



## Joint Transportation Board

Notice of a Meeting, to be held in the Council Chamber, Civic Centre, Tannery Lane,  
Ashford, Kent TN23 1PL on Tuesday 20<sup>th</sup> September 2011 at 7.00pm

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The Members of this Committee are:-

Cllr. Burgess (Chairman)

Mr M A Wickham (Vice-Chairman)

Cllrs. Mrs Bell, Mrs Blanford (ex officio), Claughton, Davey, Feacey\*, Heyes, Robey, Yeo  
\*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 R Butcher – KALC Ashford Area Committee

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

### Agenda

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Nos.

1. **Apologies/Substitutes** – To receive Notification of Substitutes in accordance with Procedure Rule 1.2(iii)
2. **Declarations of Interest** - Declarations of Interest under the Code of Conduct adopted by the Council on the 24<sup>th</sup> 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 14<sup>th</sup> June 2011
4. Transport Forum – To receive the Chairman's Report of the Meeting held on the 24<sup>th</sup> June 2011
5. To receive any Petitions
6. Tracker Report

### Part I – For Decision

7. Resolution of Objections to Proposed Bus Stops in Singleton and Proposed Procedure for Dealing with Future Objections Received at Informal Consultation

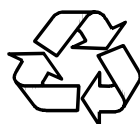
## Part II – For Information

8. Ashford Highway Works Programme 2011/12
  9. Update on New KCC Highways and Transportation Structure
  10. Additional Special Meeting – 11<sup>th</sup> October 2011
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DS/VS  
12<sup>th</sup> September 2011

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## Joint Transportation Board

Minutes of a Meeting of the Joint Transportation Board held in the Council Chamber, Civic Centre, Tannery Lane, Ashford on the **14<sup>th</sup> June 2011**

### Present:

Mr M A Wickham (Vice-Chairman in the Chair);  
 Cllrs. Apps, Mrs Blanford, Cloughton, Davey, Feacey, Heyes, Mrs Martin, Robey  
 Mr M J Angell, Mr R E King, Mrs E Tweed  
 Mr R Butcher – KALC Ashford Area Committee

In accordance with Procedure Rule 1.2 (iii) Councillors Apps and Mrs Martin attended as Substitute Members for Councillors Burgess and Mrs Bell respectively.

### Apologies:

Cllrs Mrs Bell, Burgess, Yeo, Mr P M Hill, Mr S J G Koowaree, Mr J N Wedgbury.

### Also Present:

Sandra Watkins (Project Manager – Road Safety – Jacobs), Andrew Burton (Project Manager – KHS), Jamie Watson (Project Manager – KHS), Toby Howe (Highway Manager East Kent – KHS), Paul Jackson (Head of Environmental Services - ABC), Ray Wilkinson (Engineering Services Manager – ABC), John Burns (Parking Operations Manager – ABC), Danny Sheppard (Senior Member Services & Scrutiny Support Officer – ABC).

## 36 Minutes

### Resolved:

**That the Minutes of the Meeting of this Board held on the 8<sup>th</sup> March 2011 be approved and confirmed as a correct record.**

## 37 Petition Regarding Bonded Gravel Footpaths in Stanhope, Ashford

Mr Howe introduced the report which set out details of a petition that had been received requesting the removal of bonded gravel on the footpaths within the Stanhope estates. The petition was submitted by residents on the 3<sup>rd</sup> February 2011, containing 256 signatures, and expressed concerns due to injuries that children had sustained due to trips or falls on the new footways with bonded gravel surfacing. It suggested that bonded gravel was not a suitable material for a high use pedestrian area, particularly where children were involved, and requested that the bonded gravel surfacing material be removed and replaced with a more conventional material. The report covered Kent Highway Services summary of the key issues with the change of surfacing due to the redevelopment of the area as per planning

permission 06/01895/AS and the financial implications to change the surface material of the footpaths. Mr Howe clarified that the report was for Members information rather than decision and the Board was asked to accept the petition, note the report and also note that no further action was required, however, the situation would be kept under review.

Members said that whilst they understood that the financial implications of remedial works meant that it was unlikely that they could be funded, they were not comfortable with doing nothing. A Member asked if the footpaths could not be done piecemeal as and when funding became available, even if that took a number of years, but it was explained that realistically, even if it were added to the programme, its priority meant it was very unlikely to be done any time soon. The question of how big a priority this issue should be when bearing in mind current budgets was discussed and if there had been any analysis of whether other groups of people liked the paths or even the extent of the problem. It was important that the County Council did not go too far down the line of committing resources to remove a surface that other people wanted. The Board agreed that no further action was required at this stage, but asked to be supplied with the list of future footway works so that they could review which ones had been given priority and if this particular issue could fit in to that anywhere.

In terms of lessons learned, Members hoped that this particular material would not remain in the Kent Design Guide as a suitable surface for a footpath. It was also considered that there should be more involvement with the local Ward Member and, if applicable, the Parish Council on issues such as this in the future.

**Resolved:**

**That the petition and report be accepted and noted and it be noted that no further action will be taken at this stage. However, the Board would like to receive the list of future footway works so that they could review which ones had been given priority and if this particular issue could fit in to that anywhere.**

## **38 Tracker Report**

The Chairman drew Members attention to the Tracker of Decisions.

A Member asked about the A28 Speed Limit Review and asked why it still appeared on the tracker when work had been agreed and would commence shortly. The Head of Environmental Services explained that the Tracker was simply a list of decisions taken by the Board over the last year or so and this item would come off the Tracker once work commenced. Members asked that KHS staff ensure that information was up-to-date for future Trackers.

**Resolved:**

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

## **39 Ashford Pedestrian Guardrailing Assessment – Report Back**

Mrs Watkins introduced the report and explained this was an update following the report submitted to the Board in March 2011 and the recent Site Visit attended by some Members. Following that Site Visit an up-to-date presentation had been prepared and she would run through that at this Meeting and ask Members to make a decision on each of the nine sites in turn so that the Board would arrive at an in principle agreement. In response to a question about why the guardrails were installed in these locations in the first place, Mrs Watkins said it was difficult to go into specifics but a lot of them had been in place for many years and were installed under different Department for Transport guidelines and as part of a different road environment. In terms of costs, there were now no proposals for a blanket removal across the town, but savings would be made in terms of not repairing or replacing those barriers that had been earmarked for removal when that time came.

Mrs Watkins then displayed each of the nine sites on screen and Members gave their views on the proposals: -

### **Site 1 - Roundabout junction of A292 Maidstone Road / New Street / Magazine Road / Chart Road**

The recommendation in the report was that the majority of railings offered little benefit as a guide or a protective device except outside both the primary and nursery schools where they were proposed to be retained. Those 22.5 panels which were to be retained should be 1.4m high as they were on a shared foot/cycleway and would therefore need to be replaced. Following the Site Visit it had also now been proposed to retain the first seven panels in New Street just before the old Prince Albert pub and this was also agreed.

### **Site 2 - The junction with A292 Maidstone Road and Chart Road**

The recommendation in the report was to remove all pedestrian guardrailings in this area. Following discussion the Board agreed that the nine barriers on the bend of Chart Road into Maidstone Road should be retained as it was a dangerous bend and a lot of school children used this area so it would keep them off the road and channel them to the designated crossing points.

### **Site 3 - Chart Road**

The recommendation in the report was to remove the railings located on the western side footway. However, the large grassed central island had two staggered panels positioned approximately 1.5m apart on an incline, and it was proposed that those panels should be retained. This was agreed by the Board.

### **Site 4 – Somerset Road**

The recommendation in the report was to remove all of the 30 railings on the northern footway at this site. This was agreed by the Board.

### **Site 5 – Edinburgh Road/Park Street**

The recommendation in the report was to remove all of the railings on this site. However, following the Site Visit it had been proposed to retain the five panels in front of the archway immediately outside the Kentish Express offices. This was agreed by the Board.

### **Site 6 – Elwick Road**

The recommendation in the report was to remove all of the railings on this site. This was agreed by the Board.

### **Site 7 – Station Road**

The recommendation in the report was to remove all of the three railings on this site. However, following the Site Visit it had been proposed to retain the first of the barriers, immediately in line with the main entrance of the Bowling Alley. This was agreed by the Board.

### **Site 8 – Park Street**

The recommendation in the report was to remove all of the railings on this site. However, following the Site Visit it had been proposed to retain all of the panels except the first two immediately adjacent to the bus stop. This was agreed by the Board. It was also noted that the plan on display was incorrect and would be amended.

### **Site 9 – Roundabout junction of Mace Lane/Hythe Road and Henwood/Mill Court.**

The recommendation in the report was to retain the eight panel section of railings as there was a trip hazard and to retain some panels at Henwood following comments received about cyclists using that route. This was agreed by the Board.

Mrs Watkins thanked Members for their input into this process and explained that a final report would be produced taking into account all of the comments made at both the Site Visit and at this Meeting. The relevant barriers would then either be replaced or removed when the time came. It was confirmed that the barriers were made of mild galvanised steel rather than aluminium.

### **Resolved:**

**That the discussions above form the basis of the final Ashford Pedestrian Guardrailing Assessment.**

## **40 Management of Double Parking and Parking at Dropped Kerbs**

Mr Burns introduced the report and explained that Kent County Council had adopted formal powers to enforce double parking and parking at dropped kerbs under the Traffic Management Act 2004. As a consequence written approval had been given to each District Council to commence such enforcement. The report therefore sought the support of the Board to agree that Ashford Borough Council should adopt the powers to enforce these parking matters. It was also proposed that prior to enforcement taking place a comprehensive media PR exercise and warning notice campaign be undertaken to advise and notify motorists of the new restrictions. It was estimated that this campaign would cost approximately £2500 and there would not be a need to employ additional Civil Enforcement Officers to undertake these duties. The report went into more detail on the definitions of these offences and included example publicity leaflets produced by Kent County Council. The ABC Cabinet Member supported the recommendations.

A Member said he did have a concern over the legal definition of double parking, which was 50cm or greater from the kerb. He considered the major problem regarding double parking was when there were two cars together and this is what most people understood by the term, so he hoped Officers would not be too pedantic in penalising residents. He was also unsure about the claim that this extra work could be absorbed within existing resources. Mr Burns explained that as with all parking policies, common sense and the practicalities of a situation would rule the judgement and any enforcement would have to be suitable for the contravention and backed up by firm evidence. Of course, most people understood double parking as one vehicle parking outside of another and in reality if a vehicle was simply parked 52cm from a kerb but not causing any difficulties then action was unlikely to be taken. In terms of resources, the additional duties would be undertaken as part of the normal patrols and it was anticipated that incidents would be relatively rare so they should not take up significant additional time and resources and require extra Officers. The easing of this problem and deterrent to those who double parked or parked across dropped kerbs though would be a significant benefit to the local community.

### **Resolved:**

- That (i) the new powers to enforce double parking and parking at dropped kerbs with the exception of private driveways, be approved and adopted by Ashford Borough Council.**
- (ii) it be agreed that, prior to enforcement taking place, a comprehensive media PR exercise and warning notice campaign be undertaken to advise and notify motorists of the new restrictions.**

## **41 Highway Improvements at Drovers Roundabout, M20 Junction 9, and new Foot/Cycle Bridge over the M20 – Update Report**

Mr Burton introduced the report which updated Members on the progress being made on the construction of these major highway schemes that would support the growth of Ashford. He explained that the bridge had been successfully installed during the road closure on the weekend of 14<sup>th</sup>/15<sup>th</sup> May and the closure had been managed relatively smoothly. The final opening date of the bridge had been delayed slightly because of bad weather but was currently expected to be opened during the first week of August. With regard to Drovers roundabout there had been problems, chiefly due to the decision to turn on the traffic signals two weeks earlier than planned because of safety concerns. Signals initially operated to a fixed time plan and it took a few weeks for vehicle detectors that continually measured traffic flows and queue lengths to optimise the timing of the traffic signals to become operational. This had therefore caused problems when the lights were first switched on and was still causing some congestion, but the system would be working fully with visible improvements expected during the following week. With regard to landscaping at the roundabout many plants and shrubs had already been planted, but the recent dry weather meant that the grass would not be seeded until December. The cow and drover sculptures would be re-instated within the next week or so.

One of the local Ward Members said that after the chaos of the first day when the traffic lights were switched on, he was pleased to say there had been an improvement. The following week, when the computer system should be working fully, would be a good test. The lane markings at the roundabout were also causing confusion (particularly when entering and exiting for the A20) and causing traffic to change lanes at the last moment, so there was a need for a bit more clarity. Mr Burton explained that there was an ongoing dialogue about the lane markings in the area and there would be some changes to reflect the feedback received.

Another one of the local Ward Members said he hoped that the benefit of the computer system would be felt in all directions approaching the Drovers roundabout. On occasions traffic had been backing up onto the main carriageway of the M20 which was extremely dangerous. He understood why the lights had been switched on but it was a very emotive situation and he hoped the benefits would immediately become clear. He agreed with the comments about there being a recent improvement and thanked Mr Burton for listening and taking on board the comments of Members and replying promptly to emails. It was greatly appreciated.

