

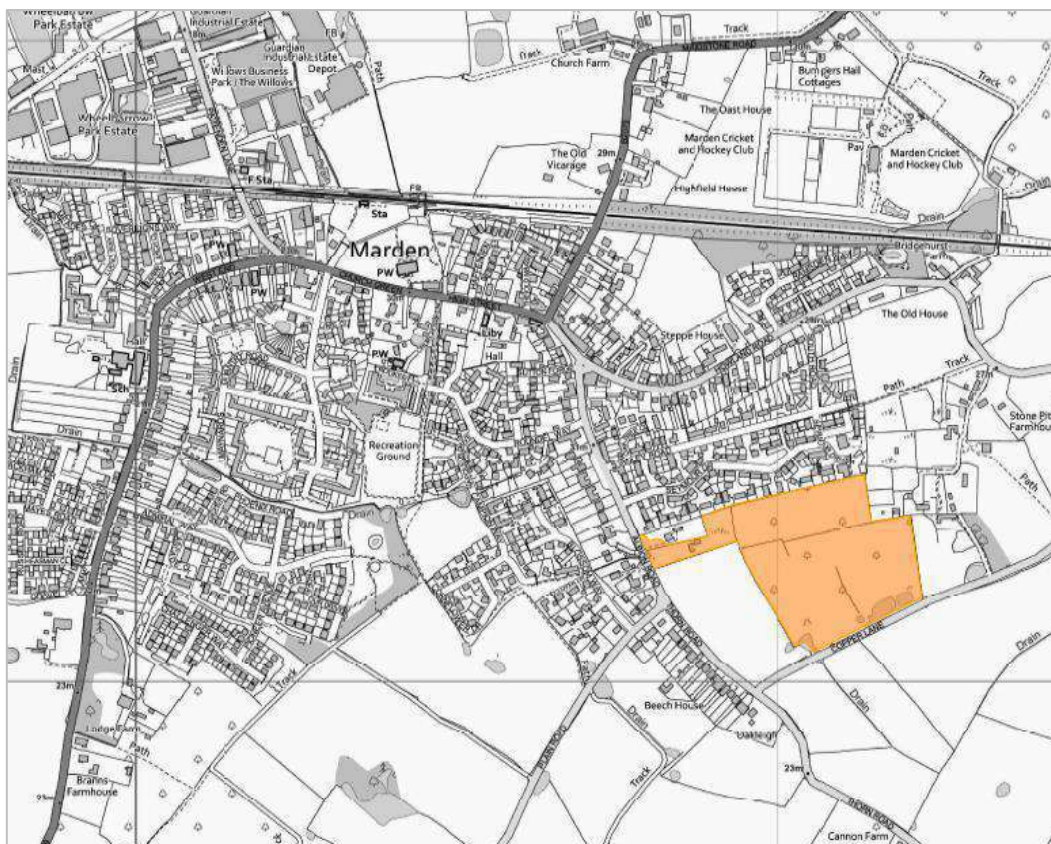
## **APPENDIX H.     Active Travel Routes - Audit**

Project No: ITB15068  
Project Title: Land East of Albion Road, Marden  
Title: Non-Motorised User Audit  
Ref: AI/SH/ITB15098-102  
Date: 2 August 2023

## SECTION 1 Introduction

**1.1.1** i-Transport has been appointed by Rydon Homes to provide highways and transport advice in relation to an outline planning application (with means of access determined at outline stage) for a scheme of up to 124 residential dwellings and public open space on the Albion Road and Copper Lane site in Marden. The site location plan is provided as an extract in **Image 1** below.

**Image 1 Extract from Site Location Plan**



- 1.1.2 An extract from the coloured site layout plan is provided in **Image 2**.

**Image 2 Extract from Coloured Site Layout Plan**



[Please note – site layout plan is being updated –Image 2 will need updating before submission]

- 1.1.3 Marden is a successful Rural Service Centre, particularly in terms of employment opportunities, and also has strong key community facilities such as a primary school, shops, medical centre, library and rail station.
- 1.1.4 Paragraph 4.4.1 of the Manual for Streets states:

***“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which resident may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km. MfS encourages a reduction in the need to travel by car through the creation of mix-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance for most residents”***

- 1.1.1 The recent Active Travel England toolkit again repeats the 800m walking distance for access to local amenities.
- 1.1.2 The DfT’s Cycling and Walking Investment Strategy (2017) states at Paragraph 1.16 that:

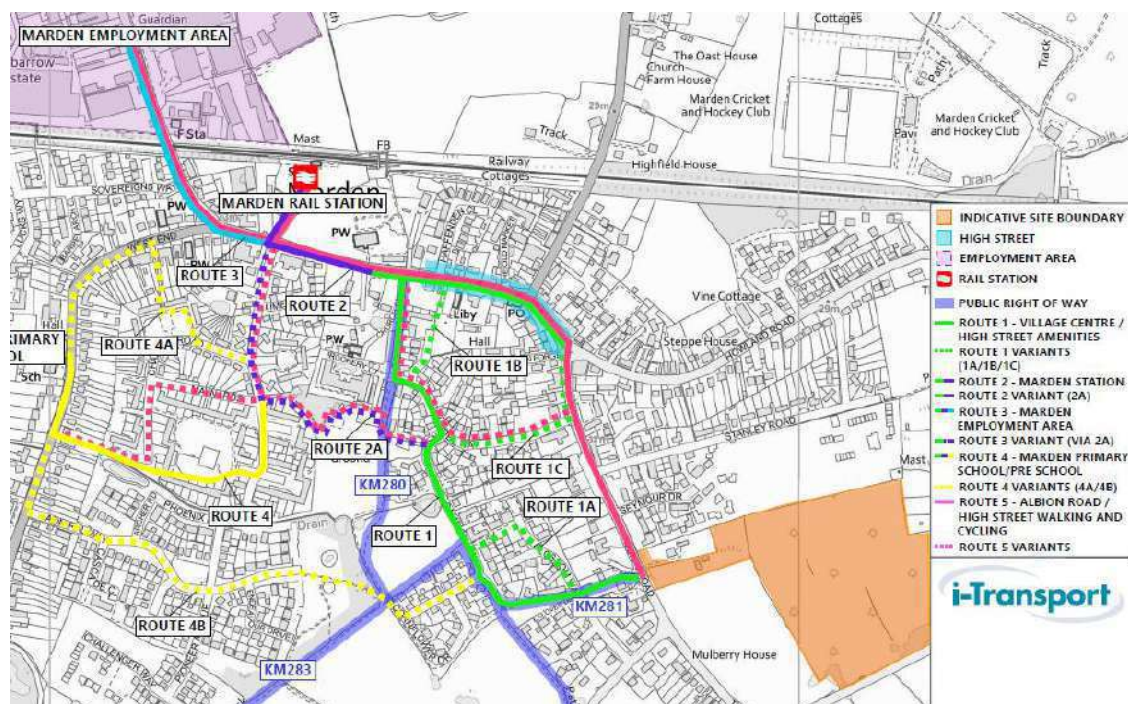
***“...there is significant potential for change in travel behaviour. Two out of every three personal trips are within five miles – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For school children, the opportunities are ever greater. Three quarters of children live within a 15-minute cycle ride of secondary school while more than 90% live within a 5-minute walk or bus journey from a primary school.”***

- 1.1.3 The DfT’s Gear Change A Bold Vision for Cycling and Walking states (page 11) that:

*"In particular, there are many shorter journeys that could be shifted from cars, to walking, or cycling. We want to see a future where half of all journeys in towns and cities are cycled or walked. 58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017-1817. For many people, these journeys are perfectly suited to cycling and walking."*

- 1.1.5 Therefore, although walkable neighbourhoods are typically characterised by having a range of facilities within 800m, a distance of 1.6km (circa 1mile) is a reasonable walking distance for many people and journey purposes and some people may walk further than this (2km is referred to in Manual for Streets). 8km (circa 5 miles) is a reasonable cycle distance for most people and many journey purposes.
- 1.1.6 This note presents a walking and cycling, or 'active travel', audit of routes to the main local amenities within Marden.
- 1.1.7 These active travel routes and the destinations are shown in **Image 3** below and in **Appendix A**.

**Image 3: Location of Audited Active Travel Routes**



- 1.1.8 The audit considers the Active Travel routes to:

- The High Street / village centre/local shops;
- Marden Rail Station;
- North Marden Employment Area; and
- Marden Primary Academy.



1.1.9 The audit is based on a site visit undertaken in July 2023. The audit has been undertaken with reference to the five core principles, common to both pedestrians and cyclists, identified within the Department for Transport's (DfT) Local Transport Note (LTN) 1/04 'Policy, Planning and Design for Walking and Cycling' (2004), and the Chartered Institute of Highways and Transportation (CIHT) 'Designing for Walking' (March 2015) guidance. In addition to the above, the DfT's Cycle Infrastructure Design Local Transport Note (LTN1/20) has been considered as well as Active Travel England's (ATE) latest guidance.

1.1.10 The core principles are:

- **Convenience** – Networks should allow people to go where they want, as directly and with as little delays as possible, and with appropriate signage;
- **Accessibility** – Pedestrian and cycling routes should form a network linking trip origins and key destinations including public transport access points. There should be proper provision for crossing busy roads and other barriers. The needs of people with various types and degrees of disability should be taken into account;
- **Safety** – Infrastructure must be safe and be perceived to be safe. Maintenance plays an important part – surface defects should not be allowed to develop to the extent that they become a hazard and vegetation should be regularly cut back to preserve available width and sight lines;
- **Comfort** – Infrastructure should provide appropriately for level of use, width, gradient, and surface quality etc., and cater for all types of user, including children and disabled people as appropriate. Dropped kerbs are particularly beneficial to users of wheelchairs, pushchairs and cycles, and tactile paving needs to be provided to assist visually impaired people; and
- **Attractiveness** – The walking and cycling environment should be attractive, interesting and free from litter, dog mess and broken glass.

1.1.11 The Active Design guidance has been produced by a combination of Active Travel England, Sport England and the Office of Health Improvement and Disparities (OHID). Active Design sets out how the design of environments can help people to lead more physically active and healthy lives. It's about helping to create 'active environments.' There are ten principles of Active Design identified in the document, which are: activity for all, walkable communities, providing connected active travel routes, mixing uses and co-locating facilities, network of multi-functional open spaces, high-quality streets and spaces, providing activity infrastructure, active buildings, inside and out, maintaining high-quality flexible spaces and activating spaces

1.1.12 Regard has been had to these Active Design principles when assessing the routes.

1.1.13 Notwithstanding the above, Marden is a rural village. There are requirements to be sensitive and retain the local character of the village. Marden does not have wide highway corridors or verges and thus there is more limited scope for major interventions for active travel modes. This needs to be borne in mind.

1.1.14 The Active Design guidance helpfully looks at an illustrative “Rural Village” stating that villages and rural areas benefit from access to the countryside and open spaces for leisure and physical activity. With additional intervention, they can make this more accessible and useful for more groups, and create spaces for different types of physical activity. The guidance suggests that design interventions may include:

- Traffic calming measures in the village centre to create a more attractive place and an active travel friendly environment;
- Accessible community facilities for classes and local events;
- Linked bridleway network away from vehicle traffic;
- Long-distance cycleway links to nearby towns and destinations provided in field margins;
- Quietway’ network of active travel priority routes on country lanes, retaining local vehicle access;
- Traffic calming measures at entrance to village;
- Clear wayfinding on footpaths and around village; and
- Walking loops with clear wayfinding and trails of different lengths marked.

