Dressing is the application of bitumen, which is sprayed onto the road surface followed by the laying of chippings onto the bitumen. These layers seal the surface to prevent water penetration, restore texture and improve skid resistance.

Road Name	Parish	Extent of Works	Current Status
A28 ROLVENDEN ROAD	Rolvenden	Halden Road to Benenden Road	Completed
BETHERSDEN ROAD	Smarden	From Biddenden Road to Little Langley Farm	Completed
CANTERBURY ROAD	Challock	Green Lane to wooded section	Deferred until next financial year.
TENTERDEN ROAD	Rolverden	From Halden Lane to Mounts Lane	Completed
HYTHE ROAD	Various	VARIOUS SECTIONS From Bockham Lane to Ashford /FH Boundary	Deferred until next financial year.
MAIDSTONE ROAD (ASHFORD ROAD)	Various	VARIOUS SECTIONS From Sandhurst Lane to Charing Roundabout	Completed
TRINITY ROAD	Boughton Aluph	Pemberton Road to A251 / A2042	Completed
CANTERBURY ROAD	Brabourne Lees	Red 30mph Pad to Manor Pound Lane	Completed

SCOTS LANE	Brabourne Lees	Canterbury Road to Fiddling Lane	Completed
SPARROW HATCH LANE	Smarden	Railway Bridge to Dowle Street	Completed
DOWLES STREET ROAD	Smarden	From Rushbrook to Smarden Road	Completed
ASHFORD ROAD	Chilham	Chilham to Godmersham	Completed
Retread *Re-tread is where the existing surface is recycled. Any excess material is removed or any additional material required, is imported then the material is sprayed with bitumen. It is mixed thoroughly to combine the bitumen with the stone and then shaped to the required levels*			
BUGGLESDEN ROAD	Tenterden	From Readers Bridge Road to A262	Complete
NORTONS LANE	Tenterden	The Grange to the junction	Complete
POOK LANE	Biddenden	From Smarden Road to Wagstaff Lane	Complete
Footway Improvement - *Contact Officer Neil Tree*			
Road Name	**Parish**	**Extent of Works**	**Current Status**
Romney Marsh Road	Ashford	Footway Resurfacing	Completed
Brunswick Street	Ashford	Footway Resurfacing - Sections between Brunswick Road and Asccess Road to Kings Avenue	Completed
Godinton Road	Ashford	Footway Preservation - Full length (Inc. Sackville Crescent)	Designed programmed to be completed in September 2020
Kings Avenue (part only)	Ashford	Footway Preservation From the junction of Kings Avenue to Pavillion View	Designed programmed to be completed in September 2020
Eastern Avenue	Ashford	Footway Preservation - from the junction of Sackville Crescent to No's. 2 & 9	Designed programmed to be completed in September 2020

Western Avenue	Ashford	Footway Preservation Full length	Designed programmed to be completed in September 2020
James Street	Ashford	Full length	Designed programmed to be completed in September 2020

Appendix B - Drainage

Drainage Works – *Contact Officer: Earl Bourner*			
Road Name	**Parish**	**Description of Works**	**Current Status**
Shottenden Road	Molash	Proposed installation of new soakaway to resolve flooding issue affecting full width of carriageway and adjacent property	Work complete but a small defect with the tarmac levels is to be rectified after harvesting finishes.
Victoria Crescent	Ashford	Existing drainage system appears to be damaged by services and construction work. Trial holes and topographical surveys proposed to inform scheme design	Topographical and utility surveys now complete. Cause of pipework damage still inconclusive. Further works required but access difficult due to development traffic and parking
A252 Canterbury Road and The Street (Challock roundabout to Chilham)	Molash, Chilham, Challock	Scheme being raised to repair defects found in the October 2019 surveys. Collapsed pipe to be replaced and several minor repairs.	Job passed to contractor
Harville Road	Wye	Replace gully pots with new pots with enlarged sumps (existing drains without sumps can block with leaves / debris)	Further works required. Main issue is leaves covering grates.
Brook Street JW Moor lane	Woodchurch	Replace damaged culvert under road	Further investigations required
OS Vets Ashford Road	Tenterden	Blocked or damaged surface water sewer	Passed to Southern Water for investigation

