



## Joint Transportation Board

Notice of a Meeting, to be held in the Council Chamber, Civic Centre, Tannery Lane,  
Ashford, Kent TN23 1PL on Tuesday 7<sup>th</sup> December 2010 at 7.00pm

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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

- |   | Page<br>Nos. |
|---|--------------|
| 1. <b>Apologies/Substitutes</b> – To receive Notification of Substitutes in<br>accordance with Procedure Rule 1.2(iii)  |              |
| 2. <b>Declarations of Interest</b> - Declarations of Interest under the Code of<br>Conduct adopted by the Council on the 24 <sup>th</sup> May 2007 relating to items<br>on this agenda should be made here. The nature as well as the<br>existence of any such interest must also be declared |              |
| 3. <b>Minutes</b> – To approve the Minutes of the Meeting of this Board held on<br>the 14 <sup>th</sup> September 2010  |              |
| 4. Transport Forum – To Receive the Chairman's Report of the Meeting<br>held on the 26 <sup>th</sup> November 2010 (to follow)  |              |
| 5. To Receive any Petitions   |              |
| 6. Tracker Report   |              |

### Part I – For Decision

None for this Meeting

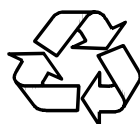
## Part II – For Information

7. Victoria Way Improvement Scheme
  8. Highway Improvements at M20 Junction 9 and Drivers Roundabout
  9. M20 Junction 10A and Smartlink – Implications from Recent Government Announcements on Funding
  10. Local Winter Service Plans
  11. Highway Works Programme 2010/11
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DS/EB  
29<sup>th</sup> November 2010

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Queries concerning this agenda? Please contact Danny Sheppard:  
Telephone: 01233 330349 Email: [danny.sheppard@ashford.gov.uk](mailto:danny.sheppard@ashford.gov.uk)  
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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 **14<sup>th</sup> September 2010**.

### Present:

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

Cllrs. Mrs Bell, Clarkson (ex-officio), Cowley, Heyes  
Mr S J G Koowaree, Mr J N Wedgbury.

In accordance with Procedure Rule 1.2 (iii) Councillor Mrs Bell attended as Substitute Member for Councillor Claughton.

### Apologies:

Cllrs. Mrs Blanford, Claughton, Feacey, Woodford.  
Mr M J Angell, Mrs E Tweed.  
Mr T Reed – KALC Ashford Area Committee.

### Also Present:

Phil Gilbert (Local Transport and Development Manager – KHS), Andy Corcoran (Local Transport and Development Manager – KHS), Carol Valentine (Community Delivery Manager – KHS), John Farmer (Major Projects Manager – KHS), Paul Jackson (Head of Environmental Services – ABC), Ray Wilkinson (Engineering Services Manager – ABC), John Burns (Operations Manager Parking Services – ABC), Jeremy Baker (Principal Solicitor – Strategic Development – ABC), Kirsty Liddell (Member Services & Scrutiny Support Officer – ABC).

Stephen Bourner (Sustainable Transport Projects Officer – Ashford's Future), Neil Bowsher (Optimum Consultancy).

## 171 Declarations of Interest

Councillor	Interest	Minute No.
Mr Wedgbury	Code of Conduct – Personal but not Prejudicial – Member of Kingsnorth Parish Council.	174

## 172 Minutes

### Resolved:

**That the Minutes of the Meeting of this Board held on the 15<sup>th</sup> June 2010 be approved and confirmed as a correct record.**

## 173 Tracker Report

The Chairman drew Members attention to the Tracker of Decisions.

A Member referred to minute number 467 09/03/10 and queried whether the Church Road crossing was being progressed by Section 106 monies that had been received as a result of the Hunter Avenue development. He had asked for the works to be progressed using his Members Highway Fund however had been told by Officers based at Henwood that this was being dealt with using Section 106 monies. Mr Gilbert advised that he was aware that there was a list of Section 106 monies that needed to be spent, however he would check the status of this project and report back to the Member.

### **Resolved:**

**That the Tracker Report be received and noted.**

## 174 Ashford Cycling Strategy

A Member queried why cycle trees had been suggested as a form of cycle parking as this method was far more expensive than traditional bars, there also appeared to be a lack of cycle bars in the Town Centre. Clarification was also requested regarding the cycle route from Godinton Park to Orchard Heights and how the route would cross the railway line? Mr Gilbert advised that cycle trees and lockers were deemed to be more exotic options which had been favoured by respondents to the consultation. He further advised that he could not comment on the detail of the Godinton Park to Orchard Heights cycle route however he would take the question back to the report author and ask them to report back directly with a response.

The Member was disappointed that the report did not detail locations for cycle parking. Mr Gilbert advised that it had not been the intention of the strategy to go into such detail.

A Member drew attention to the recently launched cycling scheme in London and wondered whether a similar scheme could be run alongside the Park and Ride scheme that was planned in Ashford.

The item was then opened up for questions/comments:

- The strategy was welcomed and the hard work of the report author was noted.
- There was a need to guard against creating paper and talking about a scheme but it not coming to fruition.
- There were numerous cycle routes in Ashford that needed to be linked up as many just finished at a dead end.
- The cycle path suggested by Appledore Parish Council was fully supported by the Vice-Chairman and he asked for assurances that the scheme would proceed.
- The Cyclopark in Medway had proven to be successful; a similar scheme could be suitable for Ashford.

- A Member queried whether a Chilham to Canterbury cycle route was being investigated.

Mr Gilbert advised that he was aware that a Canterbury to Chartham and beyond cycle route was being progressed, he would enquire whether this route would be extended to Chilham and would report back to the Member.

**Resolved:**

- That (i) the Ashford Cycling Strategy is approved by the Joint Transportation Board;**
- (ii) the Strategy is reported to the Kent County Council Environment, Highways and Waste Policy Overview and Scrutiny Committee for approval as Policy;**
- (iii) the Strategy be referred to the Ashford Borough Council Environmental Forum for consideration and their views be reported to the Executive.**

## **175 Payment of Parking Charges by Phone and Proposed Amendments to the On and Off Street Parking Places Order**

Mr Burns introduced the report which detailed a number of minor alterations and updates to the On and Off Street Parking Places Order and included details on proposed 'Phone Parking' facilities in the Borough. The 'Phone Parking' facility would be made available in all Ashford Borough Council car parks and on street parking zones. The facility would overcome numerous issues experienced by motorists including delays returning to vehicles which resulted in Penalty Charge Notices being issued, as motorists would be able to 'top up' their parking ticket by phone without having to return to the car park. The facility would provide benefits to the Council which included less demand on machines which after a period of time would result in reduced maintenance costs. Mr Burns outlined both proposals in more detail to the Board.

The item was then opened up for questions/comments and the following responses were given:

- There would be no cost to the Council in respect of the 'Phone Parking' facility. Each visitor would be charged an administration fee per transaction, which was estimated to be 20 pence.
- A cost of 1.5 to 2.5% per transaction would be made by the Merchant for each credit or debit card transaction that was carried out, the Council was negotiating with the Service Provider regarding the cost of this.
- The variation of the hours of operation for the Civic and Stour Centre car parks had been necessary as the car park was closed from 12midnight until 5am and so the Off Street Parking Places Order needed to be amended to reflect this.

- Carbon metered parking was a long term database which would be compiled by the Service Provider which would be used to identify vehicles which used car parks or on street parking on a regular basis and had low emissions, and would enable the Council to offer them benefits such as reduced parking charges. It was emphasised that this was a long term objective.
- If the Council was unable to negotiate a 'no cost' contract for 'Phone Parking' in the Borough then the scheme would not be pursued.

**Resolved:**

- That (i) the Board recommend to the Executive that the Head of Legal and Democratic Services be authorised to enter into a contract with the chosen 'Phone Parking' provider;**
- (ii) permission be given to prepare and advertise Traffic Regulation Orders to introduce various changes to the On and Off Street Parking Places Orders;**
- (iii) any unresolved objections to the proposed amendments be brought to the attention of a later meeting of the Board.**

## **176 Resolution of Objections Received to Proposed Disabled Person's Parking Bays During Informal Consultation**

Mr Wilkinson introduced the report which sought the agreement of the Board for the introduction of a Panel, consisting of the Board Chairman, Vice-Chairman and the relevant Ward Member, to deal with objections received during consultation on informal disabled persons' parking bays. There had been an increase in the number of objections that had been received to consultations and it was felt that it was appropriate for Members to make the determination, not Officers. It had been deemed inappropriate for such matters to be discussed at meetings of the Board, as the meetings were held in public and sensitive information would need to be considered. Mr Wilkinson outlined the proposal in more detail to the Board.

The item was then opened up for questions/comments and the following responses were given:

- Approximately 10% of applications for informal disabled persons' parking bays were contested.
- It was proposed that the Panel would hear from both the applicant and the objector(s), however this would need to be looked at in greater depth once the Panel had been set up.
- When individuals who had informal bays either moved away or no longer required the bay it was often the case that they did not inform the Council.
- A maximum of 5% of bays in a single road were permitted to be converted into disabled parking bays.

During discussion the membership of the Panel was debated in great detail with the following suggested as potential options:

- (i) Board Chairman, Vice-Chairman and Ward Member
- (ii) Board Chairman, Vice-Chairman and Independent Member
- (iii) Board Chairman, Vice-Chairman and Member selected from Board
- (iv) Board Chairman, Vice-Chairman and Portfolio Holder.

The Board felt that the more appropriate option would be (iv) with the Ward Member as a non-voting Member, who provided the Panel with evidence and local knowledge where relevant.

**Resolved:**

**That with immediate effect, a procedure be set in place by which all objections received during consultation on the proposed implementation of informal disabled persons' parking bays which cannot be resolved by Officers be decided upon by a Panel consisting of the Joint Transportation Board's Chairman and Vice Chairman and the Portfolio Holder for Environmental Services, along with the relevant Ward Member who would be a non-voting member of the Panel.**

## **177 M20 Junction 9/Bridge and Drovers Roundabout and Victoria Way Improvement Schemes**

Mr Farmer introduced the report which provided an update on progress with the delivery of both the M20 Junction 9/Bridge and Drovers Roundabout and Victoria Way Improvement Schemes.

The M20 Junction 9/Bridge and Drovers Roundabout scheme had been progressing well, the earthworks had been raised and duct crossings were being completed. The critical part of the scheme was the erection of the feature bridge over the M20, which had been set back due to the preferred supplier having ceased trading. There were two scenarios being considered regarding the closure of the M20:

- A 33 hour closure, from 20:00 Saturday to 05:00 Monday.
- A Friday, Saturday and Sunday night only closure.

There were traffic implications with both of these options however the contractor favoured the 33 hour closure. It was however a balancing act and both options needed to be considered along with potential diversion routes through the Borough.

Draft landscaping plans for the scheme were on display and would be left in the Members' Room for viewing after the meeting. These had been submitted to Ashford Borough Council's Strategic Sites and Design Manager who had made the following comments:

- Greater use of the embankment slopes near Junction 9 for planting would be preferred.

- More formality in the planting regime was requested from Warren Lane to Drovers Roundabout.
- Increased planting on Drovers Roundabout would be welcomed.

Mr Farmer emphasised that these were draft plans and invited further comments from Members.

The Victoria Way scheme had experienced some difficulties, which had not been anticipated when the contract had been let, these included contaminated land found under the abattoir site and the establishment of temporary facilities for Southern Gas. However, good progress had been made in recent months and the site team were focused on gaining time back. There was a possibility that the works would not be completed until May or June 2011 which was beyond the funding agreement deadline, however the Homes and Communities Agency (HCA) were aware of the situation and had been supportive. Mr Farmer further advised that the HCA had agreed to the capitalisation of the enhanced costs of protecting the public realm asset for a 15 year period.

The item was then opened up for questions/comments and the following responses were given:

- The bollards in place around Drovers Roundabout were in place every day for consistency, whilst it may not always be obvious to motorists that work was being carried out it was deemed safer for the placement of the bollards to be consistent so as not to confuse motorists.
- It was necessary to adjust the number of lanes of traffic during peak hours to allow for a constant flow of traffic as there was a requirement set in place by the Highways Agency that traffic did not tail back onto the motorway.
- It was noted that there were concerns that the reinstatement of increased lane numbers was being delayed in the afternoon. Mr Farmer advised that some of the works that needed to be carried out had to be done within a specific window of time and this had caused delays in the reinstatement of increased lane numbers. He advised that he would discuss this matter with the site team.
- Concerns were raised about mud/dust from site lorries exiting the Victoria Way site onto Victoria Road. Mr Farmer advised that he would discuss this with the site team.

During discussion the closure of the M20 to allow for the bridge to be installed was debated in depth. Members had concerns regarding a 33 hour closure of the motorway and felt that when a diversion route was being planned through Ashford it should include two routes, one for London bound traffic and a second for coast bound traffic. It was also suggested that provided an advanced publicity campaign was employed then lorries should be diverted along the M2/A2 which would alleviate the impact of the closure on the Town Centre and other routes through the Borough.

**Resolved:**

**That (i) the progress on both schemes be noted;**



- (ii) **the Board recommend to the Ashford Borough Council Executive and the Kent County Council Cabinet Member that the finalised maintenance schedule and enhanced maintenance costs and capitalised funding arrangements agreed with the Homes & Communities Agency for Victoria Way be agreed.**

## **178 Station Forecourt Improvements Update**

At the request of Mr Bournier, Mr Bowsher advised that there had been a stakeholder meeting the week previously to revisit the design options and to discuss the issues that had been raised by various parties and well documented in the media, however they had been unable to resolve these conflicts. An update had been presented to the Ashford's Future Partnership Board earlier that day which had resulted in the Board requesting time to reconsider the potential options and ways forward.

A Member, who had chaired the Stakeholder meeting felt that it had been unfortunate that the concerns raised by those involved in the process had not been resolved. Another Member felt that the initial handling of the project had been regrettable.