## SECTION 2      Route Audit

### 2.1      Route 1 – To the Village Centre/Local Shops (Green Route)

- 2.1.1      The village centre is located around 900m northwest of the nearest proposed dwelling and 1,270m from the furthest property via Public Footpath KM281. This will be a key destination of potential future residents at the site. **Table 2.1** presents the results of the Active Travel audit for Route 1.

**Table 2.1: Audit of Route 1 – To Village Centre/Local Shops and B2079 / High Street Bus Stops**

| Route 1: To the Village Centre/Local Shops and B2079 / High Street Bus Stops |   |
|--|---|
| Description of Route   | <ol style="list-style-type: none"><li>1. Leave the site and head west across Albion Road to Public Footpath KM281 (as it's a Public Footpath Route 1 – 4 will not be appropriate for cycling)</li><li>2. Continue west across Blossom Way and route through the new residential development via Poppy Walk, emerging onto Bluebell Drive;</li><li>3. Head north on Bluebell Drive and continue along Campion Way and Napoleon Drive before connecting with Roundel Way;</li><li>4. From Roundel Way, route north to the High Street via Public Footpath KM280;</li><li>5. Route east along High Street to the B2079 bus stops and village centre.</li></ol> <p>Distance from the site: circa 900m – reasonable walking distance</p> |

|             |   |
|-------------|---|
| Convenience | <p>The proposed development will provide a dropped kerb crossing across Albion Road to facilitate safe pedestrian connection to Public Footpath KM281. Albion Road is a quiet, street lit link that experiences low traffic flows and speeds (<b>Photo 1</b>); this creates an environment suitable for the provision of an uncontrolled pedestrian crossing.</p> <p>The footpath leads to a quiet residential development that provides dedicated and direct pedestrian links northbound to the wider highway network (<b>Photo 2</b>).</p> <p>A continuous off-carriageway footway named Poppy Walk is provided from Footpath KM281 to Bluebell Drive (<b>Photo 3</b>). From here, a footway is provided on the south side of Bluebell Drive that ties in with the footway on Campion Way (<b>Photo 4</b>).</p> <p>Continuous footways are provided on both sides of Campion Way for the most part, with a 15m section across the culvert where a single footway is provided on the east side of the carriageway (<b>Photo 5</b>). The western footway is reintroduced north of the culvert. The footways route north and connect with the existing footways provided on Napoleon Drive. The footways on Napoleon Drive tie into the footway provided on the south side of Roundel Way (<b>Photo 6</b>) which offers an eastbound connection back towards Albion Road and a northwestern connection towards Footpath KM280.</p> <p>In a northwest direction, footways are provided on both sides of Roundel Way with dropped kerbs provided at the Merchant Place and Sunburst Close junctions. The footways provide a continuous pedestrian link to Footpath KM280 which offers an off-carriageway route north to the High Street and south to the recreation ground (<b>Photo 7</b>).</p> <p>At its northern extent, Footpath KM280 ties into the existing footway provided on the south side of the High Street. Heading west, this footway remains continuous all the way to the services and facilities provided in the village centre (<b>Photo 8</b>).</p> <p>Route 1 would benefit from wayfinding / signing – see Route 1 recommendations.</p> |
|-------------|---|



|               |   |
|---------------|---|
| Accessibility | <p><b><u>Footpath KM281</u></b></p> <p>Footpath KM281 provides a dedicated pedestrian connection between Albion Road and Blossom Way and comprises an unsurfaced, albeit well-used, path which measures circa 1.4m wide at its eastern extent, 1.2m-1.5m in a westbound direction and circa 2.0m at its western extent. Lighting is not provided along this short route. Footpath KM281 would benefit from an improvement scheme – see Route 1 recommendations.</p> <p><b><u>Poppy Walk</u></b></p> <p>Poppy walk is a dedicated off-carriageway footway connection that routes between the western extent of Footpath KM281 and Bluebell Drive. The route is lit with low-level lighting posts every 12-13m and measures circa 2.1m in width.</p> <p><b><u>Bluebell Drive</u></b></p> <p>Bluebell Drive is a quiet, low-traffic cul-de-sac that provides a single footway on the west side of the carriageway. The footway measures circa 2.0m in width with a 5.3m shared surface arrangement providing access to the properties on the east side of the carriageway. The low-level lighting posts continue along this route.</p> <p><b><u>Campion Way</u></b></p> <p>Campion Way connects Bluebell Drive at its southern extent with Napoleon Drive to the north. Footways are provided on both sides of Campion Way, with dropped kerb crossings provided on all minor junctions. The footways measure between circa 1.8-2.0m along this route and tie in with the footways provided on both sides of Napoleon Drive which remain at a consistent width. The low-level lighting posts continue along Campion Way and traffic calming in the form of single-way working between Campion Way and Napoleon Drive is provided at the short culvert.</p> <p><b><u>Napoleon Drive</u></b></p> <p>Napoleon Drive routes north from Campion Way to the priority junction with Roundel Way. Footways are provided on both sides of the carriageway that measure circa 1.8m in width and street lighting is provided in the form of</p> |
|---------------|---|

**Route 1: To the Village Centre/Local Shops and B2079 / High Street Bus Stops**

conventional lamp posts rather than low-level lighting columns. A dropped kerb crossing is provided on Napoleon Drive at the junction with Roundel Way.

**Roundel Way**

Roundel Way routes northwest from Napoleon Drive to Footpath KM280. Footways are provided on both sides of Roundel Way which measure between circa 1.4-1.6m with a 1.8m grass verge separating the footway from the carriageway on the northern side up to Sunburst Close. Street lighting is provided along the extent of Roundel Way.

**Footpath KM280**

Footpath KM280 is accessed from Roundel Way via a wooden barrier arrangement and a raised table allows for travel across Roundel Way. The footpath measures approximately 1.8m in width and provides a direct off-carriageway route to the High Street from Roundel Way.

**High Street**

From Footpath KM280, footways are provided on both sides of the High Street westbound towards the service centre. The footway on the north side of the carriageway measures circa 1.4m opposite the footpath, increasing to 1.8m further west. On the south side, the footway measures circa 1.8m along its extent. A zebra crossing is provided across the High Street circa 20m east of Chantry Road to facilitate pedestrian movements to and from the rail station (**Photo 9**). Street lighting is present along the entirety of the High Street.

| Route 1: To the Village Centre/Local Shops and B2079 / High Street Bus Stops |   |
|--|---|
| Safety   | <p>The majority of the footways provided throughout this Active Travel Route comprise smooth, hard surfaces with dropped kerbs provided at minor road junctions. Footpath KM281, whilst currently unsurfaced, provides a well-used route that offers a direct connection to Blossom Way from the site. However, tactile paving is missing in many locations – see Route 1 recommendations.</p> <p>Traffic calming in the form of speed bumps is provided along the extent of Roundel Way which acts to slow vehicle speeds (<b>Photo 10</b>).</p> <p>Street lighting is also provided along the entire route, with the exception of a short section along Footpath KM281, either in the form of low-level lighting posts or conventional lighting columns. A large portion of the route travels through quiet residential areas away from main carriageways and a good level of natural surveillance is afforded by surrounding properties as a result.</p> |
| Comfort  | <p>The footways along the route are hard surfaced, smooth and flat and generally between 1.4m / 1.5m and 2.0m, allowing for comfortable use by pedestrians. The footway on the north side of Roundel Way is separated from the carriageway by a grass verge in places which increases the distance between pedestrians and moving vehicles. Dropped kerb crossings are provided across all of the minor arms along the route.</p>   |
| Attractiveness   | <p>The village centre can be accessed within a reasonable walking distance from the site along this route. Furthermore, the continuous footways along the route, frequent street lighting and the crossings provided at all minor junctions create an attractive route between the site and the village centre for pedestrians. A 30mph speed is imposed throughout Marden, however the majority of the route is contained within quiet cul-de-sacs and residential streets with on-street parking which, in reality, experience much lower vehicle speeds.</p>   |

|   |   |
|---|---|
| <div>Alternative Options</div> <div>Route</div> | <div> <a href="#"><u>Route 1A</u></a> </div> <div> <p><b><u>Blossom Way</u></b></p> <p>At the western end of Footpath KM281, pedestrians can route north on Blossom Way as an alternative to Poppy Walk. A footway measuring circa 1.8m in width is provided on the east side of the carriageway before stopping at a parking area approximately 35m north of Footpath KM281 (<b>Photo 11</b>). From here, pedestrians are required to cross to the circa 1.6m wide footway on the western side before crossing back to the eastern footway which continues after the parking area. Alternatively, pedestrians can use the shared surface arrangement where no footway is available. Pedestrians can then route west via a shared surface arrangement to join Campion Way just north of Number 9.</p> </div> <div> <p><b><u>Route 1B</u></b></p> <p><b><u>Merchant Place/ Library / High Street Car Park</u></b></p> <p>An alternative route between Roundel Way and the High Street is available via the Library / High Street car park. From Roundel Way, pedestrians could use the 1.4m wide footways provided on both sides of Merchant Place to route north into the Library / High Street car park (<b>Photo 12</b>). The car park operates as a shared surface, with a 1.2m footway provided for circa 50m on the east side of the access road from the High Street (<b>Photo 13</b>). From here, pedestrians can utilise the 1.2-2.0m footway on the south side of the High Street to route east to the One Stop.</p> </div> <div> <p><b><u>Route 1C</u></b></p> <p><b><u>Roundel Way (East)/Albion Road</u></b></p> <p>Roundel Way, to the east of Napoleon Drive, provides footways on both sides of the carriageway which measure between 1.4-1.6m in width (<b>Photo 14</b>). Dropped kerb crossings are provided at all minor junctions along Roundel Way. Street lighting is also provided along the entirety of Roundel Way in the form of conventional lighting columns.</p> <p>Continuing to the One Stop store, a 1.2m footway is provided northbound on the west side of Albion Road, increasing to 1.7m at Sutton Forge (<b>Photo 15</b>).</p> </div> |
|---|---|

**Route 1: To the Village Centre/Local Shops and B2079 / High Street Bus Stops**

A dropped kerb crossing is provided across Sutton Forge. The footway continues from Albion Road to the High Street, routing round the back of the parking area that fronts the pharmacy. A circa 2m footway then continues all the way to the One Stop (**Photo 16**).

The routes to the local shops provide continuous footways with dropped kerbs provided at all minor junctions. The minimum footway width of 1.2m is provided for a short distance on Albion Road with the average footway width being around 1.5m.

Similarly to the main Route 1, these routes would benefit from wayfinding / signing and tactile paving at dropped kerbs where missing – see Route 1 recommendations.