Members expressed their pleasure with the bridge. People from all over the County were talking about it and it was certainly iconic and was a credit to Ashford. Mr Burton explained that the lighting for the bridge may have to be installed separately but it had been designed in a way that it could be retro-fitted. They would be looking for private funding at a later date to provide the lighting. There would also be a competition whereby residents would be invited to come up with a name for the Bridge and Officers would be working with the local media on that in the near future.



Mr Watson then gave a brief update regarding the Victoria Way project. He explained that the lining in Leacon Road was now complete; the new link road joining Leacon Road with Victoria Road was about a month from completion as was the Beaver Road to Victoria Road School link; and following delays John Wallis Square would be complete by October. One of the Ward Members said he was glad to see the project progressing so well, but he had had trouble finding the slip road to Victoria Crescent and asked Mr Watson to take that on board.

**Resolved:**

**That the progress being made towards completing these projects be noted.**

## **42 Highway Improvement Scheme Update**

Mr Howe introduced the information report which updated on the Integrated Transport Schemes to be implemented in the financial year 2011/12. The following issues were raised: -

- The Safer Routes to Schools but was controlled centrally and there was limited funding. A contact name could be provided for interested Members.
- The lack of money being spent in Ashford was reflective of a lack of funding and the priorities being greater in other areas.
- Perhaps the more of the funding should be taken out of 'ring-fenced' pots so it could be used more generally and where it was most needed.
- With regard to Bus Stop improvements, there was a definite problem in Bybrook Road where two Bus Stops had been put in immediately opposite each other. When two buses arrived at the same time it did cause frustration and motorists had starting mounting pavements. One of the Bus Stops really should be moved slightly further up the road.

**Resolved:**

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

## **43 Highway Works Programme 2011/12**

The report updated Members on the identified schemes approved for construction in 2011/12. Mr Howe introduced the report and explained that in addition to the listed schemes and the current work on potholes, the Government had given KHS £6.5m to spend on weather related road damage. Another £2.5m had been set aside for potholes (approximately £200,000 per District) and work had been carried out since April. Approximately £110,000 had been spent so far in Ashford. The remaining £4m of the overall County total would be spent on re-surfacing roads across the County. In terms of the Programme the following issues were raised: -

- The County Member for the area said that the road surfacing at Iden Lane, Egerton had not been completed in April 2011 as stated but would be taking

place the following week. He was also interested in the cost of the bridge reconstruction that had taken place at Romden Road, Smarden.

- The two new bus shelters at Bluebell Road and Ashford Road, Kingsnorth programmed for late May 2011 under the County Member Highway Fund Works had still not commenced and there was no update. A Member said it was things like this that caused difficulties for Elected Members and hoped that the record keeping of the Member Highway Fund monies could be kept more up-to-date. Officers recognised that the installation of Member Highway Schemes had not worked as smoothly as it could and staff had been recently re-allocated to get these moving and give firm delivery dates to Members.
- Pothole repairs in Collard Road and pavement repairs in Western Avenue were urgent and needed to be undertaken as a priority.
- A speed indicator device was to be installed at Faversham Road approaching the Towers School from Boughton Aluph, but there was still a need to install 30mph indicator signs on both sides of the road so this could be enforced. The County Member also hoped that the device was not simply being moved from one end of the Faversham Road to the other as she had allocated some of her Highway Fund for this and devices were still needed at either end of the road.

**Resolved:**

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

## **44 Results of the Highway Tracker Survey 2010**

The information report set out the key results of the 2010 Resident, County Member, District Member and Parish/Town Council Highway Tracker Survey. The full report was over 100 pages long and was available on the KCC website. It was considered that the impact of extreme winter weather, coupled with reduced funding was reflected in the results.

**Resolved:**

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

## **45 Date of Next Meeting**

**It was noted that the next Meeting of the Joint Transportation Board would be held on the 20<sup>th</sup> September 2011 (previously 13<sup>th</sup> September).**

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# Ashford Borough Council

## Report of the Chairman of the Transport Forum – 24<sup>th</sup> June 2011

### 1 Introduction

1.1 A Meeting of the Transport Forum was held on the 24<sup>th</sup> June 2011.

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

Cllr. Feacey (Chairman);

Cllrs. Mrs Blanford, Claughton, Davey, Heyes, Robey.

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

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

Ray Wilkinson – Engineering Services Manager – ABC

Danny Sheppard – Senior Member Services & Scrutiny Support Officer – ABC

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

D Brazier – KCC – Deputy Cabinet Member for Environment, Highways & Waste

C Evans – KCC Passenger Transport

S Whybrow – Ashford Independent Taxi Driver Association

### 2 Apologies

2.1 Apologies for absence had been received from:-

Councillors Wedgbury, Yeo.

D Docherty – Stagecoach East Kent

S Gasche – KCC Passenger Transport

M Gibson - Southeastern

V Kenny – Ashford Town Centre Partnership

Y Leslie – Southern

### 3 Declarations of Interest

3.1 Councillor Claughton declared a Code of Conduct Interest (Personal but not Prejudicial) as Chairman of the Ashford Access Group. He advised the Board that going forward he would also be the Group's representative on this Board.

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

3.3 Councillor Heyes declared a Code of Conduct Interest (Personal but Prejudicial) as he lived in close proximity to the Godinton Road Bus Gate.

## **4 Chairman's Report of the Transport Forum Meeting – 26<sup>th</sup> November 2010**

- 4.1 The Chairman's Report of the Meeting held on the 26<sup>th</sup> November was confirmed as a correct record.

## **5 Kent Highway Services – An Update from David Brazier – Kent County Council Deputy Cabinet Member for Environment, Highways & Waste**

- 5.1 Mr Brazier introduced himself and gave the Forum an Update on some of the highways and transportation issues affecting the Borough of Ashford and responded to some of the points raised at the last meeting.

### **Bus Gates**

- 5.2 Beaver Road Bus Gate had been upgraded about two years ago. The Gate had been hit three times in that period and had been repaired immediately each time. The Gate had been more reliable recently but he understood why the history of incidents may have affected public opinion and confidence. There was a looming problem because the technology operating the bollard systems was becoming obsolete and an alternative solution would be needed in the near future.
- 5.3 With regard to CTRL funding for a control system at the Godinton Road Bus Gate, Officers at KCC had spent quite a bit of time researching this but could find no archived records of this money being provided. If Ashford Officers or Members knew any more about this, then they were encouraged to pass that information on so that this could be investigated further. Mr Brazier said he would respond to the Chairman with any further updates.

### **Rail**

- 5.4 KCC would be paying for the High Speed 1 service to extend to Sandwich and Deal during the Open Golf Championship in July and Southeastern were examining opportunities to permanently extend the service there later in the year. It was hoped that this would help to support both the residents of the area and business and job prospects there in the wake of Pfizer's upcoming departure. A new High Speed Rail Service would also serve the heart of Maidstone.

### **Other Issues**

- 5.5 Kent Highway Services (KHS) had signed their new Maintenance Contract earlier that week with Enterprise. The contract was worth £45m a year over five years and could be extended up to ten years if both parties were happy. The make-up of the contract was considered preferable to previous ones for a variety of reasons. Firstly it was based on a tariff for each job rather than time taken, so if the contractor took two days to complete a job that should take half a day, that was down to them and they would not be paid extra. Additionally KHS had the ability to withhold a certain percentage of the Contractor's profit which would only be payable if KHS were happy with the job and the overall contract could be cancelled at any time if KCC wished. These arrangements would put the County Council in a much stronger

position than with previous contracts where they were perhaps at times held to ransom.

5.6 The inaugural Flybe Service from Manston to Belfast had recently taken to the skies to add to the existing successful Service to Edinburgh. It was hoped that these would prove useful for local people and demonstrated Flybe's commitment to Manston Airport. Mr Brazier explained it was also in line with KCC's desire to promote Manston as a local airport, rather than the development of new airports.

5.7 The Chairman then opened up the item for questions and comments and the following points were made: -

- A contribution for a traffic control system at Godinton Road had been paid by Rail Link Engineering at the time of the Channel Tunnel Rail Link being constructed. Mr Wilkinson said he would review Ashford Borough Council's files again and report any findings back to KHS. He explained that a camera system, which was now legally enforceable, would be preferable to a bollard one (passive rather than pro-active enforcement) and would also overcome the concerns of the emergency services. It could also be enforced simply, in the same way as a parking ticket. One of the local Ward Members said that Godinton Road Bus Gate was abused frequently and caused great frustration amongst local people. He asked if consideration could also be given to exempting people who lived in the immediate vicinity in the same way that buses and taxis were.
- Beaver Road Bus Gate bollard system had always been controversial. The main problems were a lack of signage in the area along with people who were always prepared to 'take a risk'. However when a car was hit by the bollard the results were dangerous and very expensive.
- HGV related issues in rural areas: - HGV's were increasingly parking over night in rural lanes causing inconvenience by way of obstructions and hygiene issues. HGV's were also using unsuitable rural lanes and getting stuck. Mr Brazier explained that the overnight lorry parking problem was well recognised. Unlike in other countries a resting lorry driver had no real alternative than to park in a lay-by or an industrial estate. Theft from such vehicles was also a growing problem. It had always been presumed that the provision of lorry parking solutions would be a good business opportunity for the private sector, but that was unfortunately not the case. It was difficult to compel Hauliers and Drivers to use such Parks as they tended to want to save their money rather than paying to use a secure lorry park. Therefore, they were not financially viable concerns for private investors. There were also no immediate solutions to the wider problem of Operation Stack on the horizon. The Government were showing little interest and KCC were unable to fund even a simple lorry park by themselves. It was a national problem that needed a national solution on a commercial or semi-commercial basis and it did seem to work in this way on the continent. There was a wider problem though in that even without the parking question foreign lorries contributed very little to the UK economy. The size of some of the lorries' fuel tanks meant that they were able to come into to the UK, make their deliveries and then return home without spending a single penny on fuel in the UK and this was

extremely frustrating. With regard to HGV's using unsuitable rural roads, it was considered that this was often due to following sat-nav systems or a driver thinking they may be able to get to their destination more quickly. Signage was often ignored and it would be a problem of persuasion. It was suggested that if a particular lorry firm kept getting stuck it would be worth contacting their Head Office as they did take notice and word did get around.

- There was an area of recovered land at Dover's Eastern Docks which had been earmarked as a 'buffer zone' lorry park, but it was expected that this would only hold around 200 lorries. So whilst useful, this would be pretty insignificant in terms of a solution to Operation Stack.
- Excessive speed on rural roads was a major issue and again a problem of persuasion as there was no simple engineering solution. Similar conversations were probably happening in rural areas across the Country. People often asked for 20mph speed limits as a solution, but speed limits were only as effective as they could be enforced and simply reducing speed limits and putting up signs was not the answer. Each case had to be taken on its merits and if there was a sound case for lowering a speed limit and this was backed up by local public opinion, KHS would certainly give it serious consideration. The Government had asked Local Authorities to review speed limits on all roads and this was underway and likely to be completed by 2013.
- With regard to the ongoing improvements at Drovers Roundabout, whilst some disruption had to be accepted, the traffic management arrangements had not been as good as they could have. The non-removal of cones at peak times and the management of the traffic lights were two examples. It was also imperative that there was a review of lane markings at the roundabout as soon as possible, as the current situation was extremely confusing. It was important to get the roundabout working as smoothly as possible as there were already comments, similar to those made at Junction 10, that 'it would work better without the lights'. For reasons of safety and the volume of traffic that was not considered to be the case, but public support and trust would be important going forward. Mr Brazier explained that the computer system should now be working to allow 'smart' phasing of the traffic lights and the whole area should work a lot better once the cones had been removed, but he would take Members comments back on both the lights and lane markings. It was suggested that there could be an article produced for the local press explaining the new layout of the Drovers Roundabout and the best way to negotiate it.
- It was true to say that the available budget for dealing with highway trees, verges and vegetation simply was not sufficient to carry out all of the work that people would like to see done. Mr Brazier said he knew people had high standards for their areas and it was frustrating when they could not be met. Quite often elaborate planting schemes looked lovely initially, but became almost impossible to maintain. Privet and ragwort were examples of materials which had caused problems across the County's road network in the past but were extremely expensive to maintain. In terms of private landowners, anyone who had trees overhanging the highway had to be given six weeks to cut these back so it was not uncommon for a solution to take 2-3 months from

first being reported. It was also not always a straight forward issue to decipher who owned certain land.

