

## CD 7.44

I am the Co-Ordinator for Tenterden Kent Community Speedwatch operated by Kent Police. The group have been monitoring speeds and volume of traffic on three major approach roads into Tenterden for the last four years. Traffic volume and speed has increased over that time and is a major concern for Tenterden residents.

Having read the verbose submission of i-Transport it is interesting to note that omissions and sentence construction could give a false impression.

Here are three examples;

**7.3.12 There are frequent local buses, including an hourly service towards the centre of Tenterden, as well as the main centres of employment, retail and leisure in Ashford.**

This statement implies there are hourly services to Ashford, not so.

Also included are results from the 2011 census reporting where Tenterden residents use public transport to commute, apparently **'this demonstrates that the existing bus services offer an attractive modal choice for the existing population'**

### 2.4.4 Table NSM1

Their own table shows routes 2 and 2A to Ashford as being two hourly with the only bus running in Tenterden on Sunday is 2A.

Contradicts the previous points.

i-Transport have also bolstered the number of bus services in Tenterden by including HSB (Homewood) and ASB (Ashford), totalling six routes which are school buses carrying pupils to and from outlying villages to their secondary schools. They are not public services and they do not run during school holidays.

**2.4.8 Located circa 9km to the east of the site, and therefore at the upper limits of an acceptable cycle distance (30 minutes), Appledore station.**

The distance is nearer to 13 km, with a mile-long hill climb to return to Tenterden. The '4 covered cycle spaces with CCTV' would not encourage anyone to commute between Tenterden and this country station.

In Sam Reed's submission the two new bus stops to be sited on the Woodchurch Road, with non-regulated crossings, are near to a junction and blind corner. There is no provision for assistance for disabled, young or elderly to cross this busy road.

These are just a few of the misleading and inaccurate details put before the panel by i-Transport, there are more.

i-Transport state in their submission that it meets the 3 key transport tests of the National Planning Policy.

Will there be appropriate opportunities to take up sustainable modes of transport?

Will safe and acceptable access be provided for all users?

Will the traffic impact be acceptable?

In my opinion the answer to all three of those tests is a resounding NO.

In summary, the i-Transport report is a sustainability illusion and the statements should not be taken at face value?