

TECHNICAL NOTE

Job Name: Land at TENT1
Job No: 25638-003
Note No: 3994
Date: 10th December 2013
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Subject: Recreation Ground Road and TENT1 access

1.1 Introduction

- 1.1.1 The following note has been prepared as a briefing note detailing the proposed access to the TENT1 site via Recreation Ground Road and reconfiguration of the leisure centre car park.

1.2 Public consultation

- 1.2.1 The development proposals have been the subject of an extensive public consultation and workshop exercise including liaison with Officers and the Leisure Centre Trust. The points raised at these events specifically in relation to the Recreation Ground Road access include the following:
- Consider whether the increase of traffic on Recreation Ground Road conflict with the existing uses on this road.
 - Recreation Ground Road is susceptible to flooding beside the existing speed ramps. Rainwater “ponds” against this and pedestrians (generally school children) are then splashed by passing vehicles.
 - Keep Recreation Ground Road “tight” to avoid unnecessary loss of recreation space.
 - The existing traffic calming features on Recreation Ground Road should be replaced with better quality features, such as table tops and maybe a pelican crossing.
 - The Recreation Ground Road entrance is an ideal opportunity to remodel the turning circle at the south end to provide a more attractive entrance into the site.
 - Improve design to encourage better use of the rear car park at the Leisure Centre.
 - Improve pedestrian access to schools, the Children’s Centre and the surgery
- 1.2.2 The points above have been considered by the project team when developing the masterplan and transport proposals for Recreation Ground Road.

1.3 Criteria

- 1.3.1 The TENT1 access from Recreation Ground Road will require a route through the existing leisure centre car park. A number of outline options / principles have been considered for the layout of the access route during the masterplanning process. The following are considered important “knowns” and criteria.

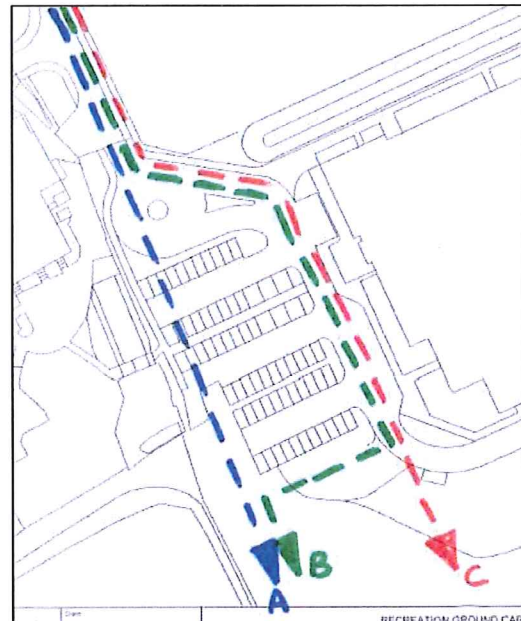


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- An access will be gained from Recreation Ground Road as this is a policy requirement.
- Access from this route will need to pass through the leisure centre car park.
- The existing roundabout is used for turnaround of public service vehicles and the ability to turnaround must be maintained.
- Any parking spaces lost to the access road will need to be replaced.

1.4 Leisure centre car park

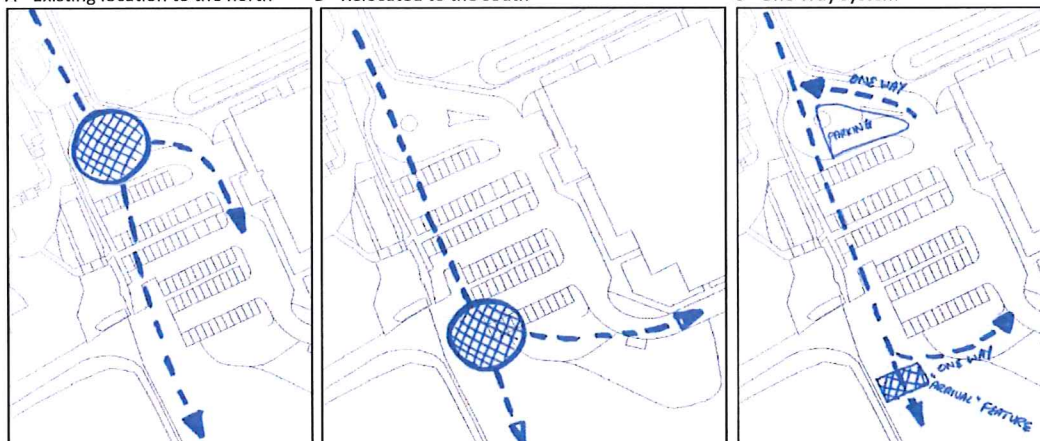
- 1.4.1 An access route passing through the car park will be limited to following either route A, B or C as indicated opposite.
- 1.4.2 Route A must be considered a preferred route on the basis that it is most direct and does not pass in front (ie sever) the entrance to the leisure centre.
- 1.4.3 Options for designing the Recreation Ground route have been considered on the basis of Route A.
- 1.4.4 On the basis that a bus turnaround facility is required there is considered to be three options to locate this as illustrated below.