Church Hill	Bethersden	Specialist consultant review of existing culvert capacity and options for replacement of existing brick culvert due to poor structural condition.	Assessment underway with WSP Consultants
Wye Road	Hastingleigh	Regular blockages of drainage system from silt and debris o/s Robertsdane. Site to be reviewed to determine if improvements can reduce risk of blockages and prevent flooding of highway and property.	Ground investigation completed 5th August. Design for drainage improvement to be progressed
North Street	Biddenden	Replacement of damaged culvert	Order being raised by engineer

Appendix C – Street Lighting

Structural testing of KCC owned streetlights has identified the following as requiring replacement. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

Street Lighting Column Replacement – *Contact Officer: Sue Kinsella*			
Road Name	**Parish**	**Description of Works**	**Current Status**
Beaver road	Norman	Replacement of 7 no street light	Completed
Chart Road	Godinton	Replacement of 3 no street light	Works programmed for completion by end December 2020
Hythe Road	North Willesborough	Replacement of 4 no street light	Works programmed for completion by end December 2020
Kennington Road	North Willesborough	Replacement of 2 no street light	Completed
Cudworth Road	South Willesborough	Replacement of 1 no street light	Works programmed for completion by end December 2020
Faversham road	Kennington	Replacement of 1 no street light	Completed

Grantley Close	Victoria	Replacement of 1 no street light	Works programmed for completion by end December 2020
Springwood drive	Godinton	Replacement of 1 no street light	Works programmed for completion by end December 2020
Sumner Close	Rolvenden & Tenterden West	Replacement of 1 no street light	Works programmed for completion by end December 2020
Abbey Way	North Willesborough	Replacement of 1 no street light	Works programmed for completion by end December 2020
Loudon Way	Godinton	Replacement of 1 no street light	Works programmed for completion by end December 2020
Stanhope road	Stanhope	Replacement of 1 no street light	Works programmed for completion by end December 2020

Appendix D – Transportation and Safety Schemes

Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within the Ashford District, in order to meet Kent County Council's (KCC) strategic targets (for example, addressing traffic congestion or improving road safety). Casualty reduction measures have been identified to address a known history of personal injury crashes. Current status correct as of 24th August 2020.

Local Transport Plan funded schemes – *Contact Officer: Darren Hickman*		
Road Name	**Description of Works**	**Current Status**
Casualty reduction measures (reactive) – Ashford		
A20 Hythe Road J/W Church Road, Smeeth	Lining refresh	To be programmed
Magpie Hall Road J/W Ashford Road	Improvements to traffic signs and road markings	Works complete. Further measures being considered.
A20 Maidstone Road junction Station Road, Charing	Investigation of potential highway improvements	Outline design complete and has been subject to a stage 1 Road Safety Audit. Works to begin to prepare design for traffic modelling to ensure proposal is feasible
B2229 Brookfield Road jaws Knoll Lane	Improvements to lining and carriageway resurfacing	Programmed for construction start date 26th October 2020

INTEGRATED TRANSPORT SCHEMES Local Transport Plan funded non-casualty reduction schemes			
Road Name	**Description of Works**	**Source of Funding**	**Current Status**
High Street, Biddenden	Junction reconfiguration	LTP	Detailed design
Tithe Barn Lane, Singleton & Great Chart	Provision of new Toucan pedestrian crossing	LTP	Works completed
A28 Rolvenden Road, Tenterden	Installation of pedestrian refuge island	LTP	Detailed design
A28 Ashford Road, St Michaels	Installation of signalised pedestrian crossing	LTP	Design/delivery postponed until the new financial year

