



Joint Transportation Board

Notice of a Meeting, to be held in the Council Chamber, Civic Centre, Tannery Lane,
Ashford, Kent TN23 1PL on Tuesday 8th March 2011 at 7.00pm

The Members of this Committee are:-

Mr M A Wickham (Chairman)

Cllr. Burgess (Vice-Chairman)

Cllrs. Mrs Blanford, Clarkson (ex officio), Claughton, Cowley, Ellison, Feacey*, Heyes,
Woodford

*Chairman of the Transport Forum

Mr M J Angell, Mr P M Hill, Mr R E King, Mr S J G Koowaree, Mrs E Tweed, Mr J N
Wedgbury

Mr T Reed – KALC Ashford Area Committee

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

Agenda

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Nos.

1. **Apologies/Substitutes** – To receive Notification of Substitutes in
accordance with Procedure Rule 1.2(iii)
2. **Declarations of Interest** - Declarations of Interest under the Code of
Conduct adopted by the Council on the 24th May 2007 relating to items
on this agenda should be made here. The nature as well as the
existence of any such interest must also be declared
3. **Minutes** – To approve the Minutes of the Meeting of this Board held on
the 7th December 2010
4. To Receive any Petitions
5. Tracker Report

Part I – For Decision

6. Victoria Way – Resolution to Objections on Parking Consultation

7. Disabled Persons Parking Bays – Criteria and Charging Regime
8. Ashford Pedestrian Guardrailing Assessment

Part II – For Information

9. Update on Highway Improvements at M20 Junction 9 and Drovers Roundabout and at Victoria Way
10. Highway Works Programme 2010/11
11. Dates of Meetings for 2011/12:-

Tuesday, 14th June 2011

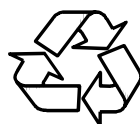
Tuesday, 13th September 2011

Tuesday, 13th December 2011

Tuesday, 13th March 2012

DS/VS
28th February 2011

Queries concerning this agenda? Please contact Danny Sheppard:
Telephone: 01233 330349 Email: 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 **7th December 2010**.

Present:

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

Cllrs. Cloughton, Cowley, Feacey, Heyes, Woodford.
Mr M J Angell, Mrs E Tweed.
Mr T Reed – KALC Ashford Area Committee

Apologies:

Cllr Clarkson, Mr R E King, Mr S J G Koowaree, Mr J N Wedgbury.

Also Present:

John Farmer (Major Projects Manager - KHS), Andrew Burton (Project Manager – KHS), Jamie Watson (Project Manager – KHS), Carol Valentine (Community Delivery Manager – KHS), Andy Phillips (Head of Transport – Ashford's Future), Paul Jackson (Head of Environmental Services – ABC), Ray Wilkinson (Engineering Services Manager – ABC), Danny Sheppard (Senior Member Services & Scrutiny Support Officer – ABC).

276 Declarations of Interest

Councillor	Interest	Minute No.
Cloughton	Code of Conduct – Personal but not Prejudicial – Regarding Shopmobility as Chairman of the Ashford Access Group.	279
Feacey	Code of Conduct – Personal but not Prejudicial – Trustee of the Ashford Volunteer Bureau.	279
Heyes	Code of Conduct – Personal but not Prejudicial – Member of Ashford Town Centre Partnership Management Board.	279
Mrs Tweed	Code of Conduct – Personal but not Prejudicial - Member of Ashford Town Centre Partnership Management Board.	279

277 Minutes

Resolved:

That the Minutes of the Meeting of this Board held on the 14th September 2010 be approved and confirmed as a correct record.

278 Transport Forum

The Board received the report of the Chairman of the Transport Forum for the Meeting held on the 26th November 2010 which had been tabled. The Forum had considered updates on: - Kent Highway Services from KCC Cabinet Member Nick Chard; Southern Railways; Southeastern Railways; Bus Services; and Taxis. The Chairman (of the Forum) said it had been an extremely interesting meeting and Nick Chard's input had been particularly informative and appreciated.

A Member who was also Chairman of the Ashford Access Group explained that the Group was an External Representative on the Forum and he was disappointed to note that their appointed transport representative, Stephen Bourner of Ashford's Future, had not attended the meeting. He apologised to the Chairman and endeavoured to speak to Mr Bourner about the importance of attending future meetings.

Resolved:

That the report of the Chairman of the Transport Forum for the Meeting held on the 26th November 2010 be received and noted.

279 Tracker Report

The Chairman drew Members attention to the Tracker of Decisions.

A Member referred to the Ashford Cycle Strategy which had been approved, but mentioned that a complete joining up of the network had currently been delayed due to a lack of funding. She explained that some of the County Members had got together to discuss using their own Highways budget to get this done if possible and discussions were underway with Officers. It may not turn out to be quite to the standard originally envisaged, but it would be nice to get this completed.

In response to a question about the Disabled Parking Bays Panel, Mr Wilkinson explained that the Panel's first meeting had been held on the 10th November and had approved three bays and declined three others. The three approved bays had already been installed. The affect of the bay in Repton Manor Road would be monitored to see how it affected other parking in the road.

In response to other questions about parking, Mr Jackson explained that all Borough Council car parks would be free for each Sunday in December in the run-up to Christmas. The NCP car parks would not be following suit. The Local Authorities had no control on the maximum amount the NCP car parks could charge but minimum

amounts were controlled by planning conditions (i.e. they could not charge less than the Council). The Board agreed to record their disappointment that NCP would not be following the Council's lead in offering free car parking on Sundays in the lead up to Christmas. They also thought NCP should be asked to consider contributing some of their profits from parking over the Christmas period towards Shopmobility which could in turn lead to increased usage of their car parks.

Resolved:

- That (i) the Tracker be received and noted.**
- (ii) the Chairman write to NCP to express the Board's disappointment that they would not be following the Council's lead in offering free car parking on Sundays in the lead up to Christmas, and to ask them to consider contributing some of their profits from parking towards Shopmobility.**

280 Victoria Way Improvement Scheme

Mr Watson introduced the report which informed Members of the progress of the Victoria Way scheme. He circulated copies of a new public leaflet on the scheme, which would shortly be distributed to businesses and residents, and showed some photographs of progress as a slideshow.

He explained that the main difficulty to date had been over utilities, particularly at the middle section between Leacon Road and Victoria Road as many underground services had had to be diverted. A key objective of the scheme was 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. This had largely been resolved, although construction remained difficult in that services needed to be installed sequentially in parallel with the build up of the earthworks before the road works could be started, and this put pressure on the programme.

With regard to John Wallis Square, further design alterations had been necessary to bring the cost of the Square within the allocated budget. This had included the removal of the pavilion base and part of the architectural screening along the Learning Link edge with the school, although this element may be brought back in at the end of the scheme if funding allowed. Mr Watson agreed to circulate a further briefing note to Members on John Wallis Square after the meeting.

Mr Watson explained that in March 2010 the Board had approved Traffic Orders that allowed the introduction of residents permit parking in Victoria Crescent and limited waiting in Jemmett Road and Bowens Field, and this was now operational. It would now be necessary to develop proposals that would control traffic movements and parking along the main route of the new Victoria Way and into adjacent roads. There would be a need to: - include several minor alterations to the original parking controls agreed by the Board in March 2010; introduce a 20mph zone around the Square and outside Victoria Road Primary School; maintain a clear area outside the school during school times via the use of keep clear markings and a Traffic Order; implement a 'no left turn' restriction exiting Victoria Crescent into Victoria Road; and

implement a restricted parking zone within the 20mph zone. If there were objections to the restricted parking zone these would be brought to the March 2011 meeting of this Board.

In conclusion Mr Watson said that there was considerable focus on meeting the deadline of 31st March 2011 although this would be tight and some of the associated elements of the scheme may take a little longer to complete. The project was also within the existing budget. Mr Farmer explained that the Homes & Communities Agency had agreed the principle to some reallocation of funding to cover the residual expenditure that may be incurred beyond the formal funding end date of 31st March 2010. The scheme had encountered a difficult start, as reported at the June 2010 meeting of this Board, particularly due to having to accommodate and secure advance works to the many utilities involved. However, Mr Farmer said that these matters were largely resolved and he was pleased to say that the whole scheme was now in a much more promising position.

The Chairman opened the item up to Members for questions/comments and the following responses were given: -

- A no right turn into Matalan from Brookfield Road had been in place in the past to alleviate tailbacks and Officers were looking at the possibility of implementing this again. The traffic signals would be removed over the Christmas shutdown period.
- There had been discussions with the Ashford Access Group about ensuring John Wallis Square would be a practical area for the disabled. As far as Officers were aware there were no hazards in the area and there would be no steps and only minor ramps.
- It was recognised that parking would be a problem, particularly outside the school and discussions had been held with the school. Two or three spaces were initially going to be provided, but the decision had been taken that 'fighting' for these few spaces may cause more problems. Therefore all parking outside the school had been removed in favour of concentrating on the two hour restrictions in Bowens Field and encouraging dropping off there. At present there were no parking restrictions in Bowens Field and the area did attract all day parking by commuters.
- The majority of zigzag yellow lines outside schools were enforced by the Police but were only enforceable with the correct signage at either end of the area in question. It would be a longer term issue for KCC to ensure the correct signage was in place at schools across the Borough.
- The initial idea had been to extend the screening from the Square to include the school boundary with the Learning Link footpath but this had been removed from the scheme at the present time because of funding. Whilst obviously not 100% ideal, it could be added back in at the end of the scheme if funding permitted.

- The work necessitating the temporary traffic lights in Brookfield Road should be complete by February 2011. Permanent traffic signals would be going in at a later date so a decision would be taken in February 2011 about what to do in the meantime.
- The snow the previous week had caused the contractors to shut down for four days for health and safety reasons. This would obviously have an impact on the programme, but it was unknown at this stage exactly how much.
- Officers were aware of the problems with the road surfaces in Victoria Road and Victoria Crescent. There had obviously been a lot more movements of construction vehicles recently and this had caused potholes etc. Repairs would be made to any that caused an immediate hazard and longer term solutions would be examined.
- They had been looking to alter and upgrade the Loudon Way junction to assist Victoria Way but this had also been taken out of the programme due to funding. It may be added back in if Victoria Way came in on budget.

Resolved:

That the progress of the scheme be noted.

281 Highway Improvements at M20 Junction 9 and Drovers Roundabout

Mr Farmer introduced the report which informed Members of the progress of highway improvement works to M20 Junction 9 and Drovers Roundabout and set out the diversion routes to be used during a weekend closure of the M20 between Junctions 9 and 10 in spring 2011. He said he knew there had been concerns about traffic management on the scheme and wanted to make it clear that the project team did not ignore the public and their needs. However, there did need to be fixed traffic management plans in place so everybody knew where they stood day to day. He understood that the traditional rush hour of 5pm now started a lot earlier (3pm with the 'school run'), but in his view, to finish work in time to re-open everything by 3pm would not leave a sufficient construction window and it was a difficult balance. Mr Farmer invited the local Ward Members to come and visit the site and discuss this issue with the construction team.

The Members in question said they would be happy to accept such an offer. They considered that the late removal of the lane closures was a major problem and perhaps one that had been underestimated by the project team. After believing that agreement had been made to open all lanes up by 3.15pm, there had been occasions where this was not happening until 4.30pm. A core construction period of 9am to 3pm was six hours which should be enough. Quite often it took up to 15 minutes to negotiate the Drovers Roundabout and whilst sitting in stationary traffic often no work appeared to be taking place which was extremely frustrating. It was accepted that enough time needed to be allowed to get the job done and there was a duty to finish the work on time, however it was felt that the views of the public were

being totally disregarded and the apparent indifference of Kent Highway Services and the project team was unacceptable and not in the interests of good public relations.

In response to a question about planning applications in the vicinity, Mr Phillips explained that work was underway with developers and planning applications were likely to be submitted shortly for new housing off Maidstone Road (opposite Repton Park) and a Care Home and offices off Simone Weil Avenue. Members asked to be kept up to date with these developments.

With regard to the feature bridge over the M20, Mr Farmer explained that the preferred option was to erect the bridge in one go which would necessitate a 33 hour closure of the M20 to all non-emergency traffic between 2000 hours on a Saturday until 0500 the following Monday. At the last meeting of the Board, Members had been understandably concerned about the impact on Ashford of what would include a wide ranging traffic diversion strategy for that weekend and this would have to be agreed with both Kent Highway Services and the Highways Agency. In essence, London bound traffic on the M20 would be diverted around the south of Ashford, whilst coastbound traffic would use a diversion route to the north of the town. It was now likely that this would take place over the weekend of the 7th May 2011 following the school holidays, Easter and the extended May Bank Holiday. In response to a question Mr Burton said that the South East Ambulance Trust, Eurotunnel and the Port of Dover had all been involved in discussions. Blue light vehicles would be allowed through the closure so ambulances on emergency calls would be unaffected. The transport operators would be given details of the actual date when finalised, and they would contact their customers who would be affected.

In terms of the landscaping arrangements for the re-instated Drovers Roundabout, Mr Farmer explained that the comments of the Borough Council's Strategic Sites & Design Manager were currently being incorporated into the plans and these would be submitted back to the Council for final approval. He assured Members that all efforts would be made to maximise planting and he endeavoured to circulate the current plans to Board Members.

Resolved:

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

282 M20 Junction 10A and Smartlink – Implications from Recent Government Announcements on Funding

Mr Phillips introduced his report which outlined the implications from recent Government funding announcements and the actions being taken to try and ensure that the M20 Junction 10A and Smartlink projects, which were both vital to support and enable Ashford's growth, were delivered as soon as possible. The Chairman

directed Members' attention to the tabled papers which included the comments of the Borough Council Portfolio Holder on the report.