Mr Baker advised the Board that Ashford Borough Council Legal Services had not been consulted on the contents of the report and there were a number of points which required clarification:

- In relation to paragraph seven of the report which stated that Ashford's Future Company would be the 'client' for the project Mr Baker advised that this had not been agreed at the present time regardless of the outstanding question over its VAT status.
- Suggestions had been made that the 'client' could be a Local Authority; however he was unaware that either Kent County Council or Ashford Borough Council were in a position to act as the 'employer' of the contractor.
- The report identified that the land that was to be used for the Improvements was owned by Network Rail and SEEDA. It was therefore appropriate for either Network Rail or South Eastern Trains to act as the 'employer' of the contractor. If that were not the case, further complex arrangements regarding liability and risks, as well as a possible further planning application would be needed. Engagement with Network Rail regarding various issues, including its commitment to future maintenance, was proving difficult.

Mr Bowsher advised that a landlord and tenant arrangement was operated between Network Rail and South Eastern Trains, and that "Station Change" discussions had been taking place between them.

**Resolved:**

**That the report was received and noted with reservations.**

## **179 Park and Ride Site – Update, Layout and Planning Application**

As the report author was not present Mr Farmer introduced the report. He advised that there would be a public consultation in October 2010 regarding the Park and Ride Site.

The following comments were made by Members, which Mr Farmer agreed to report back to the report author:

- Why was such a large amount of cycle parking provided? It seemed that this was excessive unless a park and cycle scheme would be run along side the park and ride scheme.
- Did Ashford need three Park and Ride sites? There had been doubts raised regarding the sustainability of the schemes.

**Resolved:**

**That the report be received and noted.**

## **180 Highway Works Programme 2010/11 Update**

A Member drew the Board's attention to Appendix D3 of the report and the amendment of lining to Chart Road, Ashford. He advised the Board that the centre line had been moved and appeared to have been painted on the highway in a 'snake like pattern' which was distracting to motorists. He further advised that the proposed sign had not been erected. Mr Gilbert advised the Member that he would take the matter back to the office for investigation.

**Resolved:**

**That the report be received and noted.**

Mrs Valentine advised the Board that the Minutes of the Environment, Highways and Waste Policy Overview and Scrutiny Committee in respect of Winter Maintenance had not been included on the agenda. The Board agreed that these should be included on the agenda for the December meeting of the Board.

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# Ashford Borough Council

## Report of the Chairman of the Transport Forum – 26<sup>th</sup> November 2010

### 1 Introduction

1.1 A Meeting of the Transport Forum was held on the 26<sup>th</sup> November 2010.

#### **The Borough Council Members present were:-**

Cllr. Feacey (Chairman);  
Cllr. Cowley (Vice-Chairman);  
Cllrs. Goddard, Wedgbury, Woodford.

#### **Also Present:-**

Cllr. Naughton

Ray Wilkinson – Engineering Services Manager – ABC  
Danny Sheppard – Senior Member Services & Scrutiny Support Officer – ABC

#### **The External Representatives were:-**

N Chard – KCC - Cabinet Member for Environment, Highways & Waste  
D Dochem – Stagecoach East Kent  
M Gibson – Southeastern Railways  
Y Leslie – Southern Railways  
S Whybrow – Ashford Independent Taxi Driver Association

### 2 Apologies

2.1 Apologies for absence had been received from:-

S Gasche and C Ellen – KCC Passenger Transport  
V Kenny – Ashford Town Centre Partnership  
A Phillips – Ashford's Future  
S Williams - Eurostar

### 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 Kent Highway Services – An Update from Nick Chard – Kent County Council Cabinet Member for Environment, Highways & Waste

4.1 Mr Chard introduced himself and gave the Forum an Update on some of the highways and transport issues affecting the Borough of Ashford.

## **Bus Services**

- 4.2 The Ashford Quality Bus Partnership was runner up at the UK Bus Awards in November for partnership working and had seen passenger journeys rise by 35% on Ashford town routes.
- 4.3 Bus access was still an issue for the Ashford Station Square Scheme and the scheme to re-order the front of the Station on the domestic side was still in progress.
- 4.4 A bus stand facility in Tenterden would be considered following parking tickets issued to buses standing on bus stop clearways.
- 4.5 The relocation of bus shelters at Brookfield Road as part of the Victoria Way Scheme was a work in progress by KCC's major projects team.
- 4.6 Bus access at Repton Park was still an issue, with problems arising from the demand of the developer for an indemnity payment before buses could use the estate roads (which were not yet adopted).
- 4.7 A proposed new bus service was due to commence in April 2011 with the diversion of the existing KCC Route 13 operated by Kent Coach Tours.
- 4.8 Provision of a new bus service for the Bridgefield estate remained an aspiration but there did not appear to be any developer Section 106 finance to support it.
- 4.9 With regard to Smartlink, Government had told KCC that they would not consider a scheme before 2014/15. A paper had been presented to Ashford's Future suggesting a need to reduce short term aspirations to developing/improving/extending existing bus services that could be incorporated into a more formal Smartlink system later.

## **Major Schemes Update**

- 4.10 Drovers Roundabout and M20 Junction 9 works – Lane closures needed to stay in place slightly longer than originally intended in the afternoon, although closures were lifted during peak am and pm periods. This was to allow for the longest possible daytime construction window and not run the risk of increasing costs and extending the overall construction period. They had not received any significant complaints from the general travelling public.
- 4.11 Two reports would be taken to the Joint Transportation Board on the 7<sup>th</sup> December 2010 covering both Drovers and Victoria Way. The Victoria Way paper would report better progress after problems with utilities over the summer. It would also explain some reductions in the public realm work at the new John Wallis Square in order to keep to the agreed capital and maintenance budget.

## **Winter Preparations**

- 4.12 A video giving the public an overview of Kent Highway Services' (KHS) winter preparations and an interactive salting route map were now available on the KCC website. Salting routes had been added and reviewed to marry up with bus routes in Ashford. If bus companies had any specific concerns about the

condition of the highway they were encouraged to contact KHS. KHS did have adequate salt supplies to deal with a winter emergency and plans had been agreed with Ashford Borough Council to make use of their contractors to undertake snow clearance and hand salting of pedestrian areas in Ashford and Tenterden in the event of a snow emergency. 20 Parishes in the Ashford area had requested salt bags which would be issued soon and four new salt bins had been issued this year, making a total of 97 bins in the Ashford Borough. These had all been checked and filled and would be re-checked periodically throughout the winter. The Ashford Winter Service Plan would also be discussed at the Joint Transportation Board on the 7<sup>th</sup> December 2010.

## **Rail**

- 4.13 The second Kent Rail Summit had been held on the 21<sup>st</sup> October 2010. A Rail Action Plan for Kent was currently being drafted using feedback gathered at the summits. Mr Chard said he had issued a press statement earlier that week highlighting his dismay at recent further price increases for Kent's rail commuters. He intended to make it clear in the Rail Action Plan that commuters should not have to shoulder rises such as these.

## **Other Issues**

- 4.14 A draft Local Transport Plan had been issued on the 4<sup>th</sup> October 2010 for stakeholder consultation. The consultation period ran to the end of December 2010 and a summary of feedback received would be presented to KCC Members in January 2011.
- 4.15 A new 20 year plan to keep Kent moving entitled 'Growth Without Gridlock' would be launched on the 1<sup>st</sup> December 2010. The main priorities would include plans for a third Thames Crossing; the bifurcation of traffic from Dover Docks to use both the M20/A20 and M2/A2 corridors; a long term solution to Operation Stack; maximising the benefits of High Speed Rail; developing a Parkway station for Thanet, serving Manston Airport; integrating public transport networks; further improving transport management in towns; linking new infrastructure more closely to local planning; and pressing for greater local control of highways spending.
- 4.16 KHS had just completed the short listing process for the companies bidding for the Highways Term Maintenance Contract. Procurement was progressing well and three companies had been selected to go forward to the next stage. The procurement programme had been rescheduled for award of contact on the 2<sup>nd</sup> June 2011 and for the contract to commence on the 1<sup>st</sup> September 2011.
- 4.17 A revised Road Classification Policy, procedure note and criteria had recently been produced by KHS. The changes were very minor and would take into account a class of population not included in the Office of National Statistics figures (certified holiday parks). An underestimate of population figures could place a road into a lower classification and thereby render that road unsuitable for traffic volumes. It was therefore important that an application accounted for all of the population in an area. The new criteria would allow KCC to accurately assess the potential traffic that could use the road in question and thereby classify accordingly.

4.18 The first eight months of the Kent Permit Scheme had seen 77,409 permits processed with 15,387 being subject to the full permit treatment as prescribed by the Scheme. This had resulted in 1,023 working days saved to date – a saving of 4 years and 1 month's occupation on the highway. There were now clearly displayed courtesy boards which informed road users.

4.19 The Chairman then opened up the item for questions and comments and the following responses were given: -

- In the current economic climate, KCC support for rural bus services would inevitably be reviewed. There were two main elements to consider – the overall level of subsidy per journey and the level of usage of evening and Sunday services. Services would not simply be removed in large 'chunks' but they had to be analysed properly and savings did have to be made to the overall budget.
- It would need to be national policy for the fitting of winter tyres to become a compulsory condition of motor insurance. It was perhaps more important for people to take responsibility and change their own approach in snowy conditions and only undertake essential journeys.
- 180 farmers had contracts with KCC to help clear roads and they would be receptive to employing more. They had been invaluable last year and without their help the County would be in a much worse position during snowy periods.
- A Kent version of the London Oyster Card was being considered. Discussions were already underway with bus companies and a 'chipped smartcard' could be a lot more than a travel card, offering endless opportunities including uses for schools, leisure centres and discounts for local residents across the County.
- Both Concessionary and Freedom Bus Passes would continue but there were question marks about their longer term affordability in their current forms.
- Mr Chard was not totally familiar with the VOSA lorry checking initiative at the Orbital Park, but he did have concerns about the percentage of foreign lorries driving on Kent's roads with faults and how this affected safety.
- Overnight lorry parking, was a big issue and a night after night problem for people in the Ashford Borough. Secure lorry parks were a longer term aspiration but at present a private operation could not make enough money from a park because many freight operators were running on a 'shoestring' and could not afford to pay to park. Things were slowly changing in that insurance companies were starting to take a firmer line on secure lorry parking. It was an area KCC were trying to address but there was no quick solution. The public sector did not have the money or expertise on its own to solve the problem and needed to engage the private sector, insurance companies and national Government.
- Industrial estates were one of the biggest areas of concern for overnight lorry parking, particularly on Saturday nights/Sunday

mornings. Authorities were wary about moving the lorries on as they did not want to displace them into residential areas, but it was accepted that it was having an extremely detrimental effect on the trading abilities of businesses and that the litter and toileting issues on industrial estates were also a concern. The vision of a large lorry park would alleviate the problem, but obviously the costs were very high and would have to be funded nationally.

- 4.20 The Chairman thanked Mr Chard for his extremely useful update on transport and highway issues and for answering questions so thoroughly and honestly.

## **5 Chairman's Report of the Previous Meeting – 14<sup>th</sup> May 2010**

- 5.1 With regard to paragraph 4.3 Mr Gibson explained that a valid High Speed One (HS1) ticket should activate the ticket barriers at St Pancras. He asked Members to let him know if there were any particular problems.

- 5.2 Mr Docherm advised that Stagecoach had hoped to divert the E-Line bus service into Repton Park by now, but problems with the Developers had meant this had not been possible yet.

### **5.3 Resolved:**

**That the Chairman's Report of the Transport Forum Meeting of the 14<sup>th</sup> May 2010 be received and noted.**

## **6 Industry Updates & Discussion**

### **Train Services**

- 6.1 Mrs Leslie of Southern updated the Forum on four key areas of Southern's business. Performance had been generally good but had dropped in recent weeks due to challenging autumn conditions. Passenger satisfaction was at 84% which was better than the London and South East average and was Southern's best ever result. December timetable changes would come into effect on the 12<sup>th</sup> December 2010 for the East Coastway route. Proposals had been drawn up to help with capacity at either end of the route, but the general feeling was that the negatives of the original proposals outweighed the benefits. However some of the smaller elements had been implemented and it would add two stations to the Ashford to Brighton service but not add greatly to the journey time. Fares had been increased by RPI +1% meaning an increase to regulated fares of 5.8% and un-regulated fares of 6%.
- 6.2 In response to a question about over-crowding and the possibility for running extra cars on the Ashford-Brighton service, Mrs Leslie said there were particular 'pinch points' on the service and the rejected proposals had attempted to address this. They only had a small diesel fleet and had wanted to use rolling stock to improve the service. They were looking for a more palatable solution to the one rejected, but nothing would happen in the short term. The Government announcement on electrification did say that there would be a cascading down of diesel units, but that meant there would be no extra diesel units until electrification.