Somerset Road Ashford	Extension to existing traffic island	LTP	Detailed design

Safer Roads Fund – *Contact Officer: Jamie Watson*			
Road Name	**Description of Works**	**Source of Funding**	**Current Status**
A252 between Chilham (A28) and Charing (A20)	Safety improvements along A252 including the villages of Chilham, Molash, Challock and Charing	Safer Roads Fund	Work has commenced on the implementation of the lining alterations. The main changes are at Charing Hill and Chilham with micro surfacing completed at Charing Hill and Chilham along with red surfacing to central hatched areas, high reflective lining and brighter road studs in certain locations. Ribbed edge of carriageway lining is also complete where placed. The roundabout at Challock is to have improved pedestrian crossing facilities, lighting improvements and carriageway resurfacing. This work started on 24 August. Improved signing will also take place. Once all the work is complete (September) their will be a check along the whole route (14km) and any additional measures investigated/implemented with an end date for spend 31 March 2021.

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Agreement Works) – *Contact Officer: Jamie Hare*				
Scheme Name	**Mastergov File Ref No**	**Parish**	**Description of Works**	**Current Status**
Dover Place	AS003051	Ashford	Amendments to junction and works to the footway	Works complete and in maintenance period
Repton Park	AS003074	Ashford	Road N6 tie-in with Ordinance Way	Technical audit stage - layout agreed, waiting for lighting
Henwood	AS003090	Ashford	New junction at Flipout	Works complete; in maintenance period - remedials required
Kimberley Way Roundabout, Ashford Designer Outlet	AS003093	Ashford	Amendments to the existing roundabout to increase capacity	Works complete and in maintenance period
Newtown Road, Designer Outlet	AS003143	Ashford	New traffic signals	Works complete and in maintenance period
Boxley	AS003145	Ashford	New vehicle access	Works complete and in maintenance period
Charter House	AS003151	Ashford	New footway and a layby	Works under construction
Austin Road	AS003157	Ashford	New junction and vehicle crossovers	Works complete and in maintenance period
Curious Brewery Site, Victoria Road	AS003164	Ashford	New junction	Works complete and in maintenance period
Victoria Crescent	AS003165	Ashford	New vehicle access and footway works	Works complete and in maintenance period
Leacon Road	AS003166	Ashford	New vehicle access and bus stops	Works under construction
Jemmett Road	AS003179	Ashford	2 new junctions and footway	Works under construction
Victoria Road	AS003180	Ashford	2 new accesses and footway works in George Street	Works under construction

Victoria Road	AS003235	Ashford	Access to new car park	Works complete. In maintenance period
Hinxhill Park, Hythe Road	AS003238	Ashford	New signalised junction	Design approved; waiting for Agreement to be signed
Spindlewood to Repton Park	AS003281	Ashford	Short length of link Road	Works complete. In maintenance period
Prince Albert redevelopment	AS003379	Ashford	Footway and carriageway works and new loading bay	Agreement signed; works under construction
Church Hill	AS003397	Bethersden	Two new entrances to new development	Works under construction
A274 North Street	AS003103	Biddenden	New junction	Works complete; in maintenance period
Tile Lodge Road	AS003086	Charing	Residential parking area	Works complete; in maintenance period
Tile Lodge Culvert	AS003091	Charing	Culvert beneath road for conveyor belt	Works complete; maintenance agreement being prepared
Maidstone Road	AS003168	Charing	New access to housing estate	Works partially complete
Swan Hotel	AS003395	Charing	A20 widening and new access	In technical audit stage
Ashford Road	AS003049	Chilham	Bagham Place access and pedestrian crossing	Works complete in maintenance period remedials required
Bowerland Lane	AS003430	Chilham	Resurfacing	Technical Acceptance issued; Agreement not yet signed
Willesborough Road	AS003149	Conningbrook	New access to Conningbrook Development	Works complete, snagging works required
A28 Chart Road, Brunswick Road	AS002081	Godinton	Rearrange junction alignment	Works complete, snagging works required
Mock Lane and Coulter Road	AS003169	Great Chart	Laybys for gas delivery	In technical audit stage
Chilmington Bartlets Lane	AS003424	Great Chart	Passing bays and accesses	Agreement not yet signed; works partially complete
Land adjacent to Viaduct Terrace	AS003374	Hamstreet	New vehicle access	In technical audit stage
Ransley Oast	AS003423	High Halden	Bellmouth and zebra crossing	In technical audit stage

