

# Transport and Access Worksheets

## WORKSHEET T1: TRAVEL TO AND FROM THE LOCAL AREA

**Task:** to assess patterns of travel to and from the local area by car and by public transport

### 1: Introduction to the task

**Local transport authorities** have a pivotal role to play in improving accessibility through:

- strategies, policies and programmes;
- schemes and initiatives specially designed to improve accessibility;
- influencing the authority's wider policy areas
- *influencing the decisions of external bodies on location and delivery of services*

It will be useful to investigate the following when looking at transport issues relating to your town.

**Rural Transport Partnerships (RTPOs):** a large majority of RTPOs still in operation are funded mainly by Local Authorities.

### **Accessibility Planning (Department for Transport DfT):**

[http://www.dft.gov.uk/stellent/groups/dft\\_control/documents/contentservertemplate/dft\\_index.hcst?n=8588&l=2](http://www.dft.gov.uk/stellent/groups/dft_control/documents/contentservertemplate/dft_index.hcst?n=8588&l=2)

Accessibility planning promotes social inclusion by helping people from disadvantaged groups or areas access jobs and essential services. It encourages local authorities and other agencies to systematically assess whether people can get to places of work, healthcare facilities, education, food shops and other important destinations. It also provides the framework for transport authorities and other agencies to work together to develop and deliver solutions to accessibility problems that address the needs and priorities of local areas. Solutions might include changes to the location, design and delivery of non-transport services, measures against crime and the fear of crime in and around transport, changes to pupil, patient, social services and public transport and improvements to walking and cycling networks. Engagement with this process can help towns to connect with points of funding and expertise, as well as influence Local Authority priorities in their areas.

### **Local Transport Plans (LTPs):**

The LTP system is built round 5-year integrated transport strategies, devised at local level in partnership with the community. Local transport authorities in England, (outside London), are due to submit Local Transport Plans for 2006/7 to 2010/11 to the Department of Transport in July 2005. More information on LTPs is provided in the introduction to Worksheet T2: *Ease of access to services*. The purposes of LTPs are to:

- promote good transport planning
- provide a basis for tracking performance locally
- inform the allocation of LTP capital funding

If there is not enough information available to answer the questions it may be necessary to carry out surveys to collect all the relevant information:

- Travel times by train and bus and frequencies can be obtained from timetables or directly from the service operators
- Travel times by car can be surveyed by undertaking the journey
- Distances can be derived from mapping or as part of the journey time survey
- Location of train and bus station and stops can be obtained by local survey

**2: Getting the following information will help provide insights into how to might be possible to influence the way people travel to and from the area.**

Starting points for information	Information you will need	Answers and notes
<b>Sub-section 1: Travel by Car</b>		
<ul style="list-style-type: none"> <li>• The Local Transport Plan</li> <li>• Local maps</li> </ul>	<p>Q 1</p> <p>What is the distance and travel time from the town to:</p> <ol style="list-style-type: none"> <li>a. The network of dual carriageway roads</li> <li>b. The least and most accessible villages</li> </ol>	<ol style="list-style-type: none"> <li>a) 10 miles and 15 minutes by car to nearest dual carriageway, Junction 8 of the M20.</li> <li>b) The most accessible village is Marden which is 3 miles and 10 minutes by car or 5 minutes by train. The least accessible village in relation to Staplehurst is Frittenden which is 3 miles, 10 minutes by car.</li> </ol>
<ul style="list-style-type: none"> <li>• Travel time surveys</li> <li>• Local transport partnership</li> </ul>	<p>Q 2</p> <p>What is the distance and average travel time by car to the nearest neighboring large town, from:</p> <ol style="list-style-type: none"> <li>a. The town itself</li> <li>b. The most accessible village within the surrounding countryside</li> <li>c. The least accessible village within the surrounding countryside</li> </ol>	<ol style="list-style-type: none"> <li>a) Nearest neighbouring large town is Cranbrook which is 5 miles and 10 minutes from Staplehurst.</li> <li>b) Marden is 8.5 miles and 20 minutes to Cranbrook.</li> <li>c) Frittenden is 4 miles and 15 minutes to Cranbrook</li> </ol>
<ul style="list-style-type: none"> <li>• District Council and County Council (Local Transport Plan and the Regional Transport Strategy)</li> </ul>	<p>Q 3</p> <p>Improvements:</p> <ol style="list-style-type: none"> <li>a. What improvements are planned for the local/regional highway network in your Area?</li> <li>b. What are the proposed timescales?</li> </ol>	<ol style="list-style-type: none"> <li>a. No highway improvements planned.</li> <li>b. n/a</li> </ol>

