



Joint Transportation Board

Notice of a Meeting, to be held in the Council Chamber, Civic Centre, Tannery Lane,
Ashford, Kent TN23 1PL on Tuesday 13th December 2011 at 7.00pm

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 th May 2007 relating to items on this agenda should be made here. The nature as well as the existence of any such interest must also be declared | |
| 3. Minutes – To approve the Minutes of the Meeting of this Board held on the 20 th September 2011 and the Special Meeting held on the 11 th October 2011 | |
| 4. Transport Forum – To receive the Chairman's Report of the Meeting held on the 18 th November | |
| 5. To receive any Petitions | |
| 6. Tracker Report | |

Part I – For Decision

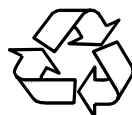
None for this Meeting

Part II – For Information

7. Amendment 19 – Proposed Highway Safety Scheme in Henwood Industrial Estate.
 8. Ashford Highway Works Programme 2011/12 – Including Victoria Way, Drivers Roundabout, Eureka Skyway – Post Opening Update
-

DS/VS
5th December 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 **20th September 2011**

Present:

Cllr. Burgess (Chairman);
 Mr M A Wickham (Vice-Chairman);
 Cllrs. Apps, Mrs Bell, Mrs Blanford, Claughton, Davey, Feacey, Heyes
 Mr M J Angell, Mr P M Hill, Mr S J G Koowaree, Mrs E Tweed, Mr J N Wedgbury
 Mr R Butcher – KALC Ashford Area Committee

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

Apologies:

Cllrs. Robey, Yeo, Mr R E King.

Also Present:

Andrew Burton (Project Manager – Kent Highways & Transportation (KH&T)), Toby Howe (Highway Manager East Kent – KH&T), Lisa Holder (District Highway Manager Ashford – KH&T), Paul Jackson (Head of Environmental Services - ABC), Ray Wilkinson (Engineering Services Manager – ABC), Danny Sheppard (Senior Member Services & Scrutiny Support Officer – ABC).

132 Minutes

Resolved:

That the Minutes of the Meeting of this Board held on the 14th June 2011 be approved and confirmed as a correct record.

133 Transport Forum

The Board received the report of the Chairman of the Transport Forum for the Meeting held on 24th June 2011. The Forum had considered: - an update from David Brazier – KCC Deputy Cabinet Member for Environment, Highways & Waste; and discussions on taxis, bus services and trains. The Chairman said that it had been a productive meeting and the update from David Brazier had been particularly well received.

Resolved:

That the report of the Chairman of the Transport Forum for the Meeting held on the 24th June 2011 be received and noted.

134 Tracker Report

The Chairman drew Members attention to the Tracker of Decisions. Mr Wilkinson advised of one correction to the report in that the consultation period for the introduction of waiting restrictions in Henwood Industrial Estate would end on the 23rd September 2011 and not the 25th as stated on the Tracker.

A Member mentioned the proposed traffic calming measures in Bluebell Road & Roman Way, Park Farm and Church Hill, Kingsnorth. This issue dated back to 2006 and the problem at Church Hill was getting worse. He considered a way forward needed to be found and asked for a meeting to be organised to discuss this at the Ashford Highways Depot.

A Member asked about the management of double parking and parking at dropped kerbs and why private driveways were excepted when this was often the area that caused most problems. Mr Wilkinson explained that in the case of private driveways, the occupier could quite legitimately choose to park in front of their own driveway or permit someone else to do so, making it difficult to enforce against someone without knowing whether that was the case. The Police had powers to enforce against such obstructions, but they would give a higher priority to people who were blocked in on a driveway rather than those who could not access one. The whole policy of the management of double parking and parking at dropped kerbs was a KCC one which was being applied across the County in a consistent way.

Resolved:

That the Tracker be received and noted.

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

The Chairman introduced the report which explained that an informal local consultation had been held on the siting of three 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 six objections, two 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 had been sought and received by a Panel representing the Board to decide upon the objections received and report back to the next Joint Transportation Board meeting. The report detailed the outcome of the Panel meeting and recommended 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.

The Chairman explained that the Board Chairman, Vice-Chairman and ABC Cabinet Member for the Environment had all been involved in the site visit on this occasion and the problem with this particular case was that the bus route had been included in the original development plans, but then not implemented for some years, so people

had got used to being able to park in the locations identified for the bus stops. He thought the recommendation to formally agree the formulation of a Panel would improve the situation in the future, as would the adoption of a procedure by ABC's Planning Department to include details of proposed bus services in all new development plans. Board Members agreed that bus companies should be consulted on major housing projects at the planning stage in terms of the siting and access of bus stops and that as such the Chairman of the Board should write to ABC's Planning Department on those terms.

In discussion Members noted that although on this occasion the Cabinet Member and Ward Member had been the same person, for the future the Ward Member and the Parish Council Chairman (if relevant) should be invited to attend the meeting. It was agreed that the recommendation be amended to reflect this.

Resolved:

- That (i) **a Panel consisting of the JTB Chair, JTB Vice-Chair, Cabinet Member for the Environment and Transport Forum Chair be approved, to decide on all future objections received during small scale informal consultations relating to transportation matters and the Ward Member and Parish Council Chairman (if relevant) be invited to attend all such meetings in a non voting capacity.**
- (ii) **the outcome of the Panel's meeting on the proposed bus stops in Singleton be endorsed.**
- (iii) **the adoption of a procedure to include details of proposed bus services in all new development plans be recommended and the Chairman of the Board should write to ABC's Planning Department on those terms.**

136 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 both he and Mr Burton (regarding the Major Capital Projects) were available to answer Members' questions. In terms of the Programme the following issues were raised: -

- The County Member for the area said that he thought the construction of a tarmac path at the unmade section of Nelson Close, Ashford had been scheduled from his Member Highway Fund. If this was being done as part of the Local Transport Plan he had no objection, but asked for clarification. Mr Howe said he would check and get back to the Member.
- The resurfacing work undertaken at Iden Lane, Egerton was questioned as a priority when it affected so few properties. Mr Howe believed this was where potholes in the area had previously been patched and this work related to the final sealing of those. He said he would confirm the rationale and sequence of events.

- A County Member said that she had identified a number of schemes in her Division for her Member Highway Fund including 30mph repeater signs at Faversham Road, Kennington and traffic calming at Essella Road, but they did not appear to be on this schedule. Mr Howe explained that Kirsty Williams had recently been appointed as KH&T's dedicated Member Highway Fund Manager and a tighter and more up-to-date report on Member Highway Fund projects would be produced for future meetings of this Board.
- The Ward Member said that he considered it important that residents of Bockhanger Lane be kept fully informed and consulted on proposals to create a new Public Right of Way linking to the Eureka Leisure Park.
- The County Member for the area updated the Board on the position regarding a new multi user route in Kingsnorth. The report noted that there was Section 106, Sustrans and Member funding in place for the creation of a part cycle track and part Bridleway subject to planning permission, and that work was scheduled for 2011/12. There had been some objections to part of the scheme because of the fear of potential increased crime, however Kent Police's latest position was that they did not object and thought that this was highly unlikely. He understood that the project needed to receive the go-ahead by the end of 2011 to secure the Sustrans funding, so urged Officers to get it in the programme and schedule the works as soon as possible so that there was a complete cycleway to serve the area.
- A Member raised the lining on Chart Road that had been done badly and needed re-doing and asked when this was likely. Mr Howe said he would find out the timescale and get back to the Member.
- A Member said that the report did not seem to take into account drainage schemes. There was a particular issue at Snargate Road, Kenardington where works were essential to prevent further flooding and he thought he had agreed with the Drainage Engineer that these would be undertaken. He was frustrated that with winter approaching again, these did not appear to be programmed. Mr Howe said he would talk to the Drainage Manager and report back to the Member.
- There had been no further delays with Victoria Way Phase 1 and it was still scheduled for an October completion and opening.
- A Member asked if all salt bins were now bright yellow as they often did not blend well into the background in rural areas and could be an eyesore. Mr Howe explained that unfortunately they were designed to stand out and they were all now yellow.