- There was a need to improve the appearance of major roundabouts as these were gateways to the town. Sponsorship was an option to keep them maintained but unfortunately this often only lasted as long as the enthusiasm of individuals. Community Payback was used to weed verges, central reservations, roundabouts etc in appropriate circumstances and it might be possible to encourage local gardening clubs to maintain such areas and give them an opportunity to promote themselves. This would have to be something that was initiated locally though.
- Freedom Passes for buses would continue although there would be a price increase. The price for a school age child would rise from £50 to £100 a year. That was still considered extraordinary value for unlimited bus travel as the value to the holder was estimated at £450-£500. The starting time for the concessionary bus passes had been put back from 9.00am to 9.30am in order to save £600,000. He understood this would cause frustration to some, but in a way both of these schemes had been a victim of their own success.
- The Board were complimentary about the way KHS had dealt with the snow this winter and considered it was a vast improvement on previous years. The one issue that did need some clarification was contracts with local farmers so that they were able to clear snow in their own areas on KHS' behalf. Mr Brazier thanked the Board for their comments but accepted the point about rural lanes. Prioritisation of major roads and routes meant that there would inevitably be some smaller roads that did not get cleared and it was a fact that if you lived in a remote village you may have to make your own arrangements initially. However, if there was heavy snow all resources were mobilised and as much was done as possible. Demand for salt bins was high and this also had to be tackled on a priority basis subject to relevant criteria.
- The future of the Station Forecourt area was slightly uncertain. The Station Forecourt Improvements was one of a number of GAF3 funded projects and it was unclear how much of that money would be left over after the Drovers Roundabout and Victoria Way projects were completed. There were also land ownership issues that had to be resolved. It was anticipated that the improvements on the International Side (including the footway/cycleway) would definitely take place, but the domestic side was less certain at the moment. Board Members conceded that it was currently difficult to drop off/pick up easily on the domestic side of the Station and the phasing of the traffic lights exiting the Station did cause frustration as the road was gridlocked at peak times. Mrs Whybrow said that the taxi drivers had concerns about future rank space at the Station as they already considered they were being forced out of the town. They were not getting much passing trade where they had been put in Bank Street and signage around the town was still inadequate despite previous assurances. She said she would look back at the history of this and report to the Chairman on the issue of signage. A Member said that the original Station Forecourt Scheme would have disadvantaged taxis. The ABC Cabinet had listened to the

concerns of the taxi trade and disabled groups, agreed that the scheme did not have to be quite so complex and looked at an alternative proposal. Particularly given the cessation of Ashford's Future, there was a need for proper clarification over the future plans for the Station.

## **6 Industry Updates & Discussion**

### **Taxis**

- 6.1 Mrs Whybrow reported that this was a very tough trading period for taxis. There were drivers who were unable to afford to repair their cars and she was personally surprised that more companies had not folded. They could not put prices up too much at the risk of deterring customers so the increased fuel costs were in effect coming out of driver's pockets.

### **Bus Services**

- 6.2 Mr Docherty of Stagecoach East Kent had given his apologies for the Meeting but had said that if there were any particular questions for him he would be happy to give a written response.
- 6.3 Mr Evans of KCC Passenger Transport reported that the difficulties surrounding a new bus service for Repton Park had been overcome and this would commence shortly. The agreement for the new Route 13 had been signed with Kent Coach Tours in April and would now serve Washford Farm and some other residential areas that had not previously had a bus service. In response to a question Mr Evans explained that the Repton Park service could not be extended into Orchard Heights and Lodge Wood under the current 'clock face' timetable. The Board agreed to ask Mr Docherty if the existing Stagecoach 510 Service could include Orchard Heights and Lodge Wood.
- 6.4 Mr Evans also reported that Kent Top Travel had handed back the contract for the Trans Weald 295 Saturday Service citing rising fuel costs and the additional pressures from concessionary fares. The new contract had been awarded to Renown Coaches of Bexhill who were already reporting an increased patronage.
- 6.5 With regard to the issue raised at the previous meeting about the poor condition of some of the vehicles being used, Mr Evans explained that the Traffic Commissioner licensed Bus Operators and vehicles had to pass their strict inspection criteria. In response to a question about whether KCC could be more prescriptive and stipulate a minimum standard of vehicle in their specification of tender, Mr Evans explained that there was a policy not to "go backwards" in terms of the quality of vehicles, but there was a danger in the inclusion of a quality element in the contracts. There were legal issues to consider and if vehicles had been deemed by the Traffic Commissioner to be acceptable, there would be little room for argument. Perhaps a cut off point of vehicles produced before the year 2001 could be considered, (low floor Disabled Accessibility requirements came in on the 1<sup>st</sup> January 2001), but it was a question of reasonableness and getting the balance right.



## **Trains**

- 6.6 Both Mr Gibson of Southeastern and Mrs Leslie of Southern had given their apologies for the Meeting but had said that if there were any particular questions for them they would be happy to give a written response.
- 6.7 A Member asked about the abuse of personal stereos on trains and wondered if this could be remedied by having “quiet coaches” or simple notices or automated announcements asking people to consider other passengers. Mr Evans mentioned that the Fastrack Bus Service in Dartford had used similar signage and it had been effective. It was agreed to write to the two major train operators with this suggestion.
- 6.8 A Member also mentioned that he had recently been at Ramsgate Station during the daytime and there were no toilet facilities open and available. He had been told that customers needed to ask for someone with a key to open the toilets especially. He thought this was unacceptable for a major station on the Kent network and hoped this was simply an isolated case.

## **7 Date of Next Meeting**

- 7.1 The next Meeting would be held on Friday the 18<sup>th</sup> November 2011.

Councillor P Feacey  
Chairman – Transport Forum

MINS: Transport Forum 24-06-11

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

**ASHFORD JOINT TRANSPORT BOARD – TRACKER OF DECISIONS**  
**Updated for the meeting on: 20.09.11**

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)	<b>ACTION:</b> 1. Report to be withdrawn & officers be requested to re-examine the scheme in an attempt to maximize the amount of safe on-street parking provision, consider the points raised in the petition & ensure that all plans presented are up-to-date & report back to a future meeting of the Board.	Scheme under review. Report to a future JTB.
546 07/03/06	Transport Forum	-	<b>RECOMMENDATIONS:</b> That the JTB: 1. Requested officers develop a suitable scheme for disabled access to Ashford Town Centre.	Future report required following consideration of town centre TRO.
377 12.12.06	Proposed traffic calming measures in Bluebell Road & Roman Way, Park Farm and Church Hill, Kingsnorth.		<b>RESOLVED:</b> 2. Subject to agreement of the Local Planning Authority & Ashford Borough Council's legal team, the proposed pedestrian crossing on Ashford Road, at the junction with Church Hill, be deferred for a period of two years and the money saved be ring-fenced in an attempt to secure further external funding so that ultimately traffic lights can be erected at the junction.	£145,000 from the development is still available. KHS are looking into options for the expenditure of this money to discuss with Members and Parish Council.

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
69 15/06/10	Proposed introduction of temporary waiting restrictions in Henwood Industrial Estate	Ray Wilkinson (ABC)	<p><b>RESOLVED:</b> That:</p> <ol style="list-style-type: none"> <li>1. Prohibition of waiting restrictions be implemented under a temporary Traffic Regulation Order to address dangerous and obstructive parking on Henwood Industrial Estate.</li> <li>2. A review of the temporary prohibition of waiting restrictions be carried out subsequent to implementation with a view to making the restrictions permanent.</li> <li>3. The formulation of the final parking restrictions be informed by the review and the supporting permanent Traffic Regulation Order be taken to statutory consultation and any objections received be reported to a future meeting of the Board.</li> </ol>	Draft Traffic Orders Consultation advertised 1 September 2011 (consultation period end 25 September 2011).
407 08/03/11	Proposed Introduction of New & Amendment of Existing Parking Restrictions in Victoria Way	Jamie Watson (KHS)	<p><b>RESOLVED:</b> That</p> <ol style="list-style-type: none"> <li>1. the proposed traffic safety &amp; movement management scheme be implemented.</li> <li>2. the proposed parking safety scheme be implemented.</li> <li>3. the following Orders be made: - The KCC (Various Roads, Ashford)(Waiting Restrictions) Order 2011; The KCC (Victoria Road, Ashford) (20mph Speed Limit Zone) Order 2011; and the KCC (Victoria Crescent, Ashford) (Prohibition of Left Hand Turns) Order 2011.</li> <li>4. the above Orders be reviewed one year after implementation.</li> </ol>	All complete apart from 4.

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
409 08/03/11	Ashford Pedestrian Guard Railing Assessment		<b>RESOLVED:</b>  That decisions on this report be deferred & Members be invited to contact Danny Sheppard (ABC Member Services) with areas where they feel pedestrian guard railing should be retained.	Report submitted to JTB 14.06.11. Report discussed by the Board & the outcomes form the basis of the final Ashford Pedestrian Guard railing assessment (min. 39 14.06/11).
37 14/06/11	Petition regarding Bordered Gravel Footpaths in Stanhope, Ashford	Director of Kent Highway Services	<b>RESOLVED:</b>  That the petition and report be accepted and noted and it be noted that no further action will be taken at this stage. However, the Board would like to receive the list of future footway works so that they could review which ones had been given priority and this particular issue could fit in to that anywhere.	
40 14/06/11	Management of Double Parking and Parking at Dropped Kerbs	John Burns, ABC	<b>RESOLVED:</b>  1. The new powers to enforce double parking and parking at dropped kerbs, with the exception of private driveways, be approved and adopted by ABC. 2. It be agreed that, prior to enforcement taking place, a comprehensive media PR exercise and warning notice campaign be undertaken to advise and notify motorists of the new restrictions.	
41 14/06/11	Highway Improvements at Drivers Roundabout, M20 Junction 9, the new Foot/Cycle Bridge over the M20 – Update report	John Farmer, Kent Highway Services	<b>RESOLVED:</b>  That the progress being made towards completing these projects be noted.	
42 14/06/11	Highway Improvement Scheme Update	Traffic Scheme & Members Highway Fund Manger	<b>RESOLVED:</b>  That the report be received and noted.	
43 14/06/11	Highway Works Programme 2011/12	Director of Kent Highway Services	<b>RESOLVED:</b>  That the report be received and noted.	
44 14/06/11	Results of the Highway Tracker Survey 2010	Director of Kent Highway Services	<b>RESOLVED:</b>  That the report be received and noted.	



**Agenda Item No:** 7  
**Report To:** JOINT TRANSPORTATION BOARD



**Date:** Tuesday 20<sup>th</sup> September 2011

**Report Title:** Resolution of Objections to Proposed Bus Stops in Singleton and Proposed Procedure for Dealing with Future Objections Received at Informal Consultation

**Report Author:** Ray Wilkinson, Engineering Services Manager on behalf of Cllr Mick Burgess, JTB Chair

**Summary:** An informal local consultation was held on the siting of 3 bus stops (with bus boarders and clearways) in Kirk View, Imperial Way and Singleton Hill in order to serve the planned extension of the 'A' Line bus service into Kirk View and Imperial Way. A total of 6 objections, 2 objections to each of the proposed bus stops, were received during the consultation process.

Due to the informal nature of the consultation and the need to avoid delay to the introduction of the bus service, approval was sought and received from the Board for a Panel representing the JTB to decide upon the objections received and report back to the next Board meeting.

This report therefore details the outcome of the Panel meeting and also recommends that the Board formally agree the formulation of a Panel to decide on all objections received during future small scale informal consultations as formal policy.

**Affected Wards:** Great Chart with Singleton North

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

- 1. Approve a Panel consisting of the Chair, Vice Chair, Portfolio Holder for Environment and Transport Forum Chair to decide on all future objections received during small scale informal consultations relating to transportation matters**
- 2. Endorse the outcome of the Panel's meeting on the proposed bus stops in Singleton**
- 3. Recommend to Planning Services adoption of a procedure to include details of proposed bus**

**services in all new development plans**

**Financial Implications:** None

**Contacts:** Ray Wilkinson, Engineering Services Manager

**Report Title: Resolution of Objections to Proposed Bus Stops in Singleton and Proposed Procedure for Dealing with Future Objections Received at Informal Consultation**

**Purpose of the Report**

1. This report lays out the details of the planned introduction of 3 bus stops to serve an extension of the 'A' Line bus service into Kirk View and Imperial Way along with the objections received to the recent consultation (Appendix A) and the subsequent decision of the JTB Panel at their meeting of Friday 22<sup>nd</sup> July 2011.
2. In addition the Board is asked to consider the proposed introduction of a procedure by which all future objections to small scale informal consultations be decided upon by the JTB Panel (made up of the Chair, Vice Chair, Portfolio Holder for Environment and Transport Forum Chair) and the results reported to the next meeting of the Board.

**Issue to be Decided**

3. It is proposed that the Board delegate the authority to decide upon objections received to all future small scale informal consultations to a Panel consisting of the Chair, Vice Chair, Portfolio Holder for Environment and Transport Forum Chair in order to avoid unnecessary delays in the implementation of such schemes.
4. Currently, with the exception of disabled persons' parking bay (DPPB) applications, there is no formal procedure for the resolution of objections received during informal consultation. As you will be aware, at the meeting of 14<sup>th</sup> September 2010, the Board took the decision to delegate the authority to decide upon DPPB applications contested at informal consultation stage to a Panel made up of the JTB Chair, Vice Chair and Portfolio Holder for Environment. It is therefore proposed that a similar arrangement be agreed for all other small scale informal consultations. This would have the dual advantages of both avoiding delays (resulting from the need to await the next JTB meeting) in the resolution of objections and avoiding unnecessarily taking up the time of the Board.

**Results of the Panel Meeting on Proposed Bus Stops in Singleton Hill, Kirk View & Imperial Way**

5. The Panel was provided with a report from Officers (Appendix A) detailing the proposals and objections received. A site meeting was



also convened at 5:30pm on Friday 22<sup>nd</sup> July in order to view the issues raised during consultation first hand before deciding in each case on whether to uphold the objections and identify an alternative bus stop site to be consulted upon or to set aside the objections and take forward implementation of the bus stop at the proposed site.