In short, Mr Phillips explained that the recent announcement meant that the two projects would not happen now until at least 2015. The Leader of the Borough Council had already written to the Secretary of State for Transport seeking an urgent meeting to discuss the Junction 10A scheme and the best way in which funding and certainty of programme could be secured going forward. Discussions also continued with the Highways Agency, the Homes and Communities Agency and developers reliant on the scheme to ensure that private investment in the scheme could be maximised, the costs of the scheme to the public purse could be reduced and that lobbying of Ministers and senior Department for Transport officials was co-ordinated to a plan agreed by all parties. There was likely to be a further review of all schemes that did not make it into the 2011-2015 funding period within the next 12 months, so the case had to be prepared. With regard to Smartlink Mr Phillips explained there now needed to be an assessment, chiefly undertaken through the Quality Bus Partnership Steering Group, to see what could be done to enhance existing bus services, including a reduced cost 'Smartlink Lite' scheme with reduced capital costs and a phased strategy based on implementing a series of 'Smart-Routes' supporting major development sites as they came forward.

A Member said that in his view Ashford's expansion plans were evaporating and many of the targets now seemed 'pie in the sky'. If Cheeseman's Green and Chilmington Green were not coming on stream to the extent previously planned, would Junction 10A be needed and why was the Leader insisting it should go ahead? Mr Phillips explained that planning permission had been granted for Cheeseman's Green for 1100 dwellings and additional businesses, but only 700 of those could be implemented without a Junction 10A or further improvements to the existing Junction 10. Another Member said that whilst he had no problem with the diminution of growth in Ashford he also thought it was important to keep all options open. If Junction 10A did not come forward because of funding cuts, he considered that was fine and plans would have to be adjusted accordingly, but it was also appropriate to push for it if it was at all possible. The Vice-Chairman asked if the Junction 10A project had been examined in the same way as the A21 at Pembury, where a 'stripped back' scheme had seen the costs reduced by two thirds. Could this be an option for Ashford? Mr Phillips explained that Junction 10A was being reviewed by a consultant to see if costs could be managed down in a similar way, including involving the private sector to keep public sector costs down.

A Member said he supported the overall growth plans and there were a lot of good things going on, but he had always questioned the need for Smartlink and continued to do so. A Park & Ride system for Ashford had been talked about for more than 20 years but there had never been any significant progress. Rather than continuing to press for this would it not be better to say that Park & Ride should be put on hold for the immediate and indefinite future. The 'on and off' nature of such projects made it hard to explain to residents what was going on and often caused unnecessary and unfounded concerns. Mr Phillips explained that the case for Park & Ride was built on development coming forward in the town centre. Clearly that had not happened perhaps as quickly as everybody would have liked, but new shops, offices and jobs would inevitably come forward in the future, and at that point there would be a need

for additional parking and transport systems such as Park & Ride. Another Member said he had always supported the idea of Park & Ride and having worked in the industry knew how well such a system could operate in offering an alternative to the car and gridlock on town centre roads. Once the town centre started growing the only other alternative would be a string of multi storey car parks in the town centre, so he hoped the idea of Park & Ride would not be abandoned.

Resolved:

That the report and the further actions being considered to take the schemes forward be noted.

283 Local Winter Service Plans

Mrs Valentine introduced the report which gave details of the Local Winter Service Plans for the Ashford area for 2010/11. She explained the Plan was a technical document, and a more public friendly version of the plan was available on the Winter Preparedness section of the KCC website, including a list of locations of salt bins/bags etc. Following the consultation exercise it had been clear that District Councils were keen to be involved in winter service, particularly in relation to snow clearance in town centre areas. Arrangements had therefore been put in place to use labour from District Councils in snowy periods and KHS would supply a small quantity of sand/salt mixture to Districts to use on the highway network. She believed that had worked quite well in the snowfall of the previous week, which had been an earlier than normal test of the County's plan.

The following responses were given to questions/comments: -

- The contracts with farmers had been re-done this year and there were now more than 180 across the County. All farmers had to complete the requisite paperwork including legal aspects and issues of insurance.
- All salt bins had been placed for this winter. Requests for ones in Godinton Road would be looked at for next year. All schools should be included in the Plan and if any had been missed off this list this was purely an administrative error.
- Roads leading to schools would be prioritised where possible. There were obviously limited resources but the priorities were outlined clearly within the Plan and it was an evolving piece of work.

Members generally said they were extremely impressed with the document and praised the work of Kent Highway Services during the snow of the previous week. There were numerous good news stories of how people had been able to carry on as normal last week and the improvements on last year were noticeable. People driving from East Sussex into Kent had also said how much better the Kent roads were. It was hoped that some of this positive news would be reflected in the local press, particularly when compared to some of the problems experienced on the railways and the coverage that had generated. Mrs Valentine explained that the KCC Press

Office was putting a story together for the press and Members were encouraged to share any good news stories with them.

Resolved:

That the report be received and noted.

284 Highway Works Programme 2010/11

The report updated Members on the identified schemes approved for construction in 2010/11. The Chairman directed Members' attention to the tabled papers which included a request from Mr Koowaree for clarification over the status of the requested crossing between two cycle paths at Norman Road. Mrs Valentine said she would investigate and get back to Mr Koowaree.

A Member said that the lining that had taken place in Chart Road had been done quite badly and needed re-doing as a matter of urgency. There had been a number of complaints from residents and it would not be difficult to put right.

Resolved:

That the report be received and noted.

DS

ASHFORD JOINT TRANSPORT BOARD – TRACKER OF DECISIONS
Updated for the meeting on: 08.03.11

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

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
394 20/01/10	A28 Speed Limit Review	Ms Buckley & Mr Williams Bethersden Parish Council	RESOLVED: 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)	RESOLVED: 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>RESOLVED: That:</p> <ol style="list-style-type: none"> 1. Prohibition of waiting restrictions be implemented under a temporary Traffic Regulation Order to address dangerous and obstructive parking on Henwood Industrial Estate. 2. A review of the temporary prohibition of waiting restrictions be carried out subsequent to implementation with a view to making the restrictions permanent. 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. 	Currently awaiting approval of funding from KHS.
174 14/09/10	Ashford Cycle Strategy	Liz Wedgewood (KHS)	<p>RESOLVED: That:</p> <ol style="list-style-type: none"> 1. the Ashford Cycle Strategy is approved by the JTB; 2. the Strategy is reported to the KCC Environment, Highways and Waste Policy O&S Committee for approval as Policy; 3. the Strategy be referred to the ABC Environmental Forum for consideration & their views be reported to the Executive. 	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.

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
280 07/12/10	Victoria Way Improvement Scheme – Progress report	Jamie Watson (KHS)	RESOLVED: 1. That the progress of the scheme be noted.	
281 07/12/10	Highway Improvements at M20 Junction 9 & Drivers Roundabout	John Farmer (KHS)	RESOLVED: That: 1. the progress on site of highway improvement works to M20 Junction 9 and Drivers Roundabout be noted. 2. the diversion routes to be used during a weekend closure of the M20 between Junctions 9 and 10 in spring 2011 be noted.	
282 07/12/10	M20 Junction 10A & Smartlink – Implications from Recent Government Announcements on Funding	Andy Philips (AFCo)	RESOLVED: That the report and the further actions being considered to take the schemes forward be noted.	
283 07/12/10	Local Winter Services	Carol Valentine (KHS)	RESOLVED: That the report be received and noted.	
284 07/12/10	Highway Works – Programme 2010/11	Carol Valentine (KHS)	RESOLVED: That the report be received and noted.	

Agenda Item No: 6
Report To: Ashford Joint Transportation Board



Date: March 2011

Report Title: Proposed Introduction of New and Amendment of Existing Parking Restrictions in Victoria Ward

Report Author: Jamie Watson/Graham Cox

Summary: This report details the results of the recent statutory consultation process undertaken in Victoria Ward, Ashford. Traffic movement and safety proposals have been developed in consultation with Ashford Borough Council to introduce and amend movement and parking controls associated with the new extensions to Victoria Road and Leacon Road Ashford.

Key Decision: YES

Affected Wards: Victoria Ward

Recommendations: **Subject to the views of the Board I propose that:-**

- 1) The proposed traffic safety and movement management scheme be implemented.**
- 2) The proposed parking safety scheme to be implemented**
- 3) That the following orders be made**

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS, ASHFORD)
(WAITING RESTRICTIONS) ORDER 2011**

**THE KENT COUNTY COUNCIL
(VICTORIA ROAD, ASHFORD)
(20 MPH SPEED LIMIT ZONE) ORDER 2011**

**THE KENT COUNTY COUNCIL
(VICTORIA CRESCENT, ASHFORD)
(PROHIBITION OF LEFT HAND TURNS) ORDER 2011**

Policy Overview:

Financial Implications: Scheme to be funded as part of the overall Victoria Way scheme Community Infrastructure Fund 2.

Other Material Implications: None

Background Papers: Victoria Way –Initial Phase, Design & Access Statement Apr 09, 'Victoria Way Major Highway Scheme – Initial Phase' report to 8th Dec '09 JTB, Copies of all responses to the formal public consultation (available in the Members Room only)

Contacts: jamie.watson@kent.gov.uk – Tel 01233 330831

Report Title: Proposed Introduction of New and Amended Traffic Movement and Parking Restrictions in Victoria Ward

Purpose of the Report

1. This report provides an explanation of proposals to introduce and amend various traffic movement and parking restrictions in Victoria Ward, Ashford as well as a detailed analysis of the responses received to the recent statutory consultation process.
2. These proposals form a part of the scheme to link and upgrade Leacon Road and Victoria Road, forming a new through road. The construction element of this scheme is now nearing completion and in order to ensure safe usage of the new link road there is a need to develop and introduce movement and parking controls.
3. Currently both Leacon Road and Victoria Road are not open to through traffic and as such have relatively low traffic usage and speeds. However this will change significantly when they are linked together. With this in mind it has been necessary to take forward to formal consultation a set of proposals that address the increased risk to safety and additional traffic flows. The results of the public consultation are included in this report.

Issue to be decided

4. As set out in the recommendations of this report, the Board is asked to approve the making of the requested Traffic Regulation Orders and the required implementation.

Background

5. On 18th August '09 planning permission was granted (planning ref. AS/09/460) for the Victoria Way - Initial phase, Ashford (Design & Access Statement April 09). This scheme will connect and upgrade Leacon Road and Victoria Road to form a new through road.
6. As the construction phase of the new link road is now nearing completion there is a need to develop proposals that will help control the increased traffic speeds along the new through road due to its change in status, as well as mitigate any safety and parking issues that may also arise.
7. There is particular need for traffic and parking controls around the high pedestrian destinations such as the central 'John Wallis' Square and the local primary school.

- 8, Throughout the design and development stages of the new link road scheme the ethos of safety, functionality and quality have been strongly adhered to. These key criteria have formed the foundations for the development of the traffic and parking control measures detailed below.

Proposals

- 9, Speed Limit controls

Although the majority of the road will be subject to that of a standard built up area speed limit (30mph), it is proposed to introduce a 20mph zone around the central John Wallis Square area and outside Victoria Road Primary School. This is to aid pedestrian safety, particularly in the vicinity of the Learning Link footpath that is a busy pedestrian/cycleway link to the town centre, and to give a more environmentally sensitive feel to the area by lowering speeds but also removing the need for repeater signing. The introduction of 20mph zones in areas where there is high usage by 'vulnerable' users such as near schools is encouraged in the Department for Transport's Circular 01/2006 'Setting Speed Limits'

- 10, School Keep Clear

In addition to the speed limit proposals there is a need to ensure that a clear area is maintained outside the school during school times to ensure full visibility is available for both pedestrians and vehicles when passing the site. The introduction of a School Keep Clear marking and Traffic Order is the most effective method for achieving this and will be in line with Kent Highway Services' aim of introducing these controls outside of schools wherever practical.

- 11, No left turn (Victoria Crescent junction)

A 'No Left Turn' restriction is proposed when exiting Victoria Crescent at the junction of Victoria Crescent and Victoria Road to prevent possible traffic conflicts. Some vehicles, particularly HGV's, would need to swing wide and enter the oncoming traffic lane if they were to attempt to turn left from Victoria Crescent. The design of the junction is affected by the proximity of the adjacent properties. The right turn is unaffected and will operate in the normal manner.

12, Restricted Parking Zone

Although the entire length of the new link road is required to be 'No Waiting At Any Time' to allow for traffic flows and safety it is desirable that these restrictions are implemented in a less visually intrusive way around the central Square. To facilitate this, a restricted zone is proposed in the central square to coincide with the 20mph zone. The restricted zone will remove the need for double yellow lines in the square, and the restrictions will be indicated by use of zone entry/exit signs, and repeater signs.

Visually, this will be more in keeping with the ethos of the high quality finish of the paved areas in that location but will also have the effect, when allied with the 20mph zone of making vehicle drivers feel that the environment is different than usual, thus leading to increased awareness and caution.

13, Shared Footway/Cycleway Crossing

The new extension to Victoria Road will cross the existing shared footway/cycle way known as the 'Learning Link'. To ensure that the link is maintained in a safe and legal manner a Toucan controlled crossing is proposed at the point where the extended road will cross the existing Learning Link pedestrian/cycle route.

Consultation and responses received

- 14, The above proposals have been subject to the statutory advertising and noticing process needed for the introduction of Traffic Orders. This has involved the placing of all the required documents (existing Orders, proposed Orders, plans, statement of reasons) on deposit at both the District Council Office and the County Council office as well as any other relevant public buildings in the affected area.
- 15, Statutory consultation began on the 30th January 2011 and lasted until the 21st February 2011. In addition to the statutory advertising process carried out in accordance with Kent Highways Services policy and the legal requirements set out in the Road Traffic Regulation Act 1984, all affected properties also received detailed plans and an explanation letter concurrently.
- 16, There have been 7 responses to the consultation received in writing via letter or email.
- 17, Each response has raised objections or observations about different aspects of the scheme. These have ranged from the number of signs and markings to be located on site, to the ability of residents to be able to be collected from their own premises.