A - Existing location to the north

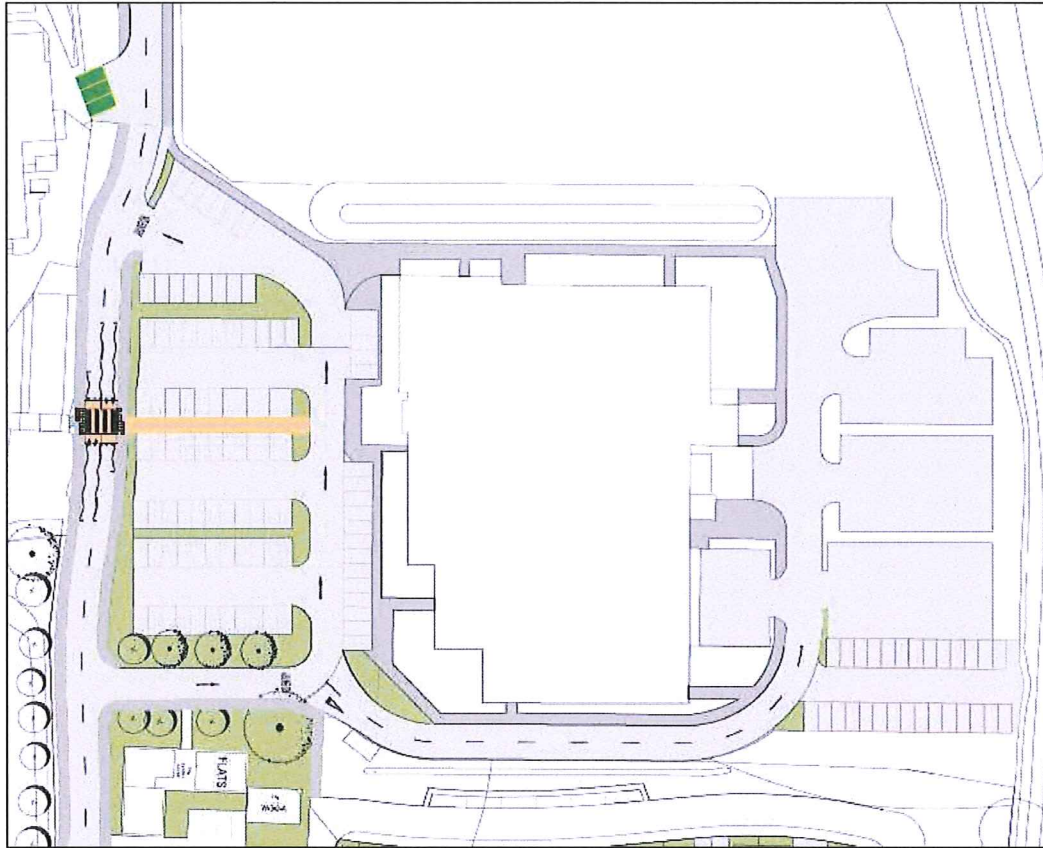
B - Relocated to the south

C - One Way system



- 1.4.5 The proposed scheme allows buses to turn around using the car park gyratory system (similar to option C above). This is illustrated below and is considered to offer most efficient use of space for leisure centre car parking whilst retaining the ability for buses to turn around.

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1.4.6 The following features are noted within the above car park scheme:

- The access road has been provided to keep to the west of the existing car park and hence minimise the taking of car park spaces.
- The existing car park to the west of the leisure centre comprises 78 car parking.
- The reconfigured car park would provide 92 spaces at the front of the leisure centre car park. An increase of 14 spaces.
- An additional area of parking is provided to the rear of the leisure centre adding a further 27 spaces. A net increase of 41 spaces in total.
- An access road of 5.5m has been provided along the west side of the leisure centre car park to access TENT1.
- Footways have been shown on either side of the access road. Cyclists would share the general carriageway with vehicles.
- A crossing (table top) has been provided within the access road and a walkway between the children's centre and the leisure centre.