**Photos****1: Albion Road**



**2: Public Footpath KM281**



**3: Poppy Walk**





#### 4: Bluebell Drive



#### 5: Campion Way Culvert

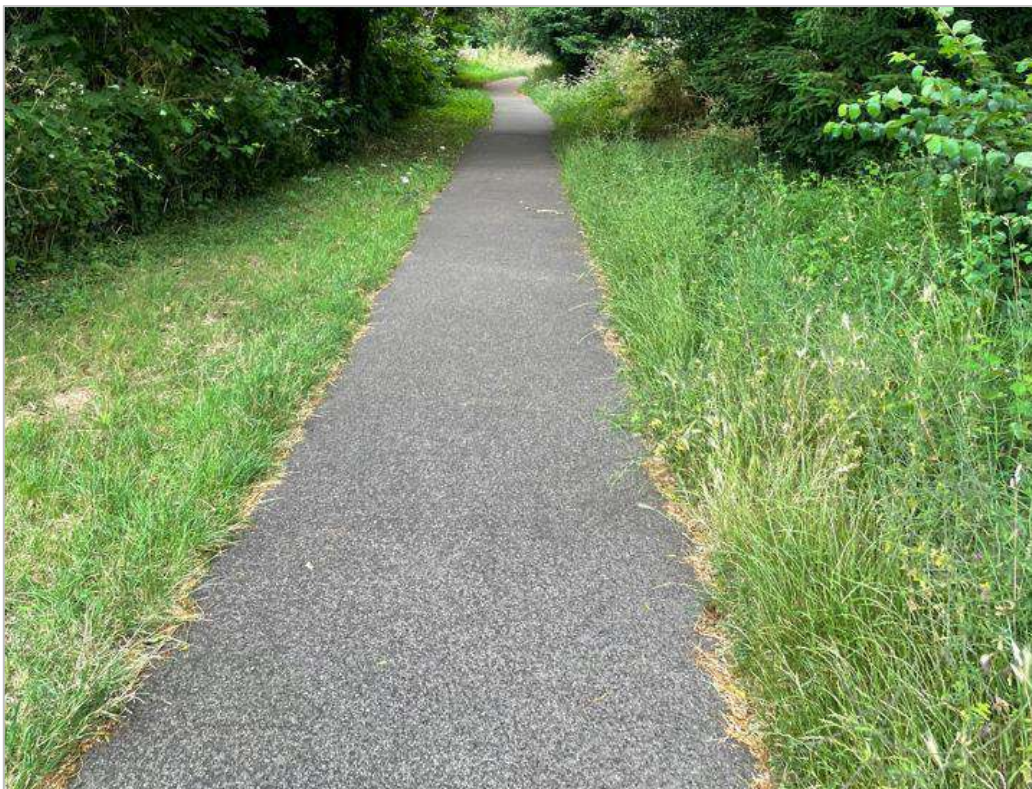




**6: Napoleon Drive/Roundel Way**



**7: Footpath KM280 Northbound**





**8: Southern Footway – B2079 / High Street**



**9: Zebra Crossing – B2079 / High Street**





**10: Traffic Calming – Roundel Way**



**11: Blossom Way Footway**





**12: Merchant Place Footways**



**13: Footway into Library / High Street Car Park**





**14: Roundel Way Footways Eastbound**



**15: Western Footway - Albion Road**





## 16: Footway to One Stop



- 2.1.2 In summary, Route 1 generally meets the five core principles identified. The route is accessible with continuous, street lit footways provided along the majority of the route. Dropped kerb crossings are provided across all of the minor arms, with further provision provided across the High Street in the form of a zebra crossing.
- 2.1.3 A feeling of safety is provided through the street lighting and the residential nature of the route, which provides natural surveillance for pedestrians. The footways provided along the route are smooth and hard surfaced which makes the routes comfortable for pedestrians and the slow speed traffic environment makes the route comfortable for on-road cycling.

### Route 1 – Recommended Improvements

#### **Public Footpath KM281**

- 2.1.4 An improvement scheme to public footpath KM281 between Albion Road and Blossom Way to enable all weather / year-round use by pedestrians has been discussed / agreed with KCC Public Rights of Way officers. A drawing showing the improvements are included at **Appendix B** and includes:
- The public footpath route will be tarmacked to the Blossom Way east side footway (except the short gravel section immediately west of Albion Road); and

- Widening within the highway to provide a 1.2m – 1.5m footpath link between Albion Road and Blossom Way (according with KCCs Design Guide – Designing for Movement - where Minor Access Roads (within villages) are identified as having a minimum footway width of 1.2m and Manual for Streets page 68 clearly shows that 1.2m is wide enough for an adult and young child to walk by side by side and is wide enough for a wheelchair).

2.1.5 KCC PRoW have advised that short section of gravel adjacent to the Albion Roads carriageway would need to remain and that it is unlikely that KCC would support lighting of Footpath KM281.

2.1.6 The improvements to public footpath KM281 are deliverable in the highway boundary and can be secured by condition or planning obligation and delivered by the developer under Section 278 of the Highways Act or as a financial contribution for KCC to deliver.

#### Wayfinding / Signing / Tactile Paving

2.1.7 The following additional improvements for Route 1 and its alternatives are suggested:

- Wayfinding / Signing – see **Appendix C** for suggested locations (locations / details to be discussed and agreed with KCC); and
- Tactile paving across all of the minor arms along the route (where missing) which would aid safe pedestrian movements for the visually impaired - see **Appendix D** for suggested locations (locations / details to be discussed and agreed with KCC).

2.1.8 These improvements can be secured by condition or planning obligation and delivered by the developer under Section 278 of the Highways Act or as a financial contribution for KCC to deliver.

## 2.2 Route 2 – To Marden Rail Station (Green and Purple)

2.2.1 Marden Rail Station is a key destination for potential future residents of the site which is located north of the B2079 opposite Chantry Road. The station is located circa 990m northwest of the nearest proposed dwelling and 1,360m from the furthest property. The route future residents of the proposed site will use to access the station is described in **Table 2.2**.

**Table 2.2: Audit of Route 2 – To Marden Rail Station**

| Route 2: to Marden Rail Station |   |
|---------------------------------|---|
| Description of Route            | <ol style="list-style-type: none"><li>1. Follow Route 1 to the zebra crossing provided on the B2079.</li><li>2. Use the zebra crossing to access the footway on the north side of the B2079.</li><li>3. Continue north on 'Marden Station' to reach the Rail Station.</li></ol> <p>Distance from the site: c990m – reasonable walking distance</p>  |
| Convenience                     | <p>The zebra crossing provided on the B2079 is positioned in a safe, convenient location that allows quick access to the station from the north side of the B2079 (<b>Photo 9</b>). Pedestrians routing from both the B2079 to the east and Chantry Road will have convenient access to the crossing and the station as a result. Footways are provided on both sides of the access road to the station, measuring circa 2.0m in width (<b>Photo 17</b>). The western footway continues to the station entrance and the eastern footway provides access to the shared surface arrangement throughout the car park via a small ramp (<b>Photo 18</b>). Street lighting is also provided throughout the car park.</p> <p>Route 2 would benefit from wayfinding / signing – see Route 2 recommendations.</p> |
| Accessibility                   | <p>The zebra crossing on the B2079 facilitates safe crossing for all users. The 2.0m footways on 'Marden Station' are sufficient to accommodate pedestrians/wheelchair users etc and the quiet nature of the carriageway allows for safe cycle travel within the carriageway itself.</p>  |

| Route 2: to Marden Rail Station |   |
|---------------------------------|---|
| Safety                          | The route is largely street lit and is largely residential in nature which offers natural surveillance for pedestrians. The residential roads are quiet with low traffic flows and speeds and the route between Roundel Way and the B2079 is off-carriageway via Footpath KM280. The long, straight nature of the High Street facilitates good visibility between pedestrians and motor vehicles and allows for safe movement across the carriageway using the zebra crossing. However, tactile paving is missing in many locations – see Route 2 recommendations |
| Comfort                         | The footways along the entire route are hard surfaced, street lit and vary in width between 1.2m and 2.0m. The zebra crossing is clearly demarcated and allows efficient movement between the B2079 and Marden Station.   |
| Attractiveness                  | The street lit footways and the provision of dropped kerb crossings makes this route attractive for pedestrians. The slow speed environment also makes the route attractive for cyclists to ride on the carriageway.  |

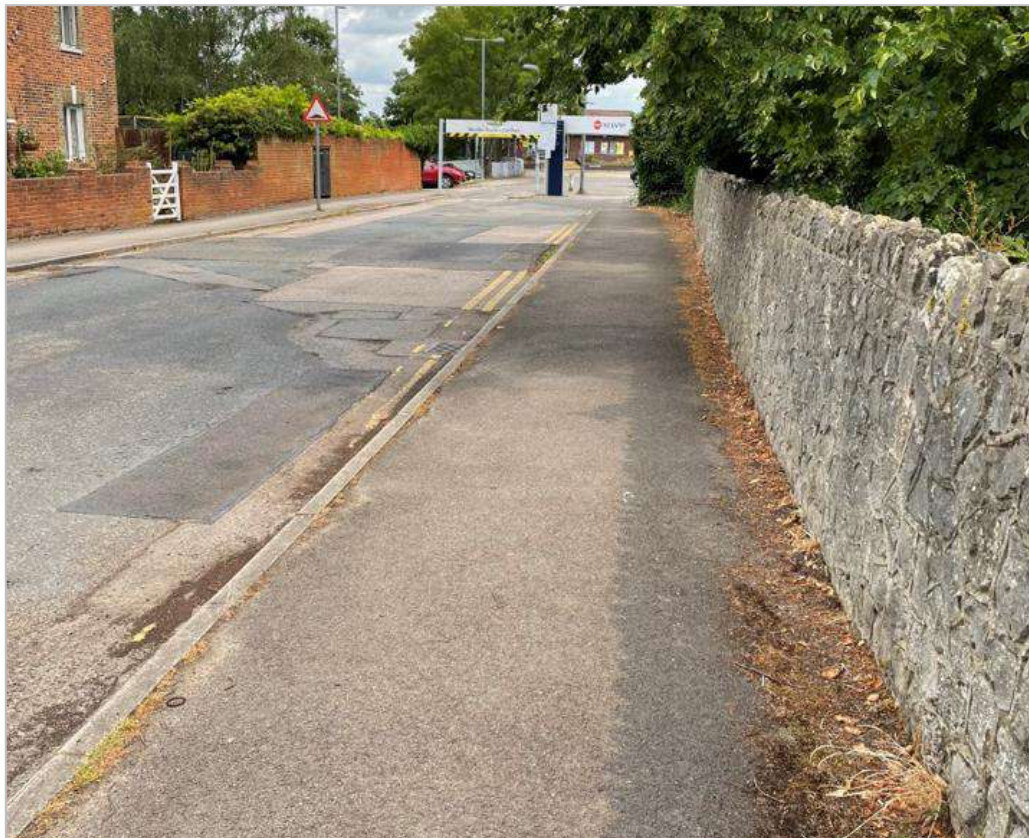
**Route 2: to Marden Rail Station**

| Alternative Options | Route  |
|---------------------|--|
|                     | <p><b><u>Route 2A</u></b></p> <p>Pedestrians can also route between Napoleon Drive and the B2079 using the footway along the north side of the recreation ground (<b>Photo 19</b>) and Chantry Road. This route is circa 50m longer than the one proposed as the primary route to the station above.</p> <p><b><u>Recreation Ground Footway</u></b></p> <p>From Napoleon Drive, a circa 2.8m footway routes west to the recreation ground past Marden Play Area (<b>Photo 20</b>). This footway continues west around the top of the recreation ground and measures circa 1.5m in width. The footway emerges onto Chantry Road opposite The Cockpit and ties into the existing footways which are provided on both sides of the carriageway (<b>Photo 21</b>).</p> <p><b><u>Chantry Road</u></b></p> <p>The footways on Chantry Road measure between 1.5-1.9m and provide a continuous pedestrian link between The Cockpit and the B2079 to the north (<b>Photo 22</b>). These footways tie into the existing footway on the south side of the B2079 as described previously. From here, pedestrians would use the zebra crossing to access the Rail Station from the north side of the B2079.</p> <p>Similarly to the main Route 2, these routes would benefit from wayfinding / signing and tactile paving at dropped kerbs where missing – see Route 2 recommendations.</p> |



## Photos

### 17: Station Access Footways



### 18: Step-Free Access to Station Car Park





**19: Recreation Ground Northern Footway**



**20: Footpath between Napoleon Drive and Recreation Ground**





**21: Connection to Chantry Road from Recreation Ground**



**22: Chantry Road Footways**



2.2.2 In summary, Route 2 generally meets the five core principles identified. The route is accessible with street lit footways provided along the route. Dropped kerb crossings are provided across all of the minor arms with dropped kerb crossings with a zebra crossing provided across the High Street.