- 18, Four of the responses have objected to the additional length of 'No Waiting At Any Time' restriction proposed on safety grounds opposite no's 59/60 Bowens Field. The objections are on the grounds that not only does the current situation provide useful additional on street parking capacity but that there is no evidence, statistical or circumstantial that there are any residual safety implications.
- 19, The proposal to consider introducing restrictions in this location was in response to a representation received from a resident during last years' 'limited waiting' phase 1 consultation in which it was claimed that when larger vehicles park in this location, visibility is severely hampered when exiting his property and thus increases the risk of collision.
- 20, The March 2010 board resolved to continue the 'limited waiting' scheme unchanged at that time but to consider the merits of such a claim as part of the second phase of restrictions (which these orders now form) to be introduced in connection with the Victoria Rd / Leacon Rd extensions.
- 21, The site was visited and surveyed by engineers to determine if the representations claims had validity. It was determined that the visibility may be very slightly impaired if a large vehicle did park in the described location although being a quiet residential area this may occur very infrequently.
- 22, Additional residents had also expressed some desire, at the time of the introduction of the Phase 1 restrictions, to see differing controls in that location, so it was decided that although the situation was marginal and the introduction of controls was not essential it was sensible to propose additional restrictions at this stage as part of larger overall controls.
- 23, Due to the marginal requirement of these restrictions and the objections now received it is recommended that this proposed section of 'No Waiting At Any Time' be omitted from the Order and not introduced, thus upholding the representations received with this objection. The area is a quiet residential cul-de-sac which should not have large vehicles parking and any increased risk caused by reduced visibility should be balanced against very low traffic numbers and speeds thus not creating any undue risk to motorists.
- 24, A representation was received from a resident who was concerned that the proposals would introduce 'No Waiting At Any Time' along the entire length of the new link road, which would leave no provision for vehicles to stop and allow pedestrians to board. This was of particular concern to the resident as they are unable to walk any distance and felt this lack of provision may impinge on their quality of life.

- 25, 'No Waiting At Any Time' restrictions do not prevent any vehicle from stopping to enable a person to board or alight, so this concern is not pertinent. In addition, this resident also states in their representation that they possess a disabled blue badge which would allow for them to park a vehicle on waiting restrictions for up to 3 hours whilst displaying a valid badge and time clock. Therefore this representation has no effect on the scheme and should not be considered as an objection. A written response has already been sent to the resident explaining the operations of such restrictions and that they would be unaffected by the restrictions. They have made no further comment.
- 26, There has been a representation from another resident who had previously made comment on the Phase 1 proposals last year. Again his comments were to be considered at this stage during the introduction of the Phase 2 controls. He had requested additional 'No Waiting At Any Time' restrictions around the stub end cul-de-sac accessing no's 1-12 Bowens Field and that the length of bays opposite properties 62, 63 & 64 Bowens Field should be reduced as he was concerned that egress and access to driveways for 63 & 64 may be impeded and that visibility when exiting the cul-de-sac for properties 1-12 would be hampered.
- 27, We have proposed the additional restrictions previously requested for the stub end of Bowens Field cul-de-sac, so he is in support of that element. However, following site visits by engineers it was felt that the driveways to properties 63 & 64 were not unduly impeded as they have wide (2-3 cars) width accesses combined with road widths and footpath of approx 5m. This gives a clear turning radius before reaching the bays opposite in addition to their wide accesses. The visibility when exiting the cul-de-sac would be affected only marginally if a large vehicle was to park in the end bay, which is currently over 10m away from the junction.
- 28, Bowens Field area is a quiet residential cul-de-sac which should not have large vehicles parking and any increased risk caused by reduced visibility should be balanced against very low traffic numbers and speeds, thus not creating any undue risk to motorists. With all of these elements in mind it is the recommendation to the board that this representation for additional alterations is set aside and the scheme is implemented as advertised.
- 29, A separate representation was received supporting the scheme but requesting that the 20mph zone should have supplementary repeater signs placed throughout to remind motorists of the speed limit in the zone.
- 30, A 20mph zone is a nationally recognised feature and is determined by zone entry / exit signs at either end of the zone. In addition the zone must have traffic calming features at specific intervals to ensure that vehicles are not capable physically of reaching speeds above the 20mph limit thus removing the need for additional signing. Therefore the speed limit becomes self enforcing.

- 31, The Victoria Rd 20mph zone will feature raised ramps, visual narrowing of carriageways, bends and a signalised crossing as well as a 'School Keep Clear' restriction to ensure that it complies with the standards of a zone. This removes the need for additional signing.
- 32, A zone of this type was chosen as a feature of the new link road as it will increase safety around high pedestrian sites like the John Wallis Square and the school but also because it enables a high quality finish to the street scene by reducing the level of street furniture and signing, which is also a county wide aim of Kent Highway Services.
- 32, Therefore it is recommended that this representation has a formal response outlining the signing requirements of a 20mph zone, and the representation set aside and the scheme be implemented as advertised and designed.
- 33, A response was also received from Victoria Road Primary School detailing their concerns surrounding the ability to receive deliveries near to the property and questioning whether the proposed restrictions or road construction would affect this.
- 34, The 'School Keep Clear' restriction immediately outside of the school will prevent loading between 8:00am - 5:00pm but this is consistent with pedestrian safety outside of a school. The rest of the zone has no loading restrictions and so it will be possible to park opposite the School for short periods to load and unload in accordance with standard practice.
- 35, It is, however recognised that the general operating nature of the area will change once the road is linked and placing a large vehicle directly outside of the school for long periods during unloading may have an adverse affect on traffic flows in the area. This should be balanced against a reduced traffic flow expected in the nearby Victoria Crescent. Should a delivery be required which takes longer than usual or the vehicle size required is large enough to have an undue effect on the general road safety and traffic flows it would be advisable for the driver to park the vehicle in Victoria Crescent which is about 25m further away, and manually transport the goods via barrow to the required destination.
- 36, The response received does not support or object to the proposals. It is raising concerns and requesting that certain aspects of the road construction and future traffic management be considered carefully and that a response detailing their specific needs be addressed.
- 37, The School has been a key stake holder in the development of the overall scheme, a formal written response will be sent, explaining the operating nature of the restrictions and how they will influence the school's operations. As this representation is not a formal objection it is recommended that the board note and agree the response but that for the

purposes of this consultation on the proposed controls it be set aside and the scheme be progressed as advertised.

Conclusions and recommendations

- 38, The majority of the objections received have concerned the additional 'No Waiting At Any Time' restriction proposed for a short section outside numbers 13 & 14 Bowens Field. A restriction in that location is not safety critical and was in response to a representation received to the Phase 1 proposals. It is therefore recommended that these representations are upheld and this element of the scheme be deleted and removed from the proposed order
- 39, The other responses are not objecting to the proposals. They are seeking clarity on scheme operation and design. Formal responses will need to be sent, explaining the scheme operation and addressing their individual concerns but as they do not form part of a formal objection process they are not required to be deliberated upon by the Board although full explanations have been included for completeness.
- 40, Following completion of the formal consultation process regarding traffic and parking controls associated with the extensions to Victoria Road and Leacon Road, it is recommended that, subject to the decision of the Board, the above Orders be made and the scheme implemented as advertised, but with the omission of the 'No Waiting At Any Time' restriction as detailed in section 38 above.

Contacts: jamie.watson@kent.gov.uk : graham.cox@jacobs.com

Agenda Item No: 7
Report To: Joint Transportation Board



Date: Tuesday 8th March 2011

Report Title: Implementation of Kent County Council's Revised Guidance on the Application Procedure for Disabled Persons' Parking Bays and the Charging Regime to be Adopted

Report Author: Ray Wilkinson, Engineering Services Manager

Summary: Kent County Council has recently completed a review of the Disabled Persons' Parking Bay application procedure which included consultation with representatives of the District Councils. This review was brought about as a result of concerns over the compliance of the existing policy with the Disability Discrimination Act which has subsequently been replaced by the Equality Act. As a result of this review a revised procedure has been produced for adoption by the District Authorities. The issue of whether to charge for the introduction of bays has however been left open for decision at District Level, although a recommended maximum limit of £250 has been set. Members are therefore asked to consider and recommend on the adoption of the revised procedure and on whether a charge should be introduced.

Key Decision: YES

Affected Wards: All

Recommendations: **The Executive be asked to:-**

- **Approve the introduction of the new revised application guidelines provided by Kent County Council**
- **Approve the provision of Disabled Persons' Parking Bays at no cost to the applicant**

Financial Implications: The Council currently absorbs the costs of processing approximately 44 applications and implementing 20 bays per year

Risk Assessment NO

Equalities Impact Assessment YES/NO (To be updated at the meeting)

Background Papers: Independent Legal Advice – Charging (*for members only not for public viewing*)

Contacts: ray.wilkinson@ashford.gov.uk – Tel: (01233) 330299

Report Title: Implementation of Kent County Council's Revised Guidance on the Application Procedure for Disabled Persons' Parking Bays and the Charging Regime to be Adopted

Purpose of the Report

1. Kent County Council has recently completed a review of the Disabled Persons' Parking Bay application procedure which included consultation with representatives of the District Councils. This review was brought about as a result of concerns over the compliance of the existing policy with the Disability Discrimination Act which has subsequently been replaced by the Equality Act. As a result of this review a revised procedure has been produced for adoption by the District Authorities. The issue of whether to charge for the introduction of bays has however been left open for decision at District Level, although a recommended maximum limit of £250 has been set. Members are therefore asked to consider and recommend on the adoption of the revised procedure and on whether a charge should be introduced.

Issues to be Decided

2. There are 2 issues to be decided:
 - Whether Ashford Borough Council should adopt the new Disabled Persons' Parking Bay application procedure as recommended by Kent County Council;
 - Whether a charge is to be levied for the introduction of Disabled Persons' Parking Bays, and if so at what rate.

Background Information

3. An overhaul of the application procedure for providing disabled persons' parking bays has been necessary following legal advice concerning disability discrimination. These issues have been addressed by the new application procedures proposed by KCC (Appendix A), however, following independent legal advice regarding charging, the decision on whether to charge and the amount to charge is to be made at district level.
4. Prior to receipt of Counsel's Opinion, Ashford Borough Council charged applicants a £30 contribution towards administration costs in line with KCC's policy of 2001. This was considered a small amount compared to the actual costs involved and most applicants were happy to pay this. However, this charge has appeared to contribute to the belief of many successful applicants that they have exclusive rights to park in a bay for which they have paid towards, despite the fact that it is clearly stated otherwise.
5. Although the grounds for providing a bay have changed from providing parking spaces so that disabled drivers can maintain their independence to alleviating traffic congestion, the proposed new procedure, with the exception of charging, in practice varies little from the current procedure. The new procedure advocates a more pragmatic approach to the implementation of bays, formally recognising the introduction of informal (interim) bays in order to minimise applicant's waiting time while also minimising advertising costs

associated with formalising the bays by incorporating a number of bays in a single traffic order.

6. There has been a rise in the number of requests for disabled persons parking bays received over the last couple of years. It is assumed that this rise is the result of a combination of the ageing population, the escalating on-street parking pressures experienced in many residential areas and an increase in public awareness of the opportunity to apply for a bay. The number of requests for disabled persons' parking bays increased from 24 in 2009 to 44 in 2010.

Kent County Council Recommendation

7. Following advice from the Kent Leaders and Chief Executives Group, KCC have recommended that, although a charge may be made to the customer to pay for any necessary signs, lines and traffic regulation orders, this charge should be capped at a maximum of £250 per application.

Costs Involved

8. The cost of providing a disabled persons parking bay can be broken down into 4 main themes: drafting and advertising of the traffic regulation order, provision and installation of the signpost and sign plate, installation of the road markings and administration costs.
9. These costs can vary considerably depending on the number of bays being processed concurrently. For example, should a single bay be implemented the cost would be approximately £2000. However if a sufficient number of bays can be implemented together to form a full day's work for both the lining and civil engineering contractors (somewhere in the region of 6 to 8 bays contingent upon travelling distance between the various sites) the cost per bay can be considerably reduced. Similarly making a single traffic order per annum covering all bays implemented that year allows for economies of scale. In this way the total implementation costs per bay may be reduced to as little as £500 per bay.

Conclusion

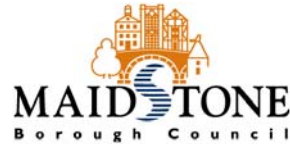
10. Although the previous non-refundable administration charge of £30 may have had some benefit in discouraging speculative applications, the optional proposed implementation charge is unlikely to do so because it is only payable after the application has been approved.
11. Should an implementation charge be introduced it may inadvertently discourage genuine applicants from submitting an application. Many applicants, particularly those who are retired or unable to work, may not have the necessary disposable income or savings to meet the charge. Although the charge could be implemented at a lower level to minimise this potential effect, this would create a situation whereby successful applicants are liable to feel that their contribution gives them exclusive rights to the bay without making any significant contribution to the actual cost of implementation.
12. It is therefore our recommendation that the Executive be asked to adopt the new procedure without charge to the applicant.

Portfolio Holder's Views

13. I support the recommendations in this report. In respect of the second recommendation, it is important that implementation charges are not levied, particularly in view of the fact that the installation of a disabled parking bay as a result of an individual application does not grant exclusive use to the applicant.

Contact: Ray Wilkinson (01233) 330299

Email: ray.wilkinson@ashford.gov.uk



APPLICATION FOR A DISABLED PERSONS PARKING BAY

Kent County Council, as traffic authority, has the power to designate part of the highway as an on-street parking place and to control the type of vehicle and the terms and conditions of its use under the Road Traffic Regulation Act 1984, Section 32 and 35. (RTRA 1984) There are however, strict legal criteria that must be met in order to qualify for a disabled persons parking bay to be marked on the public highway.

Therefore, Maidstone Borough Council, acting on behalf of Kent County Council can provide parking bays on streets for disabled people. Under the legislation (RTRA 1984) these bays can only be provided for the purpose of relieving or preventing congestion and will only be considered for disabled people who have substantial difficulties in walking and parking in the vicinity of their property. It must be noted that these bays are provided under highway law and consideration is given to traffic management and highway conditions.

