

Road usage analysis of statistics from Aldington & Bonnington Parish Council

Aldington and Bonnington Parish Council would like to table concerns regarding the transport implications arising from Folkestone & Hythe Core Strategy, specifically the proposal of a new garden town, Otterpool Park. Having read the Statements of Common Ground (SoCG) reached with both Kent County Council and Highways England, our concerns relate to the lack of consideration or modelling of transport flows within Ashford Borough road networks, and no consideration of rural lanes, should F&HDC Core Strategy be adopted, despite KCC stating in Para 2.11 of their SoCG that “There are a number of cross-boundary infrastructure issues” one of which is roads.

Everyone in Aldington and Bonnington is aware that as soon as there are any problems on either the A20 or M20, motorists guided by SatNavs and looking for alternative routes, will increase traffic through the village.

Our concerns are illustrated by data collected from a Speed Indicator Device (SID). The Parish Council speed indicator device was installed in September 2018. In addition to providing speed warnings to drivers, it has provided statistical traffic flow information since installation, albeit only in one direction at a time. The SID is a mobile device and is rotated between four locations in the village. As the number of days in each location varies, the statistics for each day have been totalled and averaged.

In December 2015 a project installed automated traffic counters in various sites around Aldington, one being situated on Station Road. Station Road is accessed from the A20 at the Smeeth crossroads and feeds both Goldwell Lane and Calleywell Lane. TABLE 1 shows a comparison of traffic flows in 2015 and more recently indicates a traffic increase of 20%. The cumulative average numbers from the Parish Council’s SID for Calleywell and Goldwell Lane together give an up to date indication of the traffic flows into the village from this direction.

TABLE 1:

	2015	Current average	% increase
Monday	1,011	1,162	5
Tuesday	1,062	1,216	14.5
Wednesday	1,067	1,190	11.5
Thursday	1,088	1,309	20.3
Friday	1,127	1,517	34.6
Saturday	888	1,063	19.7
Sunday	625	776	24.2
Weekly total	6,868	8,233	19.9

TABLES 2-5 show that incidents causing traffic to divert through the village increases flows by significant factors. Whatever the day of the week or time of the day; if there is disruption on the M20 or A20, traffic flows through Aldington’s rural

roads. The number of days between 2018-2020 that average traffic movement was exceeded is shown, highest vehicle count, peak hour and number of movements.

TABLE 2: Calleywell Lane

Day	No of days	Average no	Days average exceeded	Peak number in day	Peak time	Peak hour number	Timescale between vehicles
Monday	32	777	12	2,521	21:00 to 24:00	506	7 seconds
Tuesday	38	781	16	1,474	04:00 to 05:00	240	15 seconds
Wednesday	31	778	17	1,263	15:00 to 19:00	120	30 seconds
Thursday	34	864	12	2,369	11:00 to 12:00	333	22 seconds
Friday	36	904	10	2,777	13:00 to 17:00	490	7 seconds
Saturday	34	745	10	2,333	23:00 to 24:00	600	6 seconds
Sunday	32	523	10	1,252	02:00 to 03:00	418	8 seconds

TABLE 3: Goldwell Lane

Day	No of days	Average no	Days average exceeded	Peak number in day	Peak time	Peak hour number	Timescale between vehicles
Monday	18	385	5	957	07:00 to 18:00	170	21 seconds
Tuesday	20	435	3	923	05:00 to 06:00	183	20 seconds
Wednesday	19	412	7	876	17:00 to 18:00	239	15 seconds
Thursday	19	445	4	1,126	12:00 to 13:00	142	25 seconds
Friday	22	613	1	5,158	08:00 to 09:00	728	5 seconds
Saturday	22	318	3	1,118	00:00 to 01:00	542	6 seconds
Sunday	21	253	5	786	16:00 to 17:00	317	11 seconds

