



Joint Transportation Board

Notice of a Meeting, to be held in the Council Chamber, Civic Centre, Tannery Lane,
Ashford, Kent TN23 1PL on Tuesday 15th June 2010 at 7.00pm

The Members of this Committee are:-

Mr M A Wickham (Chairman)
Cllr. Burgess (Vice-Chairman)
Cllrs. Mrs Blanford, Clarkson (ex officio), Claughton, Cowley, Ellison, Feacey*, Heyes,
Woodford
*Chairman of the Transport Forum
Mr M J Angell, Mr P M Hill, Mr R E King, Mr S J G Koowaree, Mrs E Tweed, Mr J N
Wedgbury
Mr T Reed – KALC Ashford Area Committee

NB: Under the Council's Public Participation Scheme, members of the public can submit a petition, ask a question or speak concerning any item contained on this Agenda (Procedure Rule 9 refers)

Agenda

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Nos. |
|--|----------------------|
| 1. Apologies/Substitutes – To receive Notification of Substitutes in accordance with Procedure Rule 1.2(iii) | |
| 2. Declarations of Interest - Declarations of Interest under the Code of Conduct adopted by the Council on the 24 th May 2007 relating to items on this agenda should be made here. The nature as well as the existence of any such interest must also be declared | |
| 3. Minutes – To approve the Minutes of the Meeting of this Board held on the 9 th March 2010 | |
| 4. Transport Forum – To receive the Chairman's Report of the Meeting held on the 14 th May 2010 (Including the Campaign for Free Off-Peak Rail Travel for Kent's Over 60's) | |
| 5. To receive any petitions | |
| 6. Tracker Report | |

Part I – For Decision

7. Proposed Alterations to the Waiting and Parking Restrictions in Ashford Town Centre – Amendment 16

8. Victoria Way
9. Former Ring Road Update

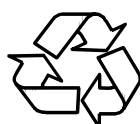
Part II – For Information

10. A28 Bethersden Speed Limit Review
 - (a) Papers from Bethersden Working Group
11. M20 Junction 9/Bridge and Drivers Roundabout Improved Scheme
12. Thirlmere, Kennington
13. Highway Works Programme 2010/11
14. Winter Service Consultation 2009/10

Members are asked to consider the questions in this document in advance and come prepared to respond at the meeting

DS/EB
7th June 2010

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Joint Transportation Board

Minutes of a Meeting of the Joint Transportation Board held in the Council Chamber, Civic Centre, Tannery Lane, Ashford on the **9th March 2010**

Present:

Cllr. Burgess (Chairman);
Mr M A Wickham (Vice-Chairman);

Cllrs. Ayres, Mrs Blanford, Clokie, Cowley, Heyes, Woodford.
Mr M J Angell, Mr R E King, Mr S J G Koowaree, Mrs E Tweed, Mr J N Wedgbury.

In accordance with Procedure Rule 1.2 (iii) Councillor Ayres attended as Substitute Member for Councillor Clarkson.

Apologies:

Cllrs. Clarkson, Claughton, Mr P M Hill, Mr T Reed (KALC).

Also Present:

Cllr. Mrs Heaton.

Phil Gilbert (Local Transport & Development Manager – KHS), Carol Valentine (Community Delivery Manager – KHS), Jamie Watson (Project Implementation Manager – KCC), Paul Jackson (Head of Environmental Services – ABC), Ray Wilkinson (Engineering Services Manager – ABC), Danny Sheppard (Senior Member Services & Scrutiny Support Officer – ABC).

466 Minutes

(a) Joint Transportation Board - 8th December 2009

The Chairman of the Transport Forum said he was pleased to report that as a result of responses received during the consultation, including one from the Transport Forum and this Board, Southern Railways had decided not to go ahead with its proposals to remove the direct Ashford to Brighton service as part of its future timetable.

Resolved:

That the Minutes of the meeting of this Board held on the 8th December 2009 be approved and confirmed as a correct record.

(b) Special Joint Transportation Board – 20th January 2010

A Member referred to the statement in the Minutes that “15% of accidents were caused by speed alone”. He considered this was quite clearly untrue as whilst speed

may contribute and may even be the most likely cause of accidents, it was never the sole cause and statistically high speed motorways were the safest roads to drive on. The Chairman said that whilst this may be correct, the Minutes were there to be a correct record of what was said at the Meeting and this statement was said.

Another Member asked what would happen next regarding the A28 Speed Limit Review given that Bethersden Parish Council had given such an in-depth presentation at the Special Meeting. The Chairman clarified that Officers from Jacobs and Kent Highway Services were meeting with representatives of Bethersden Parish Council to look at their proposals and it was hoped a way forward could be found. A report responding to the request for a speed limit review of the Bethersden stretch of the A28 was scheduled to come to the Joint Transportation Board at its next meeting on the 15th June.

Resolved:

That the Minutes of the Special meeting of this Board held on the 20th January 2010 be approved and confirmed as a correct record.

467 Petitions

In accordance with Procedure Rule 9.1 Mrs Bruce submitted a petition requesting traffic calming measures for Highfield Road, Willesborough. She said it was the main thoroughfare for some large housing estates, two schools and also a main route to both the Orbital Park and South Willesborough so did carry a lot of traffic. Vehicles currently drove at high speeds up and down Highfield Road and there was a growing concern amongst all residents, but especially parents, about safety in terms of crossing the road and children playing nearby. Mrs Bruce said she had collected 96 signatures thus far in support of traffic calming. Interactive digital warning signs, speed bumps or a 20mph zone were all things that she hoped would be considered.

Mrs Bruce then came forward and presented the petition to the Vice-Chairman. The Chairman advised that it would be referred to Kent Highway Services as the responsible Authority for Highways in the County.

In accordance with Procedure Rule 9.1 Mr Blake submitted a petition requesting a safer road crossing at the junction of Church Road, Osborne Road and Bentley Road, Willesborough. He said as Practice Manager of the Willesborough Health Centre he had been asked to co-ordinate submission of the petition on behalf of St Mary's Church and patients of the Surgery and it now had 491 signatures. A significant amount of people came to the Health Centre on foot and there was a lot of concern in the area about traffic speed, the lack of a dropped kerb for disabled transport, the lack of visibility because of the bend in the road and the hedges and the general increase in traffic to and from Boys Hall Road. The layout of this particular junction and the speed of traffic in the area were the two significant causes of the problem and if no action was forthcoming there was a high risk of a serious accident. He hoped the possibilities for a new safer crossing could be examined.

Mr Blake then came forward and presented the petition to the Vice-Chairman. The Chairman advised that it would be referred to Kent Highway Services as the responsible Authority for Highways in the County.

468 Tracker Report

The Chairman drew Members attention to the Tracker of Decisions.

A Member referred to the proposed traffic calming measures in Church Hill, Kingsnorth and the original proposal for traffic lights at the junction with Ashford Road. He said he would like to arrange a meeting involving Parish Councillors, the Ward Member and KHS Officers to see what could be done here and if traffic lights were still a possibility. He was not sure what money was available but he would like to discuss the matter further. Mr Gilbert said he would be in contact to arrange this meeting. The Chairman also advised that there was further information about this issue under the report on Section 106 Agreements later on this Agenda.

Resolved:

That the Tracker Report be received and noted.

469 Proposed Introduction/Amendments of Parking Restrictions in Victoria Ward Area

Mr Watson introduced the report which detailed the results of the recent statutory consultation process undertaken in Victoria Ward, Ashford. Parking management proposals had been developed in consultation with Ashford Borough Council to introduce and amend parking restrictions in order to protect local residents and other stakeholder's ability to park once the Victoria Way improvement scheme was introduced. He also directed Members attention to plans of the proposals which had been tabled. He outlined the proposals and how they would affect Victoria Crescent, George Street, Victoria Road as well as Bowens Field and Jemmett Road.

The consultation process had generated 22 responses from just over 150 affected properties. These comprised two letters of support, ten identical letters with different correspondence addresses requesting the scheme extent be changed and ten other assorted objections. Four objections had been received regarding the proposed Controlled Parking Zone in Victoria Crescent.

A Member said that she was concerned that residents in Jemmett Road would not have the option of obtaining exemption permits and wondered where those without driveways and garages would park. Mr Watson said that as he understood the properties had parking at the rear but he would check this point.

One of the Ward Members for the area asked if it had been possible to deal with the concerns raised by residents at the recent consultation meeting held at Charter House. He knew there were issues with the proposals which needed to be dealt with but on the whole he welcomed the proposals. Mr Watson explained that residents of Victoria Crescent had requested that the times of restrictions should be reduced but

it had been explained why these were needed from an enforcement point of view. There was a danger that parking could be displaced further into Bowens Field and Chichester Close and this would be kept under review and if there was a desire to extend the scheme at a later date this could be accommodated.

Resolved:

- That (i) the proposed parking management scheme be implemented.**
- (ii) subject to a review of both Traffic Regulation Orders, correction of any errors and agreement of the final documents with Ashford Borough Council Officers, the Kent County Council (Various Roads Ashford) (Street Parking Places) Order 2010 and the Kent County Council (Various Roads Ashford) (Waiting Restrictions) Order 2010 be made.**

470 Bank Street Alterations

Mr Watson gave an update on the Bank Street Alterations. He said that parking enforcement in Bank Street would be able to commence shortly. The improved and additional signage had been put in place and the necessary lining including marking of disabled bays, loading bays and taxi ranks would take place as soon as the weather allowed. There was still a lot of grit on the road which had prevented line painting. The Traffic Regulation Order was currently out for consultation and would be implemented as soon as possible.

A Member read out a statement on behalf of another Member regarding an accident he had had in Bank Street because of the lack of a distinctive marking between the kerb and the road. The Member said that he was aware of numerous other similar accidents and although a temporary yellow and black adhesive tape had been put in place some time ago to differentiate between the kerb and the road this had quickly deteriorated. This remained a hazard and was one which Kent Highway Services were aware of so the Member questioned whether Officers cared about the issue or just hoped it would go away. Safety should be of paramount importance when it came to Highways and this had been an issue for over two years. Mr Watson accepted that for far too long this issue had not been completed. The need for a visual line to be placed along the kerb had been recognised and a works order was placed some time ago. It had been scheduled for late summer 2009 but the specialist materials had not arrived. By the time they had arrived the weather had deteriorated and the line could not now be put in until the weather had improved and the temperature was high enough (5°C and rising). This work would be done as soon as possible and Mr Watson said he could only apologise sincerely for the delay.

One of the Ward Members for the area said there was also concern about buses and taxis not being able to get up Bank Street because of all the parked cars. He asked if once the restrictions were properly implemented the lining would be thicker and more prominent than elsewhere in the Town Centre as he wanted it to be very clear that you could not park in Bank Street. Mr Watson said that the lining would be the minimum size (50mm) to fit in with the philosophies of Shared Space. If it did not prove successful the whole Shared Space scheme was still in its review period. Also,

the temporary red and white blocks would also be removed once the proper restrictions were in place.

Resolved:

That the update be received and noted.

471 Thirlmere, Kennington

The report provided a response to an issue raised at previous Joint Transportation Board meetings where concern had been expressed about highway safety matters at this junction.

The County Council Member for the area said she understood the points being made in the report but there was a definite perception of a problem here and the elderly residents who lived in Thirlmere and still wanted to drive should be treated fairly and equally and not have their concerns dismissed. There was poor visibility when exiting this junction and the residents of Thirlmere should not be left too scared to exit their own road. She did not understand why something could not be done to give them peace of mind. This issue was being raised at the Kennington Forum every month and would not simply go away. Another small warning sign would simply not be enough to solve the problem. Another Member said that in planning terms a “perceived” safety concern was a material planning consideration so could the same principle not be used here? As elected Councillors was it not their duty to do everything they could to alleviate such concerns? He urged a more “can do” attitude across the board.

A Member said that as far as he could see the only solution would be to install speed bumps in Grasmere Road to slow the traffic down as it crossed the Thirlmere junction. Officers agreed to take this matter away and investigate the feasibility of installing speed bumps. Mr Gilbert said that the majority of drivers in the area were local residents who knew the roads well and felt comfortable enough to drive more quickly, so he agreed that additional signage may not be the solution.

Resolved:

That Officers be asked to investigate the possibilities for installing speed bumps in Grasmere Road, Kennington.

472 Feedback on the Winter Maintenance Programme for the Ashford Borough

Following the recent extreme winter weather conditions in the County, it was reported that Kent Highway Services would be producing a report in late March outlining how Kent as a whole fared during the winter weather. A further report looking at the winter programme policy as a whole would be discussed and debated in July. The KCC Cabinet Member for Environment, Highways & Waste had welcomed feedback from local Members and Parish Councils regarding their experiences of the recent inclement weather and local gritting priorities. Members’

views were therefore sought. Mrs Valentine further explained that this review would involve a large scale consultation exercise commencing in April including the Chief Executives of District Councils, local County and District Members and visits to the Parishes to get the views of all concerned. Any views given at this meeting would also be fed into that process.

In accordance with Procedure Rule 9.3 Mr Shorter of Kingsnorth Parish Council and representing the Governors of Kingsnorth Church of England Primary School attended and spoke on this item. He said that he had been made aware of a number of complaints during the recent snowy weather in both of his roles. One problem, which he was sure was not unique to Kingsnorth, was the lack of treatment of estate roads. The condition of the estate roads meant that most people could not get as far as the main roads, which had been treated, and consequently could not get to work or school. The lack of treatment at Church Hill, Kingsnorth had left sheet ice and this had caused the closure of the Primary School due to health and safety concerns. The school had a duty of care to their staff and children and that was put at risk by the conditions of the surrounding roads. Mr Shorter said he understood why Kent Highways concentrated efforts on the main routes but considered there should be some sort of financial cost benefit analysis undertaken for clearing/not clearing some of the smaller estate roads as a lot of people would have lost a lot of money and children would have lost some of their education as a result of not being able to get out on the roads. There was also a growing call for community action and for residents being encouraged to clear paths and roads outside their own properties, but this was not possible for all and had to be balanced with the responsible authorities' duty of care.

The issue was then opened up for feedback from Members and the following points were made: -

- Whilst the issue of limited resources was understood the last two winters in particular had been severe and this could turn out to be a trend.
- Pavements had been treacherous and the busy routes in the Town Centre appeared not to have been treated at all. There were countless slips and accidents as a result and older people in particular had raised this issue. The footpath at Jemmett Road between the Town Centre and the College was given as one example.
- Most people were willing to clear the areas in front of their own homes but there was concern about the issue of liability. Indemnities may have to be considered. There was a general feeling that people had been mis-informed and scared away from acting because they were frightened of being sued. The legal position had to be made clearer to all.
- Congestion on roads adversely affected the ability to properly grit and spread salt.
- There needed to be a better understanding of the priority order for roads to be cleared. Spine roads on larger housing estates and steep hills in heavily populated areas should also be considered as main priorities. There was no

point prioritising main roads and motorways if the majority of people could not get to them.

- A 'can-do' attitude had to be adopted. If the public were reporting that certain areas needed attention then they should be taken seriously. The priority list had to be a bit more flexible because as said previously there was no point gritting major routes if nobody could get to them.
- Could some sort of neighbour system like Neighbourhood Watch be set up for snow and ice clearing? Volunteers could be given the equipment for clearing and treating roads and footpaths, including salt "spinners", and do so in their areas. The County Council could even consider paying the individuals to do the job.
- The severe weather had obviously worsened the pothole situation in the area which now needed urgent attention. Certain areas such as Shadoxhurst were mentioned as being bad but it was recognised this was a boroughwide, countywide and indeed nationwide problem.
- Could the policy for only being able to make a claim for an accident suffered as a result of a pothole 20mm or more be challenged?

With particular regard to potholes Mrs Valentine said that the County Council had recognised this problem as a clear priority. Even before the recent severe weather, 31,000 potholes had been repaired so far this year. Dedicated "find and fix" crews were operating to repair potholes on the carriageway there would be updates on this on the KCC website. In addition the Leader of KCC had allocated an extra £1m for a "spring blitz" on pothole repairs and KCC had put out to tender to small and medium sized local enterprises to bid for work to remedy defects and potholes. The Leader of ABC said that perhaps the scheme recently adopted in Germany whereby people purchased or sponsored potholes for dedications could be considered as a way of raising money to solve the problem.

In terms of the priority given to certain types of road Mrs Valentine explained that as part of the consultation process Members would be given sight of the Winter Service Handbook for Ashford and the list of priorities was in there. Members were encouraged to have a look at this and feed back if they felt the priorities were not right.

It was clarified that the points made would go forward as part of a report to KCC's Environment, Highways & Waste Policy Overview Committee on the 23rd March addressing how Kent fared during the winter weather. The Winter Service policy as a whole would then be discussed and debated in July following the extensive consultation exercise as described earlier, with a report coming to a subsequent meeting of this Board.

Resolved:

That the points above be fed back to Kent Highway Services for their reports to the Environment, Highways & Waste Policy Overview Committee in late March and July 2010.

473 Section 106 Agreements

The report outlined contributions made through Section 106 Agreements.

A Member said that the developments at Park Farm South and East had generated a lot more vehicle movements in the area and caused problems that would not be addressed until the new road came on board in two or three years time so there was a need to make improvements at the Kingsnorth junction. Another Member said that there were a lot of unreported shunts in the area and it may be that the remaining contribution could be used to fund traffic lights.

A Member asked if future reports could give a bit more information such as a list of outstanding agreements, payment dates and requirements. The Chairman said that the Borough Council had a dedicated Section 106 Support Officer who kept a record of Section 106 Agreements so he was sure this information could be forthcoming.

Resolved:

That the report be received and noted.

474 Highway Works Programme 2009/10

The report updated Members on the identified schemes approved for construction in 2009/10.

Members asked if a brief note on roads coming up for adoption and who was responsible for roads and other maintenance could be circulated. Adoption of roads on new estates was always one of the main issues raised by constituents. It did appear that there had been quite a lot of progress on this issue over recent years but there had not however been as many updates over recent months and Members knew of roads where people had been living for 9 or 10 years but had still not been adopted. Officers agreed to look at the possibilities of providing Members with a more regular update.

In response to a question about County Member Highway Fund Works, Mrs Valentine updated the Board that a report including a list of projects had been received earlier that day and she would ensure that this was circulated.

With reference to the Operation Stack Lorry Park, the Leader of ABC asked that as this was likely to cost in the region of £70m and KCC had quite rightly refused to put any money on the table thus far, why was KHS still proposing to spend any money at all on the outline design of something that nobody could afford and had strong and valid objections against it? In his view a moveable barrier between Junctions 8 and 9

of the M20 remained the viable option. It was the opinion of the Chairman that the report may be out of date on this issue.

The following points were also raised in discussion: -

- It was hoped that the Safer Routes to School scheme at Beaver Green School and the completion of the missing link of the Christchurch School to Park Farm cycleway that had been deferred to 2010/11, would not be deferred again and seen as a higher priority as these were safety schemes for children and also had green benefits.
- The Pelican crossing at the A2052 (Towers School) had been completed and not deferred to 2010/11 as stated in the report. However it was unclear why there needed to be two sets of traffic lights installed. This did appear a little over the top.
- It was disappointing that requested footway improvements at Tudor Byway were again not on the list despite numerous requests. It appeared that this had not been done for over 30 years and this really needed to be followed up.
- The joining of the footpath and cycleway at Norman Road had been on the programme for 2009/10 but it had not been done and now appeared to have been removed from the programme. Could this be followed up?

On a general point the Leader of ABC said that Joint Transportation Boards had been discussed at a recent meeting of the Kent Leaders and concern was expressed that too many issues were coming to the Boards for noting rather than agreement. Members were being told what had happened rather than being given an opportunity to influence what was happening. Could a list of potential schemes not be submitted which allowed Members to consider priorities and which ones should be prioritised over others?

Resolved:

That the report be received and noted.

475 Dates of Meetings for 2010/11

These were confirmed as:

Tuesday, 15th June 2010
Tuesday, 14th September 2010
Tuesday, 7th December 2010
Tuesday, 8th March 2011.

DS

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Ashford Borough Council

Report of the Chairman of the Transport Forum – 14th May 2010

1 Introduction

1.1 A Meeting of the Transport Forum was held on the 14th May 2010.

The Borough Council Members present were:-

Cllr. Feacey (Chairman);
Cllrs. Mrs Bell, Packham, Wedgbury, Wells, Woodford

In accordance with Procedure Rule 1.2 (iii) Councillors Mrs Bell and Packham attended as Substitute Members for Councillors Godard and Cowley respectively.

Also Present:-

Cllr. Heyes

Ray Wilkinson – Engineering Services Manager – ABC
Kirsty Liddell – Member Services & Scrutiny Support Officer – ABC

The External Representatives were:-

F Burt – County Square Management Office
C Ellen – Kent County Council Public Transport
R Geliamassi – Stagecoach
M Gibson – Southeastern
J Houghton – Network Rail
V Kenny – Ashford Town Centre Partnership
T Olatunji – Passenger Focus
S Whybrow – Ashford Independent Taxi Driver Association
S Williams – Eurostar

2 Apologies

2.1 Apologies for absence had been received from:-

Cllrs. Cowley and Goddard
Y Leslie – Southern

3 Declarations of Interest

3.1 Councillor Feacey declared a Code of Conduct Interest (Personal but not Prejudicial) as he was the Managing Director of Energyshift Ltd who worked with members of the taxi trade.

4 Minutes of the Previous Meeting

- 4.1 Councillor Feacey advised that he wished to add an extra item to each agenda to approve the minutes of the previous meeting and to discuss any matters resulting from the previous meeting.
- 4.2 Mr Gibson advised that the timetable changes were implemented, with a few minor amendments which had involved the 'tweaking' of timings to improve connections, as had been circulated at the previous meeting. They had been advised by the Department for Transport (DfT) that there would be no significant changes to timetables during the next three years after which time there would be consultations held on the current franchises.
- 4.3 A Member raised concern over the validity of tickets for the High Speed One (HS1) service. He had experienced issues with ticket barriers not accepting tickets that were valid for the service. On another matter he had also experienced issues when travelling to Gravesend whereby tickets had not been accepted by the automatic ticket barrier and it had taken staff a long time to assist him. He was concerned that this was not providing an adequate service and highlighted issues for disabled passengers.
- 4.4 Mr Gibson advised that when travelling to St Pancras or Ebbsfleet via the High Speed service passengers should purchase an upgrade before boarding and as such tickets should be marked as valid or not valid for HS1. He advised that he would look into the issue of tickets and asked the Member to provide him with the date and time of the incident in Gravesend and he would investigate the matter with the Station Manager.
- 4.5 A Member enquired as to whether the HS1 service could stop at Wye, as several commuters had commented that being able to access the HS1 service directly would avoid unnecessary waiting times that occurred when travelling from Wye to Ashford to access the HS1 service. Another Member was concerned that there was no fast service to Tonbridge; he felt that it was a step in the wrong direction.
- 4.6 In reference to the latter point Mr Gibson advised that the service specification was based on the requirements from the DfT. There was a large number of smaller stations in Kent and over the past 20 to 40 years there had been a significant rise in passengers travelling from the smaller stations. The infrastructure restricted an increase in services; the lines were the most congested in the UK and did not have additional capacity. Unless they were advised otherwise by DfT then the services would remain the same. Mr Gibson advised that if the HS1 service were to stop at Wye then that would increase the journey time of the service. He would however look at the demand from the area. It was important to note that if more stops were added then the service would become less of a high speed service.

5 Industry Updates & Discussion

Bus Services

- 5.1 Mrs Ellen from KCC advised that that the number 13 service would include the Chartfield Estate within 28 days and was now a branded service. The E-Line service was now running normally after delays due to road works in Willesborough and was also now a fully branded service. Within 8 to 10 weeks

the service would include Repton Park, however this was dependant upon works being completed at Drovers Roundabout. There would be a year long trial starting from 21st June 2010 whereby the 523 service would stop at Headcorn Station.