- 6.3 Mrs Leslie explained that a lot of work had gone into winter preparedness between all rail operators and Network Rail and things felt a lot better than last year and they were as prepared as they could be.
- 6.4 Mr Gibson of Southeastern explained that unfortunately their fares would increase by RPI +3%. This was in their franchise agreement and whilst it was obviously not going to be popular in the current economic climate, it had been justified by the last Government in that Kent's railways had recently had a lot of investment with HS1 etc. A number of timetable changes were to be implemented on the 12<sup>th</sup> December 2010 and were mainly good news stories for Ashford with extended services into Ramsgate and Dover. One downgrade for the Ashford Borough was the removal of two peak stops at Pluckley. Unfortunately they had to look at the service on a network wide basis and a number of gaps had been filled, but unfortunately this was one of the costs. In terms of winter preparedness, lots of work was underway and a contingency timetable would be implemented if bad weather made it necessary. Southeastern's website also now had a London Underground style reporting service which advised of good/disrupted services etc. This had been implemented in response to passenger demand and feedback had been positive. Performance was similar to Southern in that they had experienced a good summer, but there had been some disappointing disruption during the autumn. It was hoped this would be improved by the new timetable. One major complaint was traditionally a lack of information during times of disruption, so front-line staff had been issued with Blackberries in order to pass on information from the control room to customers.
- 6.5 In response to a question, Mr Gibson said that first year figures for HS1 would be available shortly, but indications were that the Dover-Ashford-St Pancras route was very well patronised and popular. The North Kent-Medway service was less popular but there was less journey time saving there.
- 6.6 As part of their franchise agreement Southeastern had to open their Station Ticket Offices at prescribed times and stick to them. If there were examples of Headcorn, or any other offices, being closed during the afternoon when they should be open, he urged Members to pass on details.
- 6.7 A Member said that the largest fare increases seemed to be on the most expensive fares which seemed quite a cynical move and he saw a time quite soon when people would simply not be able to afford them anymore. Mr Gibson said this was a valid point. Train companies had two sources of income – Government subsidies and fares. The last Government had a policy of moving the balance of paying for rail services from the general tax payer to the passenger, by way of fare rises rather than subsidy rises. Fares were therefore by and large a Political issue and whilst he did recognise the increase would cause hardship to many passengers who had no alternative but to use the train, it would be up to Southeastern to demonstrate value for money.
- 6.8 The Vice-Chairman said he was concerned about a 'double whammy' for the travelling public with increased fares and increased car parking charges. He thought these would force 'border line' passengers back into their cars and back onto already congested roads. Mr Gibson explained that car parking charges were going up by 50p a day at some stations. They had to cover increasing rental and maintenance costs and in station car parks spaces tended to be sold only once a day unlike town centre car parks. Parking



charges at village station car parks were also raised as a problem as they were simply displacing cars out on to the streets where they could park for free but caused disruption on village roads. Mr Gibson said that this had to be looked at on a case by case basis, but it was human nature that people would choose free car parking if they could. Short-term restrictions around stations for example, 11am-12noon, were one option to deter all day parking.

### **Bus Services**

- 6.9 The Chairman congratulated Stagecoach, Ashford Borough Council and Kent County Council on the successful Quality Bus Partnership.
- 6.10 Mr Docherm of Stagecoach East Kent introduced himself as the New Operations Manager for Ashford. He explained that he had only been in Ashford for ten days and was still learning the area. He reported that additional journeys and timetable changes to the C-Line in September had improved reliability and increased passenger usage. Punctuality problems with the E-Line had been resolved and KCC wished to promote this service further to encourage bus travel to the Eureka Parks. The 'Kick Start' routes launched in 2009 (A, B and C Lines) continued to grow passenger numbers and further improvements would be made in the future. The D-Line shuttle funded by the Designer Outlet Village had a fare increase in September but passenger use had remained good. Trident buses had been transferred in to replace step entrance 'Olympians' on routes 400, 510 and 652 and work alongside more modern single-deckers on these routes. Route 10 from Folkestone had had new low floor double-deckers provided for it in the autumn and the number of non-accessible buses had much decreased and were used chiefly on school peak only routes. They were looking to make further improvements to the 510 and 652 services in April 2011. Stagecoach would still like to divert buses around Singleton Hill Estate but, much like at Repton Park, were prohibited by the Developer. In conclusion he said Stagecoach were looking to extend buses into new developments as opportunities arose now that Ashford was growing, however they needed the support of the Local Authorities to ensure Developers were obliged to encourage buses or new residents would just get used to having to use a car. Discussions were underway with KCC and they hoped for some more improvements soon.
- 6.11 A Member mentioned the problem of the bus at Furley Park School, Park Farm which did block the road at school leaving times and stopped parents in cars exiting. If it arrived three or four minutes later this might alleviate the problem. Mr Docherm explained that a three or four minute delay would have knock on effects to the timetable and if it was not successful, what would the options be then? He endeavoured to go to Park Farm and have a look at the problem.
- 6.12 Concern was also expressed about the condition of some of the vehicles used by companies other than Stagecoach, especially in the rural areas around Tenterden. The Chairman said they would try to find out who the company in question was and write to them asking for their comments.

### **Taxis**

- 6.13 Mrs Whybrow said that parking and waiting issues in the Bank Street area seemed to be getting worse for taxis. Common sense was not being

employed towards the needs of the taxi trade to earn a living. They were not allowed to pull up next to cash points for example to allow customers to obtain funds to pay and they faced the hostility of customers by asking for proof of payment before they set off. There also seemed to be no leeway to pull up and wait if a customer was not immediately already standing at the kerb side when they pulled up. They were also legally required to provide reasonable assistance to their customers, but they were not being allowed the requisite leeway. Disabled people wanted to be able to access the Town Centre like in any other place in the country, not to be dropped at the bottom of Bank Street and be asked to negotiate the hill up to the Town Centre. Common sense had to be employed and time had to be allowed for dropping off and picking up – it could not always happen in a matter of seconds. How was this progress?

- 6.14 Mr Wilkinson explained that the Regulations and what could or could not be done in the Bank Street area had not changed. It was quite clear that people stopping on double yellow lines were allowed a reasonable amount of time to board, alight or remove luggage from the boot etc. However it did not allow for any form of waiting, such as at a cash machine. The Bank Street area was being monitored and taxi drivers had been seen taking advantage of this concession for 15 minutes or more. Passengers could be picked up from the large taxi rank at the bottom of Bank Street or the spaces outside the Phoenix pub. With buses, disabled drivers and loading bays for traders as well, there was not unlimited space in this area so it did have to be carefully policed and the message had to be made clear that it was not acceptable for taxis to wait anywhere other than the designated taxi rank.

### **Others**

- 6.15 A Member asked Mr Wilkinson if there was any update on the status of the Beaver Road Bus Gate as there had been a nasty accident there recently. Mr Wilkinson said he would personally like to see the back of this, but it was a KHS issue and it was a shame Nick Chard had already left the Meeting as KHS did need to enforce both this and the one at Godinton Road. Money had been provided as part of the Channel Tunnel Rail Link for a control system at Godinton Road and this had not been used. The Forum agreed to write to Nick Chard to find out the status of that money and the plans for the two Bus Gates in general.
- 6.16 Updates were then given from some of the organisations who had been unable to attend the Meeting: -
- 6.17 Stephen Gasche of KCC Passenger Transport had explained that Route 13 via Chartfields Estate had not started yet, but it was hoped to introduce that service change in April 2011 at the same time as other changes to the bus network in Kent. This should provide an hourly service for most of the day via Chartfields on Monday to Friday.
- 6.18 Seth Williams of Eurostar reported that at the last Meeting in May the then recent update to Government following the winter disruption and subsequent recommendations were discussed. This did not become public until August and he wished to emphasise that it was now considerably out of date as they had made substantial progress over the course of the year. A web link was provided to the documents that were sent to the Secretary of State in May updating on progress at that time –  
<http://www.dft.gov.uk/pgr/rail/pi/eurostarprogressreport/>

6.19 Viv Kenny of the Ashford Town Centre Partnership reported that unfortunately they had not yet been able to come to a satisfactory conclusion on the loading issue for two businesses in Bank Street and there seemed to be a significant number of businesses still confused on loading restrictions. With this in mind, with Ashford Borough Council, there would be an information evening on shared space regulations at the Civic Centre on the 7<sup>th</sup> December at 6pm. Businesses would be invited.

## **7 Date of Next Meeting**

7.1 The next meeting would be held on Friday the 24<sup>th</sup> June 2011 (later because of the Borough Council Elections).

Councillor P Feacey  
Chairman – Transport Forum

MINS: Transport Forum 26-11-10

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Queries concerning these notes? Please contact Danny Sheppard:  
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Agendas, Reports and Minutes are available on: [www.ashford.gov.uk/committees](http://www.ashford.gov.uk/committees)

**ASHFORD JOINT TRANSPORT BOARD – TRACKER OF DECISIONS**  
**Updated for the meeting on: 07.12.10**

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)	<b>ACTION:</b> 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	-	<b>RECOMMENDATIONS:</b> 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)	<b>RESOLVED:</b> 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.		<b>RESOLVED:</b> 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
394 20/01/10	A28 Speed Limit Review	Ms Buckley & Mr Williams Bethersden Parish Council	<b>RESOLVED:</b> That: 1. the report be received and noted. 2. the Board requests 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.	JTB 15/06/10 Min 61.  Scheme designed and to be funded by County Councillor King's Member Highway Fund with consultation proposed in the New Year.
467 09/03/10	Petitions: (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.	A pedestrian hand rail is being funded by County Councillor Koowaree with further pedestrian improvements to be funded by Hunter Avenue Development S106; however, trigger point is still some time away from being met.
64 15/06/10	Ashford Town Centre Streets – Scheme Update	Jamie Watson (KHS)	<b>RESOLVED:</b> That further changes to the network at Forge Lane/New Street/Somerset Road junction take place to ban the straight ahead movement by way of an experimental Traffic Order, along with minor alterations at various locations to assist with reducing congestion utilising funding set aside from English Partnerships for this purpose.	Works to make left turn only completed at Forge Lane. Apsley Street island works completed. Buildouts in Regents Place nearing completion. Alteration of white lining over Beaver Road bridge to be implemented in the next 2 months. Designs on removing hooped bollards to central islands around Ring Road progressing.

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
69 15/06/10	Proposed introduction of temporary waiting restrictions in Henwood Industrial Estate	Ray Wilkinson (ABC)	<p><b>RESOLVED:</b> That:</p> <ol style="list-style-type: none"> <li>1. Prohibition of waiting restrictions be implemented under a temporary Traffic Regulation Order to address dangerous and obstructive parking on Henwood Industrial Estate.</li> <li>2. A review of the temporary prohibition of waiting restrictions be carried out subsequent to implementation with a view to making the restrictions permanent.</li> <li>3. The formulation of the final parking restrictions be informed by the review and the supporting permanent Traffic Regulation Order be taken to statutory consultation and any objections received be reported to a future meeting of the Board.</li> </ol>	Currently awaiting approval of funding from KHS.
174 14/09/10	Ashford Cycle Strategy	Liz Wedgewood (KHS)	<p><b>RESOLVED:</b> That:</p> <ol style="list-style-type: none"> <li>1. the Ashford Cycle Strategy is approved by the JTB;</li> <li>2. the Strategy is reported to the KCC Environment, Highways and Waste Policy O&amp;S Committee for approval as Policy;</li> <li>3. the Strategy be referred to the ABC Environmental Forum for consideration &amp; their views be reported to the Executive.</li> </ol>	<ol style="list-style-type: none"> <li>2. Alterations recommended at JTB being made to the Strategy before being reported to the Cabinet Member for the Environment, Highways and Waste to be signed off.</li> <li>3. The Ashford Borough Council Environmental Forum considered a further report on 28.11.10</li> </ol>

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
175 14/09/10	Payment of Parking Charges by Phone & Proposed Amendments to the On & Off Street Parking Places Order	John Burns (ABC)	<p><b>RESOLVED:</b> That:</p> <ol style="list-style-type: none"> <li>1. the Board recommend to the Executive that the Head of Legal &amp; Democratic Services be authorized to enter into a contract with the chosen 'Phone Parking' provider;</li> <li>2. permission be given to prepare &amp; advertise TROs to introduce various changes to the On &amp; Off Street Parking Places Orders;</li> <li>3. any unresolved objections to the proposed amendments be brought to the attention of a latter meeting of the Board.</li> </ol>	<ol style="list-style-type: none"> <li>1. Together with 5 other Kent Councils, ABC has selected a supplier to provide the Council with Phone parking facilities in the Council's car parks and on street pay &amp; display parking locations. The Council is currently awaiting the supplier's final proposal document for the provision of Phone Parking facilities at no cost to the Council. It is anticipated that the service will be available in the Council's car parks from April next year.</li> <li>2. Amendments to the On and Off Street Parking Places Orders will be completed for the April commencement.</li> <li>3. Any unresolved objections to the amended orders will come to the Board as necessary.</li> </ol>

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
176 14/09/10	Resolution of Objections Received to Proposed Disabled Person's Parking Bays During Informal Consultation.	Ray Wilkinson (ABC)	<b>RESOLVED:</b> That with immediate effect, a procedure be set in place by which all objections received during consultation on the proposed implementation of informal disabled persons' parking bays which cannot be resolved by officers be decided upon by a panel consisting of the JTB's Chairman and Vice-Chairman and the Portfolio Holder for Environmental Services, along with the relevant ward member who would be a non-voting member of the panel.	Panel's first meeting held on 10/11/10.
177 14/09/10	M20 Junction 9/Bridge & Drivers Roundabout and Victoria Way Improvement Schemes	John Farmer (KHS)	<b>RESOLVED:</b> That: 1. the progress on both schemes be noted; 2. the Board recommend to the ABC Executive & the KCC Cabinet Member that the finalized maintenance schedule & enhanced maintenance costs & capitalized funding arrangements agreed with the Homes & Communities Agency for Victoria Way to be agreed.	Minutes of JTB approved and adopted by the Executive 14 <sup>th</sup> October 2010.
178 14/09/10	Station Forecourt Improvements Update	Linda Doran & Andy Phillips (Ashford's Future Company)	<b>RESOLVED:</b> That the report was received and noted with reservations.	A further report will be submitted to the JTB at a later date.
179 14/09/10	Park & Ride Site – Update, Layout & Planning Application	John Farmer (KHS)	<b>RESOLVED:</b> That the report be received and noted.	Following the Government decision that they will not accept a funding bid for SmartLink in the immediate future, there is little point in submitting a planning application for the Warren Park & Ride site at the present time.
180 14/09/10	Highway Works Programme 2010/11 Update	Carol Valentine (KHS)	<b>RESOLVED:</b> That the report be received and noted.	



**Agenda Item No:** 7

**Report To:** **Joint Transportation Board**

**Date:** 7 December 2010

**Report Title:** Victoria Way improvement scheme, Ashford

**Report Authors:** John Farmer, Kent Highway Services, Major Projects Manager  
Andy Phillips, Ashford's Futures Head of Transport



<b>Summary:</b>	To inform Members of the progress of the Victoria Way scheme,
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**Key Decision:** NO

**Affected Wards:** Stour

**Recommendations:** **The Board are asked to:-**  
i) **Note the progress of the scheme,**

**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 scheme is consistent with policy CS15 of the adopted Local Development Framework Core Strategy and the Ashford Transport Strategy.