### **Singleton Hill**

6. Officers explained that 2 objections had been received to the re-introduction of this bus stop. Both objections related to concerns over issues, primarily in relation to noise disturbance, experienced when the stop was previously in use. The current proposals however differ from the previous use of the site when the buses used the stop as a layover point. Under the current proposals the bus will only stop on those occasions when there are passengers waiting and only for the length of time required for them to board. As such the impact on the surrounding residences will be minimal.
7. The Panel discussed this issue concluding that given the short duration of waiting required by the bus, the proposed location did not pose a significant nuisance to the surrounding properties. Consideration was also given to the relative position of the proposed stop in relation to the roundabout and the bus stop on the eastern side of Singleton Hill.
8. The Panel concluded that the presently proposed location was the most suitable available and therefore took the decision to set aside the objections and approve the implementation of the bus stop as proposed.

### **Kirk View**

9. Officers introduced the site by explaining that 2 objections had been received from residents. One of these objections however was to the introduction of a bus service to the estate rather than the specific location of the proposed bus stop. The second objection, which made reference to concerns over the impact on parking and safety was then read out to Members.
10. The Panel examined the current parking situation and available off-street facilities as well as considering the road layout with reference to the movement of large vehicles. In conclusion the Panel felt that the impact on existing parking practices would be minimal and that the introduction of the bus stop was not liable to increase the risk to other road users. As a result the Panel decided to set aside the objection received and approve the implementation of the bus stop in line with the proposals.

## **Imperial Way**

11. Officers introduced this site by explaining that 2 objections had been received at this location. The first objection was from the residents of one of the properties which would be fronted by the proposed clearway. Their concerns related both to the loss of parking immediately outside their home and also the ability of the bus to negotiate the route (both in relation to the on-street parking and conflict with other large vehicles such as the refuse collection vehicle). The objection also included the suggestion that the bus stop be moved further south so the bus stop clearway fronted the green. The second objection related to concerns that the bus stop would have a negative impact on current parking practices adjacent to the nearby green and would be a danger to children playing nearby. The objector went on to suggest that should the bus stop be installed, parking would need to be prohibited adjacent to the green and the road widened.
12. The Panel considered the objections raised and the potential alternative locations available. Officers explained that although the area adjacent to the green on which vehicles currently parked was not designated as a parking area (it was designed as a shared space and bollards placed intermittently to deter parking), the matter had been discussed with Kent Highway Services. It was the view of KHS that to prohibit parking in this location would in fact reduce highway safety by displacing the vehicles onto the carriageway.
13. It was the conclusion of the Panel that although the site did possess some drawbacks it was the most suitable location available and the introduction of the bus stop did not represent a safety hazard. The Panel requested however that the ability of the refuse collection vehicle to negotiate the estate be monitored upon the introduction of the bus route extension and that if any issues emerged the refuse collection schedule be examined with a view to adjusting collection times to minimise any problems. The Panel therefore took the decision to set aside the objections and approve implementation of the bus stop as proposed.

## **Conclusion**

14. Although it is recognised that the introduction of the bus stops may represent an inconvenience to some residents, it is the view of the Panel that the proposed locations are the most suitable available, offering the least impact on residents while meeting with highway safety requirements.
15. The comments received from residents during the course of the consultation however do seem to suggest that the volume of objections may be in part because many residents were unaware that a bus service was envisioned as part of the original development proposals. This issue could easily be avoided in future by ensuring that during the

planning process any proposed bus routes are indicated on all new development plans.

16. Furthermore it is recommended that in order to avoid both delay to the resolution of future minor informal consultations and taking up the time of the Board with minor matters that the Board formally authorise the formulation of a Panel consisting The Chair, Vice Chair, Portfolio Holder for Environment and Transport Forum Chair to decide all future objections received to such consultations and report back to Members via the Information Digest.

### **Portfolio Holder's Views**

17. I welcome this report which sets out the method whereby decisions can be taken on small scale, informal consultations regarding transport matters where there have been objections. In the case of the new service at Singleton the main reason why there were a number of objections is largely due to the delay in introducing the service, which was always part of the planning consent. Hence, residents had become used to living without a bus service. I am sure that after a few weeks the service will be much valued and even now it is regularly in use.
18. However, I suggest that in addition to the Chair, Vice-Chair of the JTB, the Portfolio Holder for the Environment and the Chair of the Transport Forum, the Ward Member and the Chair of the relevant Parish Council are also included in the Panel meetings in order that their views can be fully appreciated.
19. With this addition to the report I recommend it to the Board.

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**Report To:** JOINT TRANSPORTATION PANEL

**Date:** Friday 22<sup>nd</sup> July 2011

**Report Title:** Consultation on the Introduction of 3 Bus Stops Intended to Serve the Planned 'A' Line Bus Service Extension Into Singleton Hill Areas 10 & 11

**Report Author:** Ray Wilkinson, Engineering Services Manager

**Summary:** An informal local consultation was held on the siting of 3 bus stops (with bus boarders and clearways) in Kirk View, Imperial Way and Singleton Hill in order to serve the planned extension of the 'A' Line bus service into Singleton Hill Areas 10 & 11 (the estate). A total of 6 objections, 2 objections to each of the proposed bus stops, were received during the consultation process. The Panel is therefore asked to consider the objections received and make decision on behalf of the Board on whether to uphold them or set them aside.

**Key Decision:** NO

**Affected Wards:** Great Chart with Singleton North

**Recommendations:** **That the Panel set aside the objections received and approve the introduction of the bus stops with bus boarders and bus stop clearways as proposed.**

**Financial Implications:** To be funded by Kent Highway Services

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

**Report Title: Consultation on the Introduction of 3 Bus Stops Intended to Serve the Planned 'A' Line Bus Service Extension Into Singleton Hill Areas 10 & 11**

**Purpose of the Report**

1. This report lays out the objections received during the recent informal local consultation on the siting of 3 bus stops (with bus boarders and clearways) in Kirk View, Imperial Way and Singleton Hill which will serve the planned extension of the 'A' Line bus service into the estate. The Panel is therefore asked to consider the objections received and make decision on behalf of the Board on whether to uphold them or set them aside.

**Issue to be Decided**

2. Whether to uphold or set aside the objections received during the consultation period. If any of the objections are to be upheld, the bus stop concerned will have to be relocated to an alternative position and a new consultation held on the revised proposals.

**Background**

3. A bus service has been integral to the design of the development from its conception and is detailed in the original master plan submitted during the planning permission process.
4. Unfortunately as a combined result of delays in the adoption of the estates roads and the developer's insistence that a bus service only be provided on the estate prior to adoption if the bus operator sign an indemnity against damage to infrastructure (which the operator was not prepared to do), the introduction of the bus service has been considerably delayed. It is now 8 years since first occupation of the development and following adoption of the roads on 22<sup>nd</sup> May 2011 the bus operator is keen to commence the planned route extension as soon as possible. The operator has therefore suggested a commencement date of 31<sup>st</sup> July 2011 in order to tie in with a number of other network changes taking place.

**Proposal**

5. In order to comply with DDA requirements, all new bus stops must be introduced with both a bus boarder (section of raised kerb) and bus stop clearway (road marking indicating a no stopping or waiting restriction). These requirements are intended, along with the introduction of low floor buses, to improve access for those with mobility impairment when boarding or alighting the bus. The bus boarder reduces the level difference between the kerb and bus floor

while the bus stop clearway ensures that the bus is able to easily access the stop and fully align with the bus boarder.

6. There is no statutory requirement to consult on either the introduction of bus stops or bus stop clearways (bus stop clearways do not require a traffic regulation order to enable the civil enforcement authority to enforce against contravention and therefore are not subject to the statutory process required for traffic regulation orders). The Department of Transport does however recommend in their Circular 02/2003 that consultation with those households immediately affected be carried out in respect of the introduction of bus stop clearways.
7. The proposals consist of 2 bus stops within the estate (on Kirk View and Imperial Way) and 1 just outside the estate (on Singleton Hill). The route will form an anti-clockwise loop through the estate beginning and ending with Singleton Hill roundabout and travelling along the length of Kirk View and Imperial Way. The proposed bus stop locations are intended to maximise accessibility by providing a bus stop within a 200 metre walking distance of all properties on the estate. In addition the locations have been chosen with a view to minimising the impact on surrounding residential properties by fronting open areas or flank walls where possible.
8. The proposed site for the bus stop outside the estate on Singleton Hill corresponds with the location of a previously existing bus stop and therefore takes advantage of the pre-existing raised bus boarder. This bus stop when previously operational was used as a lay-over stop by buses and was subsequently removed following a complaint from a resident relating to the stops lay-over status and the early morning disturbance caused. Under the new proposals the buses will not lay-over at this stop and will stop (briefly) only on those occasions when there is a passenger waiting to board.

## **The Consultation**

9. The introduction of bus stops and bus stop clearways do not necessitate a traffic regulation order and are therefore not subject to the statutory consultation process. However the Department of Transport recommend consulting those directly affected on the introduction of bus stop clearways.
10. On the 2<sup>nd</sup> June 2011 a letter and plan were therefore sent to all properties in the vicinity of the proposed bus stop locations explaining the proposals. Recipients were given 21 days in which to register an objection to the proposals.

## **Analysis of Objections**

11. A total of 6 objections were received to the consultation, 2 to each of the 3 proposed bus stop locations. Appendix 1 contains a spreadsheet of all objections received along with Officer's comments on the points raised.

12. In respect of the proposed bus stops at Kirk View and Imperial Way, the majority of comments made in the objections relate to the level of on-street parking taking place on the estate and the effect that the introduction of a bus service and bus stop clearways will have on parking, traffic flow and related safety issues. The objections received to the proposed bus stop on Singleton Hill however primarily concerned the potential disturbance to neighbouring households caused by the bus stopping.

### **Kirk View**

13. Of the 2 objections received to the proposed bus stop in Kirk View, one (see Appendix 1 entry 1) related to the introduction of the bus service as a whole rather than the bus stop itself. On being informed that the bus service was part of the integral design of the development and was included in the original master plan, the objector stated verbally that he wished to research the issue further before placing a formal objection. He was also informed that he would need to do so in writing by 24<sup>th</sup> June 2011. To date however no further correspondence has been received. This objection has therefore been discounted.
14. The second objection (Appendix 1 entry 2) received in relation to Kirk View is concerned with the current level of parking congestion and states that the introduction of the bus stop clearway will exacerbate this problem resulting in a safety issue.
15. The proposed bus stop clearway location was selected with a view to minimising the impact on surrounding properties. As such the clearway fronts an area of green space along its full length and much of the area opposite similarly consists of green space. Only a single property has its frontage immediately opposite the bus stop clearway. This property is located opposite the approach end of the bus stop clearway and the bus will therefore not stop in this section of the clearway. Furthermore this end of the clearway is immediately adjacent to the inside of a bend so is unsuitable for parking.
16. The proposed bus stop clearway will provide partial protection to the bend and (excepting when the bus is stopped) will also act as a passing place for vehicles and improve sight lines for pedestrians crossing the road should parking congestion be an issue. However the carriageway is relatively narrow and as such vehicles should not park on both sides – assuming this rule of the Highway Code is observed the bus stop clearway will not displace any vehicles (which presumably would choose the northern side of the carriageway for parking, closest to residents' homes).
17. Another point to bear in mind is that all properties on the estate possess off-street parking either in the form of garages or parking courts. Many of these facilities however appear little used, presumably because it is simply more convenient to park on-street directly outside the motorist's home.

## Imperial Way

18. As with the second of the Kirk View objections, both these objections relate primarily to concerns over the impact on parking and the safety implications of running a bus service through the estate.
19. This location, unlike Kirk View, does not front a green area but is instead located along the flank wall of a property with the approach end extending across the frontages of 2 properties. Unfortunately due to the layout of the estate there are few locations where the full length of a bus stop clearway can be accommodated without fronting a number of properties.
20. The location was chosen not only with reference to minimising the impact on surrounding housing but also the spacing in reference to other bus stops and pedestrian access. Unfortunately the footway opposite the adjacent green area connecting the two estate 'loops', which at the time of siting the bus stop was believed to be awaiting completion as an all weather segregated pedestrian route, has been left as an unmade footway.
21. Although there is a green area located immediately to the south of the proposed bus stop, the shared space fronting the green is habitually used for parking. This area was not designed for parking (as mentioned previously all properties have off-street parking facilities) and following first occupation when parking emerged as an issue in this location (and elsewhere throughout the development) KHS introduced bollards to discourage such parking. Such measures have not proved successful however and residents currently regularly park on the shared space between bollards, leaving the allocated off-street parking facilities (which are slightly less conveniently located) underused.
22. This matter has been discussed with KHS and it is their view that any further attempts to discourage parking in location will simply result in displacing the vehicles onto the carriageway which would be less suitable than their current location. For this reason the decision was taken to avoid locating the bus stop fronting the shared space. A further consideration in the matter is also the additional costs involved – the shared space does not possess a kerb so the introduction of a bus stop (specifically the bus boarder) would require additional civil works.
23. In respect of the safety issues raised, there would appear to be little basis to these concerns. Imperial Way is part of the spinal route through the estate and as such experiences significant traffic flow including larger vehicles such as delivery trucks and the refuse freighter. The introduction of the bus service would have the benefit of raising the priority of the road in terms of both winter maintenance (gritting during icy conditions) and maintaining the free flow of traffic (the police will move parked vehicles should the bus become obstructed). As such all motorists using the road would benefit and safety would be improved. In addition to this it should be borne in mind that not only must all bus drivers hold a PSV license but the bus itself



provides a higher driving position, cameras to the front and rear and is more conspicuous to other motorists all of which combine to minimise the risk of collision with other vehicles or pedestrians making them no less safe than private cars.