Each case will be decided on its own merits by a highway engineer who must be satisfied that establishing a parking place is necessary for the purpose of relieving or preventing congestion of traffic and that the parking place is suitable for its intended use.

Examples of the questions that will need to be addressed in order for the Engineer to be satisfied that a bay is being provided to relieve or prevent congestion are:

- a) Will the transfer of a disabled person from a building to a vehicle or vice versa cause or contribute to congestion? If so will the provision of a disabled persons parking bay overcome this?
- b) Are there suitable off-street facilities available (e.g. garage, driveway)
- c) Is there an existing problem with the amount of on-street car parking nearby which regularly prevents convenient parking when required?
- d) Is the applicant readily able to walk to and from places where adequate car parking is available?
- e) Is the vehicle used to transport the disabled person normally kept at their home address and is it registered at this address? If the main driver of the vehicle does not reside at the property the bay will in most cases be refused.

NOTES FOR GUIDANCE

Please read these notes as you complete this application form, they will give you important information about the process. In order for your application to be successful you must fulfil all necessary criteria:

The application must be made in the name of one registered disabled person.

Before a bay is granted, the following checks are made to confirm it is justified:

1. All applicants must hold a current and valid blue badge (photocopy showing number and issuing authority must be attached to each application)
(Blue Badge Applications are dealt with by Kent County Council on 01622 605020)
2. All applicants must also be in receipt of or have proof of entitlement to :-
If Under 65yrs of age - entitlement to the higher rate mobility component of the Disability Living Allowance (photocopies of these should be attached to the application form).
If 65 years or over – entitlement to the Higher Rate of Attendance Allowance if applicant was 65 years or over when entitlement was first claimed (photocopies of these should be attached to the application form).
Other entitlement may be allowable e.g. War Pension (photocopies of these should be attached to the application form).

(Disability Living Allowance enquires should be directed to Department of Works and Pensions on 0845 7123456)
If you cannot provide evidence of entitlement to any disability benefits you may be asked to provide a letter from a Medical Practitioner stating details of your disability and lack of mobility, and your suitability for the provision of a Disabled Parking bay.
- 3 Bays will not be provided in locations, which may compromise public safety i.e. on a bend or brow of a hill, close to a junction, within a turning head of a cul-de-sac where the road is too narrow or where parking is already prohibited (e.g) on yellow lines, zigzag lines etc.
4. The applicant must not have any space available for parking their vehicle in an Off Street Parking facility.
5. There are parking problems within the road (you regularly have difficulty finding available space on street close to your property).
6. The bay is not required at a location, which may compromise public safety i.e. on a bend or the brow of a hill, close to a junction, within the turning head of a cul-de sac.
7. The provision of a disabled persons parking bay must relieve congestion on the public highway

Process after receipt of application.

1. If your application is successful an interim disabled persons parking bay may be implemented. This will mean that the bay is marked on the highway, however it will not be enforceable until a Traffic Regulation Order (TRO) is formulated, this is the legal document which allows the Highway Authority to regulate its use.
2. If a Traffic Regulation Order is processed for the Disabled Bay this can take between 9-12 months on average from when its agreed in principal to the time of implementation. It is a lengthy process because we have to adhere to the statutory procedures laid down by the Department of Transport.
3. Neighbours who may be immediately affected by the provision of a disabled bay will be informally consulted.
4. If objections are received at this stage, the proposals may be reported to an authorised Council Committee which will make a decision and either overrule or uphold any objections. If the objections are upheld your application will proceed no further.
5. If there have been no informal objections or if the Committee decide to overrule the objections that may have been received, it will be necessary to make a Traffic Regulation Order (TRO) which is a legal process involving advertising in a local newspaper and a formal consultation to any affected parties. The TRO allows the disabled bay to be enforced and will help to prevent misuse of bays. If formal objections are received at this stage it will be necessary to report to an authorised Council Committee for a further decision. You will be notified at every stage of these proceedings.
6. If the Committee uphold the objections then the interim bay will be removed. If the objections are overruled then the Traffic Regulation Order will be formally made. In considering objections it may be necessary for the committee to hold a site meeting to consider any problems.
7. Once a Traffic Regulation Order is in place, the use of the bay will be restricted to Blue badge holders only. Civil Enforcement Officers may then issue penalty charge notices to vehicles not displaying a valid Blue badge whilst parked in the bay.
- 8. It should be noted that the applicant will not have exclusive rights to the parking bay. Anyone holding a valid Blue badge may park in the bay.**
9. When a bay is established on the highway it will be assessed periodically using the necessary criteria to ensure that the bay is still justified. If the bay is no longer required for the original use or the criteria are no longer being met it may be necessary to remove the bay. (It is the applicant's duty to notify the council immediately of any changes in their circumstances which could affect the continued provision of the bay)

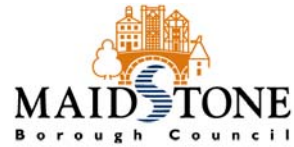
Please ensure that you have completed all of the form before sending it. Errors and/or omissions may result in delays in processing your application. Therefore you must ensure you are able to meet all the criteria before making your application.

There are no charges– all bay installation and enforcement costs will be met by the council./A Charge of £250 is set by MBC for the installation of the bay

If you do meet all the criteria, please return the completed application form, together with the attachments, to: Maidstone Borough Council, Parking Services, Maidstone House, Maidstone, Kent, ME15 6JQ.

If you have any questions relating to the above information or If you require this information in any other format please contact then please do not hesitate to contact Maidstone Borough Council, Parking Services on 01622 602377.

SAMPLE



CONFIDENTIAL

APPLICATION NUMBER:

APPLICATION FOR DISABLED PERSONS PARKING BAY

Please read the attached notes and conditions before completing this form.
Complete parts 1 to 3.

TO BE COMPLETED IN BLOCK CAPITALS

PART 1 – PARTICULARS OF APPLICANT

Title (Mr/Mrs etc.)	
Surname	
Forenames in full	
Date of Birth	
Address	
Post Code	
Telephone Number	
Blue Badge Number (Enclose photocopy of current Blue Badge)	
Blue Badge Expiry Date	

Blue Badge Issuing Authority	
PART 1 – PARTICULARS OF APPLICANT (Con't)	
Is the Blue Badge issued to you?	Yes / No
If NO , who is it registered to and what is their relationship to you?	
Are you in receipt of, or have proof of entitlement to, Disability Living Allowance (either Higher Rate Mobility Component of Attendance Allowance, or Higher Rate of Attendance Allowance or the War Pensioner's Mobility Supplement.)? (If YES, enclose copy of letter with your name and address showing proof of entitlement or benefit received)	Yes / No
<p>If you are not in receipt of the necessary benefits, it may be necessary for the Parking Services Office to contact your GP for information regarding your level of mobility. Please provide details:</p> <p>GP Name:</p> <p>GPAddress:</p> <p>NB The applicant is responsible for any fees or charges levied by their GP in respect of this application.</p>	

PART 2 – PARTICULARS OF VEHICLE

<p>Are you a driver of the vehicle? (Enclose copy of your Vehicle Registration / Hire Agreement document and Insurance Documents)</p>	<p>Yes / No</p>
<p>If no, please provide details of the main driver of the vehicle</p> <p>Please enclose proof of residence e.g. Utility bill</p>	<p>Name:</p> <p>Address:</p> <p>Relationship to applicant:</p>
<p>Do you have facilities for off-street parking? i.e. Do you own, rent or have use of a garage, hard standing etc. (shared or individual)</p>	<p>Yes / No</p>
<p>Where is the vehicle usually kept?</p>	
<p>Do you experience frequent problems parking within walking distance of your property?</p>	<p>Yes / No</p>
<p>Please state below, why you feel a disabled bay should be provided (continue on a separate sheet, if necessary)</p>	

PART 3 – DECLARATION BY APPLICANT	
Your application can not be determined unless you have agreed to and ticked ALL of the following statements:	Please tick ✓
a) I declare that all the information I have given in this application is correct	
b) I have enclosed copies of all required documents: <ul style="list-style-type: none"> ● Blue Badge (both sides, including number and photograph) ● Proof of receipt of, or entitlement to, required benefits ● Vehicle Registration / Motability Operations Hire Agreement document 	
c) I acknowledge that any Disabled Blue Badge Holder can use the bay	
d) I agree to have a small sign restricting the use of the bay to Disabled Badge Holders, fixed to my boundary wall or fence	
e) I understand that it might be necessary for the Council to contact my GP for further information and I hereby give my permission	
f) I understand that the provision of the bay will be regularly reviewed and I agree to provide copies of the any documentation required by the Council for this purpose	
g) I agree to notify the Council immediately if any of my details stated in PARTS 1 and 2 of this application form change and accept that the bay will be removed if I no longer meet the required criteria (for example; loss of entitlement to benefits)	
h) I agree to my information being used as explained below: The information provided will be processed by Maidstone Borough Council in connection with the Disabled Persons Parking Bay Scheme. Your information may be disclosed to partners acting on the Council's behalf in the administration of the scheme and your address disclosed as part of the local consultation process	
<p><i>Please sign and date the form below agreeing to all the statements a) to h) in PART 3 above and also to the accuracy of the information supplied by you in PARTS 1 and 2</i></p> <p>Signed: <input type="text"/> Date: <input type="text"/></p>	



ENGINEERS GUIDELINES

QUESTIONS TO ASK – STEP ONE

ALL APPLICANTS

1. Is the applicant a Driver or a Non-Driver?
2. Is the applicant registered disabled?
The answer to this question must be yes for further investigation to take place
3. Does the applicant hold a current and legal Blue Badge?
The answer to this question must be yes for further investigation to take place
4. Is the applicant in receipt of an applicable allowance?
The answer to this question must be yes for further investigation to take place
5. Is the applicant the registered keeper of the vehicle?
6. Does the applicant have suitable facilities for off-street parking?
Please remember some applicants may have off street parking that is not suitable i.e. ground level higher than acceptable, too narrow to alight a wheelchair.
7. Does the applicant experience frequent problems parking within walking distance of their property?
8. Is the vehicle registered at the same address as the disabled applicant and does the main driver reside at this address?
The answer to these questions must be yes for further investigation to take place unless the applicant is a child and the vehicle is registered at the address of the non-resident parent. The Engineer must be satisfied that the vehicle is in regular use at the childs address and the resident parent must agree to the proposed disabled bay.



ENGINEERS GUIDELINES

QUESTIONS TO ASK – STEP TWO

NON-DRIVER

Please ensure Step One has been completed.

1. If the vehicle 'double parks' to load and unload a disabled passenger, will there be a minimum carriageway width remaining of 3700mm?
The answer to this question must be yes for further investigation to take place
2. If the vehicle needs to 'double park' is it likely to cause traffic congestion?
If the answer to this question is 'yes the vehicle will cause traffic congestion' the disabled application can be investigated further.
3. If the vehicle is only likely to cause a minor disruption when it 'double parks' it is likely that the bay will have to be refused due to there being no congestion problem.



ENGINEERS GUIDELINES

QUESTIONS TO ASK – STEP THREE

DRIVER

Please ensure Step One has been completed.

1. Is the carriageway wider than 5400mm?
The answer to this question must be yes for further investigation to take place
2. Will the provision of this bay extend the total % of disabled bays in the particular location to more than 5%?
If the answer to this question is yes the disabled bay should be refused.

To calculate 5% of the road space:

- measure the length of the available road space (both sides)
- divide the total length by 6m (the average length in metres of a parking space). This will give you the number of spaces (approx) in the road.
- Divide the number of spaces in the road by 100 and multiply by 5. This will give you 5% of the total amount of space to park in this road and this is the number of disabled bays allowable in this road. **This amount should not be exceeded.**

ASHFORD JOINT TRANSPORTATION BOARD
8 MARCH 2011

Subject:	Ashford Pedestrian Guardrailing Assessment
Director/Head of Service:	Director of Kent Highway Services
Decision Issues:	These matters are within the authority of the Kent County Council
Decision:	Non-key
CCC Ward/KCC Division:	Bockhanger, Godinton, Stour and Victoria
Summary:	<i>The Board is asked to consider and comment on the proposals to manage sections of guard railing in Ashford</i>
To Note	The proposals as identified in the attached report and suggest changes or amendments
Classification:	THIS REPORT IS OPEN TO THE PUBLIC

Introduction

On behalf of Kent Highway Services, Jacobs have carried out a survey of pedestrian guardrailing in Ashford and are seeking comments on proposals to remove sections of guardrailing from some sites. The proposals are outlined in Appendix 2.

Background

There is an increasing emphasis on improving the streetscape by removing street clutter and providing better pedestrian accessibility whilst still maintaining road safety. Government is encouraging communities to assess street clutter and determine what improvements can be made.

It is recognised that where pedestrian guardrailing is badly sited or over installed it not only alienates pedestrians but also looks unsightly, easily becomes damaged which in turn leads to increased maintenance costs and complaints. Indeed poor guard railing can lead to an increase in pedestrian crashes.

The main purpose of guardrailing is to improve safety by trying to prevent pedestrians from crossing the road at an inappropriate place or from straying into the road inadvertently. Guardrailing can also be used to offer some protection to pedestrians at locations where the swept path of large vehicles,

such as buses and heavy goods vehicles, takes the vehicles close to the footway, sometimes overhanging it.

Appendix 1 is a report with the recommendations along with illustrated diagrams detailing retention and removals. Ringway would be carrying out the removals with the panels being recycled. If decorative or ornate railings and panels are highlighted for removal the Borough Council will be able to retain these for repairs or future use.

Options available

Members of the Board can:

1. support the proposals to remove guardrailing at the sites identified in Appendix 1
2. recommend amendments to the proposals for re-assessment
3. reject some/all of the proposals

Implications

1. Financial – Funding will be provided by Kent Highway Services. A budget allocation has not been secured next financial year specifically for this commission.
2. Programming - It is proposed to undertake the works on a site by site basis where damage has occurred to existing barrier to achieve value for money and efficiency.

Conclusion

The removal of guardrailing which is not required for pedestrian safety or for other reasons is in line with national guidance to de-clutter streets. It will also reduce on-going maintenance costs and help improve the appearance of the public realm.

