

EMAIL FROM ABC ON 14/05/2012:

In response to your questions Kent Highways have provided the following answers:

1. 'Overall the data shows that traffic flows from the Ashford direction on the A28 have decreased significantly. This is where the site traffic will come from which shows that traffic levels from this approach have actually decreased since the 2007 report. Overall I have calculated that for the two peaks from the Parish Council's traffic counts (7-9am and 4.30-6.30pm) overall traffic levels at the whole Bagham junction have actually slightly decreased. With regards to problems with traffic using Branch Road and Bagham Road, the development does not have any impact on these two junctions and so cannot be expected to resolve any of the problems at these junctions'.

2. As yet I have had no response from the agent. If any information is forthcoming the Parish Council will be reconsulted.

Kent Highways have commented 'Traffic exiting the site will not use either Bagham Lane or Branch Road as if they are going to Canterbury they will go to the Bagham junction, to Ashford along the A28 or towards Challock will go to the Bagham junction. Bagham Lane has a traffic regulation order which prevents cars from using it and this is a police enforcement matter if drivers are contravening it. We do not have information about traffic flows on Bagham Lane or Branch Road. Small country roads such as this do not have traffic counts and KCC does not have the resources or budgets to undertake traffic flows for small country roads' such as these.

3. Free parking- The policy did not specify that the parking had to be free. This is something that needs to be considered. If the parking was free it may open up the flood gates for people to park there and then car share into Ashford or Canterbury which would negate the usefulness of the car park.

5. Kent Highways have stated:- We can only request a right turn lane where there is in excess of 500 vehicle movements a day using the access as is clearly set out in Government Guidance in Design Manual for Roads and Bridges (DMRB). The reason why one was provided for the employment site previously proposed on the land is because it would have generated roughly 500 vehicle movements. This proposal will generate around 240 movements and so it does clearly not meet the required traffic movements. If there is a queue on the approach to the Bagham junction from A28 then vehicles will have to wait until it is clear to enter the site. I have not yet heard back from the applicant regarding signage that is proposed as part of the new 40mph limit The road by the snackbar lay-by, Bagham Lane / Mill lane junctions and the junction of the A28 and A252 will be part of the new 40mph limit through the village

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