## Sub-section 2: Travel by public transport

Starting points for information	Information you will need	Answers and notes
<ul style="list-style-type: none"> <li>• Local Transport Plan</li> <li>• Undertaking a Survey</li> <li>• Local maps</li> <li>• Coach and train timetables</li> <li>• Local Transport Plan</li> </ul>	<p>Q 4</p> <p>Public transport:</p> <ol style="list-style-type: none"> <li>a. Which of these are in the town centre?               <ul style="list-style-type: none"> <li>• The main bus station</li> <li>• The main concentration of bus termini</li> <li>• The railway station</li> </ul> </li> <li>b. If not in the centre of town, how long does it take to get to the town centre from these places?</li> <li>c. How far apart are the train station and the bus termini?</li> <li>d. With which train services do the buses connect, and what are the waiting times?</li> </ol> <p><i>Find out if there are any planned improvements which would help this interchange.</i></p>	<ol style="list-style-type: none"> <li>a. No bus station or bus termini at all. Train station not in centre.</li> <li>b. The railway station is one mile from centre, 15 minutes on foot.</li> <li>c. Not applicable; no bus termini.</li> <li>d. No train or bus services are specifically designed to connect with each other.</li> </ol> <p>No known improvements.</p>
<ul style="list-style-type: none"> <li>• Local maps</li> <li>• Local knowledge</li> <li>• Local survey</li> </ul>	<p>Q 5</p> <ol style="list-style-type: none"> <li>a. How far is it and how long does it take to get from the train station to the town centre by:               <ul style="list-style-type: none"> <li>• foot</li> <li>• bicycle</li> <li>• taxi</li> <li>• bus</li> </ul> </li> <li>b. Is the walking/cycling route attractive and safe?</li> </ol>	<ol style="list-style-type: none"> <li>a. 15 mins on foot, 6 mins by bicycle, 3 mins by taxi, no connecting bus.</li> <li>b. Partially. From Marden Road the cycle route via Lime Trees is safe and attractive as it is not using main roads. Walking via Lime Trees is safe, but not necessarily attractive in total. The usual route along the main road could be deemed unattractive because of fast main road traffic.</li> </ol>

Starting points for information	Information you will need	Answers and notes
<ul style="list-style-type: none"> <li>Rail operators (National Rail has a website)</li> </ul>	<p>Q 6 Rail services:</p> <ol style="list-style-type: none"> <li>What is the frequency of rail services?</li> <li>Are times convenient for people using the trains to get to work?</li> <li>Are there closed railway lines?</li> <li>Are there plans to re-open any closed railway lines?</li> </ol> <p><i>Look at the frequency of services to neighbouring market towns with a rail station and to the closest large town or city. Are there neighbouring towns or cities without a rail connection?</i></p>	<ol style="list-style-type: none"> <li>London-bound = 15-20 minutes at peak times, 20-40 minutes off peak. Ashford-bound – Every 20 to 30 minutes.</li> <li>Yes.</li> <li>No closed railway lines in the immediate locality. Reduction in Eurostar services from Ashford has increased the need to travel by car to use this service although some of these services are being re-instated (February 2009).</li> <li>No.</li> </ol> <p>No direct rail connection to nearest major conurbations, which are Cranbrook 5 miles to the south and Maidstone which is 10 miles to the north. Train travel to Maidstone requires a 10 miles detour to the west, then a 10 mile journey north.</p>
<ul style="list-style-type: none"> <li>National coach operators</li> </ul>	<p>Q 7 Coach services:</p> <ol style="list-style-type: none"> <li>What is the number of national coach services per day?</li> <li>What are their destinations and departure points?</li> </ol>	<ol style="list-style-type: none"> <li>None</li> <li>n/a</li> </ol>
<ul style="list-style-type: none"> <li>Rail, coach and bus operators</li> </ul>	<p>Q 8 What is the frequency of service and travel time from the town and from villages in the surrounding countryside to the nearest large town or city by:</p> <ul style="list-style-type: none"> <li>bus</li> <li>coach</li> <li>train</li> </ul> <p><i>Look at whether there are connecting local bus services from the villages. If there are waiting times between changing services include these within the overall journey times</i></p> <p><i>Note where it is not possible to make this journey by public transport at all.</i></p>	<p>The nearest large town is Maidstone, 10 miles to the north: Cranbrook is approx 5 miles to the south.</p> <p>By Bus – runs north/south; (Maidstone to Hawkhurst). Buses run every 20-30 minutes at school times, approximately every 60 minutes at other times Monday to Saturday. The service is much reduced on Sundays.</p> <p>There are free buses once a week to out-of-town supermarkets: Tesco (Larkfield), Sainsbury (Aylesford) and Co-op (Cranbrook).</p> <p>Trains run east/west; Tonbridge and London are to the west, Ashford and the Coast are to the east. There is a rail connection only to the neighbouring villages of Marden or Headcorn</p>