**Financial Implications:** Victoria Way is funded by a Community Infrastructure Fund (CIF2).

**Risk Assessment** Yes - A full risk assessment has been carried out and maintained for the scheme.

**Equalities Impact Assessment** No

**Other Material Implications:** No

**Exemption Clauses:** No

**Background Papers:**

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**Report Title: Victoria Way improvement scheme, Ashford**

**Purpose of the Report**

1. A comprehensive Report was made to the meeting of the Board on 15 June 2010 following the award of construction contract for the scheme. This report updates the Board on progress with the delivery of the scheme that will be supplemented by a verbal update at the meeting on the intended parking restrictions along the new route and alterations to the design of John Wallis Square.

**Issues to be Decided**

2. None; this Report is for Members information.

**Victoria Way**

**Progress Overview**

3. The site offices were established in July. The construction of the scheme is by its nature fragmented and progress has improved since the last report in September 2010.
4. At the Leacon Road/Brookfield Road junction improvement, progress has been slower than planned because there are services to be diverted and until recently the utility firms had not been very responsive. The works unfortunately require traffic management under traffic signal control and being a junction with long working areas and close to the Matalan roundabout there has been unavoidable traffic disruption.
5. At Victoria Road, Cherry Court and Victoria House have been demolished and trial holes excavated along the length of the road to help give certainty by confirming the location and depth of utility services. The installation of the surface water attenuation tanks have commenced and are progressing well with completion of these significant engineering elements due by the end of December.
6. The main difficulty and delays to date has been over the middle section between Leacon Road and Victoria Road. Many underground services have to be diverted with particular problems around Gasworks lane.
7. Archaeologists also took the view that the area had more potential than originally envisaged however to date there have been no finds of any note.
8. The demolition of the abattoir building exposed a large volume of significantly contaminated land. It was so severe that it was regarded as a source of contamination and required full removal and disposal to a specialist waste site rather than the general principle agreed with the Environment Agency for this scheme of leaving contaminated ground in place.

9. However, the main difficulty has been with utilities bearing in mind that a key objective of the scheme is to divert existing services into the road corridor as well as upgrading and providing new services to serve and future proof the adjacent development sites. Until recently it has proved difficult to find a complete solution to accommodate all the services in the position both longitudinally and at a depth that they require to satisfy their operational requirements. Other services have also been found out of position and in a poor state that also require replacement and diversion together with other uncharted services that also require diversion. This has now all largely been resolved but construction still remains difficult in that services need to be installed sequentially in parallel with the build up of the earthworks before the roadworks can be started and this puts pressure on the programme.

### **Programme**

10. Progress over the summer has been less than planned particularly over the critical middle section between Leacon Road and Victoria Road. However, there is now greater clarity and the focus can revert to making progress in the most effective way possible to achieving completion by spring 2011.

### **Maintenance Strategy**

11. The September 2010 Board meeting agreed to recommend acceptance of a maintenance schedule for the scheme and in particular for John Wallis Square. Further design alterations have been necessary within the proposed Square to bring the costs of the Square within the allocated budget. This has included the removal of the pavilion base and part of the architectural screening along the Learning Link edge with the school. A verbal update with the detail of the changes will be given at the meeting.
12. The architectural screens are an expensive element of the Square but they are intended to frame the Square, give visual protection to the school playground from the Square and to hide the unattractive sub-station buildings. The maintenance schedule giving the estimated capital cost, standard and enhanced maintenance costs over 15 years will be amended accordingly following the deletion of certain elements within the Square. As a reminder and in summary, the costs of enhanced maintenance of the whole scheme where required are £400,000 split £170,000 for those hard and soft assets that will be the responsibility of the Borough Council and £230,000 for those that will be the responsibility of the County Council. The full sum will be claimed by the County Council as accountable body for CIF2 and then the appropriate proportion transferred to the Borough Council.

### **Proposed Traffic and Parking restrictions**

13. In March 2010, the Board was asked to approve Traffic Orders that allowed the introduction of residents permit parking in Victoria Crescent and limited waiting in Jemmett Road and Bowens Field and this is now operational. It is now necessary to develop proposals that will control traffic movements and parking along the main route of the new Victoria Way and into adjacent roads.
14. There is also the need to include several minor alterations to the original parking controls agreed by the Board in March.

15. The new transport link will have several distinct sections to it, including two areas at either end which are predominantly Industrial and between them, a busy John Wallis Square with its pedestrian friendly layout.
16. The Square will be further highlighted by high quality paving construction creating an environmentally sensitive appearance.
17. Although the majority of the road will be subject to a 30mph speed limit, it is proposed to introduce a 20mph zone around the Square and outside Victoria Road Primary School. In addition to the 20mph Zone, there is a need to maintain a clear area outside the school during school times via the use of 'school keep clear' markings and a Traffic Order.
18. A 'no left turn' restriction is proposed when exiting Victoria Crescent at its junction with Victoria Road to prevent possible traffic conflicts.
19. Although the entire length of the new road is required to be 'no waiting at any time' to allow free movement of traffic and for safety reasons, it is desirable that these restrictions are implemented in a visually unobtrusive way around the Square area. To facilitate this, a restricted zone is proposed to coincide with the 20mph zone. The restricted zone will avoid the need for double yellow lines around the square with the restrictions being indicated by zone entry/exit signs, and repeater signs.
20. The existing shared footway/cycleway link between Victoria Park and the town centre is to be crossed by the new road and in order to maintain this link in a safe and appropriate manner, a Toucan controlled crossing is proposed.
21. The formal consultation is to commence shortly for the above Traffic Regulation Orders and it is intended that should there be any responses, these will be reported, with appropriate recommendations, back to the Board at the March 2011 meeting for decision.
22. A plan will be available for inspection at this December Board meeting.

### **Overall Communications Strategy and Publicity**

23. Scheme sign boards with telephone contact details have been erected so that the local community and travelling public are clear on how to make contact if they have any queries. Further boards are about to be erected emphasising that the scheme is a key component in support of the growth of Ashford and encouragement for inward investment.
24. Ashford's Future provide the overarching strategy for the wider publicity. The intention is to produce a newsletter for local residents and businesses in December to keep them updated with the progress of the project.
25. A workshop took place in October between the School and the design team to emphasise the connection between the features of the Square and how they relate to John Wallis. John Wallis contributed substantially to the origins of calculus and was the most influential mathematician before Newton and was born in Ashford.

## **Portfolio Holder's Views**

26. Updates on all Ashford's Future led projects and the Growth Area Funding programme are also regularly reviewed at Ashford's Future Company Board meetings, and at Ashford's Future Partnership Board meetings chaired by Councillor Paul Clokie.

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

## **Finance**

28. The overall project remains within the total funding available. However, the difficulties to date particularly with utilities over the middle section have put pressure on the programme. The site team working in partnership with the contractor are following a programme that should still see the core of the scheme completed by the 31 March 2011. However there is a risk that some associated elements of the scheme such as the Square and works at Gasworks Lane may take a little longer to complete. Discussion have been held with the Homes and Communities Agency as funders who have agreed the principle to some reallocation of funding such that there will be cover for the residual expenditure that may be incurred beyond the formal funding end date of 31 March 2011.

## **Conclusions**

29. The Board are asked to note the progress made on this key project that supports the growth programme for Ashford.

30. Victoria Way has encountered a difficult start, particularly in accommodating and securing advance works to the many utilities involved but these matters are largely resolved.

## **Contact:**

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## **Attachments:**

None

**Agenda Item No:** 8

**Report To:** Ashford Joint Transportation Board

**Date:** 7 December 2010

**Report Title:** **Highway Improvements at M20 Junction 9 and Drovers Roundabout**

**Report Authors:** John Farmer, Kent Highway Services, Major Projects Manager  
Andy Phillips, Ashford Futures, Head of Transport



<b>Summary:</b>	<b>To inform Members of the progress of highway improvement works to M20 Junction 9 and Drovers Roundabout in Ashford and to set out the diversion routes to be used during a weekend closure of M20 between Junctions 9 and 10 in Spring 2011</b>
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**Key Decision:** NO

**Affected Wards:** Stour, Godington, Bockhanger

**Recommendations:** **The Board is asked to:-**

- i) Note the progress on site of highway improvement works to M20 Junction 9 and Drovers Roundabout in Ashford**
- ii) Note the diversion routes to be used during a weekend closure of M20 between Junctions 9 and 10 in Spring 2011**

**Policy Overview:** Both schemes are consistent with policy CS15 of the adopted Local Development Framework's Core Strategy and the Ashford Transport Strategy.

**Financial Implications:** M20 Junction 9 and Drovers Roundabout are funded by Regional Infrastructure Fund (RIF) and Growth Area Funding (GAF3)

**Risk Assessment** Yes – a full risk assessment has been carried out and maintained for the scheme.

**Equalities Impact Assessment** No

**Exemption Clauses:** No

**Background Papers:** No

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## **Report Title: Highway Improvements at M20 Junction 9 and Drovers' Roundabout**

### **Purpose of the Report**

1. To advise Members of the progress that has been made with the construction of the highway improvements at Junction 9 of the M20 (Ashford West) and at Drovers Roundabout in Ashford.
2. To advise Members of the proposed diversion routes for traffic affected by the planned weekend closure of the M20 between Junctions 9 and 10 in the Spring of 2011 to allow the erection of the new bridge over the M20.

### **Issues to be Decided**

3. None; this Report is for Members information.

### **Background**

4. At the last meeting of this Board, Members were advised that highway improvements at Junction 9 of the M20 (Ashford West) and at Drovers Roundabout in Ashford were underway. Members voiced concern that lane closures during the working day were not being removed sufficiently early. Members were also given early notice that the bridge erection would require closure of the M20 and that traffic diversion routes in Ashford would be required.
5. Construction work started on site in July 2010 and the contractual completion date is 31 March 2011.

### **Drovers Roundabout**

6. Congestion, particularly on the approaches to Drovers Roundabout has generally been caused by temporary traffic management and particularly lane closures being in place when traffic flows have been high. Lane closures are required both to provide the contractor with sufficient working space to carry out their construction works and to protect the workforce when carrying out this work. Safety legislation stipulates what width the lane closures must be when working on, or alongside, a live carriageway and if these closures are removed then no work may take place within 0.9metres of the live traffic.
7. Since the contract was awarded, the contractor has been instructed to carry out extra work in the vicinity of Drovers Roundabout. Much of this has been to facilitate the new underground utilities and accesses that will be required to serve the adjacent development sites. To accommodate this work within the contract period Kent Highway Services (KHS) agreed to the temporary lane closures remaining in place at Drovers Roundabout and at Junction 9 longer than was initially intended.



8. As well as the additional work, several other factors have led to the rate of construction being slightly slower than the contractor had forecast in his tender. The public funding agreement for these works is heavily conditioned and requires all work at Drovers to be completed by 31 March 2011. Looking at the work still to be carried out, it was concluded that there was a significant risk of missing this deadline unless the working day was extended. For this longer working day to be effective in bringing the scheme back on programme, the contractor required that lane closures were not lifted before 4pm. This has meant that the road network has generally not become free-flowing until 4.30pm. Whilst the additional disruption is regrettable and particularly at school dispersal time, building new accesses and laying ducts for services now will significantly reduce the traffic disruption and excavation and reinstatement of new surfacing if they had been done later as part of the future development.
9. The traffic management that is installed each day is carefully planned to work as a single entity and piecemeal removal to open-up areas where it is no longer needed it is not usually possible without compromising safety. Nonetheless, in recognition that the working hours have been extended, the site team remain vigilant to the potential for returning sections of coned-off road to live traffic in advance of the agreed deadline.
10. Notwithstanding the additional construction work and a slower rate of progress than had been submitted by the contractor at the time of tender, the mitigation measures agreed by the site team have ensued that the scheduled works completion date remains 31 March 2011.

## **M20 Junction 9 and Bridge**

11. At the time of drafting this Report, a weekend date for erection of the bridge has not been firmly fixed or agreed with the contractor. A delay in completion of the main bridge abutments means that the earliest erection date is over the weekend of 19 March. However, this may be unachievable and because of the need to have availability of contingency weekends there is a risk that erection would have to be deferred until the weekend of 7 May. This is because a closure of the M20 would not be permitted over much of the intervening period because of school holidays, Easter and the extended May Bank Holiday. Every effort is being made by the site team in discussion with the contractor to try and achieve erection in March.
12. As reported to the last meeting of this Board, the safest and most efficient method of installing the bridge will be to close the M20 to all non-emergency traffic between 20:00 Saturday until 05:00 the following Monday. Members were understandably concerned about the impact on Ashford of what would include a Sunday daytime diversion of traffic and a wide-ranging traffic diversion strategy has been prepared and agreed with KHS and the Highways Agency, whereby:
  - Overhead gantry signs will advise drivers on the M25 heading for the ports to turn off at Dartford and use the A2/M2
  - Overhead gantry signs will advise drivers on the M20 heading for the ports to turn off at Maidstone and use Detling Hill to reach the M2/A2

- Portable variable message signs at the ports will advise non-local traffic to use the A2/M2
- Standard traffic diversion signs will direct all coastbound traffic reaching Junction 9 to use a diversion route to the north of Ashford (A251 Trinity Road / Faversham Road, A28 Canterbury Road, A2070 Willesborough Road)
- Standard traffic diversion signs will direct all London-bound traffic reaching Junction 10 to use a diversion route to the south of Ashford (A2070 Bad Munsteriefel Road, A2042 Romney Marsh Road, B2229 Norman Road / Beaver Road / Brookfield Road, A28 Chart Road / Templer Way / Fougères Way)

A detailed traffic simulation model has demonstrated that the above strategy should be sufficient to limit queuing to levels similar to the daytime peak-periods on the diversion routes. We are aware of the operational sensitivities particularly on sections of the diversion routes such as Norman Road and Brookfield Road and between 1000 and 1800 on the Sunday, KCC's Traffic Management Centre will use CCTV, police officers and KHS officers on site to implement local diversions on the Ashford ring road or to the A2 at Canterbury should traffic conditions dictate. A plan showing the diversion routes will be on display at the Board meeting.