2.2.3 A feeling of safety is offered through the street lighting and the natural surveillance provided for pedestrians by the residential nature of the route. The footways along the route are smooth and hard surfaced which makes the routes comfortable for pedestrians and the slow speed traffic environment makes the route comfortable for on-road cycling.

### **Route 2 – Recommended Improvements**

2.2.4 The following additional improvements for Route 2 and its alternatives are suggested:

- Wayfinding / Signing – see **Appendix C**; and
- Tactile paving across all of the minor arms along the route (where missing) which would aid safe pedestrian movements for the visually impaired – see **Appendix D**.

2.2.5 These improvements can be secured by condition or planning obligation and delivered by the developer under Section 278 of the Highways Act or as a financial contribution for KCC to deliver.

## 2.3 Route 3 – To North Marden Employment Area (Green/Purple/Blue)

2.3.1 The North Marden Employment Area on Pattenden Lane provides a range of employment and retail opportunities which potential future residents could use on a day-to-day basis. The employment area is located circa 1,290m from the nearest proposed dwelling and 1,660m from the furthest property. The route future residents of the proposed site will use to access the employment area is described in **Table 2.4**.

**Table 2.4: Audit of Route 3 – To North Marden Employment Area**

| Route 3: To North Marden Employment Area |  |
|--|--|
| Description of Route                     | <ol style="list-style-type: none"> <li>1. Follow Route 1 / Route 2 to the B2079;</li> <li>2. Cross to the north side of the B2079 using the dropped kerb crossing opposite the Nisa Local;</li> <li>3. Route west on the B2079 before heading north on the existing footway on the east side of Pattenden Lane;</li> <li>4. Continue north on Pattenden Lane under the railway line to the employment area north of Marden.</li> </ol> <p>Distance from the site: c1,290m – reasonable walking distance</p>        |
| Convenience                              | <p>The majority of this route is the same as the one to Marden Station as described in Table 2.3. The employment area is located circa 300m northwest of Marden Station with continuous footways provided along the entire route. From Marden Station, there are only two links required to reach the employment area; High Street and Pattenden Lane. This provides a simple and direct route into the employment area.</p> <p>Route 3 would benefit from wayfinding / signing – see Route 3 recommendations.</p> |

**Route 3: To North Marden Employment Area**

|                |  |
|----------------|--|
| Accessibility  | <p>The footway on the east side of Pattenden Lane varies in width between circa 0.9-1.2m, largely restricted by the overall width of the carriageway and the proximity of existing dwelling boundaries. Pattenden Lane is at its narrowest towards its southern extent (<b>Photo 23</b>) before widening to 1.2m on approach to the railway line (<b>Photo 24</b>). A short ramp is provided under the railway line that elevates pedestrians above the carriageway and a metal barrier is provided on the west side of the footway (<b>Photo 25</b>). On the north side of the railway line, the footway returns to carriageway level and a step free access to the carriageway is provided at the end of the ramp. A circa 1.2-1.4m footway is provided on the east side of Pattenden Lane throughout the employment area, with dropped kerb crossings provided at the entrances to individual businesses, some which include tactile paving (<b>Photo 26</b>). A circa 1.4m wide footway is introduced on the west side of Pattenden Lane approximately 45m to the north of the railway line (<b>Photo 27</b>).</p> |
| Safety         | <p>Continuous street lit footways are provided with dropped kerb crossing points at all minor junctions. However, tactile paving is missing in most locations – see Route 3 recommendations. Despite of lack of dedicated cycle lanes/paths, the slow speed traffic environment along the route provides safe conditions for on-road cycling. While there is a short section of footway (52m) at the southern end of Pattenden Lane that measures circa 0.9m wide this represents the minimum width for use by wheelchair users and is wide enough for a pedestrian as set in Manual for Streets (MfS).</p>  |
| Comfort        | <p>The footways along the route are hard surfaced and street lit which offers a comfortable pedestrian route. The ramp under the railway line pulls pedestrians away from the carriageway, separating them from motor vehicles travelling under the bridge.</p>  |
| Attractiveness | <p>The street lit footways and the provision of dropped kerb crossings makes this route accessible and attractive for pedestrians. The slow speed environment also makes the route attractive for cyclists to ride on the carriageway.</p>   |



## Photos

**23: Pattenden Lane Footway - Southern End**



**24: Pattenden Lane Footway – South of Railway Line**





**25: Pedestrian Ramp Under Railway Line**



**26: Pattenden Lane Footway – East Side**





**27: Pattenden Lane Footway – West Side**

2.3.2 In summary, Route 3 generally meets the five core principles identified. The route is accessible with continuous, street lit footways provided along the entire route. Dropped kerb crossings are provided across all of the minor arms along the pedestrian desire lines.

**Route 3 – Recommended Improvements**

2.3.3 The following additional improvements for Route 3 and its alternatives are suggested:

- Wayfinding / Signing – see **Appendix C**; and
- Tactile paving across all of the minor arms along the route (where missing) which would aid safe pedestrian movements for the visually impaired – see **Appendix D**.

2.3.4 These improvements can be secured by condition or planning obligation and delivered by the developer under Section 278 of the Highways Act or as a financial contribution for KCC to deliver.

## 2.4 Route 4 – To Marden Primary School (Green/Purple/Yellow)

2.4.1 Marden Primary School is located on Goudhurst Road to the west of the site, circa 1,190m from the nearest proposed dwelling and 1,560m from the furthest property. **Table 2.5** presents the results of the Pedestrian and Cycle Audit of the routes to this destination.

**Table 2.5: Audit of Route 4 – To Marden Primary School**

| Route 4: To Marden Primary School |   |
|-----------------------------------|---|
| Description of Route              | <ol style="list-style-type: none"><li>1. Follow Route 1 to the recreation ground via Napoleon Drive.</li><li>2. Route west along the top of the recreation ground to Chantry Road.</li><li>3. Continue south on Chantry Road to Cranham Square.</li><li>4. Route west through the residential area and along the footpath that connects Maynards to Goudhurst Road.</li><li>5. Head north on Goudhurst Road and cross to the school using the existing zebra crossing.</li></ol> <p>Distance from the site: c1,190m – reasonable walking distance</p> |
| Convenience                       | <p>The route to Marden Primary School provides a direct and convenient walking opportunity for future residents of the site. The route is largely contained within the residential area of Marden and also comprises quiet, dedicated routes for pedestrians only.</p> <p>Signage to the school is provided on Goudhurst Road at the western end of the footpath from Maynards. The route would benefit from wayfinding / signage elsewhere</p>   |

**Route 4: To Marden Primary School**

|                |   |
|----------------|---|
| Accessibility  | <p>This is an accessible route which comprises a mix of dedicated footways and shared surface arrangements through quiet cul-de-sacs. The alleyway between the recreation ground and Chantry Road measures circa 1.6m in width which ties into the 1.6m footway provided southbound on Chantry Road. The shared surface opposite Cranham Square measures circa 3.3-3.5m in width (<b>Photo 28</b>) and the footpath that connects Maynards with Goudhurst Road is approximately 2.2m wide (<b>Photo 29</b>). Dropped kerbs were observed at all minor junctions which help to maximise efficiency of movement for pedestrians along the main desire line. A zebra crossing is provided along the school frontage to facilitate pedestrian movement across Goudhurst Road (<b>Photo 30</b>).</p> |
| Safety         | <p>Street lighting is provided along the route and the residential nature of the route allows for a good level of natural surveillance. The provision of dropped kerb crossings allows for step free access across all carriageways. However, tactile paving is missing in most locations – see Route 4 recommendations. The shared surface arrangement to the west of Cranham Square serves a small number of dwellings and vehicle movements in this location are minimal. The footpath between Maynards and Goudhurst Road is a pedestrian only route which minimises the interaction between pedestrians and motor vehicles.</p>  |
| Comfort        | <p>The footways along the entire route are hard surfaced, smooth and street lit which offer a comfortable pedestrian route for all users. The route is predominantly flat which allows for accessible and comfortable movement for users.</p>   |
| Attractiveness | <p>The route passes through the recreation ground and additional areas of green space. Parts of the route are pedestrian only which means users are not travelling close to motor vehicles for large portions of the route. The village nature of Marden results in low traffic flows and a safe community feel.</p>  |



|                            |  |
|----------------------------|--|
| <p>Alternative Options</p> | <p>Route <b><u>Route 4A</u></b></p> <p>A second route is available to the school from the recreation ground to the B2079 West End via Chantry Road northbound.</p> <p><b><u>Chantry Road</u></b></p> <p>The characteristics of Chantry Road north from the recreation ground are set out in Route 2A. Routing west from Chantry Road, footways measuring circa 1.6-1.8m are provided on both sides of the carriageway. A circa 1.2-1.4m footway is then accessible opposite Number 43 (<b>Photo 31</b>) which leads to an alleyway. The alleyway varies in width between 1.0-1.2m and provides a pedestrian-only connection to the B2079 West End (<b>Photo 32</b>). Street lighting is provided throughout the alleyway which widens out towards West End with grass verges provided either side of the footway (<b>Photo 33</b>).</p> <p><b><u>B2079 West End</u></b></p> <p>From the north end of the pedestrian connection, the route heads west along West End via a 1.6-2.1m wide footway on the south side of the carriageway (<b>Photo 34</b>). This provides a continuous pedestrian connection to the zebra crossing on the school frontage.</p> <p><b><u>Route 4B</u></b></p> <p>A third route is available to pedestrians of a similar length i.e. circa 1,200m via Bluebell Drive, Public Footpath KM280 Parsonage Play Area, Admiral Way and Goudhurst Road.</p> <p><b><u>Bluebell Drive</u></b></p> <p>Bluebell Drive is a quiet cul-de-sac that provides footways on both sides of the carriageway measuring circa 1.8m wide. At the western end, this changes to a shared surface arrangement where access is provided to 4 dwellings (<b>Photo 35</b>).</p> <p><b><u>Footpath KM280</u></b></p> <p>From Bluebell Drive, pedestrians would route along Footpath KM280 for 25m which comprises a circa 1.1m wide unsurfaced track (<b>Photo 36</b>). This connects with the footway provided across the Parsonage Play Area.</p> |
|----------------------------|--|

**Route 4: To Marden Primary School****Parsonage Play Area**

From the footpath, a circa 2.0m wide dedicated footway connection is provided across Parsonage Play Area to the footways on Admiral Way (**Photo 37**). A dropped kerb/tactile paving crossing is provided to Admiral Way (**Photo 38**).