1.4.7 In summary, the reconfiguration of the car park layout provides an access to the TENT1 site and yields an additional 41 parking spaces within the leisure centre car park.

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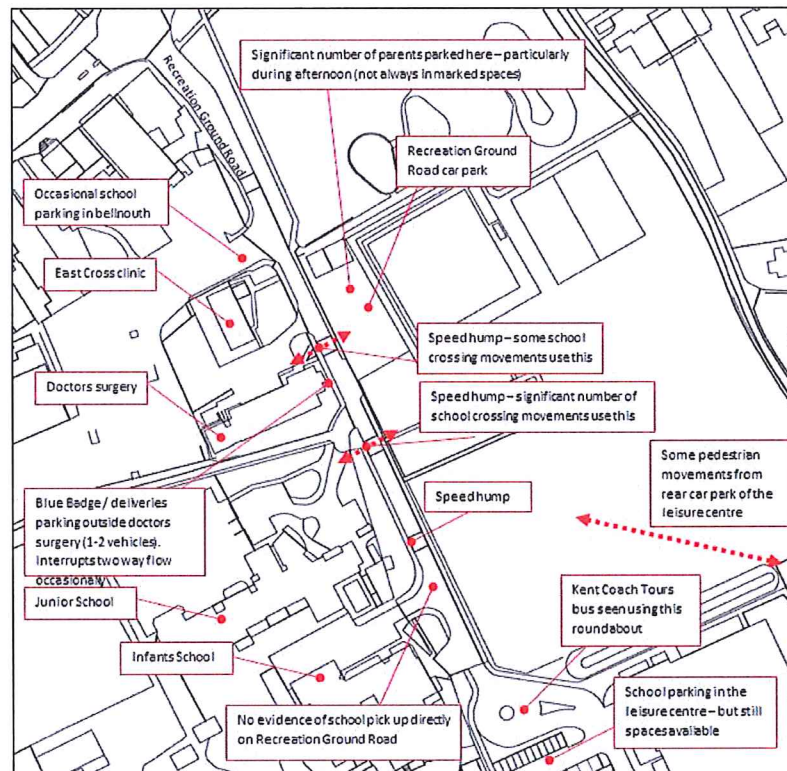
- 1.4.8 Additional spaces could be achieved by extending the new car park area (to the south east) further south. However, this would encroach towards the masterplan east-west route and landscaping buffer.

1.5 Recreation Ground Road

- 1.5.1 An aspiration has been expressed by Kent Highway Services that the Recreation Ground Road corridor should be improved as part of the TENT1a development (or at least contributed towards).

- 1.5.2 A site visit was conducted during July 2007 on Recreation Ground Road to observe traffic and pedestrian movements with respect to the school set down and pick up periods. The main observations are noted on the diagram opposite.

- 1.5.3 On the basis of the site visit observations there are no significant issues associated with the operation of Recreation Ground Road during the school set down / pick up period. Parents used the public car parks and this avoided the interruption of two way flow on Recreation Ground Road.



- 1.5.4 It was noted that a significant number of crossing movements occur between the car park on the east side of the road to reach the schools. These crossing movements tended to use the existing speed humps. Additionally, a number of blue badge vehicles were parked during the site visit (generally one at a time) outside the surgery as well as delivery vehicles associated with the clinic. These parked vehicles did interrupt the two way traffic flow on occasion and allowed a build up of vehicles. There may therefore be a benefit in providing a pedestrian crossing and parking laybys to serve these activities.

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1.5.5 On the basis of the observations made and public consultation comments there is potential to offer a series of works on the Recreation Ground Road corridor.

1.5.6 The primary purpose of the works would be to improve this corridor for pedestrians. Whilst the detail of the proposals will be the subject of a detailed study.

1.5.7 The figure opposite shows the scale of works that are proposed by the developer whilst the figures on the following pages show enlarged sections of this drawing for ease of reference.