- 5.2 A Member questioned how the addition of the Chartfield Estate to the route of the number 13 service would impact on journey times. Mrs Ellen advised that that there would be an additional 15 to 20 minutes added to the service to allow for the addition.
- 5.3 Mrs Geliamassi advised that she had taken over the role of Operations Manager at Stagecoach. There had been tremendous growth on the A, B, C and E Line services. The A Line service had shown a 284% increase on the previous year with the B Line showing a 385% increase. There had been significant growth to the local network and they would focus on improvements to the C Line service which had experienced issues relating to congestion. An extra vehicle had been added to this service to alleviate issues being experienced. There had been growth year on year which indicated that the public were responding to the improvements to the public transport provided in the Borough. She also advised that there had been less growth in the rural areas.
- 5.4 Concern was raised about how buses would access Repton Park as there had been issues with parking on the estate. Mrs Geliamassi advised that a review had been carried out which showed that they could access the site and had raised no safety concerns. However if there were any issues experienced when accessing the estate then action would be taken.
- 5.5 Mrs Kenny advised that in relation to Traffic Regulation Order Amendment 16 further consideration had been asked for in respect of loading bays in Bank Street, talks were talking place with partners to progress this.
- 5.6 It was agreed that a report be bought back to the Transport Forum detailing the additional users to the number 13 service. It was also agreed that figures be presented to the Forum detailing the growth in numbers of children and pensioners using bus services in the Borough.**

Eurostar

- 5.7 Mr Williams advised that it had been a challenging start to the year for Eurostar which had been related to the adverse weather conditions experienced throughout the UK. An independent review had been carried out with the recommendations currently being implemented. He advised that there would be a change in ownership of Ashford International Station. High Speed One would take ownership with Eurostar managing the station – this would not mean a change to the day to day running of the station. He would circulate the update that former Chief Executive Richard Brown had given to the Secretary of State. Nicolas Petrovic had taken over the position of Chief Executive in early 2010.
- 5.8 A Member questioned whether there would be an addition of a service from Ashford to Paris or Belgium? He felt that now the HS1 service was running from Ashford International it would be advantageous to Eurostar to start more journeys from Ashford. Mr Williams advised that at the present time there were no firm plans however they kept the situation under review. The majority

of passengers travelled capital city to capital city and this was reflected in the current timetables.

- 5.9 Members welcomed the reinstatement of the Brussels service, but questioned how popular it was. Mr Williams advised that it was not as popular as they had envisaged but there were no plans to change the arrangements at the present time.

5.10 It was agreed that the update from former Chief Executive Richard Brown to the Secretary of State be circulated to Members of the Transport Forum.

Southeastern

- 5.11 These were contained under item 4.

Network Rail

- 5.12 Mr Olatunji announced that Ashford International Station had been nominated for the Station of the Year Award.

- 5.13 Mrs Houghton was thrilled that the Station had been nominated.

Taxis

- 5.14 Mrs Whybrow drew attention to the letter contained within the agenda papers. She advised that the issue with signage had been ongoing for many years and there had been no offer of help from County Square. A major concern for the taxi trade was the proposed changes to the Station. Upon attending the exhibition of the plans she was shocked to discover that the taxi rank had been moved to the Eurostar side of the station whilst the buses remained on the Domestic side. The taxi trade were concerned that they had not been kept informed of developments. She would be attending a meeting with the Chief Executive of Ashford Borough Council about the issue and would potentially make contact with Meridian TV and the National Press to highlight the issue further. There was also concern that the plans would make the station less accessible for disabled individuals.

- 5.15 Mrs Houghton advised that Network Rail owned the land in question and she had only discovered the plans for the station when walking through the entrance hall. She advised that the plans were an aspiration they had not been agreed. They had written to Ashford's Future raising their concerns over the scheme. She assured the Forum that as far as the plans for the station went it was not a done deal!

- 5.16 Mrs Geliamassi felt that the focus appeared to be on aesthetics not use.

- 5.17 A Member, who had previously observed the Ashford's Future Board, agreed with the comments and advised that he had raised the same issues when the plans were discussed at a Board Meeting. In addition to the points already raised there were a number of other concerns: buses would have a tight turning circle; there was not a drop off zone in front of the station; the disabled access was not easy to access and when the consultants had been asked who they had consulted they had responded by saying they had 'widely consulted'.

- 5.18 Mrs Whybrow had been advised by the consultants that they had intended to start work in June. Mr Bowsher from the consultancy company used by Ashford's Future had sent people to speak to taxi drivers but they had been advised that both buses and taxis would be located on the Eurostar side of the station. She felt it was important that they needed to be located on the same side of the station and that the consultation had been misleading.

6 Campaign for Free Off-Peak Travel for Kent's Over 60s

- 6.1 The Chairman drew attention to the item regarding Free Off-Peak Travel for Kent's Over 60s and invited comments from the Forum.
- 6.2 A Member advised that few things in life were free and whilst he could understand the reasons for wanting to implement such a proposal it would burden the tax payer and he felt unable to support it.
- 6.3 Another Member agreed with views of the previous Member and queried what the costs would be? Mrs Ellen advised that it would work in the same way as the free bus passes which were reimbursed.
- 6.4 Mr Gibson advised that in Greater London a free travel scheme was financed by a precept on council tax, which amounted to approximately £150 to £200 per household.
- 6.5 There was considerable discussion regarding yearly rail cards which were currently available that offered a third off travel. There was also discussion regarding the student card that was available for bus journeys – Mrs Ellen explained that a fixed fee was paid for the card for the year and then the journeys taken using the card were then reimbursed, however it was not the full fee but a percentage of the cost.
- 6.6 There was a suggestion made that the over 60's rail cards that currently offered a third off be changed to offer 50% off.
- 6.7 **The Transport Forum notes the request but did not necessarily agree to support the scheme.**

7 Date of Next Meeting

- 7.1 The Chairman advised that he hoped to get a representative from Kent Highway Services to attend the next meeting.
- 7.2 It was agreed that the next meeting would be held on Friday the 26th November 2010.

Councillor P Feacey
Chairman – Transport Forum

MINS:Transport Forum 14.05.10

Joint Transportation Board

15th June 2010

Campaign for Free Off-Peak Rail Travel for Kent's Over 60s

The Council has received a representation from a Mr Harry Farrow who is campaigning for free off-peak rail travel for Kent's Over 60s. He is seeking written support from Local Authorities and is planning to go to Downing Street and to the Railway Companies in the autumn with his campaign. As you will see from the enclosed papers he has already received written support from numerous Local Authorities including KCC, Swale, Shepway, Maidstone, Tonbridge & Malling, Dartford and others.

The Transport Forum considered this issue at its meeting on the 14th May 2010 and whilst noting the request from Mr Farrow did not necessarily agree to support the scheme (please see notes attached previously for full debate).

The Forum is asked to:-

- 1. Consider the papers submitted by Mr Farrow.**
- 2. Consider whether Ashford Borough Council should pledge its written support to Mr Farrow in his campaign. (County Members should note that KCC already has).**

FIGHTING FOR FREEDOM

Freedom Pass for the Over 60's on the Railway Petition

Harry Farrow
45 Pavilion Drive
Kemsley
Sittingbourne
Kent
ME10 2SZ
01795 421918

19-4-2010

Dear Sir/Madam

My name is Harry James Farrow and I have written to you previously. Thank-you for your response to which I am grateful for. As you know I am trying to get free off peak rail travel in Kent and into London. Of which the benefits would be innumerable for people such as getting back to work, attending hospital appointments, visiting family/friends and keeping cars off the road. A lot of the best workforce are over 60 so why not give them some incentive to get back to work.

I have written support for Free off peak rail travel for the over 60's from Kent County Council, Shepway, Staplehurst, Swale and Folkestone Town Councils. **MALDEN**
TON/MALLING DARTFORD

I am not a charity and I'm not requesting financial support. I have found that there is such an indifference between Councils in the backing of my campaign. Why is this the case? We all live in the same country so why not help one another. I realize what the cost implications of this will be but surely we will cross that bridge when we come to it. When I have the Councils support I will go to the Railway Companies again.

I will be going to 10 Downing Street to hand in 10,000 signatures.

We have one life so let us live it – Please support me .

Thank-you again for taking the time to read my letter.

Yours sincerely *Mr H Farrow*

Mr. H. J. Farrow.

FIGHTING FOR FREEDOM

Freedom for the Over 60's on the railway

Mr H. J. Farrow
45 Pavilion Drive
Kemsley
Sittingbourne
Kent
ME10 2SZ
Tel: 01795 421918

I am very disappointed by the response I have received from various councils to my request for their support in my campaign for a railway freedom pass for the over sixties.

The standard response seems to be that the over sixties prefer to use buses. I agree, but only for local journeys. Longer distances are more problematic. For instance, I went by bus from Kemsley to Bromley and it took over three hours and when I was planning a bus journey to Lewisham I was told to allow 5½ hours. Both journeys would have taken about an hour from Sittingbourne railway station!

I have heard countless tales about elderly people who have had horrendously long journeys by bus, when their journey could have been made much easier with the help of a rail card. Let me give you a couple of examples.

A pensioner I know had an operation and subsequently visited Medway Maritime Hospital to have his stitches out. He couldn't drive himself and couldn't afford the train fare, so he went there and back by bus. It took him two hours either way. When he got home he was quite ill.

A woman I know had regularly to visit Kings College Hospital in London. She does not drive and could not afford the train fare. Members of her family had to take time off work to ferry her to and from Camberwell. With a freedom pass she could have got to the hospital in 1½ hours.

I could go on and on.

How on earth can councils tell me that people prefer to use buses? It just doesn't ring true and I suspect has more to do with local authorities not wanting to fund rail travel, which doesn't make sense since they are willing to fund bus passes!

People in London who are over sixty receive freedom passes that can be used on the railways and I will continue to campaign until the people of Kent receive similar benefits.

Yours sincerely *Mr H Farrow*

Mr H Farrow
45 Pavilion Drive
Kemsley
Sittingbourne
ME10 2SZ

County Hall
Maidstone
Kent ME14 1XQ
Fax: (01622) 694085
Tel: (01622) 694310
e-mail: paul.carter@kent.gov.uk

3 February 2010

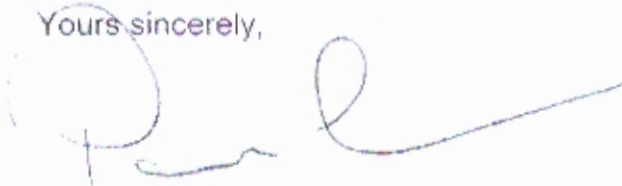
Dear Mr Farrow,

RE FREE TRAIN PASSES FOR THE OVER 60'S

Thank you for your letter dated 23rd January regarding the possibility of offering free train passes to the over 60's. I understand that you have been working closely with David Hall on this issue and I hope that David has been able to guide you as to who to lobby.

You have Kent County Council's support on this issue and I wish you every success.

Yours sincerely,



Paul Carter
Leader of Kent County Council

Town and Cinque Port of Sandwich

Mrs. Tracey Ward
Town Clerk

Telephone: 01304 617197

Fax: 01304 620170

Email: tracey@sandwichtowncouncil.gov.uk

www.sandwichtowncouncil.gov.uk



Town Clerk's Office
Guildhall
Cattle Market
Sandwich
Kent
CT13 9AH

25th September 2009

Dear Mr Farrow,

Fighting For Freedom

Thank you for your recent letter which was reported at a town council meeting on Monday 21st September.

At the meeting, the town council resolved to provide written support for your campaign for free train travel in Kent for the over 60's.

Please therefore accept this letter as support from Sandwich Town Council.

Yours sincerely,

Tracey Ward
Town Clerk

Harry Farrow
Fighting For Freedom
45 Pavilion Drive
Kemsley
Sittingbourne
Kent ME10 2SZ

STAPLEHURST PARISH COUNCIL

14th October 2009

Parish Office
Staplehurst Village Centre
High Street, Staplehurst
TONBRIDGE, Kent
TN12 0BJ

Mr H Farrow
Organiser – Fighting for Freedom
45 Pavilion Drive
KEMSLEY
SITTINGBOURNE, Kent
ME10 2SZ

Parish Clerk
Mrs JS Bassett

Tel
01580 891761

email
staplehurst1@btconnect.com

website
www.staplehurstvillage.org.uk

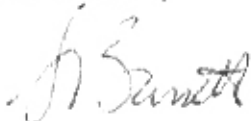
Dear Mr Farrow

Fighting for Freedom

Thank you for your letter received on 7th September and I apologise for the delay in responding to you. This Council considered your campaign at their meeting on 21st September and asked me to write in support of your endeavours in this regard.

Councillors agreed with the principle of your campaign when they understood that residents over 60 within London Boroughs already have free use of busses and trains. They agreed that such inequality does need to be addressed and wished you well in your endeavours to address this.

Yours sincerely



Mrs JS Bassett
Parish Clerk

YES

FIGHTING FOR FREEDOM.

FREEDOM FOR THE OVER 60's ON THE RAILWAYS.

I have written before about this campaign to get free travel for pensioners on the railways during off-peak times and weekends. When I did write the article the campaign was in its early stages. It was started by a man from Sittingbourne, a Mr. Harry Farrow. I thought it was a good idea and backed him. I did think that it was a bit of a long shot, especially since the government wants to limit the use of our bus passes, but I now believe it could happen. The way I see it is that the government gives millions of pounds in subsidies to the private railway companies, millions of pounds of tax payers money that is, now all the government has to say to the railway companies is, "If you want to keep receiving subsidies, then fill up your empty carriages with pensioners during off-peak times." Well we ought to get something back for our money not give it to the shareholders. Mr. Farrow is now getting quite a lot of support, but most of his campaigning he is doing it alone, he could do with a lot of support. He is limiting his campaign to the Kent county at the moment, he is almost a one man band, but he has a lot of support from several councils in Kent, which is a good thing, but not all at the moment. He has appeared on Meridian News and has had several write up's in local papers.

Mr. Farrow points out in one letter that the standard response seems to be that the over 60's prefer to use buses, which he agrees with to a certain extent for local journeys, but for longer distances it is more problematic. For instance, he went by bus from Kemsley to Bromley which took over 3 hours and when he was planning a bus journey to Lewisham he was told to allow 5 1/2 hours. Both journeys would have taken about an hour from Sittingbourne railway station. He also mentions about people who have to travel to London Hospitals. It costs too much by rail and almost impossible by bus, so they have to rely on friends or relatives to take them there by car. He says "Many pensioners I know would go to football matches but with train fares and gate prices, it is out of their reach. With my campaign for free rail travel they would only pay to get into the ground, which would get more people involved. Apart from going to football matches, the over 60's in many ways would have a better life, for example visiting family and friends and getting back to work, as a lot of pensioners would do, but as rail travel is so expensive, pensioners are limited in what they do. The areas currently operating free-facilities are London, Northern Ireland, West Midlands and Yorkshire. Why not the rest of the country?" I think that such inequality does need to be addressed. I do admire him for all the work he is doing to get this well off the ground and the progress he has made over the past year.

His flyer, which he is fortunate enough to get printed for him, and goes to various towns to give out, says:-

TO ALL THE OVER 60's WHO WOULD LIKE TO JOIN MY CAMPAIGN FOR FREE OFF PEAK RAIL TRAVEL AROUND KENT AND INTO LONDON....

During the day at off peak periods, many trains run with empty carriages. I am campaigning for the over 60's to be able to take advantage of those empty trains by being given free off peak rail travel around Kent and on the lines into London. To date, I have had a lot of support from the general public to my campaign, however, I need those supporters to help me by writing to the address listed below and formally backing my campaign. Without the help of those who will benefit from free rail travel, the campaign will be killed off. I didn't want that to happen. If you share my dream of proving free off peak rail travel to the over 60's, please help by putting pen to paper right away.

You can write to Harry Farrow, 45, Pavilion Drive, Kemsley, Sittingbourne, Kent, ME10 2SZ.

And Mr. D. Hall, K.C.C. Head of Transport, 1st. Floor, Invicta House, County Hall, Maidstone, ME1 1XX.

And write to our council, Cllr. Phil Filmer, Transport Portfolio Holder, Gun Wharf, Dock Road, Chatham, ME4 4TR.

And you can also write to your M.P. at The House of Commons, Westminster S.W.1.

Well what do you think? Do you think that it is a good idea? I think that it could work.

Why not get pen to paper and give Harry your support. You have nothing to loose.

Over-60s rail petition to target 10,000 names

A CAMPAIGN to get free train travel in Kent for over-60s is gathering pace.

Harry Farrow has collected 6,000 signatures since he started the petition in June last year and has won written support from councils, politicians and even football clubs from around the county.

Now he is pushing for 10,000 signatures before taking his campaign to Downing Street.

Mr Farrow, 63, of Kemsley, said: "I was going to go to Number 10 when I got 6,000 signatures, but I don't think it's a good idea going up there before an election.

"I'm aiming to go there in September and 10,000 will signatures will have more of an impact - I don't know how much further I can go.

"So far I've handed out 1,500



Harry Farrow has collected 6,000 signatures in support of free rail travel for over-60s

PH/645032

leaflets and I've got letters of support from Green Party MEP Caroline Lucas, the Conservative's prospective parliamentary candidate for Sittingbourne and Sheppey Gordon Henderson and Kent County Council, as well as Port Vale,

Blackburn Rovers and Oldham Athletic football clubs.

"The over-60s in Kent already have bus passes, but I want to extend our travel options to include free train travel in Kent after 9.30am.

"Free train travel would also encourage the over-60s to seek work. The government has made it clear that its preferred option to solve the pensions crisis is to encourage people to work until they are 70, and this would help them to do this."

If you would like to sign the petition, call Mr Farrow on 07952 226808 or visit Ne Plus in Sittingbourne High Street, or the Sheerness Time Guardian office in Sheerness High Street, which have copies of the petition for people to sign.

Campaigner calls for free rail travel for pensioners

A CAMPAIGNER who has compiled a 5,000-signature petition calling for free travel on Kent's rail network for the over 60s has taken his campaign to County Hall.

Retired decorator Harry Farrow, from Sittingbourne, has also written to Prime Minister Gordon Brown and Prince Charles, asking for their help in giving senior citizens free use of the railways after peak hours.

He wants the scheme to be adopted by Southeastern Rail and run alongside the current free bus passes which are available across the county.

Mr Farrow, 63, said a similar scheme is in operation in both London and the Midlands, and he sees no reason why it could not operate in Kent as well.

Petition

He waited outside the Maidstone headquarters of Kent County Council and handed his leaflet to councillors and council officers.

Mr Farrow said: "I had a very good reception. People seemed to like what I had to say."

He was accompanied by Sittingbourne KCC member Mike Whiting, and also met head of transport David Hall. Both expressed their support.

"The free bus passes are all very well," he said, "but to go further afield takes a lot of time, and sitting on a bus

BY NICK AMES

for more than 40 minutes to get to Faversham or Gillingham is not an option most older people will want to take consider.

"So I thought, as it is the case that using the London pass you can get from Dartford to Watford or into the Buckinghamshire countryside for nothing, why could something similar not operate in Kent?"

"Many trains are empty after rush hour, so this would not affect anyone adversely. I was pleased so many councillors agreed with me, and I intend to keep going."

Mr Farrow has sent his petition to supporters in Medway and written to district and parish councils across the county, including Walmer and Sandwich.

He said: "When I started out, people said I should work from the bottom up, but I wanted to do it my way, so I wrote to Prince Charles, who sent a letter back wishing me well."

"I feel so strongly about this that I will deliver the petition to the Prime Minister in the near future."

"Other people have advanced their causes in that way, so why not me?"

A spokesman for the rail company said it was constantly looking at ways to maximise use of public transport and all options were taken into consideration.

• Email: yours.wale@kosmedia.co.uk



SUPPORT: Campaigner Harry Farrow with KCC councillor Mike Whiting

FIGHT TO GET ELDERLY FREE RAIL TRAVEL

A CAMPAIGNER will hand a 5,000-signature petition calling for free travel on Kent's rail network for pensioners in to 10 Downing Street.

Retired decorator Harry Farrow, from Kemsley, has also written to Prime Minister Gordon Brown and Prince Charles asking for their help in giving senior citizens free use of the railways after peak hours.

He wants the scheme to be adopted by Southeastern Rail and run alongside the current free bus passes which are available across the county.

Mr Farrow, 63, said a similar scheme

EXCLUSIVE

BY NICK AMES

is in operation in both London and the Midlands and he sees no reason why it cannot operate in Kent as well.

"The free bus passes are all very good and I use the bus to get into Sittingbourne, which isn't that far," he said.

"But to go further afield takes a lot of time and sitting on a bus for more than 40 minutes to get to Faversham or Gillingham is not an option most older people will want to take on.

"So I thought as it is the case that using the London pass you can get from Dartford to Watford or into the Buckinghamshire countryside for nothing, why can't something similar not operate in Kent?"

Mr Farrow has been collecting signatures in the Sittingbourne area, has sent his petition to supporters in Medway and has written to district and parish councils across the county.

"I got a note back from Folkestone asking how they could help and if I needed funds," he said.

"Well I don't need any funds, but the support is welcome. Tonbridge and

CONTINUED ON PAGE 2

Free rail travel fight on track

Thousands sign petition for train passes

Report by Stephen Waite

stephen.waite@kmmmedia.co.uk

A ONE-MAN crusade for free rail travel for the over-60s is gathering pace and support.

Determined Harry Farrow, 64, of Pavilion Drive, Kemsley, has sent nearly 200 letters and collected about 4,000 signatures for his petition.

He plans to take his campaign to Downing Street once he collects 5,000 signatures.

"I've had a great response," he said. "Ninety-nine per cent of people are all for it. The one per cent are the cynics."

He continued: "It's just horrendous to get anywhere. Buses are OK if you are going into town and staying local but not if you want to go further.

"Free rail travel for pensioners should not be a postcode lottery. It should be available to everyone regardless of where they live. My brother-in-law is from south London and had a travel card - but here they will not even let pensioners get on a bus before 9am.

"Think how many pensioners would be able to continue work if they weren't paying £100-per-week fares to go to London."

Mr Farrow will hold a protest outside County Hall in Maidstone tomorrow while wearing a sandwich board

hand out flyers in the High Street, which he has already done in Sittingbourne, Sheerness and Faversham. He also plans to visit all the major towns and cities in the county, but there is just one problem: he has to rely on public transport to get to them.

He said: "I'm just one man and I cannot afford to go by train."

To offer Mr Farrow a lift to the places he wants to visit, call the *Gazette* on 01634 236330.

Fighting for freedom: Harry Farrow with

Harry's petition calls for free over-60s' rail travel

by Hayley Robinson
hrobinson@thekmggroup.co.uk

A CAMPAIGNER is urging Islanders to sign his petition to get free train travel in Kent for the over-60s.

Harry Farrow has collected 4,000 signatures since he started the petition more than five months ago, but says he wants a total of 5,000 signatures before taking his campaign to Downing Street and PM Gordon Brown.

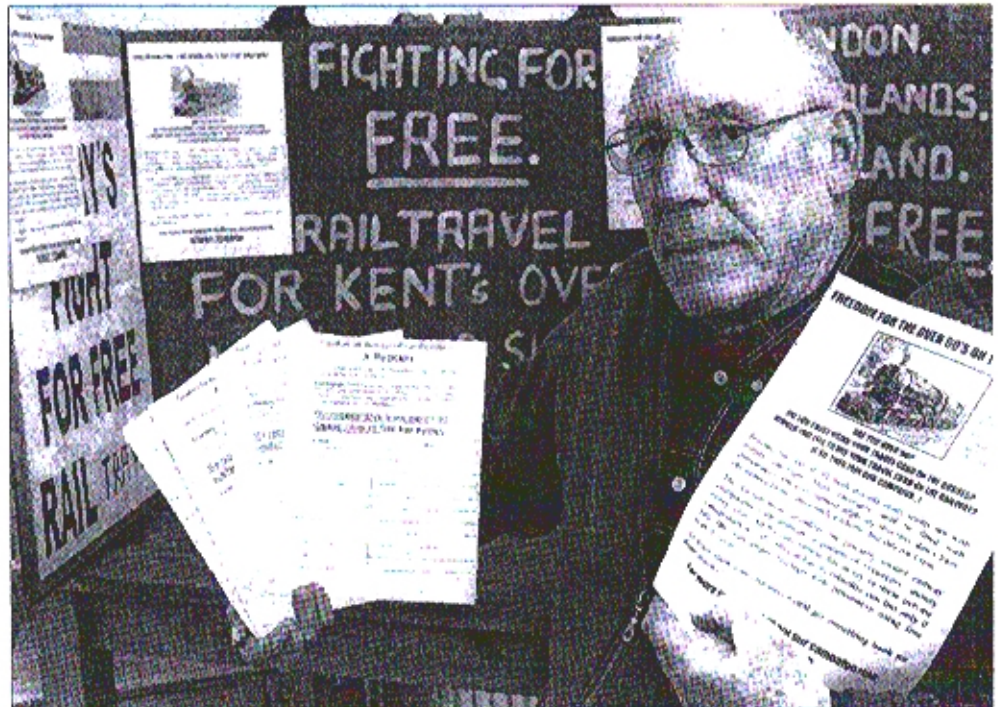
Mr Farrow, 64, from Kemsley, said: "The over-60s in Kent already have bus passes but I would like to extend our travel options to include free train travel in Kent after 9.30am.