13. As with Drovers Roundabout, the roadworks to Junction 9 are progressing at a slower rate than was expected by the contractor at the time of tender. Whilst working hours have been extended to reduce the consequential delay, a need to revise the drainage design, problems encountered by BT's contractors when diverting telecommunication ducts, and damage to the Highway Agency's telecommunications network is currently pushing the completion date for the works to the junction beyond the 31 March 2011 funding deadline. However, the site team are working with the contractor to introduce changes to the work programme such that the new junction layout would be operational by that deadline.
14. However, the need to maintain temporary pedestrian access through Junction 9 means that works cannot be fully completed until about 2 month after the bridge is opened and the alternative pedestrian route is available. The difficulty is that working space on the north side of the M20 to allow the bridge to be erected prevents the approach ramps being completed until the bridge is in place. In order to fully complete the roadworks and bearing in mind the very low usage of the existing pedestrian route, there may be a case, nearer the time, for closing the route and asking pedestrians to use the alternative route via Fougères Way and Canterbury Road bridge until the new route over the bridge becomes available.

## **Related Developments**

15. Regular co-ordination meetings are held with the developers of sites close to Drovers Roundabout to manage the interface between the Drovers Roundabout scheme, the future Park & Ride/SmartLink designs, and the development proposals. KCC are required to meet a number of obligations arising from the land transfer agreement in relation to the provision of accesses, services and ducting, and good progress has been made to future proof the highways works as far as possible and to prevent, or at least greatly

reduce, the amount of disturbance to the highway areas as these development sites come forward.

16. Work on the Park & Ride scheme has now been taken as far as possible but stopping short of a formal planning application in light of recent announcements following the comprehensive spending review, that SmartLink and Park & Ride will not receive funding via the Department of Transport until 2014/15 at the earliest. Planning applications are likely to be submitted shortly for new housing off Maidstone Road (opposite Repton Park) and a Care Home and offices off Simon Weil Avenue. A planning application is intended to be submitted early in the new year for a new bulky goods retail store next to the planned Park & Ride site off Fougères Way.
17. The Drivers Roundabout scheme will include the construction of 3 new access points for all of these developments, in accordance with the planning permissions already achieved earlier this year, and ducting for new services.

### **Portfolio Holder and Local Member Views**

18. Updates on all Ashford's Future led projects and the Growth Area Funding programme are also regularly reviewed at Ashford's Future Company Board meetings attended by an ABC Council Director (previously Cllr Paul Bartlett), and at Ashford's Future Partnership Board meetings chaired by Councillor Paul Clokie.
19. Members of the Boards have expressed continued support for the project.
20. The Councillor for Godinton considers that the afternoon lane closures at Drivers Roundabout should be lifted no later than 3.15pm because of the contribution of the school run to congestion. He does not consider that this will have an impact on the construction programme or cost and that KHS and the contractor are indifferent to the effects of congestion in this area of Ashford.

### **Finance**

21. The overall project remains within the total funding available. However, in funding terms, Drivers Roundabout and Junction 9, including the bridge, are discreet projects. Drivers Roundabout is under budget while Junction 9 particularly because of the uniqueness of the bridge, will exceed the contingency provision. The funders have been approached with a request to a virement of the underused contingency from Drivers Roundabout to Junction 9. The underlying difficulty is that the split of funding was made at an early stage based on estimates and we were always aware that the balance was not ideal.

### **Conclusion**

22. The Board is asked to note the progress made on these essential schemes that support Ashford's and Kent's growth programme and to comment on the concept of a future closing of the pedestrian route through Junction 9 in order to allow the roadworks to be fully completed without residual works being necessary after the new bridge is open.

**Contact:**

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**Attachments:**

None

**Agenda Item No:** 9

**Report To:** Joint Transportation Board

**Date:** 7 December 2010

**Report Title:** M20 Junction 10a and SmartLink – Implications from Recent Government Announcements on Funding

**Report Author:** Andy Phillips, Head of Transport, Ashford's Future Company



<b>Summary:</b>	This report outlines the implications from recent government funding announcements and the actions being taken to try and ensure that these two projects, that are vital to support and enable Ashford's growth, are delivered as soon as possible.
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**Key Decision:** NO

**Affected Wards:** All Ashford Wards

**Recommendations:** **The Executive be asked to:-  
Note the report, and the further actions being considered to take these schemes forward.**

**Policy Overview:** Both the new M20 Junction 10a and the proposed SmartLink Bus Rapid Transit schemes are key elements in the Ashford Transport Strategy that supports growth. The need for these two schemes is clearly set out in Policy CS15 of the LDF Core Strategy.

**Financial Implications:** None, directly.

**Risk Assessment** N/A

**Equalities Impact Assessment** N/A

**Other Material Implications:** None to report at this stage.

**Exemption Clauses:**

**Background Papers:** Department for Transport (DfT) announcement on major transport schemes – 26 October 2010.  
Investment in Local Major Transport Schemes – paper issued by DfT October 2010

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

## **Report Title: M20 Junction 10a and SmartLink – Implications from Recent Government Announcements on Funding**

### **Purpose of the Report**

1. This report sets out the implications for two major transport schemes for Ashford from the recent announcements by the Department of Transport (DfT) following the comprehensive spending review settlements. The report outlines the actions being taken to try and ensure that these two schemes are delivered as soon as possible.

### **Issue to be Decided**

2. None. This report is for Member's information and any comments.

### **Background**

3. The early delivery of the new M20 junction 10a is vital to enable a number of developments in the LDF Core Strategy to come forward, in particular those sites to the south east of Ashford including Sevington, Waterbrook, Cheesemans Green, and Newtown Railway works. The new junction directly enables up to 10,000 new homes and 6,000 new jobs, and new leisure related developments planned for Conningbrook. The M20 junction 10a scheme was previously programmed for construction from late 2013 to completion by early 2015.
4. The early delivery of the SmartLink bus rapid transit scheme and related park and ride schemes is also vital to enable the new growth areas to be served by high quality sustainable transport links, thereby reducing the impacts and costs of improvements to the road network. The park and ride schemes themselves are vital to the town's car parking strategy to support and enable new commercial developments in the town centre to come forward by reducing the impact of traffic on town centre streets. A bid for funding the first phase of SmartLink including the first park and ride site at Drovers roundabout (close to the Warren) has been prepared for submission, and subject to proof of a viable business case, funding was previously earmarked for construction from 2012.
5. The Department of Transport (DfT) announced on the 26 October that as a result of the coalition governments recent spending review settlement overall transport spending is to be cut by 14.6%, but capital projects by 10%. £30bn is set aside for capital spending in the next 4 years, of which over half is earmarked for rail schemes. Local Transport Major Schemes receive £1.5bn in the period up to 2014/15.
6. The recent announcements have deferred the intended programmes for both of these schemes as follows:-

## **M20 Junction 10a**

7. The new M20 Junction 10a is considered in the National Roads programme and the outcome from the DfT announcement is that the scheme has been deferred until at least post 2015. The DfT stated that work should continue on the design and the 'value for money case' to ensure that *'the design is the best possible and to see if there are better ways to sequence the work'*
8. The Highways Agency and their consultants URS are currently reviewing the design and value for money case for the scheme under a commission until early 2011. The Council's planning officers have recently clarified the latest revised housing and jobs numbers to be fed into this work. This shows that the profile of growth is slowing compared to that shown previously. A reduced growth profile is likely to affect the business case for the scheme at a time when the need for, and certainty of, the scheme's delivery programme is extremely important in giving developers confidence to invest in housing and jobs in Ashford.
9. The cost of the scheme is estimated at between £60m-£90m. The Homes and Communities Agency (HCA) have agreed to forward fund one third of the total cost of the scheme based on the importance of its contribution to the delivery of new housing and jobs. The HCA's finding will be repaid by future s106/tariff/CIL payments as development progresses. The Department for Transport are due to fund the remaining two thirds of the cost.
10. The deferral of the scheme to post 2015 means that the Core Strategy could now be reviewed prior to any announcement of certainty of funding for the new Junction 10a scheme. This highlights the difficult 'chicken and egg' situation and a number of issues for consideration and action to ensure the scheme has the best possible chance of being secured in the next programme.
11. The Leader has now written to the Secretary of State for Transport seeking an urgent meeting to discuss the scheme and the best way in which funding and certainty of programme can be secured going forward.
12. Discussions continue to be held with the Highways Agency, the Homes and Communities Agency and developers reliant on the scheme to ensure that private investment in the scheme can be maximised, the costs of the scheme to the public purse can be reduced and that lobbying of ministers and senior DfT officials is co-ordinated to a plan agreed by all parties.
13. A joint lobbying plan for the scheme is under preparation to be finalised upon completion of the current review of the scheme by early in the new year. Progress and actions continue to be co-ordinated via a Steering Group currently run by Ashford's Future Company.

## **SmartLink Bus Rapid Transit Scheme**

14. Funding for the SmartLink bus rapid transit scheme would be considered from the Local Transport programme. The announcement sets out that only those schemes that were in conditional approval/programme entry stage by June 2010 are considered for the programme to 2015. The Department for

Transport (DfT) will not consider any further schemes that are not already at the programme entry/conditional approval stages. In other words the SmartLink bid will not be able to be considered for the time being.

15. At the same time as the announcement, the DfT published a paper 'Investment in Local Major Transport Schemes'. This paper sets out that the onus will be on new Local Enterprise Partnerships and Local Authorities to prioritise funding for major transport schemes in their areas rather than the previous regional bodies.
16. A skeleton major scheme bid has been finalised funded from the growth area fund (GAF3) budget and which sets out:-
  - i. The proposed scheme delivered in two phases. Phase 1 fully costed (the bid), phase 2 funded by development of the major sites.
  - ii. A 'do minimum' and 'low cost alternative'.
  - iii. A full scheme appraisal and value for money case based on the 2009 growth trajectory and scheme opening in 2013.
  - iv. Full modelling outputs and a number of sensitivity tests.(including for less/slower than predicted growth).
16. The total capital cost of the first phase of the scheme (including the first Park and Ride site was £28.5m. The bid was ready to be discussed with DfT prior to final completion and sign off by the Executive and KCC as the bidding authority. However, it is now unlikely that a bid will be able to be submitted for at least 3 years. The DfT have also indicated that future bids will need to demonstrate how costs (and the bid for funding support) can be reduced and private sector funding maximised.
17. Upon concluding the current work on the scheme, it is intended to provide Members with a briefing note summarising the SmartLink bid together with the options for moving forward, including a reduced cost 'Smartlink Lite' scheme that will consider how the capital costs of the scheme can be reduced and a phasing strategy based on implementing a series of 'Smart-Routes' supporting major development sites as they come forward. This approach and the options for moving forward can be most effectively managed through the existing Quality Bus Partnership Steering Group, including close liaison with Stagecoach.
18. As a result of the DfT announcement, there is now no benefit in seeking planning permission for the proposed Park and Ride scheme at Drovers/The Warren that has no realistic prospect of funding within the normal life of a planning permission (the next 3 years). Work to complete the KCC obligations on the land transfer agreement in support of the planning application for the commercial site adjacent to the Park and Ride by Explore Investments will continue and the remaining GAF3 budget should now be sufficient to cover those commitments.
19. The main implications of a delay to SmartLink funding are twofold. Firstly, the effects on the Town Centre developments of not delivering an early 'headroom' of car parking, and secondly the effect of reduced 'modal shift' for journeys from the growth areas and the possible effects this has for the scale and cost of highways improvements. The SmartLink scheme therefore



remains of vital importance to the growth plan overall and in particular, the expansion and development of key sites in the Town Centre.

20. Chad Nwanosike has now taken over as Project Manager for the scheme from Tim Reynolds who left on 8 October.

## **Consultation**

21. The Highways Agency carried out public consultation on the M20 Junction 10a scheme in September 2009. The previous government's Minister announced the 'Preferred Route' for the scheme in March 2010.
22. Consultation exhibitions have been carried out on the SmartLink and Park and Ride schemes during Autumn 2009 at Ashford International Hotel and the Transport Expo in County Square in June 2010.

## **Conclusion**

23. The early delivery of a new M20 Junction 10a and SmartLink bus rapid transit scheme remain vital for Ashford's growth. The above report outlines some of the implications arising from the recent funding announcements, the current status of the schemes and the actions to be taken going forward.

## **Portfolio Holder's Views**

24. Councillor Clokie has been briefed on the implications of these funding decisions and is fully involved in discussions about the way forward.

**Contact:** Andy Phillips Tel: 01233 330823

**Email:** [Andrew.phillips@ashford.gov.uk](mailto:Andrew.phillips@ashford.gov.uk)

## ASHFORD JOINT TRANSPORTATION BOARD 7 DECEMBER 2010

<b>Subject:</b>	Local Winter Service Plans
<b>Director/Head of Service:</b>	Director of Kent Highway Services
<b>Decision Issues:</b>	<b>These matters are within the authority of the Kent County Council</b>
<b>Decision:</b>	Non - key
<b>CCC Ward/KCC Division:</b>	<b>All</b>
<b>Summary:</b>	<b><i>Details of the Local Winter Service Plans for the Ashford area for 2010/11</i></b>
<b>To Note:</b>	<b>The Local Winter Service Plans for 2010/11</b>
<b>Classification:</b>	THIS REPORT IS OPEN TO THE PUBLIC

### SUPPORTING INFORMATION

#### Introduction

1. Following the worst winter in over 30 years, a consultation exercise was carried out of the winter service delivered by Kent Highway Services (KHS). The final consultation report was produced by Ipsos MORI on 12 June 2010. Additionally the views of joint transportation boards were sought and the results thereof have been added to the consultation report to produce a revised draft Winter Service Policy 2010/11.
2. On 14 September 2010 the Environment, Highways and Waste Policy Overview Committee supported the Winter Service Policy Statement and Plan for 2010/11 and these have been used as the basis for all KHS winter service operations. Additionally local district based plans have been produced as detailed below.

