

Kent Town Audits

Tenterden

June 2018



About Sustrans

Sustrans is the charity making it easier for people to walk and cycle.

We are engineers and educators, experts and advocates. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Sustrans works in partnership, bringing people together to find the right solutions. We make the case for walking and cycling by using robust evidence and showing what can be done.

We are grounded in communities and believe that grassroots support combined with political leadership drives real change, fast.

Join us on our journey. www.sustrans.org.uk

Head Office
Sustrans
2 Cathedral Square
College Green
Bristol
BS1 5DD

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Registered Charity No. 326550 (England and Wales) SC039263 (Scotland)
VAT Registration No. 416740656

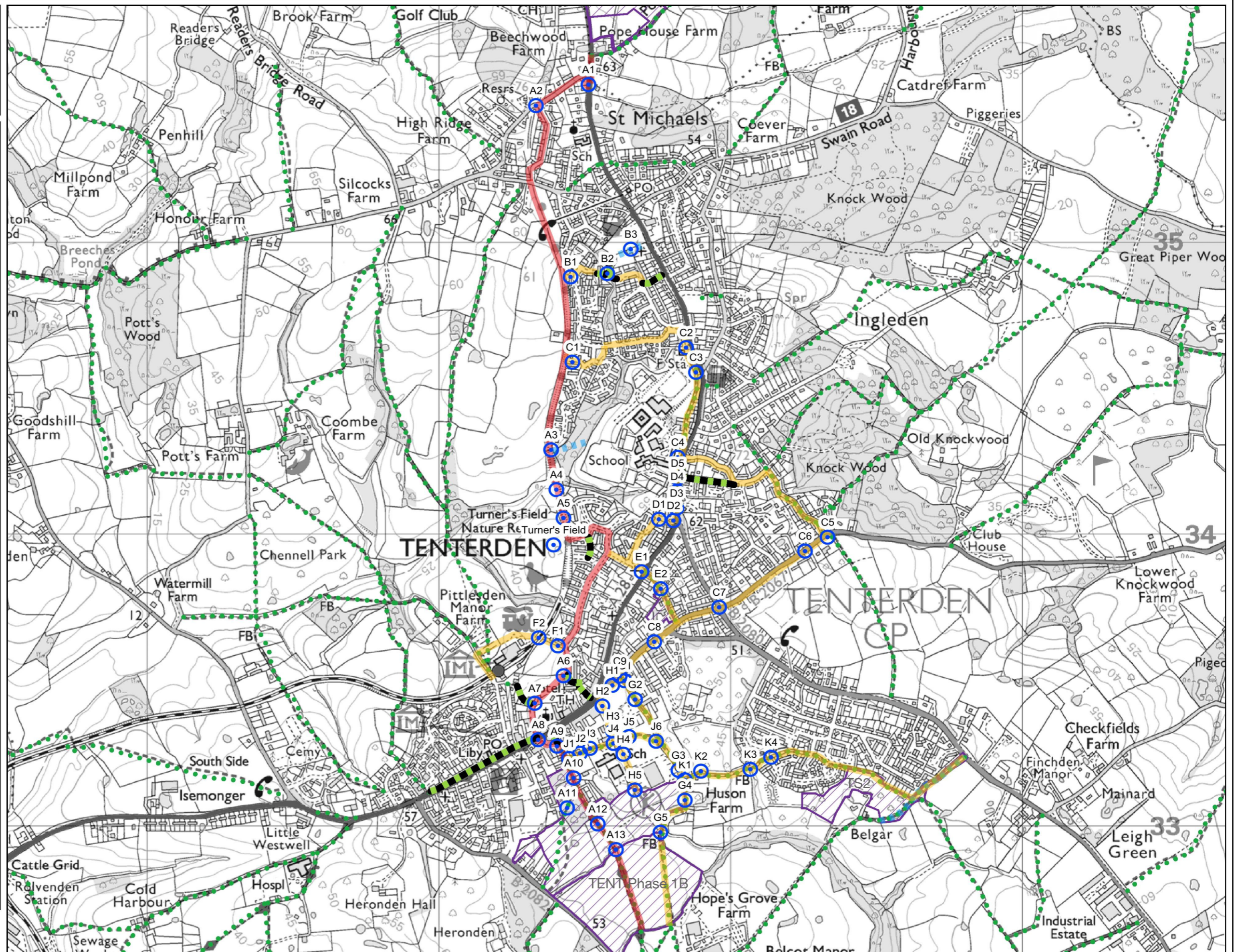
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Revision	Description	Author	Check	Date
1	Version 1	DY, DL	SP	09/05/18
2	Version 2	DY, DL	SP	22/06/18

Proposed Network

-  Route Issues
- Route Options Styled on Class
-  Undefined
-  Route Option
-  Primary
-  Secondary
-  PROW
-  Development Sites



This map was produced by by Simon Pratt
on 09 May 2018
Scale 1:12500

Description of the Town

Tenterden is a market town in the Ashford Borough of Kent. It stands on the edge of the remnant forest of the Weald overlooking the valley of the River Rother. It was a member of the Cinque Ports Confederation however its riverside today is not navigable to large vessels and its status as a wool manufacturing centre has been lost.

The first record of dwellings in Tenterden can be found in a charter which mentions that it, as 'Heronden', began to grow from the 14th century around the strong local wool industry. Unlike other such centres in the Weald it had the advantage of access to the sea.

Today, Tenterden has preserved much of its considerable character, with the town centre designated as a conservation area and the immediate surrounding countryside is within the High Weald Area of Outstanding Natural Beauty (AONB).

Tenterden's broad, tree-lined High Street offers a selection of shopping facilities, making the town an important destination for a number of smaller towns and villages in the area. It is home to independent and national retailers, eateries, antique shops and period pubs. There is also a large Tesco which is accessible to pedestrians from the High Street (and by vehicles from Smallhythe Road), and a Waitrose store accessed by pedestrians from Sayers Lane (with vehicular access from Recreation Ground Road). The leisure center and recreation ground are key trip/traffic generators.

A number of local tourist attractions draw a great many visitors, especially the Kent and East Sussex Railway Line to Bodiam, Chapel Down (a local vineyard which produces some highly acclaimed wines) and Smallhythe Place, which now holds both a museum and a theatre. Tenterden and District Museum is at the heart of the town, on Station Road.

The town population was 7,118 according to the 2011 Census. Significant housing developments under construction will add further homes to the town.

Tenterden has two nursery schools, five pre-schools, two infant schools, two junior schools and one academy school. Homewood School and Sixth Form Centre on the A28 Ashford Road is an academy

school that serves the educational needs of over 2,500 students and has 250+ staff.

Tenterden provides an important service centre role for its residents and the adjacent villages, alongside being a key tourist destination.

Economy

Traditional industries within the town used to include wool production, however in more recent times Tenterden has become a popular tourist destination resulting in a thriving tourist economy. Vibrant independent shops, eateries and businesses inhabit many of the period buildings along the picturesque High Street and quaint passageways.

Transport

Tenterden is a nodal centre with routes radiating to Rolvenden and Hastings (A28), Wittersham and Rye (B2082), Appledore and New Romney (B2080), Woodchurch and Hamstreet (B2067) and Ashford and Maidstone (A28/A262). Tenterden has no mainline railway station, with the nearest being Headcorn (9 miles) and Ashford International (12 miles).

National Cycle Route 18 westward passes close by Bedgebury Forest and Bewl Water, both with renowned family cycling facilities then on through the High Weald to Goudhurst and Tunbridge Wells.

The easterly alignment passes via St Michael's to Shadoxhurst where Route 11 descends to Appledore and Lydd and coastal Route 2, Route 18 continues eastward onto Chilmington Green and Ashford.

Ashford Local Plan 2030

The submission version of the Local Plan was published in December 2017. It has the key role of setting the strategic vision for development in the Borough up to 2030. Selected extracts relevant to walking and cycling in Tenterden are reproduced below.

Policy SP1 - Strategic Objectives

To promote access to a wide choice of easy to use forms of sustainable transport including bus, train, cycling and walking.

Transport paragraph 5.216

Ensuring that an effective and sustainable transport network is delivered and maintained in the borough is important in an environmental, economic and social context and is a key objective of the Local Plan.

Policy TRA5 - Planning for Pedestrians

Development proposals shall demonstrate how safe and accessible pedestrian access and movement routes will be delivered and how they will connect to the wider movement network. Opportunities should be proactively taken to connect with and enhance Public Rights of Way whenever possible, encouraging journeys on foot.

Policy TRA6 - Provision for Cycling

The Council will seek to improve conditions for cyclists through the following measures:-

- Promoting and developing a Borough-wide network of cycle routes;
- Developments should, where opportunities arise, include safe, convenient and attractively designed cycle routes, including, where possible, connection to the Borough-wide cycle network.
- Promoting and providing cycle parking facilities in town centres, at railway stations and at major public buildings, and requiring new development to provide cycle parking facilities in agreement with the Council;
- Taking opportunities to consider active travel when designing new routes and establishing connections with existing routes, encouraging journeys by bicycle.

Policy S24 - Tenterden Southern Extension Phase B

Development on this site shall achieve the creation of pedestrian and cycleway routes through the site to link with the TENT 1A development, the town centre and existing public rights of way both on and off-site, whilst also protecting historic and existing routes through the site.