Watery Lane	AS003150	Hothfield	Re-surfacing to Tarmac plant access road	Works complete and in maintenance period, remedials required
Kings Head	AS003399	Hothfield	Footway	Works complete; in Maintenance period
Houchin Field	AS003070	Kennington	Access	In technical audit stage
Sports Ground	AS003056	Mersham	Access	Works complete; final inspection due 31 Aug
Rutledge Avenue	AS003325	Park Farm	Temporary vehicle access	Works complete and in maintenance period
Brockmans Lane	AS003383	Park Farm	New vehicle access to spine road	In technical audit stage
Secondary Access - Cheeseman Green	AS003437	Park Farm	New vehicle access to housing development	Drawings approved; Agreement being prepared
Primary Access - Finn Farm Road	AS003440	Park Farm	New vehicle access to spine road	In technical audit stage
Lambden Oaks	AS003107	Pluckley	New vehicle access	Works adopted
Station Road	AS003160	Pluckley	New vehicle access	In technical audit stage
A2070/Finberry Park junction	AS003154	Sevington	Junction improvement	Agreement being prepared
Woodchurch Road	AS003171	Shadoxhurst	New access to houses behind the Kings Head	Works complete, snagging works required
Woodchurch Road	AS003355	Shadoxhurst	New bell mouth and footway crossing	Works under construction
The Street	AS003219	Smarden	2 new accesses and drainage	Works under construction
Calland	AS003146	Smeeth	Vehicle crossover	Works complete
Tenterden Site #1	AS002080	Tenterden	Small Hythe Road, Tenterden. New housing development	Works under construction
Danemore Road	AS003152	Tenterden	New vehicle crossover and turning head	Works complete and in maintenance period
Tilden Gill	AS003215	Tenterden	Junction realignment	Works under construction
Tilden Gill Roundabout	AS003230	Tenterden	New roundabout	Technically approved; Agreement being

				prepared
Church View	AS003299	Tenterden	Replace roundabout with turning head	Technical Acceptance issued; Agreement not yet signed
Church Lane	AS003173	Warehorne	Two new vehicle accesses	Works complete; in maintenance period
Cudworth Road	AS003024	Willesborough	New access to development	Works completed; in maintenance period. Remedials required
Monument Way	AS003113	Willesborough	New vehicle access to Mercedes garage	Works complete; in maintenance period
Abbey Way	AS003415	Willesborough	Carriageway ramp	Technically approved; Agreement being prepared
Jubilee Field	AS003147	Wittersham	Access to private road	Works complete and adopted
Stonebridge Barn	AS003445	Woodchurch	Access to private road	Technically approved; Agreement being prepared
Olantigh Road	AS003126	Wye	School crossing	Works completed; snagging works required

Appendix F – Public Rights of Way

Public Rights of Way – *Contact Officer: Matthew Fox*			
Path No	**Parish**	**Description of Works**	**Current Status**
AE643	Ruckinge	Path collapsing on Canal bank	Works completed
AE18	Chilham	Restricted Byway part of Wye to Canterbury cycle network. Repairs to stone surface	Works completed
AB11	Tenterden	Raising existing path with type 1 stone to prevent flooding	Works assigned to contractor
AB16	Tenterden	Raising existing path with type 1 stone to prevent flooding	Works assigned to contractor
AB36	Tenterden	New type 1 stone surface where path has become rutted	Works completed
AT72	Newenden	Raising existing path with type 1 stone to prevent flooding	Works completed
AT252	Rolvenden	New tarmac path	Works completed
AE128	Wye with Hinxhill	New type 1 stone surface where path has become rutted	Works assigned to contractor
AU12	Kennington	New type 1 stone surface path	Works assigned to contractor
AU89	Ashford	Repairing tarmac surface of a bridge	Works completed
AU94	Ashford	Tarmac overlay across existing surface	Works completed
AW231	Great Chart with Singleton	Construct new tarmac surface	Works assigned to contractor
AW237/ AW328	Shadoxhurst	S106 works	Works Complete
AE567	Ham Street	New HBM path.	On hold for now

Appendix G – Bridge Works

Bridge Works – *Contact Officer: Clare Willmore.*			
Path No	**Parish**	**Description of Works**	**Current Status**
Nothing currently to report.			

