

Dover District Audits

Aylesham

April 2020





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

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Introduction

Description of the Area

Aylesham is a rural area in Kent, currently undergoing a period of change and expansion.

In 1926, construction started on a 600 acre site near Aylesham Wood to accommodate mine workers of the nearby Snowdown Colliery, and their families. Due to the impacts associated with the decline of the mining industry and the subsequent closure of the Snowdown Colliery in 1987, the village did not reach its full potential, and in an attempt to provide more housing in the region, is now the focus of regeneration efforts.

The population of only around 5,700 (in 2018) is intended to grow as the village becomes a Rural Service Centre for the area, with more housing options and improved shopping and community facilities proposed. Aylesham could see 7% of new housing in the Dover District as set out in the Council's Adopted Core Strategy, which amounts to at least 1,000 new homes. The proposed expansion of the settlement of Aylesham has reduced the projected housing requirements of Canterbury, just over 6 miles to the north, and will serve to enhance the economic base of the former East Kent Coalfield¹.

This state of change and growth creates an opportunity to establish excellent walking and cycling facilities in Aylesham and due to the planned nature of the town, it has characteristics that will support this. Specifically, many of the streets in Aylesham

¹<https://www.dover.gov.uk/Planning/Planning-Policy-and-Regeneration/PDF/Aylesham-Masterplan-Supplementary-Planning-Guidance.pdf>



Housing development is well underway in Aylesham

are wide, or have wide verges, which offers space for people on foot and wheeled users.

Additionally, the central market square has potential for many improvements to the public realm to create a sense of community and identity and facilitate cycling and walking trips.

Aylesham is relatively flat which enhances the potential for cycling and walking, and examples of infrastructure that has already been installed can be seen, including a high quality shared use path through the central open space, between the station and Market Square. This demonstrates what is possible on more routes around the town to create a high quality walking and cycling environment in Aylesham that will support regeneration efforts and liveability.

Economy

The population living in Aylesham is predominately characterised as 'householders living in inexpensive homes in village communities'², with nearly 70% of people identified as such. However, 20% of people are in households facing varying levels of financial constraint, which is reflected in the higher rates of people claiming all categories of benefits, compared to the rest of the Dover District. The level of deprivation in Aylesham is within the top 10% in Kent.

The industries providing most employment in Aylesham are a) human health and social work activities, b) wholesale and retail trade repair of motor vehicles and motor cycles, c) construction, and d) education.

²<https://www.kent.gov.uk/about-the-council/information-and-data/Facts-and-figures-about-Kent/area-profiles>



Aylesham Industrial Estate, on Cooting Rd

The Aylesham Business Park and the Aylesham Industrial Estate, on Cooting Rd, are more concentrated economic hubs within the town, along with the retail outlets and services around Market Square.

Transport

Aylesham is serviced by Aylesham Station, part of the Southeastern Rail network, with hourly services between London and Dover Priory. There is one bus route through the town, the 89 operated by Stagecoach, which circuits the town and connects to Canterbury in around half an hour.

The A2 is the main motorway linking Aylesham to the rest of the country, connecting to the village by the B2046. These roads surround Aylesham, rather than traverse through it, so they have no impact on connections within the current extent of the town.

Over 70 % of people in Aylesham reported using a car or van to travel to work in the 2011 census, followed by around 10% of people that reported walking. With the non-working portion of the population not accounted for in this statistic, and with high levels of deprivation in the area, there is a need to consider safe and pleasant options for travel by foot and cycle.

Active Travel Policy

The Dover District Cycling Plan³ (2008-2013), demonstrates an appetite for improving cycling in the district of Dover, but it does not specifically reference the challenges and opportunities specific to Aylesham. The Plan proposes four areas of focus, including new cycle links, maintenance of old links, and behaviour change initiatives.

More current policies include, at the national scale, The Department of Transport's Cycling and Walking Investment Strategy⁴ (2017), which makes a commitment to supporting walking and cycling infrastructure projects. The Kent Active

³https://www.kent.gov.uk/_data/assets/pdf/file/0005/7862/Dover-cycling-strategy.pdf

⁴https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/874708/cycling-walking-investment-strategy.pdf

Travel Strategy⁵ and its 2018/19 Action Plan⁶ provide further context and tone for activities and initiatives that encourage and facilitate active travel within the Dover District. It includes intent to integrate active travel into planning; provide and maintain appropriate routes for active travel; and support active travel in the community.

Policies to improve transport infrastructure must be considered in light of extensive development planned around Aylesham, specifically the expansion of housing northeast of Dorman Ave North, and at the former Snowdown Colliery, south of the village. These developments must make provisions and be designed in such a way that prioritises pedestrians and cyclists and enhances access to public transport; rather than increasing motor vehicle dependency, as is still seen across much of the housing development sector.

During the site audit for this report, it was disappointing to observe a lack of cohesion for walking and cycling around the completed housing development northeast of Dorman Ave North. A lack of dropped kerbs, formal crossings, and safe transitions from off-road paths to on-road, a lack of consistency of user priority from one road to the next, and an abundance of unnecessary wooden bollards currently taint the environment for walking and wheeling, in an area that otherwise strives to incorporate landscaping and open space into its design.

⁵https://www.kent.gov.uk/_data/assets/pdf/file/0007/71773/Active-Travel-Strategy-information.pdf

⁶https://www.kent.gov.uk/_data/assets/pdf/file/0009/83925/Active-Travel-action-plan-2018-2019.pdf



Evidence of poor pedestrian provision in the new estates

Future growth

The policies within the Structure Plan and District Local Plan propose village expansion and enhancement at Aylesham which would enable it to function as a Rural Service Centre. This framework, adopted in February 2010, identifies expansion aimed at improving the sustainability of the village, through increased population and housing choice, improved shopping and community facilities, and environmental enhancements⁷. At least 1,000 new homes are proposed in Aylesham within the Plan, accounting for 7% of the total provision for the district.

Dover District Council is currently in the process of producing a new Local Plan, expected to be adopted from 2022⁸. The Local Plan covers the period from 2018 to 2038 and will set out the key policies for the district. Once adopted, the Local Plan will replace the current suite of Development Plan documents.

A call for a future supply of land in the District which is suitable, available and achievable for housing and economic development uses took place in 2017⁹, to inform the next Local Plan period. Whilst work on the Housing and Economic Land Availability Assessment (HELAA) is on-going, the high level assessment of the suitability and availability of sites submitted as part of the call identify opportunity areas north of the new housing development northeast of Dorman Ave North, sites adjacent to Aylesham Rd, and at the former Snowdown Colliery, which has seen proposals to be transformed into Snowdown Park - an environmentally-friendly hub for start-up businesses, artisan producers, research, development and innovation¹⁰.

⁷<https://www.dover.gov.uk/Planning/Planning-Policy-and-Regeneration/PDF/Adopted-Core-Strategy.pdf>

⁸<https://www.dover.gov.uk/Planning/Planning-Policy-and-Regeneration/New-District-Local-Plan/Home.aspx>

⁹<https://www.dover.gov.uk/Planning/Planning-Policy-and-Regeneration/New-District-Local-Plan/HELAA.aspx>

¹⁰<https://www.dover.gov.uk/News/Press-Releases/2018/Former-East-Kent-colliery-vision-small-business-park-and-rural-visitor-attraction.aspx>

Current Strengths and Opportunities

- A pleasant rural village, with good access to green space and countryside views, with an established central square and good walking and cycling links between the central square and station, which have been recently delivered.
- Spacious streets that offer more flexibility for installing the most appropriate designated cycling and walking facilities.
- Existing examples of good neighbourhood permeability seen on streets around the village, both in the new and the more established areas.
- A Masterplan with strategies for establishing the village as a robust and sustainable local community and economy.
- Small size that the entire village is able to be cycled from one corner to the other in less than 10 minutes and walked in less than 30 minutes.
- A village with a strong narrative around its interesting history as a planned Garden Village, which may help in continuing to establish Aylesham in an informed, progressive and sustainable way, ensuring excellent walking and cycling infrastructure, low traffic neighbourhoods, and accessible, well-maintained and inclusive public amenities and green space, therefore avoiding many of the issues often associated with retrofitting measures to remove car dominance.
- In easy reach of larger towns, including by bus and train. The frequency of bus services should be increased alongside village expansion.
- A good network of public rights of way surrounding the village, some of which can be easily made accessible to all users, i.e. through path resurfacing and widening, and barrier removal, etc.

Barriers to Cycling and Walking

- A lack of dedicated cycling and walking routes to key destinations across the village including schools, employment centres, and local amenities.
- Lack of 20mph zones within residential areas across the village. National speed limits outside of built-up areas.
- A general lack of traffic calming and lack of traffic restrictions on residential streets.
- General road environment that prioritises motor-vehicle movement over non-motorised users.
- Low levels of service for pedestrians across the village, caused by poor surfacing condition, wide junction entries with large crossing distances, and a general lack of formal crossings.
- Good permeability for pedestrians across the village, but some paths restrict wheelers/cyclists.
- Motor-vehicle priority around the central Market Square, with a lack of footways east-west along the desire line, and no formal crossings across Market Place to access the green space.
- A lack of formal crossing (and subsequent cycle dismount) aligned with new shared use paths through the central open space, between Market Square and the station.
- An absence of pedestrian and cycling priority through design, in recent housing developments, with significant barriers to accessibility from a lack of dropped kerbs and formal crossings, user conflict risk from unclear priorities and inconsistency of footway provision, and a lack of safe transitions from off-road paths to on-road.
- A lack of secure cycle parking across the town.



Area Wide Recommendations

In addition to route specific recommendations listed in this report, the following village-wide recommendations are suggested. Aylesham is a small village, so there is great potential for high quality walking and cycling facilities to be the norm, and as development continues, high standards should be introduced from the onset, to avoid costly and unnecessary retrofitting and compromised solutions to reducing car-dominance and encouraging active travel.

- Reduction of speed limit to 20mph across the area, complemented by physical measures such as raised tables, vertical and horizontal deflection.
- Identification of measures to improve residential roads where possible, such as removing through-traffic through traffic filtering.
- Programme to properly engage with local community groups, business representatives and residents, to collaboratively design interventions fit for purpose, and encourage community ownership and long lasting change.
- Implementation of School Streets (measures to restrict motorised traffic at school drop-off and pick-up times outside schools to improve safety and reduce air pollution outside the school gate), providing safe crossing facilities and high quality routes from local residential areas.
- Undertake a full walking audit, detailing key pedestrian routes, and upgrades required to overcome barriers for all user groups with protected characteristics, as defined in the Equality Act 2010.
- Work with developers, Kent County Council and Dover District Council to ensure new developments are permeable for walking and cycling, link to public transport networks, and support car-free lifestyles. Reduce car dependency through design; rather than retrospectively, and provide high quality barrier-free open spaces for recreation.
- There are many good examples of permeability in Aylesham, however many of these could be easy improved by removing barriers that make them difficult to access for some users. Therefore, remove physical barriers to walking, wheeling, and cycling as priority 'quick wins' measures.
- A district-wide behaviour change programme to reduce car use, especially traffic associated with the school run.
- Where one-way streets are proposed to restrict vehicular traffic movement, provide facilities for two-way cycling, such as contraflow cycle lanes, or widened shared use facilities. For example, on Milner Crescent, which has no facility for cycling. Improving this road as a cycling link will improve the overall network, providing more direct links between Route 103 and Routes 102 and 104.
- Ensure secure cycle parking facilities - covered where possible - are available at all destinations around Aylesham, including work places, schools, shops, healthcare facilities, leisure centres, and recreational spaces.

Case Studies

In addition to the Government's Cycling and Walking Investment Strategy, a number of local authorities and devolved administrations have published their own strategies for increasing levels of walking and cycling and some of these are summarised below, together with a few practical examples.

London Cycling Design Standards

The Mayor of London has set out his vision for cycling and his aim to make London a 'cyclised' city. Building high quality infrastructure to transform the experience of cycling in London and to get more people cycling is one of several components in making this happen. This means delivering to consistently higher standards across London, learning from the design of successful, well used cycling infrastructure and improving substantially on what has been done before. It means planning for growth in cycling and making better, safer streets and places for all.

The six core design outcomes, which together describe what good design for cycling should achieve, are: Safety, Directness, Comfort, Coherence, Attractiveness and Adaptability.

Adaptability is a measure in the Cycling Level of Service assessment matrix, with scores given against the following factors:

- Public Transport Integration
- Flexibility
- Growth enabled

The key point here is that provision must not only match existing demand, but must also allow for large increases in cycling.



Quietway 2, Margery Street

Greater Manchester: Made to Move

The goal in Manchester is to double and then double again cycling in Greater Manchester and make walking the natural choice for as many short trips as possible. The intention is to do this by putting people first, creating world class streets for walking, building one of the world's best cycle networks, and creating a genuine culture of cycling and walking. According to the 2011 Census, the proportion of commuters who cycled to work in Greater Manchester was 2.2%.

To make the vision a reality, the aim is to create dedicated networks for walking and cycling. This means building segregated cycling routes on main roads and through junctions supported by traffic-calmed cycling routes. It also means improving the quality of the public realm and better wayfinding to make walking short journeys much easier. The key actions being undertaken are listed below.

Taking action

1. Publish a detailed, Greater Manchester-wide walking and cycling infrastructure plan in collaboration with districts.
2. Establish a ring-fenced, 10 year, £1.5 billion infrastructure fund, starting with a short term Active Streets Fund to kick-start delivery for walking and cycling. With over 700 miles of main corridors connecting across Greater Manchester, this is the scale of network being aimed for.
3. Develop a new, total highway design guide and sign up to the Global Street Design Guide.



4. Deliver temporary street improvements to trial new schemes for local communities.
5. Ensure all upcoming public realm and infrastructure investments, alongside all related policy programmes, have walking and cycling integrated at the development stage.
6. Develop a mechanism to capture and share the value of future health benefits derived from changing how we move.
7. Work with industry to find alternatives to heavy freight and reduce excess lorry and van travel in urban areas.