"During the day at off-peak periods many trains run with empty carriages. These carriages could be filled with pensioners.

"Free train travel would also encourage the over-60s to seek work. The government has made it clear that its preferred option to solve the pensions crisis is to encourage people to work until they are 70 and this would help them to do this.

"Another benefit of free train travel is that it would encourage people to leave their cars at home to travel, which in turn would help reduce pollution."

If you would like to sign the



Harry Farrow is campaigning for free rail travel in Kent for the over-60s

Picture: Andy Payton PD1645033 Buy this picture from www.timesguardian.co.uk

petition, either call Mr Farrow on 07952 226808 or visit the Times Guardian offices, where a copy of the petition will be on the front counter for people to sign.

What do you think of Mr Farrow's plan? Is it workable or will the train companies dismiss it out of hand? Let us know your thoughts by

emailing timesguardian@thekmggroup.co.uk or by writing to Letters, Sheerness Times Guardian, 44 High Street, Sheerness ME12 1NL



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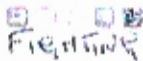
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Bid for free train travel for elderly is launched



[Back to home](#)

A campaigner will hand a 5,000-signature petition calling for free travel on Kent's rail network for pensioners in to 10 Downing Street, **Yourswale** exclusively reports.

Retired decorator Harry Farrow, from Kemley, has also written to Prime Minister Gordon Brown and Prince Charles asking for their help in giving senior citizens free use of the railways after peak hours.



Campaigners have Gordon Brown in their sights

He wants the scheme to be adopted by Southeastern Rail and run alongside the current free bus passes which are available across the county.

Mr Farrow, 63, said a similar scheme is in operation in both London and the Midlands and he sees no reason why it cannot operate in Kent as well.

"The free bus passes are all very well and I use the bus to get into Sittingbourne, which isn't that far," he said.

"But to go further afield takes a lot of time and sitting on a bus for more than 40 minutes to get to Faversham or Gillingham is not an option most older people will want to take on.

"So I thought as it is the case that using the London pass you can get from Dartford to Watford or into the Buckinghamshire countryside for nothing, why can something similar not operate in Kent?"

Mr Farrow has been collecting signatures in the Sittingbourne area, has sent his petition to supporters in Medway and has written to district and parish councils across the county.

"I got a note back from Folkestone asking how they could help and if I needed funds," he said.

"Well I don't need any funds but the support is welcome. Tonbridge and Malling have also indicated they are in favour of the plan and I have some backing from Kent County Council.

"They have always listened and been extremely helpful and supportive. Some groups are too wrapped up in their own issues and their funding but I have had some good responses.

"When I started out people said I should work from the bottom up but I wanted to do it my way, so I wrote to Prince Charles who sent a letter back wishing me well.

"I feel so strongly about this that I will deliver the petition to the Prime Minister in the near future.

"Other people have advanced their causes in that way, so why not me?"

A spokesman for the rail company said it was constantly looking at ways to maximise use of public transport and all options were taken into consideration.

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FREEDOM FOR THE OVER 60'S ON THE RAILWAY



TO ALL THE OVER 60'S WHO WOULD LIKE TO JOIN MY CAMPAIGN FOR FREE OFF PEAK RAIL TRAVEL AROUND KENT AND INTO LONDON...

During the day at off peak periods many trains run with empty carriages. I am campaigning for the over 60's to be able to take advantage of those empty trains by being given free off peak rail travel around Kent and on the lines into London.

To date I have had a lot of support from the General Public to my campaign, however, I need those supporters to help me by writing to the address listed below and formally backing my campaign

Without the help of those who will benefit from free rail travel, the campaign will be killed off. I don't want that to happen. If you share my dream of providing free off peak rail travel to the over 60's, please help by putting pen to paper right away.

Yours sincerely

Harry

HARRY FARROW

Address to which you should send your letters of support:-

**Mr D Hall, KCC Head of Transport, 1st Floor, Invicta House,
County Hall, Maidstone ME1 1XX**

ASHFORD JOINT TRANSPORT BOARD – TRACKER OF DECISIONS
Updated for the meeting on: 15.06.10

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
434 05/01/06	Ashford On Street Parking Review – Middle Zone 11	Ray Wilkinson (ABC)	ACTION: 1. Report to be withdrawn & officers be requested to re-examine the scheme in an attempt to maximize the amount of safe on-street parking provision, consider the points raised in the petition & ensure that all plans presented are up-to-date & report back to a future meeting of the Board.	Scheme under review. Report to a future JTB.
546 07/03/06	Transport Forum	-	RECOMMENDATIONS: That the JTB: 1. Requested officers develop a suitable scheme for disabled access to Ashford Town Centre.	Future report required following consideration of town centre TRO.
218 19.09.06	Church Road, Sevington – Proposed changes	David Beaver (KCC)	RESOLVED: 1. The Head of Operations, Kent Highway Services, contact the retailers on Ashford Business Park to identify the level of interest in jointly funding, with the Highways Agency, a right-hand junction at the junction of Barrey Road & the A2070.	There has been some support from the retailers and details of these have been passed to the HA. The HA has said that it would consider a scheme if it is entirely externally funded. Suggestions for temporary schemes would be difficult to justify.
377 12.12.06	Proposed traffic calming measures in Bluebell Road & Roman Way, Park Farm and Church Hill, Kingsnorth.		RESOLVED: 2. Subject to agreement of the Local Planning Authority & Ashford Borough Council's legal team, the proposed pedestrian crossing on Ashford Road, at the junction with Church Hill, be deferred for a period of two years and the money saved be ring-fenced in an attempt to secure further external funding so that ultimately traffic lights can be erected at the junction.	1. Completed 2. JTB 02/09/08 min 63 – A Member commented that <i>"December 2008 approached quickly and he hoped that officers were starting to examine this again and look at where the extra funding may come from"</i> .

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
381 12.12.06	Notification of Petition – Regarding On-street Parking – Received via the Kennington Community Forum.		RESOLVED: 1. That receipt of the petition be noted and officers be endorsed to carry out further investigations when resources are available and report the outcomes back to the Board.	<p>JTB 4/3/08 Min. 489 – noted that cutting back hedges at the Thirlmere/ Grasmere Road junction had been undertaken. KHS agreed to investigate a members request for a “slow” road marking.</p> <p>JTB 16/12/08 Min. 323 – (A member asked if there were any further developments with the request for a “slow” road marking at the junction of Thirlmere/Grasmere Road) KHS agreed to investigate and report back.</p> <p>JTB 01/09/09 Min. 190 – The KHS officer present at the meeting of 16.12.08 had not reported back (as agreed in minute 323). Mr. Gilbert undertook to chase this item.</p> <p>JTB 08/12/09 Min. 327 – Members discussed this outstanding item. A Member said they had received an email indicating that the request for road markings had been refused. Mr. Gilbert said he would check the status of the request and report back.</p> <p>Report being submitted to the next meeting 09/03/10.</p>
471 09/03/10	Thirlmere, Kennington	Tara O’Shea (KHS)	RESOLVED: That officers be asked to investigate the possibilities for installing speed bumps in Grasmere Road, Kennington.	

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
394 20/01/10	A28 Speed Limit Review	Ms Buckley & Mr Williams Bethersden Parish Council	RESOLVED: That: (i) the report be received and noted. (ii) the Board request a report from KHS responding to the request for a speed limit review of the Bethersden stretch of the A28 at the meeting to be held in June 2010.	
467 09/03/10	Petitions: (1) Mrs Bruce re: traffic calming measures for Highfield Road, Willesborough. (2) Mr Blake re: Safer road crossing at the junction of Church Road, Osbourne Road and Bentley Road, Willesborough.		The Chairman advised both would be referred to KHS as the responsible Authority for Highways in the County.	
469 09/03/10	Proposed Introduction/Amendments of parking restrictions in Victoria Ward Area	Jamie Watson (KHS)	RESOLVED: That: (i) the proposed parking management scheme be implemented. (ii) Subject to a review of both Traffic Regulation Orders, correction of errors and agreement of the final documents with Ashford Borough Council officers, the Kent County Council (Various Roads Ashford) (Street Parking Places) Order 2010 and the Kent County Council (Various Roads Ashford) (Waiting Restrictions) Order 2010 be made.	
470 09/03/10	Bank Street Alterations	Jamie Watson (KHS)	RESOLVED: That the update be received and noted.	
472 09/03/10	Feedback on the Winter Maintenance Programme for the Ashford Borough.	Danny Sheppard (ABC)	RESOLVED: That the points above (within the full minutes of the Board) be fed back to Kent Highway Services for their reports to the Environment, Highways & Waste Policy Overview Committee in late March and July 2010.	

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
473 09/03/10	Section 106 Agreements	Vicki Hubert (KHS)	RESOLVED: That the report be received and noted.	
472 09/03/10	Highways Works Programme 2009/10	Carol Valentine (KHS)	RESOLVED: That the report be received and noted.	

Agenda Item No: 7
Report To: Joint Transportation Board
Date: Tuesday 15th June 2010
Report Title: Proposed Alterations to the Waiting & Parking Restrictions in Ashford Town Centre – Amendment 16
Report Author: Ray Wilkinson

Summary: This report details the results of the recent consultation in respect to the making of the Amendment 16 traffic order. The order, which relates to parking and waiting restrictions in Ashford town centre, consists in the main of administrative amendments to the existing traffic order intended to improve the accuracy of the descriptions of the restrictions marked on the ground - thereby facilitating the full enforcement of the shared space area and elsewhere in the town centre. In addition there are a small number of physical changes proposed within the order.

Key Decision: YES

Affected Wards: Victoria & Godinton Wards

Recommendations: **Subject to the views of the Board it is proposed that:-**

- 1. The Amendment 16 traffic order be made;**
- 2. All additional road markings and signage relating to the proposed physical changes in the Order be implemented.**

Financial Implications: Order received from Kent County Council. Works to be funded from Shared Space Project budget.

Background Papers: Amendment 12 Traffic Regulation Order, 'Bank Street Alterations' Report presented to Joint Transportation Board on 9th March 2010, Minutes of Joint Transportation Board Meeting held on 9th March 2010.

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Report Title: Amendment 16

Purpose of the Report

1. This report provides an explanation of both administrative and physical alterations to the existing traffic order as proposed in Amendment 16 and the representations received during the formal public consultation held on the proposals.

Issue to be Decided

2. As set out in the recommendations of this report, the Board is asked to approve the making of the Traffic Regulation Order and the implementation of the proposed physical changes within the Order.

Background

3. During the course of the Shared Space works, three traffic regulation orders (Amendments 5, 7 and 8) were made by KHS to provide the parking and waiting restrictions within the Shared Space's Restricted Zone. These traffic orders were presented to and approved by the Joint Transportation Board at the meeting of 4th March 2008. A number of issues were however subsequently identified in respect to these restrictions.
4. In order to address these issues KHS wrote the Amendment 12 traffic regulation order in 2009, effectively replacing the previous traffic regulation orders.
5. However a number of minor inaccuracies remained outstanding in relation to the Shared Space restrictions. Amendment 16 was therefore proposed in order to correct these remaining inaccuracies thereby facilitating the full enforcement of all restrictions within the Zone.

Proposals

6. The primary function of Amendment 16 is to correct the current administrative errors affecting the Zone as discussed above. However in addition the opportunity was also taken to carry out various other administrative and physical changes in the town centre area. These consist:
7. - Making a small number of minor physical changes within the Zone to correct noted issues – specifically slight modifications to 2 loading bays in Godinton Road to improve line of sight at the adjacent access/junction and the removal of the 1.5 tonne (unladen) weight limit on loading bays within the Zone to allow use by larger vehicles;
8. - Carrying out various administrative changes to tidy up descriptions of existing restrictions elsewhere in the town centre;

9. - Updating the length dimensions of various existing disabled persons' parking bays within the town centre in line with current legislation (the recommended bay length has increased from 6.0M to 6.6M to provide room for the loading and unloading of wheelchairs);
10. - Updating the restrictions in the southern end of East Street to reflect the physical alterations to the carriageway carried out as part of the Latitude Walk development;
11. - Extending the existing 'no waiting at any time' restrictions in Gasworks Lane in line with requests from Network Rail and SEEDA to better protect emergency High Speed One line-side access.

Consultation

12. Formal public consultation took place between Thursday 15th April and Friday 7th May 2010. At the commencement of this period a notice of intention was placed in the local papers, notices erected along the affected roads and a letter drop made to all businesses and residences within the affected area detailing the proposals. In addition copies of the notice, statement of reasons, traffic regulation order, plans and background papers were made available for viewing at County Hall, Maidstone, the Civic Centre, Ashford and in electronic format on the Ashford Borough Council's website.
13. In total 6 representations were received during the course of the consultation, including one relating to proposals in East Street and one to proposals in Gasworks Lane. The remaining 4 representations related to concerns in the Bank Street / Tufton Street / Middle Street area and consisted of 3 representations from individual businesses and a 4th representation made on behalf of 4 businesses including the 3 whom submitted the individual representations.
14. A break down of all comments made within these representations, along with the response of Officers is detailed in Appendix 1.

Analysis

15. The majority of comments received do not constitute valid objections because they do not relate directly to proposed changes to the traffic order. Only 2 of the 6 representations received contained comments considered to constitute grounds for formal objection.
16. The representations received can however be divided by location into 3 discrete groups – East Street, Gasworks Lane and the Bank Street / Tufton Street / Middle Street area.

East Street

17. A single representation was received relating to this location (detailed in Appendix 1). The issue of concern described related to the physical location of 2 of the on-street bays designed into the Latitude Walk development works. This was passed on to Planning & Development for their consideration and the issue has subsequently been resolved.

Gasworks Lane

18. A representation was received in relation to the proposed restrictions in Gasworks Lane from the adjacent motor dealership. The dealership in question currently utilises on-street parking both for customer needs and for short term storage of vehicles brought in for repairs prior to collection.
19. A site meeting was held subsequent to receipt of the objection at which the objector explained that while those vehicles currently placed on-street / in the Godinton Road Shared Space area for short term storage could be absorbed within the site, customer parking was likely to prove a problem.
20. The objector felt that while customers arriving by appointment were happy to park within the site, casual customers tended to feel uncomfortable in doing so and, if an on-street parking space was not available customers were likely to simply drive away.
21. The proposals extend the existing 'no waiting at any time' restriction to include the remainder of the road. This proposal was put forward at the request of Network Rail and SEEDA to protect both the emergency High Speed One line-side access and the accesses to the former Cattle Market Site and Godinton Way Industrial Site.
22. As illustrated in Appendix 2, the current 'no waiting at any time' restrictions extend from the Shared Space to a point in line with the two Industrial Site accesses. The proposed restrictions will protect the rest of these two accesses as well as the single lane section of carriageway to the south which leads to the High Speed One access gates. Obviously it is important to avoid obstruction of the two accesses, particularly because they also act as an unofficial turning head without which vehicles would be forced to reverse onto Godinton Road. Similarly the southern section of the carriageway is vulnerable to obstruction due to its extreme narrowness and, as an emergency access, must be kept clear at all times.
23. Although the northern section (already subject to waiting restrictions) is wider, due to the need to maintain access to the Industrial Sites for large vehicles this is also unsuitable for parking.
24. Lastly it is understood that one of the conditions on the motor dealership's planning permission was the provision of 7 parking spaces within the site to serve staff and customers. This condition was made in order to avoid the creation of parking congestion on-street. There is however currently no evidence of the provision of these bays.

Bank Street / Tufton Street / Middle Street area

25. Three representations were received from individual businesses, all located on the western side of Bank Street between its junctions with Tufton Street and Middle Street. An additional fourth representation was subsequently received from the Town Centre Partnership on the collective behalf of the 3 businesses and one other additional business within the same area.

26. Although a number of related concerns were raised within the representations, the majority of these issues did not relate directly to the proposed traffic regulation order and only one constituted grounds for a formal objection.
27. This objection was to the proposed extension of the row of 3 disabled persons parking bays in Middle Street. The reason cited for the objection was concern that there have been a number of vehicles parked within the westernmost bay which have been clipped by vehicles turning into / out of the Tufton Loading Area 2 – a problem which would be aggravated by the extension of the bays.
28. The extension of the bays in question is proposed in order to bring them in line with current legislation (increasing their length from 6.0M to 6.6M – a total increase of 1.8M to the length of the row). However the physical alteration to the bays was made some months ago, with the traffic order amendment simply intended to bring the description in line with the markings on the ground. Furthermore the row is extended to the east only - the location of the western extent of the bays remains unchanged.
29. The other concerns raised within the representations relate to the lack of loading facilities in the immediate vicinity of these businesses. These concerns can be divided into 2 main issues – the lack of on-street loading bays and the on-going parking issues concerning the Tufton Loading Area 2 and the adjacent accommodation road.
30. During the design phase of the Shared Space the provision of an additional loading bay in this area was investigated. However it was found that due to the tapering configuration of Bank Street extending north from its junction with Elwick Road, the footway was of insufficient width to accommodate a loading bay while maintaining the required pedestrian access.
31. In relation to the Tufton Loading Area 2, this loading area is privately owned by ING for the use of the County Square Shopping Centre and its tenants. At the request of the owner, a traffic regulation order has been in force in this area since 1986, prohibiting parking and restricting loading to authorised users only.
32. There is however an accommodation road to the rear of Nos. 18 – 26 Bank Street which abuts the loading area. This accommodation road is a public right of way but it is not publicly adopted highway (or registered with the Land Registry). As such it is not subject to a traffic regulation order although, as a public right of way it is an offence to cause an obstruction. Parking / loading currently occurs along this road – both by the abutting businesses and unknown town centre users. Due to the extreme narrowness of the accommodation road, and the configuration of the Middle Street footway, the accommodation road can only be accessed by vehicles via the Tufton Loading Area 2.
33. Discussions are currently underway between ING, Ashford Borough Council and Ashford Town Centre Partnership to resolve the current issues and to find a workable solution to the current situation.

Conclusion

34. The Amendment 16 traffic regulation order is necessary to; enable enforcement of the new carriageway configuration in the southern end of East Street; protect emergency High Speed One line-side access and industrial accesses in Gasworks Lane and; to enable full enforcement of all restrictions within the Shared Space.
35. In respect to the objection received to the extension of 'no waiting at any time' restrictions in Gasworks Lane, while it is recognised that on-street parking is a valuable resource, such a provision simply cannot be accommodated within Gasworks Lane without compromising the emergency line-side access, access to the adjacent Industrial Sites and potentially forcing vehicles to back out onto Godinton Road.
36. As discussed, the objection to the extension of the disabled persons' parking bays in Middle Street relates to the western extent of the row only. It is the eastern extent of the row which is varied by the proposals and would therefore appear that the issue of concern is not affected by the proposed changes.
37. It is therefore the opinion of Officers that the 2 objections received should be set aside and the traffic regulation order made.

Portfolio Holder's Views

38. Portfolio Holder's views to be given in person at the meeting.

Contact: Ray Wilkinson (01233) 330299

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Appendix No.1: Comments Made in Representations

Comment No.	Representation No.	Comment Made	Officer's Response
1	Am16/01	The proposed location of the 2 southern-most bays in East Street (installed as part of the Latitude Walk Development) will impede access to the rear off-street parking facility of No. 60 Godinton Road. This issue was raised at a Planning Committee meeting on 21/02/2007 when assurances were given that the issue would be looked into.	<p><i>This issue has subsequently been resolved.</i></p> <p>The location of the bays themselves has been agreed between the developer and Planning & Development. The Amendment 16 consultation only relates to the parking restrictions to be implemented within the bays. This matter was therefore passed on to Planning & Development for their consideration. Agreement has since been reached between all parties by which the developer has agreed to fund works to remove the existing access gate (which currently necessitates a wider turning circle to gain access) and replace it with a fence between the driveway and rear garden areas.</p>
2	Am16/03	The loading prohibition in Godinton Road / Gasworks Lane combined with the additional 'no waiting at any time' restrictions in Gasworks Lane will deter customers visiting the adjacent motor dealership and will therefore have a significant and detrimental effect on the business. A small number of limited waiting bays provided in Gasworks Lane could alleviate this problem by providing a parking space for customers.	<p>The proposed alterations in Gasworks Lane consist only of protection of the former Cattle Market Site and Godinton Way Industrial Site accesses and the remaining southern section (single lane) of carriageway extending to the High Speed One access gates.</p> <p>The former Cattle Market Site and Godinton Way Industrial Site accesses are both unsuitable for parking, not only because of the access</p>

		<p>Additionally, as discussed with the objector at a site meeting (17/05/10);</p> <p>Although the vehicles currently parked on the Shared Surface outside the dealership's frontage on Godinton Road can be accommodated within the site, customer parking is likely to prove a significant issue. Casual customers (i.e. those arriving to browse rather than having a pre-booked appointment) tend to feel uncomfortable parking within the site, preferring instead to park on-street. In addition on-street parking offers better flexibility for storage of those vehicles which have come in for repairs and are due for collection.</p>	<p>obstruction this would cause but also because they act as an unofficial turning head area without which vehicles would be forced to back onto Godinton Road. In respect to the southern section of carriageway, due to the extremely narrow width, any parking whatsoever would create an obstruction on what is a line-side access route for emergency vehicles.</p> <p>Although the northern section of the carriageway (which is already protected with a 'no waiting at any time' restriction) is somewhat wider, it is important to maintain access to both the Godinton Way and Old Cattle Market sites for larger vehicles particularly in view of the anticipated development at both these locations.</p> <p>In addition it is understood that the planning conditions placed on the motor dealership included the provision of 7 on-site spaces for staff and visitors which are currently not in evidence. Such provision would obviously offer customers currently parking on-street the opportunity to find parking within the site.</p>
3	Am16/06.2	<p>Object to the proposed increase in the length of the disabled persons parking bays in Middle Street. A number of vehicles parked in the westernmost bay have been damaged by delivery vehicles accessing the Tufton Loading Area 2. There is insufficient space for</p>	<p>The 3 bays are proposed to be increased from 6M to 6.6M (i.e. a total increase from 18M to 19.8M) in line with current legislation. These bays were in fact relined to bring them up to the new standard some months ago, Amendment 16 simply brings the traffic order description in line with the</p>

		<p>larger vehicles to turn safely into the loading area without clipping any vehicle parked in this space. Suggest that this bay could perhaps instead be re-designated as a loading bay.</p>	<p>markings on the ground. The westernmost extent of the bays has not however been altered, with the extension taking place instead at the eastern end of the row.</p> <p>In respect to the statement that a number of vehicles have been damaged while parked in the westernmost bay, we to date have no record of any such reported incidents. This concern will however be investigated as a separate issue outside of this consultation as any changes would require the formulation of a separate traffic order and consultation process.</p> <p>Lastly, the currently marked disabled persons parking bays measure 2M wide, however should they be replaced with a loading bay as suggested, the bay width would have to be increased in line with regulatory requirements to a minimum of 2.7M thereby further restricting the movement of any vehicles manoeuvring into / out of the Tufton Loading Area 2 .</p>
4	Am16/02	<p>Object to the designation of bays in Middle Street for disabled persons only. The location is not particularly suitable for disabled parking, not being especially close to any specific amenities while there are already a more than adequate number of disabled bays in the general vicinity with plenty of bays in Tufton Street.</p>	<p><i>The current designation of these will not be altered by the proposed traffic regulation order and this comment does not therefore constitute grounds for formal objection.</i></p> <p>The only physical alteration proposed in respect to the bays within the order is an increase in their length from 6.0M to 6.6M to bring the dimensions</p>

			in line with current recommendations (the additional length is intended to facilitate the loading and unloading of a wheelchair from the vehicle's boot).
5	Am16/06.2	The westernmost bay of the row of disabled persons parking bay in Middle Street could instead be converted into a loading bay to serve the businesses at 18-26 Bank Street.	<p><i>The proposed traffic order does not alter the designation of the bays at this location and this comment does not therefore constitute grounds for a formal objection.</i></p> <p>However in response to the suggestion, it should be pointed out that while a disabled persons' parking bay has a recommended length of 6.6M, this would inadequate to accommodate a commercial vehicle. Therefore to install a loading bay would potentially necessitate the loss of all 3 disabled persons' parking bays. In addition a loading bay would require a further 0.7M in width, which could not be safely accommodated within the relatively narrow carriageway.</p> <p>Lastly, larger vehicles, which would be attracted to use a loading bay would not be able to perform a multipoint turn within the carriageway and therefore would have to either encroach onto the privately owned Tufton Loading Area 2 to turn or reverse back onto Bank Street.</p>
6	Am16/02	The bays in Middle Street should be designated as loading bays in order to serve the Bank Street businesses in the northern	<i>The current designation of these bays will not be altered by the proposed traffic regulation order and this comment does not therefore constitute</i>