Appendix H – Traffic Systems

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

Traffic Systems - Contact Officer: Toby Butler		
Location	***Description of Works***	***Current Status***
A292 Mace Lane near Henwood Roundabout	*Renewal of traffic signal controlled crossing*	*Proposed January 2021*

Appendix I - Combined Member Grant programme update

Member Highway Fund programme update for the Ashford District.

The following schemes are those which have been approved for funding by both the relevant Member and by Simon Jones, Director of Highways, Transportation and Waste. The list only includes schemes, which are

- in design
- at consultation stage
- Handed over for delivery
- Recently completed on site.

The list is up to date as of **18th August 2020.**

The details given below are for highway projects only. This report does not detail

- Contributions Members have made to other groups such as parish councils
- Highway studies
- Traffic/ non-motorised user surveys funded by Members.

More information on the schemes listed below can be found via Kent Gateway, the online database for all Combined Member Grant schemes and studies, or by contacting the Traffic and Safety Engineer for the Combined Member Grant Ashford District.

Charlie Simkins

Details of Scheme	Status
A251 Faversham Road Challock – Design for new footway	Surveys complete, detailed design

Paul Bartlett

Details of Scheme	Status
Bybrook Road and The Pasture Ashford – 20 mph scheme design	Detailed design

Appendix J – Street Works

Please note that this list is accurate at the time of running the report and is subject to cancellations and additions.

Report highlighting all works in Ashford District that require road closures with a duration of 10+ days

For information on all In-progress and proposed works please visit:
https://one.network/

Street Works – *Contact Officer Alison Hews*						
STREET	**TOWN**	**WORKS REF**	**WORKS DESC**	**EST. START**	**EST. FINISH**	**PROP_DUR**
HYTHE ROAD	ASHFORD From no. 406d to no. 448 in c/w f/w & verge.	Southern Gas networks	Abandon 175m of 4"SI and Lay 160m of 90mm PE LP, Open Cut, Mains Connections, 20 x Services	01/09/2020	30/10/2020	44
BRUNSWICK ROAD	ASHFORD	South East Water	CARRY OUT REMEDIAL REINSTATEMENT TO CARRIAGEWAY	10/08/2020	28/08/2020	15
BRUNSWICK ROAD	ASHFORD	South East Water	TO PERM REINSTATE - TO BE DONE UNDER ROAD CLOSURE ON EB006-15717678	10/08/2020	24/08/2020	11
BIRLING ROAD	ASHFORD	Private works	foul sewer connection to new apartment block	03/08/2020	17/08/2020	11
BELL LANE	SMARDEN	KCC resurfacing	KCC Resurfacing 2020	17/09/2020	03/10/2020	12
BROOKFIELD ROAD	ASHFORD	KCC Resurfacing	Full reconstruction (full depth 450mm recon)	01/07/2021	06/09/2021	47
BARTLETS LANE	GREAT CHART	Private works	8 curbed entrances and passing bays plus resurface all passing bays and complete Bartlett's Lane to Chilmington Green Lane junction.	14/09/2020	03/10/2020	15
LONG HILL	CHILHAM	Openreach	CHARTHAM V6054 - PON 783905, 783907 - Overlay â€“ Lay	26/10/2020	06/11/2020	10

			approx. 139m of Duct 54/56 in CW/SOFT to link existing BT Boxes to facilitate spine cabling works.			
POPE STREET	GODMERSHAM	Openreach	CHARTHAM V8060 - PON 781633, 790444 - Overlay Ã¢Â€Â“ Lay approx. 162m of Duct 54/56 in CW/SOFT to link existing BT Boxes to facilitate spine cabling works.	19/10/2020	30/10/2020	10
OMENDEN LANE	SMARDEN	KCC Drainage	culvert repairs	05/10/2020	16/10/2020	10
BELL LANE	SMARDEN	KCC Resurfacing	Resurfacing	17/09/2020	03/10/2020	12

1.1 Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

Contacts: Toby Howe / Lisa Willoughby 03000 418181

Joint Transportation Board – Report of Southeastern Railway

September 7th timetable change
We are increasing our services to 98% of normal capacity.