#### District Based Winter Service Plans

3. Following the consultation exercise it was clear that district councils were keen to be involved in winter service, particularly in relation to snow clearance in key town centre areas. Arrangements have been put in place this year whereby labour from district councils can be used during snow days. These arrangements worked well when deployed in January 2010. Additionally KHS will supply a small quantity of a salt/sand mixture to district councils to use on the highway network. The details are contained in the plan attached at Appendix 1. This plan enhances the work that KHS will continue

to do in providing a countywide winter service. The local plan comes into effect when a snow emergency is declared that affects your area.

### **Pavement Clearance**

4. The results of the consultation together with reports that came into KHS expressed concerns about clearing pavements/footways. To address this, areas for clearing pavements have been identified in the district plans. These are the areas where local knowledge has indicated that people are concerned and would most like to be kept clear when there is snow and ice.
5. Members of the public are perfectly entitled to clear snow and ice on the pavement outside their home. It is unlikely they will be sued or held legally responsible for any injuries on the path if it has been cleared carefully.

### **Conclusion**

5. Working in partnership with the district councils will enable KHS to provide an effective winter service across the county.

**Contact Officer: Carol Valentine - 08458 247 800**

### **Attachments:**

Appendix 1 : Ashford District Plan

## APPENDIX 1

### Winter Service Handbook for Ashford Borough

October 2010 to April 2011

#### Contents

#### 1. KHS Winter Service Policy Statement and Plan

This handbook supplements Kent Highway Services' (KHS) Winter Service Policy Statement and Plan which was endorsed and adopted by Kent County Council's (KCC) Environment, Highways and Waste Policy Overview and Scrutiny Committee (EHW POSC) on 29 July 2010.

#### 2. Winter service procedure

During normal working hours, the Community Delivery Team Leader and Highway Engineer for Ashford will deal with all Winter Service matters, including managing local action in snow/ice emergencies. The Standby Officer will assume control out of hours, seeking advice as appropriate from the Winter Duty Officer and Team Leader as appropriate. The Team Leader will also ensure that adequate support is provided to Standby Officer out of hours in emergency situations and that a suitable handover briefing takes place at the start and end of the normal working day if needed. See **Appendix 2** for personnel roles in winter service.

2.1 The Standby Officer will be responsible for all the actions below out of hours. Assistance will be given but the ultimate responsibility will be with the Standby Officer.

2.2 Immediately after 1400 hours daily the weather forecast/information will be available on email/telephone on 01622-221077. (Update forecasts may be available at 2130 hours each day, or when issued.) The Ashford Team Leader and/or Engineer will review the forecast and decide whether any local action is required.

2.3 **Instructing and recording actions out of hours** – In the event that additional actions are needed out of hours, Standby Officers will contact the Ringway Duty Supervisor by phone. If, in the opinion of the Standby Officer, or on a site check, different/additional action is taken to that recommended by the Winter Duty Officer (WDO), the Standby Officer will inform the WDO. Ringway will be informed directly by the WDO of the main salting action. Standby Officers will also record any additional local action taken on the Winter Service action sheet (attached as **Appendix 3**).

These Action Sheets will be emailed during the next working day to Ringway; this will confirm the action that was/is needed. Standby Officers are to provide as much detail as possible on the form.

The Action Sheet should also be copied by email to the Hub, Team Leader and Community Delivery Manager. The Hub will ensure that a WAMS order is raised as soon as practicable. The Hub will save the form in the designated folder on the KHS IT system.

2.4 At weekends/bank holidays the winter forecast/action will be sent out at 14.00 hours or soon thereafter. In the event that a forecast is not received the Standby Officer will phone the KCC forecast on 01622-221077 to receive forecast and instructions and/or contact the WDO.

If there are any changes, i.e. rain, contact the Ringway Winter Duty Supervisor as soon as possible to cancel/amend the instruction and inform the WDO.

2.5 A snow/ice emergency can only be declared by a Community Delivery Manager (CDM). In the event of a snow/ice emergency being declared by the CDM, strategic action should be considered, i.e. opening an Emergency Room and calling in other staff ..... etc.

2.6 In a declared snow emergency the priorities are primary routes and secondary routes. It is unlikely that any other actions, save safety critical issues, will be taken initially until KHS is on top of keeping primary and secondary routes clear. All requests for additional saltbins (save those from County Members under the Member Highway Fund scheme) will be rejected and will instead be considered during next Summer. Similarly, salting routes will not be changed until the following Summer. Any requests to spot salt locations when they are sifted to identify any that are priorities to visit and assess. Given the volume of requests, those that relate to residential areas are unlikely to be visited until resources allow. It is expected that the Contact Centre and Community Liaison staff will be able to resolve most enquiries by referring to the Winter Service Policy Statement and Plan attached at **Appendix 1**.

### **3. Useful Phone numbers/sites**

#### **Weather**

KCC Weather	01622 221077
London Weather	0207 241 3556 Number subject to tender
Police Force Control	Switchboard 01622 690690 (24/7)
Traffic Link (informs all radio stations)	0207 012 3555
KCC Contact Centre	08458 247 800

### **4. Farmer Snow Plough Agreements**

To be confirmed

### **5. Hand clearance and salting of key pedestrian areas and routes**

Ashford Borough Council has kindly agreed that, in the event of a snow emergency being declared, they would be able to provide a number of their contracted staff and vehicles to hand clear and salt key pedestrian areas. Any such clearance and salting would be carried out in three stages, which starts with pedestrian areas

within Ashford's ring road and Tenterden's High Street, then some roads around Ashford's ring road, then some key pedestrian routes out of Ashford. The manual workers will already have Personal Protection Equipment and shovels etc and they will collect the salt from Henwood Depot. In the event that Ashford Borough Council contractors cannot be used, Ringway staff will be used. See Appendix 6.

**6. Snow clearance priorities, with details by town/area in priority order**

A list of snow clearing priorities is attached at **Appendix 6**. Their inclusion does not guarantee that action will be taken at these locations as primary routes and secondary routes will always be actioned first.

**7. Plans of primary and secondary routes**

Maps showing the primary and secondary salting routes are attached at **Appendix 7**. Most bus routes will be covered by these routes but not all.

**8. Spot salt list i.e. wet spots on and off precautionary routes**

Attached at **Appendix 8** is a list of known wet spots. Ringway are to hand salt these locations whenever a salting of secondary routes is instructed and on an ad-hoc basis as instructed by the Team Leader and Highway Engineer.

Part of the list is shaded yellow as action has been taken by the Drainage Team to rectify the drainage issues at these locations. However, they will remain on the list and be salted until we are confident that the hazard has been removed.

**9. Salt bin locations**

See attached list at **Appendix 9**. These will be regularly checked and restocked. The Winter Service Policy Statement and Plan at **Appendix 1** sets out the procedures for deploying additional salt bins. During the Winter period, no additional salt bins will be deployed (unless funded through the Members' Highways Fund). Any other requests/locations will be considered during the following Summer.

## **APPENDIX 2**

### **Personnel Roles**

Standby Officer is the officer who assumes responsibility for Winter Service out of hours and is usually the same officer that would deal with all out of hours calls.

Winter Duty Officer (WDO) is the KHS officer who receives weather forecasts and decides the appropriate salting actions across the county.

Ringway Winter Duty Supervisor (RWDS) is the Ringway officer who arranges the Ringway out of hours WS actions.

Community Delivery Managers (CDM) will declare a snow/ice emergency when appropriate.

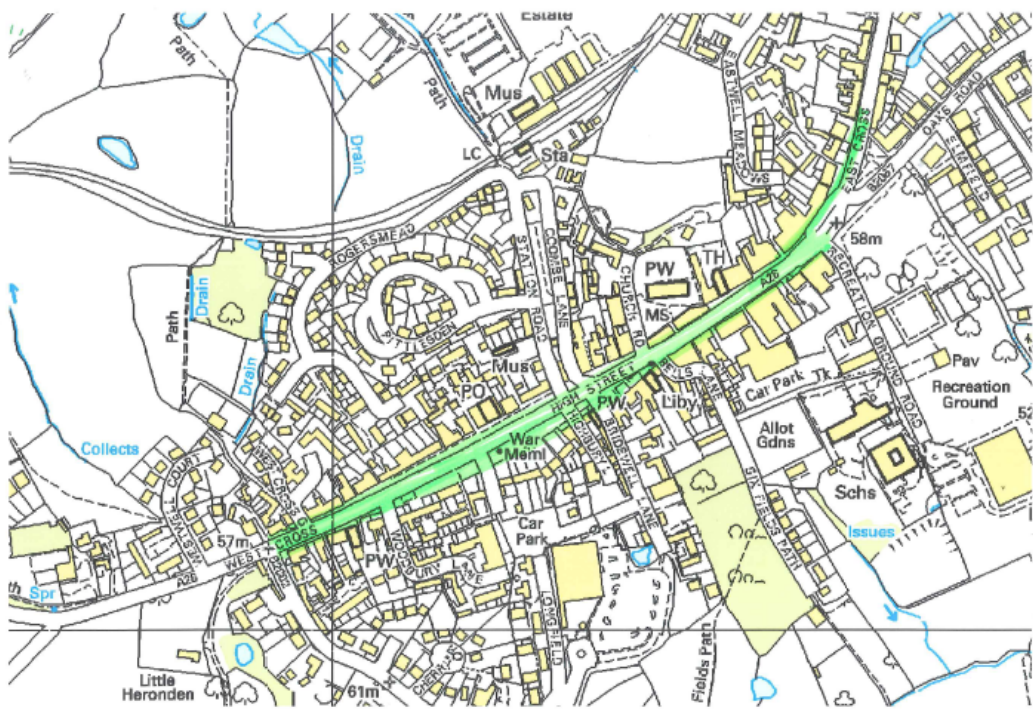
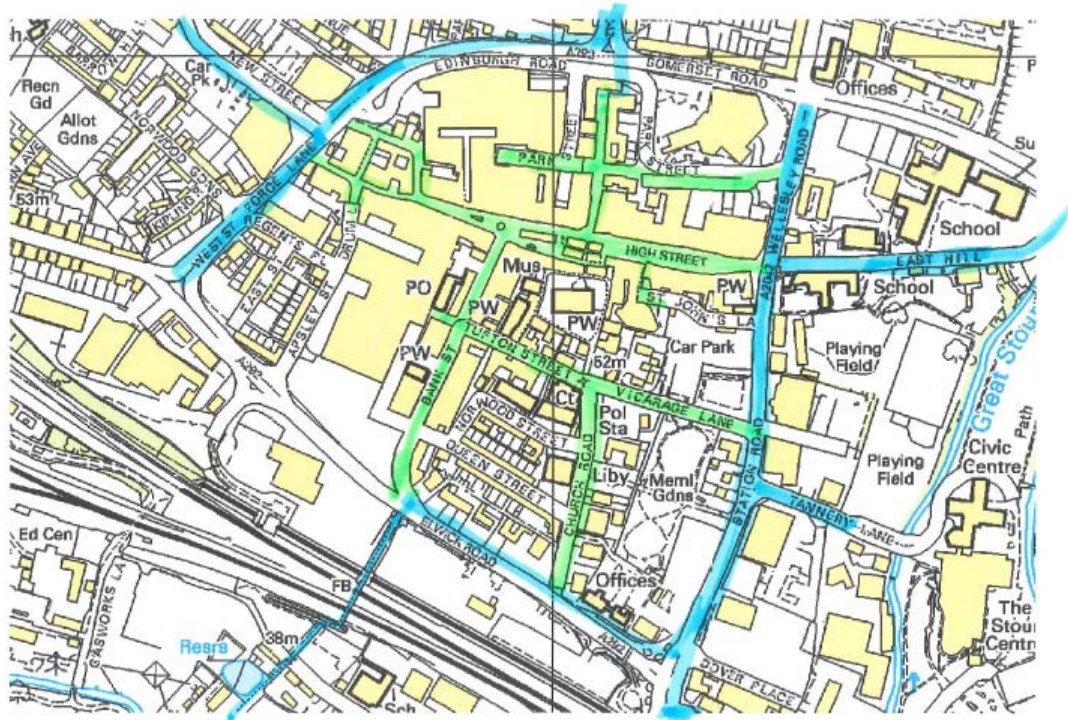
Team Leaders will co-ordinate action during normal office hours in conjunction with the WSDO and where necessary the relevant CDM.





# APPENDIX 5

— PHASE 1. — PHASE 2



## **APPENDIX 6**

### **Snow Clearing Priorities after Primary and Secondary Routes**

#### **Hospitals**

William Harvey Hospital, Kennington Road, Willesborough EK 140 C1

#### **Fire**

Little Chequers, Wye EK 123 E2  
Henwood Industrial Estate, Ashford EK 139 D2  
School Lane, Charing EK 120 C8  
Taylor's Hill, Chilham, EK 107 B8  
Lympne Road, Aldington EK  
Ashford Road, St Michaels, Tenterden, EK 167 B2

#### **Ambulance**

Ashford Ambulance Station, Unit 6, 5 Ellingham Industrial Centre, Ellingham Way, Ashford, Kent, TN23 6NF – EK 156 A5

#### **Police**

Police Station, Tufton Street, Ashford EK 139 D2

#### **Areas with a high volume of pedestrian traffic**

See Appendix 5.

#### **Bus Routes**

See Appendix 6-1.