Cycling Action Plan for Scotland

Scotland's plan is that a shared national vision for a 10% modal share of everyday journeys by bike is being targeted, with a related clear aspiration for reduction in car use, especially for short journeys, by both national and local government. They state that a long term increase in sustained funding is required, with year-on-year increases over time towards a 10% allocation of national and council transport budgets as are currently being achieved in Edinburgh. The primary investment focus is on enabling cycling through changing the physical environment for short journeys to enable anyone to cycle.

There is commitment to a shared vision of 10% of everyday journeys by 2020 by bike, and positively

promoting modal shift away from vehicle journeys which will over time reduce car use for local trips.

At its meeting on 9 February 2012, Edinburgh City Council committed to spend 5% of its 2012/13 transport budgets (capital and revenue) on projects to encourage cycling as a mode of transport in the city, and that this proportion should increase by 1% annually. This funding would be used to support the delivery of the Active Travel Action Plan (ATAP). In 2010, the Council approved its ATAP, which seeks to build on the high level of walking in Edinburgh and the growing role of cycling. It set targets of 10% of all trips and 15% of journeys to work by bike by 2020. These targets are incorporated in the Local Transport Strategy.

South West City Way, Glasgow

From 2014 to 2016, the estimated number of cycling trips on the route of the South West City Way increased by 70%, from 115,450 trips by bike in 2014 to 195,800 in 2016. In 2016, cycling trips made up 22% of all estimated trips on the route. An estimated 43.5% of journeys made on the South West City Way in 2016 were journeys to or from work.

Before



After



Old Shoreham Road

Brighton and Hove City Council reallocated road space on Old Shoreham Road in 2012 and introduced “hybrid” cycle lanes, with low-level kerbs separating bicycles from motor vehicles and from the footway. The improvements also included:

- Full segregation for cyclists from motor vehicles, achieved by providing a low kerb edge
- Improvements to side road junctions to make crossing the road easier for pedestrians and people with mobility problems.
- Shared areas for cyclists and pedestrians at bus stops.
- A new zebra crossing across Old Shoreham Road at Chanctonbury Road.



Old Shoreham Road, Hove

Bike Life

Sustrans 2017 Bike Life report is the UK’s biggest assessment of cycling in seven major cities: Belfast, Bristol, Edinburgh, Birmingham, Cardiff, Greater Manchester and Newcastle.

Bike Life is inspired by the Copenhagen Bicycle Account (a biennial summary of key statistics on cycling in Copenhagen) and is an analysis of city cycling development including infrastructure, travel behaviour, satisfaction, the impact of cycling and new initiatives. The information in the report comes from local cycling data, modelling and a representative survey of over 1,100 residents in each city conducted by ICM Unlimited, social research experts. There is widespread public support for creating dedicated space for cycling, as shown in the infographics below.

Liveable Cities and Towns

Sustrans believes that dedicated high quality walking and cycling routes are only part of the overall picture and it is important to regard all public highways as public space and not solely movement corridors for motor vehicles. With this in mind, Sustrans offer the following general principles when designing liveable cities and towns.

1. Ensure that every child who can has the opportunity and confidence to walk and cycle safely to school using high quality walking and cycling routes.
2. Support schools, workplaces and local communities to make walking and cycling the easiest and most attractive option for everybody who can to get around.

3. Create ‘20 minute neighbourhoods’ – places where people can meet most of their everyday needs within a 20-minute walk of their home.
4. Radically reduce the volume and speed of vehicles on main roads, across city and town centres and local high streets – creating places where motorised transport is guest.
5. Remove the through-traffic from our residential areas – creating social streets where walking has priority.
6. Ensure every town and city is served by a dense network of protected cycle routes across urban areas, complemented by off-road routes and routes on quiet streets, as well as walkable routes to and within urban areas.

7. Routes should be attractive, fully accessible, and make people feel safe and secure.
7. Support work to ensure that appealing, comprehensive, affordable and innovative public transport options are available for all, and are integrated with walking and cycling.
8. Green our urban areas and ensure everyone can easily access high quality green spaces and green corridors that are good for and connect us to nature.
9. Embrace the potential of cargo bikes to replace vans and cars in the transportation of goods, services and people, whilst removing the negative impacts of freight in the urban environment.
10. Give everyone the opportunity to take up cycling by providing cycles, including electric and adapted, improving cycle parking, and expanding public cycle scheme provision, inclusiveness and integration.
11. Use evidence, insight and stories to make a compelling case for change and win hearts and minds.
12. Encourage a new public debate on motorised transport use – a citizens’ assembly which considers the radical and immediate intervention needed to reduce unnecessary journeys by motor vehicles, fairly.
13. Ensure the real cost of motorised transport and its impact on current inequality and future generations is recognised in cross-departmental government decision making, and investment in sustainable and active travel is prioritised.
14. Support diversity in transport and planning, so that decision makers are better representative of the communities that they serve. This is key to making walking and cycling attractive and inclusive activities.

Summary of Bike Life survey data

73%

of residents think investing in more space for walking and cycling or buses is the best way to keep their city moving rather than more space for cars



69% think more cycling would make their city a better place to live and work



75% of people would like to see more money spent on cycling in their city



64% of residents would cycle more if more roadside cycle routes were created, physically separated from traffic



78% of people support building more protected roadside cycle lanes, even when this could mean less space for other road traffic, including 74% of residents who do not ride a bike

Sustrans design principles

Designing for busy roads

Recently published guidance from Highways England (Interim Advice Note 195/16) is a useful starting point when considering whether the busier roads are likely to be suitable for cycling and walking.

This guidance suggests that the key threshold at all traffic speeds is an average annual daily traffic flow of 5,000 vehicles per day (vpd). At higher traffic flows, physical separation from motor vehicles is recommended.

Reducing traffic speed from 30mph to 20mph is clearly desirable, but if traffic flows cannot be reduced below 5,000 vpd, then physical separation will still be required. In these situations it is tempting to accommodate cyclists on existing footways, but this is not acceptable if it means a reduced level of service for pedestrians.

Speed Limit	Average Annual Daily Traffic (AADT)	Minimum Provision
40+	All flows	Cycle Tracks
30	0-5,000	Cycle Lanes
	>5,000	Cycle Tracks
	<2,500	Quiet Streets
20	2,500-5,000	Cycle Lanes
	>5,000	Cycle Tracks

From Interim Advice Note 195/16

Sustrans recommends a minimum shared path width of 3.0 metres in an urban setting, with reduced widths acceptable in certain circumstances. The table below is taken from the Sustrans Design Manual, a handbook for cycle-friendly design.

On some roads it may not be possible to accommodate cycle lanes, cycle tracks or a shared path and the designer must consider other alternatives, such as closing the road to through traffic or finding a different route alignment.

Type of route	Minimum path width
Urban traffic free	3.0m on all main cycle routes, secondary cycle routes, major access paths and school links; wider on curves and steep gradients. 2.5m possible on access routes and links with low use
Urban fringe traffic free	3.0m on all main cycle routes, major access paths and school links 2.5m possible on lesser secondary cycle routes and access links
Rural traffic free	2.5m on all main routes, major access paths and school links 2.0m possible on lesser routes and links

From Sustrans Design Manual

Traffic restrictions

Experience from towns and cities across the UK and in Europe suggests that in addition to providing good quality infrastructure for walking and cycling, it is necessary to restrict motor vehicles so that active travel is the natural and obvious choice for short trips. This does not mean any lack of accessibility for motor vehicles, just that they may need to make longer trips than the equivalent journey on foot or by bike.

There are various ways that traffic can be restricted and the designer will need to consider the appropriate solution for each location. A number of suggested measures are listed below:

- Vehicle Restricted Areas (pedestrian zones)
- Traffic calming and 20mph zones to reduce vehicle speeds
- Reduced availability of on-street and off-street parking
- Workplace Parking Levy
- Congestion charging
- Clean Air Zones

Filtered permeability

Filtered permeability gives pedestrians and cyclists accessibility and journey time advantages compared to other vehicles by exempting them from access restrictions that apply to motor traffic and by the creation of new connections that are available only to cyclists and pedestrians. Measures can include:

- Cycle contraflows on one-way streets
- Exemptions from road closures, point closures and banned turns
- Permitting cycling in parks and open spaces
- Traffic free paths such as links between cul-de sacs and public or permissive routes through private areas
- Traffic cells, restricting through traffic in defined areas
- Cycle parking situated closer to destinations than car parking

Recommended measures

A number of technical solutions have been included in the brief main text descriptions for each location and some of these are summarised in this section.

Traffic calming

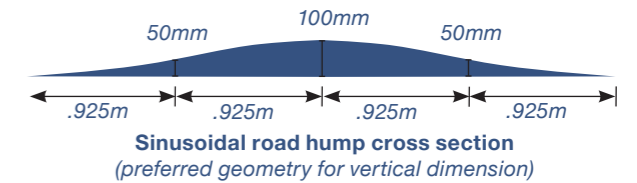
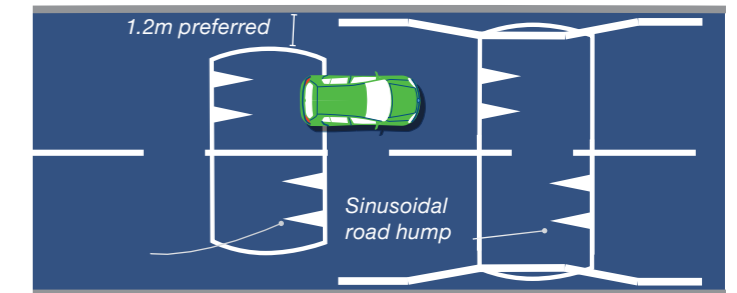
Physical measures to reduce traffic speed can be useful in locations where the speed limit is regularly exceeded or there is a record of accidents. There may be objections from local residents, emergency services and bus operators. Extensive traffic calming is unlikely to be supported on major roads, other than for short lengths. Common vertical and horizontal features are illustrated below.

Informal road crossings

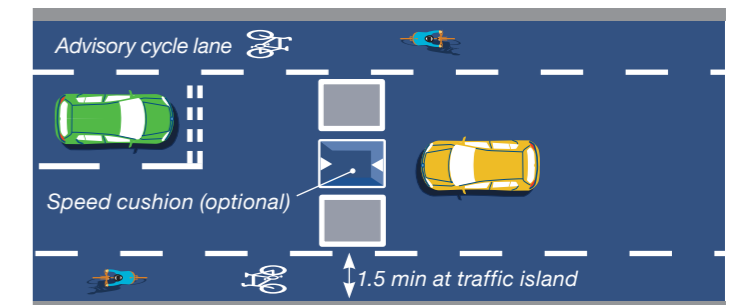
Where a footway alongside a main road crosses a side road, clear priority should be given to pedestrians. The most effective approach is to provide a clear, wide contrasting surface that is raised above carriageway level.

If this is not possible for reasons of available space or cost, flush dropped kerbs should be provided as a minimum.

Road humps



Priority system - pinch point



Zebra crossings

Unsignalled ‘priority’ crossings for both pedestrians and cyclists are a standard part of the toolkit in many parts of continental Europe but are not widely used in the UK. Some local authorities have experimented with “Parallel Crossings” where extra space is provided for cyclists adjacent to a Zebra crossing. These are becoming increasingly common in London and an example from Canterbury is illustrated below.



Chaucer Road, Canterbury

Point closures

Point closures (modal filters) are a simple, cheap, effective and reversible way to remove through traffic from streets. They can also reduce the need for more extensive traffic calming and are best implemented across a wider area to avoid traffic displacement onto parallel routes.

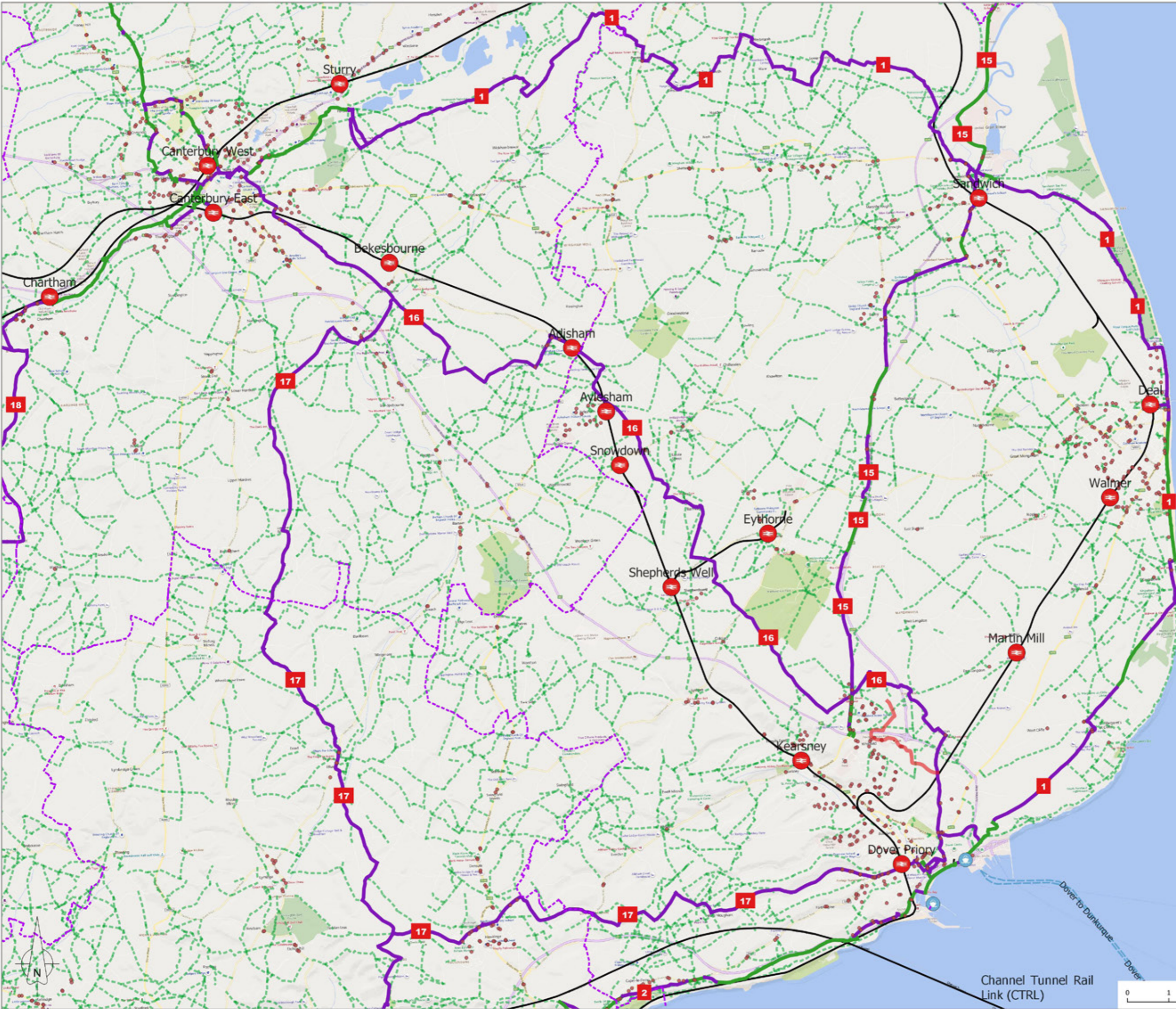
They have been used extensively in London to create “traffic cells” so that through traffic is eliminated from residential neighbourhoods.