Barriers to Walking and Cycling

These include:

- Severance due to A28 and a lack of dedicated road crossing facilities
- High levels of traffic congestion due to through traffic, a significant number of visitors and travel at peak periods.
- Location of schools exacerbating traffic congestion.
- Pattern of development expected to exacerbate and contribute to current traffic congestion issues

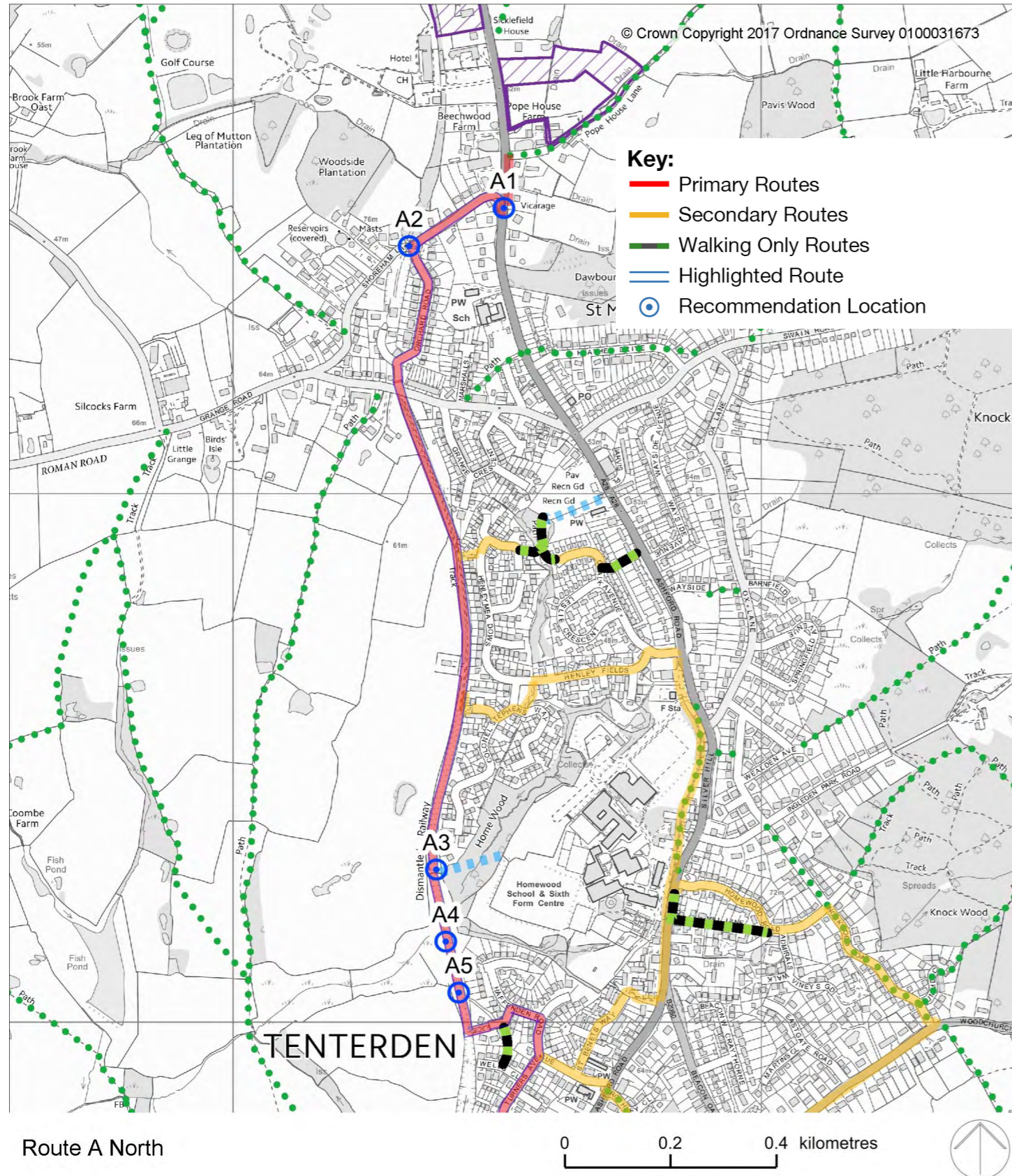
Opportunities for Walking and Cycling

- Contribute to reducing congestion, particularly within the town centre.
- Opportunities to link to supporting the visitor economy
- Provide better cycling and walking opportunities to the local community for every day journeys and safer access to local schools.

Town Wide Recommendations

In addition to route specific recommendations listed in this report, the following town wide recommendations are suggested:

- Complete Colonel Stephens Way Greenway link to A28 High Street.
- Improve and create new links to Col Stephens Greenway.
- Provide quality walking and cycling links from the new development area to the A28 High Street.
- Utilise and improve key Public Rights of Way links and promote considerate shared use walking and cycling where possible
- Seek landowner and other permissions required to create a connected shared use walking and cycling network.



Route A Colonel Stephens Greenway

Introduction

Route A forms a primary north-south traffic free Greenway between St Michaels and Tenterden utilising a disused embankment section of the Colonel Stephens Railway Line. The final section crosses meadows close by the operational “Kent and East Sussex Railway Line” which has a timetable of historic steam and diesel train journeys out of Tenterden Station and Museum to Bodiam.

A (North) St Michael’s to Turner’s Field

Existing conditions

New development sites SM8 Little Orchards and S60 Pope House Farm are just 500m north of St Michael’s primary school and the Church on the A28 Ashford Road. Shoreham Lane and Orchard Road provide a relatively quiet route to the historic railway embankment access point on Grange Road, close by St Michael’s Parish Council Hall.

The initial 600m section of railway embankment is lit and benefits from a bound surface. There are two links into residential areas, the first at Henley Meadows after 330m, and the second at Colonel Stephens Way at the 630m point.

The remaining 640m of railway embankment is not lit and has a surface of rolled road planings as it passes to the rear of Homewood School’s fenced boundary to Turners Field.

Barriers to walking and cycling

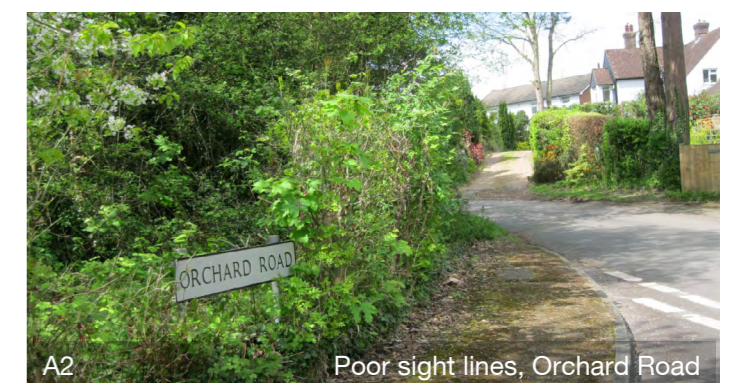
High daily vehicle movements along A28. Sight Lines on Shoreham Lane. The 600m road planing surfaced section to the rear of Homewood School is uneven. The final section is unlit so likely sense of insecurity outside daylight hours.

Detritus has accumulated at the route’s low point beside the manmade pond. Vegetation ingress and sapling growth noted.

Eastwell Meadows is a private road where cycling is not supported by local residents. The historic passageway link to the A28 High Street is very narrow and can only support single file use one way at a time.

Recommendations

- A1 Install controlled crossing and widen footways into available verge space either side.
- A2 Seek permission to cut back encroaching vegetation and improve sight lines west along Shoreham Road. Install Cyclist Warning Signs on Shoreham Road either side of Orchard Road.
- A3 Re-assess secure quality causeway link to rear of Homewood School. Install timed gated access onto school site.
- A4 Apply bound surface to final road planings section to Turners Field and Drury Road. Install timed lighting.
- A5 Ground works required to raise level of path at low point beside pond area. Maintenance schedule to curtail vegetation ingress. New sapling trees have appeared following 2008 tree and ground works. These should be managed along the complete length of the Colonel Stephens Greenway before they mature further.





A4 Unbound surface



A6 Field edge to Eastwell Meadows



A7 Rectory/Glebe Hall boundary access



A8 A28 High St Crossing, Jackson Lane

A (Central) Turner's Field, Glebe Field, Church Road

Existing conditions

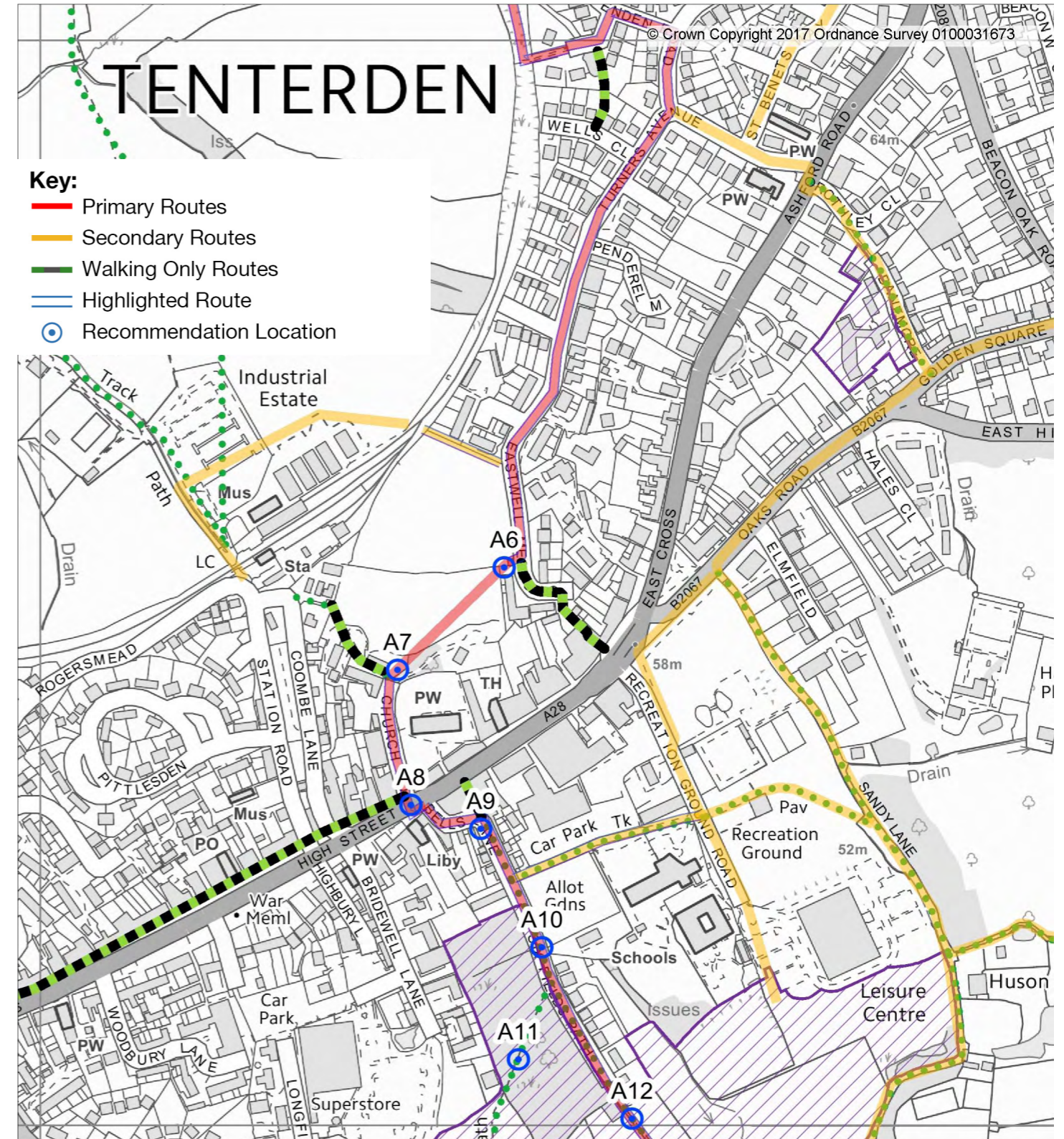
Glebe Field is land locked and not available for use at this time. Currently users continue 650m on road via Turners Avenue to Eastwell Meadows, a private road leading to a narrow historic passageway which spills onto the A28 High Street opposite the Recreation Ground. A controlled pedestrian crossing assists users over the A28 to Recreation Ground Road, Tenterden Infants and Primary Schools, The Leisure Centre, and, TENT1 "Tenterden Southern Extension-Phase A" housing development.