Contact Officer

Rachel Best

08458 247 800

Appendices

- Appendix 1 – Full report by Jacobs
Appendix 2 – Drawing showing locations of guardrailing and summary
of recommendations

Kent Pedestrian Guard Railing Assessment

Ashford – Post Consultation Report




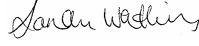


January 2011


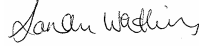


Project Number B1555300

Jacobs Eng UK Ltd, Miller House, Lower Stone Street, Maidstone, Kent ME15 6GB

Document control sheet **BPP 04 F8**

Client: Kent Highway Services
 Project: Kent Guard Railing Assessment Job No: B1555300
 Document Title: Ashford Guard Railing Assessment

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DATE 2 December 2010	SIGNATURE 	SIGNATURE 	SIGNATURE 	SIGNATURE 
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Contents

1. **Foreword**
2. **Methodology**
3. **Site Conclusions / Recommendations**

1 Foreword

Jacobs UK Ltd has received a request from Kent Highway Services to complete a Pedestrian Guardrail Assessment in Ashford.

There is an increasing emphasis on improving the streetscape by removing street clutter and providing better pedestrian accessibility whilst maintaining road safety. It is recognised that where pedestrian guard railing is badly sited or over installed it not only alienates pedestrians but also looks unsightly, easily becomes damaged which in turn leads to increased maintenance costs and complaints.

Guard railing can be the right solution when the objectives of installing it (and in the right amount) are fully considered. The main purpose of guard railing is to improve safety by trying to prevent pedestrians from crossing the road at an inappropriate place or from straying into the road inadvertently. Guard railing can also be used to offer some protection to pedestrians at locations where the swept path of large vehicles, such as buses and heavy goods vehicles, takes the vehicles close to the footway, sometimes overhanging it.

This report contains recommendations to retain, partially remove or wholly remove pedestrian guard railing from 9 sites across Ashford.

Following consultation with Ashford District Council, County Members for Ashford and Kent County Council's Transport and Development team this report replaces the "Report for Consultation" issued 14th December 2010. Each of the comments received has been reviewed and changes made accordingly.

2 Methodology

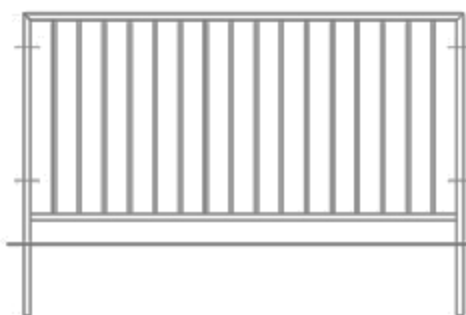
The assessments were conducted within an approximate 750metre (820yard) radius (1 mile diameter) of the High Street to incorporate the main pedestrian thoroughfares in the town centre (see figure 1).

Each site has been assessed by a fully qualified road safety auditor and a road safety engineer. Records of each site will be maintained by the KHS Assessment Management team.

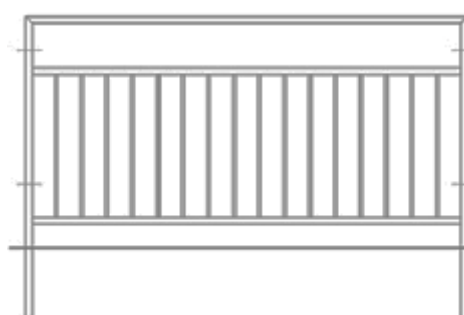
The surveys have allowed sufficient adjacent road space to be included; the exact length of road surveyed to make up a site has been dictated by the existence of side roads, major entrances / exits and the current extent of the existing guard railing.

The type of pedestrian guard railing assessed has been categorised into one of three types as shown below:

Standard type



'See through' type



Decorative type



The decorative type of railing has a number of variations.

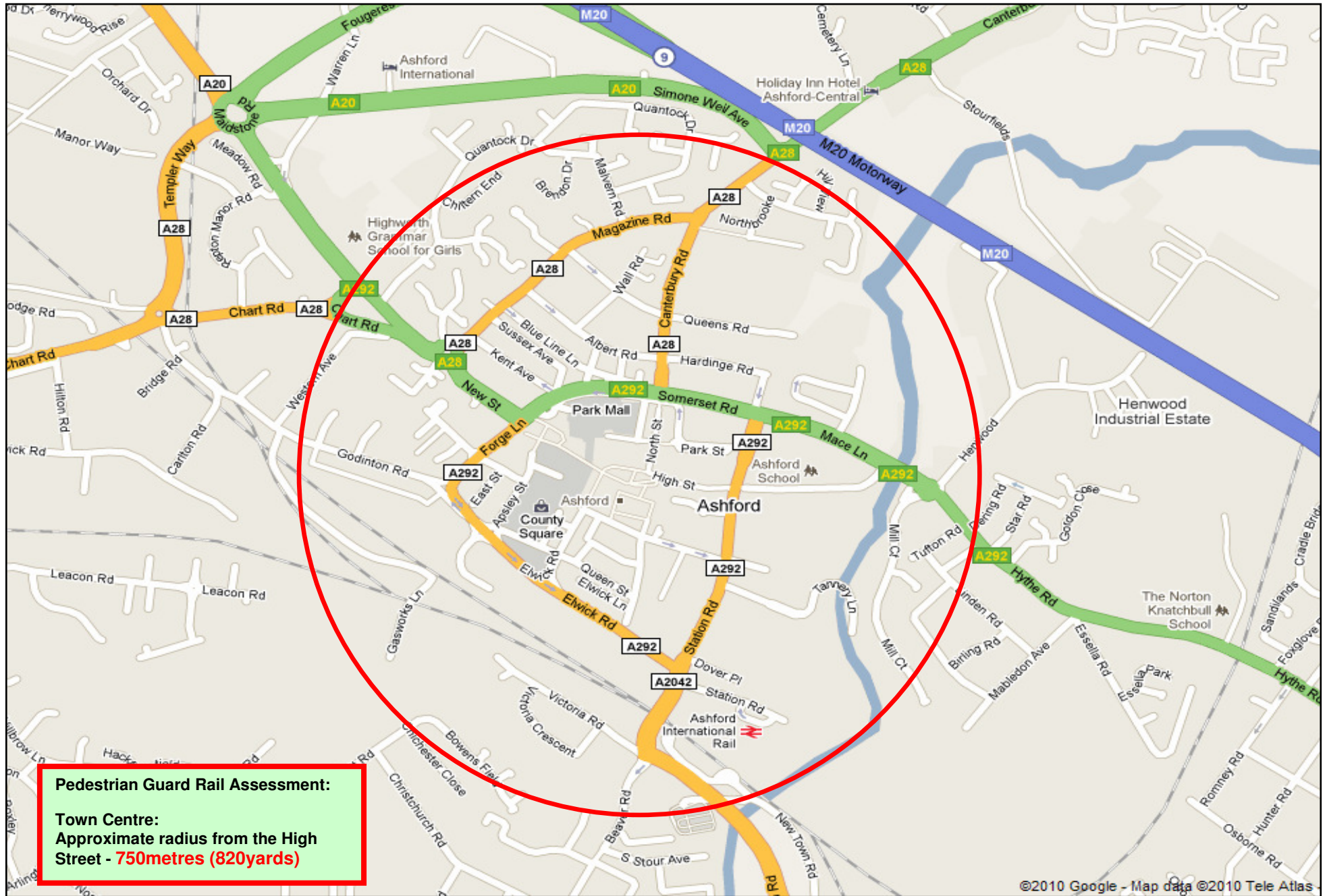
The site assessment was conducted by assessing the effectiveness of individual guardrails within the site and effectiveness as a whole. Photographs were taken and all technical data pertaining to the site was recorded including guard rail measurements, carriageway and footway width, proximity of junctions, type of pedestrian crossing and proximity to other crossings etc. Local trip attractors and generators have also been identified to assess pedestrian desire lines.

Where appropriate the width of the carriageway and its arrangement into lanes has been recorded as this relates to the degree of difficulty that people have in crossing.

The width of the available footway has also been taken and consideration given to the effect the guard railing has on reducing the effective footway width.

As the width of the carriageways and footways varied considerably within a site and where that was noted, just one measurement was recorded.

Illustrated diagrams indicating pedestrian guardrail locations, any proposals to install additional guardrail panels, the replacement of any damaged panels and to remove or retain the guardrails have been included.



Site 1 Location:

Site 1 is located from the roundabout junction with A292 Maidstone Road/New Street/Magazine Road/Chart Road and St Teresa' Close to just passed the St Mary's Nursery School on Chart Road.

Types of Guard Railing:

Standard	See through	Decorative
	Yes	

Conclusions / Recommendations

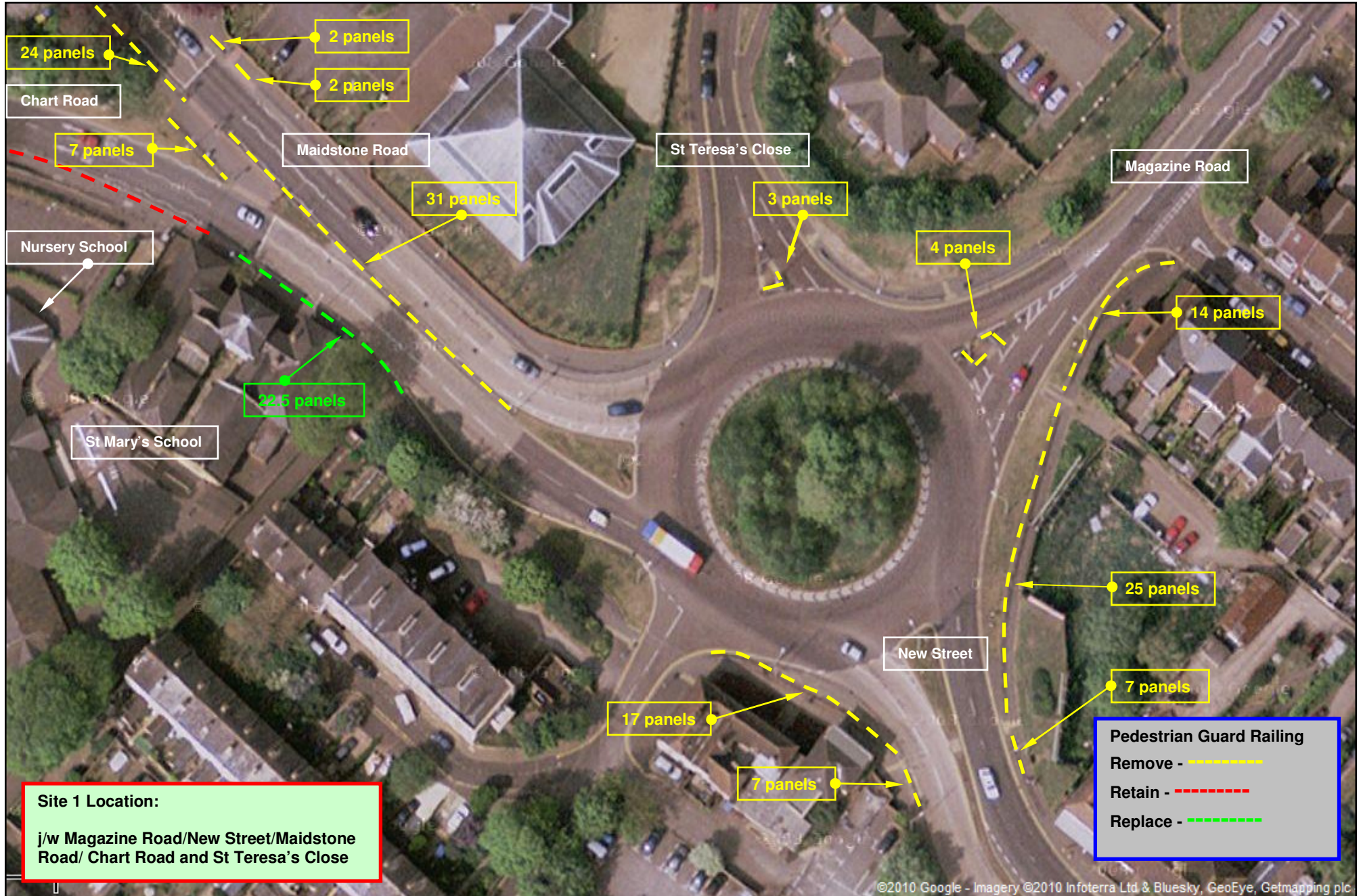
There are mainly residential properties located around the site with a Primary school and nursery school located on Chart Road.

For the majority of the site the pedestrian guard railings offer little benefit as a guide or protective device except outside both the primary school and the nursery school where these guard railings should be retained. The 22.5 railings that are to be retained are on the edge of a shared footway / cycleway and should therefore be 1.4m high.

The site has a high volume of vehicular movement and the use by pedestrians was assessed as moderate.

- **It is recommended to partially remove the pedestrian guard railing at site 1.**
- **22.5 panels to be retained on Chart Road on the shared footway/cycleway should be replaced with panels 1.4m high.**

Illustrated Diagram of site 1



Site 2 Location:

Site 2 is located from the junction with A292 Maidstone Road and Chart Road.