20mph speed limits

It is widely accepted that 20mph is much safer for all road users in urban areas and many towns across the UK have introduced 20mph as the default speed limit, particularly in residential areas. If collisions do occur, the risk of a fatality or serious injury is significantly reduced at 20mph compared with 30mph.

As of 2019, there are 60 local authorities on the list of places who have implemented or who are implementing a community-wide 20mph default speed limit published by ‘20’s Plenty for Us’. In the South these include Brighton & Hove, Chichester and Portsmouth.

Studies show that a 20mph limit can improve traffic flows and road capacity in some situations, by reducing stop-start traffic and promoting a more even flow through urban streets.



KEY

- National Cycle Network
 - On-Road
 - Traffic Free
 - Public Rights of Way
- Railway Station
- Railway Track
- Ferries
- Bus Stops
- Administrative Boundary
- Proposed Bus Rapid Transit Route



2 College Green, Cathedral Square, Bristol, BS1 5DD

PROJECT
Dover District Cycling and Walking Assessment

TITLE
Dover District Existing Sustainable Transport Network

Drawn SM	Checked DY	Date 30/1/2020	Scale at A3 1:85000
STATUS ISSUE			

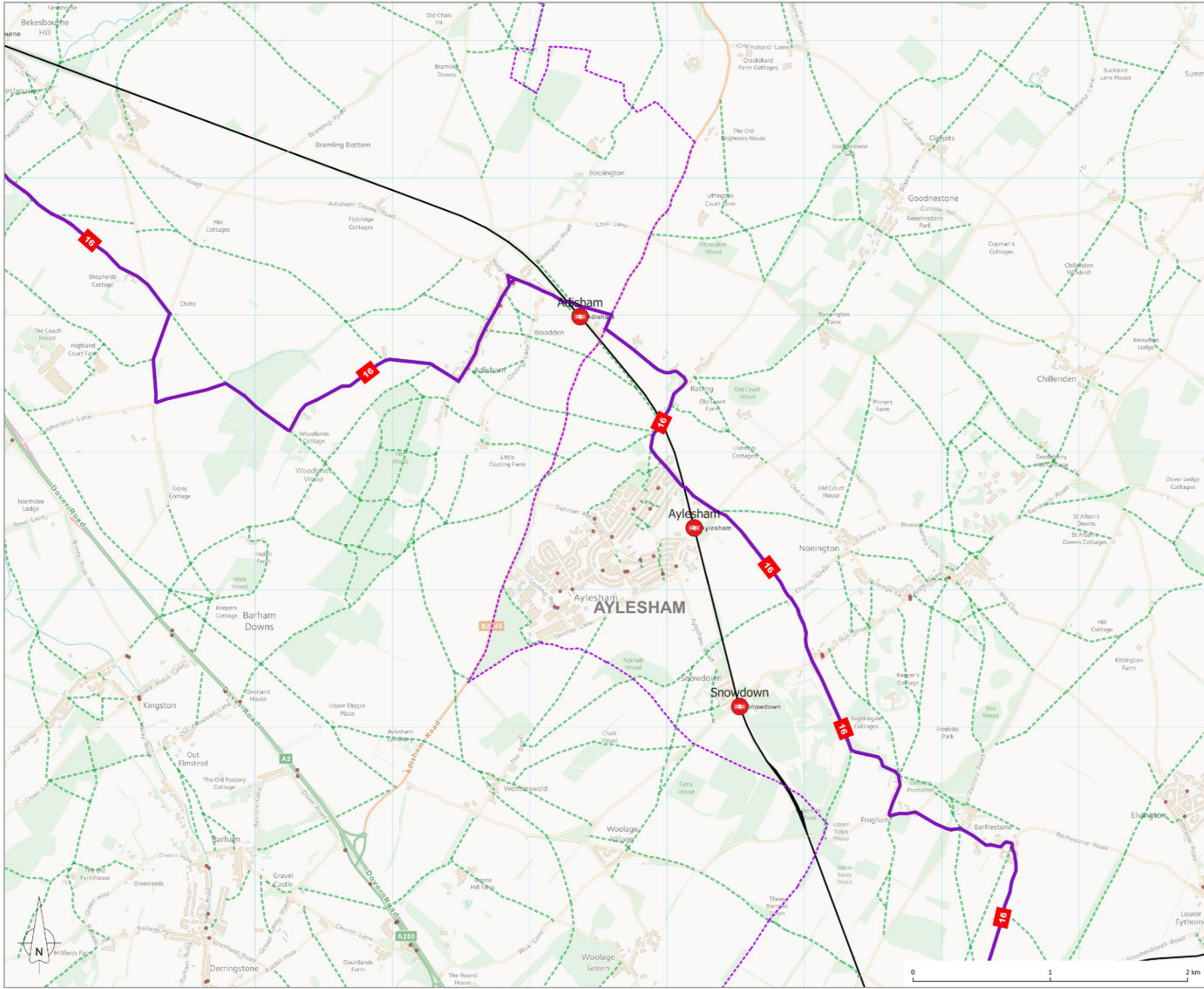
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Channel Tunnel Rail Link (CTRL)



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- KEY**
- National Cycle Network
 - On-Road
 - Traffic Free
 - Public Rights of Way
 - Railway Station
 - Railway Track
 - Ferries
 - Bus Stops
 - Administrative Boundary



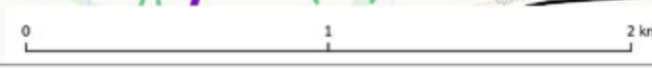
PROJECT
Dover District Cycling and Walking Assessment

TITLE
Aylesham Existing Sustainable Transport Network

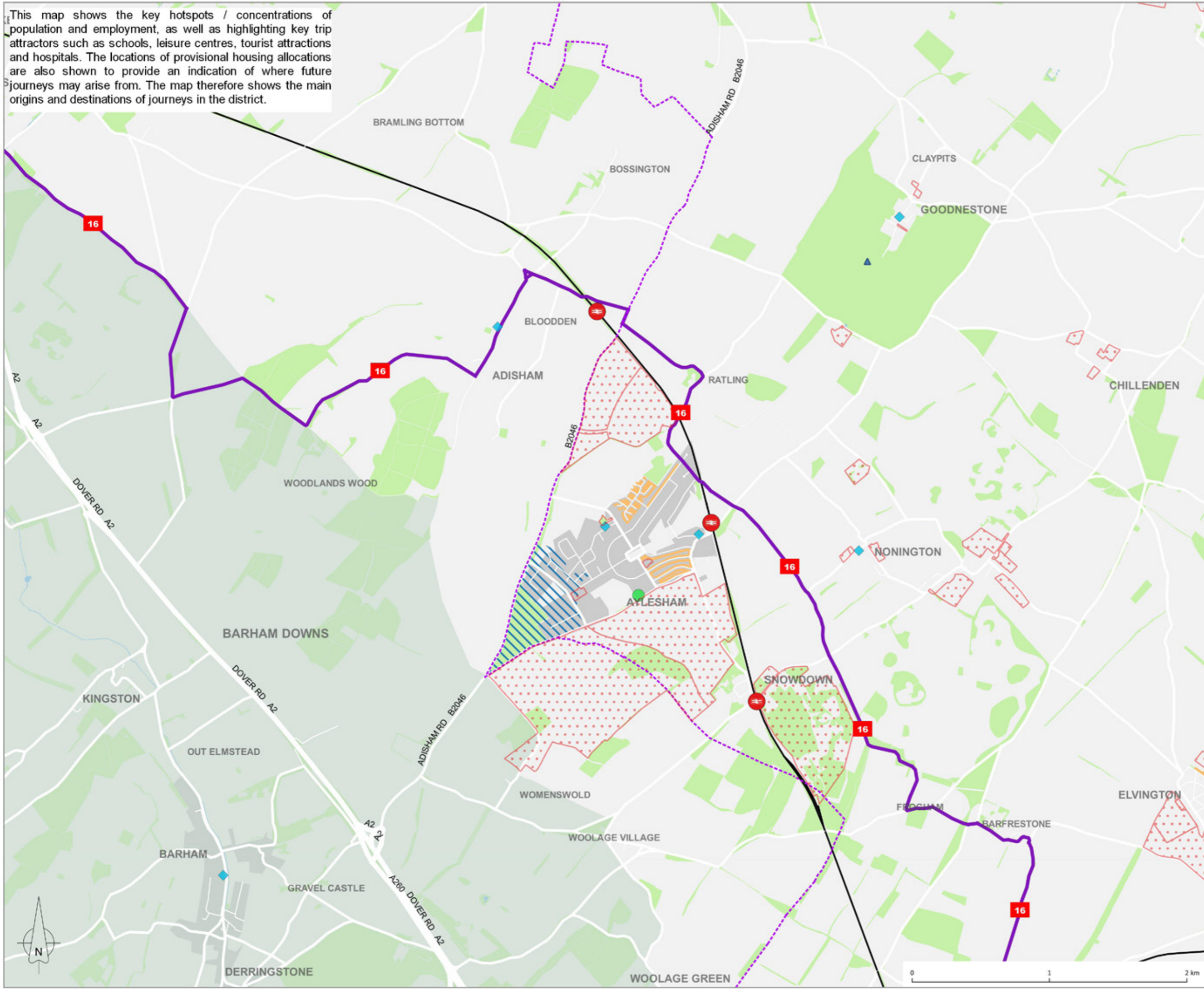
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STATUS
ISSUE

DRAWING NUMBER 12513DOV-SD-MAP-00-02	REVISION A
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This map shows the key hotspots / concentrations of population and employment, as well as highlighting key trip attractors such as schools, leisure centres, tourist attractions and hospitals. The locations of provisional housing allocations are also shown to provide an indication of where future journeys may arise from. The map therefore shows the main origins and destinations of journeys in the district.



KEY

Employment
2011 Census Population Density of Employment (Jobs per Hectare)

- 20 - 50
- 50 +

Population
2011 Census Population Density (People per Hectare)

- 0-50
- 50 - 100
- 100 +

Trip Attractors

Education

- Primary School
- Secondary School
- Further Education

Local Facilities and Amenities

- Leisure/Sports Centre
- Hospital
- Top 15 Tourist Attractions in Dover District
- Smaller Tourist Attractions

Transport

- Railway Station
- Railway Track
- Ferries
- National Cycle Network
- On-Road
- Traffic Free

Other

- Administrative Boundary
- National Nature Reserves/AONB
- DCC Provisional Housing Allocations



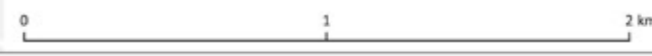
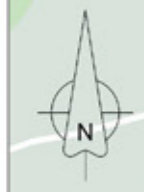
PROJECT
Dover District Cycling and Walking Assessment

TITLE
Aylesham Trip Generators and Attractors

Drawn SM	Checked DY	Date 7/1/2020	Scale at A3 1:25000
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STATUS
ISSUE