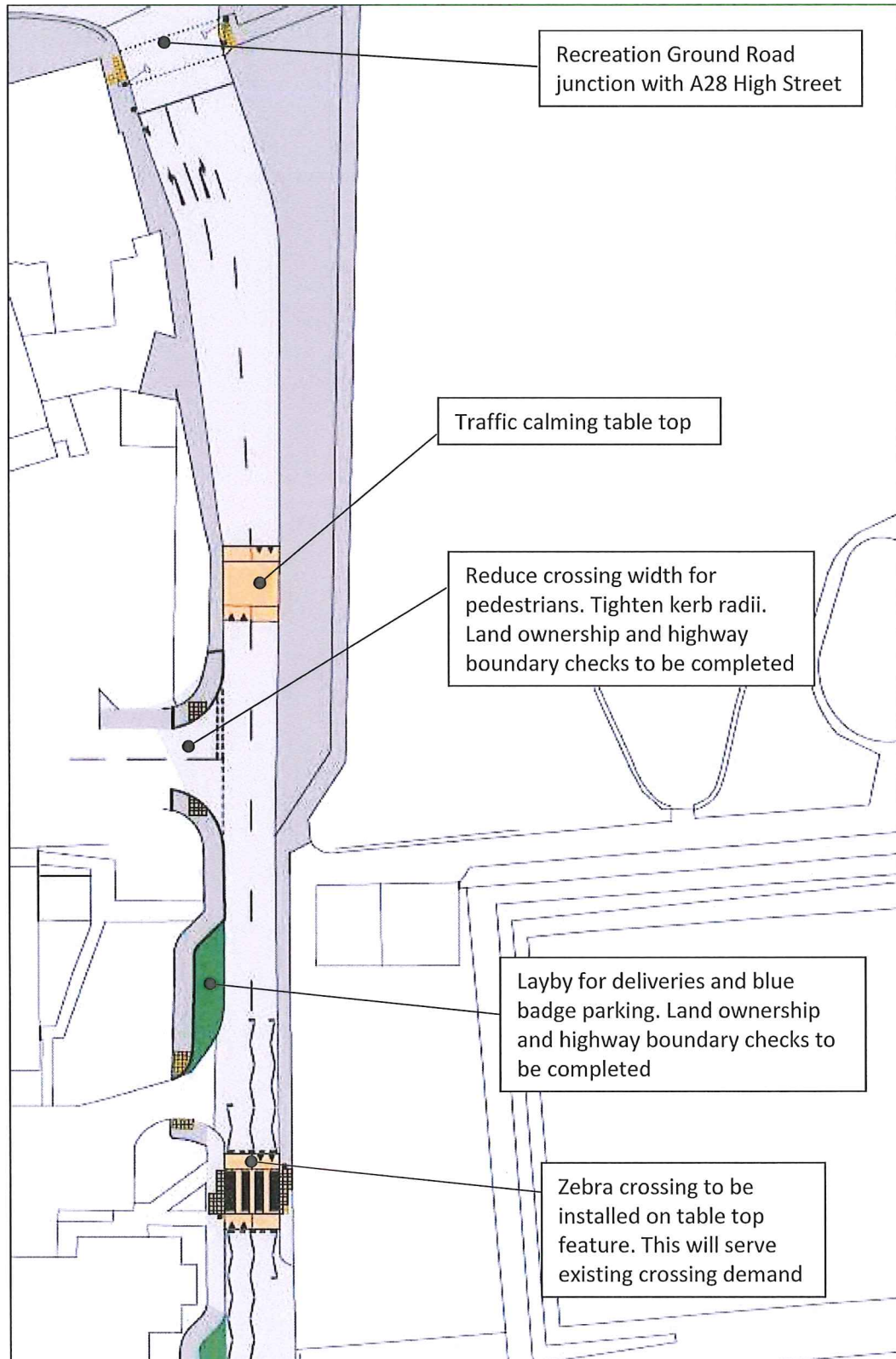
1.5.8 In summary the above proposals include the following features :

- Laybys for blue badge and / or delivery vehicles outside the GP surgery and East Cross Clinic (subject to land ownership).
- Formal crossing point on Recreation Ground Road. This could be a pelican crossing (controlled by lights) or a zebra crossing (orange beacons) and located upon a table top at the location of one of the existing speed humps.
- Replacement of existing speed humps with table top speed attenuation features. These would consider drainage which has been raised as an existing issue during the public consultation exercise.
- Narrowing of side entrance bellmouths at Waitros and potentially the schools. This will reduce crossing widths for pedestrians.
- Removal of the roundabout entry to the leisure centre.



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- 1.5.9 The figures below show elements of the Recreation Ground Road scheme in greater detail with annotated notes.



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