Barriers to walking and cycling

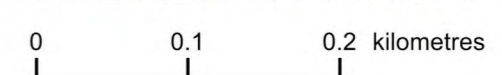
Eastwell Meadows is a private road which is signed No Cycling. The Historic passageway to the A28 High Street cannot accommodate cycling. The Greenway is currently land locked at both Turner's Field and Glebe Field.

Recommendations

- A6 Seek landowners support and permissions to utilise Glebe Field's south-eastern edge from Eastwell Meadows.
- A7 Seek permissions to utilise St Mildred's Church Rectory and Glebe Hall boundaries and provide link to Church Road.
- A8 (A28 High Street crossing)
 - Option 1 Install tabled parallel crossing off set slightly to the east of this junction.
 - Option 2 Reduce Church Road to a one lane entry and install parallel crossing in line with build out.
 - Option 3 Signalise this crossroad junction with induction sensors for cyclists approaching from either side and vehicles emerging from Church Road.
- A9 Consider alternative traffic movement arrangements. Business and residents only access.



Route A Central



A (South) A28 High Street, Jackson & Bell Lane, Six Fields Path

Existing conditions

The A28 High Street is congested and crossing it requires patience and concentration, but the nearest controlled Pedestrian Crossing is some 40m east by Bells Lane.

Jackson Lane is just 60m long and currently provides two way vehicular access to tucked away local businesses and properties further down Six Fields Lane. Sight lines are poor. Bells Lane is brick paved and lined by period cottages with petit front gardens and a single roadside land drainage gully.

Passing the Recreation Ground track and allotments the route is flanked by the new housing development currently under construction to the west and period detached cottages opposite. The path surface is poor in places.

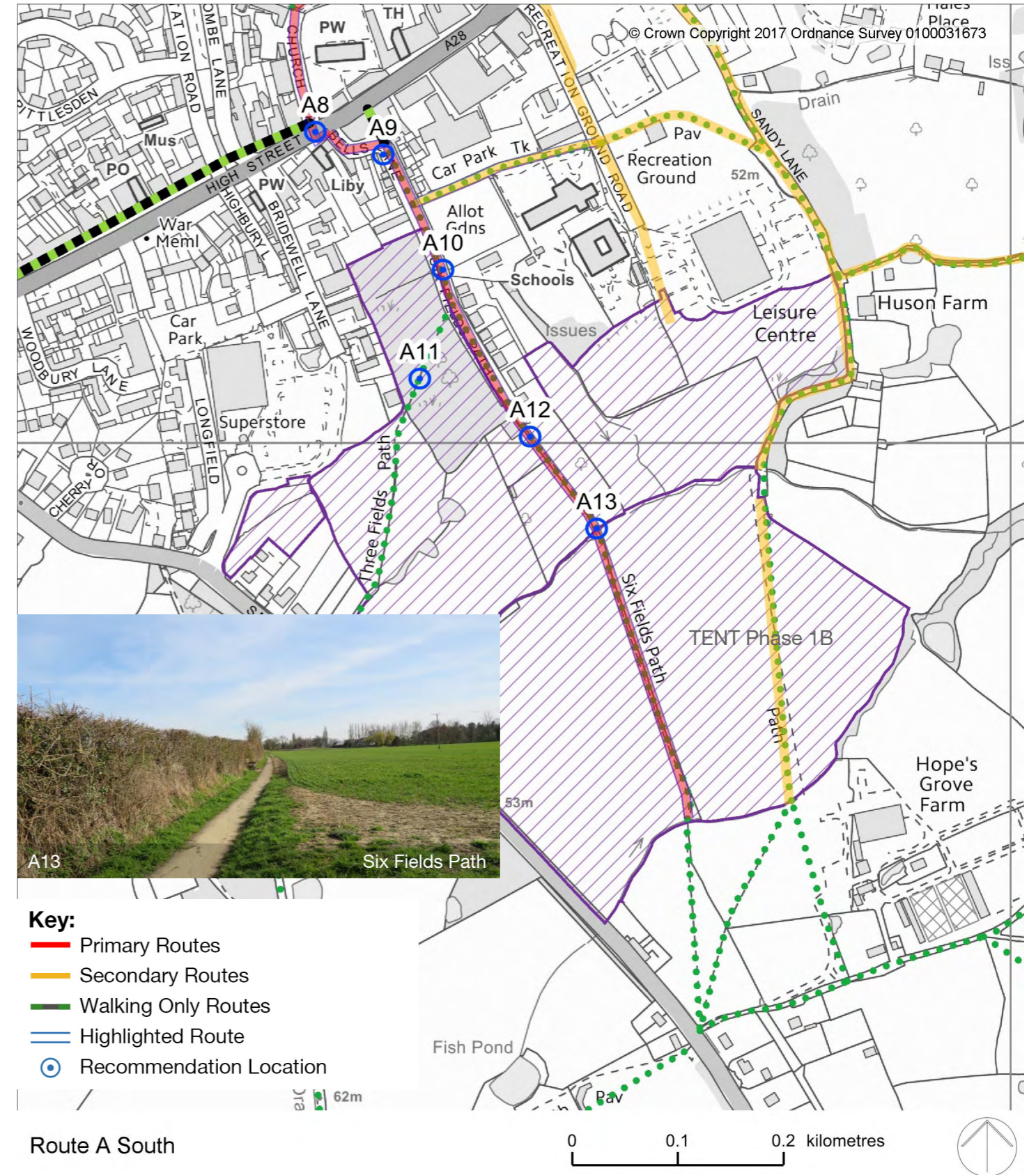
The path surface deteriorates to a mud path on its approach to the development site. It improves to a bound surface but unfortunately appears sunken and constrained by the elevated development boundary and the thick hedgerow opposite. The final 200m leg follows a bound-surface footpath beside arable fields to Smallhythe Road.

Barriers to walking and cycling

Traffic congestion. The A28 severs the high street which is not easy to cross at desire line. Available width at pinch points and vehicle

Recommendations

- A10 Resurface Six Fields Path AB31 and widen to 3.5m where possible.
- A11 Ensure there are quality links into the new housing development. Retain and improve Three Fields Footpath AB32.
- A12 Assess newly sunken PROW footpath section for widening. Confirm whether cyclists be accommodated within the new development area adjacent to path.
- A13 Retain and improve Six Fields Footpath AB30 through new development area.



Route B Recreation Ground and Chalk Avenue

Existing conditions

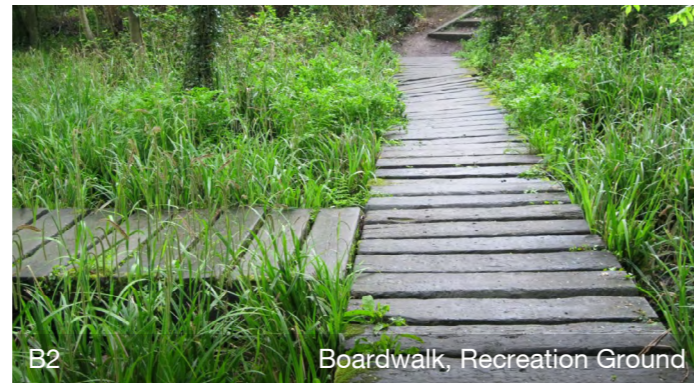
A very useful link to the recreation ground via Henley Meadows to a mud path and timber boardwalk over wet/low ground, and on road to Chalk Avenue.

Barriers to walking and cycling

Width of Henley Meadows access path. Surface conditions of path to Chalk Road. Condition of Boardwalk to Recreation Ground. Sense of security outside daylight hours.