There was then a lengthy discussion on the A20 Fougères Way, Drivers Roundabout and M20 Junction 9 Improvements. A Member said he had always tried to accentuate the positives of the scheme but it was becoming increasingly difficult. The original completion date of spring 2011 had now slipped to October and there still appeared to be numerous lanes closed off for no reason with no work occurring. More specific points of concern from Members were: - inaccurate lane markings at

the Drivers Roundabout (in particular the inside right lane at Maidstone Road directing traffic to the M20 when it should be to Simone Weil Avenue); the poor quality of road markings; the number of consecutive traffic lights in such a small area which were causing nuisance and danger and did not allow the traffic to flow properly; access to Highworth School at peak times with waiting traffic backing up as far as Simone Weil Avenue; the poor landscaping of the roundabout and verges; arrangements for pedestrians and cones making the lanes at the Junction 9 roundabout very narrow and dangerous.

In response Mr Burton made the following points: -

- The completion date would be October 2011. The signs advising of a date of spring 2011 had been a somewhat embarrassing point and had now been taken away. The points about delays were accepted and work was already ongoing with the contractor to produce a post-project review and once completed that would be made public and a report submitted to this Board.
- Current lane closures were due to the contractor being asked to come back and rectify work that had not been carried out satisfactorily and it was important for that work to be carried out now while they were still on site.
- With regard to the lane markings, there was an issue in that there were four lanes and five roads on to the roundabout. Therefore there did need to be an element of compromise in the signing of the junction. The Police Road Traffic Team and the Designer had looked closely at this together and in their professional opinion the current set up had been agreed as the safest compromise. There was an option to leave that particular lane blank on the signage and if Members thought the current signage wasn't working, this may have to be looked at again. Members said they were uncomfortable with the word "compromise" when it came to safety. If the signage and lane markings were making the area inherently dangerous then changes needed to be made.
- It was accepted as an inherent problem of signalised roundabouts that more than one set of lights were sometimes in drivers' immediate eye line and there was a danger of misinterpreting them. However, Mr Burton said he had been told that the design had gone as far as it could in shielding the "second" and "third" sets of lights, but he would investigate this further.
- The blanket permit for lane closures would expire at the end of September so it was hoped that the Contractor would have all works finished by then and Members would see an immediate improvement in the number of closures. Come October the Contractor would have to apply for any additional closure permits for individual sites.
- The original weed killing measures were unsuccessful and had been repeated. Therefore, in two weeks the weeds should all be dead before the major planting began on the 10th October 2011. This should improve the visual impact of the roundabout and verges.

- It was hoped that the traffic lights at the Junction 9 roundabout would be switched on during the October Half Term week when traffic flows were a lot lower in order to allow for an element of trialling.
- The footpath on Fougères Way was now permanently closed and pedestrians would also be deterred from crossing at the Junction 9 roundabout for safety reasons. The new pedestrian routes and their benefits would be clearly outlined locally.
- Mr Burton had witnessed the problem at Highworth School, however this was a local issue and the parking situation may be something ABC wanted to consider as the Planning Authority.
- Seven crashes had been recorded on site in the last year which was not insignificant, however only one had necessitated an ambulance.

A Member said that although he sympathised with some of the points being made, he believed most of the problems were caused by motorists not reading the roads and signs properly and driving too fast when approaching the roundabout. He hoped that the scheme would be allowed to settle down properly before people jumped to too many premature conclusions.

Resolved:

That the report be received and noted.

137 KCC Highways & Transportation New Structure - Update

The information report outlined the changes that had taken place following a restructure of Kent Highway Services and highlighted the new staffing arrangements in Kent Highways and Transportation, particularly for Ashford, and how they would continue to focus on working with communities and ensure proper engagement with Members, Parishes and local people. Mr Howe introduced Lisa Holder, the newly appointed District Highway Manager for Ashford and explained the best process for logging calls and enquiries. He also explained that Lisa would be the immediate point of contact for non-specific enquiries.

In response to a question, Mr Howe advised that there was now a dedicated Member Highway Fund team in place headed by Kirsty Williams and Tara O'Shea was the Ashford contact. He endeavoured to circulate a diagram of the overall team structure to Members after the meeting. A Member asked if the structure could be reviewed in six months time.

Resolved:

That the report be received and noted.

138 Date of Additional Special Meeting

It was noted that an additional Special Meeting of the Joint Transportation Board would be held on the 11th October 2011.

DS

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Joint Transportation Board

Minutes of a Special Meeting of the Joint Transportation Board held in Committee Room No.2 (Bad Münstereifel Room), Civic Centre, Tannery Lane, Ashford on the **11th October 2011**

Present:

Cllr. Burgess (Chairman);
Cllrs. Apps, Mrs Bell, Mrs Blanford, Davey, Feacey, Shorter
Mr R E King, Mr S J G Koowaree, Mr J N Wedgbury
Mr R Butcher – KALC Ashford Area Committee

In accordance with Procedure Rule 1.2 (iii) Councillors Apps and Shorter attended as Substitute Members for Councillors Robey and Claughton respectively.

Apologies:

Cllrs. Claughton, Heyes, Robey, Mrs E Tweed, Mr M A Wickham.

Also Present:

Cllr Galpin

Lisa Holder (District Highway Manager Ashford – Kent Highways & Transportation), Ray Wilkinson (Engineering Services Manager – ABC), Kirsty Hogarth (Business Manager, Environmental Services – ABC), Sarah Paul (Technical Administrative Assistant – ABC), Danny Sheppard (Senior Member Services & Scrutiny Support Officer – ABC).

159 Declarations of Interest

Councillor	Interest	Minute No.
Mr King	Code of Conduct – Personal and Prejudicial – Had used his Member Highway Fund to fund schemes at Challock and Smarden. Did not vote on those schemes	160
Mr Koowaree	Code of Conduct – Personal but not Prejudicial – Son in Law worked at Henwood Industrial Estate	161
Shorter	Code of Conduct – Personal but not Prejudicial – Chairman of Kingsnorth Parish Council	160
Wedgbury	Code of Conduct – Personal and Prejudicial – Had used his Member Highway Fund to fund schemes at Beaver Green and Furley Park. Did	160

Councillor	Interest	Minute No.
	not vote on those schemes.	
	Code of Conduct – Personal but not Prejudicial – Member of Kingsnorth Parish Council	160
	Code of Conduct – Personal and Prejudicial – His wife worked at Henwood Industrial Estate. Left the meeting whilst this item was discussed.	161

160 Amendment 18 – Proposed Parking Restrictions in Various Locations within the Borough

Mrs Holder explained that Ashford Borough Council had been commissioned by KCC Highways & Transportation to carry out the formulation of the traffic order and consultation on their behalf.

The Technical Administrative Assistant introduced the report and gave a PowerPoint presentation overview of each of the six small safety schemes included within the Amendment 18 traffic order. The report and presentation also detailed the results of the recent consultation in respect to the making of the order. The traffic order consisted of parking and waiting restrictions constituting Member Highway funded schemes in various locations across the Borough. All bar one of the schemes related to safety restrictions in the vicinity of schools while the last consisted of a minor amendment to an existing length of corner protection.

The Board then considered each of the schemes in turn: -

Beaver Green Community Primary School Highway Safety Scheme

The scheme was intended to address the current parking problems affecting the roads in the immediate vicinity of Beaver Green Community Primary School at the beginning and end of the school day. The proposals consisted of a 'school keep clear' restriction on both sides of the carriageway protecting the school patrol crossing point on Cuckoo Lane and 'no waiting at any time' protection around the nearby junctions and bend. Six representations had been received in response to the consultation – four in support of the proposals but expressing the view that they could go further; one which asked for a slight reduction to one of the lengths of 'no waiting at any time' restriction; and one that had been subsequently withdrawn.

The County Member for the area said that this was an important scheme and it was vital that it went ahead as parking practices around the school were making the area unsafe. If anything, people in the area wanted it extended further, but local support for the proposals was high and he hoped it could be completed before the end of the October Half Term. Mr Wilkinson explained that subject to the outcome of this meeting, the intention was for all of the work within Amendment 18 to be undertaken

during the week commencing 24th October (Half Term). All proposals would also be fully enforceable.

The Board agreed to support the scheme as proposed.