Types of Guard Railing:

Standard	See through	Decorative
	Yes	

Conclusions / Recommendations

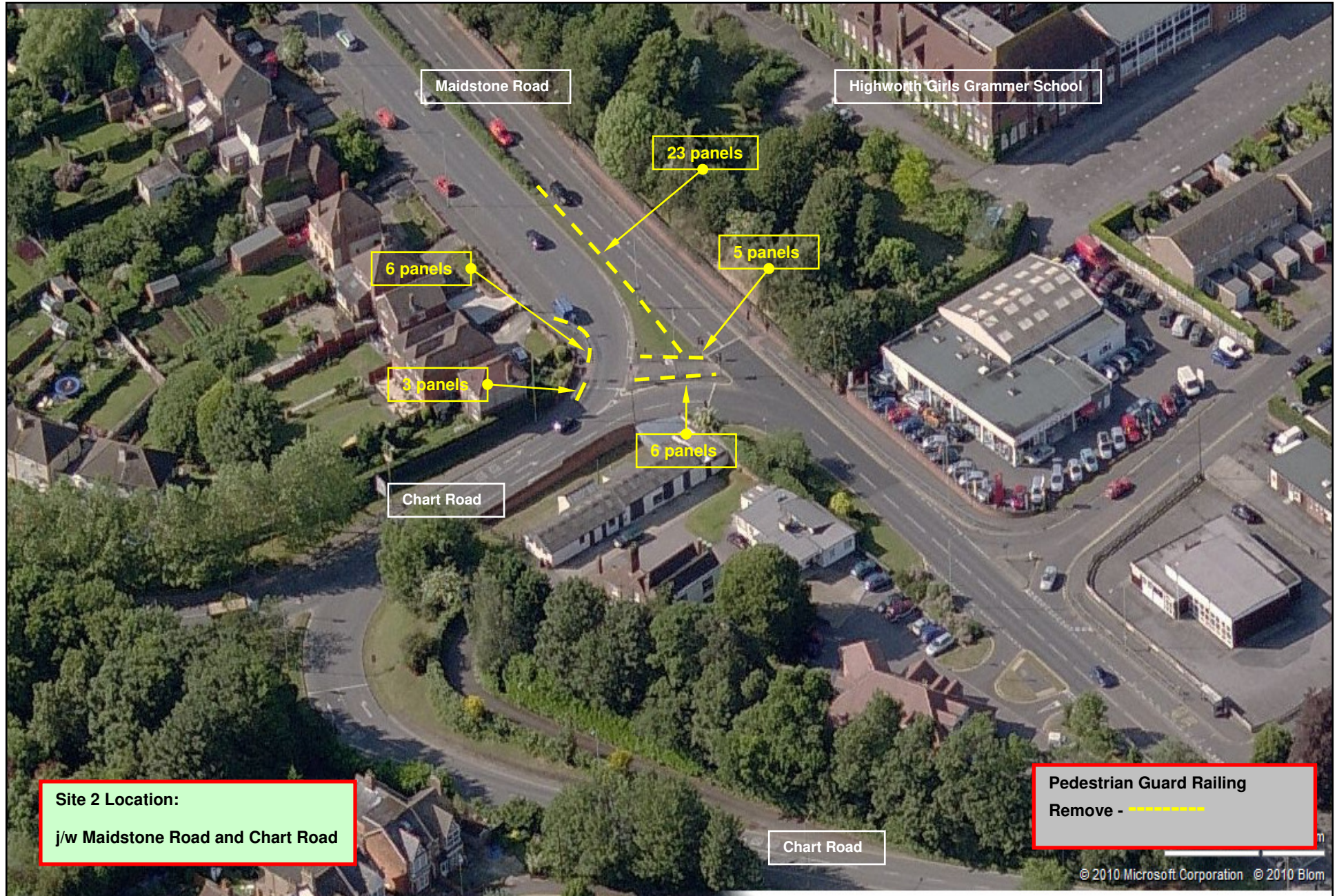
The site has mainly residential properties on the western side and the Highworth Girls Grammar School and some small business outlets on the eastern side.

The pedestrian guard railings offer little benefit as a guide or protective device.

The site has a high volume of vehicular movement and the use by pedestrians was assessed as moderate.

- **It is recommended to remove the pedestrian guard railing at site 2.**

Illustrated Diagram of site 2



Site 2 Location:
j/w Maidstone Road and Chart Road

Pedestrian Guard Railing
Remove - - - - -

Site 3 Location:

Site 3 is located on Chart Road.

Types of Guard Railing:

Standard	See through	Decorative
Yes	Yes	

Conclusions / Recommendations

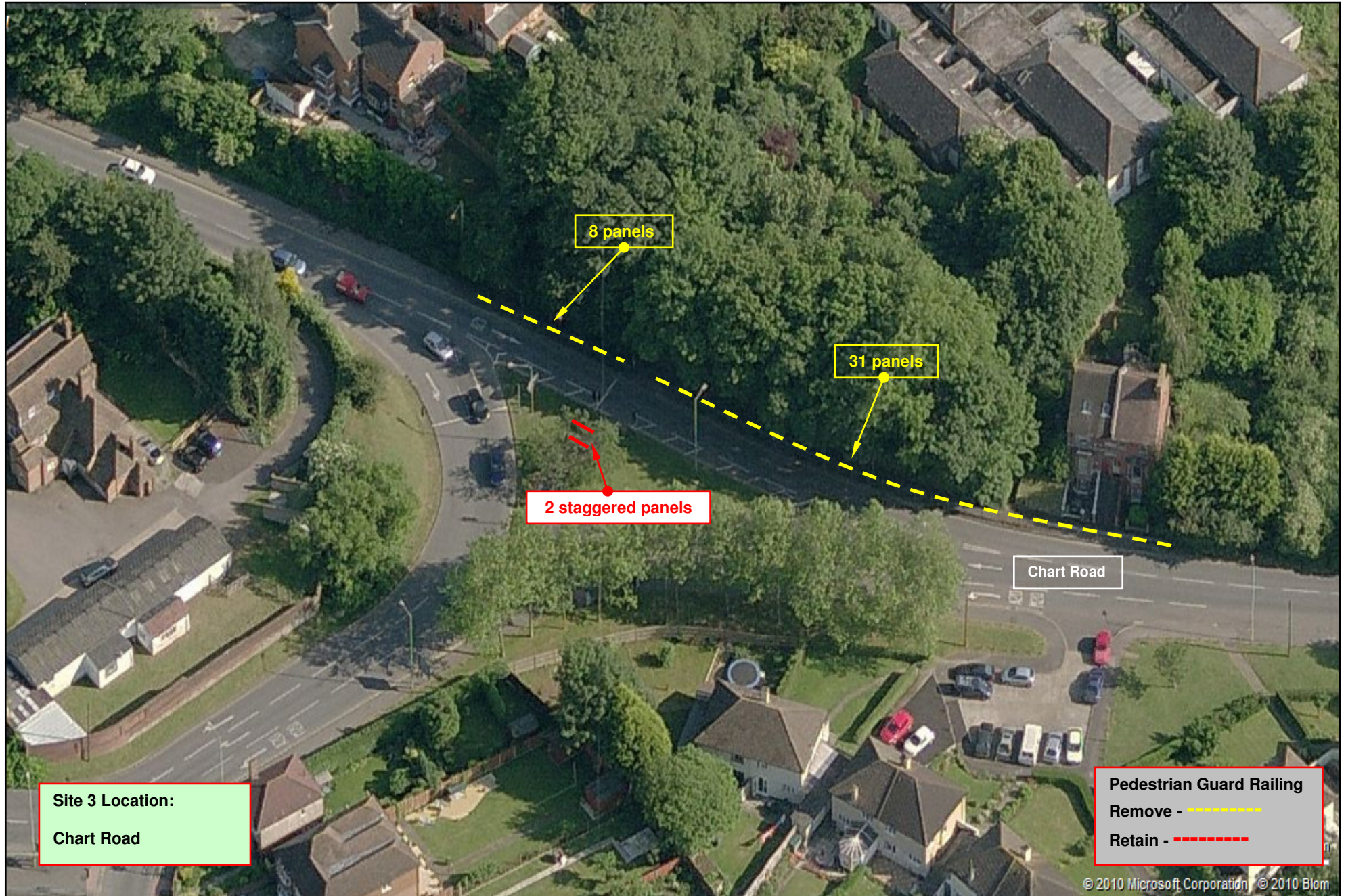
The site is located in a residential area and the pedestrian guard railings located on the western side footway offer little benefit as a guide or protective device.

The large grassed central island has 2 staggered panels positioned approximately 1.5 metres apart on an incline to stop uncontrolled pushchairs and these panels should be retained.

The site has a high volume of vehicular movement and the use by pedestrians was assessed as low.

- **It is recommended to partially remove the pedestrian guard railing at site 3.**

Illustrated Diagram of site 3



Site 4 Location:

Site 4 is located on Somerset Road.

Types of Guard Railing:

Standard	See through	Decorative
	Yes	

Conclusions / Recommendations

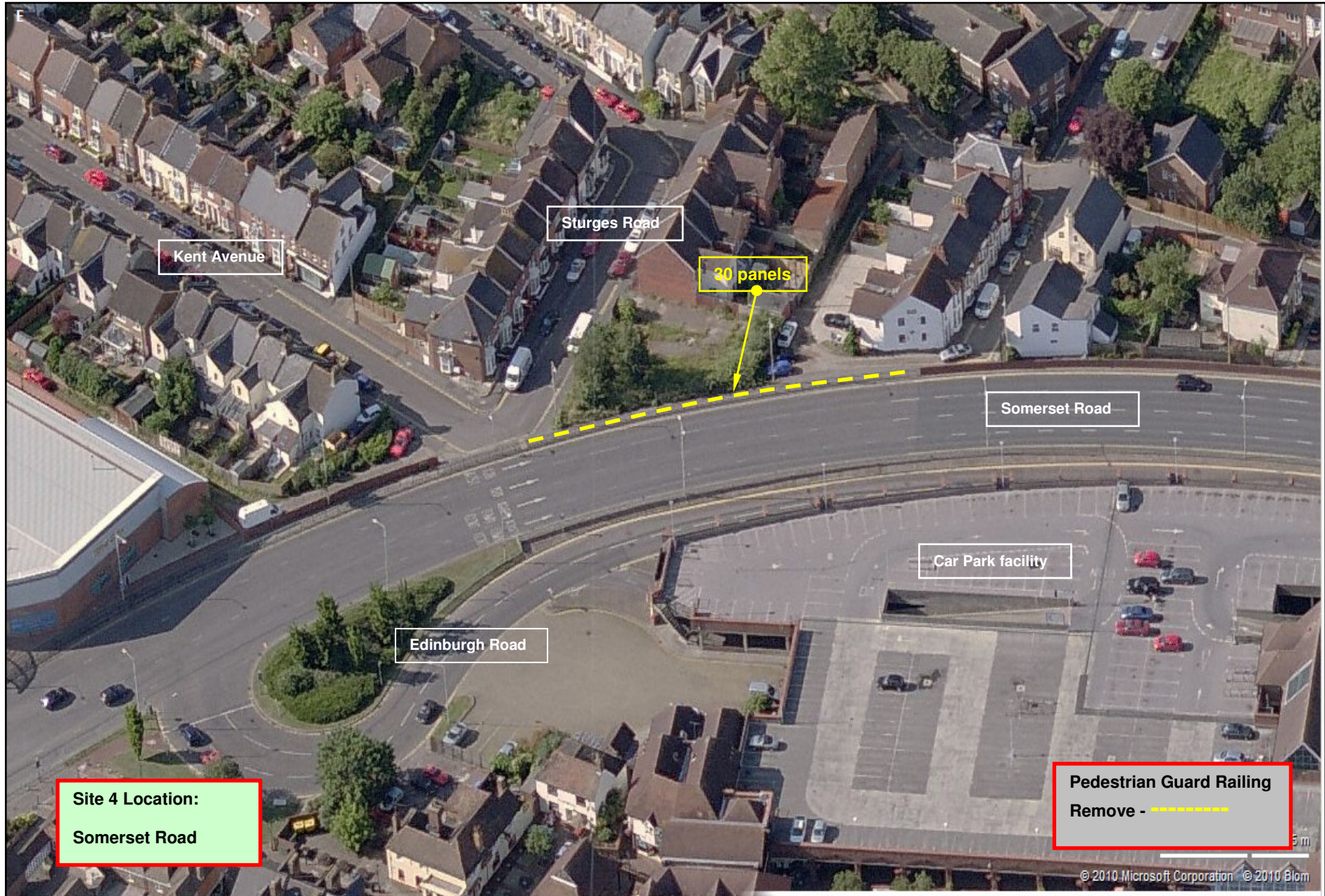
The northern side of the site has mainly residential properties and on the southern side Edinburgh Road runs parallel to Somerset Road and a car park.

The pedestrian guard railing located on the northern footway offers little benefit as a guide or protective device as pedestrians were observed crossing Somerset Road at the point where Sturges Road and Kent Avenue merge at the footway on the northern side.

The site has a high volume of vehicular movement and the use by pedestrians was assessed as moderate.

- **It is recommended to remove the pedestrian guard railing at site 4.**

Illustrated Diagram of site 4



Site 5 Location:

Site 5 is located on Edinburgh Road/Park Street.