		<p>end of the non-pedestrianised section of Bank Street. The existing loading bays are a considerable distance from these businesses.</p>	<p><i>grounds for formal objection.</i></p> <p>While the designation of the existing bays is not altered within the proposed traffic regulation order, and therefore not subject to consultation, this location would not in any case be suitable for a loading bay.</p> <p>The width of the carriageway (5.25M) is not considered to be sufficient to allow 2 commercial vehicles to pass and cannot therefore accommodate such a bay.</p>
7	Am16/06.2	<p>Further loading areas need to be identified within the northern end of the non-pedestrianised section of Bank Street / Middle Street / western end of Tufton Street area – the existing loading bays are too far removed to effectively serve the businesses in this area.</p>	<p><i>The physical location of the loading bays / loading restriction within Bank Street / Tufton Street is not altered by the proposed traffic order and therefore this comment does not constitute grounds for a formal objection.</i></p> <p>The decision taken at the design stage of the Shared Space project not to include a loading bay at this location was made on safety grounds. Due to the narrower footway width along this section of Bank Street there is insufficient room to accommodate a loading bay while also retaining the necessary clearance for pedestrian access.</p> <p>Furthermore there has for some years prior to the introduction of the Shared Space been a ‘no loading’ restriction in place extending in both directions from the Bank Street / Tufton Street</p>

			junction (see Appendix 3).
8	Am16/02	Once the Restricted Zone is enforced the lack of loading bays in the northern end of the non-pedestrianised section of Bank Street will pose both an inconvenience and security risk to the pharmacy's (24 Bank Street) home delivery driver(s) who make at least 5 deliveries 6 days a week, serving approximately 50 elderly / housebound customers.	<p><i>The physical location of the loading bays / loading restriction within Bank Street / Tufton Street is not altered by the proposed traffic order and therefore this comment does not constitute grounds for a formal objection.</i></p> <p>The decision taken at the design stage of the Shared Space project not to include a loading bay at this location was made on safety grounds. Due to the narrower footway width along this section of Bank Street there is insufficient room to accommodate a loading bay while also retaining the necessary clearance for pedestrian access.</p> <p>Furthermore there has for some years prior to the introduction of the Shared Space been a 'no loading' restriction in place extending in both directions from the Bank Street / Tufton Street junction (see Appendix 3).</p>
9	Am16/04	The distance between the florist's premises (18 Bank Street) and the nearest loading bay is considerable for staff carrying heavy floral tributes, arrangements in glass vases etc. Should the delivery element of the business be lost, trading would have to cease from the current premises. There has been a florists on this site for many years which even maintains the original shop frontage. The premises	<p><i>The physical location of the loading bays / loading restriction within Bank Street is not altered by the proposed traffic order and therefore this comment does not constitute grounds for a formal objection.</i></p> <p>The decision taken at the design stage of the Shared Space project not to include a loading bay at this location was made on safety grounds. Due to the narrower footway width along this section of</p>

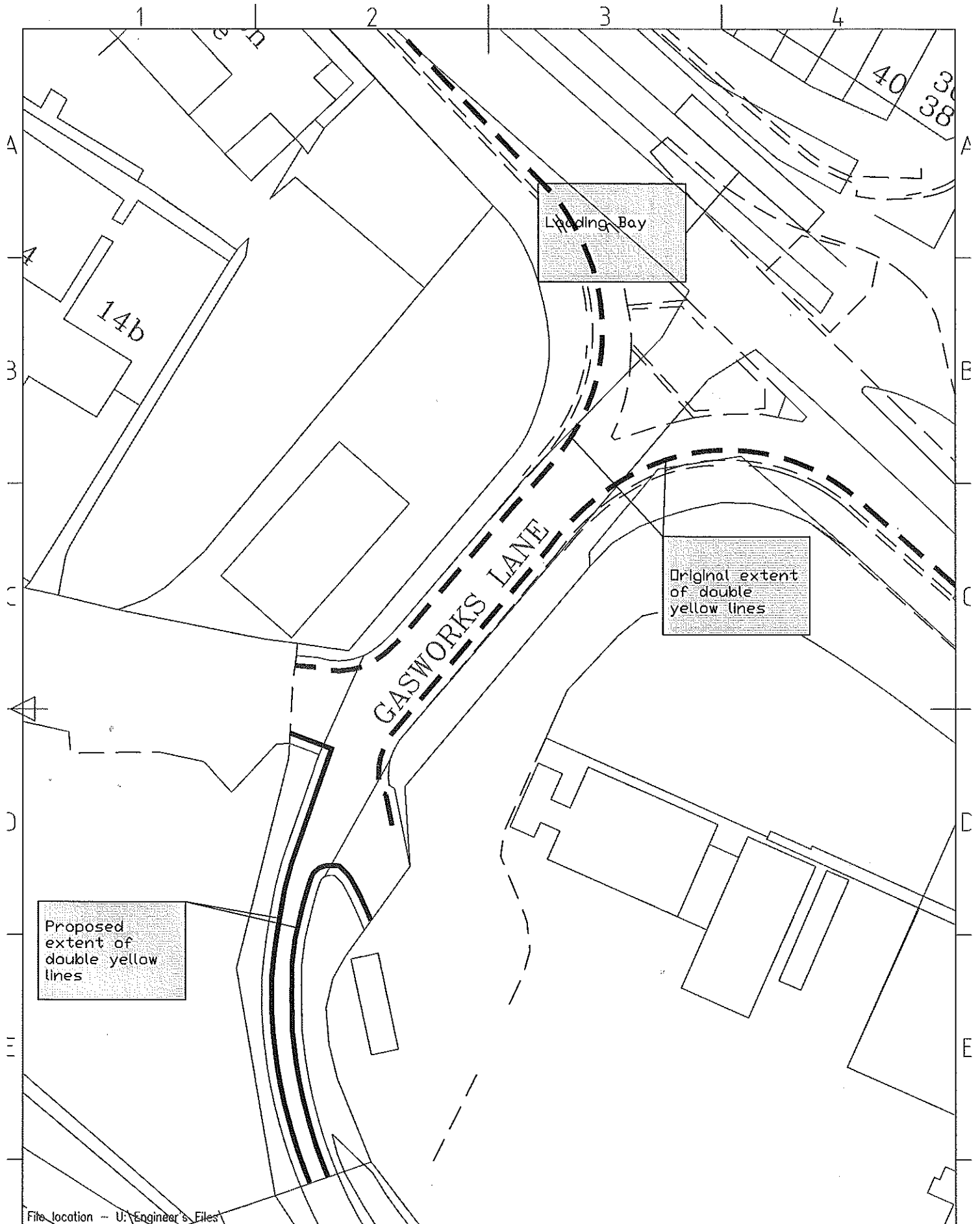
		therefore adds character to the town centre being a rare example of an earlier era.	<p>Bank Street there is insufficient room to accommodate a loading bay while also retaining the necessary clearance for pedestrian access.</p> <p>In addition it is unclear from the representation as to what arrangements the florist has made in the past for such deliveries / collections. There has for some years prior to the introduction of the Shared Space been a 'no loading' restriction in place extending in both directions from the Bank Street / Tufton Street junction (see Appendix 3).</p>
10	Am16/04	The lack of loading facilities in the vicinity of the florist's premises (18 Bank Street) would appear to give an unfair advantage to their competitor in the High Street which is granted an entry permit to allow loading / unloading to take place directly outside the shop.	<p><i>The physical location of the loading bays / loading restriction within Bank Street is not altered by the proposed traffic order and therefore this comment does not constitute grounds for a formal objection.</i></p> <p>The access permit available to businesses within the town centre's pedestrianised area entitles them to exemption from the prohibition of driving order during hours of operation, it does not however entitle the holder to a loading place. The permit holder once within the pedestrianised zone must obey the parking and waiting restrictions in place just as any vehicle outside the zone must.</p>
11	Am16/04	Many small shops in Bank Street have already suffered as a result of the current economic climate and the upheaval caused during both the County Square development works and the Shared Space scheme. It is	<p><i>This comment relates specifically to the lack of loading facilities in Bank Street between its junctions with Tufton Street and Middle Street. The physical location of the loading bays / loading restriction within Bank Street is not altered by the</i></p>

		<p>therefore important that assistance is available to ensure these businesses have all the facilities available that they require to continue to offer an alternative to the larger national chain stores and thereby provide greater consumer choice.</p>	<p><i>proposed traffic order and therefore this comment does not constitute grounds for a formal objection.</i></p> <p>The decision taken at the design stage of the Shared Space project not to include a loading bay at this location was made on safety grounds. Due to the narrower footway width along this section of Bank Street there is insufficient room to accommodate a loading bay while also retaining the necessary clearance for pedestrian access (see Appendix 3).</p> <p>Furthermore there has for some years prior to the introduction of the Shared Space been a 'no loading' restriction in place extending in both directions from the Bank Street / Tufton Street junction (see Appendix 3).</p>
12	Am16/04	<p>Bank Street businesses risk issue of a PCN if they park in the Tufton Loading Area 2 despite traffic access being allowed and (No. 18) having always maintained historical access to this area.</p>	<p><i>This comment does not relate to any physical changes proposed within the Amendment 16 traffic regulation order and therefore does not constitute grounds for a formal objection.</i></p> <p>The Tufton Loading Area 2 is a facility privately owned and maintained by ING for use of County Square and its tenants. Ashford Borough Council has enforced parking in this area by agreement with ING since 1986, with loading permitted to authorised vehicles only. There is an accommodation road extending from Tufton Street stub arm between the rear of No.s 18 – 26 Bank</p>

			<p>Street and Tufton Loading Area 2. This accommodation road is not adopted highway (and therefore not subject to a traffic regulation order) nor is there ready evidence of its ownership status. However it is a public right of way and as such access along it should be maintained at all times. It is on this accommodation road that parking currently takes place – effectively obstructing the right of way. Furthermore the accommodation road cannot be accessed by vehicles except via Tufton Loading Area 2.</p> <p>In respect to the issue of PCNs issued to vehicles parked along the accommodation road, PCNs are issued only to vehicles parked with a least one wheel clearly within the Tufton Loading Area 2 and therefore in contravention of the traffic regulation order covering this area.</p> <p>Discussion is however underway between ING, ABC and Ashford Town Centre Partnership (representing the Bank Street businesses) to find a workable solution to the various issues involved.</p>
13	Am16/05	The property known as No. 22 Bank Street has a small private strip of land to the rear with vehicular access rights. Despite this PCNs have been issued to bona fide delivery vehicles to both No. 22 and neighbouring properties. Parking by unknown individuals also takes place on the private area to the	<p><i>This comment does not relate to any physical changes proposed within the Amendment 16 traffic regulation order and therefore does not constitute grounds for a formal objection.</i></p> <p>The private strip of land described is assumed to be reference to the accommodation road to the</p>

		rear of the property, thereby blocking the loading doors and exacerbating delivery problems.	rear of No.s 18 -26 Bank Street. This accommodation road is not adopted highway (and therefore not subject to a traffic regulation order) nor is there ready evidence of its ownership status. However it is a public right of way and as such access along it should be maintained at all times. Parking on this road therefore represents an obstruction to the Right of Way. Furthermore the accommodation road cannot be accessed by vehicles except via Tufton Loading Area 2.
14	Am16/06.2	An additional loading bay (short term 15 mins) could perhaps be provided immediately south of the Bank Street gate, in the location commonly used by Royal Mail vehicles serving the post office.	<p><i>The proposed traffic order does not alter the loading restriction at this location and this comment does not therefore constitute grounds for a formal objection.</i></p> <p>Although illegal parking and loading / unloading does currently take place in this location, such parking presents a safety hazard. This location falls within the swept path of larger vehicles making the right turn into Tufton Street and is necessary to accommodate the front nearside overhang of such vehicles to avoid the rear offside wheels overrunning the footway outside 17 Bank Street (Cheltenham & Gloucester).</p>

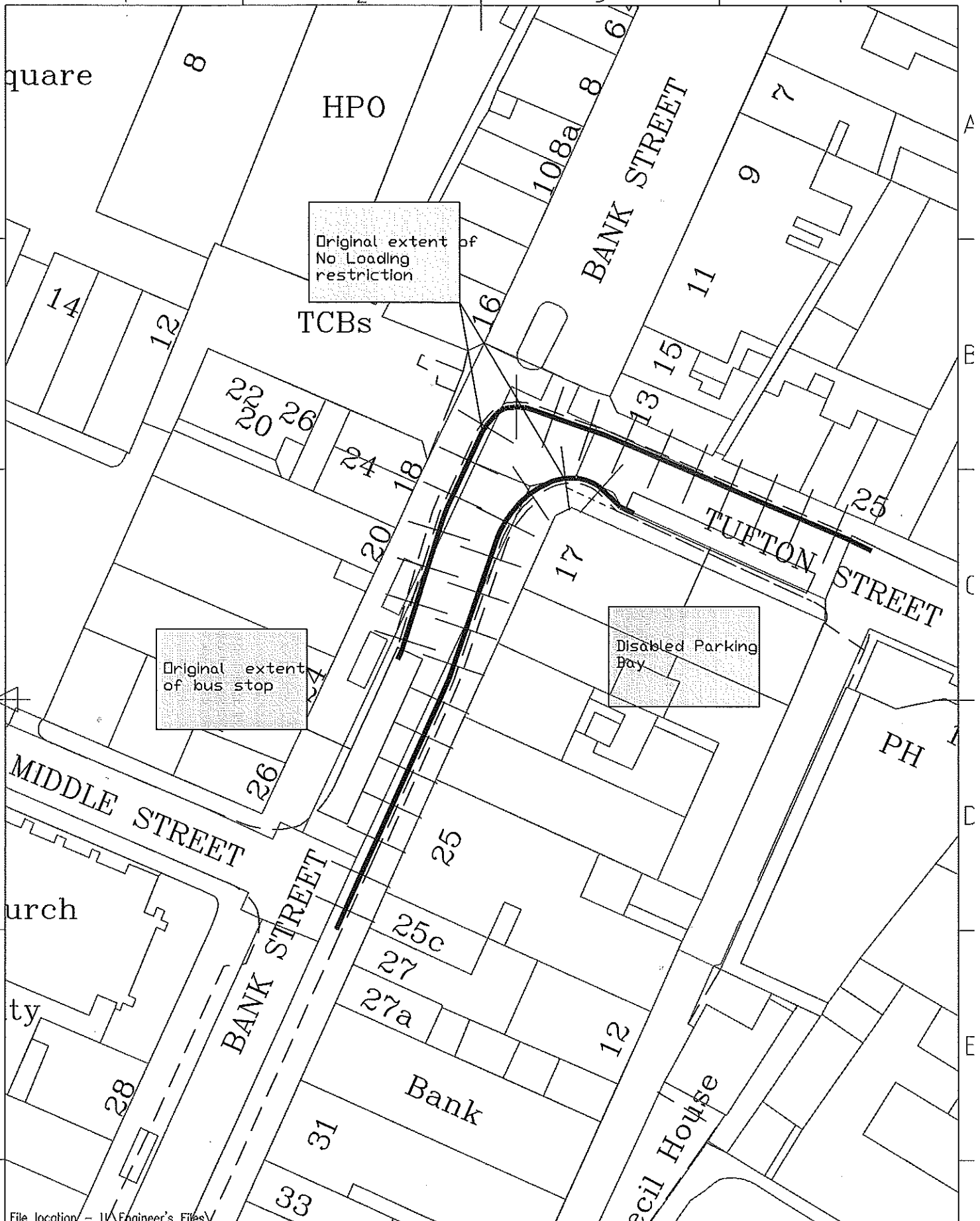
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ASHFORD
BOROUGH COUNCIL
 ENVIRONMENTAL SERVICES
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 tel : 01233 331111 fax : 01233 645654

PROJECT					
AMENDMENT NO.16 ASHFORD TOWN CENTRE					
DRAWING TITLE					
APPENDIX 2					
DRAWN	AUTOCAD FILE	DATE	SCALE	DRG.No.	REV.
RJW	FILE No.	03/06/10	1/500	APP 2	-



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ASHFORD BOROUGH COUNCIL

ENVIRONMENTAL SERVICES

Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL
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PROJECT
 AMENDMENT NO.16 ASHFORD TOWN CENTRE

DRAWING TITLE

APPENDIX 3

DRAWN	AUTOCAD FILE	DATE	SCALE	DRG.No.	REV.
RJW	FILE No.	03/06/10	1/500	APP 3	-

Agenda Item No: 8

Report To: Joint Transportation Board

Date: 15 June 2010

Report Title: Victoria Way

Report Authors: John Farmer, KHS Countywide Improvements Manager
Andy Phillips, AFCo. Head of Transport



Summary:

This report updates the Board on progress with the scheme and seeks approval for the maintenance plan at Victoria Square and works to the junction at A28 Chart Road/Loudon Way.

The funding agreement with HCA is completed, KCC have entered into contract with Volker Fitzpatrick to construct the works, the land acquisitions and related agreements have all been completed. The tender sums allow the works to be completed with budget

Key Decision: NO

Affected Wards: Victoria

Recommendations: **The Executive be asked to:-**
1. Approve the maintenance plan for Victoria Square and the funding implications of that plan

Policy Overview: The new Victoria Way route is a key driver to enable the expansion of the town centre to the south of the main railway lines. The new road is consistent with policy CS15 of the adopted LDF Core Strategy.

Financial Implications: The works proposed to create a new public square involve enhanced maintenance regimes and increased costs for both ABC and KCC. It is proposed that these costs be covered for an initial period of 5 years by a commuted sum from the CIF2 budget, whilst the longer term maintenance funding and management options for public realm and green spaces are agreed by Ashford's Future partners.

Risk Assessment YES - A full risk assessment has been carried out for the scheme

Equalities Impact Assessment NO

Other Material Implications: None

Exemption Clauses:

**Background
Papers:**

Plans on display

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Report Title: Victoria Way - Progress with scheme

Purpose of the Report

1. Members of this Board gave their support to the scheme at the meeting on 8 December 2009 (minute 331 refers). This report sets out the significant progress that has been made to secure the delivery of the project by 31 March 2011. The report requests members support for the maintenance plan for Victoria Square (to be named John Wallis Square) and works to the junction of A28 Chart Road and Loudon Way to be carried out as part of the scheme funding.

Background

2. The Victoria Way scheme provides a link between Beaver Road, by the International Station, and A28 Chart Road via Brookfield Road. It will be a high quality 'tree lined avenue' and is required to support the growth of the town centre and provide some additional capacity to the network to partially offset the capacity that was lost with the changes to the former inner ring road. Victoria Road will be improved and the Leacon Road/Brookfield Road junction will be improved and signalised to reflect the changed traffic movements. A new public square to be known as John Wallis Square (see later in Report) will be created by Victoria Road school and adjacent to the Learning Link footpath. It is considered a first phase because ultimately adjacent development will be required to widen the public realm to provide a boulevard layout. Many services are being diverted into the road corridor and new services provided and upgraded to support future development.
3. In order to provide for increased volumes of traffic circulating the town via the new Victoria Way, it is also proposed to implement changes to the Chart Road/Loudon Way junction. These will involve widening the traffic lanes approaching the junction and reconfiguring signal phasing and timings. These works will also be funded by CIF2.
4. Further works to improve Matalan roundabout have had to be deferred following the reduction in the GAF3 funding allocated to Ashford announced by CLG in July 2009. However, GAF3 funds are being utilised to work up a phasing strategy for future improvements to the A28 Chart Road including the Tank and Matalan junctions, linked to progress with development, most notably at Chilmington Green.

Funding

5. Community Infrastructure Fund (CIF2) funding of £16.5m has been secured. Ashford's Future has provided £0.289m of Growth Area Funding to support some of the earlier scheme development work. CIF2 is provided as grant by the Department of Communities and Local Government and managed on their behalf by the Homes and Community Agency (HCA). The formal agreement was completed in March 2010.

6. KCC is the accountable body for receipt of the CIF2 and delivery of the scheme.

Land

7. CIF2 has a funding deadline of 31 March 2011 and land had to be secured by voluntary negotiation as time did not permit normal compulsory purchase procedures. These negotiations were very complex but land for the main road works was secured to allow the construction contract to be awarded on 13 May.
8. The land for widening of Brookfield Road between the Matalan roundabout and Leacon Road junction is close to being finalised. Land for the improvement of Leacon Road/Brookfield Road junction for all future growth needs to 2031 and future SmartLink bus priority routing is unlikely to be secured in time. An interim improvement involving signalisation within existing highway boundaries will be implemented. The wider improvement of this junction will have to be carried out and funded by the SmartLink scheme at a later date. The improvements planned at Loudon Way do not require land beyond the highway boundary other than land in KCC ownership which is designated for highway.

Approvals

9. The Victoria Way scheme received planning consent in August 2009. A key planning condition required having an approved remediation strategy for contamination because much of the Victoria Way route and adjacent land is Brownfield and particularly the site of the old gasworks. The Environment Agency has endorsed earlier design decisions that it is not realistic to clear contamination while the adjacent source remains and that an engineering barrier is neither practical or necessary. Monitoring will be required but the issue will only be resolved when National Grid and Southern Gas Networks clear their land.
10. A Compulsory Purchase Order (CPO) was published but holding objections from landowners would have required a public inquiry and the CIF2 funding deadline could not accommodate the adverse impact on the programme. Similarly a Side Road Order (SRO) was required to deal with minor changes to the existing highways and accesses and that also attracted both statutory and a non statutory objections. Undertakings were given to the landowners that led to the CPO being withdrawn and statutory objections to the SRO withdrawn. The Secretary of State confirmed the SRO in April 2010.

Contract

11. Tenders were invited in accordance with normal European procurement procedures. Tenders were invited from 6 firms and assessed on the basis of 80% price and 20% quality. VolkerFitzpatrick was successful and the contract was formally awarded on 13 May. The formal start date is 14 June. A key part of the contract will involve extensive ducting to allow EDF to relocate extensive high power electric cables into the road corridor.

Programme

12. Advance accommodation works have started to provide temporary facilities for Southern Gas Networks to offset existing premises on the route of the road. Asbestos clearance has started on buildings on the old ABC abattoir site prior to demolition. Trial trenches have been dug to allow initial archaeological investigation. Demolition of Cherry Court will need to be delayed because of a nesting bird. In the coming weeks, VolkerFitzpatrick will be setting up their site offices and compound.
13. The delay in completing the land agreements has led to the delay in awarding the contract and this will put intense pressure on the contractor and site team generally to try and achieve completion by the funding deadline of 31 March 2011.

Communications Strategy and Publicity

14. Ashford's Future has promoted a co-ordinated strategy for handling publicity about the scheme. Publicity about the contract works themselves will be via the site team and KCC's press office. Apart from the works on Brookfield Road, the Leacon Road/Brookfield junction and Chart Road/Loudon Way junction, the main works are fairly discrete and away from the existing highway network and impact a relatively small and defined residential and business community.
15. A detailed letter drop has been made to homes and businesses in the area. Further newsletters will be distributed at appropriate times during the construction period and regular updates will be posted on both KCC and Ashford's Future web sites. Exhibitions in Victoria Road school are also likely as this has been a proven way of successfully communicating with the local community.
16. The planned works to both Victoria Way and M20 J9/Drovers are to be the subject of an exhibition of transport infrastructure schemes needed to support the growth of Ashford. This exhibition will be held in County Square on 24-26 June.

