



Transport Monitoring 2019/2020

TRANSPORT MONITORING 2019/2020

This section of the Authority Monitoring Report covers the period from 1 April 2019 to 31 March 2020 and contains information on the transport performance against transport policies and indicators.

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 council.

Key statistics:

- 86% of all residential proposals granted permission in 2019/20 complied with Policy TRA3(a)
- M20 Junction 10a fully operational in December 2019
- Increase of PRow network by 2.91 kilometres

Strategic Schemes

Monitoring Indicator – Strategic Schemes	
Implementation of strategic scheme which include:	
i. M20 Junction 10a	
2019/2020 status	Junction fully operational from December 2019
ii. Pound Lane Link Road	
2019/2020 status	No progress
iii. A28 dualling/Chart Road improvements	
2019/2020 status	No progress
iv. Former ring road junctions	
2019/2020 status	Implemented

M20 Junction 10a

The junction 10a of the M20 became fully operational on 19 December 2019. This will reduce congestion and long delays in the future by creating additional capacity for vehicle movements to South Ashford.

Pound Lane Link Road

No progress was made towards the link road at Pound Lane in the monitoring year. An application for development at Court Lodge (site S3 in The Ashford Local Plan 2030) is currently being considered (application ref. 18/01882/AS).

A28 Dualling and Chart Road Improvements

The scheme to deliver the widening of A28 Chart Road has been delayed due to uncertainty regarding the funding for the scheme. Between April 2018 and March 2020 negotiations continued regarding the funding package to bring forward the dualling proposals. Subsequently the funding package is in the process of finalisation in order to commence the project. The proposal has not started and is expected to recommence in 2022-2023 when the developer of Chilmington reaches their planning obligation to providing funding to the project, once 400 homes have been occupied.

Ring Road Junction Improvements

Within the 2019/2020 monitoring year, improvements were made to the ring road. All improvements have been made and the junction is now fully operational.

Town Centre Parking

During the 2018/2019 monitoring year the number of circa 1,500 public parking spaces in the town centre remained. There were no recorded losses to short-stay or long-stay public parking during this period.

Monitoring Indicator – Town Centre Objectives	
Total gains and losses of public parking spaces serving Ashford Town Centre:	
i. Long-stay	
Target	Gains within plan period
2019/2020	Data unavailable
ii. Short-stay	
Target	Gains within plan period
2019/2020	Data unavailable

Parking Standards

Policies TRA3(a) (*Parking Standards for Residential Development*) and TRA3(b) (*Parking Standards for Non Residential Development*) set out the parking standards for all development proposals. Applications for planning permission are required to meet the standards set out in the policies. In exceptional cases proposals may depart from the standards if certain criteria apply.

Monitoring Indicator – Parking Standards

i. Percentage of residential development applications granted meeting the standards set out in Policy TRA3(a)

Target	100%
2019/2020	86%

Note: this percentage does not include applications which include a loss of housing, these will be assessed against Policy TRA3(b).

ii. Percentage of non-residential development applications meeting the standards set out in TRA3(b)

Target	100%
2019/2020	59%

Note: this percentage does not include applications which include a loss of employment, these will be assessed against Policy TRA3(a).

Sustainable Travel

With many new housing and business developments within about 2 miles of the town centre, we need to ensure that bus travel, cycling and walking is promoted. The aim is to provide a high quality network of routes that will encourage people use sustainable methods of transport to their place of work, school, college and into the town centre.

Reducing the need to travel by car is key, to ensure the sustainable growth of Ashford and will help to reduce congestion and pollution in the area. Active means of travel such as cycling or walking offer a pleasant recreational activity and considerable health benefits.

Work commenced on a new Ashford Cycling & Walking Strategy to cover the years 2019-2029. The six main aims of the strategy are:

- To provide and improve the cycling and walking network
- To increase cycle parking around the borough
- To maintain the existing cycling and walking network
- To focusing on safer cycling
- To promote cycling and walking in the borough
- To increase opportunities for cycling and walking tourism

The document went out to public consultation in May 2019 and was adopted by the Council

in May 2020.

In addition to the development of the Cycling & Walking Strategy, Ashford's network of Public Rights of Way (PROW) increased by over 2 kilometres in 2019/2020. This is a significant increase on the 193 metres achieved in 2018/2019.

Monitoring Indicator – Sustainable Travel	
i. Enhancements to sustainable transport methods provided from new development	
Target	Improvement of existing non-car routes
2019/2020	<ul style="list-style-type: none"> No improvements made resulting from approved development
ii. Enhancements to cycle and pedestrian routes and cycling parking provision from new development.	
Target	Gains of pedestrian and cycle paths No loss of PROW provision
2019/2020	<ul style="list-style-type: none"> Increase in PROW network of 2.91 kilometres, including 2.04 kilometres of public footpath.
<i>Source: Kent County Council (KCC)</i>	

Local Road Network

Kent County Council (KCC) Highways and Transportation is the local highways authority for Ashford borough. In 2019/2020, the council received a number of applications requiring KCC Highways advice. There were no objections to applications granted planning permission.

Monitoring Indicator – Local Road Network	
Developments permitted against highway authority advice	
Target	0%
2019/2020	0%
<i>Source: KCC Highways</i>	