#### **Doctors Surgeries**

North Street Surgery, North Street, Ashford EK139 C2  
Sydenham House Surgery, Mill Court, Ashford EK 139 D2  
Hollington Surgery, Blue Line Lane, Ashford, EK 139 B3  
New Hayesbank Surgery, Cemetery Lane, Ashford EK 139 C4  
Setty and Partner Doctors Surgery, Kilndown Close Ashford EK 155 E6  
Willesborough Health Centre, Bentley Road, Willesborough EK 156 F7  
Setty and partner, Hoxton Close, Great Chart EK 155 D8  
Wye Surgery, Oxenturn Road, Wye EK 123 E2  
Charing Surgery, Surgery Close, Charing EK  
Ivy Court Surgery, Recreation Ground Road, Tenterden EK 179 B7  
Aldington Surgery, Goldwell Close, Aldington EK 173 A6  
Hamstreet Surgery, Cotton Hill, Hamstreet EK 183 A7

#### **Schools**

Ashford School, East Hill, Ashford, EK139 C2  
The Norton Knatchbull, Hythe Road, Ashford EK139 E2  
Highworth Grammar, Maidstone Road (A292) & Quantock Drive, Ashford EK139 A3  
The North School, Essella Rd and Mabledon Ave, Ashford EK139 D1 & E1  
Towers School, Faversham Road, Kennington EK139 D7  
Christ Church High, Millbank Road, Ashford EK155 F5  
Homewood School and Sixth Form, Tenterden, EK167 B1  
Friar's school, Ashford Road, Singleton EK 155 B8  
Beaver Green Community Primary School, Cuckoo Lane Ashford EK 155 F7  
South Kent College, Jemmett Road, Ashford EK 156 A8  
Pheonix Community Primary School, Belmont Road, EK 139 D5  
St Mary's CE Primary School, Western Ave, Ashford EK 139 A3  
Ashford Oaks Primary, Oak Tree Road, Ashford EK 155 A8  
Victoria Road Primary School, Victoria Road, Ashford EK 139 B1  
Oak Tree Primary, Oak Tree Road, Ashford EK 155 F8  
Christ Church High, Millbank Road, Ashford EK 155 F5  
East Stour Primary, Earlsworth Road, Willesborough EK156 D6  
Smeeth Community Primary School, Church Road, Smeeth, EK 158 D5  
Woodchurch Primary School, Recory Close, Ashford EK 169 A2  
Pluckley Primary School, The Street, Pluckley EK 136 D7  
Smarden Primary School, Pluckley Road, Smarden EK 135 A2  
Kingsnorth Primary School, Church Hill, Kingsnorth, EK 156 B3  
High Halden Primary School, Church Hill, High Halden EK 167 E7  
Great Chart Primary School, Hoxton Close, Great Chart EK 155 D8  
Brook Primary School, Spelders Hill, Brook EK 141 A4  
Challock Primary School, Church Lane, Challock, EK 105 B1  
Brabourne Primary School, Canterbury Road, Brabourne EK 159 A8  
Charing Primary School, School Road, Charing EK 120 C7  
Down View Infants School, Ball Lane Kennington, EK 139 E7  
Mersham Primary School, Church Road, Mersham EK 157 E3  
Egerton Primary School, Rock Hill Road, Egerton EK 118 F3  
Tenterden Infants School, Recreation Ground, Tenterden EK 179 A7  
Tenterden juniors, Recreation Ground Road, Tenterden, EK 179 A7  
Little Acorns, Ashford Road, Tenterden, EK 179  
St Michaels Primary, Ashford Road, St Michaels, EK 167 B3  
Whittersham Primary School, The Street, Whittersham EK 188 D2  
Aldington Primary School, Roman Road, Aldington EK 173 A5  
Bethersden Primary, Wissenden Lane, Bethersden EK 153 D5

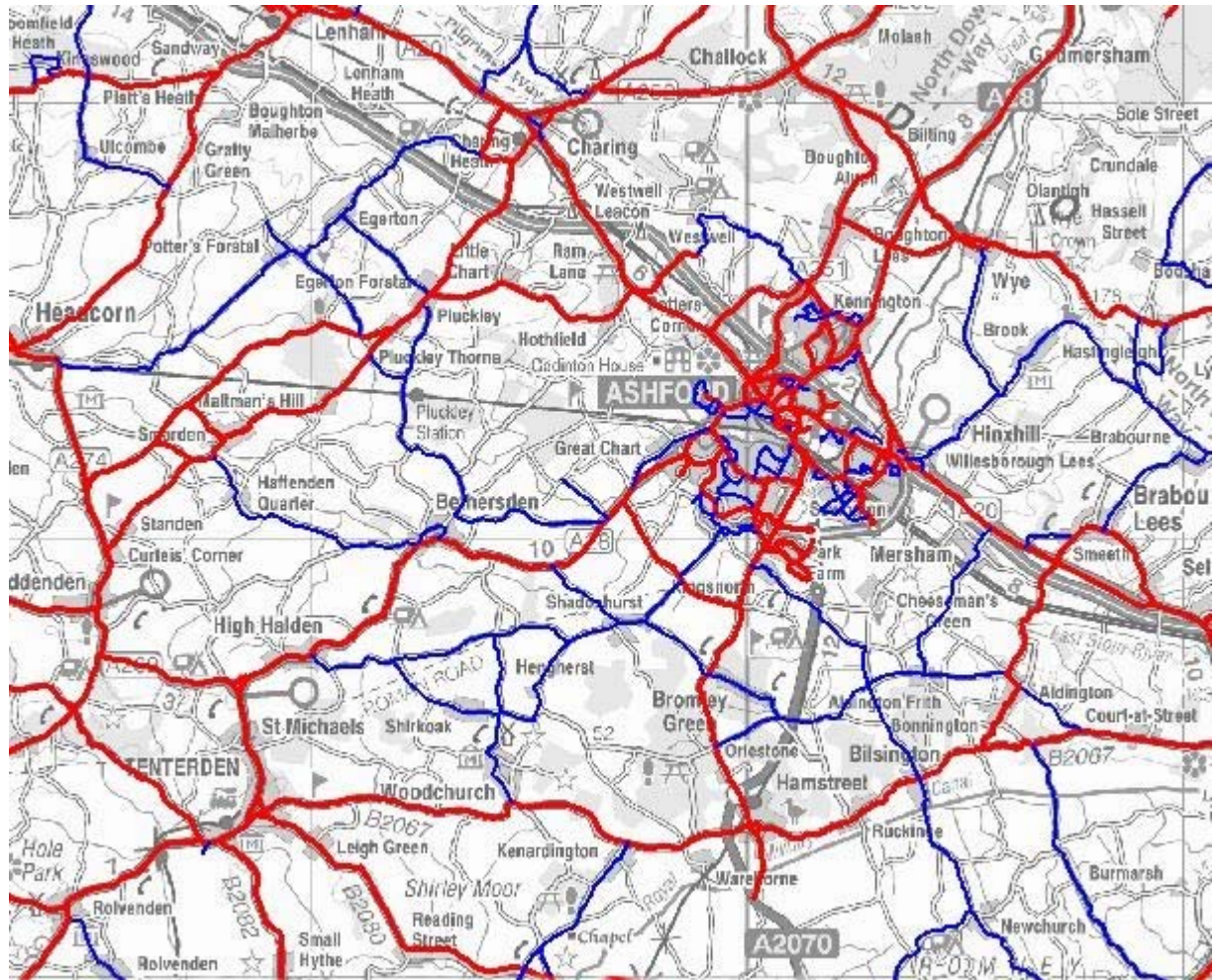
### **Nurseries**

Jellybeans day Nursery, Field View, Nursery park farm, Kingsnorth EK 156 B4  
Footprints Day Care, Millbank Road, Kingsnorth EK 155 F5  
Canterbury House Nursery, Canterbury Road, Willesborough EK 156 E6  
Ashford Play Nursery,, Kennington Road, Willesborough EK 140 A1  
Little Oaks Nursery, Kennington Road, Willesborough EK 140 A1  
Canterbury House Nursery, Canterbury Road, Willesborough EK  
Towers Tiny Tots, Faversham Road, Kennington EK 139 D7  
Spearpoint playgroup, The Ridge, Kennington EK 139 E6  
Cherrytree Nursery, Kingsnorth Road, Ashford EK 156 A6  
Just Learning Nursery, Eureka Leisure Park, Ashford EK

Daisy chains Nursery, St Stephens Walk, Ashford EK 155 F7  
Ashford sunflower Nursery, Stanhope Road, Ashford EK 155 F6  
Cherrytree Nursery, Wainwright place, Ashford EK 156 D8  
Goldilocks Nursery, Norwood Gardens, Ashford EK 139 B2  
Rainbows Children's Nursery, Hythe Road, Ashford EK 139 E2  
Ashford Play Nursery, Wall Road, Ashford EK 139 B3  
Bridge House Pre Nursery, East Hill, Ashford EK 139 C2  
Goldilocks Children's Nursery, Albert Road, Ashford EK 139 B3  
Ashford Play Nursery, Albert Road, Ashford EK139 B3  
Q day Nurseries, Trinity Road, Ashford EK 139  
Goldilocks Nursery, Hardinge Road, Ashford EK 139 C3  
Little Acorns Nursery, Church Hill, High Halden EK 167 E7  
Stepping Stones Nursery, Smallhythe Road, Tenterden EK 179



## APPENDIX 7



## APPENDIX 8

### SPOT SALTING LOCATIONS

Parish	Road Name	Location
Kennington	A28 Canterbury Road	Weep holes from bottom of retaining wall fronting Oakfield road (nr Penlee Point)
Willesborough	A2070 Kennington Road	Between river bridge and Quest International to areas of standing water
Willesborough	A292 Hythe Road	Between Norton Knatchbull school and Mabledon Ave. Seepage holes from various gardens onto footway
Kingsnorth	C648 Ashford Road	(Old A2070) near bend on approach to Bromley Green Rd wet spot nr Little Salix
Rolvenden	A28 Ashford Road	Junction of Puddingcake Lane where water streams across A28 from lane
Ashford	Newtown Road	Subway/cycleway below CTRL and Domestic Railways
Bilsington	B2067 Ruckinge Road	Narrow section of carriageway West of crossroads where groundwater emerges from adjacent farmland
Woodchurch	B2067 Kenardington Rd	Section from end of woods towards sewage works where water streams from wood onto carriageway
Repton Manor	Chart Road	Below rail bridge where water seeps from manhole
Bethersden	A28 Ashford Road	Opposite Stephenson Bros on bend where drainage system is currently blocked with tree root
Pluckley	Forge Hill	Opposite property named "Pykel" where spring is currently emerging onto carriageway
Stone	Knock Hill	Near junc Church Hill where spring is flowing downhill
Aldington	Bank Road	Where spings are running on the carriageway
Pluckley	Chambers Green Road	wet area, near "Turners Farm" and "Moonfield", bend and approaches as necessary
Great Chart	Godinton Lane	2 Locations: Approach to railway bridge from A20
Great Chart	Godinton Lane	Junction with Waterfall Road/Worten Road on bend

## APPENDIX 9

<b>ASHFORD SALT BINS</b>			
<b>N O.</b>	<b>PARISH</b>	<b>ROAD NAME</b>	<b>LOCATION / DESCRIPTION</b>
1	ALDINGTON	<b>CHURCH LANE</b>	TOP OF THE HILL NEAR THE CHURCH
2	ALDINGTON	<b>GIGGERS GREEN ROAD</b>	NEAR THE ENTRANCE TO "KNOLL FARM"
3	ALDINGTON	<b>ROMAN ROAD</b>	NEAR THE PRIMARY SCHOOL
4	ASHFORD	<b>CUCKOO LANE</b>	AT THE JUNCTION INTO STANHOPE
5	ASHFORD	<b>LOCKHOLT CLOSE</b>	GODINTON PARK O/S SCHOOL ENTRANCE
6	ASHFORD	<b>PARK STREET</b>	"CHARTER HOUSE" CAR PARK EXIT
7	ASHFORD	<b>REPTON MANOR ROAD</b>	OPPOSITE MANOR WAY, ON GRASS VERGE
8	ASHFORD	<b>SINGLETON HILL</b>	J/W BRADBRIDGE GREEN
9	ASHFORD	<b>THE CLOSE</b>	O/S 137/139 ST STEPHENS WALK
10	BETHERSDEN	<b>CHURCH HILL</b>	O/S CHURCH
11	BETHERSDEN	<b>MILL ROAD</b>	J/W FORGE HILL
12	BETHERSDEN	<b>WISSENDEN LANE</b>	40 METRES FROM J/W SCHOOL RD
13	BIDDENDEN	<b>HIGH HALDEN ROAD</b>	J/W WITH TENTERDEN ROAD O/S DASHMONDEN
14	BILSINGTON	<b>C186</b>	O/S "COSWAY COTTAGES"
15	BOUGHTON ALUPH	<b>WYE ROAD</b>	OPP "BAY TREE COTTAGE", ON THE EDGE OF THE VILLAGE GREEN
16	BRABOURNE	<b>CAROLAND CLOSE</b>	AT END OF CLOSE, ADJ PRIMARY SCHOOL
17	BRABOURNE	<b>KNATCHBULL WAY</b>	O/S "SUNNYMEDE", CANTERBURY ROAD JUNCTION
18	BRABOURNE	<b>PILGRIMS WAY</b>	NEAR "THE DOWNS"
19	BRABOURNE	<b>PLAIN ROAD</b>	O/S "HILLSIDE", NEAR MANOR LEAZE
20	BRABOURNE	<b>MANOR POUND LANE</b>	10M BACK FROM J/W CANTERBURY ROAD
21	BROOK	<b>NACCOLT ROAD</b>	OPPOSITE "MONEYTREE FARM"
22	BROOK	<b>SPELDERS HILL</b>	UP THE HILL, APPROX 100m BEFORE THE SCHOOL, ADJ TO BENCH
23	BROOK	<b>PICKERSDANE</b>	ON SIDE OF ROAD NEAR FARM ENTRANCE, 100M FROM JUNCTION
24	BROOK	<b>NATS LANE</b>	J/W THE STREET AND SPELDERS HILL
25	CHALLOCK	<b>BLIND LANE</b>	O/S VILLAGE HALL CAR PARK