Risks

17. A risk assessment has been carried out and is summarised in a risk assessment table. The estimated cost of the project based on the tender returns and a priced risk register is within the overall CIF2 funding available.
18. The biggest risk will be delivering the project by the funding deadline of 31 March 2011. Working generally off the main highway network is a benefit but the work involves complex utility works and obligations to the adjacent land owners. The site is contaminated brown field and there is always an element of the unknown despite the extensive site surveys. Every effort will be made to achieve by the deadline but HCA recognise that the contract has been awarded later than intended and the practical realities of road construction and would be open to discussion if required.

John Wallis Square – see Appendices A and B

19. Victoria Way is more than just a highway scheme. It will be to a high standard to create an attractive street scene to support development and for the community. The central focal point for the scheme will be John Wallis Square – named after the celebrated 17th century mathematician who was born in Ashford and credited with inventing calculus. Previous Reports to the Board have indicated the concept of paved areas with soft landscaping, a pavilion and screening to EDF sub station and Victoria Road School boundaries. The designs for the square have been prepared by an integrated design team and have received support from a group of district and county members.
20. The capital cost and maintenance costs are key issues to be considered particularly in the current economic climate. The capital cost is estimated to be £470,000 and a breakdown is given in Appendix A. The HCA who are responsible for the CIF2 funding are keen to see a high quality of public realm to encourage a quality of design in the buildings that will eventually front Victoria Way and the square. Ashford's Future Partnership Board has also endorsed the proposals at their meeting on 7 June.
21. Incurring capital expenditure is only worthwhile if there is adequate funding and arrangements in place to ensure that it is maintained properly. This is a difficult issue for both the Borough and County Councils where capital funding unfortunately does not fully recognise the ongoing liability and revenue funding pressures. KCC have previously made it clear that areas of high quality public realm would not be adopted as public highway without a clear future maintenance and management plan being agreed.
22. The evolving design and engineering aspects of the Square do not lend themselves to a harsh division of responsibilities along the lines of what is public highway and what is quality public realm, and so a more pragmatic arrangement is now proposed. In summary, KCC will take ownership of the whole square and maintain the paved areas and underground surface water drainage pipes and attenuation tanks and the trees adjacent to the highway and the low walling supporting the soft landscape areas. The Borough Council will maintain the soft landscaping, amenity lighting and carry out the routine street cleaning.
23. Maintenance of the pavilion and screening is a concern. However with HCA support the supply contracts will include an obligation to maintain a set number of damage replacement and vandalism remedial works for a period of 5 years. In addition HCA will accept the further capitalisation of £100,000 to cover the enhanced maintenance of the Square for 5 years. Options for the funding of longer term future maintenance are under consideration. Details of the estimated standard and enhanced maintenance costs are given in Appendix B.

A28 Chart Road/Loudon Way see Appendix C

24. Traffic modelling has been undertaken to assess the effect on the highway network, of opening Victoria Way as a new through route from 2011. It was originally hoped that improvements to Matalan roundabout could have been carried out by 2011 using GAF 3 funding, but following the reduction in GAF3 funding available to Ashford announced by the government in July 2009, the improvement at Matalan roundabout was one of the schemes to be deferred.

25. This modelling work coupled with observations of current peak hour traffic conditions, has identified that when Victoria Way opens by 2011, the general affect of more traffic circulating around the south of the town centre and potentially adding traffic to the A28 Chart Road, is offset by traffic from the south west of Ashford using the new Victoria Way route heading towards the town centre and international station. During observations of morning peak traffic flows it is observed that much of the delay extending down the A28 towards Singleton results from there being a single lane for traffic heading northbound at the signals at Loudon Way. By altering the lane configuration, and carrying out works to widen the exit lanes, coupled with alterations to the signal phasing and direction signing, two traffic lanes can be made available for northbound traffic on the A28, thereby easing congestion at this point. A number of options for improving this junction have been examined, but it is felt that this scheme offers the best value for money, and least disruptive as an interim improvement. It is therefore proposed to carry out these works using the CIF2 funding available, to enable completion by March 2011, as shown on a plan to be shown at the meeting..
26. A phasing plan for future improvements to the A28 Chart Road is currently being worked up, that will identify the costs and timescales for the improvements needed to this route linked to progress with the growth of Ashford generally, and also specifically to the rate of development at Chilmington Green (where up to 7000 new dwellings and other uses are planned by 2031). This work should be completed by the end of 2010.

Conclusion

27. Considerable effort has been made across the Partnership to allow award of construction contract for Victoria Way. The pressure will continue to try and ensure that the scheme is completed within the CIF2 funding period.
28. John Wallis Square is an important cultural and aesthetic component of delivering an attractive street scene for Victoria Way. It is considered that the capital cost is justified taking into account the support of HCA and the Ashford's Future Partnership Board and the wider benefits to Ashford. Much of the impact of the medium term maintenance costs have been mitigated by HCA allowing capitalisation of the enhanced maintenance costs within the CIF2 funding.
29. The effects of opening Victoria Way on the surrounding road network have been tested, and in addition to the works included in the main contract to Victoria Way, Leacon Road/Brookfield Road junction and widening Brookfield Road towards Matalan roundabout, further works are recommended to be carried out at Chart Road/Loudon Way junction to provide an interim improvement and to be completed by March 2011 utilising the CIF2 budget.

Portfolio Holder's Views

30. Updates on all Ashford's Future led projects and the Growth Area Funding programme are regularly reviewed at Ashford's Future Company Board meetings now attended by new director Councillor John Kemp (previously Cllr Paul Bartlett), and at Ashford's Future Partnership Board meetings chaired by Councillor Paul Clokie.

31. Members of the Boards have expressed continued support for the project.

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To attach:-

Appendix A – Capital costs of works to John Wallis Square

Appendix B - Maintenance costs table

Victoria Square, Ashford – Project B0501400
Screens and Pavilion – Budget Costing – Update 10th.May 2010

Appendix A

Screens

Foundation Costs		Budget Cost
EDF Sub-station screen	33 metre length	£10,500
School Boundary to Square	43 metre length	£12,000
School Boundary to Learning Link	43 metre length	£12,500

Screen Costs

EDF sub-station section excluding electronic gate access	£37,500
School Boundary excluding electronic gate access	£55,000
Electronic gate access	£4,000 per gate
School Boundary to Learning Link	£49,800

Specification Detail for screens

All screens to be made up of PFC sections with stiffened perforated steel sheets on both front and rear faces.

All components to be hot dip galvanised and powder coated for surface protection.

Supply of one panel for consultation purposes	£4,500
	Delivery time – 5 weeks from order

Pavilion

Budget Cost for Pavilion	£52,800
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Pavilion costs include galvanising and powder coating to one side. Costs include for fabrication, delivery and erection.

Pavilion cost excludes the base slab.

TOTAL costs for screen boundaries and pavilion £234,600
Excluding automated gates.

All costs quoted are for budget purposes only and do not represent quotations.
Costs exclude the cost of and provision for feature lighting.
Costs are based on the proposed detail current at 10th.May 2010

VICTORIA WAY INITIAL PHASE
Maintenance Schedule for Victoria Square (Non Essential Highway)
Draft 2nd June 2010

Appendix B

Ref. No	ASSET	SCHEME CAPITAL COST (£) (Funding source - CIF2)	ANTICIPATED MAINTENANCE REGIME	OPERATION INTERVAL	QUANTITY/MEASURE	'STANDARD' ANNUAL MAINTENANCE COST (£)	ENHANCED ANNUAL MAINTENANCE COSTS (£)	MAINTENANCE RESPONSIBILITY (KCC/ABC)	TOTAL ANNUAL MAINTENANCE COST (£)	NOTES
SOFT LANDSCAPE										
1	Amenity turf Enhanced to include edging twice per year to reflect 'crispness of design lines'	£600	Cutting Weed control Reinstatement Application of Fertiliser	16 times per year twice per year 10% per year yearly	220m ²	£3500	£600	ABC	£4100	Approx £190/visit (16 visits)
2	Wildflower turf On opposite side of highway to Victoria Square. Maintenance by Highway Authority.	£750	Cutting Weed control Reinstatement	Yearly Yearly 5% per year	94 m ²	£75*	£260**	KCC	£335	Approx £300 per visit. * Standard maintenance assumes provision of amenity turf (i.e Ref. No.1). Visits allowed for in 1 above, additional reinstatement only. ** Increased works compared to amenity turf
3	Shrub and ornamental grass planting Enhancement allowing for 'hand pruning'	£5000	Pruning/cutting back Regular hoeing and weed control Reinstatement/replacement Application of fertiliser Top up mulching	Yearly Bi-monthly 5% per year Yearly Yearly for first 5 years	358 m ²	£1400	£800*	ABC	£2200	Maintenance costs likely to reduce after 5 years £190 per visit (6 visits) * Cheaper to maintain than amenity turf hence no enhanced costs
4	Herbaceous planting and bulbs	£3000	Regular dead heading/cutting back Regular hoeing and weed control Reinstatement/replacement Application of fertiliser Top up mulching	Bi-monthly Bi-monthly 20% per year Yearly Yearly for first 5 years	238 m ²	£750	£750	ABC	£1500	Maintenance costs likely to reduce after 5 years.
5	Large Nursery Stock Tree Enhancement for straightening and checking guying etc.	£22,000	Pruning/crown lifting Weed control Reinstatement/replacement Application of fertiliser Top up mulching	Yearly Yearly 5% per year Yearly Yearly for first 5 years	74	£1000	£1000	KCC	£2000	Formative pruning required long term due to proximity to highway
5a	Large Nursery Stock Tree	As above	At approximately YEAR 10 adjust aperture of tree grille/aluminium collar from 400mm to 1200mm to allow for tree growth	Once in scheme lifetime	3 (Central reserve)	£180	-	KCC or ABC (in highway central reserve)	£180	'One off' operation converted to annual rate
6	Existing mature trees	£600 (Initial inspection and tree surgery works)	Safety check Safety works Formative pruning	Yearly Every 5 years Every 5 years	1	£500	£0	KCC	£500	Long term safety inspections required
7	Watering		All planting areas	3 times per year (for first 5 years)	Item	£1200	£0	KCC	£1200	Will vary with weather conditions
HARD LANDSCAPE										
8	Paved surfaces Enhancements for higher specification cleaning	£54,000	Sweeping and cleansing Reinstatement Gum removal	Weekly Annually 2% 4 times/annum	1200m ²	£12480*	£2000** £2000	*ABC **KCC	£16480	* Sweeping & Cleansing ** Reinstatement £0.2/m ² /day*365 = £9000 2% of £50,000
9	Litter bins (Geo by Woodhouse)	£1,800 per bin	Empty Wash Replace	twice per week 4 monthly 10 years	3 No	£235*	£465**	ABC (?)	£700	* Assumes standard bin @ £250/bin ** Woodhouse Geo bin used £0.50 per bin per visit – emptying £2 per bin per visit – washing £1800/10*3 = £540 - £250/10*3 = £75
10	Dog waste bins	£200 per bin	Empty Wash Replace	twice per week 4 monthly 5 years	2 No	£160	£0	ABC	£160	£0.50 per bin per visit – emptying £2 per bin per visit – washing £200/5*2 = £40
11	Seating (Concrete Walls)	£30,000	Cleansing and removal chewing gum Inspection / damage repair Replacement	Monthly 6 Monthly 5 Yearly	138m	£3000	£600*	ABC (?)	£3600	£100 per hour for 2 hours *12 1 day @ £200 plus £100 materials * 2 10% per 5 Years * Replacement costs
12	Cycle hoops (Geo by Woodhouse)	£500 per hoop (£50 for standard hoop)	Cleaning Replacement/damaged repair	4 Monthly 5 Yearly	3 No.	£50*	£270	KCC (?)	£320	£2 per hoop per visit 3 * £500 / 5 years * Assumes Standard hoop @ £50

13	Architectural screens	£180,000 (includes £35,000 for foundation costs - no replacement required) (£7,000 for standard palisade fencing)	Cleansing (all screens) Integrity Inspection Minor Repairs Damage Repair	Yearly Quarterly 2 sections/year 1 complete panel 5 yearly	119m	£600	£4100	ABC (?)	£4700	<u>Standard fencing</u> Assumes palisade/security fencing Inspection 6 monthly Repair/cleansing once per year (graffiti etc) <u>Screens</u> Equip £400, labour £400, 2 days = £1600 Inspect – 2hrs*£50*4 = £400 £300 per day visit for installation £600 per section of perforated sheet and £3000 per complete panel)
14	Gates to architectural screens	£4,000 per gate (£500 standard gate)	Cleansing Integrity Inspection Minor Repairs Damage Repair	Yearly Quarterly 1 complete gate 5 yearly	2 No	£100*	£700*	ABC (?)	£800	Inspections/cleansing Included within screen maintenance. *Replacement/Repair £600 / 5*3 = £360
15	Signage (bollards)	£600 per bollard (Stainless steel) (£300 standard bollard)	Replacement	Replacement 5 yearly	3 No	£180	£180	KCC	£360	
16	Pavilion structure (excludes foundation)	£52,800 (excludes base slab) (£3,000 standard bus shelter)	Cleansing (all screens) Integrity Inspection Minor Repairs Damage Repair	Yearly Quarterly 2 sections/year 1 complete panel 5 yearly	1 No	£500 (to be confirmed)	£1900	ABC (?)	£2400	Inspections/cleansing included within screen maintenance Shelter replaced 10 yearly <u>Repair/replacement</u> £300 per day visit for installation £600 per section of perforated sheet and £3000 per complete panel)
17	Feature lighting (non highway)	£90,000	Lens cleansing Damage replacement (2% per year)	3 monthly 3 monthly	Item	£0	£2,600	ABC (?)	£2,600	1 day cleaning @£200 * 4 = £800 2% of £90,000 = £1,800
18	CCTV	£12,000	Electrical Testing Replace	6 monthly 5 years	1 No.	£400	£0	ABC	£400	1 day @ £200 £1000 camera / 5 = £200

TOTALS

£467,850

£26310

£18225

£44535



ASHFORD
BOROUGH COUNCIL

Agenda Item No: 9

Report To: ASHFORD JOINT TRANSPORTATION BOARD

Date: 15TH JUNE 2010

Report Title: Ashford Town Centre Streets –Scheme Update

Report Author: Jamie Watson – Project Manager, Kent County Council

Summary:	The purpose of this report is to update the Joint Transportation Board on an operational review by Kent County Council of the re-configure A292 Ashford Ring Road and shared space zone.
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Key Decision: YES

Affected Wards: All Ashford Wards

Recommendations : **Agree that further changes to the network at Forge Lane/New Street/Somerset Road junction take place to ban the straight ahead movement along with minor alterations at various locations to assist with reducing congestion.**

Policy Overview: Central Government's Regional Planning Guidance RPG9 and Ashford's Future Study (Halcrow, 2002) sets the context for the growth of Ashford and the provision for an additional 31,000 homes and 28,000 jobs by 2031.

Masterplanning studies to guide the sustainable delivery of the projected growth in the town are reported further in the Greater Ashford Development Framework (Urban Initiatives, April 2005), Ashford Town Centre Development Framework (Urban Initiatives, August 2005) and the Transport Strategy for Ashford (KCC, November 2005).

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1. Purpose of the Report

The purpose of this report is to update the Joint Transportation Board on an operational review by Kent County Council on the re-configure A292 Ashford Ring Road.

2. Background

The transformed ring road is integral to the vision for the town by setting the scene for high quality public realm as well as stimulating developer opportunities along the highway frontage. Key objectives were to:

- Break the concrete collar one way system and introduce two way traffic
- Improve pedestrian priority at junctions – crossings located on desire lines and single, not split or staggered crossings where possible
- Reduce street furniture
- Shared space zone for Bank Street and Elwick Road

For clarity, this report will refer to Ashford ring road as comprising 2 physical elements, the Ring Road and the Shared Space Zone. The Ring Road is basically the 2 way section of road to the north and east of the Town Centre and the Shared Space Zone is the south and west.

See Appendix A for an overall plan.

The alterations were delivered in two phases, the first phase being the one way to two way alterations which included the physical alterations as well as the signal timing/phasing of the junctions and then followed by the Shared Space Zone alterations, the first phase being completed in July 2007 with the second phase completed in November 2008.

4. Operational review

4.1 Junction design concept

Extensive micro-simulation modelling was undertaken covering various development scenarios. Traffic flows extracted from this modelling was used in the initial design assessment and the design of the traffic signals to develop basic green times and staging order.

Puffin Crossings

Puffin type crossings were introduced on all controlled movements, at traffic signal controlled junctions and stand alone crossings as part of the pedestrian friendly theme. Puffin (Pedestrian User Friendly Intelligent) crossings incorporate a combination of nearside wait indicators to aid the visually impaired, on crossing detectors to extend the clearance period following the green man to assist those who walk at a slower pace and kerbside detectors designed to cancel the pedestrian demand if no one is waiting to cross the road when the lights are ready to change in favour of pedestrians.

The desire for less street furniture and single, in line crossings created wide crossing points around the ringroad, up to 15m across four lanes of traffic. This is particularly noticeable at the North Street/Somerset Road junction and the Mace lane/Wellesley

Road junction. These single crossings require the junctions to operate less efficiently than staggered crossings as an “all red” to traffic stage is required to allow the pedestrian stage to run. The wide crossings have to provide a minimum clearance period to allow the pedestrians to clear the crossing, this period appears in some instances to be wasted time to drivers and indeed pedestrians waiting for the next green signal. Many pedestrians are seen to accept gaps in the traffic and cross the road against a red man, waiting in the centre of the road on the narrow islands to cross the ringroad in two halves. This may be acceptable to the able bodied but not all users of the crossings will feel safe to cross this way.

The wide crossings have also created technical challenges with the use of on crossing detectors and kerbside detectors for pedestrians. Trying to ensure pedestrians are covered completely across the wide crossing has proved difficult and can lead to extra safety periods being introduced creating inefficiencies at the junctions. Due to limitations with the current type of kerbside detectors it is not always possible to ensure the pedestrian demand is cancelled as required so an “all red” stage could run unnecessarily.

Positioning of signal equipment

The desire to achieve an uncluttered feel to the street environment created many non standard features in the traffic signal design including the number and positioning of signal poles and heads. The requirement for pedestrian crossings to be located directly on the desire line put the crossings on the corners of the junctions making the positioning of signal equipment less than ideal for the pedestrians. Changing the normal provision of primary and secondary poles and heads has created confusion at some locations with drivers in particular failing to see and respond to traffic signals.

Signing and Lining

The non standard provision of signs and lines has created operational difficulties and inefficiencies. Drivers are often seen to switch lanes between junctions and carry out inappropriate late manoeuvres on approaches to junctions. A separate study has been commissioned by KCC looking at signing and lining issues, particularly relating to enforcement of traffic regulation orders.

The Keep Left hooped bollards on many of the central reserves/islands have not proved successful and are very susceptible to vandalism and vehicle impacts. A complete change from hooped to more standard bollards will be taking place within the next few months. The need to replace the hooped bollards within the shared space zone is to be discussed further by officers with a view to removing them entirely.

4.2 Safety

Personal injury accidents for the old ring road and the shared space and Bank Street are indicated in the table below.

Verified ‘After’ crash data is available up until end December 2009, some 30 months since the change to two-way working on the whole route, and 12 months since the completion of the shared space element. Since the opening of the shared

space in November 2008 there has been one slight injury accident. This involved a pedal cyclist emerging from Bank Street and hitting a taxi.

Table 1. 'Before and After' crashes for ring road, shared space and Bank Street

Ring Road (excluding shared space)	2004	2005	2006	2007 ½ year	2008	2009	Total	Av. Annual
Before (One Way)	16	17	14	-	-	-	47	15.6
After (Two way)	-	-	-	9	14	8	31	12.4
Shared space (Before)	5	3	5	-	-	-	13	4.3
					2008 (Nov)	2009		
Shared Space (After)	-	-	-	-	0	1	1	1
Bank Street (Before)	0	1	3	0	-	-	4	1.14
Bank Street (After)					0	1	1	1

The table above shows the before and after crash rates and the average annual crash rates.

Fortunately severity rates are low, with only two serious casualties (pedestrians) over the whole before and after period.

The analysis for the remaining length of ring road (excluding shared space) is encouraging, as the annual rate is reduced in the 'after' period, however, there is one location that will receive further investigation as part of the annual Casualty Reduction Measure process.

Somerset Road junction with North Street

In the 36 month 'before' period there were 6 accidents incurring casualties to either pedestrians or pedal cyclists (all slight) at this junction.

In the 30 month period following the change to two-way working there have been 7 crashes incurring pedestrian or pedal cyclist injury at the same location. These have also been slight injury. A further incident in March 2010 involving a cyclist is also known about however crash data is not yet available. Again, this will be investigated as part of the normal crash remedial work carried out in Ashford.

Traffic approaching from the east is controlled in 2 separate phases, ahead traffic and right turn traffic. When the ahead movement is running, with traffic conditions fairly light, pedestrians cross from the north side of the junction heading south against the red man. When they reach the central reserve they can see the right turn held on a red light and may assume the ahead movement is also on a red light and proceed to cross the road with the right turning vehicles masking cars approaching on green in the ahead lane.

4.3 Shared Space Zone

The shared space concept has attracted an enormous amount of interest from many authorities and visits have been made by groups coming from as far as Japan. The scheme has been a major award winner, capturing ten wins in the last year including the prestigious Royal Town Planning Institute award for Town Regeneration.

Post opening monitoring indicates that the shared space concept to date has been successful at reducing speeds and injury crashes. Speeds have been reduced to an average of 21.5mph and there has been one personal injury accident since opening in November 2008 involving a car and cyclist. Several incidents have occurred involving the raised bus kerbs in Bank Street. These are being dealt with by providing visual enhancements to highlight the change of height between the carriageway and footway.

Inclusivity Concerns

Nationally there is concern felt by those with visual impairments that shared space is a “no go area” and this has led to various petitions being raised against its use. In order to address this, a series of workshops and events is underway, to look at how the needs of all can be incorporated into new designs.

Local Access Workshops

At a local level some steps have been taken to understand and respond to these fears and two workshops have been held in Ashford looking specifically at shared space.

Kent Design Forum

The theme of the forthcoming Kent Design Forum (June 24th) will be “inclusive design” and will be focusing on the needs of people with all kinds of impairments when accessing public realm and shared space in particular.

Speeds and traffic volume

Speed checks through the shared space zone have remained consistent with the average remaining at 21.5mph in either direction. A solar powered speed indicator device is deployed from time to time to remind drivers of their speed.

Traffic volumes appear broadly stable at 10,000 vehicles per day. Further speed and volume monitoring is scheduled for July 2010.

4.4 Variable Message Signs

Provision of Variable Message Signs for the main car parks within Ashford Town Centre have taken place with a new sign being placed in Mace Lane and alterations to the existing signs in North Street and Romney Marsh Road.

5. Efficiencies which are being investigated to reduce congestion

5.1 Co ordination of junctions

Efficiencies relating to time savings and trying to improve movement of traffic around the ring road can primarily be achieved by revalidating the SCOOT network. SCOOT (Split Cycle Optimisation Technique) is a dynamic control method currently used on the ringroad junctions, using a system of loops buried in the carriageway feeding an online traffic model which constantly updates and attempts to provide the most appropriate green times. It tries to provide the optimum cycle time for the region, junctions in the same region use the same cycle time to achieve co ordination and aid progression and gives the right split of green time to each approach to clear queues. SCOOT in Ashford currently operates on a daily basis between 0600 and 2200 hrs. Outside these hours the junctions work on standard Vehicle actuated (VA) mode, isolated from each other. As part of the validation process these times are to be reviewed as it may be more appropriate to start later and finish earlier giving more flexibility in the early morning and early evening periods. It could be argued that currently SCOOT is not working particularly well in Ashford as the cycle times are already at their maximum, taking away one of its 3 optimisation tools.

To this extent, further proposals for the individual junctions are being investigated from a “Do Minimum” to more significant alterations.

A “Do minimum” may consist of simplifying the traffic signal controller configuration allowing junctions to provide better co ordination, additional, clearer road markings and signs, additional signal heads on existing posts, to a “Do Maximum” which could consist of providing staggered crossings to all junctions.