Furley Park Primary School Highway Safety Scheme

The scheme consisted of the proposed removal of the existing informal 'school keep clear' restriction across the vehicular access to the school and the introduction of formal 'school keep clear' restrictions on both sides of the carriageway protecting the pedestrian crossings to either side of the school access with a 'no waiting at any time' restriction on both sides of the carriageway protecting the bend between them. Four representations had been received in response to the consultation – all of which were in support of the proposals including a submission from Kingsnorth Parish Council and a petition with 12 signatories. The scheme was again an attempt to combat irresponsible parking at school times and issues that the bus company were having in trying to negotiate the area and keep to timetable. This issue had been raised at the Quality Bus Partnership and there was the potential for the bus service to be withdrawn if the problems persisted.

The County Member for the area said that a lot of hard work had gone on in the development of this scheme. There had been a number of minor shunts and incidents in the area at school times involving both cars and buses and children's safety was being put at risk by thoughtless parking. He said it was a vitally important scheme and it was important to keep the bus route as well. A Member who used to be the County Member for the area and a Governor at the school explained that the housing was on the opposite side of the road to the entrance of the school, so the road was heavily crossed on foot and some sort of parking regulation was needed.

The Board agreed to support the scheme as proposed.

Challock Primary School Highway Safety Scheme

The scheme consisted of the removal of an existing advisory only 'school keep clear' marking across the vehicular access of the school and the introduction of 'no waiting at any time' restrictions around the junctions and bends between the school and The Lees and Village Hall sites from which 'walking buses' were run at the beginning and end of the school day. The restrictions were intended to prevent parking in those locations where it would cause a danger or obstruction to other traffic and also to address the issue of pavement parking where it would obstruct the 'walking buses'. Ten representations had been received in response to the consultation – eight in objection to the proposals and two in support.

The County Member for the area said he was very supportive of the proposals. There was a real problem with the safety of children going to and from school and this was one of the reasons the walking buses had been set up. It was important to support those who took part in this. In addition there were always sufficient parking spaces available in the Village Hall car park so more needed to be done to encourage people to use these two resources more. Despite the objections, he did not think that the double yellow lines would be too intrusive and he thought it was

important to discourage cars from parking dangerously on the bend and at crossing points.

The KALC Representative said he was a little concerned about the proposals in that this was a relatively small village school and he wondered if there needed to be 24/7 restrictions in place, which may cause problems for local residents when the parking problems were perhaps for only two hours every day. Mr Wilkinson responded that the majority of the restrictions were being put in places where people should not be parking in any case in accordance with the Highway Code (10m from a junction, on a bend etc). Single yellow lines may suggest to people that it was acceptable to park in those places and that would send the wrong message. In addition the use of single yellow lines would be more visually intrusive because of the requirement to provide time plates on posts at regular intervals. The County Member also pointed out that the properties in the area did have sufficient off-road parking for themselves and visitors so there was no real requirement for significant on-street parking.

The Board agreed to support the scheme as proposed.

Rolvenden Primary School Highway Safety Scheme

The scheme consisted of the proposed introduction of 'school keep clear' restrictions on both sides of the carriageway protecting the school patrol crossing point. No representations had been received in response to the consultation.

A Member said this was an extremely fast stretch of road so he was pleased to see the scheme and hear that an interactive speed sign was to be installed.

The Board agreed to support the scheme as proposed.

Smarden Primary School Highway Safety Scheme

The scheme consisted of the formalisation of the existing 'school keep clear' restriction fronting the school (to maintain sight lines for children and parents crossing the road at the beginning and end of the school day) and 'no waiting at any time' restrictions on both sides of the carriageway to protect the adjoining bend. Two representations had been received in response to the consultation – one in support from the Parish Council; and one request to convert the 'school keep clear' part of the restriction to additional 'no waiting at any time'.

The County Member for the area said there had been lots of discussion over this scheme and now nearly everybody seemed to be in agreement. The 'school keep clear' zone would actually be a tighter restriction in that area at peak times, but free up much needed additional parking for the recreation ground at weekends.

A Member asked about additional junction protection that had appeared on other schemes but not this one. Mr Wilkinson explained that had originally been proposed for this scheme also, but there had been objections and it had been taken out.

The Board agreed to support the scheme as proposed.

Amendment to Corner Protection in The Street, Smarden

The scheme consisted of the simple proposed conversion of a length of 'no waiting between 8am and 6pm Monday to Saturday' restriction to 'no waiting at any time' at the junction of The Street and Water Lane and a slight reduction in its length. This amendment was proposed in order to address inappropriate parking taking place on the junction during the evenings. No representations had been received in response to the consultation.

Members agreed that this was a dangerous corner as people tended to park there to use the pub and it did not allow much room for manoeuvring, particularly with larger vehicles. There was also a weight restriction in Cage Lane which was often ignored and lorries did get stuck there and had occasionally clipped the buildings.

In response to a question about whether narrower yellow lining could be used in Conservation Areas such as this, Mr Wilkinson explained that was not proposed. They had experimented with narrower lines in the past but the quality and tolerance had not been satisfactory. There were compromises to be made on the colour though and they would be looking to use the lighter primrose yellow paint in this location.

In his absence, a Member raised a point on behalf of the Vice-Chairman. He had asked if it would not be better to contact all schools in the Borough to review their keep clear markings in one go, rather than doing a few schools at a time. Surely this approach would be beneficial in terms of economies of scale for KCC and the Vice-Chairman had already raised this issue with County Officers. It was explained that this would have to be a KCC policy decision and a sizeable piece of work that would require a significant budget. The schemes approved today had been particularly related to safety and largely funded by Member Highway Fund monies. The Board agreed to write to KCC Highways & Transportation urging them to consider the Vice-Chairman's idea.

Resolved:

- That**
- (i) the Amendment 18 traffic order be made.**
 - (ii) all required road markings be implemented.**
 - (iii) the Board write to KCC Highways & Transportation urging them to consider the Vice-Chairman's idea to review all School keep clear markings in the Borough as one exercise.**

161 Amendment 19 – Proposed Highway Safety Scheme in Henwood Industrial Estate

Mrs Holder explained the background to this issue was that parking on the Henwood Industrial Estate was causing safety and obstruction issues and causing difficulties for businesses in terms of access arrangements. Mrs Paul explained that there had been an influx of complaints in spring 2010 and these had been backed up by

Officers' observations at the time. The main problems could be summarised as follows: - parking on bends and opposite junctions; parking on footways; parking on both sides of a carriageway that was too narrow to facilitate this; and drivers parking in a way that obstructed commercial vehicles getting in and out of the individual accesses. As a result, and in view of the seriousness of the issue, a paper was tabled at the meeting of this Board in June 2010 intending to immediately introduce a safety scheme under a temporary traffic order. It was hoped that a more permanent solution under the statutory processes could then be found later on. Unfortunately, due to funding issues, the process was delayed and funding had only just been found, so formal consultation had now been undertaken on a permanent scheme. A total of 11 representations had been received to the consultation – one in support from a local business owner, one from one of the Ward Members; eight from individuals employed on the Henwood Industrial Estate; and one from Kent Community Health NHS Trust who had offices on the Estate. The main concerns of the various representations were: - the loss of parking and non-availability of sufficient parking facilities on the Estate; potential for displacement of vehicles into residential roads; and the affordability of Henwood Pay & Display Car Park. With regard to the potential displacement of vehicles, Officers considered that the impact of this was difficult to assess as there was a high turnover of vehicles during the day and there was still suitable on-street parking on the other areas of the Estate which remained under-used. Drivers did tend to congregate in particular areas close to their own destinations. Therefore it was considered that many of the displaced vehicles would be able to be accommodated elsewhere on the Estate. Additionally, if the proposed restrictions were implemented, businesses may decide to provide more off-street parking on their own premises. In terms of the Pay & Display Car Park, it was important to pitch the pricing at a realistic level, but not one that attracted people in from other town centre car parks, or undercut public transport options.

One of the Ward Members said that whilst he had no problem with the proposed restrictions and understood why regulation was needed, he did have concerns about displacement of vehicles (particularly the potential to spill out into residential areas) and the fairness of charging levels. At present, individuals were parking at absolutely no cost so they were already massively undercutting public transport options. To go from that to an annual season ticket price of £675 for the Henwood Pay & Display Car Park was unrealistic in the current economic climate, as was asking already stretched businesses to liberate more parking spaces on their individual sites. He considered there needed to be a full detailed review of how displaced parking could be properly and fairly accommodated.