**3:** This part is called a SWOT analysis, where you identify Strengths, Weaknesses, Opportunities and Threats. Once you have the information, use this table to show the Strengths and Weaknesses in the transport infrastructure and how people use it. Also flag up where there are Opportunities to improve things or where there might be Threats in the future. The conclusions give the basis for a summary that can go forward to the Healthcheck Report.

You may need to tick more than one column for each question.

You need to consider what the information you have gathered tells you in the light of these questions:	Write your answers here. Base them on the information you have gathered.	Conclusion					
		It's a Fact	Strength	Weakness	Opportunity	Threat	Need more info
To what extent is the car the predominant form of transport to and from the area?	Simple observation of car traffic movements .v. public traffic movements shows the car is predominant. Also high usage and congestion of station parking which is used by locals and people from surrounding areas (see hinterland map). Bus routes are confined to the main A229 road which is some distance to walk for some villagers and those living in outlying areas.	X				X	
Are there definable user-groups or usage patterns for car-users and for the different public transport services?	Commuters travelling by train from Staplehurst primarily to London, but also some other destinations to the west and east.  Commuters travelling to Staplehurst station by car from within and outside the locality.  Commuters travelling by car through Staplehurst to Maidstone.  Schoolchildren travelling by bus to secondary schools in Maidstone and Cranbrook.  Shoppers travelling by bus to Maidstone and Cranbrook.				X		
How easy is it to change between train and coach and/or bus services?	It is not easy. Nearest bus stop is 5 minutes walk from station. Connection is random.			X	X		
Are waiting times for bus/train connecting services acceptable?	There are no particular connections or integration of transport, but with trains every 30 minutes, there is some choice to avoid excessive waiting times.			X	X		
Do public transport services meet local needs?	Schools (outside the town) - yes. Commuters to London - yes.	X		X			

	Shopping, other – not ideal. Free travel for over 60's has made bus travel more viable. Many local people consider there should be more public transport to reduce dependency on the car.						
What plans are there to improve the highway network or public transport services?	Disabled-friendly buses being phased in. Kent Karrier now visiting Staplehurst once per week.			X			
Are there key routes for travel to and from the area?	Rail to Tonbridge, Sevenoaks, London & East Kent Bus to Maidstone and Cranbrook Eurostar connection at Ashford.	X					

## WORKSHEET T2: EASE OF ACCESS TO SERVICES

**Task:** to identify how easy it is for people to get around the area

### 1: Introduction to the task

These questions help assess how easy it is to access services, mainly by public transport. The location of key services will have been identified through other worksheets, in particular retail and town centre services, training and education, health and public safety and culture and heritage. Note that:

- Travel times by car can be surveyed by undertaking the journey
- Distances can be derived from mapping or as part of the journey time's survey.