Types of Guard Railing:

Standard	See through	Decorative
Yes		

Conclusions / Recommendations

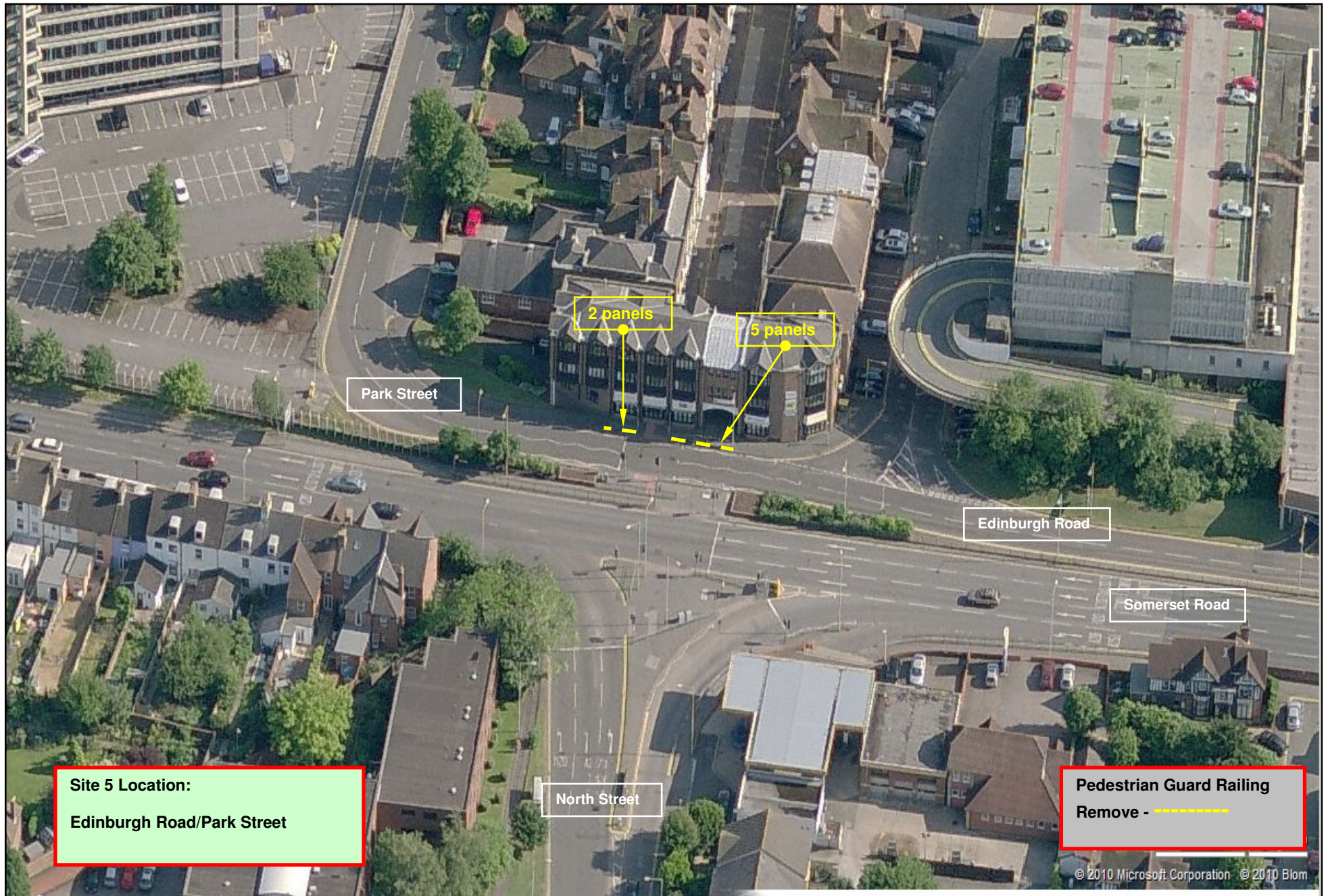
The site is located on the southern footway outside a block of offices with an arched access to a lane on the southern side.

The pedestrian guard railing offers little benefit as a guide or protective device.

The site has a high volume of vehicular movement and the use by pedestrians was assessed as moderate.

- **It is recommended to remove the pedestrian guard railing at site 5.**

Illustrated Diagram of site 5



Site 5 Location:
Edinburgh Road/Park Street

Pedestrian Guard Railing
Remove - - - - -

Site 6 Location:

Site 6 is located on Elwick Road.

Types of Guard Railing:

Standard	See through	Decorative
	Yes	

Conclusions / Recommendations

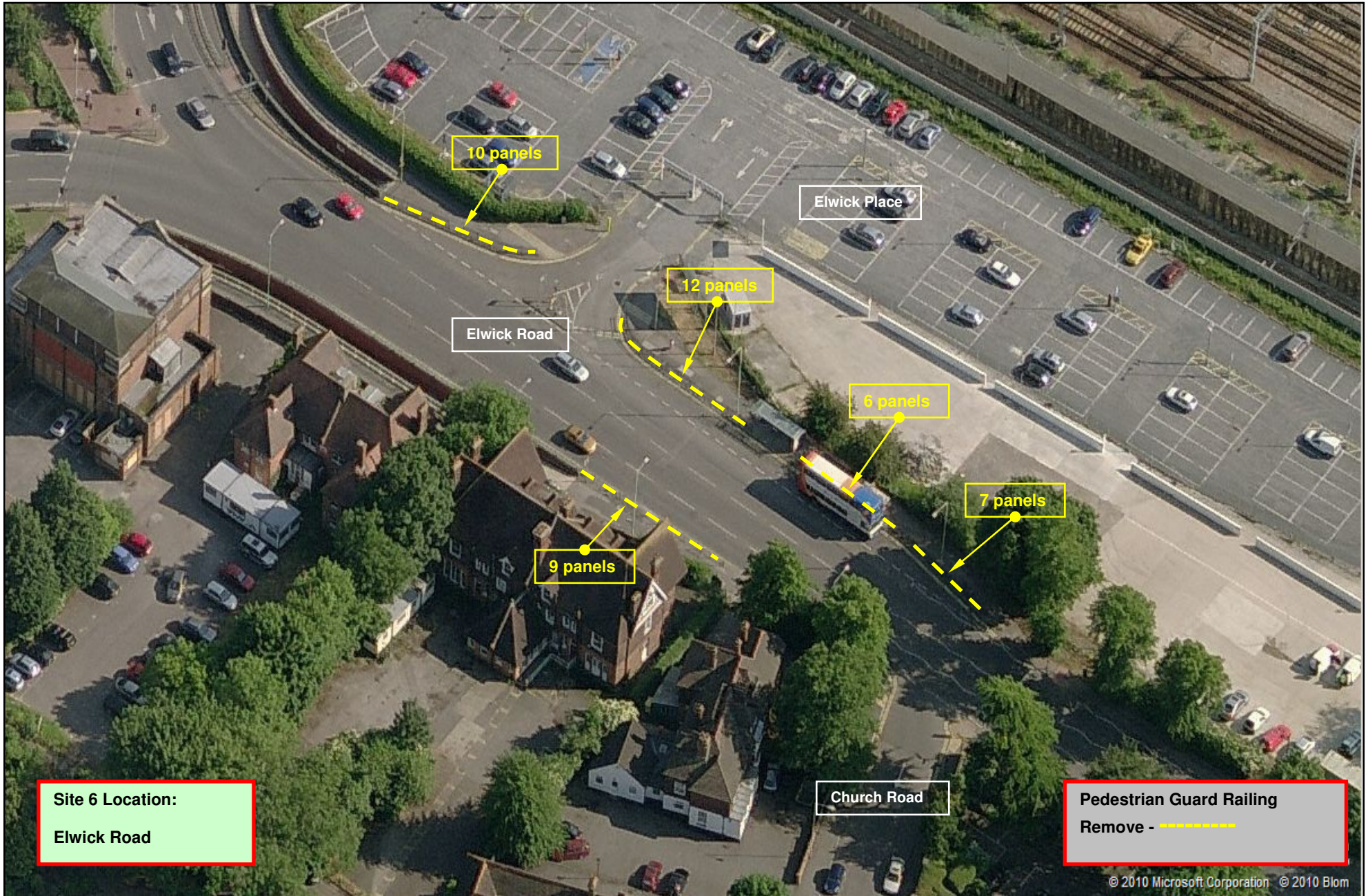
The site is located on the southern footway at a bus stop and is adjacent to Elwick Place car park.

The pedestrian guard railing offers little benefit as a guide or protective device.

The site has a high volume of vehicular movement and the use by pedestrians was assessed as moderate.

- **It is recommended to remove the pedestrian guard railing at site 6.**

Illustrated Diagram of site 6



Site 7 Location:

Site 7 is located on Station Road.

Types of Guard Railing:

Standard	See through	Decorative
	Yes	

Conclusions / Recommendations

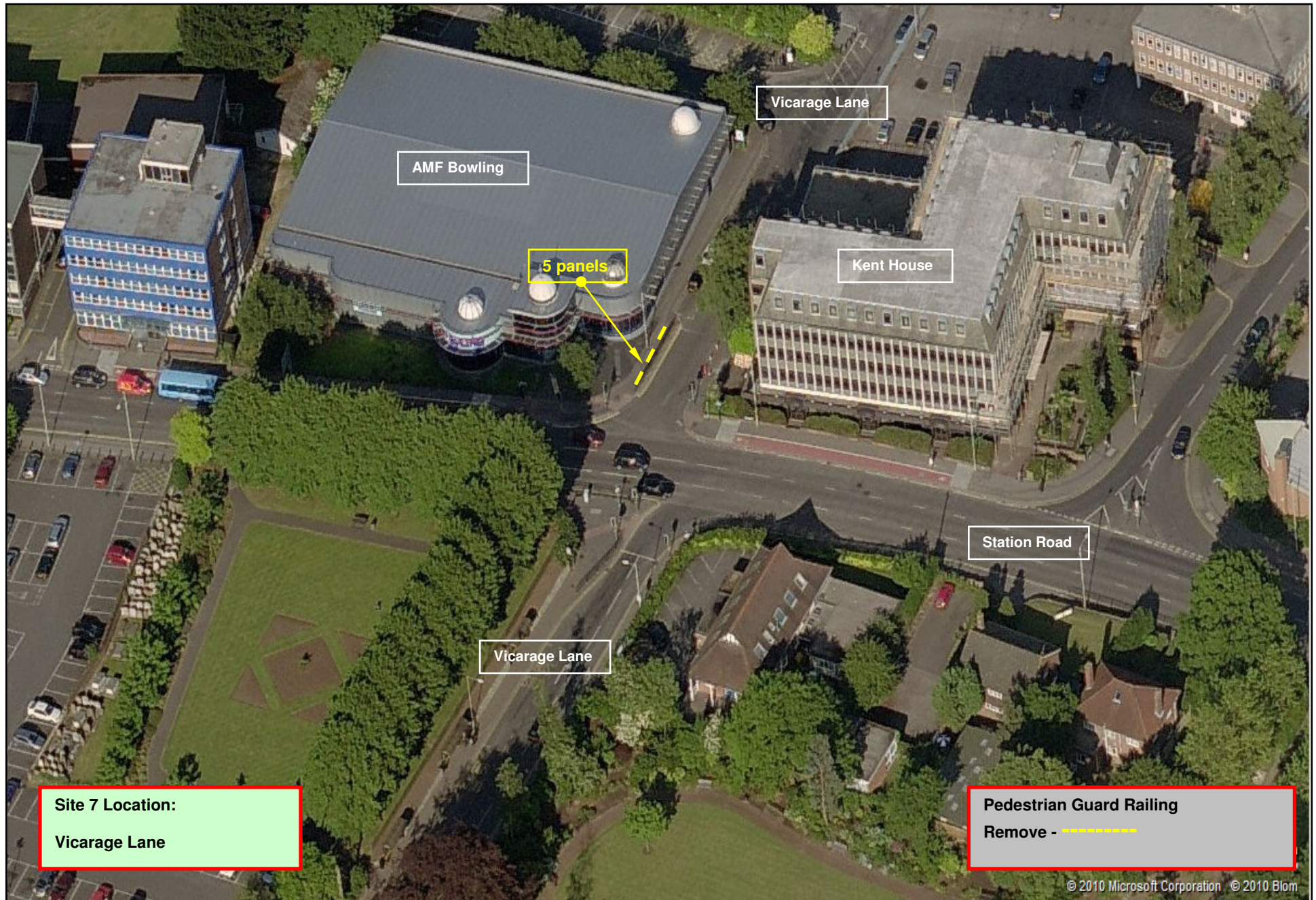
The site is located on the northern footway outside the AMF Bowling Centre and is adjacent to Kent House.

The pedestrian guard railing offers no benefit as a guide or protective device.

The site has a low volume of vehicular movement and the use by pedestrians was assessed as low.

- **It is recommended to remove the pedestrian guard railing at site 7.**

Illustrated Diagram of site 7



Site 8 Location:

Site 8 is located on Park Street.

Types of Guard Railing:

Standard	See through	Decorative
	Yes	

Conclusions / Recommendations

Park Street is a way one system where at the site is separated into a northern and southern section by a long central island. On the northern side of the central island are bus stops and the southern part of Park Street is an access and egress for taxis, a restaurant and the British Heart Foundation.

The pedestrian guard railing offers little benefit as a guide or protective device.

The site has both moderate volume of vehicular movement and pedestrian use.

- **It is recommended to remove the pedestrian guard railing at site 8.**

Illustrated Diagram of site 8



Park Street

Park Street

10 panels

Site 8 Location:
Park Street

Pedestrian Guard Railing
Remove - - - - -

Site 9 Location:

Site 9 is located at the roundabout junction of Mace Lane/Hythe Road and Henwood/Mill Court.

Types of Guard Railing:

Standard	See through	Decorative
	Yes	

Conclusions / Recommendations

The site is located at a large roundabout junction where there is an Express Store, residential properties and on Henwood the Kent Fire & Rescue Service and some industrial estates.