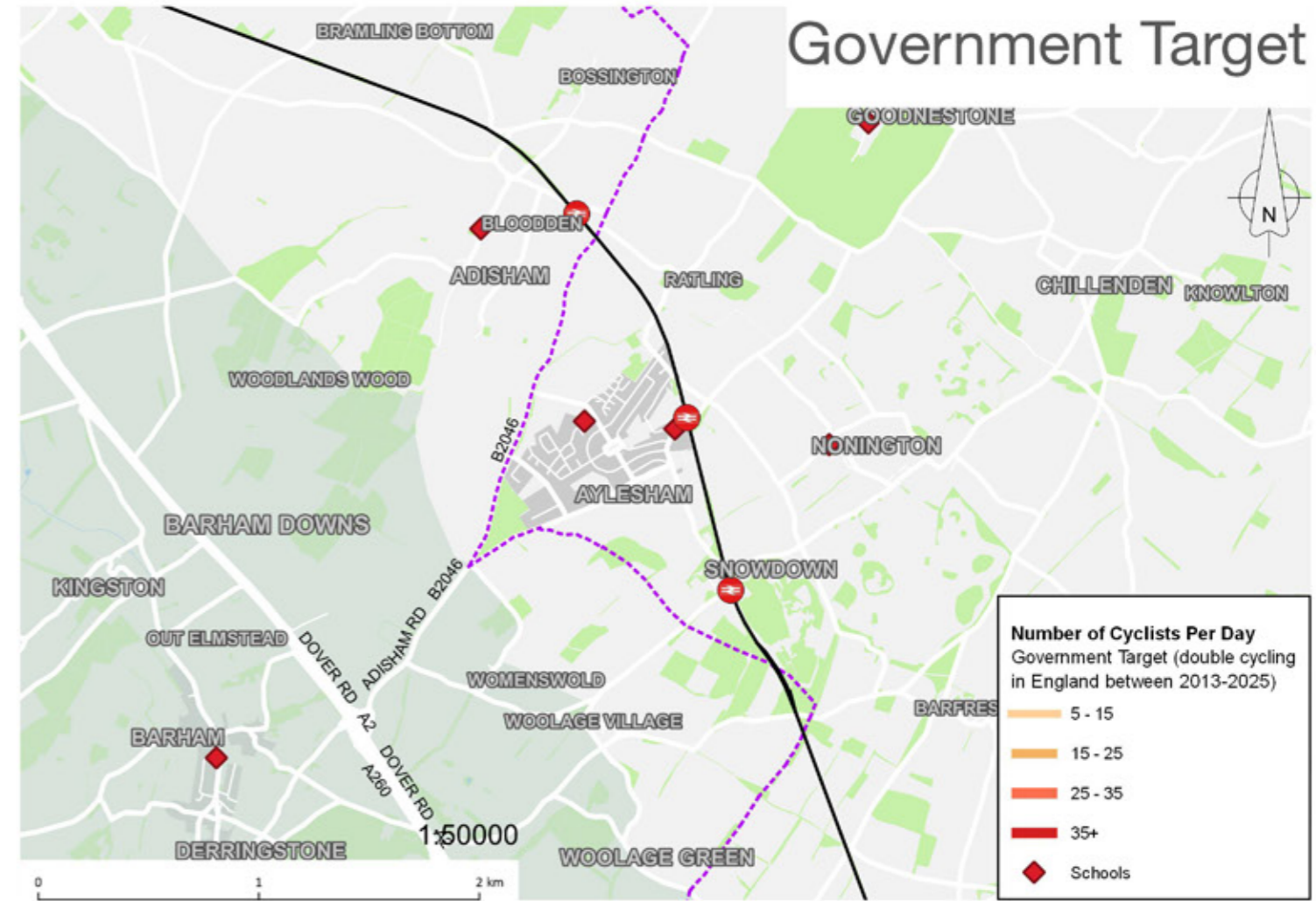
DRAWING NUMBER 12513DOV-SD-MAP-00-01	REVISION A
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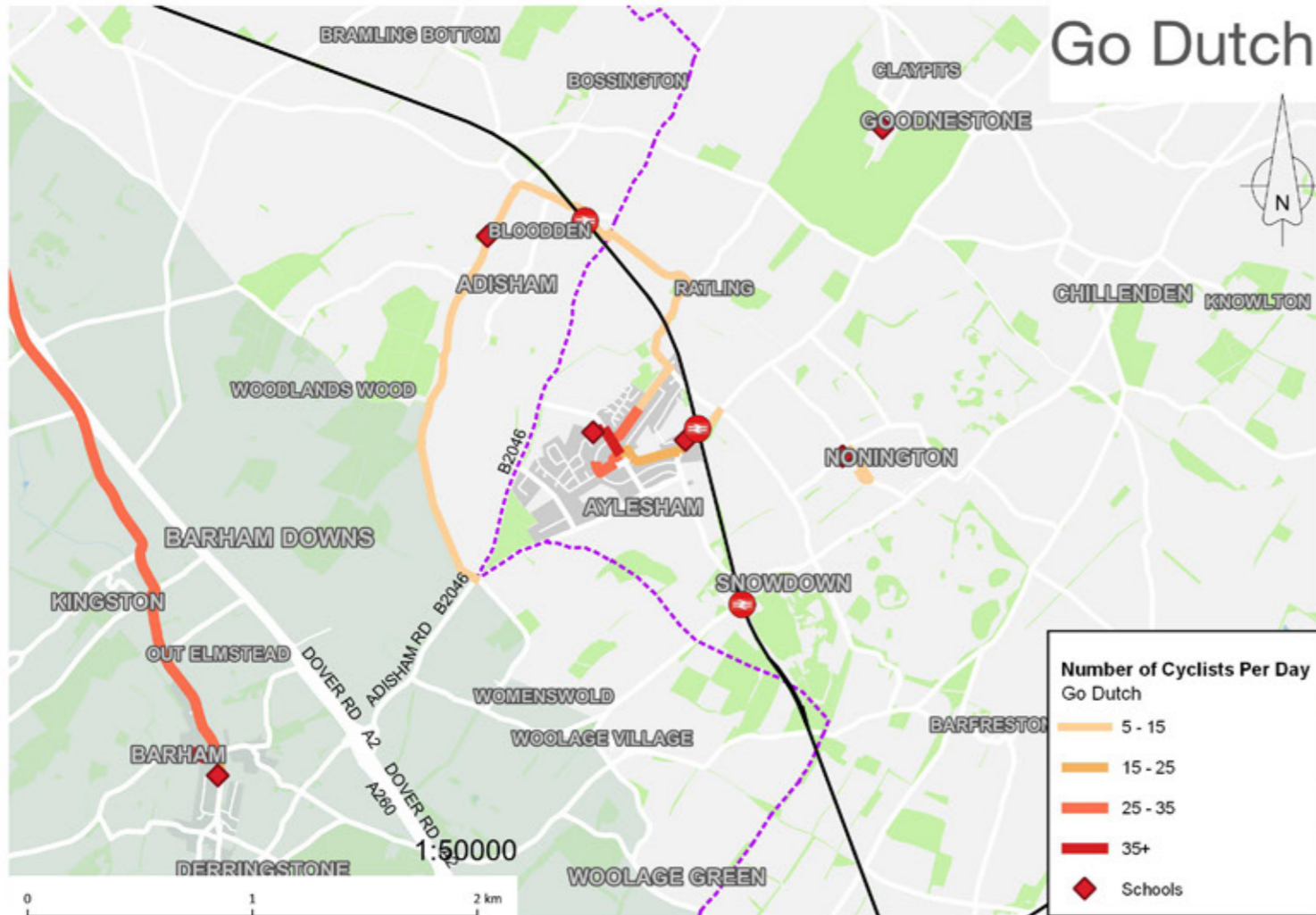
Aylesham PCT School Data 2011 Census