We've reworked the timetable to give passengers longer trains on many services, adding over 900 extra carriages each weekday. It also means the reinstatement of many more direct services.

Owing to the ever-fluid situation, we are keeping our entire timetable under constant review and may make further short-term changes on a case-by-case basis.

Our intention is to return to a normal timetable as soon as the circumstances permit.

Our Safer Travel Pledge
The safety of our customers and staff remains our number one priority**.** All of our trains are undergoing enhanced cleaning, with powerful anti-viral fog cleaning, new social distancing signs and markers, hand sanitiser and masks being made available at stations, and extra staff at key locations.

Southeastern passengers can now check how busy trains are likely to be
Southeastern is the first train operator to introduce a capacity tool on it's journey planner - SeatFinder – which uses a traffic light system to give a guide to passengers on how busy they can expect a specific train service to be.

In addition to this, National Rail has now launched a Messenger app alerting people to delays, disruption, alternative routes and crowding on trains and at stations.

Our #RailtoRecovery campaign
On Monday 7 September, the rail industry is launching the #RailToRecovery campaign to remind people that train travel is not only once again a viable, safe and indeed green option for travelling but that taking the train will help local high streets, businesses and communities recover.

To reach as many people as possible we're asking local politicians, businesses and other influencers to support this campaign.

Our Emergency Measures Agreement
We're currently operating under Emergency Measures, as with all other train operators, which means we are subject to much closer oversight by the Department for Transport.

Flexible fares
Southeastern submitted proposals to the Department for Transport for a flexible fares scheme, to provide value for passengers who want to travel into work fewer than five days a week.

Final authorisation for the scheme rests with the Department and we await their decision.

Joint Transportation Board – Update from Stagecoach South East

- At the start of the pandemic, we reduced service levels down to around 40% of normal with the focus on serving key workers and access to essential shopping. The significant gap between cost and revenue is being underwritten by government for an indefinite period.
- We have been working closely with the public transport team at KCC throughout - their support has been invaluable.
- We were able to agree with KCC that the 0930 restriction for use of concessionary passes could be relaxed for the majority of the lockdown; this enabled the elderly to access priority shopping slots which had been introduced by most supermarkets.
- We were also pleased to be able to support NHS staff by offering free travel for a time.
- Cleaning regimes have changed with all buses receiving full touchpoint cleaning on a daily basis - additionally sanitation kits are now provided on each bus for drivers to use as necessary.
- Face masks are now a mandatory requirement when using our services; we continue to be challenged by customers to "deal" with those who aren't wearing facemasks but our position is that we inform and educate rather than enforce - enforcement is not our responsibility and we don't want to put our drivers into confrontational situations.
- Since 1st September, we are operating 100% of our pre-Covid service with some additional school services provided by other operators shadowing key journeys; sales of KCC's Travelsaver passes are around 55% of last year so we have been looking closely at numbers and redeploying buses quickly as we begin to understand where demand is to ensure that we can move everyone. This is no different to the start of any school year; this time, though, it has been more of a challenge given the significant changes to travel habits (and we think that people will migrate back to bus as confidence builds). We remain concerned at the number of children being taken to school by car, probably as a result of unhelpful messaging about avoiding public transport.
- From a low of around 15% at the start of lockdown, passenger numbers are now recovering such that we are now at around 60% demand when compared with last year.
- We weren't able to introduce the planned improvements in partnership with Visit Kent and Chapel Down to service 2 with extension to the vineyard but are intending to introduce this in spring 2021.
- Roadworks have been an issue yet again; the current J10 works together with gas works on Hythe Road have impacted our punctuality, particularly on service C, with knock-on effect where vehicles move to other routes and drivers have scheduled breaks.

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