**Admiral Way**

Footways are provided on both sides of Admiral Way for the majority of the route, with the exception of a 65m section that passes an area of green space where a single footway is provided on the south side of the carriageway. The footways are circa 1.8m wide along Admiral Way with dropped kerb/tactile paving crossings provided at all minor junctions (**Photo 39**). A 3.0m wide shared footway/cycleway is provided between Cascade Close and Goudhurst Road along Admiral Way (**Photo 40**). From here, pedestrians can use the footways provided on both sides of Goudhurst Road and cyclists can travel within the carriageway (**Photo 41**).

**Photos****28: Shared Surface – Cranham Square**



**29: Footpath Between Maynards and Goudhurst Road**



**30: Zebra Crossing – Goudhurst Road**

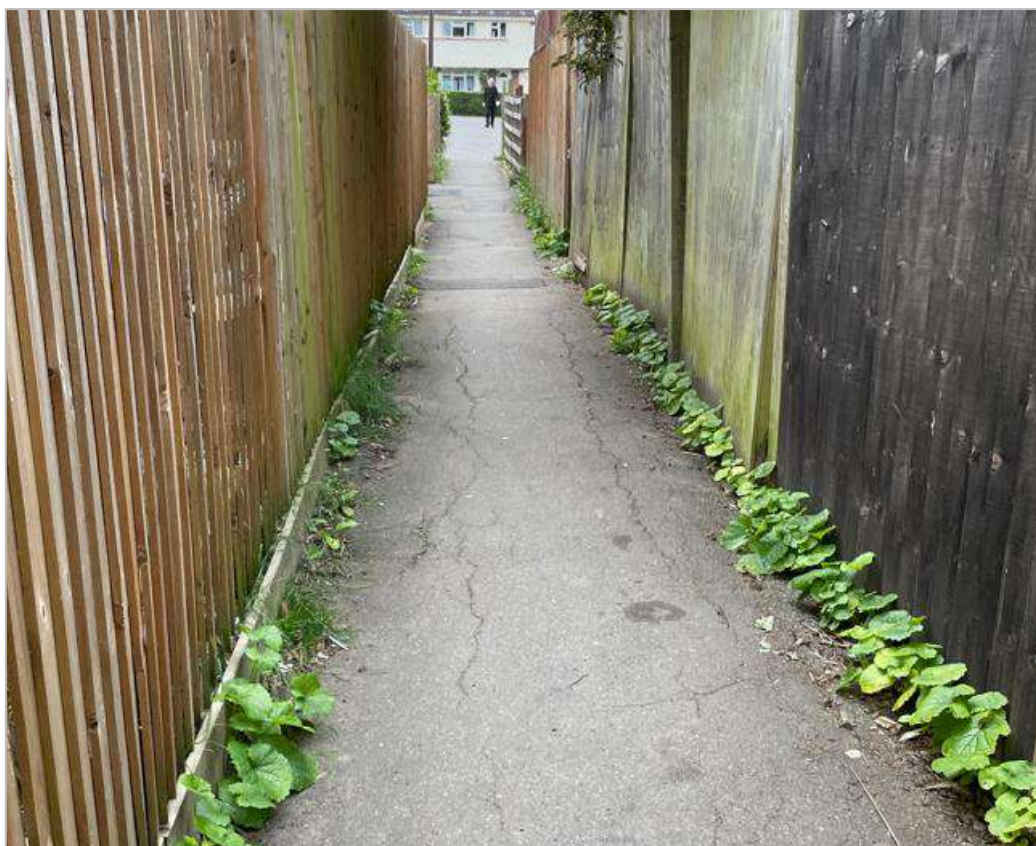




**31: Chantry Road Footway (Opposite Number 43)**



**32: Chantry Road – West End Alleyway (Southern End)**





**33: Chantry Road – West End Alleyway (Northern End)**



**34: West End Footway**

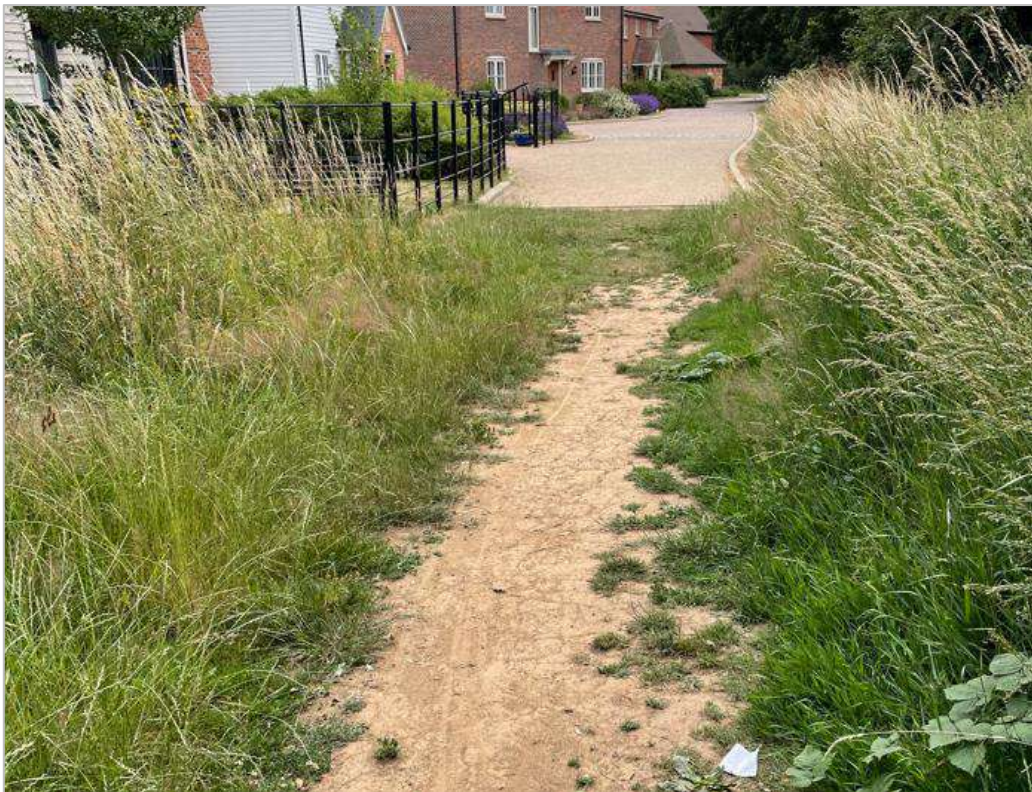




**35: Bluebell Drive – Western End**



**36: Footpath KM280 from Bluebell Drive**





**37: Footway Across Parsonage Play Area**



**Image 38: Crossing from Parsonage Play Area to Admiral Way**





**39: Footways and Crossings on Admiral Way**



**40: Shared Footway/Cycleway on Admiral Way**



#### 41: Goudhurst Road Footways



- 2.4.2 In summary, Route 4 generally meets the five core principles identified. The route is accessible with continuous, street lit footways provided along the route. Dropped kerb crossings are provided across all of the minor arms with a zebra crossing provided along the frontage of the school. An alternative route is available through the Parsonage Play Area and housing development on the south side of Marden. There is a small section of this alternate route (25m) along Footpath KM280 that comprises an unsurfaced, albeit well-used, track. This means the route will be accessible to most but not all users.

#### Route 4 – Recommended Improvements

- 2.4.3 The following additional improvements for Route 4 and its alternatives are suggested:
- Wayfinding / Signing – see **Appendix C**; and
  - Tactile paving across all of the minor arms along the route (where missing) which would aid safe pedestrian movements for the visually impaired – see **Appendix D**.
- 2.4.4 These improvements can be secured by condition or planning obligation and delivered by the developer under Section 278 of the Highways Act or as a financial contribution for KCC to deliver.



## 2.5 **Route 5 – Albion Road Albion Road – High Street B2079 to High Street Amenities, Employment Area and Primary School**

- 2.5.1 Albion Road does provide a route to the B2079 High Street / village centre (shops etc), amenities in Marden, Marden Station, Employment Area and Primary School.
- 2.5.2 For example, Little Marden Farm Shop and Country Store is approximately 350m from the nearest proposed dwelling and around 720m from the furthest property. This is a reasonable walking distance.
- 2.5.3 All of Marden's amenities are within a reasonable cycling distance of the site.
- 2.5.4 Albion Road routes in a north-west south-east alignment, has a varying carriageway width of around 5.0m – 5.5m and is subject to a 30mph speed limit with street lighting.
- 2.5.5 There are no footways along Albion Road in the vicinity of the site frontage. To the north, the footways along Albion Road begin at the Seymour Drive junction (east side) circa 80m to the north of the site frontage and southern leg of Jewell Grove (west side). South of the Plain Road junction, Albion Road turns into Thorn Road and the 30mph speed limit ends to the south of the built up part of Marden (south of a property called Oakleigh). See photo below.

### **42: Albion Road looking north from near the site frontage**





- 2.5.6 Albion Road therefore currently operates as a shared surface / mixed traffic road south of Seymour Drive and at the site frontage.
- 2.5.7 The traffic surveys show that during the weekday peak traffic hours, the traffic flow is circa 176-202 two-way movements along Albion Road in the vicinity of the site. This equates to around 3 vehicle movements per minute during the busiest periods of the day. Daily traffic volumes are around 1,850 vehicles. Heavy goods vehicle flows are very low at <1% of all traffic on Albion Road.
- 2.5.8 Speed surveys show that along Albion Road near the site frontage the actual average speeds are 25-28mph. The 85th%ile speeds are 32 – 34mph.
- 2.5.9 Local Transport Note 1/20 Cycle Infrastructure, Table 4.1 (appropriate protection from motor traffic) would suggest that having mixed traffic / on-carriageway cycling along Albion Road with these traffic flows / speeds would mean the provision is suitable for few people and would exclude most potential users.
- 2.5.10 Yet:
- Site visits have revealed people regularly walking along this section of Albion Road including dog walkers;
  - In terms of cycling, the traffic surveys have revealed that along the Albion Road site frontage during the morning peak period (07:00 – 10:00) there were some 8 cyclists (two way) and during the evening peak period (16:00 – 19:00) there were some 18 cyclists (two way) – so on average around 4 cyclists per hour; and
  - There have not been any recorded PIAs in the latest available 5-year period along Albion Road.
- 2.5.11 The evidence therefore is that Albion Road in the vicinity of the site frontage does currently operate safely as a shared surface and mixed traffic environment for both pedestrians and cyclists.
- 2.5.12 Indeed, the Seymour Drive scheme to the north has recently provided a pedestrian link to the Albion Road carriageway – see photo 43.