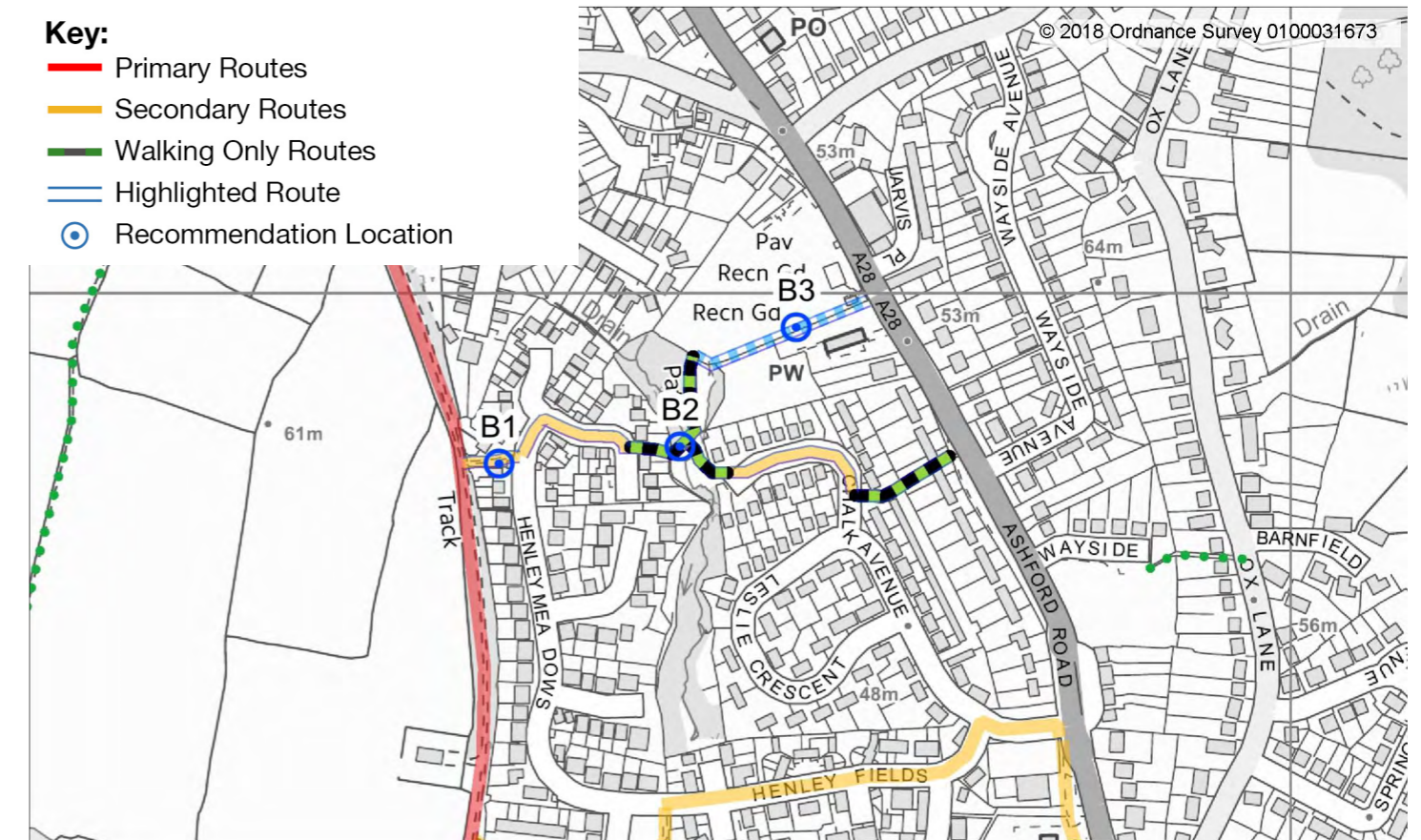
Recommendations

- B1 Widen Henley Meadows access path from Primary Route A into adjoining shrub verge.
- B2 Improve path surface to Chalk Road. Refurbish boardwalk route to recreation ground. Installing lighting along this section.
- B3 Consider new shared use path through recreation ground to A28.



Key:

- Primary Routes
- Secondary Routes
- Walking Only Routes
- Highlighted Route
- ⊙ Recommendation Location



Route B

0 0.05 0.1 0.15 kilometres



Route C Colonel Stephens Way – High Street

Existing conditions

A segregated shared use path from Primary Route A to Henley Fields is in place. Route C continues on road to the A28 Ashford Road and a footway with verge space to the shopping parade and fire station. Footpath AB37 continues 300m to Homewood School but is constrained by the school field boundary fence, Silver Hill's hedgerow and period property boundary walls. There is no crossing facility over the A28 Silver Hill to Homewood Road. A "lolly pop" person assists students wishing to cross the A28 during school run hours. A Bus Stop close by increases foot way demand. School bus movements in and out of the school require pedestrians to be careful. Homewood Road and Knockwood Road provide a relatively quiet on road route through the eastern residential area of Tenterden. The B2067 Woodchurch Road to Golden Square and Oaks Road is lined by period properties and footways, some with available verge space. Locals appear to cycle considerably along available footways. Parked cars limit carriageway space making it difficult for road cyclists when encountering two way motorised traffic, particularly during peak travel times.

Barriers to walking and cycling

Footway and public footpath widths. Traffic speeds and congestion, particularly during peak travel periods. Lack of formal road crossing points. Parked cars. Carriageway pinch points.

Recommendations

- C1 Improve Colonel Stephens Way access path from Primary Route A and utilise trodden desire line.
- C2 Widen existing footway through shopping parade forecourt and across Fire Station access road. Cyclist give way signing either side of Fire Station required.
- C3 Seek permissions to relocate school boundary fence to enable path widening to accommodate shared use walking and cycling.



C2 A28 footway, Fire Station



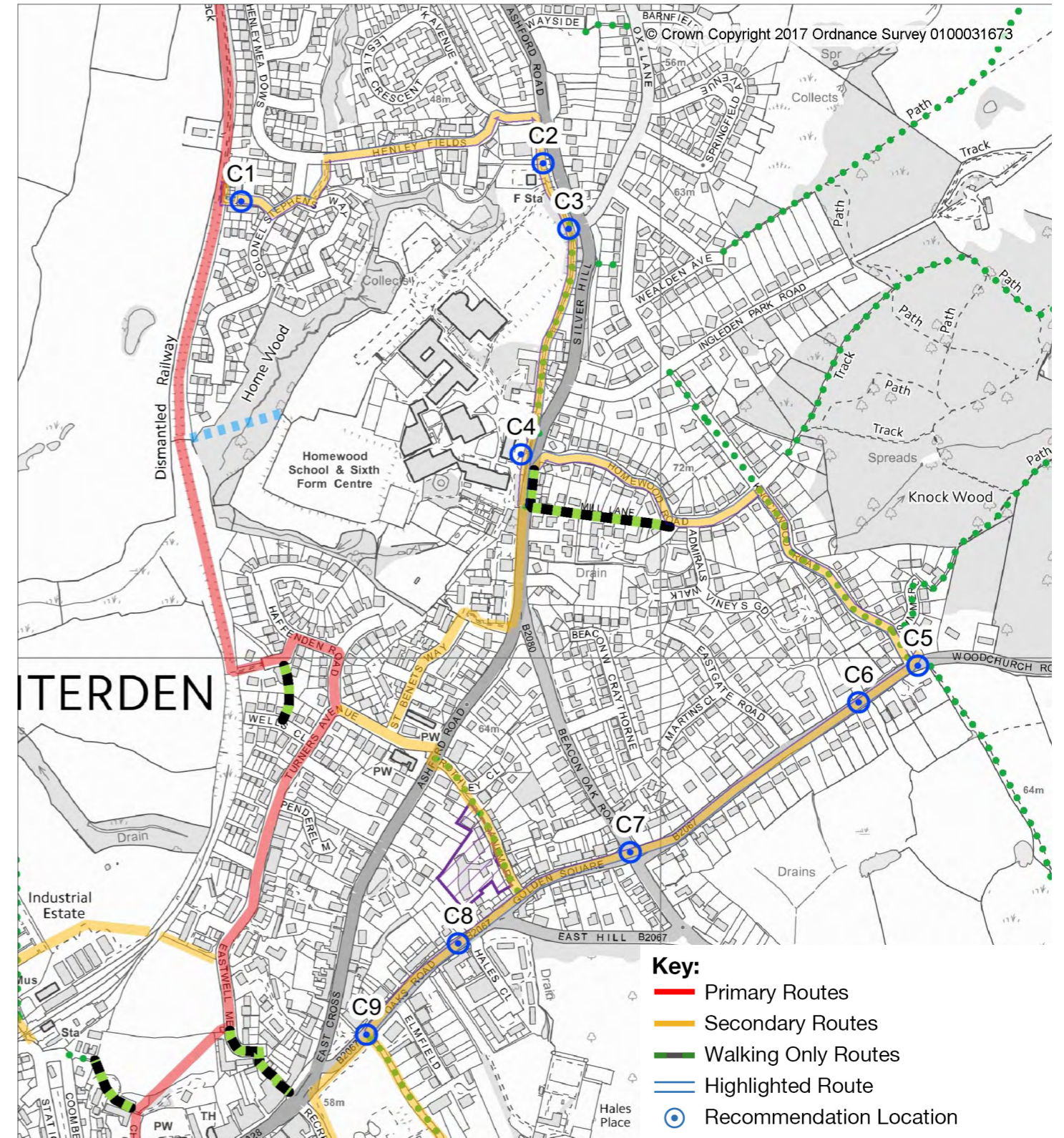
C3 Homewood School boundary fence



C4 Homewood School entrance



C5 B2067/Knockwood Road Junction



Route C

0 0.1 0.2 kilometres

- C4 Assess school pedestrian and vehicular access points and traffic movements in and out of Homewood School. Design and install new controlled crossing, landing points over A28.
- C5 Assess Knockwood Road/ B2067 junction and crossing to footpath AB12 opposite.
- C6 Traffic calming measures along B2067.
- C7 Design and install new crossing arrangements from Woodchurch Road to Golden Square.
- C8 Consider 20mph zone along Golden Square and Oaks Road.
- C9 Raised table crossing at Sandy Lane.