The ABC Cabinet Member said that she had examined the site and the parking situation was chaotic and undoubtedly causing problems for the businesses there. It was clear that something had to be done and she supported the proposed restrictions, but agreed with the Ward Member in the sense that it was important to help the businesses on Henwood Industrial Estate, but not by simply penalising the employees. She considered the decision should be deferred until the December meeting of this Board to allow for more negotiations with the employers on the site and to find a fairer solution for the Pay & Display Car Park. She understood the point about not wanting to attract people in from other town centre car parks, but she hoped some options could be explored such as discounted or preferential rates for

staff who worked on the Estate. At present the Car Park was hardly being used at all so was a wasted asset.

Mr Wilkinson said, whilst he understood the comments being made, there was a longstanding problem at Henwood. Without significant changes to access points they could not free up extra additional space for on-street parking and it seemed clear that Members generally supported the need for the proposed restrictions. He thought it was important to give the businesses as much forward notice as possible of the proposed restrictions so they could begin to prepare themselves and start to make suitable arrangements. Such measures had been successful in a similar situation on the Orbital Park so he hoped the Board would see fit to agree the detail of the scheme at this meeting, even if they wanted to defer implementation.

After further discussion the Board said it was happy to agree the proposed scheme in principle, but that a decision on implementation should be deferred until the December meeting of the Board to allow time for further discussions with the businesses/employers with a view to providing alternative parking solutions for employees and visitors, and an examination of the charging regime in Henwood Car Park. There was a recognition that this was an important scheme in terms of highway safety and it was County Council funding but it was vitally important to get the details right. It had already been delayed for over a year because funding was not available, so a delay of an extra couple of months in order to get it right should not be a problem. There was concern that otherwise, the Board may agree something it was not quite ready for. There were also issues that may have to be considered by ABC's Cabinet such as car parking tariffs and potential future developments at Henwood Industrial Estate. The Chairman re-iterated that the Board totally recognised the need and was committed to finding a solution for the area.

Resolved:

That the proposed safety scheme in the Henwood Industrial Estate be agreed in principle, but a decision on implementation be deferred until the December meeting of the Board to allow time for further discussions with the businesses/employers with a view to providing alternative parking solutions for employees and visitors, and an examination of the charging regime in Henwood Car Park.

DS

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Ashford Borough Council

Report of the Chairman of the Transport Forum – 18th November 2011

1 Introduction

1.1 A Meeting of the Transport Forum was held on the 18th November 2011.

The Borough Council Members present were:-

Cllr. Feacey (Chairman);
Cllr. Yeo (Vice-Chairman);
Cllrs. Mrs Blanford, Claughton, Heyes, Mortimer, Wedgbury.

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

Also Present:-

Cllr. Burgess

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

The External Representatives were:-

C Evans – KCC Passenger Transport
S Gasche – KCC Public Transport
M Gibson –Southeastern
T Howe – KCC Highways & Transportation
N Instrall – Stagecoach in East Kent
T Ruck – Hackney Carriage Drivers
R Tandy – Stagecoach in East Kent
S Whybrow – Ashford Independent Taxi Driver Association
P Wyborn - Southern

2 Apologies

2.1 Apologies for absence had been received from:-

Cllr. Davey

V Kenny – Ashford Town Centre Partnership
S Williams - Eurostar

3 Declarations of Interest

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

- 3.2 Councillor Yeo declared a Code of Conduct Interest (Personal but not Prejudicial) as the President of the Transport Salaried Staff Association (TSSA).

4 Chairman's Report of the Transport Forum Meeting – 24th June 2011

- 4.1 The Chairman's Report of the Meeting held on the 24th June 2011 was confirmed as a correct record.
- 4.2 The Chairman raised the discussion at the last meeting about CTRL funding for a control system at Godinton Road Bus Gate. There had been no further update on this from the Deputy Cabinet Member and all files appeared to have been passed to the County Council at the time of the Highways transfer. Mr Howe endeavoured to see if he could track down any further information on this.
- 4.3 A Member referred to a point he had raised at the last Meeting about the abuse of personal stereos on trains. Mr Gibson said this was a difficult issue and generally if a passenger had a valid ticket they were permitted to travel on their trains. There were obviously Railway Enforcement Officers who had the power to issue fixed penalty notices if people were causing trouble, but it was difficult to enforce against personal stereos. Perhaps this was a generational thing as it was certainly something that irritated him personally.
- 4.4 With regard to Drivers Roundabout, a Member said that some of the lane markings were still incorrect despite repeated pleas to correct them. They were simply dangerous and therefore this could no longer be ignored. Mr Howe said that at the Joint Transportation Board Andrew Burton had commented on this and said that both the Police and Road Safety Team had looked at this and were comfortable with the safety situation. He said he would take the points back and stress the importance that local Members were placing on this matter.

5 Industry Updates & Discussion

Bus Services

- 5.1 Mr Instrall of Stagecoach in East Kent reported good news for Ashford in that there would be various enhancements to Ashford Town Services and routes to neighbouring towns coming on board in 2012. The new bus routes at Repton Park and Singleton Hill appeared to have settled down after an uncertain start with some residents. In response to a question about the lack of late buses from the Station to Park Farm, Mr Instrall explained that whilst the last bus of the regular Service left at 19.30, there was a 23.00 295 Service that served Park Farm.
- 5.2 Mr Evans of KCC Passenger Transport said that there were a number of potential changes coming up for Ashford Services in the near future. The 517 Service from Godinton Park to Little Burton had been extended for another year and it was hoped that this could be tied in with the E-Line Service next year. All other existing Services would be tendered on a like for like basis except the 13 Service from Ashford to Washford Farm operated by Kent

Coach Tours, which would no longer be a 'circular' service, but a 'to and from' service as before.

- 5.3 Mr Gasche of KCC Public Transport reported that there would be some changes to the Supported Bus Network in line with KCC's significant savings targets. The reductions for the Ashford Borough were relatively small but potentially significant and would involve: - the withdrawal of the 295 (Ashford to Tenterden) evening service on Mondays to Saturdays; the withdrawal of the 293 (Tenterden via Wittersham, Stone and Appledore) on Wednesdays and Thursdays; and the withdrawal of the 298 (Tenterden to Tunbridge Wells) on Sundays. One of the early Saturday morning journeys on the 400 (Ashford to Tenterden) had also been withdrawn. Following extensive consultation the 293 had been retained on Mondays and Fridays and the 12RL (Tenterden to Headcorn) had been retained as at present.
- 5.4 In response to a question about the 293 Service, Mr Evans reported that this had been reduced because of very low passenger numbers and the retention of the Monday and Friday Services should be seen as a positive outcome for those villages. Passenger numbers were monitored on a quarterly basis and there had been a significant year on year reduction. They did keep up to date with planning permissions and new developments through Quality Bus Partnership Meetings and similar, so the situation was kept under review.

Highways

- 5.5 Mr Howe reported that Kent Highway Services had been re-branded KCC Highways & Transportation (KCC H&T) and that there was a new team in place for Ashford headed up by Lisa Holder. One of the main aims of the new team was to forge better links with Borough and Parish Councils and their Members. KCC H&T had signed their new Maintenance Contract with Enterprise and all parties were very positive about the future. He would report on KCC H&T's winter preparations under that Agenda item.

Trains

- 5.6 Mr Wyborn of Southern said the most significant piece of news he had to report was the essential repair work to the Ore tunnel in January. This would result in the complete closure of the Ashford to Hastings line for a period of 9 weeks from the 9th January 2012. The work was essential to improve the drainage and repair the lining inside the tunnel to prevent water seepage. At the same time other work including upgrading points and signals to improve reliability and the maintenance of bridges and tracks that could lead to higher line speeds, would also be taking place. For the period of work, Southern would be providing rail replacement bus and taxi services between Hastings and Ashford International. It was accepted that this would be an extremely disruptive period and the issue had obviously been the subject of much discussion. All alternatives to closure and other possible arrangements had been discussed but they were simply not viable and the work was essential. Members said they were extremely uncomfortable about the closure and one Member asked if it contravened their franchise agreement. Could a shuttle not at least be run from Ashford to Rye to minimise disruption? Mr Wyborn explained it did not contravene the franchise agreement as these were essential works and they had to come up with the best solution for the circumstances. Ashford to Rye had been considered but the cost of this would be at least five times higher than the replacement bus service. Members

agreed to write a letter to Southern expressing their disappointment that they were not proposing to offer at least an Ashford to Rye Service and asking that if the journey was to take two and a half times longer because of the bus replacement service, then passengers should be compensated. They did not want passengers to be pushed back in to their cars as a result of these works and then not return to the train. Mr Wyborn thought there would be some sort of incentive scheme for this period.