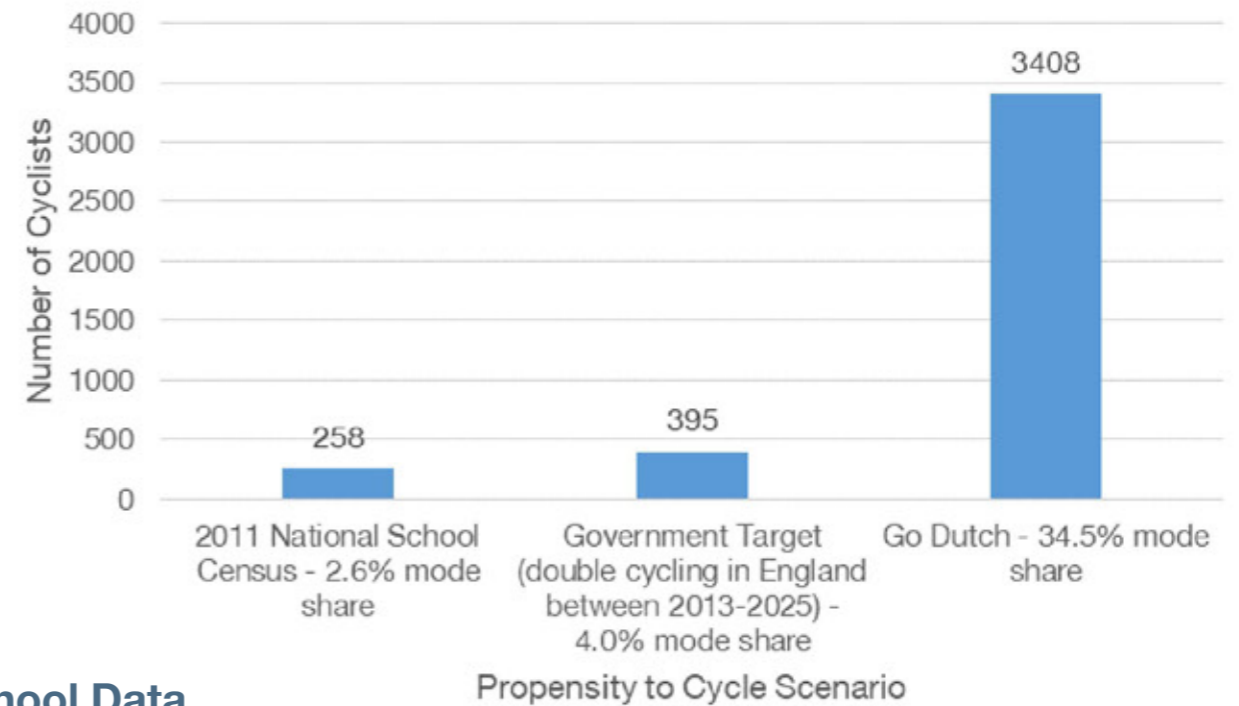
Government Target



Go Dutch



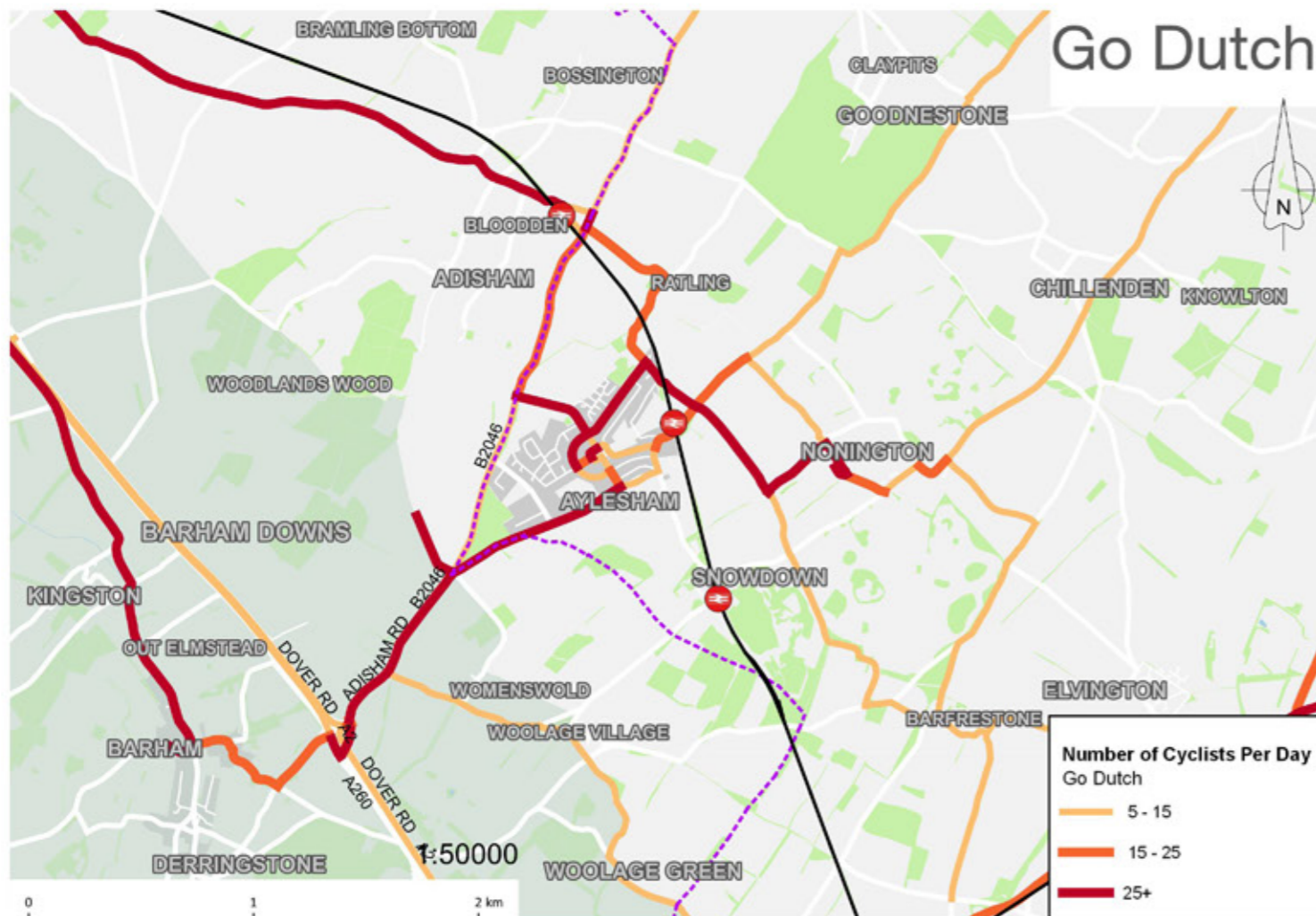
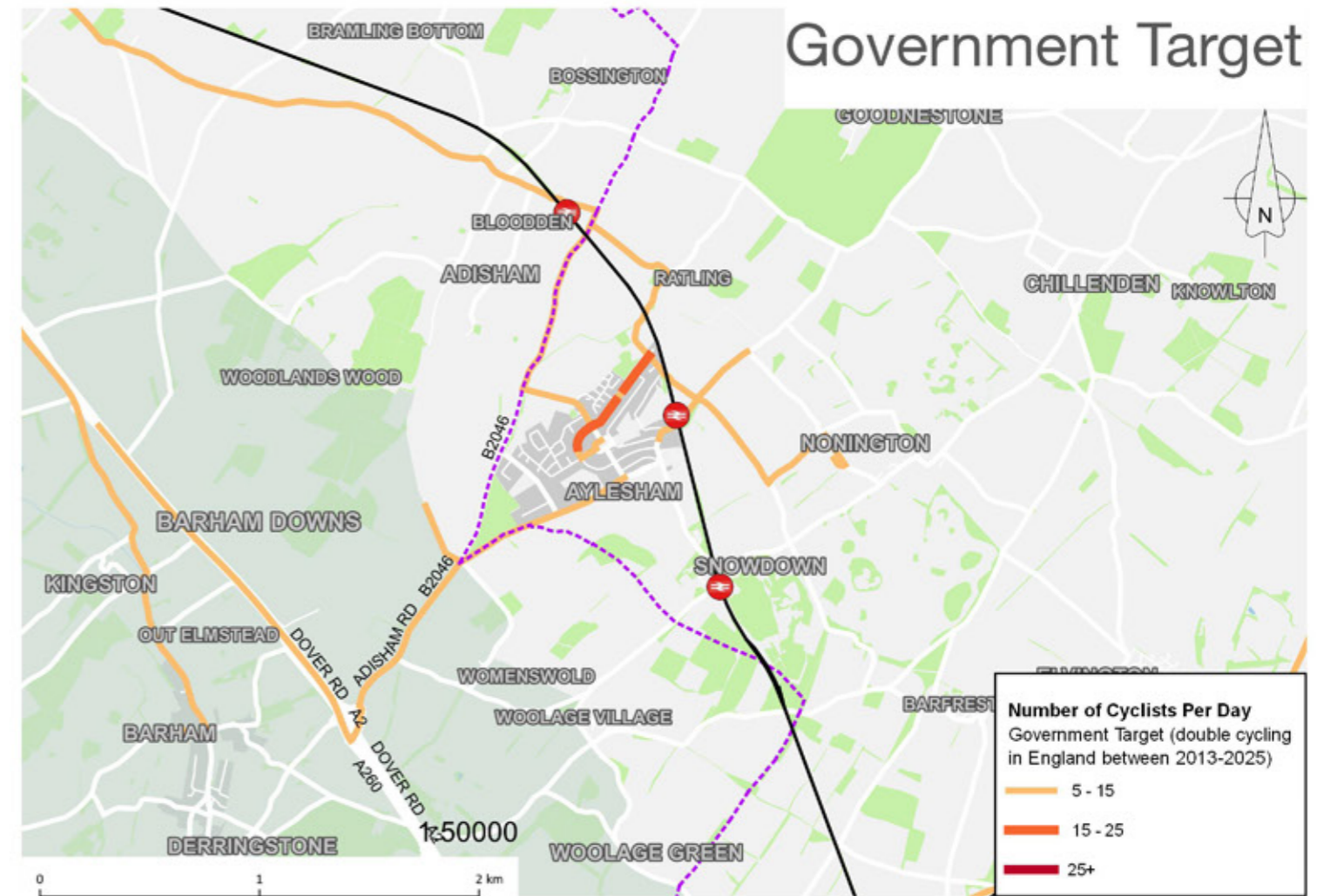
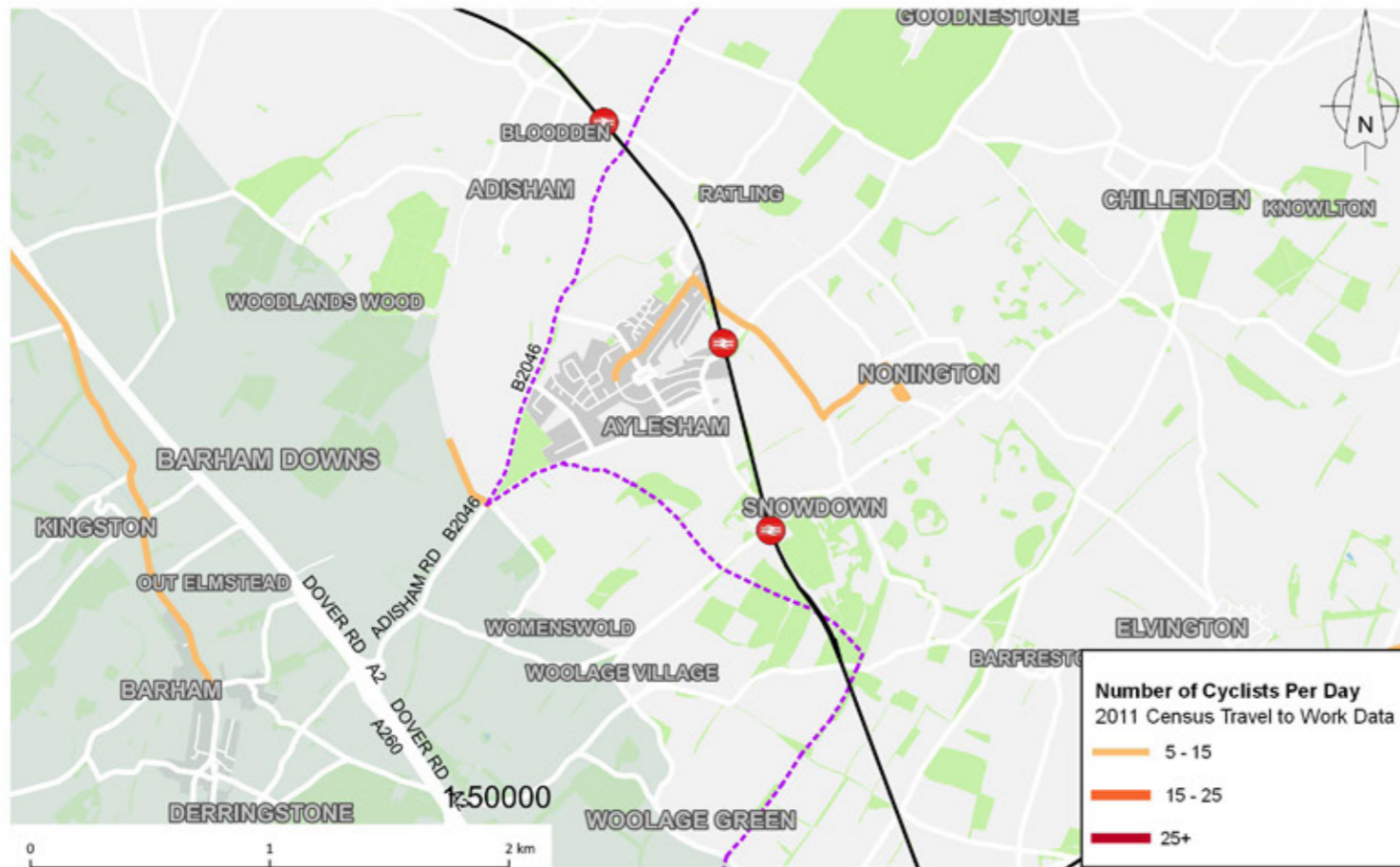
Dover District Schools: Total Cyclists Per Day



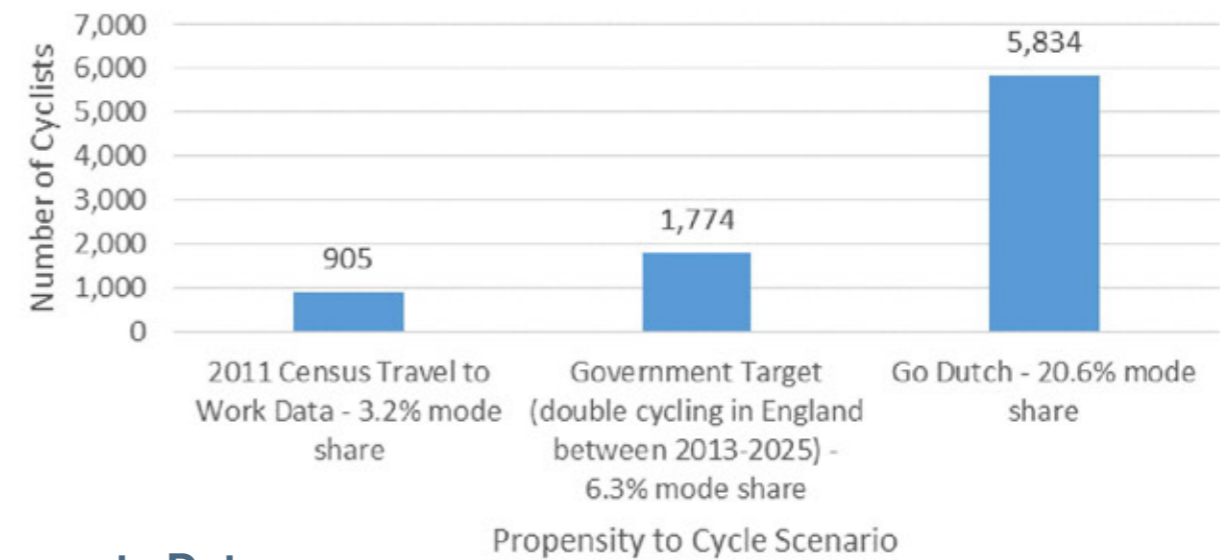
PCT School Data

These maps of cycling routes to school are derived from School Census 2010/11 data, so do not reflect any recent changes in school sites or catchment areas. If the local priority is enabling more students to cycle to school, then these travel patterns are a useful guide to routes where investment is needed. However, it must be remembered that education and escort to education is only 13% of all trips. In Aylesham, the Government target would see an increase of 150% in cycling to school, while the Go Dutch scenario suggests that cycling could increase 13 fold on 2010/11 levels.

Aylesham PCT Commute Data 2011 Census



Commuters Living and Working in Dover District:
Total Cyclists



PCT Commute Data

These maps of cycling routes to work are derived from Census 2011 data, so do not reflect any recent changes in employment sites. If the local priority is enabling more people to cycle to work, then these travel patterns are a useful guide to routes where investment is needed. However, it must be remembered that commuting is only 14% of all trips. In Aylesham, there is clearly huge potential for increasing cycle trips to work. The Government target would see levels double, while the Go Dutch scenario suggests that cycling could increase more than six-fold here.

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KEY

Census 2011 Commuter Flow Data
Number of Car Commuters Per Day

- 25 - 35
- 35 - 45
- 45+

Other
2011 Census Density of Employment (Jobs per Hectare)

- 50+
- Ferries
- Railway Station
- National Nature Reserves England

479 Journeys to work by car under 5km

sustrans
JOIN THE MOVEMENT
2 College Green, Cathedral Square, Bristol, BS1 5DD

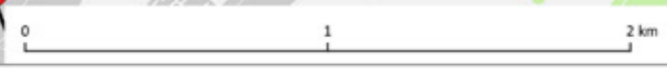
PROJECT
Dover District Cycling and Walking Assessment

TITLE
Aylesham Commuting Journeys by Car under 5km (PCT Straight Lines)

Drawn SM	Checked LD	Date 10/1/2020	Scale at A3 1:25000
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STATUS
ISSUE

DRAWING NUMBER 12513DOV-SD-MAP-00-03	REVISION A
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Route Recommendations



- ### Legend
- Walking and Cycling Routes
 - ▨ Identified HELAA Sites
 - ▨ Market Square



Aylesham Walking and Cycling Routes

Area Description

Aylesham is small enough that with the creation of only four dedicated routes, the entire village can be within 400m of a walking and cycling network – a key goal in the London Mayor’s Transport Strategy.

The routes that have been recommended follow wide streets that run radially from Market Square, which currently feature wide grassy verges. These verges provide opportunity for dedicated facilities for walking and wheeling/cycling, separated from the carriageway, which will provide a safer and more comfortable experience for all types of users, travelling actively around the village.

The four routes proposed are as follows:

- Route 101: East of Market Square (towards the station)
- Route 102: South of Market Square (towards Spinney Lane)
- Route 103: West of Market Square (towards Cooting Rd)
- Route 104: North of Market Square (towards development sites northeast of Dorman Ave North, and the B2046 Adisham Rd)

The central Market Square, where each proposed route will start from, is the main (though small) shopping area in Aylesham, with several shops, restaurants, a post office, medical centre, nursery and several residential frontages.

The Square has a quiet feel with an asphalt path crossing the width north to south, through the village war memorial, which was completed in 2018. A footpath has also been constructed west of the war memorial as far as a small fenced off area (where the village Christmas tree is erected each year), although this does not extend all the way to the western edge of the square. Hedges screen the Square from the surrounding gyratory – Market Place. There are several benches in the square, however little else of interest.

From Market Square, the routes provide access into each ‘corner’ of Aylesham. Across the village all

streets are residential in nature, with several small shops and services scattered throughout, particularly on streets closer to Market Square. The station and business park to the east, the leisure centre and sports ground to the south, the industrial estate to the west on Cooting Rd, and the large new housing development to the north help to characterise the boundaries of the village in each direction.

During the audit performed for this report, streets were generally observed to be quiet with low traffic volumes and speeds, however traffic data collection and analysis is required to reveal actual traffic patterns throughout the day, and identify where traffic calming measures may be required.

Combined with the advantageous layout of Aylesham, the roads that skirt around or intersect the central Market Square have the potential to fulfil quality criteria for safe on-road quiet routes, which create opportunities to enhance the connections and links between each of the routes in this proposed network. Aylesham could become entirely accessible for pedestrians and wheeled users, comparable to towns of similar sizes in The Netherlands.

Overall, there is little variation in character as the village is quite flat, and the streets quite uniform, apart from the more distinctive development area in the north. In the north eastern area of the village, between the proposed Routes 101 and 104, where streets run parallel to each other, there are existing examples of permeability for pedestrians, which allow more direct access between those streets and the station and green spaces. However these cut-throughs are often narrow, and inaccessible to mounted cyclists or other wheeled users, due to a lack of dropped kerbs or presence of physical barriers to discourage mopeds.

Background

While the proposed routes were identified in Sustrans scoping work, they are complementary to several of the Strategic Design Objectives within the Aylesham Masterplan (2005¹). Overall, the cycle routes proposed align with both the strong east-west axis from Aylesham station, through the Market Square and Boulevard Courrieres to Aylesham Wood, and the

¹<https://www.dover.gov.uk/Planning/Planning-Policy-and-Regeneration/PDF/Aylesham-Masterplan-Supplementary-Planning-Guidance.pdf>

strong north-south axis along Dorman Avenue North and South. These axes are clearly visible through the village and reflect the history of Aylesham since the first design proposals in the 1920s. Aligning the proposed routes with these axes helps to reinforce the physical focus for the village at Market Square and the central green space. More specifically, the recommendations made for Market Square align with the Strategic Objective in the Aylesham Masterplan (2005) “to reinforce Market Square as the physical, commercial and community heart of the village with a greater mix of uses, new development opportunity areas and environmental improvements”.