27	CHALLOCK	<b>CHURCH LANE</b>	ON VERGE O/S CHALLOCK PRIMARY SCHOOL
28	CHALLOCK	<b>HIGH SNOAD WOOD</b>	JUNC WITH A20
29	CHARING	<b>BOWL ROAD</b>	VERGE JUST PAST "LODGE FARM"
30	CHARING	<b>PILGRIMS WAY</b>	NEAR A252 CHARING HILL JUNCTION
31	CHARING	<b>SCHOOL ROAD</b>	INSIDE THE LYCHGATE, 3.00m TO LEFT
32	CHARING	<b>STALISFIELD ROAD</b>	IN WOODS, BETWEEN "OAKENCLOUGH" AND "MERRIEFIELDS"
33	CHARING	<b>THE WYND</b>	OPP "FERNDOWN"
34	CHARING HEATH	<b>TILE LODGE ROAD</b>	OPP 8 WARREN HOUSES
35	CHILHAM	<b>FELBOROUGH CLOSE</b>	25m IN FROM BAGHAM ROAD, LHS, OPP FIRST SPUR TO THE RIGHT
36	CHILHAM	<b>FELBOROUGH CLOSE</b>	CENTRAL ISLAND AREA" O/S NO 64
37	CHILHAM	<b>MULBERRY HILL</b>	BETWEEN "PILGRIMS" & "PILGRIMS BUNGALOWS"
38	CHILHAM	<b>MULBERRY HILL/COBBS HILL</b>	O/S "THE COLT", OPPOSITE "SUNRIDGE"
39	CHILHAM	<b>MULBERRY HILL</b>	J/W A252
40	CHILHAM	<b>SELLING ROAD</b>	J/W SHRIMPTON CLOSE, GRASS VERGE TO THE SIDE OF NO 2
41	CHILHAM	<b>SELLING ROAD</b>	NEAR "POND COTTAGE"
42	CHILHAM	<b>SOLESHILL ROAD</b>	O/S "LION FARM"
43	CHILHAM	<b>SOLESHILL ROAD</b>	OPP "SOLESHILL FARM"
44	CHILHAM	<b>STONE STILE LANE</b>	J/W WATER LANE, ON GRASS CENTRAL ISLAND AREA
45	CHILHAM	<b>THE STREET</b>	NEAR "THE WOOLPACK INN"
46	CRUNDALE	<b>OLANTIGH ROAD</b>	OPP LONGPORT
47	CRUNDALE	<b>OLANTIGH ROAD</b>	OPP RIPPLE LANE, ON BANK
48	CRUNDALE	<b>RIPPLE LANE</b>	UP THE HILL ON THE LEFT, NEAR BROW...
49	CRUNDALE	<b>WYNCHCOMBE LANE</b>	UP HILL, APPROX 400m BEFORE "SOLE STREET COTTAGES"
50	EGERTON	<b>COACH ROAD</b>	J/W STONEBRIDGE GREEN ROAD
51	EGERTON	<b>EGERTON HOUSE ROAD</b>	ON CORNER NR "EGERTON HOUSE"
52	EGERTON	<b>FORSTAL ROAD</b>	DOUBLE BEND VERGE OPP BROOK GATES
53	EGERTON	<b>ROCK HILL ROAD</b>	J/W STONEHILL ROAD
54	EGERTON	<b>ROCK HILL ROAD</b>	O/S "ROCK HILL HOUSE"
55	EGERTON	<b>ROCK HILL ROAD</b>	ACCESS TO SOUTHERN WATER WORKS
56	EGERTON	<b>FIELD MILL ROAD</b>	OPP FIELD MILL BY FOOTPATH & STILE



57	EGERTON	<b>BEDLAM LANE</b>	NEAR BROOK GATES
58	EGERTON	<b>STONEBRIDGE GREEN</b>	ON CORNER O/S CHURCH
59	GODMERSHAM	<b>THE STREET</b>	ON TRIANGLE O/S PURR WOOD COTTAGES BEHIND VERGE POSTS ON CORNER
60	HAMSTREET	<b>MARSH ROAD</b>	BACK OF LAYBY, OPP "WYEVALE" GARDEN CENTRE
61	HASTINGLEIGH	<b>BECKETTS CLOSE</b>	OPPOSITE 12/13, ON GRASS AREA
62	HASTINGLEIGH	<b>NEW BARN ROAD</b>	UP HILL FROM BRABOURNE ROAD, R.H.S.
63	HASTINGLEIGH	<b>TAMLEY LANE</b>	OPP "SLIP HILL COTTAGES"
64	HASTINGLEIGH	<b>THE STREET</b>	O/S ENTRANCE TO ST MARY'S CHURCH
65	HOTHFIELD	<b>RAM LANE</b>	NEAR THE A20
66	HOTHFIELD	<b>RAM LANE</b>	NEAR "THE MOUNT"
67	HOTHFIELD	<b>RAM LANE</b>	NEAR "COLDHAM WOOD"
68	HOTHFIELD	<b>RAM LANE</b>	NEAR FORSTALL FARM HOUSE
69	HOTHFIELD	<b>RAM LANE</b>	NEAR SWAN LANE
70	KENNINGTON	<b>BYBROOK ROAD</b>	5.00m BEFORE NO.2
71	KENNINGTON	<b>FAVERSHAM ROAD</b>	O/S NO 227, AT JUNCTION WITH UPPER VICARAGE ROAD
72	MERSHAM	<b>CHURCH ROAD</b>	OPP PRIMARY SCHOOL
73	MERSHAM	<b>THE STREET</b>	REAR OF BARN ADJ TO THE SHOP
74	MERSHAM	<b>CHEESEMAN'S GREEN LANE</b>	ON RAILWAY BRIDGE IN RECESS
75	MOLASH	<b>CANTERBURY ROAD</b>	BY WALL, AT CHURCH ROAD JUNCTION
76	MOLASH	<b>SHOTTENDEN LANE</b>	L.H.S. APPROX 400m FROM A252
77	OLD WIVES LEES	<b>GREEN LANE</b>	ON GRASSED AREA O/S "PORTLAND"
78	OLD WIVES LEES	<b>LOWER LEES ROAD</b>	J/W LOWER ENSDEN ROAD
79	PLUCKLEY	<b>CHAMBERS GREEN RD</b>	VERGE O/S "MOONFIELD"
80	PLUCKLEY	<b>EGERTON ROAD</b>	VERGE AT J/W PREBBLES HILL
81	PLUCKLEY	<b>SMARDEN ROAD</b>	FORGE HILL LAY-BY
82	SMEETH	<b>WOOLPACK HILL</b>	LHS NEAR "JOHN CHILDS" GARAGE
83	TENTERDEN	<b>HALES CLOSE</b>	IN LAY-BY
84	TENTERDEN	<b>PLUMMERS LANE</b>	"WEST VIEW " HOSPITAL NEAR JUNC A28
85	TENTERDEN	<b>STATION ROAD</b>	IN CAR PARK LHS
86	TENTERDEN	<b>TURNERS AVENUE</b>	JUNC ST BENETS WAY
87	TENTERDEN	<b>WAYSIDE AVENUE</b>	ON GREEN ADJ NO 47

88	TENTERDEN	<b>INGLEDEN PARK ROAD</b>	J/W WITH A28
89	TENTERDEN	<b>HURST CLOSE</b>	J/W CRANBROOK ROAD
90	WESTWELL	<b>GOLD HILL</b>	APPROX 70m PAST "BADGERS"
91	WESTWELL	<b>GOLD HILL</b>	OPPOSITE DUNN STREET (PILGRIMS WAY)
92	WILLESBOROUGH	<b>CHURCH ROAD</b>	BY POST OFFICE WALL
93	WILLESBOROUGH	<b>CHURCH ROAD</b>	NEAR TRAFFIC SIGNALS AT HYTHE ROAD
94	WILLESBOROUGH	<b>HAYWARDS CLOSE</b>	JUST INSIDE JUNCTION FROM RIPLEY ROAD
95	WILLESBOROUGH	<b>HIGH TREES CLOSE</b>	R.H.S.APPROX 10m FROM LEES ROAD
96	WILLESBOROUGH	<b>YEOMAN GARDENS</b>	O/S NO 81
97	WITTERSHAM	<b>THE STREET</b>	O/S CHURCH
98	WOODCHURCH	<b>SUSANS HILL</b>	ON GREEN AT J/W BETHERSDEN ROAD

## ASHFORD JOINT TRANSPORTATION BOARD 7 DECEMBER 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 Board**

**Decision:** Non-key

**Ward/Division:** **All**

**Summary:** *This report updates Members on the identified schemes approved for construction in 2010/11.*

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

**Classification:** THIS REPORT IS OPEN TO THE PUBLIC

### Introduction

1. This report is an update on that made to previous meetings of the Board and summarises the identified schemes that have been programmed for construction by Kent Highway Services in 2010/11.

### Road Surface Treatments

**Thin surfacing** - see Appendix A1  
**Microsurfacing** – see Appendix A2

### Highway Maintenance Schemes

**Carriageway Schemes** – see Appendix B1  
**Footway Schemes** - see Appendix B2  
**Street Lighting Schemes** - see Appendix B3

### Local Transport Plan Budget 2010/11

**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

**Bridge Works** - see Appendix D1  
**Borough Council Funded Schemes** - see Appendix D2  
**County Member Funded Works** - see Appendix D3  
**Drainage** – see Appendix D4  
**Major Capital Projects** - see Appendix D5

## **Conclusion**

2. This report is for Members' information.

### **Contact Officers:**

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**Appendices A to D – Progress Reports**

## **APPENDIX A – ROAD SURFACE TREATMENTS**

### **APPENDIX A1 – THIN SURFACING: 15 – 24mm depth**

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

## **APPENDIX B – HIGHWAY MAINTENANCE SCHEMES**

### **APPENDIX B1 – CARRIAGEWAY SCHEMES**

<b>Location</b>	<b>Description</b>	<b>Parish</b>	<b>Budget</b>	<b>Status</b>
None				

### **APPENDIX B2 – FOOTWAY SCHEMES**

<b>Location</b>	<b>Description</b>	<b>Parish</b>	<b>Budget</b>	<b>Status</b>
A20 Hythe Road	Smeeth X Roads to Bob Fisher Garage	Smeeth	£224,960	Deferred
A20 Hythe Road	Bockham Lane to Ridgeway	Mersham	£72,000	Commence 14 February 2011
Flood Street		Mersham	£24,000	Deferred until new financial year
Church Street		Mersham	£9,000	Deferred until new financial year

### **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**

<b>Location</b>	<b>Description</b>	<b>Budget</b>	<b>Status</b>
Henley Fields, Tenterden	Cycle track along the disused railway line	£80,000	Works halted when Great Crested Newts discovered on site. Now deferred
Ashford District	Bus Stop Improvements	£100,000	Scheme deferred
Christchurch School to Park Farm	Completion of missing link of cycleway	£60,000	Scheme deferred

### **APPENDIX C2 – PUBLIC RIGHTS OF WAY (LTP Funded)**

<b>Location</b>	<b>Description</b>	<b>Budget (£)</b>	<b>Status</b>
AW51- Squids Gate, Charing TQ967 490 to 979 498	Surface improvements	80,000	Complete
AW55 School Road, to doctors surgery, Charing TQ952 494 to 951 493	Resurfacing	12,000	Complete
AW294 Kingsnorth Road to Ellingham Way, Ashford. TR002 402 to 003 402	Resurfacing	5,600	Complete
AW348 Charing Hill to Claremount Drive, Charing TQ954 498	Resurfacing		Withdrawn
AU11 Faversham Road to recreation ground. TR018 450	Surface improvements	1,300	Programmed (to be completed 2010)
AT257, Woodchurch, Engine Alley on Front Rd. TQ945 342	Resurfacing	2,700	Complete
AW338, Shadoxhurst, Bambridge Wood to Hornash Lane.	Surface repairs	5,000	Complete

TQ989 370			
AB62, Tenterden. Honour Farm to Millpond Lane. TQ867 348.	Surface improvements	2,800	Complete

### **APPENDIX C3 – DEVELOPER FUNDED SCHEMES (Section 278 Works)**

<b>Location</b>	<b>Description</b>	<b>Status</b>
Stanhope, Ashford	Regeneration scheme / New road layout	Works continuing on new sites
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	In maintenance
Park Farm/ Finn Farm Road	Signals/traffic calming	In maintenance
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	Programmed for Winter – Spring 2010/11
A28 Canterbury Road, Godmersham	33 Godmersham Bridge – bridge widening	Programmed for Winter – Summer 2010/11

## 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
Andrew Wickham – Ashford Rural East	Construct red bands across carriageway and install bigger signs – Canterbury Road, Brabourne	£7,590	Works completed October 2010.
Mike Angell – Ashford Rural South	Installation of white timber post with speed terminal and village name signs and red surfacing to be laid on carriageway to create village gateway feature. Magpie Hall Road, Stubbs Cross	£9,350	Approval granted. Awaiting programming
Mike Angell – Ashford Rural South	Install 2 new bus shelters with associated line marking and appropriate hardstanding. Bluebell Road and Ashford Road, Kingsnorth	£16,500	Approval granted. Awaiting programming
Elizabeth Tweed – Ashford Central	Realign kerblines to leave 6.0m carriageway and provide additional advance SLOW markings and signage. Loudon Way, Ashford	£10,120	Approval granted. Awaiting programming
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	£1,003	Previously reported completed however, lining needs amending however, signing is in place

Jim Wedgbury – Ashford South	Realign kerbline to leave 6.0m carriageway and provide additional advance SLOW markings and signage. Tithe Barn Lane, Ashford	£10,780	Approval granted. Awaiting programming
Richard King – Ashford Rural West	Introduce double yellow lines to replace single yellow lines and introduce zigzag markings outside the school. The Street, Smarden	£4290	Approval granted. Awaiting programming

## 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 has now been completed and initial routes are being generated. 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
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.	£16.5m	Community Infrastructure Fund (CIF) funding Agreement completed. Land acquisition completed. Procurement completed. Contract awarded to Volker Fitzpatrick on 5 May 2010. Objective is to complete

			construction within CIF funding deadline of 31 March 2011.
Southern Sector: Drivers roundabout to M20 Junction 9	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.	£17.6m	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 13 May 2010. Objective is to complete construction within RIF funding deadline of 31 March 2011.