- 5.7 Southern had also launched 'The Key' – a pilot scheme for an Oyster type smartcard on its services. It was currently being trialled on the Brighton to Seaford line and it was hoped to extend that to Bexhill and beyond in the New Year. It was Southern's aim to be the first train operator to have its own fully fledged smartcard ticketing system, and to hopefully eventually integrate that with buses and for use in London and on the Underground.
- 5.8 A Member mentioned the toilet facilities on the Ashford to Brighton line and one journey he had experienced where both the standard and disabled toilets had been out of order. Passengers had been told to speak to the Guard if they wanted to use the toilet and it transpired that the water tanks had simply not been filled. Mr Wyborn said he could only apologise for this and if the Member could give him specifics he would look into it. He recognised that toilets had been a problem area for Southern in the past, but there had been a 25% improvement in recent customer surveys and was something they were looking to continuously improve on.
- 5.9 Mr Gasche advised that KCC had produced a Rail Action Plan for Kent which included two elements for Ashford. These were: - a bid to enhance the Ashford to Thanet line and reduce travel times; and the need to upgrade the Ashford to Hastings line and remove some of the more impractical speed restrictions. The need to improve journey times between Ashford and Hastings was well recognised and that went hand in hand with the works taking place whilst Ore Tunnel was closed. Electrification of the Ashford to Hastings line was a longer term goal although some way off. In the shorter term, further electrification at Oxted was expected to release more of the diesel cars so that units from Ashford to Hastings could be extended. There had also been initial discussions as part of the Rail Action Plan about a direct Kent to Gatwick Service (potentially via Ashford, Tonbridge and Redhill) when the contract came up for renewal in 2015. The Forum agreed to support this plan and write a letter to Mr Gasche accordingly.
- 5.10 Mr Gibson of Southeastern said that performance was currently running at 91-92% on mainline services and 97-98% on the High Speed which were both comfortably above target. An amended timetable was to come into affect from 11th December 2011 and the chief impact for Ashford would be the cutting of some of the waiting times for both High Speed and Mainline Services at Ashford International, thus reducing overall journey times. The Olympic Timetable was to be published later that day and Southeastern had worked with the Olympic Delivery Authority (ODA) to refine their plans and ensure the majority of services were able to be operated for regular commuters. Where possible trains would also be lengthened as it was expected services would be busy throughout the Olympic Games with an additional nine million visitors coming to London for the Games. Following extensive consultation and in response to representations from KCC, services from Ashford were more or less unaffected and would remain to timetable, and Southeastern would be offering late night High Speed Services between Stratford and Ashford, after

these had not appeared in the original proposals. Details of compensation for those most directly affected by the changes to the timetable had also been agreed and High Speed season ticket holders, of one month or longer, would be contacted directly by Southeastern next year and provided with compensation. A Member said he was extremely pleased that a late night High Speed Service would be retained between Ashford and St Pancras during the Olympics. He could not understand why there had been any proposals to take this away bearing in mind the large number of extra people that would be trying to get to and from London. If anything, there should perhaps be extra trains or options for semi-fast services via Tonbridge during the duration of the Games. He was still concerned at the lack of off-peak semi-fast mainline trains as these seemed to have been abandoned since High Speed 1 came on board. Mr Gibson said he took the point about the lack of a semi-fast service with trains stopping at smaller Stations such as Pluckley and Marden, but it was a difficult balance to reconcile the demands of the smaller Stations. There had been a lot of cuts to smaller Stations across the Country and Kent had largely avoided these because of vocal campaigns by local people.

Taxis

- 5.11 Mrs Whybrow reported that there had been a recent spate of muggings against drivers which had seen calls for CCTV systems in cars. If anybody was able to help or advise on this that would be greatly appreciated. With regard to fare increases she hoped that extra consideration would be given to the smaller firms or independents as they were not in the same situation as the bigger companies. They did not change their meters every year and some had not been re-calibrated for three years because of the costs involved. The larger companies were able to do this because they could make savings elsewhere through economies of scale etc so they would not be on a level playing field when it came to fares.
- 5.12 Mrs Ruck mentioned the new operating system for the Beaver Road Bus Gate. Taxi drivers had been given their tags to operate this which was appreciated and after an initially slow start it did now appear to be operating correctly. Mr Wilkinson asked if this system would also be fitted to the Godinton Road Bus Gate and Mr Howe endeavoured to find out. The whole issue of enforcement cameras at Bus Gates was again raised and there was consensus that these were needed. This was a longstanding issue and it was frustrating that no answer could seem to be found.
- 5.13 Mr Evans mentioned that Bus Operators often criticised the taxi drivers for queuing out of the ranks at the Station and blocking the road. Both Mrs Ruck and Mrs Whybrow said the same thing could be said about buses at the Station not using the bus stops correctly and driving too quickly. In reality there was simply not enough room there and the phasing of the traffic lights at the top of the hill when exiting the Station did not allow enough traffic to exit at peak times.

Other Issues

- 5.14 The Chairman directed Forum Members' attention to a letter that had been tabled from Viv Kenny, Town Centre Manager, regarding Town Centre signage. The letter asked for input from Forum Members to identify the best

locations for appropriate signage following the re-modelling of the Town Centre and surrounding areas.

6 Winter Preparations

Highways

- 6.1 Mr Howe reported that an extensive Winter Service Plan had been produced by KCC Highways & Transportation and the Plan covering Ashford had been included within the Agenda papers. Significant changes this year included the provision of more salt bins, allowing Parish Councils to order and maintain their own salt bins, closer dialogue and working with the Highways Agency, Eurotunnel, the Ports, Railway Stations and Farmers, and the new Highway Operations Centre in Aylesford which would oversee winter preparations across the County. The new maintenance contract with Enterprise came with a new fleet of Gritting Lorries this year which was also a welcome development.
- 6.2 A Member said that whilst he knew not every road could be cleared he had concerns about the footways at Godinton Road as this was a major pedestrian route and the footpaths were never cleared at times of snow and ice. He also asked about the legal position of residents clearing snow in front of their own houses as there appeared to have been confusion about this in the past. Mr Howe said that main routes, including links to Doctors and those used by the elderly, were normally prioritised but he would take the point about Godinton Road back. With regards to clearance there had been a lot of discussion about this last year in relation to the increasingly litigious society we lived in, but he thought people should be encouraged to help out around their own properties.

Trains

- 6.3 Mr Wyborn said that Southern had approached winter preparations differently with Network Rail this year. In summary, certain lengths of the conductor rail would be heated this year to help stop ice forming and prevent trains drawing power and getting stranded. The number of multi-purpose vehicles for clearing snow and ice had been increased from four to seven as well as a new additional ice treatment train. The 377 units which made up the majority of Southern's train fleet had had improvements to their ice mode capability which would allow them to function whilst drawing less power so they should be able to work better in ice and snow. Covers were being fitted to the motors of the 455 and 456 fleets (used in the London Metro area) to help prevent snow getting into them and causing problems as it melted. Plans and equipment were being put in place to de-ice steps, train doors and couplers prior to trains entering service and at main terminal stations. Foil blankets were already provided on trains for emergencies, and they had ordered some additional emergency lighting in the form of snap lights and wind-up torches. An external contractor had been appointed to keep the main routes within train maintenance depots clear, including gritting and snow clearance. This would leave the engineering teams free to concentrate on keeping the trains running without being diverted to snow clearance duties. 4 x 4 vehicles were also being introduced to help engineers reach trains in the event that a train broke down and could not be restarted by on-board staff. Two contingency snow timetables had been developed and these would be loaded onto the

industry system to ensure all passenger information sources, such as National Rail Enquiries and Journey Planner were using the correct information.