**43: Seymour Drive Development – Pedestrian Link to Albion Road carriageway**

- 2.5.13** The development is not anticipated to significantly increase the number of vehicular movements along Albion Road between the site and the High Street (around 50 vehicular movements in a peak hour – less than 1 vehicle every minute).
- 2.5.14** The future traffic flows (2028 with development) along Albion Road (between the site access and Seymour Drive) is around 232 – 261 vehicles in a weekday peak hour. This traffic volume is not high in absolute terms – an average of around 4 vehicles per minute.
- 2.5.15** Many of the pedestrian trips generated by the site will use Routes 1 – 4 via Public Footpath KM281 and not go along Albion Road. With the improvements to KM281 and wayfinding / signage, existing users of Albion Road may also use the Public Footpath KM281 route. In reality, the development is not anticipated to significantly increase the number of pedestrian movements along Albion Road.
- 2.5.16** There is likely to be around 12 - 46 cycle trips per day generated by the development (the higher figure being with significant modal shift). Some of these can route onto Blossom Way via Albion Road (south) and Plain Road and access the village in that direction. In real terms, the increase in cycling along Albion Road to the north will be low.
- 2.5.17** We are aware that Manual for Streets discusses shared surface streets, suggesting that they are likely to work well where parking is controlled or takes place in designated areas, in short lengths (or cul de sacs), and where the volume of motor traffic is below 100 vehicles per hour.
- 2.5.18** There is some on-street parking along Albion Road north of the site and north of the shared surface stretch where there are existing footways. The on-street parking contributes to slowing vehicles and acts as a traffic calming measure.

- 2.5.19 Between the site access and Seymour Drive to the north there is only a circa 80m length of Albion Road that does not benefit from footway provision – Albion Road is straight and there is generally good intervisibility for traffic and pedestrians. Albion Road will most likely be used by residents / drivers who are familiar with the prevailing conditions. This will reduce the safety risk for pedestrians and cyclists as drivers will adjust their behaviour accordingly – that is the more pedestrians / cyclists there are then the slower vehicle speeds are likely to be.
- 2.5.20 There is no suggestion in Manual for Streets, or elsewhere for that matter, that once the vehicle flow exceeds 100 vehicles per hour that a road will become “dangerous” for pedestrians or cyclists. The guidance in MfS actually originated from a study of public transport in London Borough Pedestrian Priority Areas undertaken by TRL for the bus priority team at Transport for London. The study concluded that above 100 vehicles per hour, pedestrians “treat the general path by motor vehicles as a ‘road’ to be crossed rather than as a space to occupy”. That is, pedestrians will walk closer to the carriageway edge and are more likely to seek to face oncoming traffic when flows are greater than 100 vehicles per hour. This is what happens along Albion Road.
- 2.5.21 The residential nature of road will continue to mean that Albion Road will operate without an undue risk to pedestrian or cycle safety as a shared surface.
- 2.5.22 Pedestrians, if they wanted to, would be able to walk along or take refuge in the highway verge along the side of the Albion Road carriageway.
- 2.5.23 In summary, when taking into account the anticipated increases in vehicle and pedestrian and cycle movements, the practice of pedestrians and cyclists using the carriageway along Albion Road will not be inherently unsafe. The absence of a footway along a short section of Albion Road will not therefore significantly impact on the propensity for individuals to walk to the amenities in the Marden village whether along Albion Road or along Routes 1 – 4 via Public Footpath KM281.
- 2.5.24 The Transport Assessment puts forward an option for a potential traffic calming scheme along Albion Road and Thorn Road (including visual narrowing with flush edge strips along Albion Road and Thorn Road) (see **Appendix E**), which could be secured via planning condition and / or financial contribution in a Section 106 agreement.
- 2.5.25 Such a scheme would encourage active travel along Albion Road / Thorn Road and into the B2079 / village centre / High Street and other village amenities. With future (2028 plus development) annual average daily traffic volumes being just over 2,000 vehicles per day and traffic speeds along Albion Road being reduced to potentially around 20mph, then having regard to (Local Transport Note 1/20, Table 4.1 on carriageway / mixed traffic cycling would be suitable for most people



### Cycle Parking in the Village Centre

2.5.26 There is an opportunity for the proposed development to provide additional cycle parking in proximity to the amenities within the village centre. There is existing cycle parking located in the vicinity of the junction between Albion Road and the High Street (just north of Sutton Forge) which is attached to planters (see photo 44).

#### **44: Existing Cycle Parking on Albion Road, Marden**



2.5.27 There are opportunities to provide similar sensitive cycle parking in the same location and other locations within the village centre (see **Appendix F**) including:

- Adjacent to the planter cycle parking junction between Albion Road and the High Street (just north of Sutton Forge);
- Adjacent to the cycle stands on the north side of the B2079 High Street just to the east of the Maidstone Road junction; and
- On the north side of the B2079 High Street just to the west of the Maidstone Road junction.

2.5.28 The applicant would welcome the opportunity of working up the details of additional cycle parking with KCC and the Parish Council. These works could be secured at planning stage by two options:

- Planning condition or obligation in a Section 106 Agreement for the works to be delivered by the developer under S278 of the Highways Act; or
- The developer making a financial contribution secured in a Section 106 Agreement for KCC to implement such a scheme as local highway authority.

2.5.29 There may also be an opportunity to provide a financial contribution to cycle parking at the library (village centre parking) and cycle parking at Marden Station (if a shortfall in funding).

**[Link to Plain Road / Bus Stop](#)**

2.5.30 There is a short walk between the site along Albion Road to the south and then Plain Road to the bus stop and Blossom Way. Traffic volumes will be lighter along Albion Road to the south of the access.

2.5.31 The potential traffic calming scheme along Albion Road and Thorn Road (including visual narrowing with flush edge strips along Albion Road and Thorn Road) would assist in improving access in this location. The potential traffic calming scheme offers the opportunity to amend the Albion Road / Plain Road / Thorn Road junction to provide a simple priority arrangement whilst also providing the opportunity to provide landscaping, verges, pedestrian refuge and potentially bus waiting facilities.

## SECTION 3 Summary

3.1.1 The audit identifies that Routes 1 – 5 generally meets the key design principles for active travel, namely being convenient, accessible, safe, comfortable and attractive for the level of demand expected

3.1.2 Routes 1 – 4 are appropriate for pedestrians whilst route 5 is appropriate for pedestrians and cyclists.

3.1.3 The following are recommended improvements:

**Public Footpath KM281 (covers routes 1 – 4)**

3.1.4 An improvement scheme to public footpath KM281 between Albion Road and Blossom Way to enable all weather / year-round use by pedestrians has been discussed / agreed with KCC Public Rights of Way officers. A drawing showing the improvements are included at **Appendix B** and includes:

- The public footpath route will be tarmacked to the Blossom Way east side footway (except the short gravel section immediately west of Albion Road); and
- Widening within the highway to provide a 1.2m – 1.5m footpath link between Albion Road and Blossom Way (according with KCCs Design Guide – Designing for Movement - where Minor Access Roads (within villages) are identified as having a minimum footway width of 1.2m and Manual for Streets page 68 clearly shows that 1.2m is wide enough for an adult and young child to walk by side by side and is wide enough for a wheelchair.

3.1.5 KCC PRoW have advised that short section of gravel adjacent to the Albion Roads carriageway would need to remain and that it is unlikely that KCC would support lighting of Footpath KM281.



- 3.1.6 The improvements to public footpath KM281 are deliverable in the highway boundary and can be secured by condition or planning obligation and delivered by the developer under Section 278 of the Highways Act or as a financial contribution for KCC to deliver

#### Wayfinding / Signing / Tactile Paving

- 3.1.7 The following additional improvements for all routes are suggested:
- Wayfinding / Signing – Village Wide – see **Appendix C**; and
  - Tactile paving across all of the minor arms along the route (where missing) which would aid safe pedestrian movements for the visually impaired – see **Appendix D**.

- 3.1.8 These improvements can be secured by condition or planning obligation and delivered by the developer under Section 278 of the Highways Act or as a financial contribution for KCC to deliver.

#### Potential Traffic Calming

- 3.1.9 A potential traffic calming scheme which would encourage active travel along Albion Road / Thorn Road and into the B2079 / village centre / High Street and other village amenities (see **Appendix E**).

#### Cycle Parking in the Village Centre

- 3.1.10 There are opportunities to provide similar sensitive cycle parking in the village centre (see **Appendix F**) – the applicant would welcome the opportunity of working up the details of these with KCC and the Parish Council. These works could be secured at planning stage by two options:
- Planning condition or obligation in a Section 106 Agreement for the works to be delivered by the developer under S278 of the Highways Act; or
  - The developer making a financial contribution secured in a Section 106 Agreement for KCC to implement such a scheme as local highway authority.

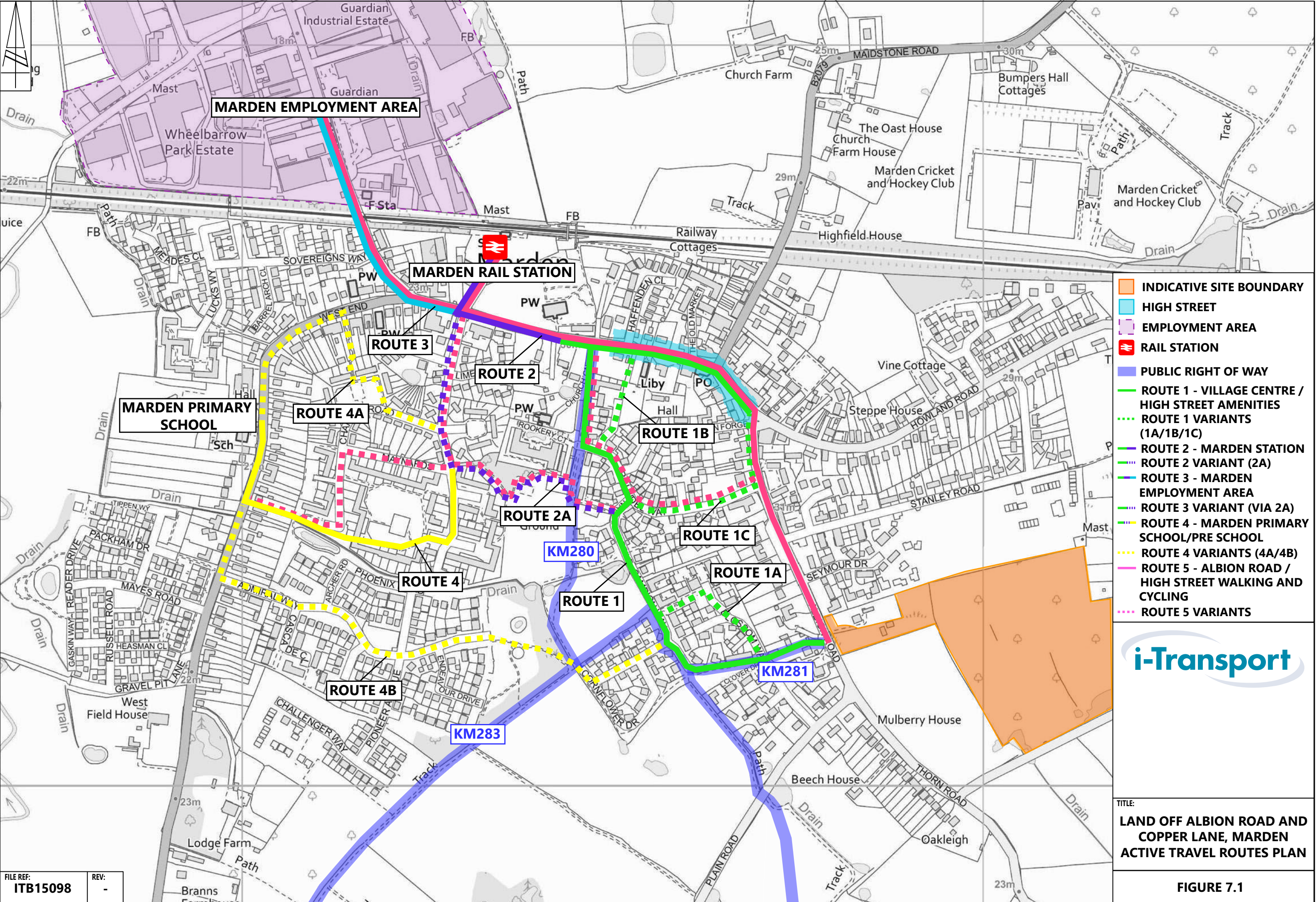
- 3.1.11 There may also be an opportunity to provide a financial contribution to cycle parking at the library (village centre parking).