### Local Transport Plans (LTPs):

The LTP system is built round 5-year integrated transport strategies, devised at local level in partnership with the community. Local transport authorities in England, (outside London), are due to submit their next Local Transport Plans for 2006/7 to 2010/11 to the Department of Transport in July 2005. The purposes of LTPs are to:

promote good transport planning  
provide a basis for tracking performance locally  
inform the allocation of LTP capital funding

Guidance on preparing LTPs has been issued to Local Authorities. This includes a new requirement for accessibility strategies, including local targets for accessibility improvements. These strategies should be underpinned by accessibility assessments. Authorities should submit an accessibility strategy in their 2005 LTP submission, but will be allowed to refine these strategies until the end of November 2005.

The quality of accessibility strategies in LTPs will be one of the factors taken into account in allocating LTP integrated transport block funding.

The health check process could help to inform the LTP, as accessibility strategies are designed to be set in the context of the wider vision and objectives for an area, as for example set out in a community strategy or Market Town action plan.

If there is not enough information available to answer the questions there are survey techniques that can be used: guidance on undertaking local transport surveys is given in Data Sources and Survey Methods.

**2: Getting the following information will help to show how easy or difficult it is to use public transport to get to key services in the area.**

Starting points for information	Information you will need	Answers and notes
<b>Sub-section 1: Timetabling and accessibility of public transport</b>		
<ul style="list-style-type: none"> <li>• Rural Transport Partnership</li> <li>• Bus and train operators</li> <li>• County Council transport department</li> </ul>	<p>Q 1 Information points: Where are the public transport information points? What is the quality of the information offered?</p> <p><i>Ask, for example, if there are there multi-mode timetables at bus stops and rail stations, and if special services (such as Dial-A-Ride) are widely advertised or actively promoted?</i></p>	<p>Library/Parish office/Bus stops/Railway station. Information is in the form of timetables for each particular service. There is no integrated travel information.</p>
<ul style="list-style-type: none"> <li>• Bus and train timetables</li> <li>• District council</li> </ul>	<p>Q 2 Are bus and train times from outlying villages to the town convenient for getting to and from work and school?</p>	<p>There are no public buses or trains from outlying areas. All secondary school children get free morning and afternoon bus transport at designated times; to schools which are all outside the area, with some diversions from main routes for collection and dropping off.</p>
<ul style="list-style-type: none"> <li>• Local bus operators</li> </ul>	<p>Q 3 What times are the last Friday and Saturday night bus services from the town to villages in the surrounding countryside?</p>	<p>Friday and Saturday - 22.20 departing from Staplehurst, 23.15 arriving from Maidstone.</p>

Starting points for information	Information you will need	Answers and notes
<ul style="list-style-type: none"> <li>• County Council</li> <li>• Bus operators</li> <li>• Rural Transport Partnerships</li> </ul>	<p>Q 4</p> <p>What special public and private transport services* are there for people who are less able?</p>	<p>Private taxi service. Sainsbury/Tesco/Co-op free once-weekly bus service. Church-provided voluntary care service. Weald Club for the Disabled voluntary transport service. Hospital voluntary transport. New disabled-friendly public buses being phased in. Kent Karrier now visits Staplehurst on Thursdays.</p>
<ul style="list-style-type: none"> <li>• District council (ask for Access Officers)</li> <li>• Specific surveys</li> </ul>	<p>Q 5</p> <p>Where are the less able (for example, people who use a wheelchair or walking aid) disadvantaged in using public transport?</p> <p><i>Compare public transport routes that have accessible buses/trains with the total number of routes.</i></p>	<p>Wheelchair friendly buses being phased in but kerbs need raising to suit in some places. Steps on footways make access to certain bus stops difficult. Railway has no disabled access to the north platform though a new bridge with lifts is being built.</p>
<ul style="list-style-type: none"> <li>• Route maps from the bus operators</li> <li>• Measuring the distance directly from a map</li> <li>• Quick 'on the ground' surveys</li> </ul>	<p>Q 6</p> <p>What are the walking distances from the main bus set down/pick up places to the focal point of the town centre?</p>	<p>5 minutes.</p>
<ul style="list-style-type: none"> <li>• Local survey of the location of facilities</li> <li>• Bus and train timetables</li> <li>• Route maps</li> <li>• Surveys of travel times</li> </ul>	<p>Q 7</p> <p>How does travelling from the villages to the town by car compare to using public transport for going to the:</p> <ul style="list-style-type: none"> <li>• hospital</li> <li>• secondary school</li> <li>• job centre</li> <li>• supermarket</li> <li>• library</li> <li>• leisure/sports centre</li> <li>• cinema</li> </ul>	<p>There is no public transport from the hinterland into Staplehurst. Regarding travelling from Staplehurst to the listed public services:</p> <p>Hospital - 2 buses required – much easier by car. Secondary School - Buses and car equal for normal start/end school times. Job Centre - Bus then walking or second bus. Supermarket –car easier or equal to bus for Maidstone centre or Cranbrook; limited buses available to other supermarkets so car easier. Library – local library within walking distance but a car is needed for</p>