### **Singleton Hill**

24. Both objections received in respect to the proposed Singleton Hill bus stop relate primarily to the impact on the neighbouring properties, although one does also mention concerns over the proximity of the stop to the Singleton Hill roundabout.
25. Both objections refer to disturbance experienced when the location was previously used as a bus stop. At this time the stop was utilised as a layover point and the buses therefore stopped more regularly (i.e. not only when there was a passenger waiting to board) and for a considerably longer period. Such layovers are not part of the current proposals and therefore any impact on the surrounding properties is anticipated to be minimal.
26. In respect of the proximity of the proposed bus stop to the Singleton Hill roundabout, the location has obviously been assessed in respect of safety by officers and approved.

### **Conclusion**

27. The introduction of a bus service into the estate is an integral part of the development's original approved design. In addition the extension of the 'A' Line bus service into the estate was part of the justification behind KCC's capital investment (c. £1 million) in new buses under the QBP Kickstart Agreement. As such, the issue for consideration at this time is simply the location of the bus stops within the estate.
28. It is the view of both Officers and the Quality Bus Partnership that the proposed bus stop locations represent the most suitable sites in respect of both accessibility and minimising impact on neighbouring properties.

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**Table of Objections Received during Consultation on Introduction of 2 New Bus Stops & Re-Introduction of 1 Previously Existing Bus Stop to Serve Extension of the E Line Bus Service to into Singleton Hill Areas 10 & 11**

	<b>Bus Stop</b>	<b>Objection</b>	<b>Officer's Response</b>
1	Kirk View	<p>Catching up on my post this weekend I was alarmed to see the proposal for extending the A-line bus service around Kirk View and Imperial Way.</p> <p>It seems to me that the location of the bus-stops (the subject of the letter) is something of a technicality compared to the considerable impact of having buses touring our residential estate several times per hour!</p> <p>Would you please advise whether I missed out on a separate, prior consultation on the extension of the service in this way, and to whom I should direct objections to the scheme?</p>	<p>The introduction of a bus service (and bus stops) to the estate was an intrinsic part of design of the development and is shown on the development's master plan.</p> <p>It was envisioned from first formulation of the estate design that it would be served by a bus service. Additionally the introduction of this service was part of the justification for KCC's capital investment in 8 new buses under the QBP Kickstart Agreement.</p>
2	Kirk View	<p>I am writing to make an objection to the proposed location of the new bus stop for route A, bus service/Singleton arm.</p> <p>The chosen location is already a busy road with limited parking spaces for the residents, quite unsafe when big vehicles are trying to turn, and a new bus stop will only add to the limited space problem. The residential area is full of young children playing and hiding about around the pond. The daily school run will become even more complicated.</p> <p>Please take into account the view of the residents before committing on a change that will clearly impact on everyone's day life.</p>	<p>The proposed location has few properties in the immediate vicinity due to the location of a pond and green area on the southern side and a similarly grassed area on the northern side. At the time of surveying (early evening) there was very little parking present on this stretch of road.</p> <p>The presence of the bus stop clearway will in fact help regulate parking by effectively restricting it to the northern side of the carriageway along the section concerned and thereby improving access for large vehicles.</p>

3	Imperial Way	<p>We wish to object for the following reasons:</p> <ol style="list-style-type: none"> <li>1. The proposed clearway applicable 24hrs a day 7 days a week will prevent us from parking safely outside of our property. With two children under 3 parking within easy access of the house is a necessity. As you are aware the Singleton Hill development was designed to limit parking opportunities (we for example have no off road parking) and at present parking occurs on the road on both sides. Limiting available space will further compress the cars already parked into a smaller space thus making the situation more dangerous than it already is.</li> <li>2. The current imperial way / kirk view loop is crowded with cars. large vehicles already have problems navigating the crowded road (lorries, vans) and a bus (even a small mini bus type) will have significant problems journeying the loop, placing pedestrians and children in danger.</li> <li>3. on rubbish collection days the road is impassible during collection times. at present this is fine as cars leaving the estate simply travel in the other direction. with bus routes the estate would easily become dangerous, especially at school run time.</li> <li>4. The current bus stops are already conveniently located (within 5 minutes walk of all areas of the new development on good pavements) so there does not appear to be a need for the new multiple bus stops.</li> </ol> <p>A solution to this problem if a bus stop is necessary is to move the stop and the clearway further along towards the green, beyond the corner of Garton way and imperial way (not on your plan). The clearway would then extend only along the green (where no cars park). An alternative is to shorten the clearway to allow parking access to the three properties on the map.</p>	<ol style="list-style-type: none"> <li>1. <ul style="list-style-type: none"> <li>- The 24/7 stopping and waiting restriction proposed in the bus stop clearway is in line with Kent Highway Services' county wide policy. The decision was taken by KHS to provide all bus stop clearways in the county with 24/7 restrictions in order to avoid confusion and issues such as motorists parking in the bus stop clearways overnight and then failing to move their vehicles before the recommencement of the restriction the following morning.</li> <li>- The objector did not give their address, however the properties in the vicinity of the proposed bus stop are served by a combination of private garages and driveways and shared parking areas.</li> <li>- It should also be borne in mind that there is no innate right to park on the highway, the main function of which is to maintain the free flow of traffic. Technically any parking on the highway is an obstruction, however in recognition of the value of on-street parking it is tolerated in those locations where it does not cause a danger or significant obstruction.</li> </ul> </li> <li>2. <ul style="list-style-type: none"> <li>- If the bus becomes obstructed by parked vehicles the police can be asked to assist with moving the offending vehicles. This will obviously have a net benefit to all road users.</li> <li>- The introduction of a bus service offers an alternative to private vehicle use and in the long term may help reduce the total number of vehicles on the estate by helping reduce residents' reliance on cars. The introduction of bus services into other comparable new developments has seen a rapid take up of services and a similar rapid substantial decline in vehicle movements resulting in easing of both parking and traffic congestion.</li> </ul> </li> <li>3. <ul style="list-style-type: none"> <li>- The refuse collection (begun at 7:10am) does currently experience difficulties in negotiating the estate as a result of parking congestion. However on the introduction of the bus service this will be monitored to ensure that there is not bus / dust cart conflict and if necessary potential alterations to the refuse collection schedule will be investigated. In terms of general traffic flow the introduction of the proposed bus stop clearway should help improve traffic flow by</li> </ul> </li> </ol>
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			<p>prohibiting parking along one side of the carriageway and thereby effectively creating a passing place.</p> <p>4. - The location of the existing bus stops to the south-east of the estate do not meet with current guidance on accessibility. The current guidance on the provision of suburban bus services recommends that all homes be within 400 metres (walking distance) of the nearest bus stop, with a 200 metre radius being the ideal. There is a strong link between distance to the nearest bus stop and bus patronage. Research indicates that bus usage declines sharply after 250 metres (200 metres for disabled users). The gradient of the route must also be taken into account when calculating the optimum spacing for bus stops. Guidance suggests that for every 1 metre rise or fall in elevation the total walking distance should be reduced by 10 metres.</p> <p><i>It is assumed that the suggested alternative location refers to a position fronting the green located between 56-60 (evens) Imperial Way and the junction with Garton Way.</i> Were the bus stop and clearway to be relocated to the area fronting the green it would require significant funding to carry out the civil works necessary to make the bus stop accessible (there is currently no kerb in this location and a raised hard standing and bus boarder would be required). In addition cars currently park along this section of footway, while this area was not initially intended for parking its loss would result in more parking on the carriageway increasing parking pressure and its associated issues. KHS have therefore indicated that they do not intend to implement any measures to discourage this parking.</p> <p>The dimensions of the proposed bus stop clearway have been drawn up in line with Government guidance and cannot therefore simply be shortened. The clearway is intended to provide not only enough space for the bus to wait but also to enable it to pull in flush with the bus boarder to facilitate those with limited mobility / push chairs etc to board and alight.</p>
4	Imperial Way	Further to our telephone conversation this is to confirm my objection to the proposed bustop on imperial way. I have noted the plan and it is	The public car parking area referred to would appear to be a footway with widely spaced bollards. Bollards have been located across the

		<p>misleading to say the least.</p> <p>Although you are clearly aware that the position is feet from the public car parking area, where there is at least 15 cars parked between bollards, just in front of the green area the children's playground. This is not marked on the plan. In addition to this, cars are parked to the opposite of the road. Drivers are always negotiating maneuvering because the space is so congested. I cannot understand the rationale behind wanting to place further congestion and danger so near to a children's playground. If the council had intended to place a bus stop, they should not have placed so many parking spaces on the road. This is a clear disregard for the health and safety of pedestrian, children, and other drivers, who are already struggling to park and remove cars from the parking bay, because the road bends, you cannot always see clearly see oncoming traffic, and it is extremely dangerous. I would like to invite you to come park in one of the bays, morning, or evening, try to back out onto the road and turn right or left, see for yourself how tight and dangerous it already is. If you intend to put a bus stop you need to widen the road and remove the parking bays.</p>	<p>estate in an attempt to discourage parking however it was noted that there does appear to be habitual parking taking place in this location and in subsequent discussion with KHS they have stated that although parking was not intended for this location any move to prevent this parking taking place would be liable to displace the vehicles onto the carriageway where they would pose more of a safety issue.</p> <p>It should be noted that all properties have off-street parking provision (this consists of a mix of garages and parking courts). However these facilities appear to be underused with residents preferring to park on-street.</p> <p>It is unclear to what the comment regarding a 'children's playground' refers to. There is no play area within the vicinity of this location.</p> <p>The suggestion that the movement of buses through Imperial Way is likely to cause a safety issue is unfounded. Imperial Way forms part of the spinal road serving the estate and is therefore subject to significant traffic flows. The introduction of a bus service will increase the road's priority level both in terms of winter maintenance (gritting in icy conditions) and maintaining traffic flows (the police will move any parked vehicles obstructing the bus). Furthermore the various safety features of the buses themselves and the advanced driving qualifications required of the drivers ensure that buses pose no greater safety risk than a private car.</p>
5	Singleton Hill	<p>Thank you for your letter of 2nd June 2011 regarding the reinstatement of a bus stop on Singleton Hill.</p> <p>I wasn't aware that the 'A Line' was to be extended, however I do welcome improvements to the Public Transport system.</p> <p>However, I am concerned over the proposal to reinstate this bus stop as when the bus stopped at this location, as my ground level bedroom is very close by. Previously, I was woken by the first bus in the morning and also kept awake by the last bus at night as they arrive and idle, therefore was pleased when the bus stop was withdrawn and I could have a good night sleep.</p>	<p>The bus stop will not be used as a layover and the period for which the bus stops will therefore be minimal. Additionally the bus will only stop on those occasions when there are passengers wishing to board / alight.</p> <p>The proposed location was chosen not only because the majority of the necessary infrastructure is already in place (i.e. the bus boarder and hard standing) and therefore offers a considerable saving compared to other sites, but also because it is at the confluence of footway links extending into the residential estates on both sides of Singleton Hill.</p>

		<p>It worries me immensely that I will have the same problems again with the reinstatement of this bus stop. I therefore wonder if the location of the bus stop could be located slightly further down the hill where the noise would hopefully be shielded by the trees?</p>	
6	Singleton Hill	<p>With regards to the reinstating of the bus stop outside 8 Singleton Hill, the bus stop was never a problem to us but there were several complaints about how close it was to the roundabout when it was just sitting there. I do have some concerns about how much litter was left about last time and the bus just sitting there in between stops i do understand that there is a need for extra bus stops but surely two on one hill is enough. I have also noticed that this route uses double Decker buses and as i do have a small child i worry that buses sitting outside from 5.30 in the morning till 10.30 at night is not going to be good so i do hope that you will take all this in to consideration.</p>	<p>In respect of the accumulation of litter, we are unaware of this having been raised as an issue in the past and it is not anticipated that the reinstatement of the stop will create an issue. Not only will the stop not be used as a layover but the service has a 10 minute headway so the likelihood of litter accumulation is minimal (although this is generally not a problem associated with suburban bus stops in any case). The location is litter picked on a fortnightly basis.</p> <p>As stated in the consultation letter the buses will not layover at this stop and will only pull into the bus stop on those occasions when there are passengers waiting to board or alight therefore any noise disturbance associated with the bus stop will be minimal.</p>

# Environmental Services

Ask For: Sarah Paul  
Email: sarah.paul@ashford.gov.uk  
Direct Line: (01233) 330309  
Fax No: (01233) 330639



**ASHFORD**  
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The Owner / Occupier  
«No» «Street»  
«Area»  
«Town»  
«County»  
«Postcode»

Date: Thursday 2<sup>nd</sup> June 2011

Dear Sir / Madam

## Re: Consultation on the Introduction of a Bus Stop – Kirk View

As you may be aware, the Singleton arm of the 'A Line' bus service is due to be extended shortly in order to serve Kirk View and Imperial Way. The new extension will form a loop extending from the roundabout junction of Singleton Hill, Kirk View and Imperial Way.