#### Financial Contribution to Improvements / Cycle Parking at Marden Station

- 3.1.12 If required the development can make a financial contribution to improvements / cycle parking at Marden Station, which can be secured in a Section 106 agreement (if there is shortfall in funding).

## **APPENDIX A.** ACTIVE TRAVEL ROUTES





- INDICATIVE SITE BOUNDARY
- HIGH STREET
- EMPLOYMENT AREA
- RAIL STATION
- PUBLIC RIGHT OF WAY
- ROUTE 1 - VILLAGE CENTRE / HIGH STREET AMENITIES
- ROUTE 1 VARIANTS (1A/1B/1C)
- ROUTE 2 - MARDEN STATION
- ROUTE 2 VARIANT (2A)
- ROUTE 3 - MARDEN EMPLOYMENT AREA
- ROUTE 3 VARIANT (VIA 2A)
- ROUTE 4 - MARDEN PRIMARY SCHOOL/PRE SCHOOL
- ROUTE 4 VARIANTS (4A/4B)
- ROUTE 5 - ALBION ROAD / HIGH STREET WALKING AND CYCLING
- ROUTE 5 VARIANTS

TITLE:  
**LAND OFF ALBION ROAD AND  
COPPER LANE, MARDEN  
ACTIVE TRAVEL ROUTES PLAN**

FIGURE 7.1

Reproduced from ordnance survey by the permission of the controller of her majestys stationery office. Crown copyright. All rights reserved. Licence number 100022432



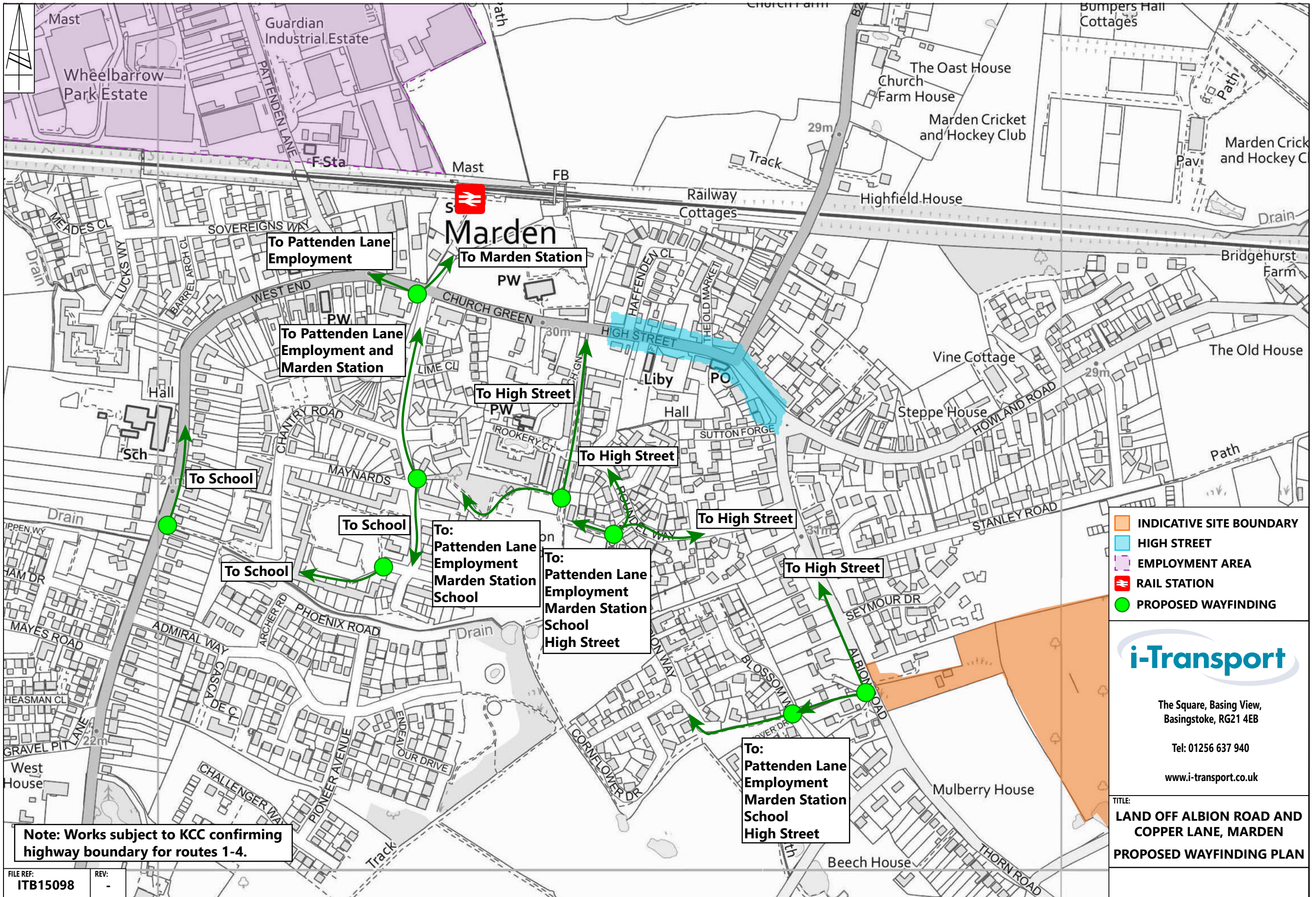
**APPENDIX B.** PUBLIC FOOTPATH KM281  
IMPROVEMENT





## **APPENDIX C. WAYFINDING / SIGNING – VILLAGE WIDE**





Note: Works subject to KCC confirming highway boundary for routes 1-4.