		those who live in hinterland. Cinema - Car easier or equal to bus.
<b>Starting points for information</b>	<b>Information you will need</b>	<b>Answers and notes</b>
<ul style="list-style-type: none"> <li>Local Transport Plan</li> <li>Bus and train operators</li> </ul>	<p>Q 8 What are the planned changes to rural public transport services that will improve services where the demand exists?</p> <p><i>Compare any planned changes such as new routes/discontinued routes or increased/decreased frequencies.</i></p>	<p>Kent Karrier now visits Staplehurst once per week.</p> <p>No known service improvements.</p>
<b>Sub-section 2: Alternatives to private cars and public transport</b>		
<ul style="list-style-type: none"> <li>County Council</li> <li>Bus operators</li> <li>Rural Transport Partnerships</li> </ul>	<p>Q 9 What car clubs or travel share schemes are there?</p>	<p>County Council has a car share scheme; no evidence of local use. There are voluntary hospital car services. The Weald Club for the Disabled provides voluntary transport assistance.</p>
<ul style="list-style-type: none"> <li>Tourist information</li> <li>Town web site</li> <li>Library</li> </ul>	<p>Q 10 Are there safe, off-road cycle routes between the town and villages?</p>	<p>No.</p>
<ul style="list-style-type: none"> <li>Internet (search for all the public service providers, eg, local health trust, education authority, district council)</li> <li>Local survey of public internet access points</li> </ul>	<p>Q 11 Which public services are available on-line and where can they be accessed?</p>	<p>Almost all relevant public service providers have web sites.</p> <p>Computers in the public library are the only public access points.</p>
<ul style="list-style-type: none"> <li>Library</li> <li>Local council</li> </ul>	<p>Q 12. What mobile services are available in the villages?</p> <p><i>Look, for example, at local fruit and vegetable delivery box schemes, mobile shop(s), libraries, and meals on wheels services.</i></p>	<p>Mobile police station once/month.</p> <p>Vegetable delivery service.</p> <p>On-line shopping + door delivery service.</p>

**3:** This part is called a SWOT analysis, where you identify Strengths, Weaknesses, Opportunities and Threats. Once you have the information, use this table to show the Strengths and Weaknesses in the ways people can travel around the area. Also flag up where there are Opportunities to improve things or where there might be Threats in the future. The conclusions give the basis for a summary that can go forward to the Healthcheck Report.

*You may need to tick more than one column for each question.*

You need to consider what the information you have gathered tells you in the light of these questions:	Write your answers here. Base them on the information you have gathered.	Conclusion					
		It's a Fact	Strength	Weakness	Opportunity	Threat	Need more info
Are bus and train times from outlying villages to the town convenient for people going to/from work and school?	There are none.	X		X			
Where are the gaps in the rural transport services where demand exists?	No buses linking Headcorn, Staplehurst and Marden. Too few to Maidstone and Frittenden.			X			
Is public transport accessible to the less able?	Accessibility improvements being introduced at train station soon. Buses: Buses for the less able being phased in but raised kerbs required in some places. Kent Karrier now visiting the area once per week.			X	X		
Is information on public transport easy to obtain?	At the station, public library and bus shelters.		X				
Do public transport services, including special services such as Dial-A-Ride, need to be more widely advertised or more actively promoted?	Yes.			X	X		
Is there a need to relocate bus stops to bring them closer to the town centre?	No.	X					