- 6.4 Mr Gibson advised that along with Network Rail's investment in additional multi purpose trains and conductor rail heating, Southeastern had purchased snow clearing equipment for use on station platforms and forecourts and were working closely with KCC to ensure that station approach roads were gritted. Pre-published contingency timetables were already in place in case of adverse weather. A copy of Southeastern's full winter plan had been made available for Members of the Forum to take away.
- 6.5 A Member said that every year we were told that the train companies were better prepared than ever for the severe winter weather but they always seemed to be caught out. The biggest complaint at times of disruption was always a lack of information for passengers. This had been particularly bad last year and was a real public relations own goal. Mr Gibson responded that we were quite fortunate in the UK because despite that last couple of years, we did not suffer the extremes of winter weather that other countries did, so the level of investment in winter preparations had to be balanced and proportionate. Both train companies had looked closely at how to better communicate passenger information and were issuing staff with Blackberries for real time information and pushing ahead with smart phone apps, Twitter feeds and automated email alerts for passengers. Mr Gibson said he understood why passengers had been frustrated last year and in the event of severe weather this winter, realism had to be the order of the day. They had to be realistic about the level of service they could actually operate and give early and honest assessments before customers left home.

Buses

- 6.6 Mr Instrall said there was not much to add to what had already been said on winter preparations, but it was worth noting that Stagecoach did now have direct access to the mobile phones of KCC Duty Managers responsible for gritting and clearing roads and this would help immeasurably as there had been problems last year getting messages from their drivers to the right people.

7 Date of Next Meeting

- 7.1 The next Meeting would be held on Friday the 18th May 2012.

Councillor P Feacey
Chairman – Transport Forum

Queries concerning these notes? Please contact Danny Sheppard:
Telephone: 01233 330349 Email: danny.sheppard@ashford.gov.uk
Agendas, Reports and Minutes are available on: www.ashford.gov.uk/committees

ASHFORD JOINT TRANSPORT BOARD – TRACKER OF DECISIONS
Updated for the meeting on: 13.12.11

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
434 05/01/06	Ashford On Street Parking Review – Middle Zone 11	Ray Wilkinson (ABC)	ACTION: 1. Report to be withdrawn & officers be requested to re-examine the scheme in an attempt to maximize the amount of safe on-street parking provision, consider the points raised in the petition & ensure that all plans presented are up-to-date & report back to a future meeting of the Board.	To be considered with other required parking reviews and prioritised and reported to March 2012 JTB.
546 07/03/06	Transport Forum	-	RECOMMENDATIONS: That the JTB: 1. Requested officers develop a suitable scheme for disabled access to Ashford Town Centre.	Future report required following consideration of town centre TRO.
377 12.12.06	Proposed traffic calming measures in Bluebell Road & Roman Way, Park Farm and Church Hill, Kingsnorth.		RESOLVED: 2. Subject to agreement of the Local Planning Authority & Ashford Borough Council's legal team, the proposed pedestrian crossing on Ashford Road, at the junction with Church Hill, be deferred for a period of two years and the money saved be ring-fenced in an attempt to secure further external funding so that ultimately traffic lights can be erected at the junction.	£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.
407 08/03/11	Proposed Introduction of New & Amendment of Existing Parking Restrictions in Victoria Way	Jamie Watson (KHS)	RESOLVED: That 1. the proposed traffic safety & movement management scheme be implemented. 2. the proposed parking safety scheme be implemented. 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. 4. the above Orders be reviewed one year after implementation.	All complete apart from 4.

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
37 14/06/11	Petition regarding Bonded Gravel Footpaths in Stanhope, Ashford	Director of Kent Highway Services	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 this particular issue could fit in to that anywhere.	List to be presented to March 2012 JTB.
133 20.09.11	Transport Forum		RESOLVED: That the report of the Chairman of the Transport Forum for the Meeting held on 24 th June 2011 be received and noted.	
135 20.09.11	Resolution of Objections to Proposed Bus Stops in Singleton and Proposed Procedure for Dealing with Future Objections Received at Informal Consultation		RESOLVED: That 1. a Panel consisting of the JTB Chair, JTB Vice-Chair, Cabinet Member for the Environment & Transport Forum Chair be approved, to decide on all future objections received during small scale informal consultations relating to transportation matters & the Ward Member & Parish Council Chairman (if relevant) be invited to attend all such meetings in a non voting capacity. 2. the outcome of the Panel's meeting on the proposed bus stops in Singleton be endorsed. 3. the adoption of a procedure to include details of proposed bus services in all new development plans be recommended & the Chairman of the Board should write to ABC's Planning Dept on those terms.	
136 20.09.11	Highway Works Programme 2011/12		RESOLVED: That the report be received and noted.	
137 20.09.11	KCC Highways & Transportation New Structure – Update		RESOLVED: That the report be received and noted.	

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
160 11.10.11	Amendment 18 – Proposed Parking Restrictions in Various Locations within the Borough		<p>The Board agreed to support the following schemes as proposed:</p> <ul style="list-style-type: none"> • Beaver Green Community Primary School Highway Safety Scheme • Furley Park Primary School Highway Safety Scheme • Challock Primary School Highway Safety Scheme • Rolvenden Primary School Highway Safety Scheme • Smarden Primary School Highway Safety Scheme <p>Amendment to Corner Protection in The Street, Smarden: RESOLVED: That</p> <ol style="list-style-type: none"> 1. the Amendment 18 traffic order be made. 2. all required road markings be implemented. 3. the Board write to KCC Highways & Transportation urging them to consider the Vice-Chairman's idea to review all School keep clear markings in the Borough as one exercise. 	All schemes have now been implemented.
161 11.10.11	Amendment 19 – Proposed Highway Safety Scheme in Henwood Industrial Estate		<p>RESOLVED:</p> <p>That the proposed safety scheme in the Henwood Industrial Estate be agreed in principle, but a decision on implementation be deferred until the December meeting of the Board to allow time for further discussions with the businesses/employees with a view to providing alternative parking solutions for employees & visitors, and an examination of the charging regime in Henwood Car Park.</p>	Update report to be presented at 13 December 2011 meeting.

Agenda Item No: 7

Report To: Joint Transportation Board

Date: Tuesday 13th December 2011

Report Title: Amendment 19 - Proposed Highway Safety Scheme in Henwood Industrial Estate: Update Report

Report Author: Ray Wilkinson, Engineering Services Manager



Summary: At a meeting of the Board on 11th October 2011, the decision was taken to approve the Amendment 19 Highway Safety Scheme in principle but defer implementation in order to allow further discussions with businesses/employers with a view to providing alternative parking solutions for their employees and visitors and an examination of the charging regime in Henwood Car Park.

This report is intended to update Members on the progress made to date on these issues.

Key Decision: NO

Affected Wards: Stour

Financial Implications: This scheme is being funded by Kent County Council Highways & Transportation

Background Papers: JTB report 'Proposed Introduction of Temporary Waiting Restrictions In Henwood Industrial Estate' dated 15th June 2010

JTB report 'Amendment 19 - Proposed Highway Safety Scheme in Henwood Industrial Estate' dated 11th October 2011

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

Report Title: Amendment 19 – Proposed Highway Safety Scheme in Henwood Industrial Estate: Update Report

Purpose of the Report

1. At a meeting of the Board on 11th October 2011, the decision was taken to approve the Amendment 19 Highway Safety Scheme in principle but defer implementation in order to allow further discussions with businesses/employers with a view to providing alternative parking solutions for their employees and visitors and an examination of the charging regime in Henwood Car Park.
2. This report is intended to update Members on the progress made to date on these issues.

Work to Date

3. Officers met with the Kent Community Health NHS Trust on 9th November 2011. The Trust site currently relies heavily on on-street parking due to the high density usage of the site and relatively low off-street parking provision. The Trust did however recognise the need for safety restrictions and agreed that the scheme proposals were necessary. During the course of the meeting a number of potential avenues for exploration were identified in order to minimise the on-street demand. These 'avenues' are currently being pursued by both the Trust and ABC Officers and include potential arrangements with other businesses on the Industrial Estate regarding the use of currently under-utilised parking facilities.
4. A survey was also letter dropped to all businesses on the Estate in order to request details of their parking demand and off-street facilities. A total of 21 of the 72 businesses completed and returned the survey. Initial analysis of the results indicates considerable variation in the intensity of parking demand as well as the hours during which the demand takes place and the off-street provision in place. However it did indicate that a number of businesses had a shortfall of off-street parking provision.

The Next Step

5. Work is currently underway to pursue the various potential options identified at the meeting with the NHS Trust. In addition to this work it is also proposed to carry out a car count survey of on-street parking on the Henwood Industrial Estate to gain a more in depth understanding of current parking patterns. A third piece of work underway is the investigation of the cost and other implications of various potential changes to the Henwood Pay & Display Car Park.