FILE REF: ITB15098  
REV: -

- INDICATIVE SITE BOUNDARY
- HIGH STREET
- EMPLOYMENT AREA
- RAIL STATION
- PROPOSED WAYFINDING

**i-Transport**

The Square, Basing View,  
Basingstoke, RG21 4EB

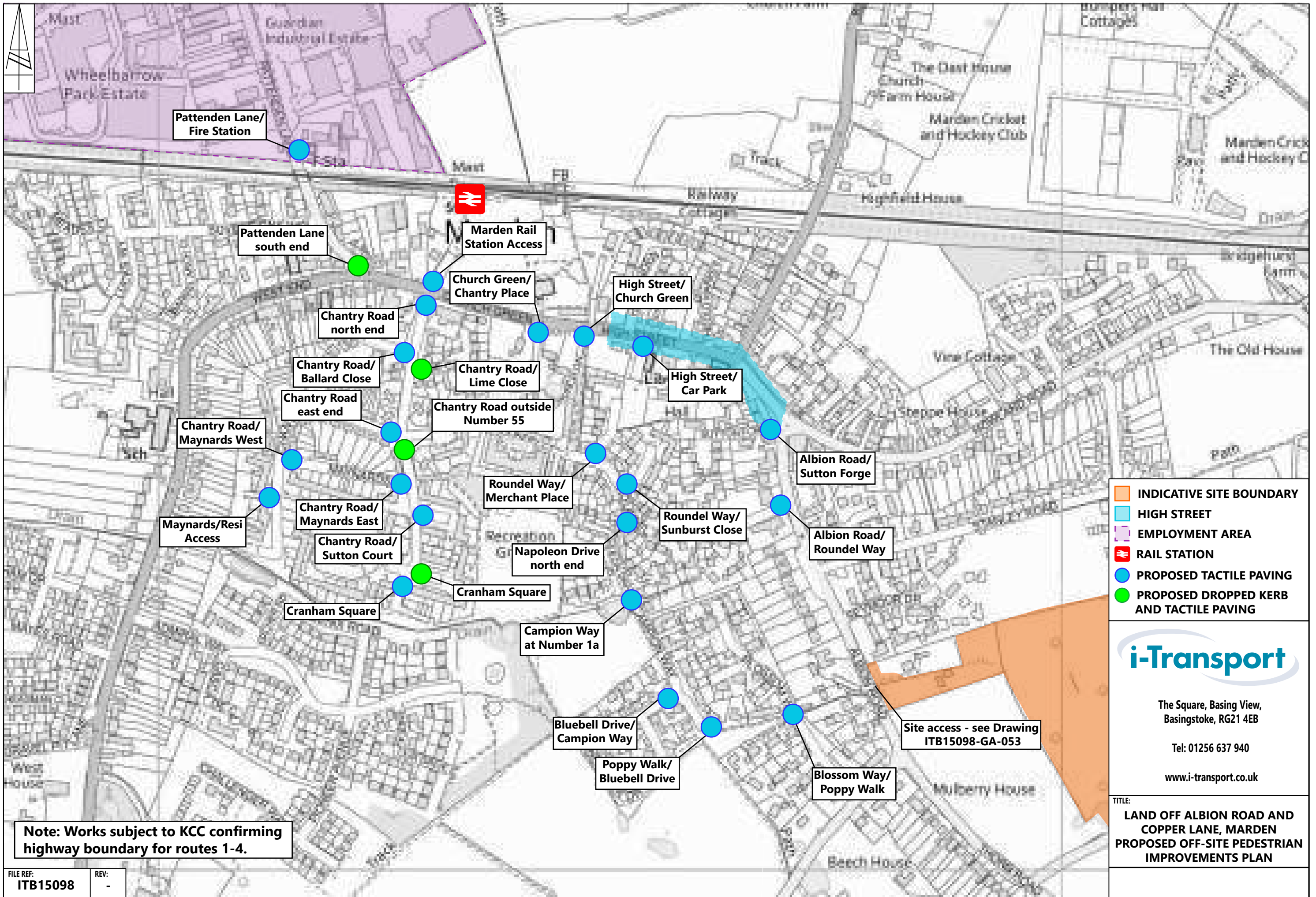
Tel: 01256 637 940

www.i-transport.co.uk

TITLE:  
**LAND OFF ALBION ROAD AND  
COPPER LANE, MARDEN  
PROPOSED WAYFINDING PLAN**



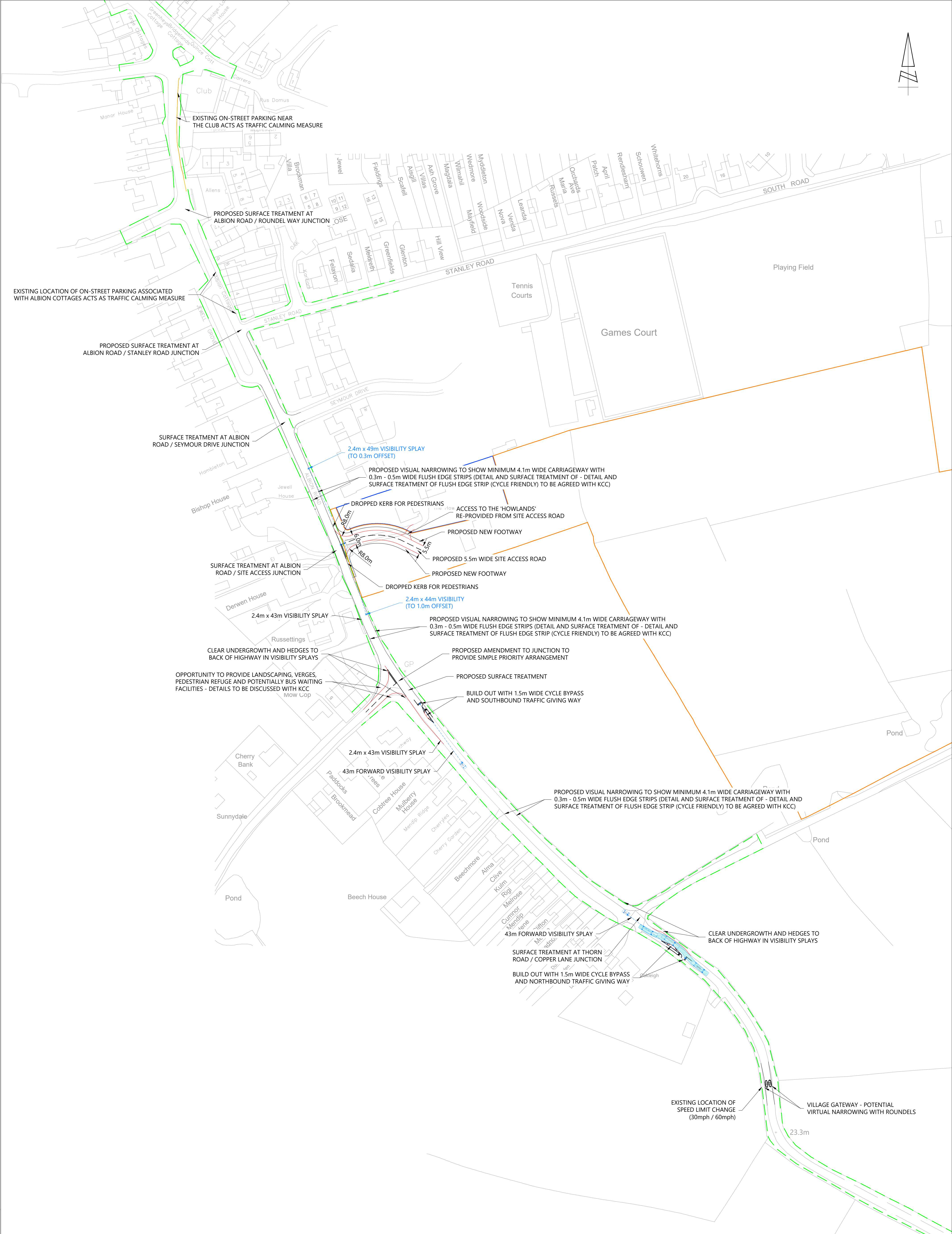
## **APPENDIX D. PEDESTRIAN IMPROVEMENTS - MARDEN**



|           |      |
|-----------|------|
| FILE REF: | REV: |
| ITB15098  | -    |

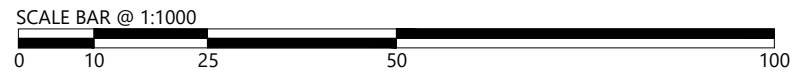


**APPENDIX E.** POTENTIAL TRAFFIC CALMING  
SCHEME ALBION ROAD AND THORN  
ROAD



REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE NO. 100544286. © CROWN COPYRIGHT RESERVED.

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.



**KEY:**

INDICATIVE SITE BOUNDARY

**NOTES:**

ALL TRAFFIC CALMING DETAIL AND LOCATIONS TO BE DISCUSSED AND AGREED WITH KENT COUNTY COUNCIL

| Single Deck Bus             | 11.980m |
|-----------------------------|---------|
| Overall Length              | 2.440m  |
| Overall Width               | 2.570m  |
| Overall Body Height         | 3.100m  |
| Min Body Ground Clearance   | 0.100m  |
| Track Width                 | 2.550m  |
| Track to Side Line          | 0.050m  |
| Kerb to Kerb Turning Radius | 10.368m |

|                         |          |    |  |   |     |         |                     |                                  |    |    |    |             |    |    |    |
|-------------------------|----------|----|--|---|-----|---------|---------------------|----------------------------------|----|----|----|-------------|----|----|----|
|                         |          |    |  | POTENTIAL TRAFFIC CALMING MEASURES - ALBION ROAD AND THORN ROAD |     |         |                     | LAND EAST OF ALBION ROAD, MARDEN |    |    |    | RYDON HOMES |    |    |    |
| C                       | 07.08.23 | MM | MINOR AMENDMENT                                      | MC  | AI  | MC      | MC                  | MC                               | AI | MC | MC | MC          | AI | MC | MC |
| B                       | 01.07.23 | MM | SITE BOUNDARY UPDATED                                | MC  | AI  | MC      | MC                  | MC                               | AI | MC | MC | MC          | AI | MC | MC |
| A                       | 04.07.23 | MM | TRAFFIC CALMING MEASURES AND HOWLANDS ACCESS UPDATED | MC  | AI  | MC      | MC                  | MC                               | AI | MC | MC | MC          | AI | MC | MC |
| REV                     | DATE     | BY | DESCRIPTION  | CH  | APD | PROJECT | CLIENT: RYDON HOMES |                                  |    |    |    |             |    |    |    |
| STATUS: FOR INFORMATION |          |    |  | LAND EAST OF ALBION ROAD, MARDEN                                |     |         |                     | RYDON HOMES                      |    |    |    | REV: C      |    |    |    |

The Square, Basing View,  
Basingstoke, Hampshire, RG21 4EB

Tel: 01256 637940

www.i-transport.co.uk

DRAWN: MM

CHECKED: IN

APPROVED: MG

PROJECT No: ITB15098

SCALE @ A1: 1:1000

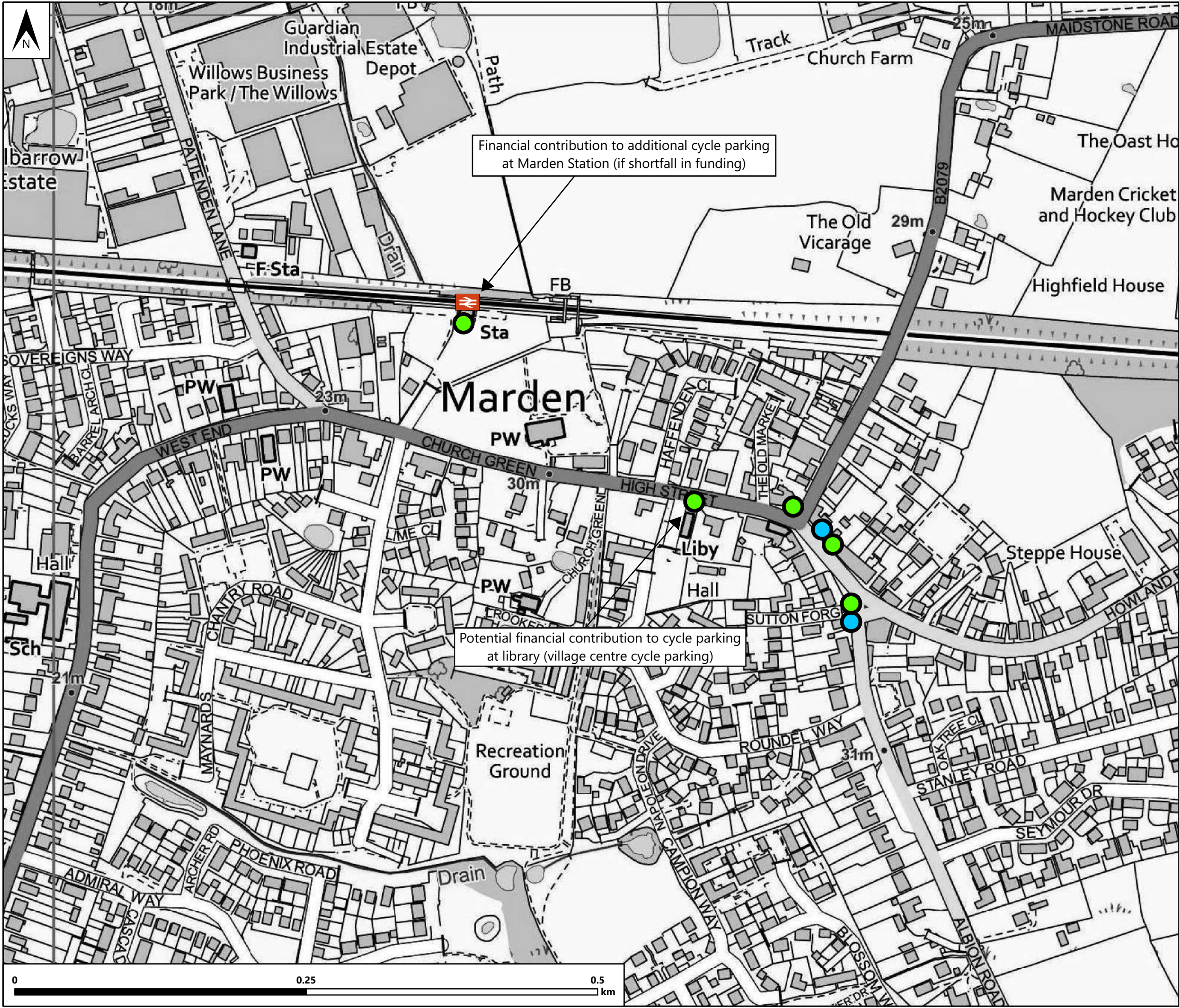
DATE: 13.07.22

DRAWING No: ITB15098-GA-044



## **APPENDIX F.** POTENTIAL CYCLE PARKING – MARDEN VILLAGE





- Key**
- Existing Cycle Parking
  - Indicative Locations for Additional Cycle Parking
  - Marden Railway Station

Additional Sources: KCC Open Data

Contains OS data © Crown copyright and database right 2022  
Contains public sector information licensed under the  
Open Government Licence v3.0  
© Crown copyright 2022 OS 100044286.



The Square, Basing View,  
Basingstoke, Hampshire, RG21 4EB

Tel: 01256 898 366

[www.i-transport.co.uk](http://www.i-transport.co.uk)

Title:  
**Indicative Locations for Additional Village  
Centre Cycle Parking**

Project:  
**Land East of Albion Road and North of  
Copper Lane, Marden**

|                 |                |           |
|-----------------|----------------|-----------|
| Project Number: | Figure Number: | Revision: |
| ITB15098        |                | -         |