Route D St. Benets Way - Homewood School

Existing conditions

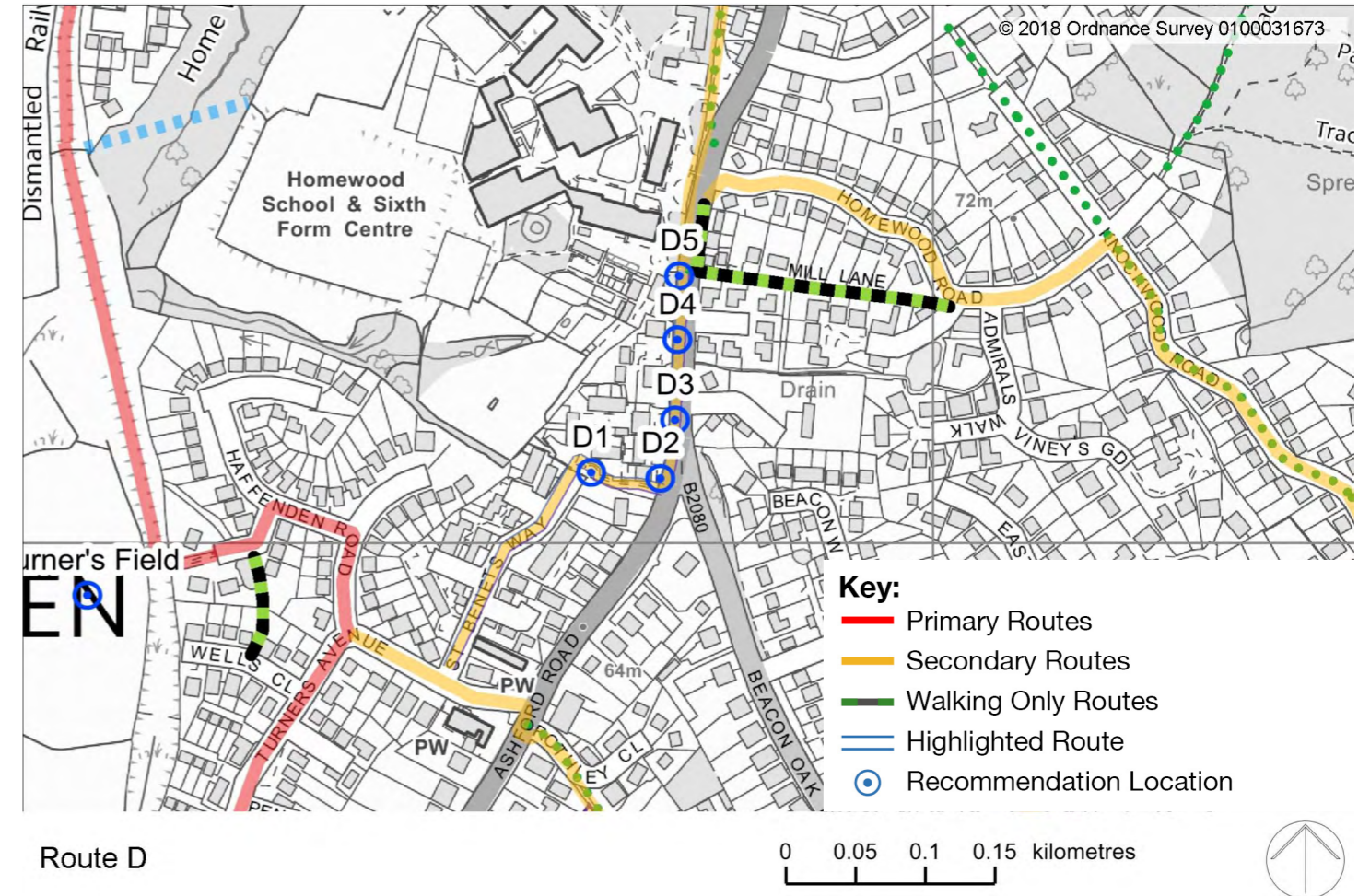
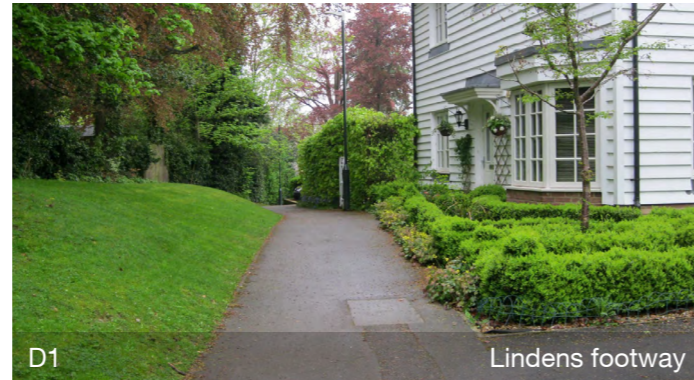
St. Benets Way is a relatively quiet residential no through Road leading to a good quality lit 1.5m wide footway which passes alongside Lindens boundary spilling onto to the A28 Ashford Road footway then north to Homewood School.

Barriers to walking and cycling

Linden path width. The A28 Ashford Road footway is very narrow and a prime traffic congestion hot spot. Intrusive path widening into screened private gardens and driveways may not be acceptable to landowners.

Recommendations

- D1 Widen Lindens footway into available verge and promote shared use walking and cycling.
- D2 Create new A28 Ashford Road landing area utilising Lindens.
- D3 Widen footway into hedge and Lindens. Fence new boundary and plant new hedge/tree line.
- D4 Widen footway into Veterinary Surgery access drive.
- D5 Create new access point into school grounds and shared use path inside school boundary.
- D6 Seek affected residents support and permissions in advance of the above.



Route F Eastwell Meadows - KESR Station

Existing conditions

The northern edge of Glebe Field leads to a Kent and East Sussex Railway level crossing. The station car park and path to Station Road is just 240m distant.

Barriers to walking and cycling

Glebe Field is land locked. The Level Crossing and KESR fields are not formally accessible.

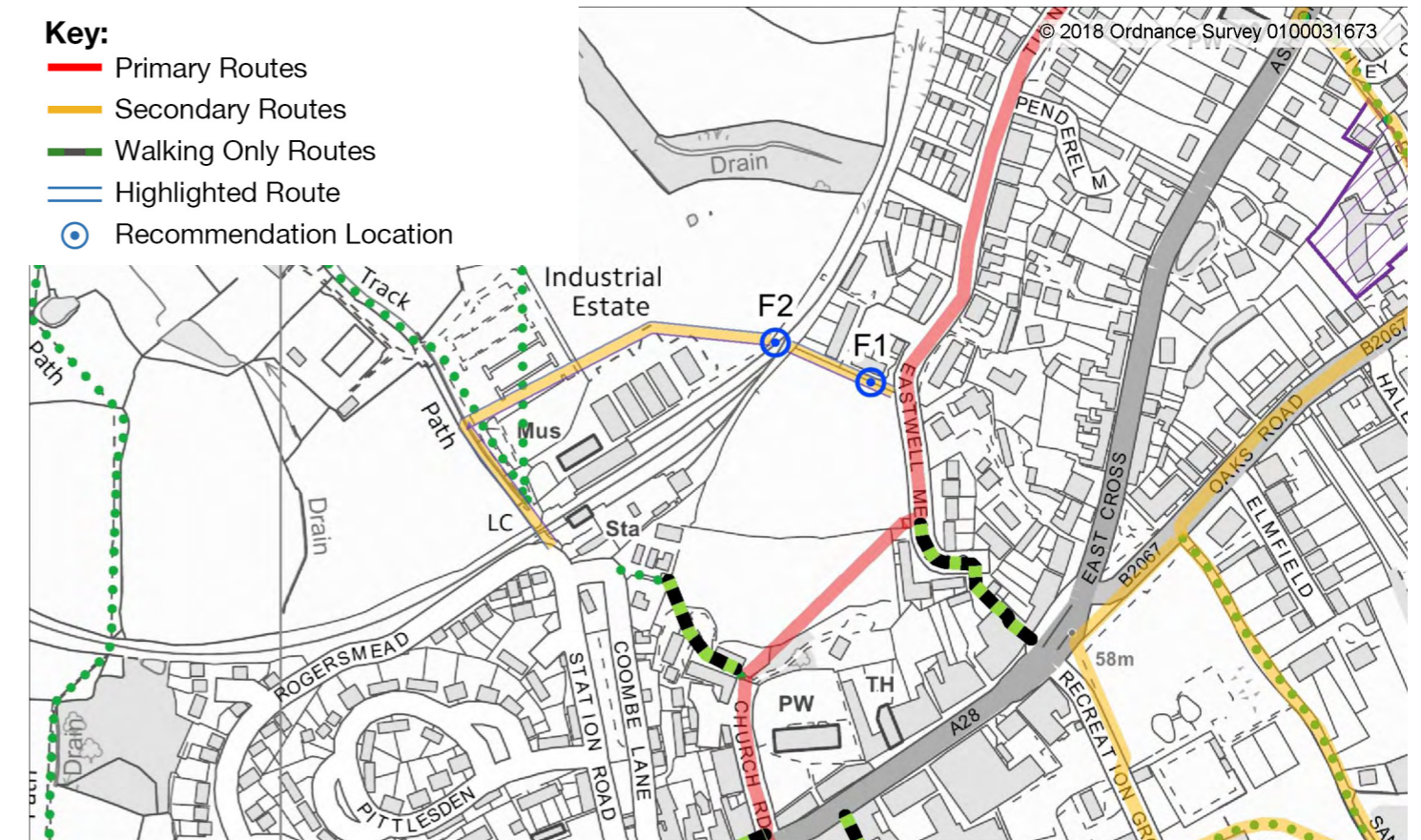
Recommendations

- F1 Seek permissions to utilise the northern edge of Glebe Field and install shared use walking and cycling path to Level Crossing.
- F2 Seek permissions to utilise the KESR Level Crossing, Field Edge and path to Station Road.



Key:

- Primary Routes
- Secondary Routes
- Walking Only Routes
- Highlighted Route
- ⊙ Recommendation Location