How easy is it to get to health, education, cultural and retail services from outlying villages by public transport rather than by car?	Buses for education. Some buses for shopping to larger supermarkets.	X					
In which parts of the area is access to services a problem?	Rural hinterland entirely dependent on cars or bicycles.			X			
How easy it is to access electronic information about public services rather than having to physically travel to get it?	Internet and telephone timetables. Library and Parish office.						X
Are mobile services able to replace the need for people to travel?	Mostly – Staplehurst is self-sufficient in basics.						X

## WORKSHEET T3: EASE OF MOVEMENT AROUND THE TOWN

**Task:** to assess how easy it is for people to move around the town

### 1: Introduction to the task

There may be a need to carry out several surveys to collect all the relevant information, including:

- Traffic and parking counts
- Travel to work and school data
- Assessing barriers to mobility
- A cycle review

Guidance on undertaking these surveys is given in Data Sources and Survey Methods. It may prove useful to map some of the information collected.

**2: Getting the following information will help assess how easy it is for people to use different means of transport and indicate where there may be shortcomings in the transport network and infrastructure**

Starting points for information	Information you need	Answers and notes
<b>Sub-section 1: Traffic management</b>		
<ul style="list-style-type: none"> <li>• County Council's transport or highways department</li> </ul>	<p>Q 1 How many road traffic accidents involving pedestrians and cyclists have there been at 'black spots' in the town?</p> <p><i>Compare accident rates involving pedestrians and cyclists with regional and national averages.</i></p>	Data not provided by Highway Liaison officer.
<ul style="list-style-type: none"> <li>• Traffic Management Strategy</li> <li>• Local Transport Plan survey</li> </ul>	<p>Q 2 What traffic management measures are in place?</p> <p><i>Compare these measures to the information collected about traffic black spots.</i></p>	<p>Voluntary Speed Watch. Two Interactive speed warning signs. One Pelican crossing on the A229. Traffic lights at the major junction.</p>

Starting points for information	Information you will need	Answers and notes
<ul style="list-style-type: none"> <li>Local knowledge</li> <li>Traffic count data collected by County and District Councils</li> </ul>	<p>Q 3 Where are the seriously congested junctions or parts of the local road network, and at what times are they at their worst?</p>	<p>The Parade shopping centre. Marden/Headcorn crossroads 7.30 – 9am – Mon to Fri. Marden /Headcorn crossroads 4 – 7pm – Mon to Fri. Marden/Headcorn crossroads when cars are parked outside. Homeleigh timber yard. Station Approach 4.30pm to 7pm. Gybbon Rise at school times.</p>
<ul style="list-style-type: none"> <li>Local knowledge</li> <li>Traffic counts or surveys</li> </ul>	<p>Q 4 Where are the places where there is conflict between pedestrians and cars, buses or heavy vehicles?  <i>Look, for example, at shopping streets.</i></p>	<p>A229 in total and Gybbon Rise at school times and the Parade. Many residents consider there is insufficient speeding enforcement and call for some traffic calming measures.</p>
<ul style="list-style-type: none"> <li>Local surveys</li> </ul>	<p>Q 5 Which of the main shopping streets in the town centre are pedestrianised or with pedestrian priority measures?</p>	<p>None.</p>
<ul style="list-style-type: none"> <li>Bus operators</li> </ul>	<p>Q 6 Do traffic management measures prevent buses accessing the focal points of the town centre such as the main shopping areas? <i>Look, for example, at one-way systems, traffic calming, and pedestrianisation.</i></p>	<p>No.</p>
<ul style="list-style-type: none"> <li>Canvas the opinions of local bus operators</li> <li>Survey users</li> </ul>	<p>Q 7 Do traffic conditions and/or traffic management measures in the town mean that buses experience delays or unreliability?</p>	<p>Parking outside Homeleigh timber yard can create congestion on the A229 northbound.</p>
<ul style="list-style-type: none"> <li>Canvas the opinions of local bus operators</li> <li>Survey users</li> </ul>	<p>Q 8 What makes public transport a less attractive option?  <i>Consider, for example, the walking distance from bus stops to the main shopping areas, the length of journey due to indirect routes and/or congestion, and quality of the vehicles.</i></p>	<p>Cost of buses at all times, although recent schemes for the children, youth and senior citizens make bus travel more viable. Cost of trains during peak times. Frequency of buses. Poor time-keeping of buses.</p>

