

ASHFORD LOCAL PLAN TO 2030 – EXAMINATION

POUND LANE LINK ROAD – A POSITION STATEMENT

The Local Plan hearing on the afternoon of Wednesday 9th May discussed the current position in respect of the Pound Lane Link Road.

New modelling information has been provided to Kent County Council Highways and Transportation by Brookbanks Consulting (representing the applicant for site S3 – Court Lodge) and Peter Brett Associates (representing the applicants for sites S4 and 5 – Kingsnorth Green) regarding the impact of the Pound Lane Link Road not being delivered and the impact on the Ashford Road corridor from the cross-roads junction of Magpie Hall Road / Steeds Lane in a northerly direction to the roundabout junction of Ashford Road / Britannia Lane / Forestall Meadow. It is this corridor that would be directly impacted if the Pound Lane Link Road was not being delivered.

The following represents the current position:-

1. The traffic modelling methodology for the respective Transport Assessments for all the above sites has been agreed with KCC Highways and Transportation. This includes using trips rates from TRICS.
2. A manual method of traffic assignment on the local highway network has been provided in respect of all the above sites to assess development impacts on the local highway network. This is based on 2011 Census travel statistics and then being manually assigned onto the local highway network.
3. Capacity assessments of the following junctions on the Ashford Road corridor have been undertaken. The capacity assessments have been undertaken for a 2030 end of Local Plan scenario and include various committed developments and TEMPRO growth rates. The junctions that have been assessed are:
 - 1) Ashford Road / Magpie Hall Road / Steeds Lane cross-roads junction
 - 2) Ashford Road / S5 (Kingsnorth Green) site access. This includes for eastward trips from site S3 (Court Lodge)
 - 3) Ashford Road / Pound Lane / Church Hill cross-roads junction
 - 4) Ashford Road / Britannia Lane / Forestall Meadow roundabout
4. These capacity assessments include the closure of Pound Lane to the west of the junction of Riverside Close and Pound Lane. A link between Pound Lane and Ashford Road will be delivered through site 5.
5. Based on the resultant assessment work, the broad following conclusions have been drawn:
 - 1) The proposed vehicle movements from sites S3, S4 and S5 can be accommodated on the Ashford Road/Romney Marsh Road corridor subject to various improvement schemes at the junctions described above. The impact of the proposed sites will

not result in a severe impact on the local highway network as per the National Planning Policy Framework.

- 2) The highway improvement schemes likely to be required are as follows:
 - Re-location and widening of Magpie Hall Road approximately 30 metres northerly direction. This will effectively remove the cross-roads junction (and improve highway safety). The widening of the junction of Magpie Hall Road / Ashford Road will also allow two vehicles to queue simultaneously when either exiting left or right out of the junction.
 - Provision of a right-hand turn lane facility at the entrance to the Kingsnorth Green development (Site S5) on Ashford Road.
 - Signalisation of the Ashford Road / Pound Lane / Church Hill cross-roads junction. This will provide a substantial improvement in the ability of vehicles to exit Church Hill in the AM and PM peaks and improve highway safety at this junction.
 - Flaring improvements to the Ashford Road / Britannia Lane / Forestall Meadow roundabout junction.

6. This can only be formally agreed through the planning application process once the full details of all the mitigation proposals have been defined. Kent County Council Highways and Transportation believe it is unlikely that the Pound Lane Link Road will be required because of committed development and sites S3, S4 and S5. The traffic modelling that has been undertaken based on the above improvements shows that all of the junctions above will still be able to operate within theoretical capacity.

7. Full details of the various highway improvement schemes will be agreed with Kent County Council Highways and Transportation through the submission of a planning application and supporting Transport Assessment.

8. The specific reference to the Pound Lane Link Road in policy TRA1 should remain in any event as the link road will be required in the future but references to it as 'critical' in supporting text should be amended to refer to 'desirable'.