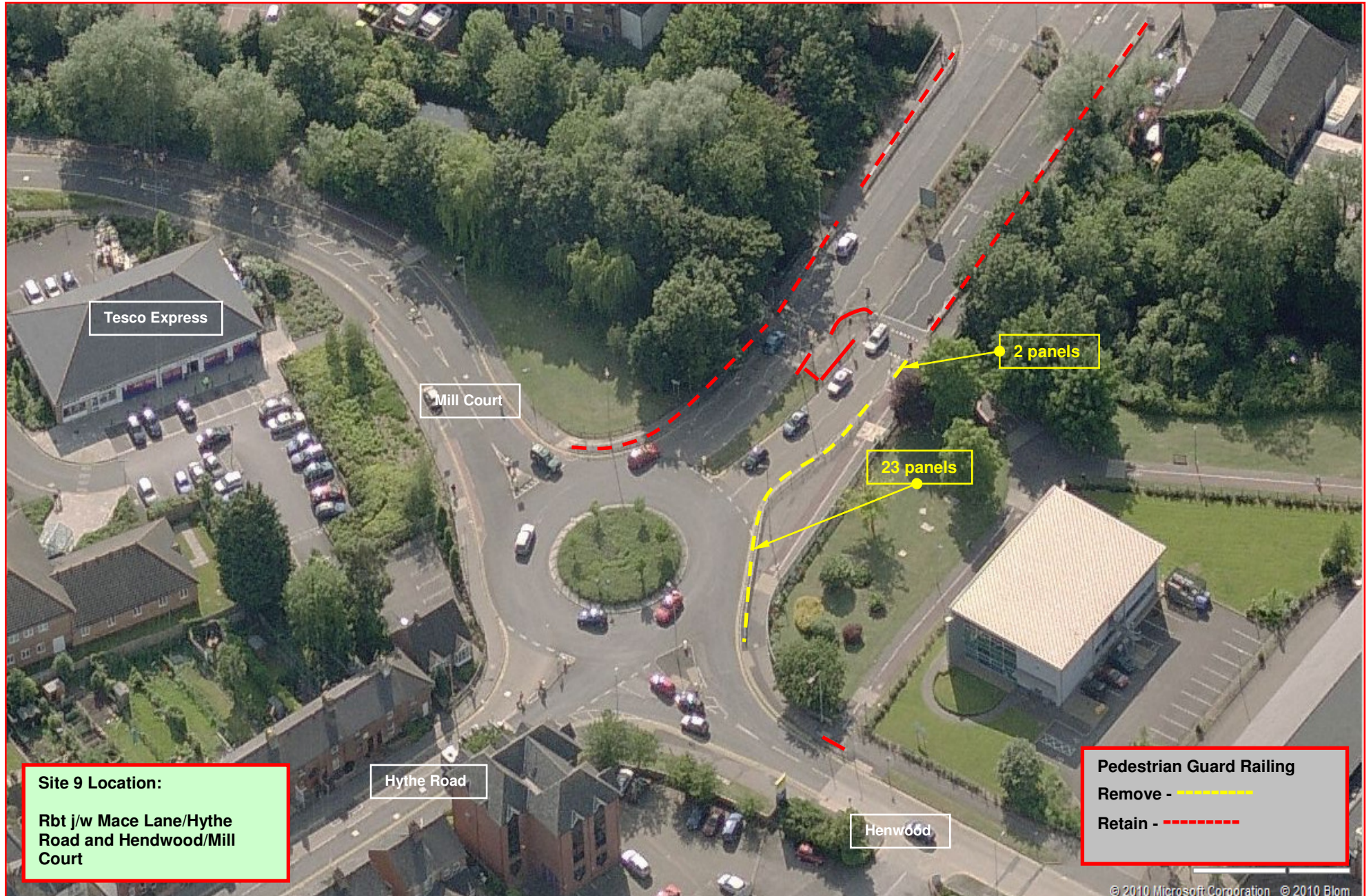
The northern footway with a segregated cycle facility has a wide footway and a wide space between the cycle facility and the pedestrian guard railing.

The pedestrian guard railings assessed for removal offer little benefit as a guide or protective device.

The site has a high volume of vehicular movement and moderate pedestrian use.

- **It is recommended to partially remove the pedestrian guard railing at site 9.**

Illustrated Diagram of site 9







Ashford Site Locations:

Agenda Item No: 9
Report To: Ashford Joint Transportation Board
Date: 8 March 2011



Report Title: **Update report on:-**
i) **Highway Improvements at M20 Junction 9, Drivers Roundabout and a new foot/cycle bridge over the M20**
ii) **Victoria Way**

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

Summary:	Members are updated on the progress being made on the construction of these two major highways schemes that will support the growth of Ashford. Officers will be available to give a verbal update on the details of the programme for completing the schemes and the traffic management impacts.
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Key Decision: NO

Affected Wards: Stour, Godinton, Bockhanger, Victoria

Recommendations: **The Board is asked to note the progress being made towards completing these projects.**

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 Drivers Roundabout are funded by Regional Infrastructure Fund (RIF) and Growth Area Funding (GAF3). Victoria Way is funded by Community Infrastructure Fund (CIF2)

Risk Assessment Full costed risk assessment have been carried out and maintained for both schemes.

Equalities Impact Assessment No

Exemption Clauses: No

Background Papers: No

Contacts:

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andrew.burton2@kent.gov.uk – Tel: 08458 247 800

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

Report Title: Update report on:-

- i) Highway Improvements at M20 Junction 9, Drovers Roundabout and a new foot/cycle bridge over the M20**
- ii) Victoria Way**

Purpose of the Report

1. To advise Members of the progress that has been made with the construction of these two major highway schemes that support Ashford's growth programme.

Issues to be Decided

2. None. This report is for Members' information.

Drovers Roundabout and M20J9 RIF Funded Projects

Drovers Roundabout

3. Construction is proceeding reasonably well but progress has been affected by the snow and freezing conditions in December, heavy rain in January and continuing wet weather into February. Although some lost time has been recovered by working at weekends, it has not been possible to bring the project back on programme without significantly increasing traffic congestion. Substantial completion of the works is now likely towards the end of April.

M20 Junction 9

4. The weather and remaining utility diversions has similarly affected progress on Junction 9. As with Drovers Roundabout substantial completion is likely towards the end of April but with the need for final works to remove the existing footway under the M20 in July when the new route over the new bridge is available.

Foot/Cycle Bridge

5. Progress on the construction of the new feature bridge is the main cause of concern. The design is complex and the detail is closely related to how the steel work is fabricated and the method of erection. Good progress is now being made on the concrete abutments either side of the M20. Fabrication of the steelwork is underway but some challenging detailed aspects have only recently been resolved. The programme is tight but every effort is being made to achieve erection over a weekend period before the end of May but the 7/8 May previously suggested to the Board is now unlikely.

6. Arrangements have been made to fully co-ordinate construction of the pathway leading the bridge on south side with works to extend Sainsbury's store and car park. These works will now be carried out at Sainsbury's cost to fit with their revised access arrangements that have recently been approved by the Borough Council.

Landscaping

7. To minimise the risk of the soft landscaping withering in the summer, it is likely that the bulk of the planting will be carried out in November.

Victoria Way CIF Funded Project

8. Utility diversions and future proofing works were a major cause of delay to progress last year and a programme of acceleration measures were introduced for the core roadworks to mitigate delay. Construction is proceeding reasonably well but progress has been affected by the snow and freezing conditions in December, heavy rain in January and continuing wet weather into February. Although some lost time has been recovered by working at night and at weekends it has not been possible to bring the project completely back on programme. Substantial completion of the core roadworks is now likely towards the middle of April.
9. Night time working for surfacing works the Brookfield Road/Leacon Road junction has helped to minimise traffic disruption. At Victoria Road extensive temporary traffic management is in place to support works to widen the carriageway and pavement works.
10. The major public realm works at John Wallis Square are likely to be substantially completed before the end of June.
11. The results of recent consultations over amendments to Traffic Regulation Orders are covered in a separate report on this agenda.

Portfolio Holder and Local Member Views

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

Spend against Budget

13. Details of spend against budgets on the two schemes is regularly reviewed at Project Steering Groups and any implications on the overall programme for growth area funding programme are regularly reviewed at the Ashford's Future Company and Partnership Boards.
14. Approval has recently been given by the Departments for Transport (DfT) and Business Innovation and Skills (BIS) to vire funding between the two RIF funded projects together with some relaxation over the final claims period. The GAF3 funding support is not time limited and will cover expenditure into 2011/12.

15. Similarly the Homes and Communities Agency have indicated that some CIF2 spend related to Victoria Way can be claimed against some completed GAF3 projects which is not time limited. The freed up GAF3 together with cost reimbursement of some utility works will cover expenditure into 2011/12.

Conclusion

16. The Board is asked to note the progress made on these essential schemes that support Ashford's and Kent's growth programme.
17. The Project Managers for both of these schemes will be in attendance at the meeting and will be able to update members on traffic management implications and answer Members questions.

Contact:

Andrew Burton – Project Manager (KHS) – Drovers Roundabout and M20J9
andrew.burton2@kent.gov.uk – Tel: 08458 247 800

Jamie Watson – Project Manager (KHS) – Victoria Way
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John Farmer – Major Projects Manager (KHS)
john.farmer@kent.gov.uk - Tel: 07740 185252

Andy Phillips - Head of Transport, Ashford's Future
andrew.phillips@ashford.gov.uk – Tel (01233) 330823

Attachments:

None

ASHFORD JOINT TRANSPORTATION BOARD 8 MARCH 2011

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

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
Weather Damage Repairs – See Appendix B4

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

This report is for Members' information.

Contact Officers:

Carol Valentine	0845 8247800KCC
Gary Peak	0845 8247800KCC
Russell Boorman	0845 8247800KCC

Appendices A to D – Progress Reports

APPENDIX A – ROAD SURFACE TREATMENTS

APPENDIX A1 – THIN SURFACING: 15 – 24mm depth

Location	Parish	Budget	Status
Cripple Hill	High Halden	144,200	Completed November 2010

APPENDIX B – HIGHWAY MAINTENANCE SCHEMES

APPENDIX B1 – CARRIAGEWAY SCHEMES

Location	Description	Parish	Budget	Status
None				

APPENDIX B2 – FOOTWAY SCHEMES

Location	Description	Parish	Budget	Status
A20 Hythe Road	Smeeth X Roads to Bob Fisher Garage	Smeeth	£224,960	Deferred
A20 Hythe Road	Bockham Lane to Ridgeway	Mersham	£72,000	On site
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 B4 – WEATHER DAMAGE REPAIRS

Following on from last years programme of weather damaged repairs to potholes we had planned further action for this winter should it prove necessary.

Due to December's harsh weather we have instigated this plan by expanding further the number of KHS crews working on weather damage potholes whilst also using additional external contractors. This arrangement will help us improve our response and provide a continuity of resource.

Unlike last winter where all potholes in a road were repaired, our Engineers & Inspectors are identifying potholes that are safety critical. These will be marked up in white paint and numbered for ease of identification. These repairs will wherever possible be permanent, the external contractors plus KHS crews are being directed to carry out these necessary repairs.

The initial budget is £50,000 per district and the work commenced on 19 January. Tenders are in preparation to continue this work after April subject to budget approval being obtained.

APPENDIX C – TRANSPORTATION, PROW & SAFETY SCHEMES

APPENDIX C1 – LOCAL TRANSPORT PLAN FUNDED SCHEMES

Location	Description	Budget	Status
Henley Fields, Tenterden	Cycle track along the disused railway line	£80,000	Works 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)

Location	Description	Budget (£)	Status
AU11 Faversham Road to recreation ground. TR018 450	Surface improvements	1,300	Complete

APPENDIX C3 – DEVELOPER FUNDED SCHEMES (Section 278 Works)

Location	Description	Status
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	Puffin Crossing in Design Stage – Cycleway constructed
A2070 j/w The Boulevard	Left turn slip	In design stage – Works currently postponed by Developer until 2012

APPENDIX D – OTHER WORKS

APPENDIX D1 – BRIDGE WORKS

Location	Description	Status
Romden Road, Smarden	140 – Bridge reconstruction	15 November 2010 – 21 March 2011 – Road Closure
A28 Canterbury Road, Kennington	285 Mill Pond – Culvert reconstruction	Start Spring 2011 – tbc
A28 Canterbury Road, Godmersham	33 Godmersham Bridge – bridge strengthening	Start Spring 2011 - tbc

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
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 kerbline to leave 6.0m carriageway and provide additional advance SLOW markings and signage. Loudon Way, Ashford	£10,120	Work completed Dec. 2010
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	£10, 780	Approval granted. Programmed for

	and provide additional advance SLOW markings and signage. Tithe Barn Lane, Ashford		during Feb. half term holidays.
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
George Koowaree – Ashford East	Installation of 16 dropped kerbs Orion Way, Ashford	£9768	Approval granted. Work on site.
George Koowaree – Ashford East	Construction of a 30m footway and installation of a pair of dropped kerbs Hampden Road, Ashford	£4614	Approval granted Work on site
George Koowaree – Ashford East	Installation of a pair of dropped kerbs Stirling Road, Ashford	£1441	Approval granted Work on site.
George Koowaree – Ashford East	Install Glasdon Stanford seat on a concrete slab in verge. Hythe Road, Ashford	£2145	Approval granted. Awaiting programming
Elizabeth Tweed – Ashford Central	To provide 3 salt bins each with 3 refills Hazel Heights, Heathfield Drive and Lower Queens Road, Ashford.	£1786.59	Work completed.
George Koowaree – Ashford East	To provide a replacement bus shelter Hunter Road, Ashford	£7255	Approval granted. Awaiting programming
Michael Hill – Tenterden	To implement zig zag line markings outside the primary school. Hastings Road, Rolvenden	£2349	Approval granted. TRO required before 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.

At present, we are updating the scheduled gulley cleansing spreadsheet to include for recent flooding hotspots and CSM reports, to enable a more targeted service. Once this has been updated, it will be issued to all members and JTB's. We are also looking into having this information available on the Kent Highways website pictorially – this is planned to be developed in April.

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	Funded by Community Infrastructure Fund (CIF) provided by Homes & Community Agency (HCA). Contract awarded to Volker Fitzpatrick and construction started June 2010. Difficulties with utilities largely resolved and good progress now being made. Core roadworks planned to be completed in April with John Wallis Square public realm and residual side road works planned completion in June. Utilities and winter weather are primary causes of delay although contract programme with late start was always tight. HCA has agreed to restructure funding to cover expenditure

			beyond 31 March.
Drovers roundabout to M20 Junction 9 Improvements	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	<p>Drovers Roundabout and M20J9 are formally two separate projects. Funded by Regional Infrastructure Fund (RIF) funding provided by DfT and managed by SEEDA with Growth Area Funding (GAF) to cover extra-over costs of M20 feature bridge. Contract awarded to BAMNuttal and construction started in June 2010. Roadworks will be substantially completed in April. Bridge erection planned for early May with full scheme completion in June. Winter weather, complex bridge design and inability to close M20 during April are primary causes of delay although contract programme with late start was always tight. DfT has agreed to restructure funding between Rovers Roundabout and M20J9 to reflect actual costs and cover for RIF expenditure beyond 31 March 2011.</p>