5.2 New Street Jct with Somerset Road and Forge Lane

There have been many complaints received about the operation of this junction and there have been changes made to the layout and signal timings since the ringroad opened in November 2008. The main issue being the queues in Forge Lane. Whilst green times are reduced to encourage the use of Somerset Road, Wellesley Road and Station Road as a route around the Town Centre rather than through the Shared Space Zone, residents of Godinton Road, Norwood Gardens and the Town Centre streets around Apsley Street, Regents Place etc need to use Forge Lane are held in the queue. A temporary camera has been placed at this junction to assist with the efficiency however further changes are planned. The further changes are:

- Ban the ahead movement of traffic from Forge Lane into Somerset Road forcing all traffic to turn left into New Street. This option will be introduced under an experimental Traffic Order (lasts up to 18 months) and will allow Forge Lane to receive a green signal at the same time as traffic turning right into Forge Lane from New Street thus reducing the complexity of the junction. The central reserve will need to be extended to prevent the straight on movement. If successful, these alterations would become permanent.
- The physical layout of the junction was designed to allow two lanes of traffic to turn right from Somerset Road into New Street but due to the minimal signing and lining provided, only one lane, the offside lane is used to turn right. Through additional signing and lining, it is proposed to utilise both lanes more efficiently.

Proposals for this junction are included in Appendix B

5.3. Apsley Street/Godinton Road jct improvements

The long awaiting completion of this junction is to be incorporated into the work to complete the highway works to the frontage of the Latitude Walk development. This will comprise an overrunnable central island to encourage the Apsley Street slip road users to turn left into Apsley Street and also cater for the large articulated lorries turning in and out of Apsley Street. Additional bollards will be placed along the slip road again to encourage the use of the carriageway rather than the wide footway. Additional signing is also to be looked at to see if this will assist. This work is to take place June 2010 and be completed by August 2010.

Proposals for this junction are included in Appendix C

5.4. Parking enforcement – Shared Space Zone

A separate report is being presented to the Joint Transportation Board by Ashford Borough Council. The intention is for the shared space zone to be fully enforceable on 1st July 2010.

6.0. Maintenance

Bank Street, Tufton Street and Godinton Road are heavily used by pedestrians and at present are the main commercial streets within the Shared Space area. The maintenance regime for these streets is being examined as the granite particularly, is showing up the dirt and grime more than anticipated. Trials have taken place in small areas within Godinton to seal the granite so that dirt and grime can be washed off more easily. To date this has not been successful as it is still showing heavy staining. Kent CC and Ashford BC are to continue to work closely together to find a suitable solution.

7.0 Conclusion

As a reminder, the previous one way system built in the early 70's was a racetrack and particularly pedestrian unfriendly. The recent alterations have provided a safer and more pleasant environment however the ring road has suffered with congestion at peak periods of traffic and pedestrian demand with many vehicles using the shared space to avoid the junctions around the north and east of the town. The newly introduced wide Puffin crossings have not been entirely successful, being criticised for introducing long waiting times and not giving a clear indication when it is safe to cross. The wide crossings also introduced technical challenges trying to ensure pedestrians are safely detected when using the crossings. Reduced signing and lining has also added to the initial confusion for drivers. With this innovative scheme it was inevitable that there would be teething problems and changes have been made and are continuing to be made, in an attempt to resolve some of the issues.

The performance of the individual junctions has been investigated and proposals for further efficiencies still to be completed however "do minimum" and "do maximum" work has been completed. The "do minimum" can provide low cost efficiencies but congestion is likely to remain particularly around North Street and Wellesley Road.

The “do maximum” category consists primarily of removing the single wide pedestrian crossings and creating more conventional dual crossings thus reducing waiting times and improving junction efficiency by removing the “all red” to traffic stage. This option is more likely to produce tangible improvements in moving traffic around the network but will be expensive and could be argued as going against the original key objectives of the scheme.

8.0 Funding

At present there is neither the desire or indeed sufficient funding for the “do maximum” proposals however the “do minimum” proposals will be completed using the remaining funding available (contingency) from the original ringroad alteration budget. The contingency, set aside from the English Partnership contribution to the overall ringroad alterations budget, is £600,000.

9.0 Recommendation

Further changes to the network at Forge Lane/New Street/Somerset Road junction take place to ban the straight ahead movement along with minor alterations at various locations to assist with reducing congestion.

Contact:	Jamie Watson (KCC Project Manager)
Email:	jamie.watson@kent.gov.uk

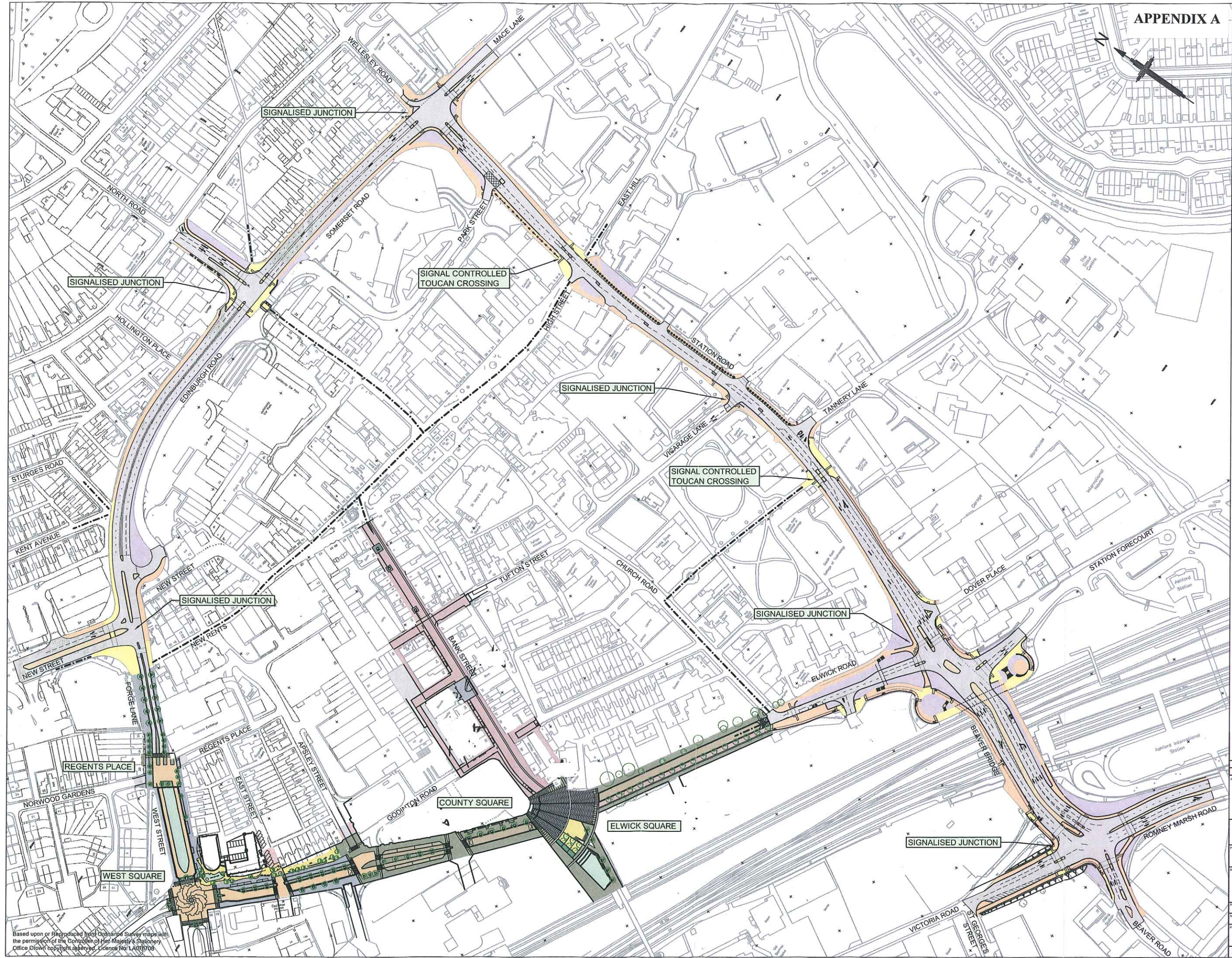
Appendices

Appendix A – Overall Plan of Ring Road

Appendix B – Junction Improvements at Forge Lane/New Street/Somerset Road

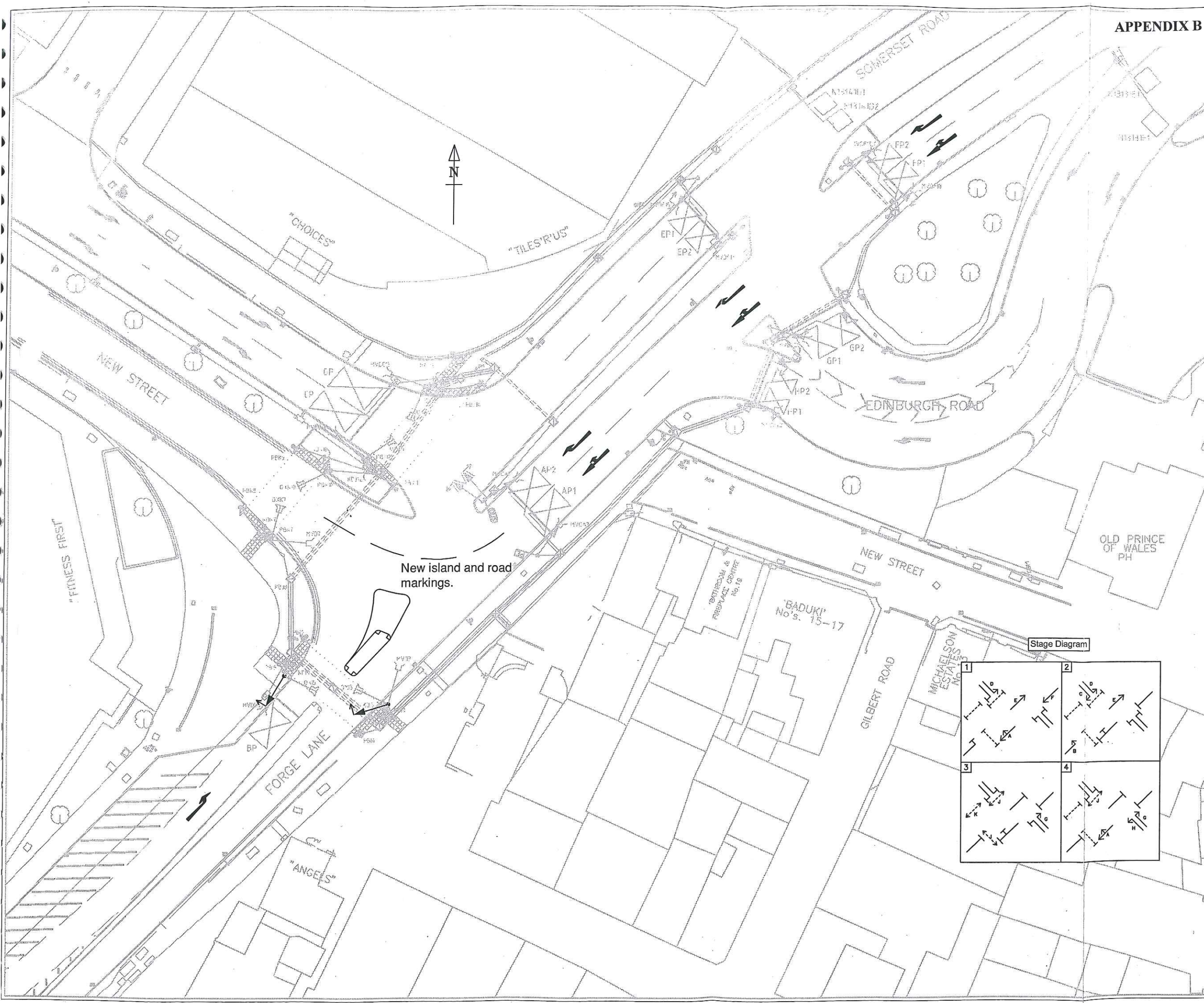
Appendix C – Junction Improvements at Apsley Street/Godinton Road

- LEGEND**
- Existing Segregated Cycle Track to be retained
 - Existing Cycle Track to be abandoned
 - Proposed Cycle Route



0	24/10/2016	0000000000	17791	VS	CS2
Rev	Reason for Rev	Publication	Author	Check by	Approved by
0					
KENT COUNTY COUNCIL REGENERATION & ECONOMY					
JACOBS <small>Alley House, 41-51 Lower Grove Street, Maidstone, Kent, ME14 5SE, England Tel: 01222 633000 Fax: 01222 633001 www.jacobs.com</small>					
Project: ASHFORD RING ROAD					
Description: SCHEME LAYOUT					
Drawing: PRELIMINARY					
Date: NOT TO SCALE		Do not scale			
Drawing number: 17791/SK/083					
<small>This drawing is not to be used in whole or in part for any other purpose and is not to be relied on for any legal or other purposes. It is the property of Jacobs and is to be returned to Jacobs if it is not used as intended.</small>					

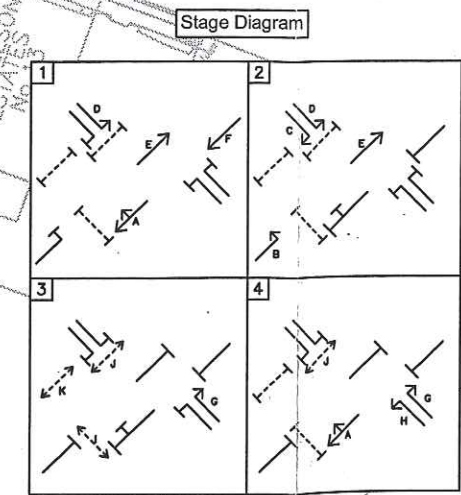
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- KEY**
- Junction Box (with under kerb ducts)
 - Junction Pit (no under kerb ducts)
 - Duct FW/1 100 mm dia
 - Duct FW/2 100 mm dia
 - Duct CW/2 100 mm dia
 - Signal Controller Cabinet
 - Traffic Signal
 - Microwave Vehicle Detector
 - Near-sided Pedestrian Signal and Push Button
 - Kerb-side Detector
 - Pedestrian / Cycle On-crossing Detector
 - Photo Electric Cell
 - Location for future Bus Priority Receiver
 - Detector Loops and Identify
 - Layout of Blister Tactile Surface Modules (Red)
 - Road Studs
 - Kerb / Footway Alignment
 - HFS (HFS beyond stopline must be coloured Black)
 - Pole Numbers
 - Equipment Mnemonic

- Notes**
- 1 This drawing is based on Topographical Survey digital data.
 - 2 High Friction Surface (HFS) shown is for reference only.
 - 3 This drawing shall be read in conjunction with KCC Standard Details- KCC/408/002 - Pedestrian guardrail, KCC/500/049 to /052 - Ducting and Junction Pits, KCC/1100/015 - Tactile paving at controlled pedestrian crossing points, KCC/1200/019 to /021 - Installation of signal equipment, KCC/1200/28 - Traffic Signal Pole Retention Socket.
 - 4 This drawing shall be read in conjunction with the Contract Specification Appendices- Appendix 5/2 - Service Duct requirements, Appendix 12/3 - Traffic Signs: Studs, Appendix 12/5 - Traffic Signs: Traffic Signals, Appendix 14/5 - Electrical Equipment.
 - 5 Tactile indicators are fitted to Pole Nos. 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 and 14.
 - 6 Poles Nos. 4, 6, 8, 9, 11 and 14 are 2m short poles.
 - 7 The Bus Priority cable terminates in Pole No. 1. It has been tagged at either end as 'Bus Priority'.
 - 8 The details of any existing services shown on this drawing are based upon information supplied by the statutory bodies and other authorities concerned. The accuracy of this information cannot be guaranteed and the presence of other apparatus, in particular service connections to individual properties, should be expected.

New island and road markings.



0	19/05/10	Proposed drawing	AA		
Rev	Revision Date	Purpose of revision	Drawn	Checked	Approved



Project: Ashford Ring Road - 2 Years on

Drawing title: New Street / Somerset Road, Ashford Site No 13/1034 Operational Review Proposals

Drawing state: Proposal

Scale: 1:200 @ A1 Do not scale

Drawing number: B1504200/S/60 Rev: 0

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

New bin strategically located to force vehicles to remain within the feeder lane

New John Atkin bollards located to scourge vehicles straying onto the footway, and aligned with the central reserve trees at 10m centres

New cycle stands located to discourage vehicles cutting the corner

Area of new granite flag paving to tie in with existing flags - radius of building as shown
Tactile guidance strip re-align

25x150mm tactile granite sets laid in a red bond, colour mid-grey to match existing

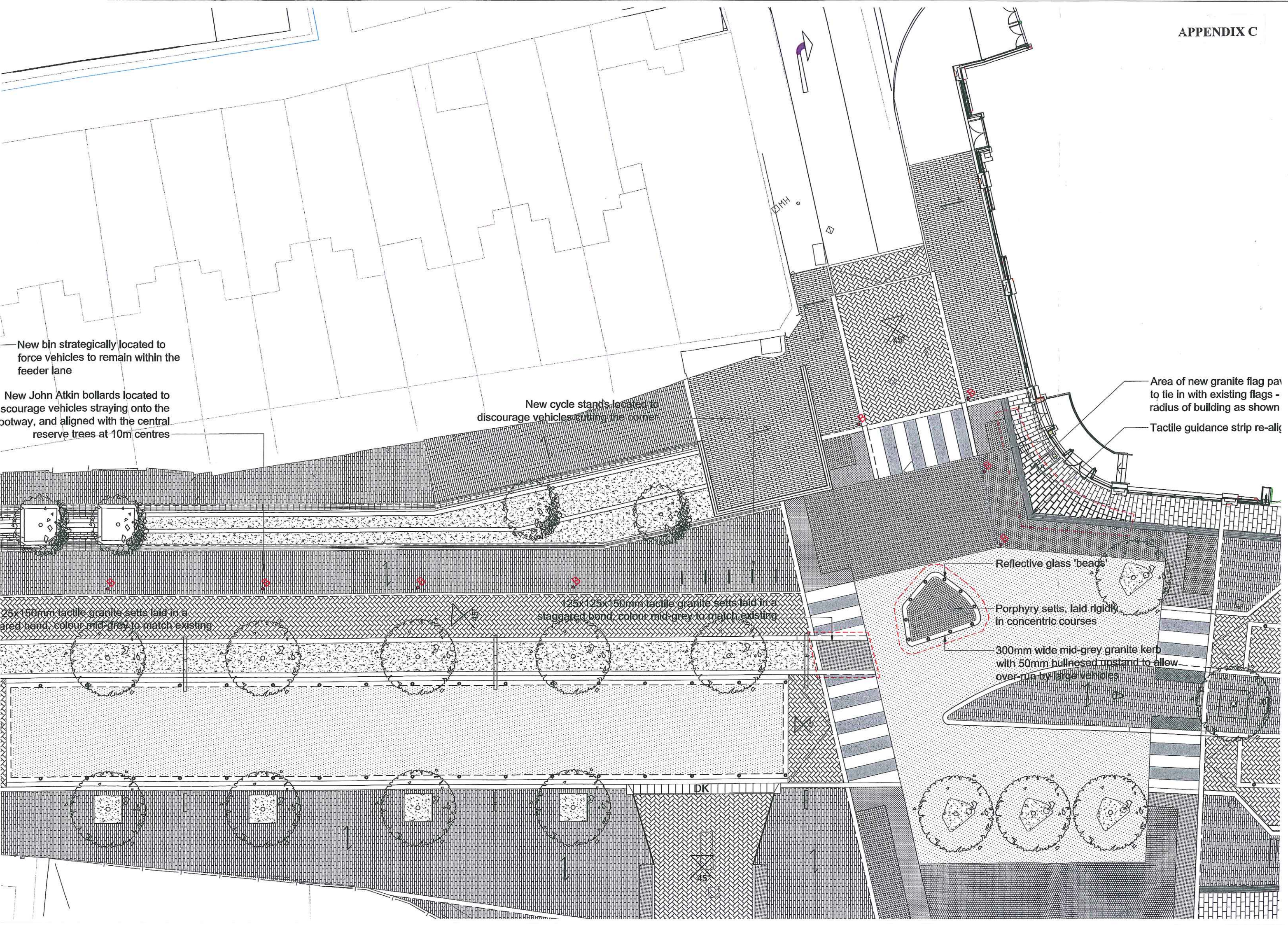
125x125x150mm tactile granite sets laid in a staggered bond, colour mid-grey to match existing

Reflective glass 'beads'

Porphyry setts, laid rigidly in concentric courses

300mm wide mid-grey granite kerb with 50mm bullnosed upstand to allow over-run by large vehicles

DKI



ASHFORD JOINT TRANSPORTATION BOARD 15th JUNE 2010

Subject: **A28 BETHERSDEN - SPEED LIMIT REVIEW**

Director/Head of Service: Director of Kent Highway Services

Decision Issues: These matters are within the authority of the Kent County Council

Decision: For information

ABC Ward/KCC Division: **Weald Central/Ashford Rural West**

Summary: This report sets out the results of a further study into the speed and safety issues raised by Bethersden Parish Council following the results of the Speed Limit Review

For Information: **This report is for Members' information.**

Classification: THIS REPORT IS OPEN TO THE PUBLIC

Background

In 2006, Central Government issued circular 01/2006, "Setting Local Speed Limits". This directive required traffic authorities to review the speed limits on all their A and B roads, and implement any necessary changes, by 2011, in accordance with this guidance. The review has been undertaken across most of the Ashford Borough and has provided a snapshot assessment of the suitability of the speed limit on each of these roads.

Bethersden Parish Council objected to the conclusions and recommendations of the speed limit review. Bethersden Parish Council issued a response to the public consultation of the review, claiming that there was evidence to suggest that, in some instances, lower speed limits and additional engineering measures were required to deal with the issues being experienced along the A28. The issues raised by Bethersden Parish Council were mainly site specific, at areas identified as "hot spots", and also for vulnerable road users. At a special meeting of the JTB in January, it was agreed to look into Bethersden Parish Councils concerns further, hence a presentation of Kent Highway Services findings at this meeting.

Presentation

The presentation explains what Kent Highway Services do to investigate and analyse highway matters raised by colleagues, Kent Police, though our own research and also of issues raised by Parish Councils and members of the public. The presentation gives factual evidence of crashes, driven speeds,

traffic volumes, road surface condition and other relevant factors used to determine whether these circumstances warrant further investigation, with an aim to use engineering measures to mitigate the effects of any failings.

Results of Further Investigation

Crash data has been studied. At the “hot spot” areas studied, there are a number of recorded personal injury crashes where the road surface was showing as wet. Some remedial works have already been completed and further investigations are being undertaken with regard to surface water drainage. The road surface condition has also been checked and currently falls below the minimum intervention levels for action. There is no other evidence of a pattern of crashes that would warrant further investigation to implement engineering measures to mitigate these.

Driven vehicle speeds have been collected. The current posted speed limit on the stretch of the A28 in question is 40mph. The data shows that the mean speeds of vehicles travelling along the A28 in the vicinity of Forge Hill is 36mph westbound and 36.5mph eastbound and in the vicinity of Kiln Lane to be 38.5mph westbound and 38.5mph eastbound respectively. Kent Police have confirmed that they would not support a reduction in the speed limit to 30mph. The governments Traffic Advisory Leaf 01/04, states that “where appropriate speed limits in villages should be 30mph”, but for the reasons mentioned above, and the fact that the village “proper” with its associated services, i.e. school, church, village hall, post office etc, is located to the north, away from the A28, a 30mph limit is not appropriate. Additionally, when travelling from the east, the road is straight with good forward visibility and there is the likely risk that, if the speed limit is set too low, drivers will try overtaking as they can see ahead.

Traffic volume was also looked at and the HGV movements found to be in line with that expected on Kent's roads.

Use of the road by vulnerable people was considered to be an issue by the Parish Council and the lack of provision for this. The provision of a formal pedestrian crossing point on the A28 has been looked into, but the alignment of the road makes it difficult to identify a suitable safe location for its installation, which meets the design criteria. Therefore, in order to facilitate pedestrians that are already crossing near to the junction of Forge Hill, and subject to safety audit approval and a successful bid for funding through the LTP, it may be possible to provide an informal crossing point by way of some dropped kerbs and a hard standing area to cross onto in Forge Hill.