Route 101

Route 101 utilises a recently installed shared-use path through the central open space between Market Square and the Station. The Strategic Design Objectives, laid out in the Aylesham Masterplan include to “regenerate the central open space as the primary recreational and amenity focus for the village creating a high quality space that provides a range of recreational opportunities for all whilst improving the visual and physical links to the station”. It is therefore sensible to create a formal walking and cycling route through this space. Furthermore, the proposed route has been extended through to the Aylesham Business Park, and southwards along Aylesham Road towards allocated development sites at the former Snowdown Colliery.

Route 102

The justification for Route 102 is supported by the need for pedestrian and cycle access to the Welfare Recreation Ground on Spinney Lane, which is also emphasised in the Aylesham Masterplan along with the proposals for Gateway features and more distinct village boundaries that help to create a sense of cohesion and place in Aylesham.

Route 103

Along the western half of Aylesham’s east-west axis, Route 103 mirrors objectives of the Aylesham Masterplan to improve access to the ‘opportunity site’ at the western end of Boulevard Courrieres adjacent to the employment area on Cooting Road. This will also provide better access to Aylesham Wood.

Route 104

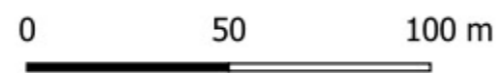
The Aylesham Masterplan emphasises the importance of strong links between the new area of housing development in the north of the village, and the existing village. With both a north-eastern arm and a north-western arm, towards a proposed Gateway feature at the junction with the B2046, the delivery of Route 104 will provide a safe, comfortable and direct walking and cycling link from the development sites and existing residential areas to the north, to Market Square, and on towards the central open space and Station (via Route 101).

The PCT maps suggest some of the main opportunities for supporting higher cycling levels in Aylesham are related to the station, the school run to Primary Schools in the village, and trips to the shops and services at Market Square. The routes proposed here will support these journeys. With the population growing and plans for regeneration and investment in employment opportunities, these factors will become more significant.

Settlements surrounding Aylesham, including Nonington and Ratling for example, are also a source of potential cycling trips, suggesting that it is important to ensure good cycle and walking facilities to these places also. These were not considered as part of this audit.



Market Square Map 1



Market Square

Existing conditions

The pleasant green space at Market Square is the village centre and therefore the recommendations relating to this area are intended to create a greater sense of place and to create excellent cycling and walking accessibility to encourage active modes of transport to and from the centre. Improvements are required around Market Square and on Market Place – the road around the square – for walking and cycling, as motor-vehicles are currently prioritised with wide road lanes and on-street parking, at the expense of accessible walking and cycling facilities.

There are only two access points to the square (from the north and south boundaries) and there is no footway around the inside edge of the road. The current assumed low traffic volumes will likely increase with expansion, especially if future developments encourage car-dependent lifestyles, and the square should be developed in a way to encourage active travel from all four corners of the village; rather than private vehicle usage.

Barriers to Walking and Cycling

There is a general lack of formal crossing points for pedestrians across Market Place, and junction entries are wide, resulting in larger crossing distances for pedestrians and encouraging faster traffic speeds. There are no contraflow facilities for people cycling on the one-way traffic restrictions on Market Place. Pedestrians crossing east-west through the square are required to follow the footways on the outside of Market Place, restricting the accessibility of the central green space.

A small amount of bike parking is provided around the square, but this is located outside the new child play facilities, east of the square, far enough away from the shops to discourage some people from travelling to the square by bike.

Recommendations

M1 Engage with local community to co-design improvements on and around Market Square to enhance walking and cycling, in line with the Aylesham Masterplan (2005), to create a physical, economic, and community heart for Aylesham.

Measures could include:

- Installing a shared use path, minimum 3.0m wide, around the perimeter of Market Square and along desire lines;
- Installing high quality cycle parking;
- Ensuring step-free access to shops and services;
- Installing formal crossings (e.g. parallel zebras) across Market Place on all four edges of Market Square, radiating from the square, aligned with the proposed paths recommended for Routes 102, 103 and 104 and the existing path on Route 101.

M2 Conduct feasibility study into measures to reduce motor traffic around Market Square, such as:

- Modal filtering;
- Partial closures to traffic;
- Colourful crossings;
- Greening;
- Pocket parks;
- Additional seating;
- Places to rest;
- Footpath widening.

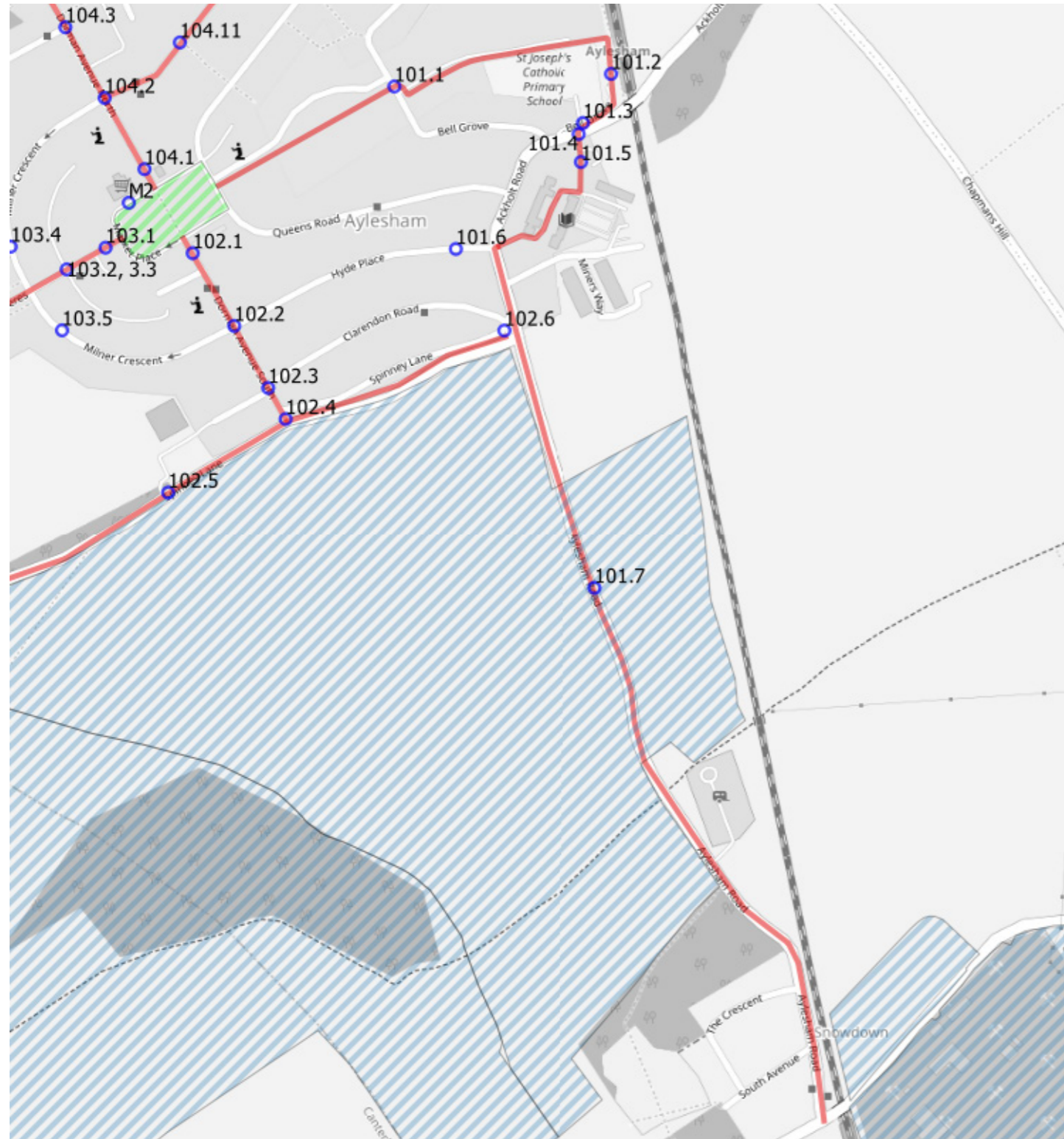


M1 Lack of pedestrian priority at side junctions



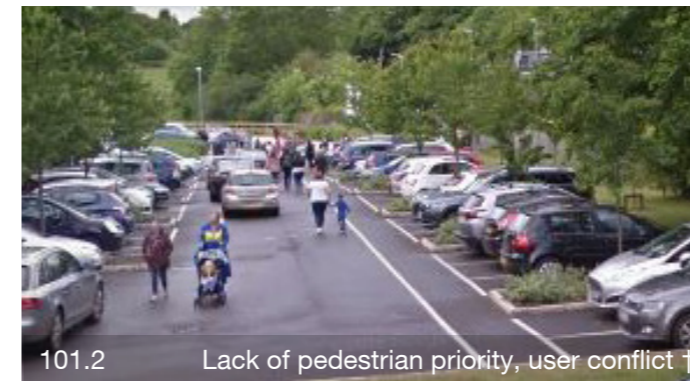
M2 Wide side junction mouths, and lack of crossing

- Recommendation Location
 - Identified HELAA sites
 - Market Square
 - Walking/Cycling Routes
- Map Source: OpenStreetMap



Route 101 Map 1

0 200 400 m



Route 101: East of Market Square

Existing conditions

Route 101 runs along the eastern part of Aylesham's east-west axis connecting Aylesham Station to Market Square. The route utilises a recently installed shared-use path through the central open space. The shared-use path is of a high quality, however there is a 'missing link' in the middle, where the path crosses Bell Grove that requires cyclists to dismount, making it an inaccessible route for some wheeled users. This path is an example of the quality criteria being recommended for most of the Aylesham network—paths at least 3.0m wide, designated as shared use with pedestrian priority. This central green space is already highly valued by local people and while it will be retained, housing is earmarked for the perimeter along with sustainable drainage solutions and other improvements, meaning it can be expected that pedestrian (and cycling) traffic will increase here over time.

Beyond the station, the current conditions of this route are more disjointed and lack pedestrian and cyclist priority, particularly through the station carpark, in front of St Joseph's Primary School and across Ackholt Rd. This part of the route aims to improve the connection to Aylesham Business Park and the site for potential developments at the Aylesham Employment/Vocational Education Hub just to the south. The walking and cycling links through these areas can be improved with the support of the landowners. The final section of the route, along Aylesham Rd towards Snowdown and the former Snowdown Colliery, is currently a country lane at national speed limit, with a narrow pedestrian footway on its western side.

Barriers to Walking and Cycling

The lack of formal crossing over Bell Grove is currently the main barrier to walking and cycling along the existing shared use path that runs from Market Square through the central open space to Aylesham Station. In the next section of the route, there is a lack of safe pedestrian facility through the station carpark; limited pedestrian priority afforded in front of the primary school; and a lack of crossing on Ackholt Rd on the desire line between the station and the Aylesham Business Park.

There is evidence of a previously used access point to the Business Park, but this is now blocked off.

On Aylesham Rd, while there is a footway linking Aylesham to Snowdown, it is narrow and has no protection, in the form of a verge, for example, from the high traffic speeds. This results in a route that is currently unwelcoming for people walking, people in groups and families. Cyclists are forced to use the fast carriageway, which would be a barrier to the majority of wheelers/cyclists.



101.5 Access restriction †



101.6 Wide junction and poor pedestrian provision †



101.7 Poor pedestrian and cycling provision †

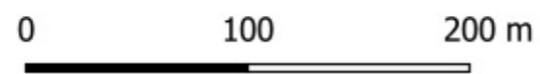
Recommendations

- 101.1 Install formal crossing across Bell Grove (e.g. parallel zebra) aligned with shared use paths to provide continuous walking and wheeling facility from Market Square to the station.
- 101.2 Improve pedestrian facility in/around station car park with pedestrian priority or footway through grass verge to the east of car park, adjacent to the railway line - as was proposed in Phase 1A of the 2015 public infrastructure exhibition for Aylesham Garden Village, but has not yet been delivered.
- 101.3 Potential School Street outside St Joseph's Primary School. Build out footways to narrow the road and calm traffic, tighten corner radii of junction with station access road and Ackholt Road, formalise pedestrian priority on the station approach, and implement timed closure at school drop-off and pick-up times.
- 101.4 Install formal crossing (e.g. parallel zebra) on Ackholt Rd, between station access road and Aylesham Business Park site.
- 101.5 Work with landholder to improve cycle and pedestrian access to Aylesham Business Park from Ackholt Rd (near station). Extend the path through the Aylesham Business Park to the Aylesham Community Hub Opportunity Area.
- 101.6 Feasibility of on-road quiet route and traffic calming on Hyde Place including reduced corner radii, and continuous footways at junctions, for a more pleasant and direct walking and cycling link between Aylesham Business Park and Route 102 / the rest of the network.
- 101.7 Feasibility study to provide a safe walking and wheeling route on Aylesham Rd, such as shared use facility (minimum 3.0m width) adjacent to the road, between Aylesham and Snowdown, to link village to development site at former Snowdown Colliery. Implement and enforce a slower speed limit.

- Recommendation Location
 - Identified HELAA sites
 - Market Square
 - Walking/Cycling Routes
- Map Source: OpenStreetMap



Route 102 Map 1



Route 102: South of Market Square

Existing Conditions

Route 102 is the most direct way for people in the south of Aylesham to access Market Square (and therefore the rest of the proposed network). The route passes along Dorman Ave South, which is a straight residential road about 250m long between Market Place and Spinney Lane. The road has wide verges with decent footways, however junction mouths are wide so crossing distances are longer than necessary and there are no formal crossings along the length of the road.