### Sub-section 2: Car parking

Sub-section 2: Car parking		
Starting points for information	Information you will need	Answers and notes
<ul style="list-style-type: none"> <li>Car park operators</li> <li>District Council</li> <li>Survey</li> </ul>	<p>Q 9</p> <p>Parking:</p> <ol style="list-style-type: none"> <li>How many short and long-term car park spaces (including park and ride), coach parks, off street parking and disabled parking spaces are available?</li> <li>Where are they?</li> <li>How well used are they, and does this vary according to the time/day /season?</li> <li>What restrictions/charges are in place?</li> </ol> <p><i>Compare the number of free spaces at different times/days /seasons (e.g. 11.00am on a weekday, market day and Saturday, and in summer and winter).</i></p>	<ol style="list-style-type: none"> <li>42 in the retail centre of the village, 20 in Bell Lane near the Parish Church.</li> <li>Railway station, the Parade shopping area and Bell Lane.</li> <li>Railway station insufficient giving rise to on-street parking in the locality. The Parade parking congested 9 - 5pm weekdays and Saturdays. Bell Lane car park frequently at near-capacity</li> <li>Railway station parking is controlled by daily/weekly tickets. No restrictions in other car parks.</li> </ol> <p>68% community survey respondents consider there is insufficient parking in Staplehurst generally. 81% are interested in time-limited parking at the Parade.</p> <p>7 disabled parking bays.</p>
<ul style="list-style-type: none"> <li>Car park survey</li> </ul>	<p>Q 10</p> <p>Are the majority of short-term parking places within 400 metres of the main shopping area?</p> <p><i>The easiest method is to set out the 400m area on a map on which you have marked the car parks.</i></p>	<p>Yes.</p>
Sub-section 3: Ease of access		
<ul style="list-style-type: none"> <li>Test in person</li> <li>Survey visitors</li> <li>Visitor Surveys conducted by the local Tourist Board</li> </ul>	<p>Q 11</p> <p>Using signposts only, both as a pedestrian and as a car user, how easy is to find the way from key locations such as the short-stay car park, train station and bus station to the:</p> <ul style="list-style-type: none"> <li>main shopping street, library. tourist information centre</li> </ul>	<p>Not easy. There are no signposts directing pedestrians or car users to the main shopping area or library.</p>
<ul style="list-style-type: none"> <li>Local survey</li> <li>Local maps</li> </ul>	<p>Q 12</p> <p>Are the majority of disabled parking places within 250 metres of the main focal points of the town centre such as the main shopping area?</p> <p><i>Consider if the routes between parking spaces and focal points easy to access; for example, do they have steep or high curbs?</i></p>	<p>Yes. 3 very close. Poorly painted and used frequently by non-disabled people.</p>

Starting points for information	Information you will need	Answers and notes
<ul style="list-style-type: none"> <li>Disability or Access Officer of the district council</li> <li>Internet search</li> </ul>	<p>Q 13 Where is the shop mobility scheme, when is it open and how many motorized wheelchairs does it have?</p>	<p>There is no shop mobility scheme locally, but there is in the nearest major shopping destination, Maidstone.</p>
<ul style="list-style-type: none"> <li>Local survey</li> </ul>	<p>Q 14 Do the majority of pedestrian crossings have tactile markings and audible warnings such as pelican crossings?</p>	<p>Yes, for the single pedestrian crossing and crossroads.</p>
<ul style="list-style-type: none"> <li>Local survey</li> </ul>	<p>Q 15 Are the pavements in good condition and are there dropped kerbs at crossing points?</p>	<p>Yes. Good condition and dropped kerbs.</p>
<ul style="list-style-type: none"> <li>District or county council disability or access officer</li> <li>Local survey</li> </ul>	<p>Q 16 Which public buildings and shops have disabled access?</p>	<p>Library. Health centre. Churches. Pubs - but only with assistance.</p>
<b>Sub-section 4: Cycling and walking</b>		
<ul style="list-style-type: none"> <li>County Council</li> <li>Local Transport Plan</li> </ul>	<p>Q 17 Where are the main foot and cycle paths within the town?  <i>Identify the paths available for use by both pedestrians and cyclists, including family groups and the less able-bodied.</i></p>	<p>One cycle/footpath through new Lime Trees housing area, linked to station. Some footways linking side streets to main road.</p>
<ul style="list-style-type: none"> <li>Tourist Information</li> <li>County council</li> <li>Library</li> <li>Local survey</li> </ul>	<p>Q 18 Are there dedicated/segregated cycle routes linking residential areas to the town centre and to local schools?</p>	<p>No. Slaney Road estate cut off from centre of village.</p>