TABLE 4: Roman Road from Calleywell

Day	No of days	Average no	Days average exceeded	Peak number in day	Peak time	Peak hour number	Timescale between vehicles
Monday	29	1161	15	1,767	17:00 to 18:00	208	17 seconds
Tuesday	34	1369	15	2,322	20:00 to 21:00	382	9 seconds
Wednesday	31	1330	14	2,125	14:00 to 15:00	249	15 seconds
Thursday	27	1469	6	4,427	19:00 to 20:00	709	5 seconds
Friday	31	1383	13	3,422	02:00 to 03:00	761	4 seconds
Saturday	32	1043	13	2,203	11:00 to 12:00	223	16 seconds
Sunday	32	930	7	3,942	10:00 to 11:00	834	4 seconds

TABLE 5: Roman Road from Goldwell

Day	No of days	Average no	Days average exceeded	Peak number in day	Peak time	Peak hour number	Timescale between vehicles
Monday	31	1087	15	1,429	16:00 to 17:00	195	18 seconds
Tuesday	35	1156	19	1,587	09:00 to 10:00	164	22 seconds
Wednesday	31	1186	18	1,796	14:00 to 15:00	340	10 seconds
Thursday	30	1272	12	2,339	21:00 to 22:00	493	7 seconds
Friday	37	1374	14	5,128	02:00 to 03:00	831	4 seconds
Saturday	37	1163	6	3,336	10:00 to 11:00	315	11 seconds
Sunday	36	1005	4	4,358	16:00 to 17:00	452	8 seconds

The statement of common ground on the Folkestone & Hythe District Plan concentrates on the roads within the Folkestone & Hythe District. It would appear that the modelling assumes that all traffic generated from the proposed Otterpool Garden Town will exit on to the A20 and proceed to Junction 11 of the M20 to continue its journey towards Ashford and beyond. KCC do not acknowledge ANY impact on the minor local road network that connects directly into Otterpool Lane and the A20. This is a major oversight.

It is also noted in the statement that the intention is to reduce reliance on private cars and utilise the bus network. This statement is flawed in that it does not account for the usual time delay on roads being adopted - before which bus routes will not be proposed, meaning that new residents will have long established car use as their preferred means of transport – along with all other residents outside the urban centres. In KCC's SoCG Para 2.15 and 2.16 focus on active travel and the expansion of Westenhanger Station. Para 2.20 mentions championing of new rail services and the awaited outcome of the Williams Review. This has now concluded (May '21) and does not appear to have a recommendation regarding population growth in the South East. The SoCG Para 2.22 Talks about KCC's key role in Transport for the South East (TfSE). www.transportforthesoutheast, shows 2 active area studies, neither of which mention Westenhanger Station. Consultation of the conclusions of the 2 studies is proposed in 2022 and a recommendation to government in 2023 – so beyond minor improvements to Westenhanger Station that may be undertaken by the developer it is unlikely that enhanced services will operate from this small station in the short term. Without improvement, Ashford International Station is the best connected transport hub and it is likely that, as now, most commuters will drive there to quickly access the fastest connections to employment centres, including London. Consideration of the routes north of Folkestone should be modelled urgently for traffic impacts. Rural roads should be considered alongside the major and strategic roads. The B2070 is much used

In addition to the Core Strategy to which this Examination pertains we note that F&HDC Places and Policies Local Plan, adopted in September 2020, includes site allocations for Sellindge of 30 dwellings and Lympne, our neighbouring Parish, is allocated 125 - with the primary access being onto Aldington Road. This has significant potential impact on traffic numbers for Aldington and through the Ward of Saxon Shore. To mitigate the effects, considerable investment in the road network is required. We ask the Inspector to require the developer and KCC to mitigate for effects upon the B2070 and rural lanes within Aldington should the proposed Core Strategy be approved.

Improvements we would like to be considered include:

- Reduced speed limit of 20mph along Roman Road with Aldington village confines.
- Improved signage throughout for shared lanes (warning of pedestrians, cyclists, horses, tractors who also use rural roads)
- Weight restrictions to prevent Heavy Goods Vehicles using the villages as a cut through.
- Traffic calming at all entry points
- Improved pedestrian safety on Knoll Hill and for Saxon Shore Way through more Permissive Pathways or shingle verges to allow people off the highway.
- Inclusion of Aldington on the main bus route between Ashford & Folkestone to include evenings and weekends.