Route F

0 0.05 0.1 0.15 kilometres



Route G Sandy Lane

Existing conditions

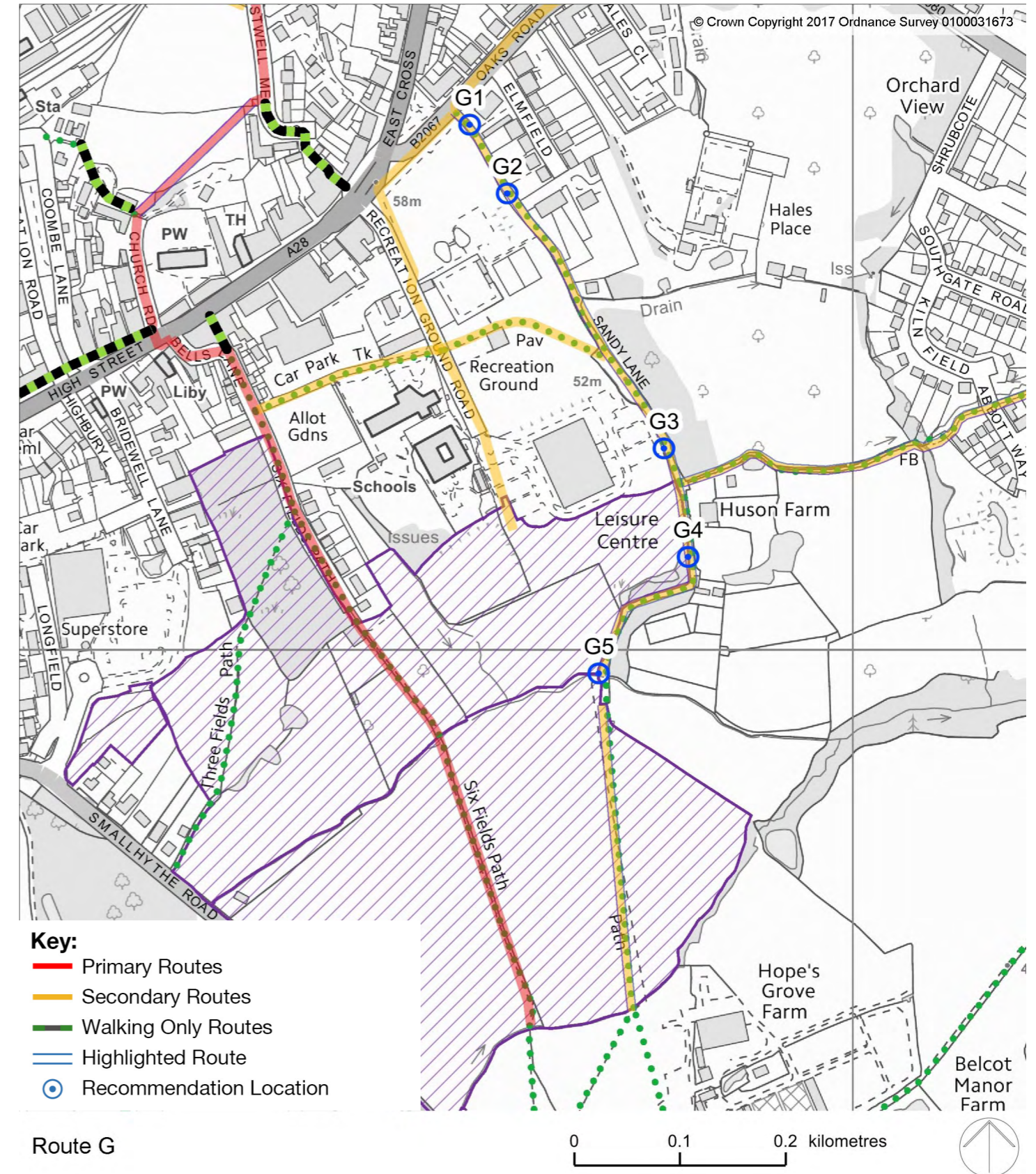
Sandy Lane is a quiet Restricted Byway AB33A providing vehicular access to a small number of residential properties along the way. One formal access point to AB30 and the Recreation Ground noted. One informal access point via improvised wooden steps into Leisure Centre Car Park. The Byway deteriorates to a mud track at Hudson Farm then to a muddy gorge with improvised stones and planks to assist further passage before the Byway climbs from the low ground and spills onto open ground and the rear boundary of (TENT 1 –Southern Extension Phase A)

Barriers to walking and cycling

Byway surface conditions. Access and permeability into Recreation Ground. Sense of security outside daylight hours.

Recommendations

- G1 Surface and light full length of Byway.
- G2 Create formal access points into Recreation Ground.
- G3 Provide ramped access up to Leisure Centre Car Park.
- G4 Causeway required through low level marshy area.
- G5 Ramp groundworks from pond up to development site.



Route H Recreation Ground Road

Existing conditions

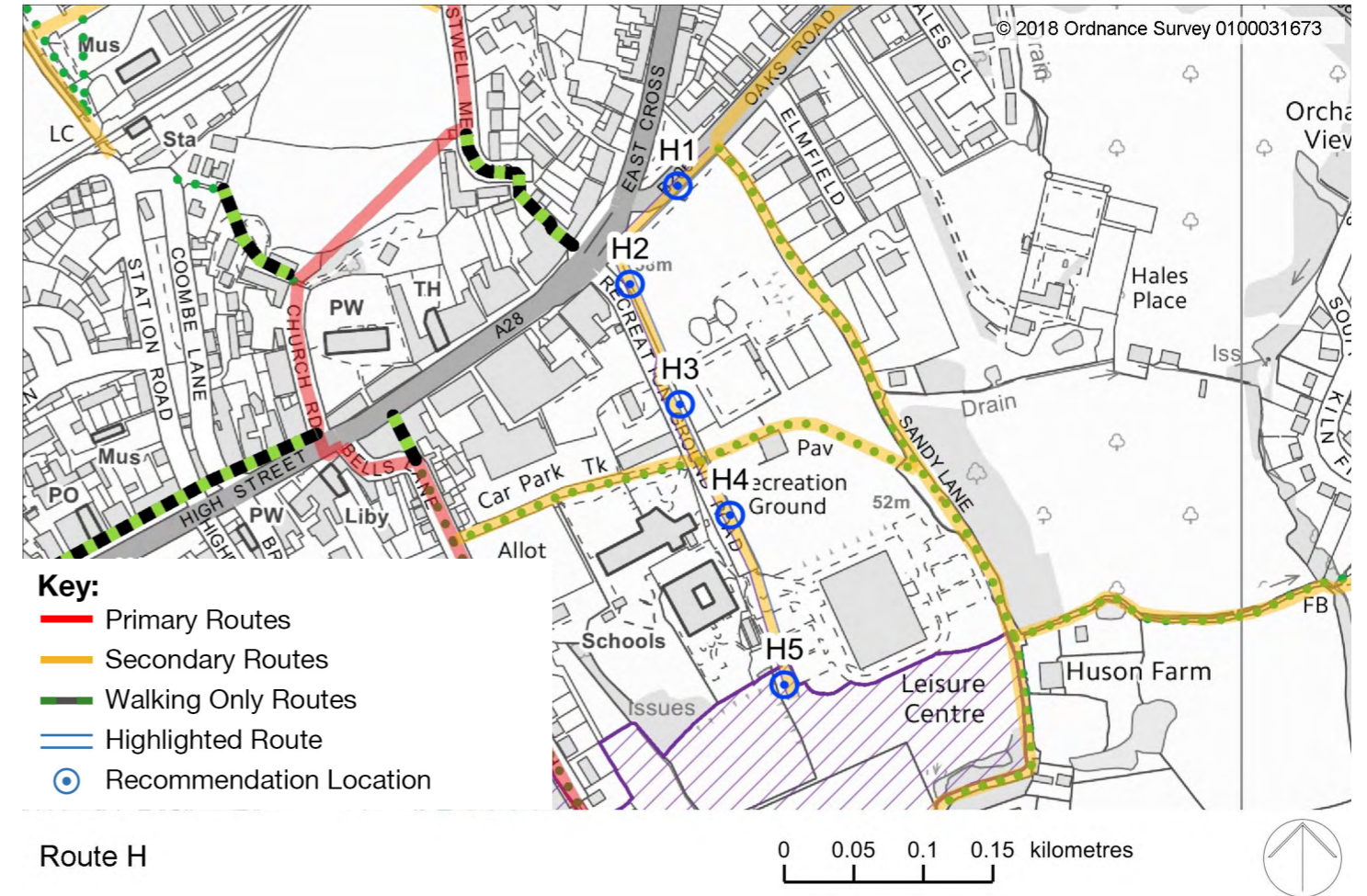
Recreation Ground Road and the A28 junction is generally congested due to key trip generators. These include Waitrose, Tenterden Schools, the Health Centre, Leisure Centre, Recreation Ground and general access to the High Street. Completion of (TENT 1 – Southern Extension Phase A) is bound to increase traffic volumes accessing the new development. The Recreation Ground benefits from surfaced footpaths along its northern and western field edge.

Barriers to walking and cycling

Traffic congestion and lack of dedicated cycling provision.

Recommendations

- H1 Widen Oaks Road footway into available verge space from Sandy Lane to Recreation Road. Relocate boundary fence if required.
- H2 Widen Recreation Ground field edge footpath to car park.
- H3 Widen short section of footway into Recreation Ground car park area.
- H4 Widen footway into Recreation Ground field edge from car park to Leisure Centre roundabout.
- H5 Provide quality walking and cycling access provision into the new housing development.



Route J Bells Lane – Recreation Ground Road

Existing conditions

The wide unmade 170m track and Public Footpath ref AB30 links Route A at Bells Lane to Recreation Ground Road, and Tenterden Schools, Ivy Court Health Centre, Tenterden Leisure Centre and the eastside of (TENT 1 –Southern Extension Phase A).

Its southern boundary is flanked by allotments and Tenterden Junior School and its northern boundary by Waitrose Car Park and the Health Centre – all are key local trip generators.

Barriers to walking and cycling

Sightlines at Bells Lane allotments junction, vehicular traffic movements, unmade surface, connectivity into Waitrose Car Park.