As part of these changes it is intended to install two new bus stops and reinstate one pre-existing bus stop to serve the new bus route configuration. Ashford Borough Council is therefore conducting a consultation on behalf of the Highway Authority, Kent Highway Services, on the introduction of the bus stops to be located along this new section of bus route.

All three bus stops will be introduced with bus boarders (a section of raised kerb adjacent to the bus stop designed to minimise the step between the bus and kerb when boarding and alighting) and bus stop clearways (a 'no stopping' restriction to ensure that buses are not hampered by parked vehicles when pulling in to align with the bus boarder). These features are intended to make the bus network more accessible to those with limited mobility, parents with push chairs etc. Bus stop boarders and bus stop clearways have already been introduced at a number of existing bus stops within Ashford and the scheme will eventually be rolled out to all bus stops in line with Government legislation.

It is proposed that one of the two new bus stops will be located in Kirk View, the location of which is described below (see also enclosed plan);

*"On the south-western side of the carriageway at a point 15.6 metres north-west of a point in line with and opposite the north-western building line of No. 32 Kirk View"*

The bus stop clearway will sit between 5 metres south-west (in front of) and 26 metres north-east (behind) of the bus stop and will be subject to a 'no stopping' restriction applicable 24/7.

Please note that the bus stop will not be used for bus layovers – buses will stop only for passengers to embark and alight.




If you would like to comment on or make an objection to the above proposed location of the bus stop and bus stop clearway please send your representation in writing (either by email to [consultation@ashford.gov.uk](mailto:consultation@ashford.gov.uk) or letter to Sarah Paul, Engineering Services, Ashford Borough Council, Civic Centre, Tannery Lane, Ashford, Kent TN23 1PL) by no later than 24<sup>th</sup> June 2011.

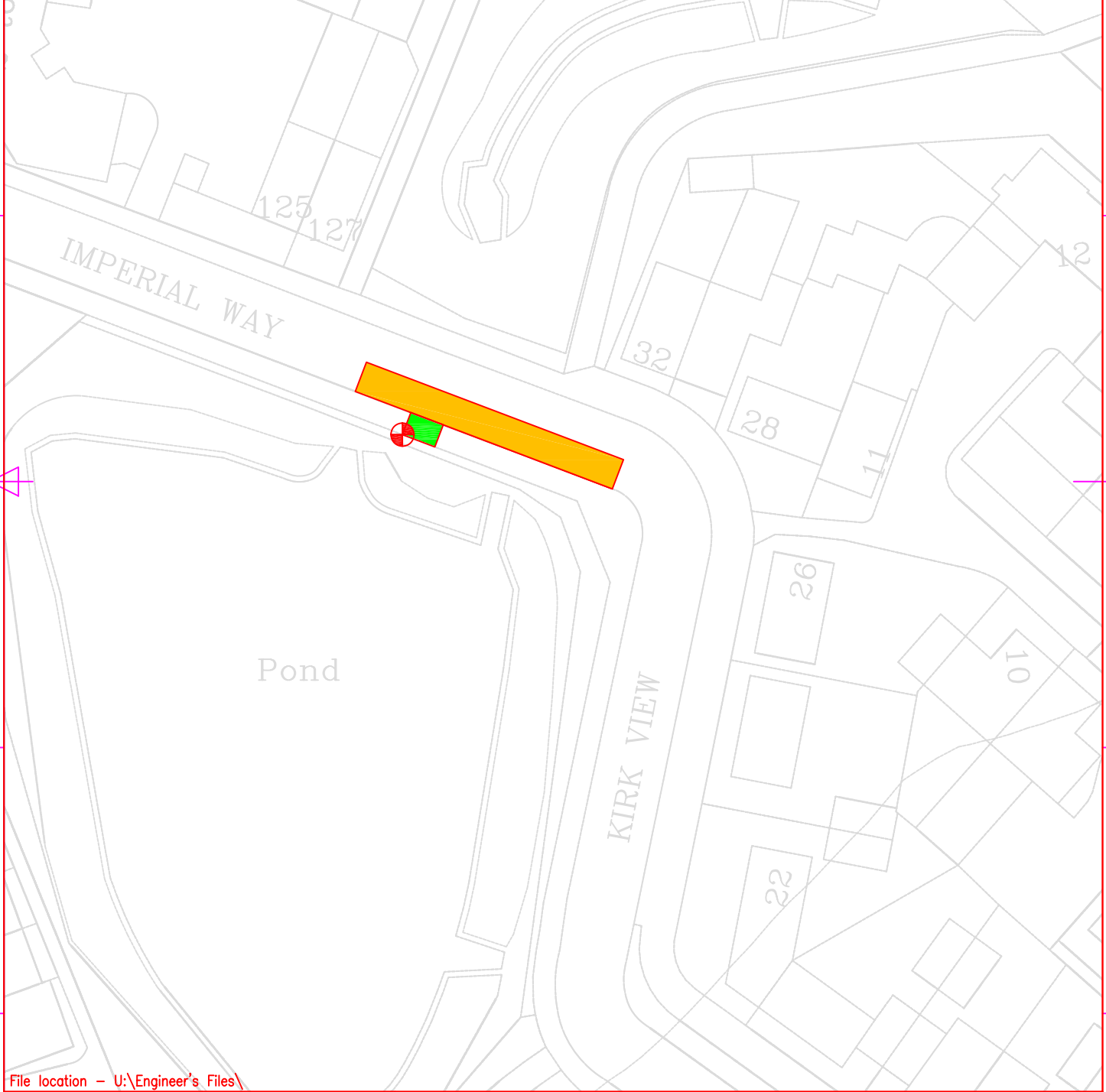
We will endeavour to resolve any objections with you directly, however in the event that there are any objections received which cannot be resolved, these will be presented to the next meeting of the Joint Transportation Board for decision.

Yours sincerely

Sarah Paul  
Technical Administrative Assistant  
Engineering Services



KEY	
BUS STOP CLEARWAY	
BUS STOP POST AND FLAG	
BUS BOARDER	



File location - U:\Engineer's Files\

<b>ASHFORD</b> <b>BOROUGH COUNCIL</b> ENVIRONMENTAL SERVICES Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL tel : 01233 331111 fax : 01233 645654	PROJECT EXTENSION OF THE SINGLETON ARM OF THE A LINE BUS ROUTE		DRAWING TITLE PROPOSED BUS STOP & BUS STOP CLEARWAY OPPOSITE 32 KIRK VIEW, ASHFORD		
	DRAWN RJW	AUTOCAD FILE FILE No.	DATE 02/06/11	SCALE 1/500	DRG.No. .

# Environmental Services

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BOROUGH COUNCIL

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DX 151140 Ashford (Kent) 7

The Owner / Occupier  
«No» «Street»  
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«Town»  
«County»  
«Postcode»

Date: Thursday 2<sup>nd</sup> June 2011

Dear Sir / Madam

## Re: Consultation on the Introduction of a Bus Stop – Imperial Way

As you may be aware, the Singleton arm of the 'A Line' bus service is due to be extended shortly in order to serve Kirk View and Imperial Way. The new extension will form a loop extending from the roundabout junction of Singleton Hill, Kirk View and Imperial Way.

As part of these changes it is intended to install two new bus stops and reinstate one pre-existing bus stop to serve the new bus route configuration. Ashford Borough Council is therefore conducting a consultation on behalf of the Highway Authority, Kent Highway Services, on the introduction of the bus stops to be located along this new section of bus route.

All three bus stops will be introduced with bus boarders (a section of raised kerb adjacent to the bus stop designed to minimise the step between the bus and kerb when boarding and alighting) and bus stop clearways (a 'no stopping' restriction to ensure that buses are not hampered by parked vehicles when pulling in to align with the bus boarder). These features are intended to make the bus network more accessible to those with limited mobility, parents with push chairs etc. Bus stop boarders and bus stop clearways have already been introduced at a number of existing bus stops within Ashford and the scheme will eventually be rolled out to all bus stops in line with Government legislation.

It is proposed that one of the two new bus stops will be located in Imperial Way, the location of which is described below (see also enclosed plan);

*"On the south-eastern side of the carriageway at a point 4.5 metres north-east of the south-western building line of No. 62 Imperial Way"*

The bus stop clearway will sit between 5 metres south-west (in front of) and 26 metres north-east (behind) of the bus stop and will be subject to a 'no stopping' restriction applicable 24/7.



Please note that the bus stop will not be used for bus layovers – buses will stop only for passengers to embark and alight.

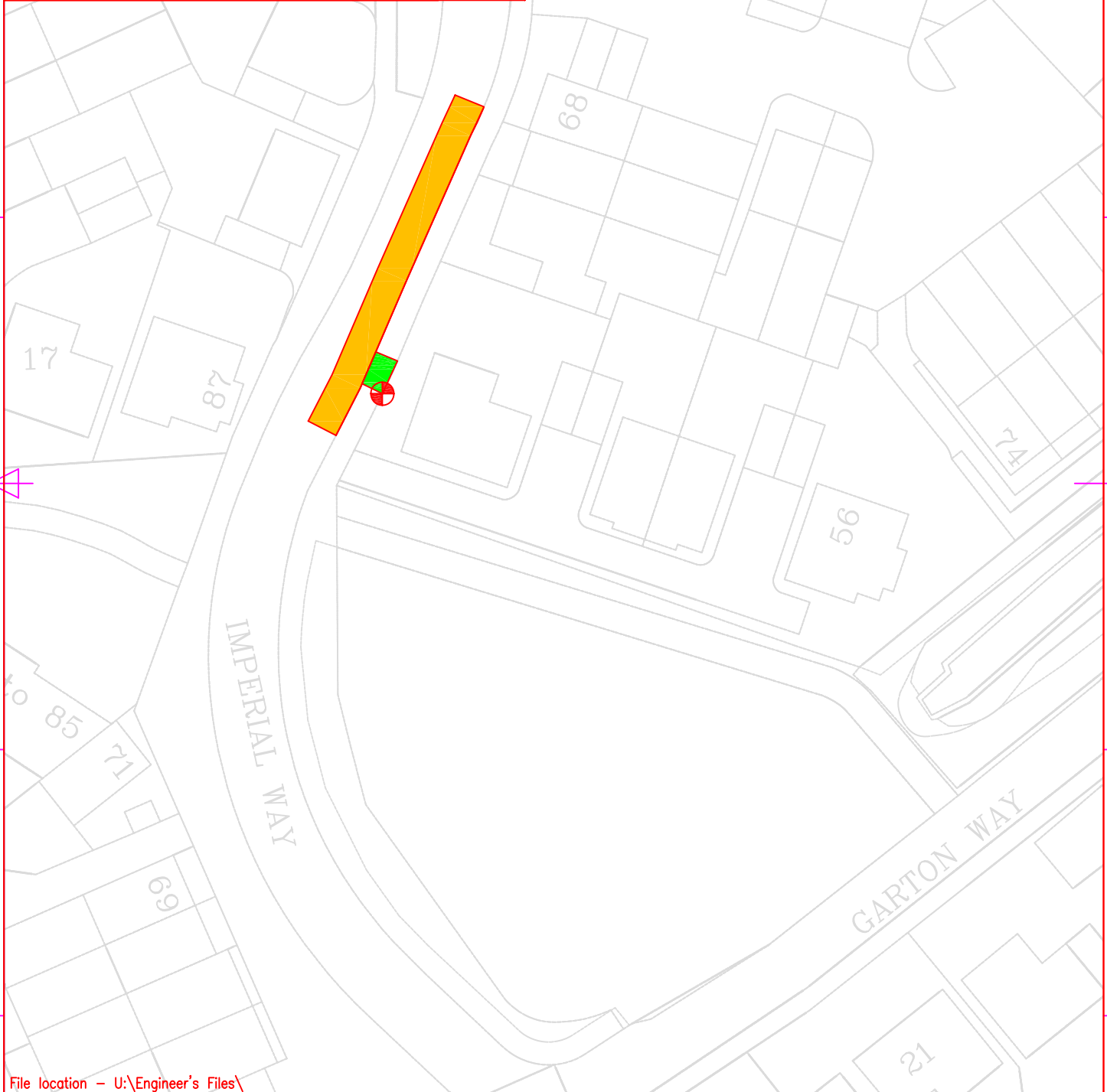
If you would like to comment on or make an objection to the above proposed location of the bus stop and bus stop clearway please send your representation in writing (either by email to [consultation@ashford.gov.uk](mailto:consultation@ashford.gov.uk) or letter to Sarah Paul, Engineering Services, Ashford Borough Council, Civic Centre, Tannery Lane, Ashford, Kent TN23 1PL) by no later than 24<sup>th</sup> June 2011.

We will endeavour to resolve any objections with you directly, however in the event that there are any objections received which cannot be resolved, these will be presented to the next meeting of the Joint Transportation Board for decision.

Yours sincerely

Sarah Paul  
Technical Administrative Assistant  
Engineering Services

KEY	
BUS STOP CLEARWAY	
BUS STOP POST AND FLAG	
BUS BOARDER	



File location - U:\Engineer's Files\

<b>ASHFORD</b> <b>BOROUGH COUNCIL</b> ENVIRONMENTAL SERVICES Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL tel : 01233 331111 fax : 01233 645654	PROJECT EXTENSION OF THE SINGLETON ARM OF THE A LINE BUS ROUTE		DRAWING TITLE PROPOSED BUS STOP & BUS STOP CLEARWAY OUTSIDE 62 IMPERIAL WAY, ASHFORD		
	DRAWN RJW	AUTOCAD FILE FILE No.	DATE 02/06/11	SCALE 1/500	DRG.No. .