Conclusions

- KHS will continue to monitor and review crashes on the A28
- KHS will put in a bid for funding, through the Scheme Prioritisation System, for a scheme to provide informal crossing facilities near to the Forge Hill junction

Contact Officer

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The A28 speed limit review: Bethersden Working Group (2009/10)

Background

- The Government's initiative to have a consistent approach to speed across the UK (Circular 01/2006).
 - To reduce the number of accidents.
 - To balance the need to travel with the need to improve quality of life.
- More accidents and deaths occur on rural roads.
- Bethersden Parish Council (BPC) formed a working group to review Jacobs report.

Working Group

Activity since JTB meeting in January 2010:

- Surveyed villages: similar villages have: 30mph as standard, interactive speed signs, and prominent gateways.
- Met KHS to discuss their action from the January JTB meeting. KHS confirmed the following:
 - Measuring speed and number of vehicles.
 - Only interested in reportable accidents in last 3 years.
 - Not interested in non-reportable accidents.
 - Focus on cost of schemes, but not the associated benefits.
 - Ignoring vulnerability of residents of Bethersden and road users on this stretch of road.
- Arranged for Police to conduct speed checks within the existing 40mph.
- Requested information from Kent Police on the number and cost of attending non-reportable accidents.

Key Findings of the Working Group

- Bethersden is a fully integrated and active community.
- 22% of the adults in the parish of Bethersden live along the A28.
- 44% are vulnerable based on age and mobility.
- A28 bisects Bethersden.

1. Accidents

- Seven **fatalities** (DfT: @ £1.6m)
- 29 **reportable** accidents in the five years ending 31st March 2009 (DfT: serious injury @ £185k, slight injury @ £14k)
- Over 100 major **non-reportable** accidents last five years (DfT: @ £5k)
- BBC selected Bethersden for a day-long news report in December 2009, as identified this is an accident hot spot.

2. Nature of Road and Density of Traffic

- The A28 is a major through road, linking Ashford to Tenterden, bisecting Bethersden.
- Road has numerous hazards, such as severe bends, poor visibility, junctions.
- The density of traffic along the A28 at a rate of one vehicle every 4.8 seconds during peak periods.
- 8,000 vehicle movements generated by the residents and local businesses per week.

3. Vulnerability, risk and quality of life

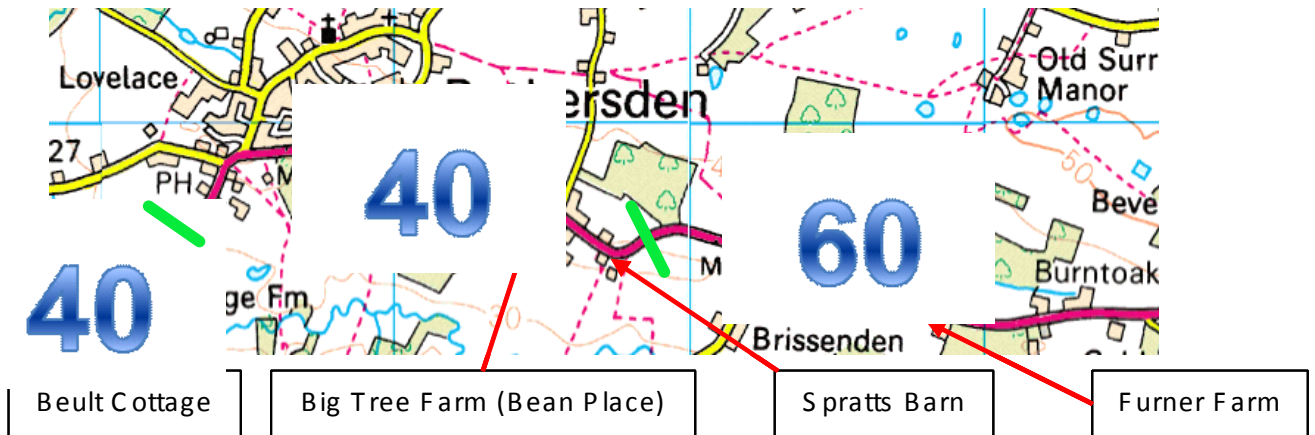
The Jacobs report identified use by vulnerable road users is low. The findings from the Working Group contradict this. In addition to the volume and speed of traffic and accidents, other key factors are:

- Narrow road (A28).
- Poor visibility.
- The lack of safe pedestrian crossings.
- Pavements are narrow or non-existent.

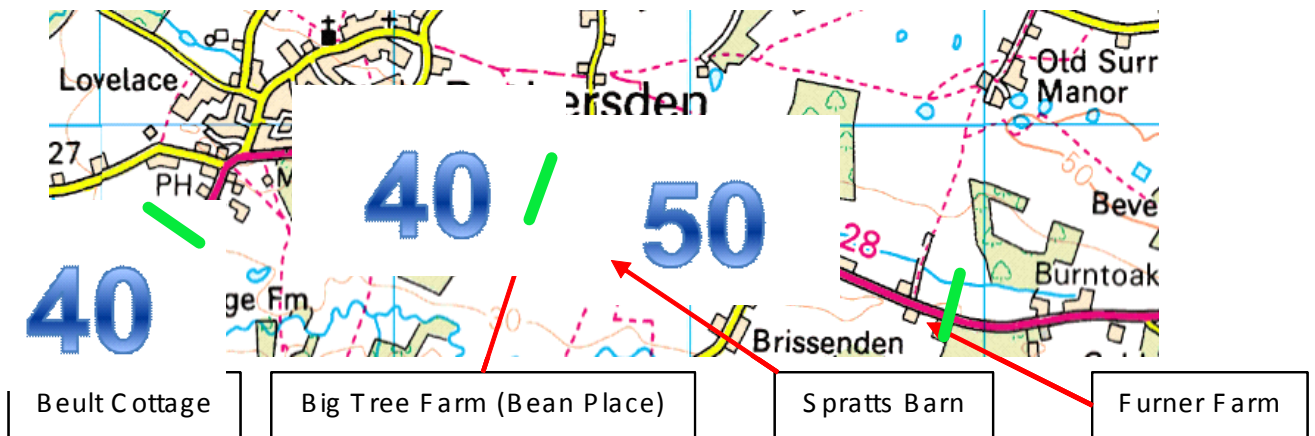
Conclusion

- Bethersden is a fully integrated and active community bisected by the A28.
- Bethersden conforms to the definition of a village and qualifies for a 30mph speed limit.
- The high level of accidents impacts on the quality of life and sense of vulnerability, and are costly.
- Risk needs to be mitigated by reducing the speed and implementing appropriate engineering solutions.

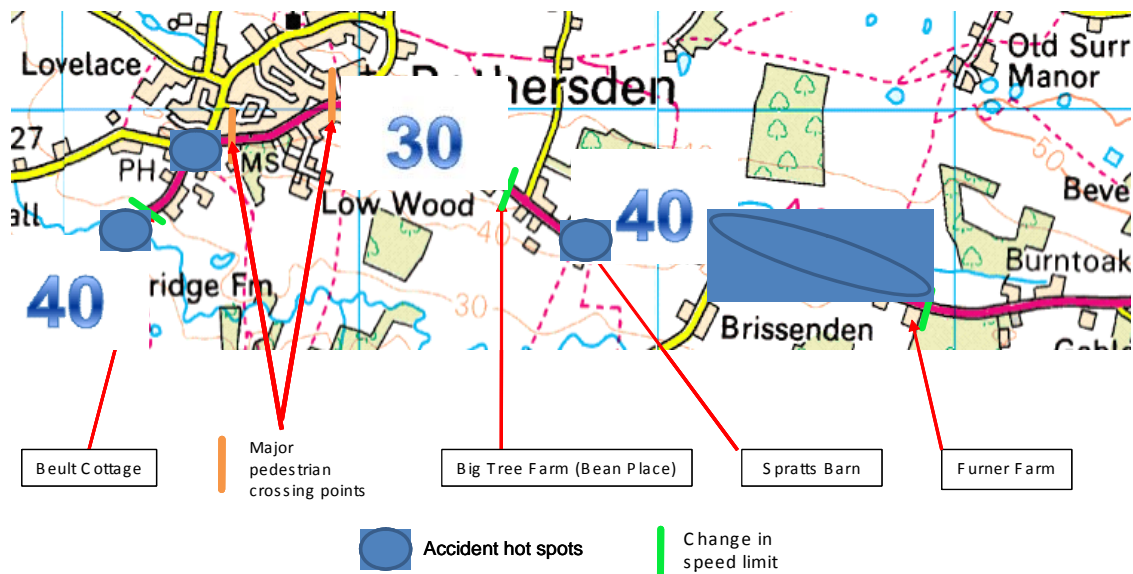
Current speed limits



Jacobs proposed speed limits



Bethersden Parish Council proposed speed limits



Comparison to other villages where an "A" road passes through

Village	Road	Speed limits			Prominent Gateway	Interactive Speed Sign	Comments
		30	40	50			
Bethersden	A28		✓				Narrow pavements, windy road, 30mph on road past school and church etc (not on A28)
Barming	A26	✓	✓			✓	
Bearsted	A20	✓				✓	Street lighting, very wide road
Biddenden	A262, A274	✓	✓		✓	✓	Slippery road signs on bends
Boughton Aluph	A251	✓	✓				Small village
Challock	A251, A252	✓	✓	✓			
Charing	A20, A252	✓		✓		✓	Large village
Chorley Wood	A404	✓			✓		Hatched strip in middle of road, Cricket field
Flimwell	A21, A268	✓		✓	✓		
Goudhurst	A262	✓	✓			✓	
Hawkhurst	A229, A268	✓	✓		✓	✓	Traffic lights at crossroads
Headcorn	A274	✓		✓	✓	✓	Single yellow lines, traffic lights
High Halden	A28	✓	✓			✓	
Houghton Regis	A505	✓	✓				Hatched strip in middle of road, pavements on one side, dual carriageway
Kingstone	A415	✓					
Langton Green	A264	✓	✓		✓	✓	Double yellow lines
Leighton Buzzard	A4146	✓				✓	Pavements on one side, slow down sign, hatched strip in middle of road
Leverstock Green	A4147	✓				✓	Pavements on one side, cricket ground, hatched strip in middle of road
Little Chalfont	A404	✓					Pavements on one side, fixed camera signs
Newenden	A28	✓	✓				Solid lines on bend
Redfern	A5183	✓					Pavements on one side
Rolvenden	A28	✓	✓		✓	✓	
Sandhurst	A268	✓			✓	✓	
Sissinghurst	A262	✓			✓	✓	
Staplehurst	A229	✓	✓	✓	✓	✓	Double yellow lines, traffic lights at cross roads
Sutton Valance	A274	✓	✓		✓	✓	40mph area has limited development - does not meet the criteria
Teston	A26	✓	✓		✓		
Wateringbury	A26	✓	✓			✓	

Of these 27 villages:

- All have 30mph speed limit.
- 63% have interactive speed signs.
- 44% have a prominent gateway.

Agenda Item No: 11

Report To: **Joint Transportation Board**

Date: 15 June 2010

Report Title: (1) M20 Junction 9/Bridge and
(2) Drovers Roundabout, improvement schemes, Ashford

Report Authors: John Farmer, KHS Countywide Improvements Manager
Andy Phillips, AFCo. Head of Transport



Summary:

This report updates the Board on progress with the scheme. The Regional Infrastructure Funding (RIF) agreement with SEEDA has been completed, KCC have entered into contract with BAM Nuttall to construct the works, land acquisition has been completed (subject to finalisation of land for the bridge), advance site clearance has been carried out. The tender sums allow the scheme to be carried out within budget and timescales for the funding (subject to the risks outlined below).

Key Decision: NO

Affected Wards: Stour, Godinton, Bockhanger

Recommendations: **The Board:-**
1. Notes the progress with scheme
2. Notes that the new foot/cycle bridge over the M20 is included in the contract let by KCC.

Policy Overview: The junctions and link from M20 Junction 9 to Drovers Roundabout together form a key route into the town centre and south west Ashford and require improvement to support the growth agenda. The scheme is consistent with policy CS15 of the adopted LDF Core Strategy.

Financial Implications: The RIF funding for the scheme has been secured. The RIF fund is a forward funding mechanism that will need to be repaid by a combination s106/s278 contributions and future Strategic Infrastructure tariff payments from developers.

Risk Assessment YES - A full risk assessment has been carried out for the scheme.

Equalities Impact Assessment NO

Other Material Implications: None

Exemption Clauses: None

**Background
Papers:**

Risk Assessment table
Plans to be displayed

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Andrew.phillips@ashford.gov.uk – Tel: (01233) 330823

Report Title: (1) M20 Junction 9/Bridge and (2) Drivers roundabout improvement schemes

Purpose of the Report

1. The Board approved the schemes at its meeting on 8 December 2009 (minute 330 refers). This report updates the Board on progress with the schemes' delivery.

Background

2. The junctions and link from M20 Junction 9 to Drivers Roundabout together form a key route into the town centre and south west Ashford and require improvement to support the growth agenda.
3. The schemes involve improving Drivers Roundabout to create an elongated 'roundabout junction with a wider circulating area and wider approaches and generally under traffic signal control. Fougères Way is widened and a junction created into the future Warren Park & Ride site. The M20J9 circulating area is widened and slip road approaches widened with improvement to the diverges from the M20. The junction will be under full traffic signal control. A new feature pedestrian/cycle bridge across the M20 to the east of the junction will replace the existing pedestrian/cycle route through the junction.

Funding

4. Regional Infrastructure Fund (RIF) funding was secured to allow a comprehensive improvement to be carried out and avoid the incremental improvements that would otherwise occur in fulfilment of individual s106 planning obligations and conditions. £8.1m was granted for M20 Junction 9 and the new foot/cycle bridge, £7m for Drivers roundabout and Ashford's Future has provided £2.5m of Growth Area Fund funding to cover the extra-over cost of the feature bridge.
5. RIF is provided by the Department of Transport and managed by SEEDA. It is provided as a forward funding mechanism to be paid back by future tariff funding, s106 obligations and the amendment of existing s278 obligations into financial contributions.
6. ABC is the accountable body for the RIF and has entered into a tri-party agreement with KCC to draw down the funding for the delivery of the scheme. ABC as planning authority is responsible for repayment.
7. Completing the formal RIF Agreements between KCC, ABC and SEEDA became an onerous and lengthy process and the critical activity to allowing the scheme to proceed. The existing s278 agreements for Repton Park and Eureka Park also required amending to change the obligations from carrying out works to that of an equivalent cost contribution. A related s106 also needed to be varied. All the Agreements were completed on 5 May.

Land

8. RIF has a funding deadline of 31 March 2011 and land had to be secured by voluntary negotiation as time did not permit normal compulsory purchase procedures.
9. These negotiations were difficult at times but land for the roadworks was secured to allow the construction contract to be awarded on 5 May immediately on completion of the RIF agreement. Close to Drovers roundabout the land agreements have included for access to future development sites to the north east and north west of the roundabout and to co-ordinate some future servicing provisions.
10. Securing the land for the bridge has been more difficult but more time was available and this was achieved by the required deadline of 31 May. In particular routes to and from the new foot/cycle bridge have been co-ordinated with plans to extend the Sainsbury's supermarket and improve access arrangements to The Warren Retail Park.
11. Planning applications are expected to be received shortly for development proposals on sites close to Drovers roundabout and for the Sainsburys supermarket extension.

Approvals

12. Only the bridge required planning consent and this was granted in April 2010 subject to a number of conditions. A s6 agreement with the Highways Agency has been signed to cover works constructed by KCC on HA land.

Construction Contract

13. Tenders were invited in accordance with normal European procurement procedures. Tenders were invited from 6 firms and assessed on the basis of 80% price and 20% quality. BAM Nuttall was successful and the contract was formally awarded on 5 May. The formal start date was 10 May.
14. For practical reasons it is one construction contract but it is structured as two discreet projects to reflect that RIF is provided separately for Drovers Roundabout and M20 Junction 9.

Communications Strategy and Publicity

15. Ashford's Future are co-ordinating a strategy for handling publicity about the scheme. Publicity about the contract works themselves will be via the site team and KCC's press office.
16. The advance vegetation clearance inevitably caused local concern because of the dramatic visual changes to the appearance of the area and the press coverage reflected those concerns. Despite some comments to the contrary, all clearance was done under the supervision of an ornithologist to ensure no nesting birds were disturbed. A full landscaping scheme is part of the works contract.

17. Unfortunately normal highway notification procedures were not possible because of the purdah advice from government related to the general election. A detailed letter drop has since been made to 2500 homes and businesses in the area. Further newsletters will be distributed at appropriate times during the construction period and regular updates will be posted on both KCC and Ashford's Future web sites.

Programme

18. Advance vegetation has been carried out to avoid the increasing risk to the construction programme from nesting birds. This will be followed by environmental mitigation with the trapping and relocation of reptiles to land that has been secured at Godinton House. In the coming weeks, BAM Nuttall will be setting up their site offices and compound. Trial holes will be dug to accurately locate utilities together with CCTV surveys of existing surface water drainage.
19. The delay in completing the RIF agreement has led to the delay in awarding the contract and this will put intense pressure on the contractor and site team generally to try and achieve completion by the funding deadline of 31 March 2011.

Risk Assessment

20. A risk assessment has been carried out and summarised in a risk assessment table. The estimated cost of the project based on the tender returns and a priced risk register is within the overall RIF and GAF funding available.
21. The biggest risk will be delivering the project by the funding deadline of 31 March 2011. Working within a constrained busy site with traffic management measures that demand that road capacity is maintained as much as possible at peak periods, extensive utility diversion and a further bad winter are the biggest threats. Every effort will be made to achieve by the deadline but SEEDA recognise that the contract has been awarded later than intended and the practical realities of road construction. In the event of the contract period overrunning and KCC not being able to claim beyond 31 March 2011, the works will be completed and KCC will have first claim on developer contributions to repay any shortfall in scheme funding.

Conclusion

22. Significant progress has been made in securing the funding and planning agreements, land acquisitions and other permissions to allow these schemes to proceed. A works contract has been let by KCC which allows the works to be completed within budget and timescales for the funding, with contingency measures agreed between the parties, should the contract period overrun.

Portfolio Holder's Views

23. Updates on all Ashford's Future led projects and the Growth Area Funding programme are regularly reviewed at Ashford's Future Company Board

meetings now attended by new director Councillor John Kemp (previously Cllr Paul Bartlett), and at Ashford's Future Partnership Board meetings chaired by Councillor Paul Clokie.

24. Members of the Boards have expressed continued support for the project.

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Andrew.phillips@ashford.gov.uk – Tel: (01233) 330823

ASHFORD JOINT TRANSPORTATION BOARD 15th JUNE 2010

Subject: Thirlmere, Kennington

Director/Head of Service: Director of Kent Highway Services

Decision: No

Ward/Division: **Bockhanger, Kennington**

Summary: *This report provides an update to the original report to JTB in March, where a Member requested further evidence be gathered to determine if action should be taken at the Thirlmere/Grasmere Road junction.*

To Recommend: **This report is for Members' information.**

Classification: THIS REPORT IS OPEN TO THE PUBLIC

1. Introduction

In June and September 2009 Members raised concern about the safety of the Thirlmere junction with Grasmere Road in Kennington. It was resolved that Highways would investigate these concerns and report back with the findings as soon as possible. Requests have been made for both "SLOW" carriageway markings and Interactive warning signs. Investigations were carried out into the perceived safety issues at the junction of Thirlmere with Grasmere Road and a Minor Investigation Report was produced. This report concluded that, although the existing layout of the junction does not meet the current design standards, there have not been any recorded personal injury crashes at this location over the three year period up to 30 June 2009. The junction is located within a residential area and the majority of drivers are local residents who exercise caution when approaching the side road. In accordance with national signing standards the appropriate form of warning for this side road are "side road warning signs". One such sign is currently located to the south of the Thirlmere junction on Grasmere Road. This site does not meet the minimum intervention levels for other measures. A request for speed data was made at the March meeting of the JTB to support the conclusions of the Minor Investigation Report.

2. Update

Traffic Data collected on Grasmere Road for 1 week during April 2010

Northbound			Southbound	
Vehicles	2585		Vehicles	2461
Mean Speed	20.5 mph		Mean Speed	19.5 mph
HGV's	32		HGV's	30

3. Conclusion

The traffic data clearly shows that there is not a speeding problem at this location. Coupled with the excellent safety record, it is therefore not proposed to make any changes at this location.

Contact Officers

Tara O'Shea Transportation Engineer, Kent County Council
01233 614098 tara.oshea@kent.gov.uk

ASHFORD JOINT TRANSPORTATION BOARD 15 JUNE 2010

Subject: Highway Works Programme 2010/11

Director/Head of Service: Director of Kent Highway Services

Decision Issues: These matters are within the authority of the Kent County Council

Decision: Non-key

CCC Ward/KCC Division: All

Summary: *A summary of the identified schemes that have been programmed for construction by Kent Highway Services in 2010/11.*

Classification: THIS REPORT IS OPEN TO THE PUBLIC

Introduction

1. This report summarises the identified schemes that have been programmed for construction by Kent Highway Services in 2010/11. Each County Council Directorate is expected to ensure that the cash limits for next year are adhered to. Any within-year Directorate pressures must therefore be met from these cash limits and budgets/work programmes would have to be adjusted accordingly.

Highway Maintenance Budget 2010/11

2. The Highway Maintenance Budget for 2010/11 is detailed in Table 1 below.

Table 1 – Highway Maintenance Budgets for 2010/11

	(£000s)	
	Revenue	Capital
Balance available for Highway Revenue Maintenance (excluding energy and overheads)	23,540	
Balance available for Highway Capital Maintenance (excluding overheads)		35,810

3. Due to efficiency savings and the spending £5m of capital from 2010/11 in 2009/10, there has been a decrease in the overall Highway maintenance budget for 2010/11. In addition £3.44m has been allocated for frost and weather damage repairs, made up of £2.44m government grant and £1m from the KCC economic downturn reserve.
4. The Highway Operations budget for Community Operations, Technical Services & Network Management is distributed between the work activities as shown in Table 2 below. Energy costs and overheads have been excluded for this analysis.

Table 2 – Highway Operations Budgets

	(£000s)		
	Revenue	Capital	Total
Major Patching		5,000	5,000
Jet-Patcher		1,100	1,100
Paco-Patch		400	400
Frost & Weather Damage	3,440	630	4,070
Drainage Repairs	330	2,500	2,830
Street Lighting	2,970	2,000	4,970
Lines & signs	800	900	1,700
Safety Fences	90	650	740
Structures	1,350	2,910	4,260
Traffic Signals	1,900	830	2,730
Member Grants		2,100	2,100
Road Surface Treatments (see table 3 below for breakdown)		13,790	13,790
Footway Surface Treatments		3,000	3,000
Routine Maintenance Units (NOMU) and minor patching	5,240		5,240
Gully Emptying	2,580		2,580
Soft Landscape & Trees	4,670		4,670
Winter Service	2,490		2,490
Emergency Response / Out of Hours	700		700
Community Ops Traffic Management (High Speed Roads)	420		420
Total	26,980	35,810	62,790

Road Surface Treatments

5. Table 3 below indicates the countywide budgets for surface treatments and refers to the relevant Appendix detailing schemes planned within the Ashford district.

Table 3 – Surface Treatments

Surfacing Type	Budget £000	Schemes in the Ashford district
Thin Surfacing	144,200	See Appendix A1
Total surface treatments	144,200	

Highway Maintenance Schemes

6. **Road Surface Treatments** - see Appendix A1
Carriageway Schemes – see Appendix B1
Footway Schemes - see Appendix B2
Street Lighting Schemes - see Appendix B3
7. Indicated below are those schemes originally identified for the Ashford district during 20010/11 funded through the Local Transport Plan

Local Transport Plan Funded Schemes - see Appendix C1
Public Rights of Way (LTP Funded) – see Appendix C2
Developer Funded Schemes (Delivered by KHS) - see Appendix C3

Other Works

8. **Bridge Works** - see Appendix D1
District Council Funded Schemes - see Appendix D2
County Members Highway Fund Works - see Appendix D3
Major Capital Projects - see Appendix D4

Conclusion

9. This report is for Members' information

Contact Officers:

Carol Valentine Community Delivery Manager
Gary Peak Local Transport Schemes Team Leader

08458 247800
08458 247800

Background documents: None

APPENDIX A – ROAD SURFACE TREATMENTS

APPENDIX A1 – THIN SURFACING: 15 – 24mm depth

Location	Parish	Budget	Status
Cripple Hill	High Halden	144,200	22-25/11/2010

APPENDIX B – HIGHWAY MAINTENANCE SCHEMES

APPENDIX B1 – CARRIAGEWAY SCHEMES

Location	Description	Parish	Budget	Status
None				

APPENDIX B2 – FOOTWAY SCHEMES

Location	Description	Parish	Budget	Status
A20 Hythe Road	Smeeth X Roads to Bob Fisher Garage	Smeeth	£224,960	07/06 – 26/11/2010
A20 Hythe Road	Bockham Lane to Ridgeway	Mersham	£72,000	11 – 30/03/2011
Flood Street		Mersham	£24,000	03 – 28/01/2011
Church Street		Mersham	£9,000	31/01 – 11/02/2011
High Street	Maidstone Road to School Lane, both sides Footway Reconstruction	Charing	£25,077	Completed

APPENDIX B3 – STREET LIGHTING SCHEMES

There are no Street Lighting schemes planned for 2010/11.