There is no dedicated facility for cyclists, who must therefore cycle along the road, which does not feature any traffic calming. Spinney Lane marks the boundary of the village, bordered by fields on the southern side. To the east there is a wide verge on the northern edge towards Aylesham Road, between the main road and residential side road. To the west to Cooting Rd, there is only a narrow footway, by which the Aylesham Welfare Leisure Centre can be accessed. Beyond Cooting Rd there is no footway or verge on Spinney Lane. In the Aylesham Masterplan (2005) both traffic calming along Spinney Lane and junction improvements on Spinney Lane with Aylesham Rd, Dorman Ave S, and Cooting Rd are proposed.

Barriers to Walking and Cycling

With higher traffic flows and speeds, Dorman Ave South may be difficult to cross because there are no formal crossings. As there are no dedicated cycling facilities nor any traffic calming along the road, cyclists may be deterred from using the road, especially inexperienced cyclists or young families. Walking and cycling on Spinney Rd would be uncomfortable between Dorman Ave South and Cooting Rd due to the narrowness and close proximity of the footway to the fast road and poor surface condition in places. The requirement to cycle on the carriageway is also a barrier for many wheeled users.

Recommendations

- 102.1 Widen footways to minimum 3.0m width along Market View / Dorman Avenue S and designate shared use.

- 102.2 At the junction of Dorman Avenue S / Hyde Place / Milner Rd install informal crossings across Dorman Avenue S on desire line, tighten junction, build-out footways, and install continuous footways on side roads.
- 102.3 At the junction of Dorman Avenue S / Snowden Close / Clarendon Road install informal crossings across Dorman Avenue S on desire line, tighten junction, build-out footways, and install continuous footways on side roads.
- 102.4 At the junction of Dorman Avenue S / Spinney Lane, introduce village Gateway-style feature as outlined within the Strategic Design Objectives of the Aylesham Masterplan – Supplementary Planning Guidance 2005. Engage with local community to co-design visually attractive entrance to village that helps orientation and wayfinding for people accessing Aylesham. Interventions may include tightening the junction, building out footways, improving road surface, planting and signage.
- 102.5 Feasibility study into building out northern footway along Spinney Lane, between Dorman Avenue S and Cooting Road, and designating shared use, to improve pedestrian and cyclist access to Aylesham Welfare Leisure Centre.
- 102.6 At the junction of Spinney Lane / Aylesham Road / Ackholt Road / Clarendon Road install formal crossings (e.g. zebra crossing) on desire lines, build-out footways, tighten junction. Introduce village Gateway-style feature - engage with local community to co-design visually attractive entrance to village that helps orientation and wayfinding for people accessing Aylesham. Interventions may include tightening the junction, building out footways, improving road surface, planting and signage.



102.4 Gateway example Marlow, Buckinghamshire

<https://www.bucksfreepress.co.uk/resources/images/8061799/>

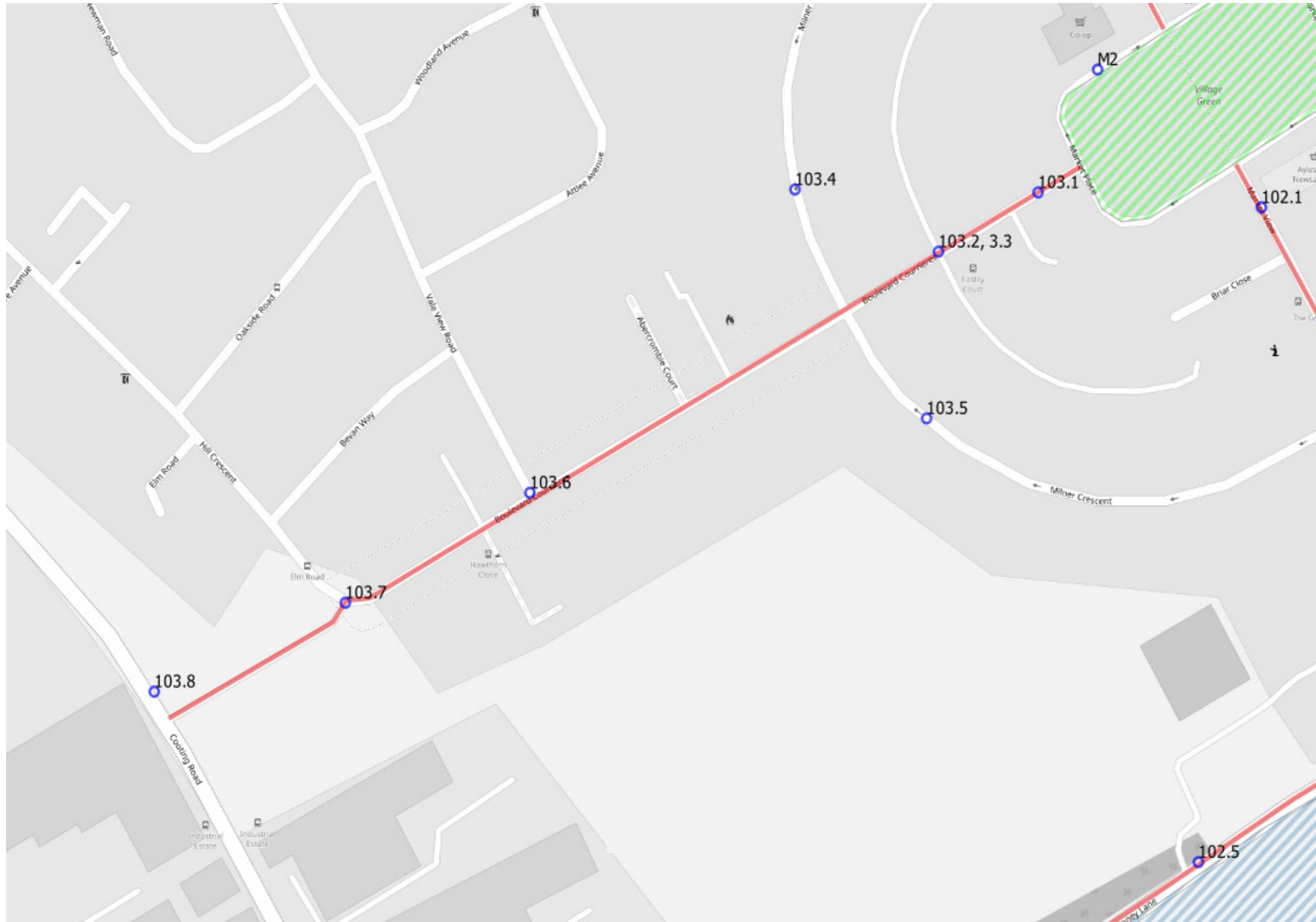


102.5 Lack of pedestrian/wheeler priority



102.6 Wide junction and poor pedestrian provision

- Recommendation Location
 - Identified HELAA sites
 - Market Square
 - Walking/Cycling Routes
- Map Source: OpenStreetMap



Route 103 Map 1



103.1 Narrow path and user conflict



103.2 Wide junction and poor pedestrian provision†



103.3 Lack of seating for people waiting



103.4 Wide junction, and lack of contraflow facility

Route 103: West of Market Square

Existing Conditions

Route 103 is aligned with the western section of the east-west axis along Boulevard Courrieres and is the most direct way for people in the west to access Market Square (and therefore the rest of the proposed network). As the land at the end of Boulevard Courrieres, adjacent to the industrial area on Cooting Rd, is ear-marked for development, the value of this route will increase.

Boulevard Courrieres is a straight residential road that also hosts the fire station and several bus stops. The road is wide with verges either side of the road. There are frequent driveway access points that cross the verges, along with wide junctions with Milner Crescent - a one-way road that circles the inner western part of the village. The junctions are wide, which can encourage faster traffic speeds. There are no formal crossings along this route.

A new section of road has been recently installed between Boulevard Courrieres and Cooting Rd, permitting access for cycles and buses only. It features a protected cycle facility northbound, traffic calming island and one-way system for buses. A new footway has also been installed, although there is a lack of crossing over Cooting Rd aligned with the footway.

Barriers to Cycling and Walking

Pedestrians have fairly good provision along this Route, apart from the lack of crossings, which are a barrier for some users, particularly children. There is also a lack of pedestrian priority at junctions and across driveways. There is no dedicated cycle facility east of the new section of road towards Cooting Rd and the lack of traffic calming along the road is likely to mean the current conditions are a barrier for some people on bikes. There is no contraflow facility for cyclists on Milner Crescent, so cycling both southbound and northbound along Milner Crescent from Boulevard Courrieres is not possible, despite being the most direct link to other areas of the village.

Recommendations

- 103.1 Widen footways to minimum 3.0m and designate shared use along Boulevard Courrieres between Market Place and Cooting Rd
- 103.2 At the junction of Boulevard Courrieres and Snowden Court create pedestrian priority across junction (e.g. continuous footway) and install formal crossing on desire line to access bus stop (e.g. zebra crossing).
- 103.3 Upgrade bus stop facilities on Boulevard Courrieres to include seating, lighting and electronic real time travel information.
- 103.4 At the junction of Boulevard Courrieres / Milner Crescent install informal crossings across Boulevard Courrieres on desire line, tighten junction, build-out footways, and install continuous footways on side roads.
- 103.5 Feasibility of on-road quiet route and traffic calming on northern section of Milner Crescent including suitable cycle facility (e.g. contraflow cycle lane) to link with Route 104.
- 103.6 Feasibility of on-road quiet route and traffic calming on southern section of Milner Crescent including suitable cycle facility (e.g. contraflow cycle lane outside car dooring zone) to link with Route 102.
- 103.7 At junction of Boulevard Courrieres / Vale View Rd, install formal crossing over Boulevard Courrieres on desire line, build out footways, tighten junction, improve pedestrian and cyclist priority, install continuous footway on side road.
- 103.8 At the junction of Boulevard Courrieres and the newly delivered road connecting to Cooting Rd, tighten junction, build out footways, and improve the transition between the proposed shared use path and on-road facility.
- 103.9 Where the footway joins Cooting Rd, install a formal crossing (e.g. zebra crossing) on Cooting Rd.



103.6 Lack of contraflow facility for northbound cycles



103.7 Wide junction and poor pedestrian provision †



103.8 Wide junction and poor pedestrian provision



103.9 Lack of formal crossing

- Recommendation Location
 - Identified HELAA sites
 - Market Square
 - Walking/Cycling Routes
- Map Source: OpenStreetMap



Route 104 Map 1



Route 104: North of Market Square

Existing Conditions

Route 104 follows the northern part of the north-south axis across Aylesham, along Dorman Ave North, before looping back around to the east, via a traffic-free path running along the northern edge of the new expansion area, along Cornwallis Ave westwards towards Dorman Ave North. This route will provide a direct link for all of the residential areas in the north of the village, to the central open space and train station.

Dorman Ave North has seen changes as a result of the village expansion to the north of the village. It is similar to Dorman Ave South, in that it is a wide road with grass verges on each side; footways give-way at driveway access points that cross the verges; and there are many side junctions with wide junction mouths. The road hosts St Peter's Church, and Aylesham Primary School, which is accessed from Attlee Ave. The junction of Dorman Ave North and the B2046 Adisham Rd marks the northwestern boundary of the village, and Gateway features are proposed in line with the Aylesham Masterplan (2005).

The traffic-free path around the edge of completed housing development is at various stages of completion. It provides good permeability through the area and is a pleasant link for the north of Aylesham, however there are many examples of inadequate accessibility due to parked vehicles, a lack of dropped kerbs, and missing sections of sealed paths to provide access to adjacent roads and footpaths.

Ratling Rd is a country road that passes through the residential area; it has footways but no separate cycle provision. The footways stop beyond the current extent of the village. Cornwallis Ave is a straight residential street with a small row of shops about half way along. The footways are adequate and there is good pedestrian permeability to parallel streets. There is a lack of traffic calming and a lack of formal crossings.

Barriers to Cycling and Walking

The lack of off-road or separated cycling facilities along Dorman Ave North will pose a barrier for many users, particularly with the lack of traffic calming features and potential for high traffic speeds and volumes.

The lack of formal crossings is a barrier, particularly for children accessing Aylesham Primary School. Wide junction mouths along the length of the road will encourage higher traffic speeds at side , resulting in an unwelcoming environment for walking and cycling.

The traffic-free path to the north of the housing development lacks continuity, particularly for people with mobility issues who cannot dismount from a cycle or who use a wheelchair, due to nonsensical grass verges between the path and adjacent streets; access points blocked by parked vehicles; and lack of dropped kerbs.

Along Ratling Rd and Cornwallis Ave, traffic speeds may pose a barrier to less experienced cyclists, which are currently uncontrolled from a lack of traffic calming and wide junction mouths at side junctions.

Recommendations

- 104.1 Widen footways to minimum 3.0m width along Dorman Ave N between Market Place and B2046, and designate shared use.
- 104.2 At the junction of Dorman Ave N / Milner Crescent / Cornwallis Ave install formal crossing on desire lines (close to St Peter's Church), tighten junctions, build-out footways, and install continuous footways on side roads.
- 104.3 At the junction of Dorman Ave N / Attlee Ave install informal crossings across Dorman Ave N on desire line, tighten junction, build-out footways, and install continuous footways on side road.
- 104.4 At the junction of Dorman Ave N / Derwent Way install informal crossings across Dorman Ave N on desire line, tighten junction, build-out footways, and install continuous footways on side road.

104.5 At any new junctions with Dorman Ave N, delivered as part of the village expansion, install formal crossings on desire lines, build tight corner radii and install continuous footways on side roads to prioritise pedestrian and wheeling movement.

104.6 At the junction of Dorman Ave N / B2046 introduce village Gateway-style feature (see image for 102.4) as outlined within the Strategic Design Objectives of the Aylesham Masterplan (2005). Engage with local community to co-design visually attractive entrance to village that helps orientation and wayfinding for people accessing Aylesham. Interventions may include tightening the junction, building out footways, improving road surface, planting and signage.

104.7 Continue to deliver a high quality traffic-free facility, designated shared use, that borders the outside of the new housing development area and ensure there is a safe transition to Dorman Ave N at the western end, and to Ratling Rd at the eastern end. Improve connectivity to adjacent footpaths and roads through dropped kerbs, signage and improved surfacing. Where access is blocked by parked vehicles, introduce and enforce keep clear zones.