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DX 151140 Ashford (Kent) 7

Date: Thursday 2<sup>nd</sup> June 2011

Dear Sir / Madam

### **Re: Consultation on the Reinstatement of a Bus Stop – Singleton Hill**

As you may be aware, the Singleton arm of the 'A Line' bus service is due to be extended shortly in order to serve Kirk View and Imperial Way. The new extension will form a loop extending from the roundabout junction of Singleton Hill, Kirk View and Imperial Way.

As part of these changes it is intended to install two new bus stops and reinstate one pre-existing bus stop to serve the new bus route configuration. Ashford Borough Council is therefore conducting a consultation on behalf of the Highway Authority, Kent Highway Services, on the introduction of the bus stops to be located along this new section of bus route.

All three bus stops will be introduced with bus boarders (a section of raised kerb adjacent to the bus stop designed to minimise the step between the bus and kerb when boarding and alighting) and bus stop clearways (a 'no stopping' restriction to ensure that buses are not hampered by parked vehicles when pulling in to align with the bus boarder). These features are intended to make the bus network more accessible to those with limited mobility, parents with push chairs etc. Bus stop boarders and bus stop clearways have already been introduced at a number of existing bus stops within Ashford and the scheme will eventually be rolled out to all bus stops in line with Government legislation.

It is proposed that the below described (see also enclosed plan) bus stop in Singleton Hill will be reinstated. This bus stop was originally removed at the request of a resident due to concerns over the bus stop being used as a layover. However with the new route configuration it is necessary that this stop be reinstated purely as a point for passengers to embark and alight (i.e. not for layovers);

*"On the north-western side of the carriageway at a point in line with the south-western building line of No. 8 Singleton Hill"*

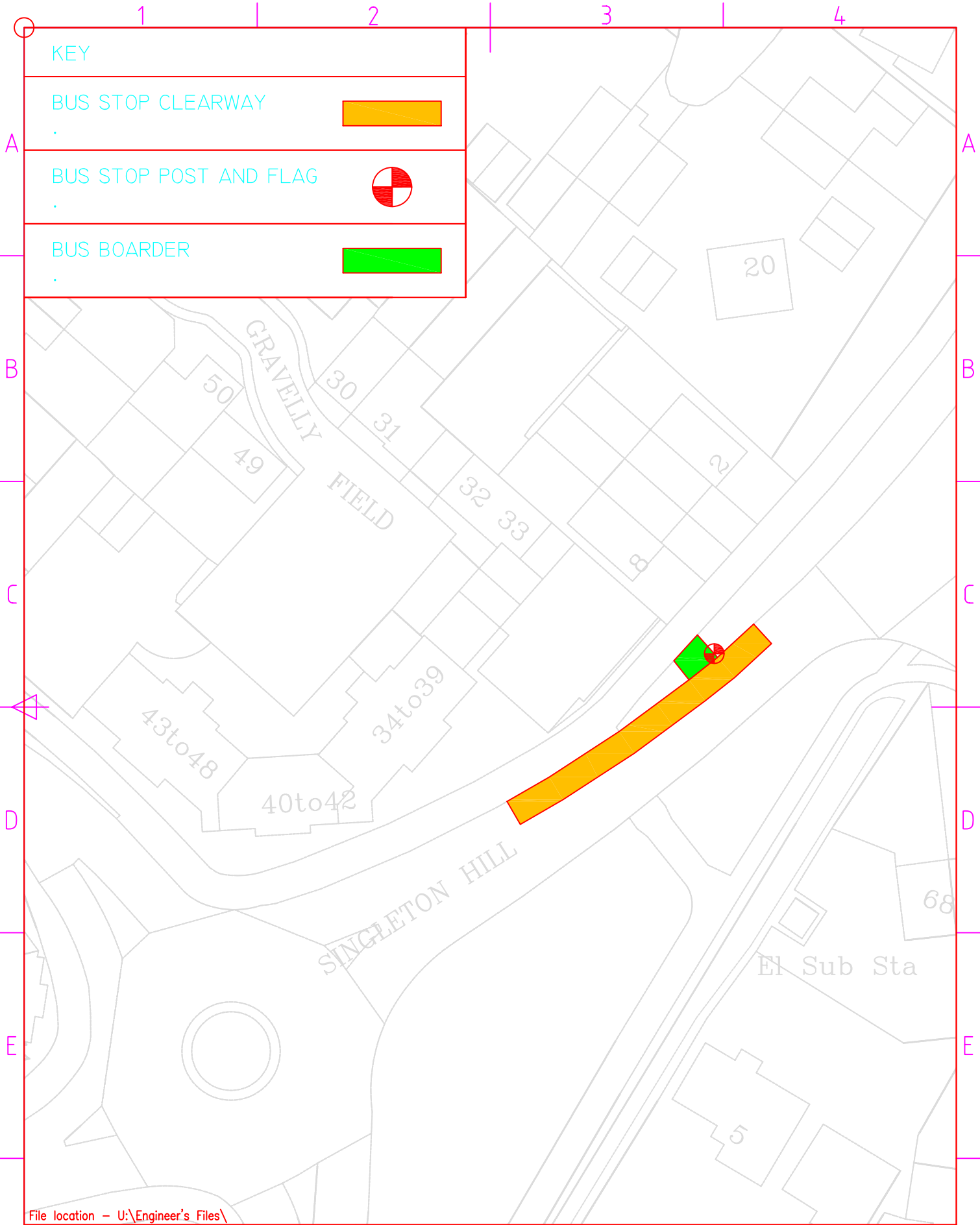
The bus stop clearway will sit between 5 metres south-west (in front of) and 26 metres north-east (behind) of the bus stop and will be subject to a 'no stopping' restriction applicable 24/7.

If you would like to comment on or make an objection to the above proposed location of the bus stop and bus stop clearway please send your representation in writing (either by email to [consultation@ashford.gov.uk](mailto:consultation@ashford.gov.uk) or letter to Sarah Paul, Engineering Services, Ashford Borough Council, Civic Centre, Tannery Lane, Ashford, Kent TN23 1PL) by no later than 24<sup>th</sup> June 2011.

We will endeavour to resolve any objections with you directly, however in the event that there are any objections received which cannot be resolved, these will be presented to the next meeting of the Joint Transportation Board for decision.

Yours sincerely

Sarah Paul  
Technical Administrative Assistant  
Engineering Services



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# ASHFORD

## BOROUGH COUNCIL

ENVIRONMENTAL SERVICES

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tel : 01233 331111 fax : 01233 645654

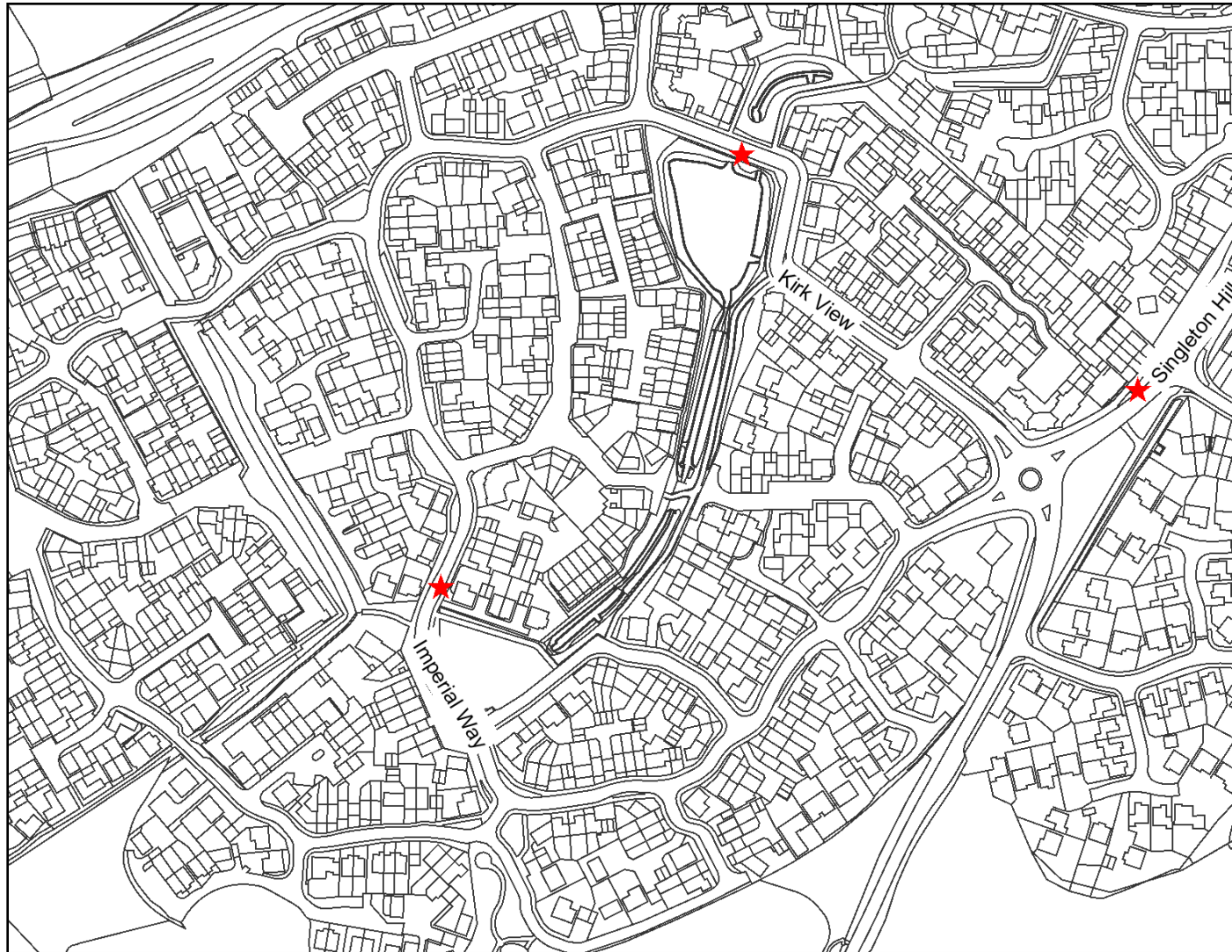
PROJECT EXTENSION OF THE SINGLETON ARM OF THE A LINE BUS ROUTE					
DRAWING TITLE PROPOSED BUS STOP & BUS STOP CLEARWAY OUTSIDE 8 SINGLETON HILL, ASHFORD					
DRAWN RJW	AUTOCAD FILE FILE No.	DATE 02/06/11	SCALE 1/500	DRG.No. .	REV. -



# Proposed Bus Stop Locations for 'A' Line Extension into Singleton Hill Areas 10 & 11



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### Legend

~ Landline

0 90 180 270 m.

Map center: 598330, 141530



Scale: 1:3,000

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## ASHFORD JOINT TRANSPORTATION BOARD 20 SEPTEMBER 2011

<b>Subject:</b>	Highway Works Programme 2011/12
<b>Director/Head of Service:</b>	Highways, Kent County Council
<b>Decision Issues:</b>	<b>These matters are within the authority of the Board</b>
<b>Decision:</b>	Non-key
<b>Ward/Division:</b>	<b>All</b>
<b>Summary:</b>	<i>This report updates Members on the identified schemes approved for construction in 2011/12</i>
<b>To Recommend:</b>	<b>This report is for Members' information.</b>
<b>Classification:</b>	THIS REPORT IS OPEN TO THE PUBLIC

### Introduction

1. This report is an update on that made to previous meetings of the Board and summarises the identified schemes that have been programmed for construction by Kent Highway Services in 2011/12.

### Road Surface Treatments

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

### Highway Maintenance Schemes

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

### Local Transport Plan Budget 2011/12

**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

3. This report is for Members' information.

## **Conclusion**

4. This report is for Members' information.

### **Contact Officers:**

<b>Toby Howe</b>	<b>08458 247 800</b>	<b>KCC</b>
<b>Andy Corcoran</b>	<b>08458 247 800</b>	<b>KCC</b>
<b>Russell Boorman</b>	<b>08458 247 800</b>	<b>KCC</b>
<b>David Brenton</b>	<b>08458 247 800</b>	<b>KCC</b>

**Appendices A to D – Progress Reports**

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

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

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

### **APPENDIX A2 – GRIPFIBRE: 5-15mm Overlay**

<b>Location</b>	<b>Parish</b>	<b>Budget</b>	<b>Status</b>
Church Lane	Shadoxhurst	93,702	Completed April 2011
Crown Hill/Wye Road	Wye/Hastingleigh	119,179	Completed April 2011
Iden Lane	Egerton	15,859	Completed April 2011
Maytham Road	Rolvenden	69,326	Completed April 2011
Plurenden Road	Woodchurch	36,432	Completed April 2011

### **APPENDIX A3 – SURFACE DRESSING: 6-10mm Overlay**

<b>Location</b>	<b>Parish</b>	<b>Budget</b>	<b>Status</b>
Bilsington Road	Bilsington	34,238.00	Completed May 2011
Cage Lane	Smarden	5,856.00	Completed May 2011
Maidstone Road	Westwell	18,617.70	Completed May 2011
Maidstone Road	Westwell	44,612.00	Completed May 2011
Rolvenden Road/Rolvenden Hill	Tenterden	15,147.50	Completed May 2011

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

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

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

### **APPENDIX B2 – FOOTWAY SCHEMES**

<b>Location</b>	<b>Description</b>	<b>Parish</b>	<b>Budget</b>	<b>Status</b>
A20 Hythe Road	Smeeth X Roads to Bob Fisher Garage	Smeeth	£224,960	Deferred
A20 Hythe Road	Bockham Lane to Ridgeway	Mersham	£72,000	Completed March 2011
Flood Street		Mersham	£24,000	Completed August 2011
Church Road	Railway Bridge – Blind Lane	Mersham	£30,000	Completed July 2011
A20 Maidstone Road, Charing	Charing Village to Crematorium	Charing	£135,000	November 2011 Start

### **APPENDIX B3 – STREET LIGHTING SCHEMES**

There are no Street Lighting schemes planned for 2011/12. Inventory data collection is complete and will be followed by electrical and structural testing from which future programming of work will be developed.