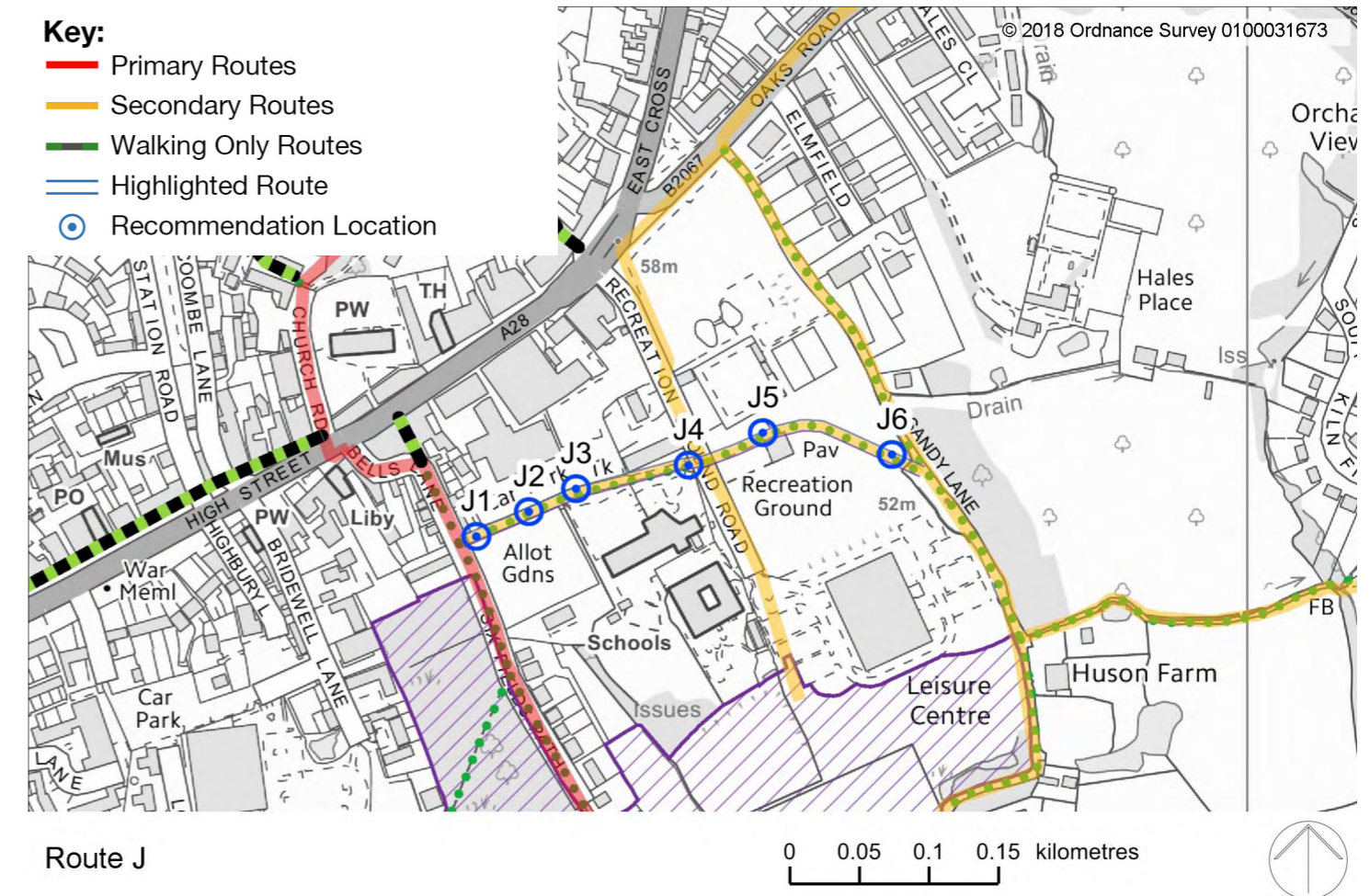
Recommendations

- J1 Seek permissions to realign corner of fenced boundary by allotments to improve sight lines.
- J2 Resurface footpath AB30 and confirm status for car users. Make better use of available space (8m+ width in places) for place-making by including planters, seating, cycle parking and signing. Consider alternative motorised traffic movement arrangements.
- J3 Seek permissions to install formal walking and cycling access into Waitrose car park and provide a quality cycle parking area close by.
- J4 Junction improvements at Recreation Ground Road.
- J5 Seek permissions to surface footpath AB30.
- J6 Improve access onto Sandy Lane.



Key:

- Primary Routes
- Secondary Routes
- Walking Only Routes
- Highlighted Route
- Recommendation Location



Route K Sandy Lane – Appledore Road

Existing conditions

Public right of way footpath AB36 peels east from Sandy Lane. The footpath is flanked by low hedges with a delightful orchard adjacent to the northern boundary. Further on the footpath descends via backfilled earth steps to a footbridge over a ditch before climbing on a surfaced path to Abbott Way and the surrounding residential area. Footpath AB36 continues through the residential area along a lit, surfaced 1.5m alleyway path with available verge space to Cruttenden Close and the development site at Tilden Gill (TS2 Land at Belgar Farm).

Barriers to walking and cycling

Constrained public footpath width beside orchard. Sense of security outside daylight hours. Earth steps down to footbridge. Bridge not suitable for shared use walking and cycling. Footpath AB36 through residential area signed no cycling.

Recommendations

- K1 Remove ineffective tubular steel barriers at both ends of path.
- K2 Seek permissions to widen footpath out from its northern boundary. Install new fence and plant new hedgerow.
- K3 Install a new shared use bridge over earth steps and ditch. Seek adjoining landowner's permission to realign corner fence.
- K4 Widen public right of way footpath AB36 into available verge space and remove no cycling signs.



K1 Footpath AB36 barriers



K2 Footpath AB36 hedgerow



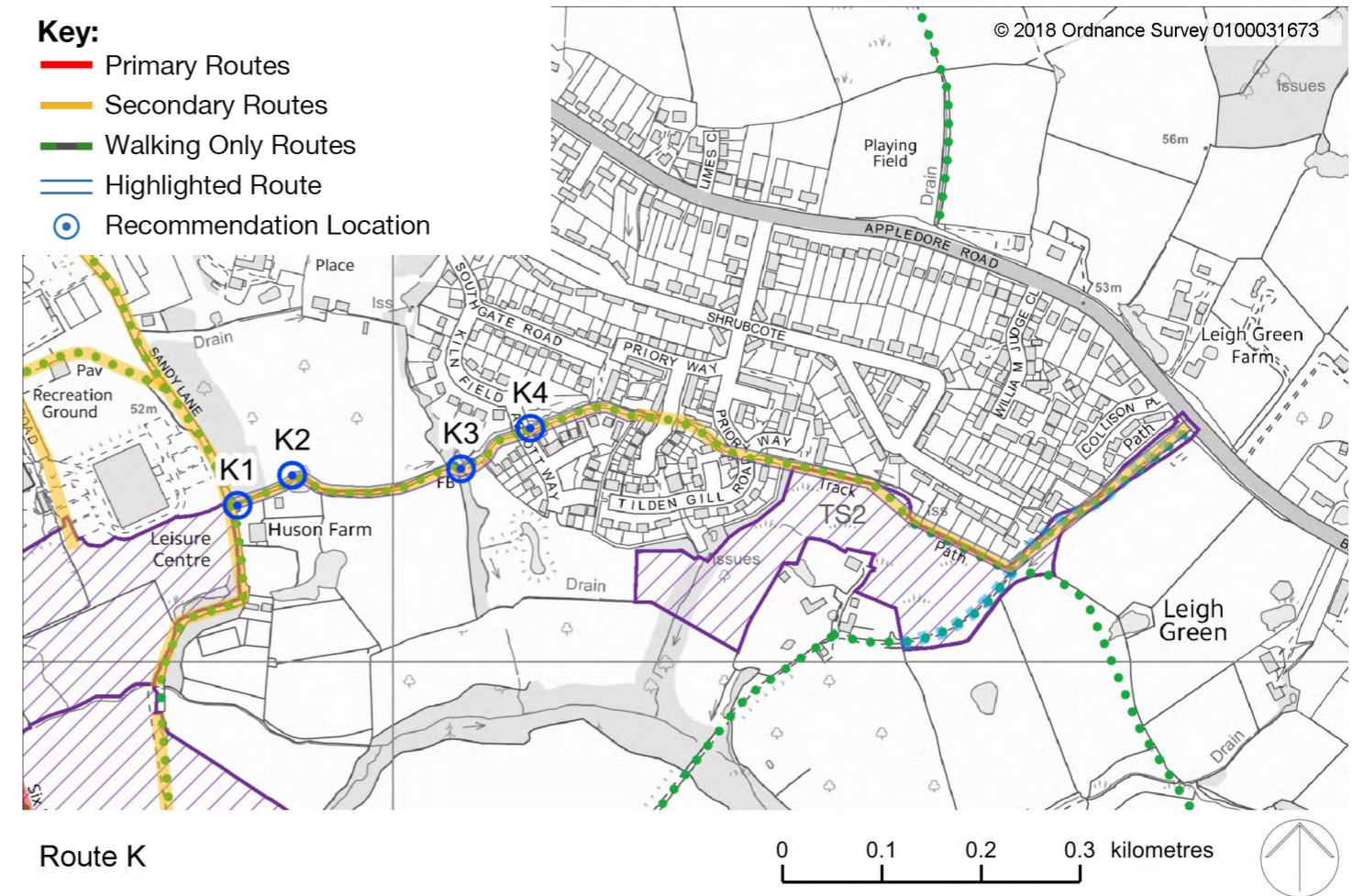
K3 Earth steps and ditch



K4 Footpath AB36 alleys

Key:

- Primary Routes
- Secondary Routes
- Walking Only Routes
- Highlighted Route
- Recommendation Location



Route K

A28 High Street - Ashford Road

Existing conditions

The A28 is the major route through the settlement and the major desire line with the majority of local trip destinations located along it. The majority of the A28 through Tenterden has a 30mph speed limit.

Barriers to walking and cycling

The A28 is not only the main route corridor but also the major source of severance for mobility, effectively cutting the settlement in two along its North-South axis. Providing a link that allows safe movement either along or across this road will significantly improve the town for active travel.

There is currently no cycle provision and the pedestrian level of service is generally low. This is a chronic problem around the shopping area and Homewood School.

Traffic flow

DfT Annual Average Daily Flow data shows 15,000 vehicles per day on the A28, with 2.5% of HGVs.

Travel and Collision Patterns

The five year collision record identifies a significant number of severe and slight incidents involving both cyclists and pedestrians along the A28. This is probably a function of the volume of traffic and lack of safe crossing facilities along this key corridor. There are three clusters: the High Street, the road south of Homewood School and the junction of Swain Road and Grange Road. Improving conditions and provision at these locations should therefore be a priority.

As shown by the 2011 commuter flow census data, car journeys make up 59% of local commuter trips, the majority of which are under 3km and have significant potential to be swapped for cycling and walking. Equally, Tenterden is only 3km from end to end so a significant portion of local travel will be short distances that could be walked or cycled.