104.8 At the junction of Cornwallis Ave / Ratling Rd, install formal crossings (e.g. zebra crossing) on desire line, build out footways, tighten junction, improve pedestrian and cyclist priority, install continuous footway on side road.

104.9 At the junction of Cornwallis Ave / Kings Rd create pedestrian priority across junction (e.g. continuous footway) and install formal crossing on desire line.

104.10 At the junction of Cornwallis Ave / Grasmere Way create pedestrian priority across junction (e.g. continuous footway) and install formal crossing on desire lines (close to shops).

104.11 Traffic data analysis for Cornwallis Ave to determine its suitability for a quiet route. Create 20mph zone through traffic calming measures and enforcement.

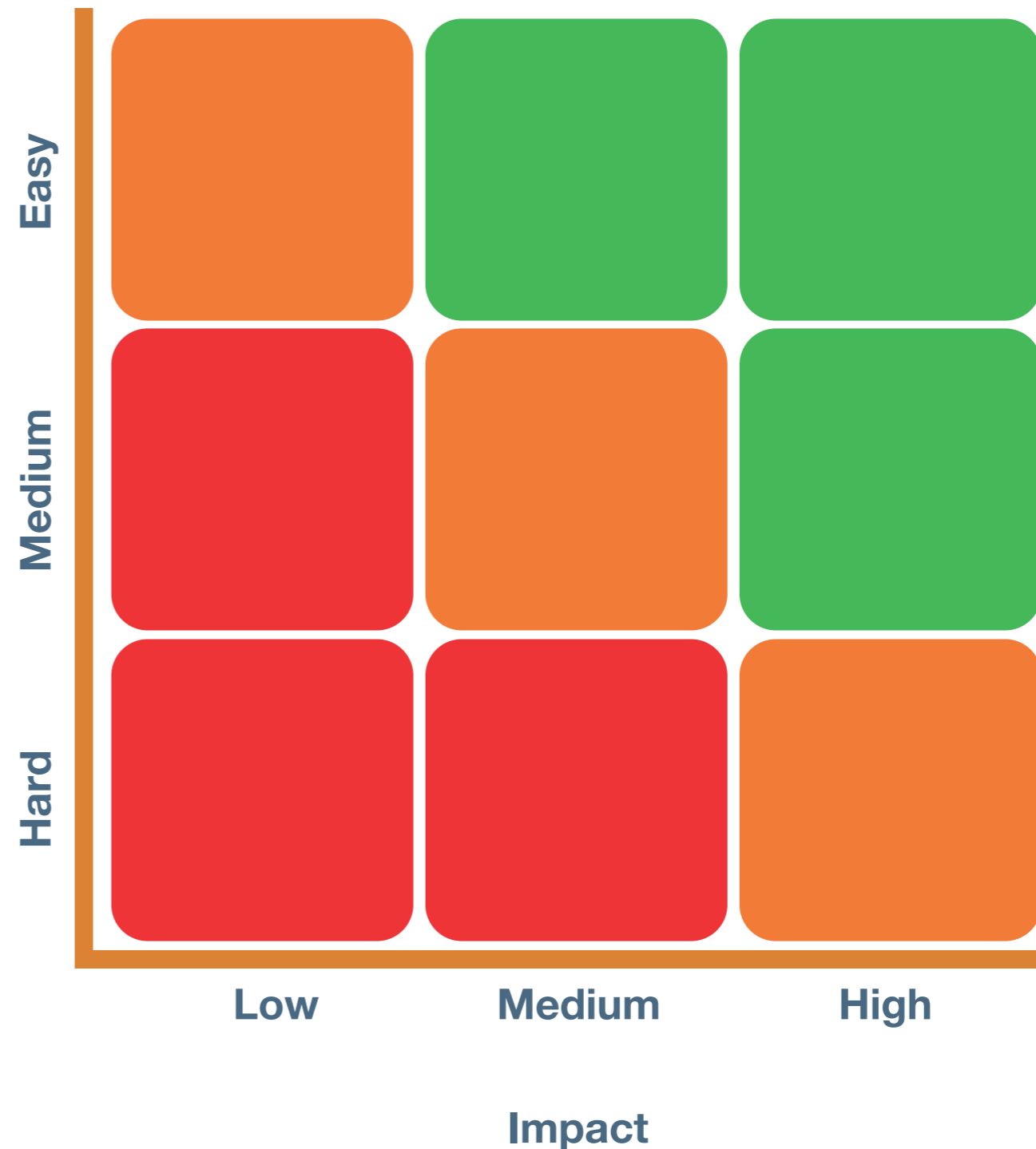


Deliverability and Impact of Proposed Interventions

The following table details the potential deliverability and impact of the proposed interventions described in this report. The objective of this exercise is to differentiate the interventions from each other. This will enable decision-makers to identify 'Quick Wins' (interventions that are easy to deliver and high impact), as opposed to interventions that may be costly and/or challenging to install, and have limited impact. There are, of course, many in between, for example, interventions that offer high impact, but may require additional fundraising and/or a more detailed feasibility study.

In order to visually represent deliverability and impact, each intervention has been assigned a colour of red, amber or green, accordingly. This is intended to rank the interventions against each other. Assessments have been made according to Sustrans Design Principles, however, it is recognised that an amount of subjectivity is inherent within the process. Deliverability status has been assigned according to best estimates of cost, ease of collaboration with stakeholders (including landowners) and other potential barriers. Impact status has been assigned according to PCT data and practitioners' experience of delivering impactful walking and cycling infrastructure.

Deliverability



Intervention	Description of the Intervention	Deliverability (Easy/Medium/Hard)	Impact (Low/Medium/High)	RAG Score
Market Square				
M1	Engage with local community to co-design improvements on and around Market Square to enhance walking and cycling, in line with the Aylesham Masterplan (2005), to create a physical, economic, and community heart for Aylesham.	Easy	High	
M2	Conduct feasibility study into measures to reduce motor traffic around Market Square, such as modal filtering, partial closures to traffic, colourful crossings, greening, pocket parks, additional seating and places to rest, footpath widening, etc.	Easy	High	
Route 101: East of Market Square				
101.1	Install formal crossing across Bell Grove (e.g. parallel zebra) aligned with shared use paths to provide continuous walking and wheeling facility from Market Square to the station.	Easy	Medium	
101.2	Improve pedestrian facility in/around station car park with pedestrian priority or footway through grass verge to the east of car park, adjacent to the railway line - as was proposed in Phase 1A of the 2015 public infrastructure exhibition for Aylesham Garden Village, but has not yet been delivered.	Easy	High	
101.3	Potential School Street outside St Joseph's Primary School. Build out footways to narrow the road and calm traffic, tighten corner radii of junction with station access road and Ackholt Road, formalise pedestrian priority on the station approach, and implement timed closure at school drop-off and pick-up times.	Medium	High	
101.4	Install formal crossing (e.g. parallel zebra) on Ackholt Rd, between station access road and Aylesham Business Park site.	Medium	Medium	
101.5	Work with landholder to improve cycle and pedestrian access to Aylesham Business Park from Ackholt Rd (near station). Extend the path through the Aylesham Business Park to the Aylesham Community Hub Opportunity Area.	Easy	Medium	
101.6	Feasibility of on-road quiet route and traffic calming on Hyde Place including reduced corner radii, and continuous footways at junctions, for a more pleasant and direct walking and cycling link between Aylesham Business Park and Route 102 / the rest of the network.	Medium	High	
101.7	Feasibility study to provide a safe walking and wheeling route on Aylesham Rd, such as shared use facility (minimum 3.0m width) adjacent to the road, between Aylesham and Snowdown, to link village to development site at former Snowdown Colliery. Implement and enforce a slower speed limit.	Medium	Medium	
Route 102: South of Market Square				
102.1	Widen footways to minimum 3.0m width along Market View / Dorman Avenue S and designate shared use.	Medium	High	
102.2	At the junction of Dorman Avenue S / Hyde Place / Milner Rd install informal crossings across Dorman Avenue S on desire line, tighten junction, build-out footways, and install continuous footways on side roads.	Medium	High	
102.3	At the junction of Dorman Avenue S / Snowden Close / Clarendon Road install informal crossings across Dorman Avenue S on desire line, tighten junction, build-out footways, and install continuous footways on side roads.	Medium	High	
102.4	At the junction of Dorman Avenue S / Spinney Lane, introduce village Gateway-style feature as outlined within the Strategic Design Objectives of the Aylesham Masterplan – Supplementary Planning Guidance 2005. Engage with local community to co-design visually attractive entrance to village that helps orientation and wayfinding for people accessing Aylesham. Interventions may include tightening the junction, building out footways, improving road surface, planting and signage.	Easy	High	
102.5	Feasibility study into building out northern footway along Spinney Lane, between Dorman Avenue S and Cooting Road, and designating shared use, to improve pedestrian and cyclist access to Aylesham Welfare Leisure Centre.	Hard	High	
102.6	At the junction of Spinney Lane / Aylesham Road / Ackholt Road / Clarendon Road install formal crossings (e.g. zebra crossing) on desire lines, build-out footways, tighten junction. Introduce village Gateway-style feature - engage with local community to co-design visually attractive entrance to village that helps orientation and wayfinding for people accessing Aylesham. Interventions may include tightening the junction, building out footways, improving road surface, planting and signage.	Easy	High	
Intervention	Description of the Intervention	Deliverability	Impact	RAG Score

Intervention	Description of the Intervention	Deliverability (Easy/Medium/Hard)	Impact (Low/Medium/High)	RAG Score
Route 103: West of Market Square				
103.1	Widen footways to minimum 3.0m and designate shared use along Boulevard Courrieres between Market Place and Cooting Rd	Medium	High	
103.2	At the junction of Boulevard Courrieres and Snowden Court create pedestrian priority across junction (e.g. continuous footway) and install formal crossing on desire line to access bus stop (e.g. zebra crossing).	Medium	High	
103.3	Upgrade bus stop facilities on Boulevard Courrieres to include seating, lighting and electronic real time travel information.	Easy	High	
103.4	At the junction of Boulevard Courrieres / Milner Crescent install informal crossings across Boulevard Courrieres on desire line, tighten junction, build-out footways, and install continuous footways on side roads.	Medium	High	
103.5	Feasibility of on-road quiet route and traffic calming on northern section of Milner Crescent including suitable cycle facility (e.g. contraflow cycle lane) to link with Route 104.	Medium	Medium	
103.6	Feasibility of on-road quiet route and traffic calming on southern section of Milner Crescent including suitable cycle facility (e.g. contraflow cycle lane outside car dooring zone) to link with Route 102.	Medium	Medium	
103.7	At junction of Boulevard Courrieres / Vale View Rd, install formal crossing over Boulevard Courrieres on desire line, build out footways, tighten junction, improve pedestrian and cyclist priority, install continuous footway on side road.	Medium	High	
103.8	At the junction of Boulevard Courrieres and the newly delivered road connecting to Cooting Rd, tighten junction, build out footways, and improve the transition between the proposed shared use path and on-road facility.	Medium	High	
103.9	Where the footway joins Cooting Rd, install a formal crossing (e.g. zebra crossing) on Cooting Rd.	Easy	High	
Intervention	Description of the Intervention	Deliverability	Impact	RAG Score

Intervention	Description of the Intervention	Deliverability (Easy/Medium/Hard)	Impact (Low/Medium/High)	RAG Score
Route 104: North of Market Square				
104.1	Widen footways to minimum 3.0m width along Dorman Ave N between Market Place and B2046, and designate shared use.	Medium	High	
104.2	At the junction of Dorman Ave N / Milner Crescent / Cornwallis Ave install formal crossing on desire lines (close to St Peter's Church), tighten junctions, build-out footways, and install continuous footways on side roads.	Medium	High	
104.3	At the junction of Dorman Ave N / Attlee Ave install informal crossings across Dorman Ave N on desire line, tighten junction, build-out footways, and install continuous footways on side road.	Medium	High	
104.4	At the junction of Dorman Ave N / Derwent Way install informal crossings across Dorman Ave N on desire line, tighten junction, build-out footways, and install continuous footways on side road.	Medium	High	
104.5	At any new junctions with Dorman Ave N, delivered as part of the village expansion, install formal crossings on desire lines, build tight corner radii and install continuous footways on side roads to prioritise pedestrian and wheeling movement.	Easy	High	
104.6	At the junction of Dorman Ave N / B2046 introduce village Gateway-style feature (see image for 102.4) as outlined within the Strategic Design Objectives of the Aylesham Masterplan (2005). Engage with local community to co-design visually attractive entrance to village that helps orientation and wayfinding for people accessing Aylesham. Interventions may include tightening the junction, building out footways, improving road surface, planting and signage.	Easy	High	
104.7	Continue to deliver a high quality traffic-free facility, designated shared use, that borders the outside of the new housing development area and ensure there is a safe transition to Dorman Ave N at the western end, and to Ratling Rd at the eastern end. Improve connectivity to adjacent footpaths and roads through dropped kerbs, signage and improved surfacing. Where access is blocked by parked vehicles, introduce and enforce keep clear zones.	Easy	High	
104.8	At the junction of Cornwallis Ave / Ratling Rd, install formal crossings (e.g. zebra crossing) on desire line, build out footways, tighten junction, improve pedestrian and cyclist priority, install continuous footway on side road.	Medium	High	
104.9	At the junction of Cornwallis Ave / Kings Rd create pedestrian priority across junction (e.g. continuous footway) and install formal crossing on desire line.	Medium	High	
104.10	At the junction of Cornwallis Ave / Grasmere Way create pedestrian priority across junction (e.g. continuous footway) and install formal crossing on desire lines (close to shops).	Medium	High	
104.11	Traffic data analysis for Cornwallis Ave to determine its suitability for a quiet route. Create 20mph zone through traffic calming measures and enforcement.	Easy	Medium	
Intervention	Description of the Intervention	Deliverability	Impact	RAG Score