Starting points for information	Information you will need	Answers and notes
<ul style="list-style-type: none"> <li>Local survey</li> </ul>	<p>Q19 Is it easy for people to walk to/from school?</p> <p><i>Choose two or three residential areas within a mile of both a primary and secondary school and describe the route in terms of:</i></p> <ul style="list-style-type: none"> <li><i>route length and how long it takes</i></li> <li><i>number of main roads crossed and presence of any dedicated crossing points and/or assistance available</i></li> <li><i>where the route is unlit</i></li> </ul>	<p>Yes. For most going to the local primary school. Those living on the rural outskirts would not be able to walk. There is a circuitous route from the Slaney Road/Poyntell Road area.</p> <p>There is a volunteer 'walking bus' in operation from selected areas.</p> <p>Route chosen - Headcorn Rd, Traffic lights crossing, High St, Chestnut Ave, Bathurst Rd, Surrenden Rd, Bower Walk to Gybbon Rise entrance 1mile – 20mins</p>
<ul style="list-style-type: none"> <li>Local survey</li> </ul>	<p>Q 20 What secure cycle parking is there at convenient locations throughout the town?</p> <p><i>Look, for example, at the railway station, in the main shopping areas, at the bus station, and at schools.</i></p>	<p>Rail station only, although this has recently suffered from several thefts (Autumn 08).</p>

**3:** This part is called a SWOT analysis, where you identify Strengths, Weaknesses, Opportunities and Threats. Once you have the information, use the table to show the Strengths and Weaknesses in transport and travel arrangements in the town. Also flag up where there are Opportunities to improve things or where there might be Threats in the future. The conclusions give the basis for a summary that can go forward to the Healthcheck Report.

*You may need to tick more than one column for each question.*

You need to consider what the information you have gathered tells you in the light of these questions:	Write your answers here. Base them on the information you have gathered.	Conclusion					
		It's a Fact	Strength	Weakness	Opportunity	Threat	Need more info
What plans are there to resolve traffic 'hot spots'?	<p>Responses to the community opinion survey show there is a desire for more traffic calming / traffic management along the entire length of the A229 which transects Staplehurst.</p> <p>The community survey also shows there remains significant interest in Staplehurst having a bypass, although this is understood not to be a Highway Authority priority any longer. Conversely, some residents have commented on how the Lamberhurst bypass has turned that village into a 'ghost town'.</p> <p>68% community survey respondents consider there is insufficient parking in Staplehurst generally. 81% are interested in time-limited parking at the Parade.</p>	X			X		
Are there accident 'black spots' where there is a need to introduce safety measures to protect pedestrians and cyclists?	As above.			X			
Are there any opportunities to increase bus access and circulation in the town centre?	No. This has been tried previously but was unsuccessful.	X					

Are there opportunities to extend pedestrian prioritisation in the shopping areas?	No.	X					
Is it easy for people, including those with disabilities, to find their way around town?	Mostly - wheelchair users and others have access to the shops, but Church Hill is impossible for wheelchairs; hazardous for others. Signage?			X	X		
How could the network of footpaths and cycle routes be improved for all sectors of the community?	Footpath needed between Slaney Road and the retail centre. Cycle routes within parish need designating and promoting.			X	X		
Do the cycle paths and footpaths connect places that people wish to go to?	Only one dedicated cycle path connects single estate with the railway station.			X	X		
In what ways could dedicated/segregated cycle routes and footpaths linking residential areas to the town centre and to local schools be improved?	Footpath between Slaney Road and the retail centre. Cycles routes need to be established.				X		