Conclusion

6. Once the above work has been completed it is intended to present a report to a future meeting of the Board detailing the results of these investigations and requesting approval to move forward with the implementation of the safety scheme. It should also be noted that since the presentation of the previous report Officers have been approached by some of the original complainants concerned by the delay in implementation of the scheme.

Portfolio Holder's Views

7. This is a complex issue which Members and Officers are trying to resolve in a way which is acceptable to the businesses in the Henwood Industrial Park, does not unduly penalise the employees of these businesses but, at the same, does not have undesirable knock-on effects for other car parks, businesses and residential areas in Ashford. I ask the JTB to support the work which is in hand.

Contact: Ray Wilkinson (01233) 330299

Email: ray.wilkinson@ashford.gov.uk

ASHFORD JOINT TRANSPORTATION BOARD 13th DECEMBER 2011

Subject: Highway Works Programme 2011/12

Director/Head of Service: Kent County Council- Highways and Transportation

Decision Issues: **These matters are within the authority of the Board**

Decision: Non-key

Ward/Division: **All**

Summary: *This report updates Members on the identified schemes approved for construction in 2011/12*

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

Classification: THIS REPORT IS OPEN TO THE PUBLIC

Introduction

1. This report is an update on that made to previous meetings of the Board and summarises the identified schemes that have been programmed for construction by Kent County Council 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
Drainage Maintenance Works- See Appendix B4

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

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Conclusion

4. This report is for Members' information.

Contact Officers:

Toby Howe	Highway Manager (East)
Lisa Holder	District Manager
Mary Gillett	Resurfacing Manager
Sue Kinsella	Street Lighting Manager
Andy Corcoran	Traffic Schemes and Members Highway Fund Manager
Andrew Hutchison	Public Rights of Way Area Manager (East)
Tony Ambrose	Structures Manager
Katie Lewis	Drainage Manager

APPENDIX A – ROAD SURFACE TREATMENTS

APPENDIX A1 – THIN SURFACING: 15 – 24mm depth

Location	Parish	Budget	Status
None			

APPENDIX A2 – GRIPFIBRE: 5-15mm Overlay

Location	Parish	Budget	Status
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

Location	Parish	Budget	Status
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

Location	Description	Parish	Budget	Status
Ashford Road High Halden	On bend outside Sunnydale	High Halden	£18,326	Completed Surfacing November 2011 (High Friction Surfacing to complete)
Canterbury Road/Maidstone Road Roundabout Charing	Charing Hill including Maidstone Road Roundabout	Charing	£96,997	Completed October 2011
Hythe Road Ashford	Star Lane to Dering Road	Ashford	£13,698	Completed November 2011 surfacing (High Friction to complete)
Romney Marsh Road Ashford	Asda Roundabout	Ashford	£71,414	Completed November 2011 (High Friction Surfacing)
Romney Marsh Road Ashford	Station Roundabout	Ashford	£36,376	Programmed March 2012

APPENDIX B2 – FOOTWAY SCHEMES

Location	Description	Parish	Budget	Status
A20 Hythe Road	Smeeth X Roads to Bob Fisher Garage	Smeeth	£224,960	Deferred
A20 Hythe Road	Bockham Lane to Ridgeway	Mersham	£72,000	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	December 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 B4- DRAINAGE MAINTENACE WORKS

Gully Cleansing

Cleansing of gullies on strategic and locally important roads is continuing with a view to completing the programme of work by the end of January 2011. Gully Cleansing Schedule available on request

Drainage Works Update

In addition to a number of small repair works, the following larger works have been programmed:

Location	Description	Budget	Status
Birling Road	Installation of larger soakaways	£10,000	Investigation work in progress
Tile Lodge Road, Charing	Installation of new drainage system	£40,000	Investigation work in progress

APPENDIX C – TRANSPORTATION, PROW & SAFETY SCHEMES

APPENDIX C1 – LOCAL TRANSPORT PLAN FUNDED SCHEMES

Location	Description	Budget	Status
A28 Ashford Road (Gascoigne Corner), 1 mile east of High Halden	Bend visibility improvements	£6,000	Design Complete; To be programmed in 2011/12
A28 j/w A252, Bagham Junction, Chilham	Signing and lining improvements	£20,000	Design Complete; To be programmed in 2011/12
Bus Stop Infrastructure Improvements - Countywide	Countywide reactive bus stop maintenance and minor improvement programme	£68,000	
Smart card ticket machines - Countywide	The remaining contribution to Stagecoach to GPS enable their ticket machines. Links to congestion monitoring and passenger info systems	£55,000	

APPENDIX C2 – PUBLIC RIGHTS OF WAY (LTP Funded)

Location	Description	Budget (£)	Status
AU101 Nelson Close, Ashford	Construct tarmac path for unmade section	£5770	Complete
AT60 Rolvenden	Repairs to byway	£4250	Complete
AU36 Ashford NCP	Construct new tarmac path	£3245	Complete. Part funded by landowner total cost £7522.85
AW163 Pluckley	Repairs to tarmac path and type 1 stone bridleway	£1000	Complete. Part funded by residents total cost £7060
AW51 Charing	Surface improvements to North Downs Way Cycle route	£43,263	Complete

Bockhanger Lane, Ashford	Creation of new PROW linking to Eureka Leisure Park		scheduled for 2011/12. Currently out to consultation
A27 & AU7 Ashford NCP	Footpath and bridleway construct tarmac surface	£9100	Scheme subject to delivery of Bockhanger Lane (above)
Kingsnorth	New multi user route creation	£162,000	Underway (£50,000 s106 & £101,000 sustrans & member funding). Part permissive cycle track and part Bridleway creation subject to planning permission. & part now cancelled (rejected by ABC).

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

Location	Description	Status
Henwood, Ashford	Cycle route	Scheme Compete
Stanhope, Ashford	Regeneration scheme / New road layout	Works continuing on new sites – 85% complete.
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 complete
A2070 j/w The Boulevard	Left turn slip	In design stage – Works currently postponed by Developer until 2012
John Wallace Academy (Christchurch School) to Park Farm	Completion of missing link of cycleway	Scheme being progressed: Landowner has agreed to 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

Location	Description	Status
A28 Canterbury Road, Godmersham	33 Godmersham Bridge – bridge strengthening	Complete
A20 Ashford Road, Charing over Railway	850 Westwell Leacon Bridge – Structural safety work	TBC – Rail Possession awaited

APPENDIX D2 – DISTRICT COUNCIL FUNDED SCHEMES

Location	Description	Status
None		

APPENDIX D3 – COUNTY MEMBER HIGHWAY FUND WORKS

Member & Ward	Description	Budget	Status
Andrew Wickham	Canterbury Road, Brabourne - Problem with traffic speeds	£7,590.00	Finance complete
Andrew Wickham	The Square, Chilham - request for measures to dissuade vehicles from village square	£9,219.00	Approved
Andrew Wickham	Wye - requests for village gateways at 5 locations	£29,500.00	Work Complete
Andrew Wickham	Canterbury Road, Molash (A252) - request to look at speed issues	£14,500.00	Approved
Andrew Wickham	Church Road, Smeeth - Request for a speed indicator device	£5,500.00	Approved
Elizabeth Tweed	London Road, Ashford - problems with speed and lack of pedestrian crossing facilities	£1,003.00	Work Complete
Elizabeth Tweed	Chart Road, Ashford - traffic speeds causing problems for pedestrians	£8,703.00	Work Complete
Elizabeth Tweed	Hazel Heights, Ashford - request for salt bin	£8,000.00	Details with Finance
Elizabeth Tweed	Canterbury Road, Kennington - request for pedestrian warning signs	£2,582.00	Work Complete
Elizabeth Tweed	Ashford - request to fill in gaps on the Ashford Cycle Network	£9,000.00	Approved
Elizabeth Tweed	Faversham Road, Ashford - request for a permanent SID	£350.00	Approved
Elizabeth Tweed	Canterbury Road, Ashford - request to remove trees	£2582	Approved
Elizabeth Tweed	Essella Road, Ashford - request for 20mph limit	£9000	Approved