Total	%Cycle	%Walk	%Car	%Bus
746	3	36	59	1

Census 2011 Commuter Trips Under 5km

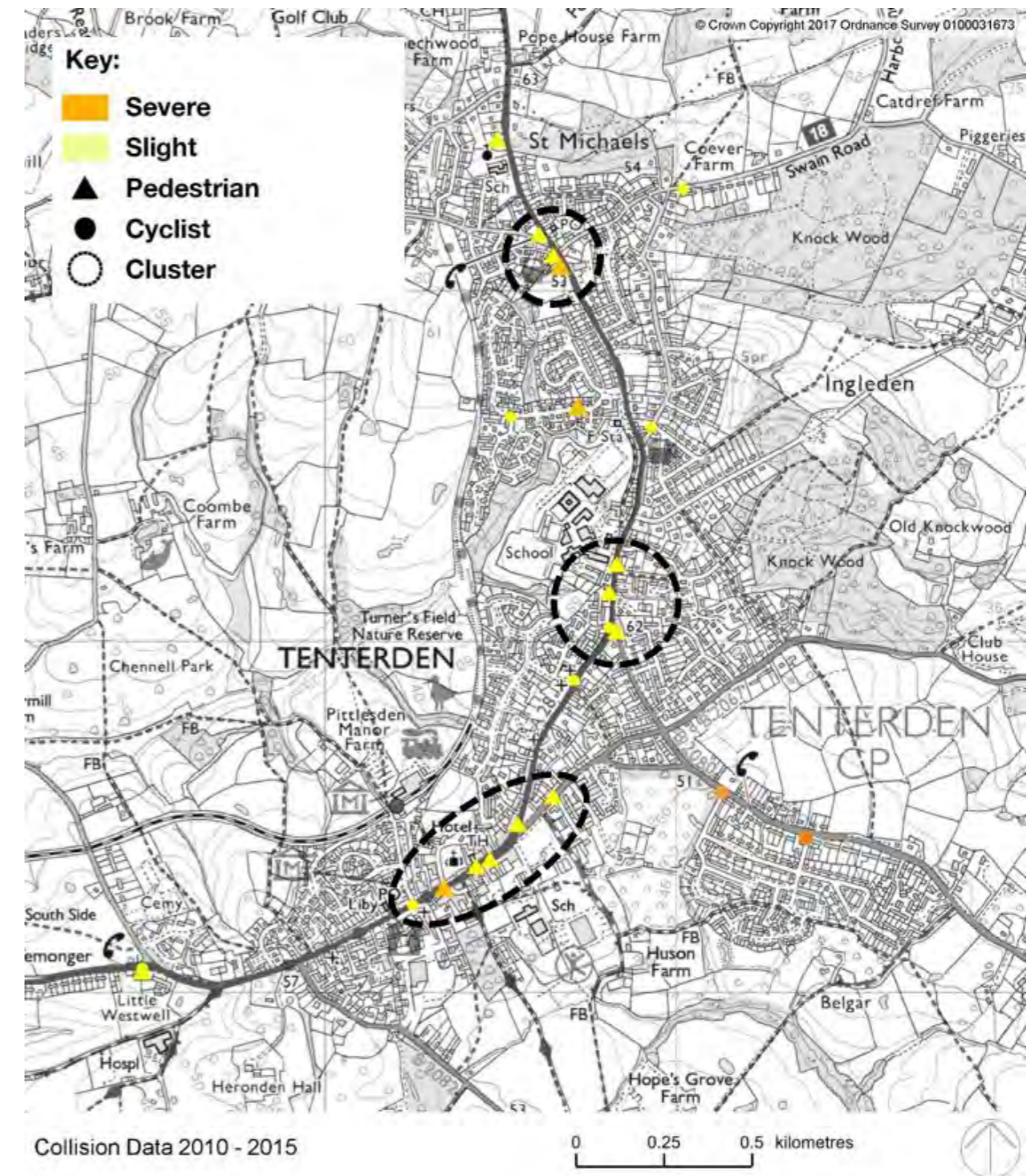
The percentage of pupils travelling to school by car is high at most primary schools except St Michaels, and cycling levels are low across the area which is normally a direct symptom of a lack of safe routes to school with one or more significant barriers stopping parents from encouraging active travel.

Design approach

Traffic volume at 15,000 vehicles a day along this link would require segregated cycle provision in line with current DfT guidance.

The absolute minimum space required for this would be a 13m total highway width with 2m footways (Minimum DfT Manual for Streets), 1.5m stepped cycle tracks (Minimum DMRB for pinch points) and a 6m carriageway.

School	Type	Pupils	%Walk	%Cycle	%Car	%Bus
Tenterden Infant School	Primary	170	45.6	0	53.8	0.1
St Michael's Church of England Primary School	Primary	190	62.8	0.1	35.6	0.1
Tenterden Church of England Junior School	Primary	230	33.8	5.6	60.2	0.1
Wittersham Church of England Primary School	Primary	85	31.8	0.1	40.2	26.2
Little Acorns School	Other	10		No Data		
Homewood School and Sixth Form Centre	Secondary	2075		No Data		



Access to Homewood School from the A28/B2080 junction

Providing a link from the southern part of Tenterden to the school is a key requirement of the cycle network. Despite this importance, retrofitting the road network to accommodate this will be problematic due to physical constraints on Ashford Road between the junction with the B2080 and Mill Lane. It is not possible to include this section as part of the network without access to private land.

Road width

South of Adams Close	9m
Mill Lane	10m
North of Ingleden Park Road	8.5m

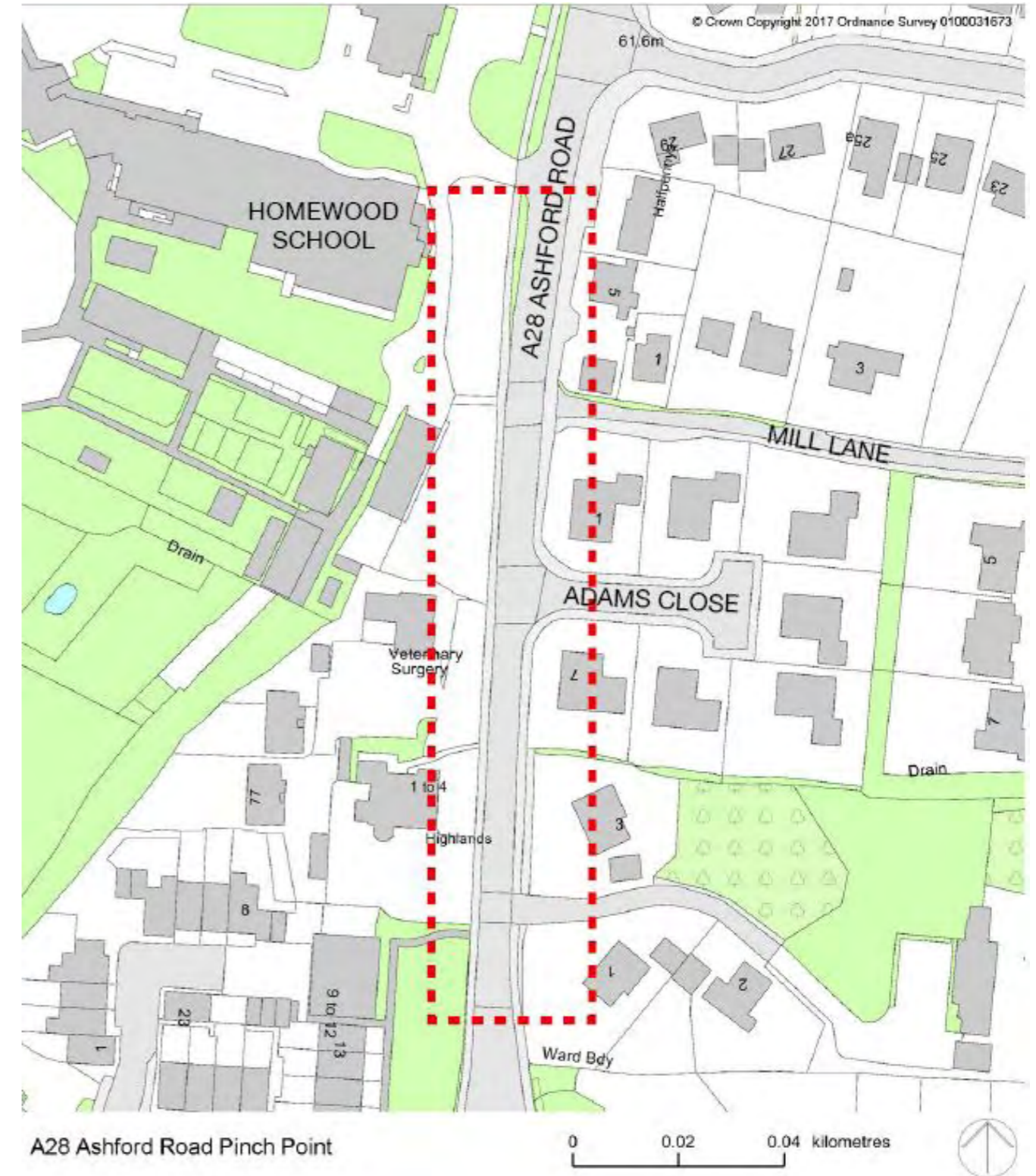
The carriageway along this section is approximately 6m wide with 1.5m footways either side. Adding a shared use facility would require the west side footway to be widened to over 3m, however more space is needed in this location to maintain effective width due to the vertical wall.

The lack of a vehicle route alternative to the A28 means it will be difficult to change the nature of this section of road to reduce traffic volumes or change the flow to free up space within the existing highway boundary.

From the east, Mill Lane is not an option due to pinch points moving north on the A28.

Recommendations

Provide a good link to the school from south east Tenterden via Homewood Road. Install a signal crossing north of the bus stop. Make Homewood Road entry only for general traffic and install build out in the north side lane at the junction. Transition cyclists moving west on to north side footway before junction with the A28 and link to crossing. Give pedestrians and cyclists priority crossing school entrance.



A28 Ashford Road, B2080 Beacon Road, B2067 Oaks Road triangle

The current layout creates difficult on-road conditions for cyclists, resulting in a low level of service. The five junctions located on this triangle of roads are a significant barrier to active travel and pose safety issues as reflected by the accident record.

Road width

Ashford Road	13m
Beacon Oak Road	10.6m*
Oaks Road	12.6m*
Golden Square	10.5m*

* at narrowest point

Constraints

The limited available highway width makes installing bidirectional provision impractical on any of the road sections of the triangle.

This lack of space is compounded by on street residential parking on the A28 and B2067 Golden Square.

Recommendations

- Option 1 Install one way system freeing up space to provide bidirectional provision along the A28 and Oaks Road.
- Option 2 Downgrade the southern arm consisting of the B2067/Golden Square changing it to local access only.

Improve all junctions by reducing corner radii, narrowing the general traffic lanes and providing better pedestrian and cycle crossing facilities. This will provide opportunities for greening and urban realm improvements.

Changing the circulation pattern will both free up space for cycle provision as well as reducing the directness of car journeys therefore encouraging more people to walk and cycle.



A28 High Street

Improving access along and across the High Street section should be a priority to both link to the new development site as well as improving access to this major local destination.

Existing conditions represent a poor level of service for cyclists and pedestrians with little to mitigate the traffic volumes along this road.

There are currently two signal pedestrian crossings and significant carriageway width and verge space for over 400m between the junction with Oaks Road and Woodbury Lane.

Road width

High Street	16-22m
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Recommendations

- (a) Install with flow cycle provision such as stepped tracks in both directions along this length as well as continuous footways across side road entrances.
- (b) Narrow carriageway both physically and visually, remove centre line and reconfigure parking to free up space to widen footway provision and provide for cyclists. Measures might include a median strip with planting
- (c) Use urban design elements to signal a shopping and leisure environment that promotes lower vehicle speeds.
- (d) Consider reducing the speed limit through this section to 20mph.