## **APPENDIX C – TRANSPORTATION, PROW & SAFETY SCHEMES**

### **APPENDIX C1 – LOCAL TRANSPORT PLAN FUNDED SCHEMES**

<b>Location</b>	<b>Description</b>	<b>Budget</b>	<b>Status</b>
A28 Ashford Road (Gascoigne Corner), 1 mile east of High Halden	Bend visibility improvements	£6,000	Design in progress; To be programmed in 2011/12
A28 j/w A252, Bagham Junction, Chilham	Signing and lining improvements	£20,000	Design in progress; To be programmed in 2011/12

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

<b>Location</b>	<b>Description</b>	<b>Budget (£)</b>	<b>Status</b>
AU101 Nelson Close, Ashford	Construct tarmac path for unmade section	£5770	Work scheduled
AT60 Rolvenden	Repairs to byway	£4250	Work scheduled
AE563 Ruckinge	Repairs to byway	£41376	Scheme deferred subject to funding
AE566 Orlestone	Repairs to byway	£49725	Scheme deferred subject to funding
AT176A Kenardington	Repairs to byway	£12400	Scheme deferred subject to funding
A27 & AU7 Ashford NCP	Footpath and bridleway construct tarmac surface	£9100	Scheme deferred subject to funding
AU41 Ashford NCP	Construct new tarmac path	£25750	Scheme deferred subject to funding
AW350 Charing	Repairs to byway	£6100	Scheme deferred subject to funding
AE287 Brabourne	Repairs to existing tarmac surface	£8775	Scheme deferred subject to funding
AW357 Hothfield	Repairs to tarmac surface	£4750	Scheme deferred subject to funding

AU36 Ashford NCP	Construct new tarmac path	£3245	Part funded by landowner total cost £7522.85
AW163 Pluckley	Repairs to tarmac path and type 1 stone bridleway	£1000	Part funded by residents total cost £7060
AW51 Charing	Surface improvements to North Downs Way Cycle route	£43,263	Works underway
Bockhanger Lane, Ashford	Creation of new PROW linking to Eureka Leisure Park		scheduled for 2011/12
Kingsnorth	New multi user route creation	£162,000	(£50,000 s106 & £101,000 sustrans & member funding). Part permissive cycle track and part Bridleway creation subject to planning permission. Work scheduled for 2011/12

### APPENDIX C3 – DEVELOPER FUNDED SCHEMES (Section 278/106 Works)

Location	Description	Status
Henwood, Ashford	Cycle route	Under construction (August 2011)
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. Remedial works being carried out.
Tesco site – Park Farm	New Puffin Crossing – cycle way	Works to commence on 5 <sup>th</sup> September subject to agreement being signed
A2070 j/w The Boulevard	Left turn slip	In design stage – Works currently postponed by Developer until 2012
John Wallace Academy	Completion of missing link of cycleway	Scheme being progressed: Landowner has agreed to

(Christchurch School) to Park Farm		sale of necessary land to KHS and contract being drawn up to this effect.
The Warren Site B	Access Road/New Signalised Access	In design Stage

## **APPENDIX D – OTHER WORKS**

### **APPENDIX D1 – BRIDGE WORKS**

<b>Location</b>	<b>Description</b>	<b>Status</b>
A28 Canterbury Road, Godmersham	33 Godmersham Bridge – bridge strengthening	On Site 11/07/11 to 26/08/11
A20 Ashford Road, Charing over Railway	850 Westwell Leacon Bridge – Structural safety work	TBC – Rail Possession awaited

### **APPENDIX D2 – DISTRICT COUNCIL FUNDED SCHEMES**

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

### **APPENDIX D3 – COUNTY MEMBER HIGHWAY FUND WORKS**

<b>Member &amp; Ward</b>	<b>Description</b>	<b>Budget</b>	<b>Status</b>
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	Under Construction (August 2011)
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	Programmed for late August 2011
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, Signing is in place
Jim Wedgbury – Ashford South	Realign kerblines to leave 6.0m carriageway and provide additional advance SLOW markings and signage. Tithe Barn Lane, Ashford	£10,780	Work completed
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	Ongoing discussion.
George Koowaree – Ashford East	Installation of 16 dropped kerbs Orion Way, Ashford	£9768	Work completed
George Koowaree – Ashford East	Construction of a 30m footway and installation of a	£4614	Work completed



	pair of dropped kerbs Hampden Road, Ashford		
George Koowaree – Ashford East	Installation of a pair of dropped kerbs Stirling Road, Ashford	£1441	Work completed
George Koowaree – Ashford East	Install Glasdon Stanford seat on a concrete slab in verge. Hythe Road, Ashford	£2145	Work Completed
George Koowaree – Ashford East	To provide a replacement bus shelter Hunter Road, Ashford	£7255	Work completed
Michael Hill – Tenterden	To implement zig zag line markings outside the primary school. Hastings Road, Rolvenden	£2349	Programmed for end October 2011
Mike Angell – Ashford Rural South	Relocate existing hedge line on South West corner of the junction back approximately 1.5m. Hamstreet Road, Shadoxhurst	£2288	Work completed
George Koowaree – Ashford East	Provision of handrail to assist pedestrian access Bentley Road, Ashford	£1065	Awaiting programme date
Mike Hill – Tenterden	Extend existing 30mph limit through built up area of St Michaels (in a northerly direction), past the recreation ground and Primary School, up to a point outside a house called “Churchfields” as per the speed limit review. Ashford Road, St Michaels, Tenterden	£9598	Programmed for Mid/End October 2011.
Mike Hill – Tenterden	Extend existing 30mph limit through built up area past the recreation ground to the junction with Hawthorn as recommended in the speed limit review. B2080 Appledore	£6857	Programmed for Mid/End October 2011
Mike Hill – Tenterden	To provide a contribution to the maintenance and repair works to the Bethersden Marble footpath. High Street, Biddenden	£15,300	Awaiting programme date
Richard King – Ashford Rural West	Extend 30mph speed limit with Traffic Regulation Order. Install relevant signing, 30mph roundels on carriageway and red patches	£35,426	Programmed for Mid/End October 2011

	at each terminal point. Install two dropped crossing points. Ashford Road, Bethersden		
Andrew Wickham – Ashford Rural East	Install village gateways at all 5 entrances to the village Wye	£29,500	Awaiting programme date
Elizabeth Tweed – Ashford Central	Install pedestrian warning signs. Canterbury Road, Kennington	£1038	Awaiting programme date
Richard King – Ashford Rural West	Provide 2 salt bins each with 3 refills The Street, Little Chart and The Street, Hothfield	£1191.0 6	

## APPENDIX D4 – DRAINAGE MAINTENANCE WORKS

### Gully Cleansing Schedules

From the 1<sup>st</sup> September 2011 a more programmed approach to gully cleansing will be adopted. The level of resource dedicated to cleansing will remain the same however this change will enable Kent Highways to maximise efficiency, gain best value from the new contractual arrangement with Enterprise Plc and ensure that the entire network is being maintained on a regular basis. Cleansing schedules will be developed on monthly basis with a view to incorporating as many enquiry locations (i.e. locations where blocked gullies have been reported) as is feasible and will then be made available the members of the public via [kent.gov.uk](http://kent.gov.uk).

Whilst undertaking gully cleansing activities, crews will record defects such as broken covers or blockages and these will then be investigated and auctioned by the engineers in the Drainage Team. The crews will also be collecting information such as location, size and silt levels prior to cleansing each individual gully. This data will enable Kent Highways to develop and improve our planning of gully maintenance and move towards a needs based approach to cleansing in the future.

**APPENDIX D5 – MAJOR CAPITAL PROJECTS (sheet 1 of 2)**

Location	Description	Budget	Status
<p>Victoria Way Phase 1 (link between Victoria Road and Leacon Road)</p>	<p>To support the growth agenda for Ashford and in particular to support the southwards development and expansion of the town centre.</p> <p>Funded by Community Infrastructure Fund (CIF) provided by Homes &amp; Community Agency (HCA).</p>	<p>£17.9 m</p>	<p>Contract awarded to Volker Fitzpatrick and construction started June 2010. Difficulties with utilities largely resolved. Core roadworks completed in July with John Wallis Square public realm and residual side road works planned completion in October. Utilities and winter weather are primary causes of delay although contract programme with late start was always tight.</p>

**APPENDIX D5 – MAJOR CAPITAL PROJECTS (sheet 2 of 2)**

Location	Description	Budget	Status
<p>A20 Fougères Way, Drovers Roundabout and M20 Junction 9 Improvements</p>	<p>Junction improvements, traffic signals, and pedestrian &amp; cycle footbridge over the M20. To support the growth agenda and in particular to provide a comprehensive improvement of this key access route on the west side of the town.</p> <p>Drovers Roundabout and M20J9 are formally two separate projects. Funded by Regional Infrastructure Fund funding provided by DfT and managed by SEEDA with Growth Area Funding to cover the additional cost of the M20 feature bridge.</p>	<p>£17.6m</p>	<p>Contract awarded to BAM Nuttall and construction started in June 2010. Although works to Drovers Roundabout were completed in August, defect correction and landscaping will continue through September. M20 Junction 9 and the bridge will be completed in early October but in advance of completion of the northern ramp the bridge will be opened before end of September for pedestrians only. 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 very challenging.</p>

**Title:** New staffing arrangements in Kent Highways and Transportation

**Report to:** Ashford Joint Transportation Board

**Date:** 20<sup>th</sup> September 2011

**Reporting officer:** Director of Kent Highways and Transportation

**Subject:** Kent Highways and Transportation Structure 2011

**Purpose and summary of report:** As a part of the county council's strategy, Bold Steps for Kent and wider national legislation and budget reductions, there have been changes across Kent County Council. This includes the work done in Kent Highway Services now called Kent Highways and Transportation (KH&T). This report sets out recent changes following a restructure of the department and highlights how KH&T will continue to focus on working with communities and ensure proper engagement with Members, Councillors, parishes and local people.

**Recommendations: The content of the report be noted**

## **1. Introduction.**

1.1 As a part of the county council's strategy, Bold Steps for Kent and wider legislation around community engagement, the way KCC works is changing with an aim to improve all the services provided by the council and to improve the service offered to communities in Kent.

1.2 Kent Highways and Transportation (KH&T) – formerly called Kent Highway Services - will continue to focus on working with communities and are committed to proper engagement with Members, district councils, parishes and local people. In order to strengthen this area, meet the budget savings requirements and bring about efficiencies and effectiveness, changes have been made to the staffing of the department. This follows a two phased restructuring process.

## **2. New structure**

2.1 Prior to the restructure each district had allocated contacts within the Highway Operations teams, namely highway inspectors and community liaison officers. From 1<sup>st</sup> July the new structure came into force and there are no longer community liaison officers. Instead we now have highway stewards and statutory highway inspectors. The highway stewards have been allocated to a specific area and they will deal with

customer service enquiries, Member, parish and community contact. They will be empowered to carry out small jobs on site as necessary and will be able to raise jobs they find out on their patch directly to our Highway Management Centre (HMC) at Aylesford so that these can be dealt with in a timely manner. They will undertake parish visits as agreed locally and will be working out in the community on a daily basis. As is the case now, defects should be reported via our contact centre to ensure that they are recorded and entered into our system to be fixed.

2.2 Highway inspectors will continue to carry out statutory inspections and will highlight defects as they do now and ensure that these are repaired. Inspectors and stewards will be supported by an efficient HMC which is co-located with our new contractor, Enterprise.

2.3 A list of key staff for this district is attached at the Appendix.

### **3. Conclusion and recommendation**

KH&T is committed to providing a high quality service to the communities in Kent. The recent changes will ensure that despite budget reductions and other challenges KH&T will keep a focus on community engagement. Members of this joint transportation board are asked to note this report.

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**BACKGROUND PAPERS: None**

**CONTACT OFFICER: Lisa Holder      08458 247800**

#### **Appendix**

**Highway Manager East Kent      Toby Howe**

**District Manager Ashford      Lisa Holder**

**Engineer      Lee Goodman**

**Highway Stewards      Ron Swan, Darren Anderson, Jennie Wickenden**