George Koowaree	Stirling Way, Ashford - request for dropped kerbs	£1,441.00	Work Complete
George Koowaree	Orion Way, Ashford - request for dropped kerbs	£9,768.00	Work Complete
George Koowaree	Hunter Road, Ashford - request for bus shelter	£7,255.00	Work Complete
George Koowaree	Hythe Road, Ashford - request for seating	£2,145.00	Work Complete
George Koowaree	Hampden Road, Ashford - request for dropped kerbs	£4,614.00	Work Complete
George Koowaree	Bentley Road, Ashford - request for handrail	£1,065.00	Approved
George Koowaree	Windmill Close, Ashford - request for handrail on footpath	£100.00	Work Complete
George Koowaree	Nelson Close, Ashford - request to contribute to resurfacing PROW	£5,770.00	Work Complete
Jim Wedgbury	Tithe Barn Lane, Great Chart - high traffic speeds causing problems for pedestrians	£10,780.00	Work Complete
Jim Wedgbury	Cuckoo Lane, Ashford - request to legalise school keep clear markings and install double yellow lines	£7,021.00	Work Complete
Jim Wedgbury	Hoxton Close, Singleton - request to relocate a bus shelter	£6,853.00	Approved
Jim Wedgbury	Reed Crescent, Kingsnorth - request to look at parking issues outside Furley Park School	£3,250.00	Approved
Mike Angell	Magpie Hall Road, Woodchurch - problem with traffic speeds	£9,350.00	Work Complete
Mike Angell	Hamstreet Road, Shadoxhurst - problem with sightlines	£2,288.00	Work Complete
Mike Angell	Bluebell Road, Kingsnorth - request for bus shelters	£16,500.00	Work Complete
Mike Angell	Church Hill, Kingsnorth -- request to resurface footpath	£3,025.00	Work Complete
Mike Angell	Magpie Hall Road, Kingsnorth - Request for an Interactive Speed Limit repeater sign.	£5,000.00	Work Complete
Mike Hill	High Street, Tenterden - Request to replace milestone	£4,655.00	Finance complete
Mike Hill	Pittlesden, Tenterden - request for measures to prevent parking on the green.	£15,873	Awaiting approval
Mike Hill	A28 St Michaels - request to carry out works recommended in the Speed	£9,598.00	Approved

	Limit Review		
Mike Hill	B2080 Appledore - request to reduce speed limit to 30mph	£6,827.00	Approved
Mike Hill	High Street, Biddenden - contribution towards maintenance project	£15,300.00	Approved
Mike Hill	Hastings Road, Rolvenden - request for zigzag markings	£2,349.00	work Complete
Richard King	Ashford District - request to extend bus service 523	£7,500.00	Details with Finance
Richard King	Station Road, Charing - request to look at changing the sequence of pedestrian lights	£5,000.00	Details with Finance
Richard King	School Road, Hothfield - request for zebra crossing	£12,000.00	Approved
Richard King	Ashford Road, Bethersden - request to implement 30mph speed limit	£35,426.00	work Complete
Richard King	The Street, Hothfield - request for saltbins	£1,191.06	Work Complete
Richard King	Pivington Mill, Pluckley - request for a weight restriction	£519.00	Approved
Richard King	Wye Road, Boughton Aulph - request for wieght restriction Advanced signing	£5,000.00	Approved
Richard King	Smarden - request for amendments to ADS and installation of bollards	£4,000.00	Approved
Richard King	Goat Lees Lane, Kennington - request for salt bin	£2,000.00	Works Complete
Richard King	The Street, Smarden - request for double yellow lines	£4,290.00	Approved

APPENDIX D5 – MAJOR CAPITAL PROJECTS (sheet 1 of 4)

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 & Community Agency (HCA).</p>	<p>£17.9m</p>	<p>The road opened to traffic on 4th November 2011 and the public realm works at John Wallis Square were completed a few days later with the installation of a CCTV camera.</p> <p>The contractor is dealing with the outstanding defects and the traffic signals at the Gasworks Lane junction with Leacon Road are still to be commissioned and there are some outstanding minor build issues to resolve with the adjoining land owner. Some minor signing and fencing items are still to be completed and this will be done over the next few months. Some further work is being done to correct ground profiles on the Victoria Road playing field, complete the boundary fencing and to erect 'School' signs.</p> <p>Maintenance of the landscaped areas is covered for 5 years under the main contract.</p> <p>The operation of the road and use of John Wallis Square will be monitored over the coming months</p>

APPENDIX D5 – MAJOR CAPITAL PROJECTS (sheet 2 of 4)

Location	Description	Budget	Status
<p>A20 Fougères Way, Drovers Roundabout and M20 Junction 9 Improvements</p>	<p>Junction improvements, traffic signals, and pedestrian & cycle footbridge over the M20.</p> <p>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.</p> <p>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><u>Drovers Roundabout</u></p> <p>The contractor completed the correction of remaining defective works at Drovers Roundabout on 30 November. The whole of the area has now been handed back to Kent County Council's Highway & Transportation team to maintain.</p> <p>Landscaping was also completed in November. To ensure that it becomes successfully established, responsibility for its maintenance and survival remains with the landscaping contractor for four years. In the meantime, officers are in discussions with the owners of the adjacent John Lewis development site regarding alterations to the soft landscaping, especially along the edge of the Fougères Way fronting their property.</p> <p>Responding to concerns raised at the last meeting of this Board, officers advised that an extensive review of the roundabout's operation would be carried out in September. This has resulted in the following modifications being carried out:</p> <p>1) installing some additional "spiral" lane markings to encourage better lane discipline. The safety review team were unable to remedy the specific issue of drivers travelling from A292 Maidstone Road (lane 4) to Fougères Way being at risk of ending up in the wrong lane (lane 3) at the Fougères Way exit because more lane guidance markings for this manoeuvre would worsen an existing conflict for the three lanes of traffic entering the roundabout from Templer Way.</p>

APPENDIX D5 – MAJOR CAPITAL PROJECTS (sheet 3 of 4)

Location	Description	Budget	Status
<p>A20 Fougères Way, Drivers Roundabout and M20 Junction 9 Improvements...continued</p>			<p>2) changes to several of the traffic signals to reduce the risk of drivers mistaking lights at the next junction as applying to theirs. The stop-lines on A292 Maidstone Road, A20 Maidstone Road and A20 Fougères Way will have an additional traffic signal head in the eye-line of drivers waiting at the stop-line. Furthermore, additional louvres will be fitted to green and amber aspects of most signals on the gyratory to lessen the risk of drivers mis-reading which signals apply to their stop-line. The high-level traffic lights at the A292 Maidstone Road exit will also be removed to remove the distraction they can pose to drivers entering from Fougères Way.</p> <p><u>M20 Junction 9</u> The traffic signals at Junction 9 were switched-on on 28th October and traffic has been observed to move freely with no reports of congestion worsening at peak times.</p> <p>At the time of writing, the contractor had not completed the correction of all defective works at Junction 9 and this requires temporary traffic management to protect the people carrying out this work. As with Drivers Roundabout, once the temporary lane closures have been removed, a review of the roundabout will be carried out by an independent road safety assessor.</p> <p><u>Cyclebridge (Eureka Skyway)</u> The new bridge between Warren Retail Park and Eureka Leisure Park (now named Eureka Skyway) was opened to pedestrians and cyclists on October 28th. Although construction is complete, the</p>

			predicted settlement of the ground beneath the northern ramp means that scaffolding will be required for several weeks to enable small adjustments to be made to the bridge deck.
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APPENDIX D5 – MAJOR CAPITAL PROJECTS (sheet 4 of 4)

Location	Description	Budget	Status
<p>A20 Fougères Way, Drivers Roundabout and M20 Junction 9 Improvements continued</p>			<p>The landscaping on the north side of the bridge will be carried out in March 2012 as it was not possible to complete the earthworks before the onset of autumn and the slopes are steep and north-facing, so making any planting on them vulnerable to frost.</p> <p>The bridge-naming ceremony that was to be held on 28 November was cancelled out of respect for a death on the M20 beneath the bridge on 18th November. The advice provided to the Council by Police officers who attended that incident (and another following a similar, but non-fatal, injury on 5th November) is that on both occasions the person jumped onto the motorway. This is despite the height of the barriers each side of the bridge deck exceeding the minimum required to protect pedestrians using a footbridge.</p>