APPENDIX C – TRANSPORTATION, PROW & SAFETY SCHEMES

APPENDIX C1 – LOCAL TRANSPORT PLAN FUNDED SCHEMES

Location	Description	Budget	Status
Henley Fields, Tenterden	Cycle track along the disused railway line	£80,000	Works in progress. (Note an additional £70K of funding is being provided by Sustrans)
Ashford District	Bus Stop Improvements	£100,000	£20K part contribution to Ashford to Folkestone route (works in progress) £80K around Ashford town programmed to start in October
Christchurch School to Park Farm	Completion of missing link of cycleway	£60,000	Works programmed to commence in September subject to completion of land acquisition.

APPENDIX C2 – PUBLIC RIGHTS OF WAY (LTP Funded)

Location	Description	Budget (£)	Status
AW51- Squids Gate, Charing TQ967 490 to 979 498	Surface improvements	80,000	In progress due to be completed in next two months.
AW55 School Road, to doctors surgery, Charing TQ952 494 to 951 493	Resurfacing	20,000	Proposed (to be completed 2010)
AW294 Kingsnorth Road to Ellingham Way, Ashford. TR002 402 to 003 402	Resurfacing	1,000	Proposed (to be completed 2010)
AW348 Charing Hill to Claremount Drive, Charing TQ954 498	Resurfacing	8,500	Proposed (to be completed 2010)
AU11 Faversham Road to recreation ground. TR018 450	Surface improvements	8,500	Proposed (to be completed 2010)

APPENDIX C3 – DEVELOPER FUNDED SCHEMES (Section 278 Works)

Location	Description	Status
Stanhope, Ashford	Regeneration scheme / New road layout	In progress
Trinity Road, Ashford	New road layout	In maintenance
A20 Roundabout	Toucan	In maintenance
Templar Way	New signalised access	Remedial work in progress
Latitude Walk, Ashford	Environmental improvements – East Street	Awaiting Planning Permission.
Park Farm/ Finn Farm Road	Signals/traffic calming	In maintenance
Cheeseman's Green Road	Carriageway realignment	Completed
Tesco site – Park Farm	New Puffin Crossing – cycle way	Construction completed – awaiting remedials
A2070 j/w The Boulevard	Left turn slip	In design stage

APPENDIX D – OTHER WORKS

APPENDIX D1 – BRIDGE WORKS

Location	Description	Status
Romden Road, Smarden	140 – Bridge reconstruction	November – March 2010/11
A28 Canterbury Road, Kennington	285 Mill Pond – Culvert reconstruction	Concept to be confirmed
A28 Canterbury Road, Godmersham	33 Godmersham Bridge – bridge widening	Concept to be confirmed

APPENDIX D2 – DISTRICT COUNCIL FUNDED SCHEMES

Location	Description	Status
Not known at moment		

APPENDIX D3 – COUNTY MEMBER HIGHWAY FUND WORKS

Member & Ward	Description	Budget	Status
Elizabeth Tweed – Ashford Central	Amendment of lining to create greater clearance in front of properties and installation of signs to warn there is no footway Chart Road, Ashford	£1003	To be completed by end of July

APPENDIX D4 – DRAINAGE

Gulley Cleansing and Route Optimisation in Kent

To cleanse the estimated 340,000 gullies in Kent, KCC have purchased a route optimisation software package to enable the most efficient way of visiting all these gullies. At the same time, we will be capturing details about these gullies – type, location, amount of silt, etc, to enable us to form a routine of visiting those gullies that become full quickly on a more frequent basis. Over time, this will allow us to build up a history of each gulley, and will direct us to those areas that need more attention.

Training in using the software is being undertaken at the moment, and will be in use before July. This, together with our vehicle tracking capability, will also enable us to re-direct machines where reactive or emergency cleansing is required in the most cost-effective way.

The system will be able to react dynamically on a daily basis to take into account reactive works, and as such routes may change every day. In the long term, it is hoped that the routes can be made available to members and parishes on a realtime basis through the portal, to enable them to check their own particular areas.

APPENDIX D5 – MAJOR CAPITAL PROJECTS

Location	Description	Budget	Status
Southern Sector: Drovers roundabout to M20 Junction 9	<p>Victoria Way Phase 1 (link between Victoria Road and Leacon Road) To support the growth agenda for Ashford and in particular to support the southwards development and expansion of the town centre.</p>	£16.5m	<p>Community Infrastructure Fund (CIF) funding Agreement completed. Land acquisition completed. Procurement completed. Contract awarded to BAMNuttall on 5 May 2010. Objective is to complete construction within CIF funding deadline of 31 March 2011.</p>
	<p>Junction improvements and signalisation and pedestrian & cycle footbridge over the M20. to support the growth agenda and in particular to provide a comprehensive improvement of this key access route on the west side of the town.</p>	£17.6m	<p>Regional Infrastructure Fund (RIF) funding Agreement completed. Growth Area Funding (GAF) Agreement completed. M20 feature bridge received planning consent. Land acquisition and associated Agreements completed for road aspects completed. Land and associated Agreements for bridge being progressed. Procurement completed. Contract expected to be awarded to BAMNuttal on 11 May 2010. Objective is to secure land for bridge by end of May (so it can proceed) and complete whole scheme construction within RIF funding</p>

			deadline of 31 March 2011.
Operation Stack Lorry Park	To avoid the disruption to the strategic network and wider impact on Kent business and residents when Operation Stack is invoked		Draft environmental impact assessment for the outline design of the lorry park and M20 junction being progressed. Funding and Government support remain the key issue. A summit meeting was held between KCC and Stack key operator in May

By: Nick Chard
Cabinet Member, Environment Highways and Waste

To: Ashford Joint Transportation Board 15 June 2010

Subject: Winter Service Consultation 2009/10

1. Background

At the Environment Highways & Waste (EH&W) Policy Overview and Scrutiny Committee (POSC) on 23 March 2010, it was reported that a consultation process on the winter service for 2009/10 would be taking place commencing April 2010. An update was made to the POSC on 25 May 2010. The results of the consultation will be used to inform and improve the winter service policy and plan for 2010/11. The consultation involves the following:

- Chief Executives of district councils
 - Structured interviews will be undertaken by IPSOS MORI with Chief Executives or their nominated representatives
- Elected members – telephone interviews by Community Liaison Team Leaders and Officers
- District Members – on line survey
- Parish councils – on line survey
- Joint Transportation Boards- Winter service will be an item on the agenda and JTB members will have the opportunity to discuss and make recommendations to the EH&W POSC

1.1. The independent polling organisation IPSOS MORI has been commissioned to conduct the in depth interviews with Chief Executives and assess the results of the on line surveys.

2. Joint Transportation Board (JTB) consultation

The Chairman of the JTB will facilitate a discussion of the winter service at this meeting using a range of questions and the responses will be recorded by the clerk to the board. All the comments will feed into the overall report that will be presented to the EH&W POSC on 25 July 2010.

3. Recommendation

It is recommended that:

- i. Members of the JTB contribute toward the discussion on the winter service provided by Kent Highway Services last winter (December 2009 to February 2010)
- ii. The results of these comments are collated and submitted to KHS within a week of the meeting for inclusion in its report and recommendations to the EH&W POSC meeting in July 2010

Contact: Carol Valentine, Kent Highway Services Community Delivery Manager. Tel 08458 247800

APPENDIX A

Winter Service Questions

- What do you think went well in December 2009 – February 2010?
- What do you think could have been done better?
- What improvements should be made for the future?
- Were any areas, that you consider to be priorities, neglected?
- Did your constituents raise any particular issues with you about ice and snow on the roads and pavements?
- IF YES: What were these?
- Did they refer to roads and pavements or just one of these?
- IF NO: Do you think that's because they were satisfied with the work of the authority

The Winter Service policy statement sets out the means by which the Council carries out its duty and it is essential in aiding the safe movement of highway users, maintaining communications, reducing delays and enabling everyday life to continue. Kent Highway Service (KHS) delivers the winter service on Kent County Council maintained highways.

- When you read the Winter Service Policy statement for 2009/10
- Did you find it useful?
- In what way?
- Was it written in an accessible way?
- YES: can you think of any examples
- NO: can you think of anything that stood out as being difficult to interpret
- Was there enough detail, or perhaps too much?
- What are the key things you're looking for from such a document?
- Do you have enough information on the way KHS treats roads?
- In what ways are elected members involved in the development of the priorities of the winter service?
- Is this sufficient?

- Are there other ways that elected members might be able to get involved, that are currently available?
- IF YES: What are these?
- IF NO: Why not?
- Is there anything in particular that you might like to see added to the Winter Service Policy?
- What is this?
- What benefit would it bring?
- Is there anything that should be removed?
- What is this?
- What benefit would it bring?

KENT HIGHWAY SERVICES

**WINTER SERVICE
POLICY STATEMENT**

FOR 2009/10

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1. INTRODUCTION

1.1 Winter Service - Statutory Duty

1.1.1 The legal position relating to winter service changed on 31 October 2003 with the introduction of the Railways and Transport Safety Act 2003 (Section 111). This legislation added an additional sentence to section 41(1) of the Highways Act 1980 (c.66) (duty of highway authority to maintain highway). The additional sentence is as follows: -

“(1A) In particular, a highway authority is under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.

(This new legislation overturned the previous ruling by the House of Lords in 2000, which stated that highway authorities did not have a duty under section 41(1) of the Highways Act 1980 to prevent or remove the formation of or accumulation of ice and snow on the road).

1.1.2 The County Council recognises that the winter service is essential in aiding the safe movement of highway users, maintaining communications, reducing delays and enabling everyday life to continue. It is very important to both road safety and the local economy. The winter service that the County Council provides is believed to be sufficient so far as is reasonably practical to discharge the duty imposed by the legislation.

1.1.3 The County Council, as highway authority, takes its winter service responsibilities extremely seriously. However, it is important to recognise that the council has to prioritise its response to deal with winter weather due to the logistics and available resources.

1.1.4 The County Council provides the winter service through Kent Highway Services (KHS) which is an alliance between Kent County Council, Ringway Infrastructure Services and Jacobs Group.

1.2 Winter Service Standards

1.2.1. In order to respond as quickly and efficiently as possible to its responsibilities KHS has adopted policies and standards for each of the winter service activities and these are detailed within this document. In July 2005 the Roads Liaison Group, published ‘Well Maintained Highways’. Section 13 deals with ‘Winter Service’ which updates the same section in the ‘Code of Practice for Maintenance Management’ published in 2001. Our current approach has been reviewed and found to be consistent with the guidance as recommended in the new document. The operational details for the winter service activities in Kent are detailed in the Winter Service Plan 2009/10 that complements this Policy Statement.

1.2.2 KHS provides a winter service which, as far as reasonably possible will:

- Minimise the loss of life and injury to highway users, including pedestrians, and preventing damage to vehicles and other property
- Keep the highway free from obstruction and thereby avoiding unnecessary hindrance to passage

1.3 **County Council Maintained Highways**

1.3.1 Kent Highway Service (KHS) delivers the winter service on Kent County Council maintained highways.

1.4 **Motorways and Trunk Roads**

The Department for Transport (DfT) is the highway authority for motorways and all-purpose trunk roads in Kent and the Highways Agency acts for the DfT in this respect. Responsibility for the operational maintenance of motorways and trunk roads lies with the Highways Agency. KHS therefore has no responsibility for winter service activities on these roads. However, close liaison exists between the Highways Agency consultants over action taken during the winter service operational period within respective areas of responsibilities.

2. **WINTER SERVICE OBJECTIVES**

2.1 **Salting**

2.1.1 Objectives:

- To prevent the formation of ice on carriageways (precautionary salting)
- To facilitate the removal of ice and snow from carriageways and footways (post salting).

2.1.2 Roads to be Included within Primary Precautionary Salting Routes

Routine precautionary salting will be carried out on pre-determined primary precautionary salting routes covering the following roads:

- Class 'A' and 'B' roads
- Other roads included in the top three tiers of the maintenance hierarchy as defined in the Kent Highway Asset Maintenance Plan. These are termed Major Strategic, Other Strategic and Locally Important roads.
- Other roads identified by Community Delivery Managers (based on local knowledge and experience), that are particularly hazardous in frosty/icy conditions

2.1.3 It would be impractical and financially draining to carry out precautionary salting of footways, pedestrian precincts or cycleways and therefore no provision has been made. However, there will be a certain amount of salt overspill onto footways and cycleways when precautionary salting is being carried out on adjacent carriageways. Post salting of footways and cycleways will be carried out on a priority basis during severe winter weather, as resources permit.

2.2 **Snow Clearance**

2.2.1 Objectives:

- To prevent injury or damage caused by snow
- To remove obstructions caused by the accumulation of snow (section 150 of the Highways Act 1980)
- To reduce delays and inconvenience caused by snow

2.2.2 Snow clearance on carriageways will be carried out on a priority basis as detailed in paragraph 6.2.

2.2.3 Snow clearance on certain minor route carriageways will be carried out by local farmers and plant operators, who are under agreement to the County Council, using agricultural snow ploughs and snow throwers/blowers. Snow clearance on other minor route carriageways will be carried out as resources permit. Some minor routes and cul-de-sacs will inevitably have to be left to thaw naturally.

2.2.4 Snow clearance on footways and cycleways will be carried out on a priority basis as detailed in paragraph 6.3.

2.3 **Snow Fencing**

2.3.1 Objective:

- To reduce the number of obstructions caused by the accumulation of snow (Section 102 of the Highways Act 1980)
- *Snow fencing is expensive, but in exceptional circumstances can be very useful at a limited number of sites that regularly experience severe problems with drifting snow. Community Delivery Managers can make arrangements with landowners to allow the erection of snow fencing, but without payment.*

2.4 **Roadside Salt Bins**

2.4.1 Objective:

- To provide motorists and pedestrians with the means of salting small areas of carriageway or footway, where ice is causing difficulty, on roads not covered by primary precautionary salting routes.

3. **WINTER SERVICE GENERAL**

3.1 **Winter Service Contracts**

3.1.1 Winter service in Kent is included within the Term Maintenance Contract awarded to Ringway Infrastructure Services. This contract was awarded in 2006 and will last for five years.

3.2 **Winter Service Season**

3.2.1 In Kent the weather can be unpredictable and the occurrence and severity of winter conditions varies considerably through the season, and from year to year. Severe winter weather is most likely to be experienced in December, January and February but ice and snow can occur earlier or later. To take account of all possible winter weather the County Council's Operational Winter Service Period runs from mid October to mid April. Exact dates for the coming winter are given in the Winter Service Plan.

3.3 **Alternatives to Salt**

3.3.1 A number of alternative materials to salt are now available which can be used for the precautionary and post treatment of ice and snow. The cost of these is extremely high and there are also environmental disadvantages associated with most of them. Salt will therefore, for the time being, remain in use throughout Kent for the precautionary and post treatment of snow and ice.

4. WEATHER INFORMATION

4.1 Weather Information Systems

4.1.1 An effective and efficient winter service is only possible with reliable and accurate information about weather conditions, at the appropriate times in the decision making process. KHS utilises the best weather forecast information currently available allied to the latest computer technology to ensure that decisions are based on the most accurate data available at the time.

4.2 Weather Reports

4.2.1 During the operational winter service period Kent Highway Services will procure detailed daily weather forecasts and reports specifically dedicated to roads within Kent.

4.3 Winter Duty Officers

4.3.1 Experienced members of staff from Kent Highway Services will act as *Winter Duty Officers*, throughout the operational winter service period, on a rota basis. The Officer on duty is responsible for the following: -

- Receiving forecast information from the forecasting agency
- Monitoring current weather conditions
- Issuing countywide salting instructions for primary and secondary routes
- Issuing the Kent Road Weather Forecast

4.3.2 The Kent Road Weather Forecast will be issued daily containing information about expected weather conditions together with any salting instructions. The *Winter Duty Officer* will also be responsible for issuing forecast updates and any revised salting instructions when necessary. The Kent Road Weather Forecast will be sent to alliance members, contractors, neighbouring highway authorities, and other relevant agencies.

5. SALTING

5.1 Planning of Precautionary Salting Routes

5.1.1 Primary precautionary salting routes will be developed from those lengths of highway that qualify for treatment, whenever ice, frost or snowfall is expected. Each primary precautionary salting route will have a vehicle assigned which is capable of having a snowplough fixed to it, when required. Secondary precautionary salting routes will also be developed from other important highways for treatment during severe winter weather conditions.

5.2 Precautionary Salting

5.2.1 Precautionary salting will take place on scheduled precautionary salting routes on a pre-planned basis to help prevent formation of ice, frost, and/or the accumulation of snow on carriageway surfaces.

5.3 Post Salting

5.3.1 Post salting will normally take place on scheduled precautionary salting routes to treat frost, ice and snow that has already formed on carriageway or footway surfaces. Post salting may also be carried out on roads or sections of road beyond the scheduled precautionary salting routes.

5.4 **Spot Salting**

5.4.1 Spot salting will normally take place on parts or sections of scheduled precautionary salting routes either to help prevent formation of ice, frost and/or the accumulation of snow or as treatment to ice, frost and the accumulation of snow that has already formed on carriageway or footway surfaces. Spot salting may also be required on roads and footways, or sections thereof, beyond the scheduled precautionary salting routes.

5.5 **Instructions for Salting of Primary Routes**

5.5.1 Instructions for precautionary salting of primary routes will be issued if road surface temperatures are expected to fall below freezing unless:

- Road surfaces are expected to be dry and frost is not expected to form on the road surface
- Residual salt on the road surface is expected to provide adequate protection against ice or frost forming

5.5.2 Instructions for precautionary salting of primary routes will also be issued if snowfall is expected.

5.5.3 The *Winter Duty Officer* will issue routine instructions for precautionary salting of primary routes, for the whole of Kent, by means of the Kent Road Weather Forecast.

5.5.4 The *Winter Duty Officer* or Community Delivery Managers may issue instructions for post salting and spot salting.

5.6 **Instructions for Salting of Secondary Routes**

5.6.1 The *Winter Duty Officer* will issue instructions for precautionary salting of secondary routes if heavy frost, widespread ice, or snow, is expected.

6. **SNOW CLEARANCE**

6.1 **Instructions for Snow Clearance**

6.1.1 The *Winter Duty Officer* and/or the Community Delivery Managers nominated representatives are responsible for issuing snow clearance instructions. Snow clearance will initially take place on scheduled primary precautionary salting routes, based on the priorities given in para. 6.2.1. Subsequently, snow clearance will take place on secondary salting routes and other roads, and footways, on a priority basis.

6.1.2 Snow ploughing shall not take place on carriageways where there are physical restrictions due to traffic calming measures, unless it has been deemed safe to do so following a formal risk assessment and a safe method of operation documented.

6.2 **Snow Clearance Priorities on Carriageways**

6.2.1 Snow clearance on carriageways should be based on the priorities given below: -

- A229 between M20 and M2, A249 between M20 and M2, A299 and A289;
- Other "A" class roads;

- All other roads included within primary precautionary salting routes;
- One link to other urban centres, villages and hamlets with priority given to bus routes;
- Links to hospitals and police, fire and ambulance stations;
- Links to schools (in term time), stations, medical centres, doctor's surgeries, old people's homes, cemeteries, crematoria and industrial, commercial and shopping centres;
- With the approval of Community Delivery Managers, other routes as resources permit.

6.3 **Snow Clearance Priorities on Footways**

6.3.1 Snow clearance on footways should be based on the priorities given below:

- One footway in and around shopping centres, and on routes to schools (in term time), stations, bus stops, hospitals, medical centres, doctor's surgeries, old people's homes, industrial and commercial centres and on steep gradients elsewhere;
- One footway on main arteries in residential areas and the second footway in and around local shopping centres;
- With the approval of Community Delivery Managers, other footways, walking bus routes and cycleways as resources permit.

6.4 **Agricultural Snowploughs for Snow Clearance**

6.4.1 Agreements will be entered into by whereby snowploughs provided and maintained by KHS are assigned to local farmers and plant operators for snow clearance operations, generally on the more rural parts of the highway.

6.5 **Snow Throwers/Blowers for Snow Clearance**

6.5.1 KHS also has a number of snow throwers/blowers, which are allocated to operators on a similar basis to the arrangements for agricultural snowploughs.

7. **SEVERE WEATHER CONDITIONS**

7.1 **Persistent Ice on Minor Roads**

7.1.1 During longer periods of cold weather Community Delivery Managers may instruct salting action to deal with persistent ice on minor roads which are not included within the precautionary salting routes.

7.2 **Ice and Snow Emergencies**

7.2.1 During prolonged periods of severe and persistent icing, or significant snow fall, delegated officers may declare an ice or snow emergency covering all or part of the County. In this event Community Delivery Managers will implement a course of action to manage the situation in either of these events.

8.1 **Provision of Roadside Salt Bins**

8.1.1 Roadside salt bins can be sited at potentially hazardous locations for use by the public, to treat ice and snow on small areas of the carriageway or footway.

8.1.2 *An assessment criteria for installing a new salt bin has been devised and is shown at Annex 1. The form will be used by Community Operations staff to assess requests.*

8.2 **Payment for salt bins**

8.2.1 *Once a salt bin has been approved by the assessment criteria, the cost of installation, filling and maintenance will be borne by KHS.*

9. **BUDGETS**

9.1 **Winter Service Budget**

9.1.1 The budget for the annual operational winter service period is based on salting the primary precautionary salting routes on 55 occasions. The main budget is managed by the Head of Community Operations as a countywide budget.

9.2 **Ice and Snow Emergencies**

9.2.1 There is no specific budget allocation within KHS for ice or snow emergencies. The cost of dealing with periods of icy conditions or significant snowfalls will be met by virement from other planned programmes of work on the highway or from special contingency funds for emergencies.

10. **PUBLIC AND MEDIA COMMUNICATIONS**

10.1 **Neighbouring Authorities and other Agencies**

10.1.1 The Kent Road Weather Forecast containing details of the winter service action for Kent will be transmitted daily to neighbouring highway authorities and other agencies so that activities can be co-ordinated regionally.

10.2 **The Media**

10.2.1 Local media organisations will be informed when instructions for salting of primary precautionary salting are issued.

10.3 **Pre-Season Publicity**

10.3.1 It is important that the public are aware of and understand the KHS approach to winter service. A leaflet for drivers and other road users relating to winter service is available.

10.4. **Publicity during Ice or Snow Emergencies**

10.4.1 Liaison with the news media, particularly local radio stations, is of the utmost importance and links will be established and maintained particularly during ice or snow emergencies.

Annex 1

SALT BIN ASSESSMENT FORM

Location of Salt Bin	Assessment Date	Assessed by
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	Characteristic	Severity	Standard Score	Actual Score
(i)	Gradient	Greater than 1 in 15 1 in 15 to 1 in 29 Less than 1 in 30	75 40 Nil	
(ii)	Severe Bend	Yes No	60 Nil	
(iii)	Close proximity to and falling towards	Heavy trafficked road Moderately trafficked road Lightly trafficked road	90 75 30	
(iv)	Assessed traffic density at peak times	Moderate (traffic group 5) Light (traffic group 6)	40 Nil	
(v)	* Number of premises for which only access	Over 50 20 - 50 0 - 20	30 20 Nil	
(vi)	Is there a substantial population of either disabled or elderly people	Yes No	20 Nil	
TOTAL				

* N.B. Any industrial or shop premises for which this is the only access is to be automatically promoted to the next higher category within characteristic (V).

Any site for which the summation of the weighing factors equals or exceeds 120 would warrant the siting of a salt bin.