



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 March 2012 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 24th May 2007 relating to items on this agenda should be made here. The nature as well as the existence of any such interest must also be declared
3. **Minutes** – To approve the Minutes of the Meeting of this Board held on the 13th December 2011
4. To receive any Petitions
5. Tracker Report

Part I – For Decision

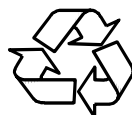
6. Hothfield Pedestrian Crossing
7. A Common Sense Plan for Safe and Sensible Street Lighting
8. Prioritised List of Requested Parking Controls for Investigation and Possible Implementation

Part II – For Information

9. Kent Freight Action Plan
 10. Ashford Highway Works Programme 2011/12
 11. Future Footway Works – Proposed List for 2012/13
 12. Public Right of Way Crossing at Hamstreet Station
-

DS/AEH
5th March 2012

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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 **13th December 2011**

Present:

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

Cllrs. Mrs Bell, Mrs Blanford, Claughton, Heyes, Robey, Yeo.
Mr M J Angell, Mr S J G Koowaree, Mrs E Tweed, Mr J N Wedgbury.
Mr R Butcher – KALC Ashford Area Committee.

Apologies:

Cllrs. Davey, Feacey, Mr P M Hill, Mr R E King.

Also Present:

Cllrs. Galpin, Michael, Wood.

Andrew Burton (Project Manager – Kent Highways & Transportation (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).

261 Declarations of Interest

Councillor	Interest	Minute No.
Mr Wedgbury	Code of Conduct – Personal but not Prejudicial – His wife worked at Henwood Industrial Estate but had off road parking	265
Yeo	Code of Conduct – Personal but not Prejudicial – President of the Transport Salaried Staff Association (TSSA); and Code of Conduct – Personal but not Prejudicial – Daughter worked at Henwood Industrial Estate but had own parking spaces.	263 265

262 Minutes

Resolved:

That the Minutes of the Meeting of this Board held on the 20th September 2011 and the Special Meeting on the 11th October 2011 be approved and confirmed as a correct record.

263 Transport Forum

The Board received the report of the Chairman of the Transport Forum for the Meeting held on 18th November 2011. The Forum had considered: - winter preparations and discussions on bus services, highways, trains and taxis.

A Member said that in the absence of the Transport Forum Chairman he had been asked to raise a couple of points. The Forum had been extremely disappointed that work to the Ore Tunnel would mean the complete closure of the Ashford to Hastings line for 9 weeks from 9th January 2012, and that Southern were not proposing to offer at least an Ashford to Rye service instead of a full bus replacement service. If the journey was to take two and a half times longer, then it was considered that passengers should be adequately compensated. It was important not to push passengers back into their cars as a result of these works and then not return to the train. A letter had been written to Southern making these points. The Chairman of the Board said that similar points had been raised at a recent Marshlink Steering Group meeting he had attended and he would be interested to hear Southern's reply.

Additionally another letter had been sent to Stephen Gasche at KCC regarding the Kent Rail Action Plan, expressing the Forum's support for including Ashford in a potential direct Kent to Gatwick rail link when the franchise came up for renewal in 2015. The Leader of ABC said that this fit in with the Cabinet's strategy and he would be happy to add their weight to those calls.

Resolved:

That the report of the Chairman of the Transport Forum for the Meeting held on the 18th November 2011 be received and noted.

264 Tracker Report

The Chairman drew Members attention to the Tracker of Decisions.

Mr Jackson said it was worth taking some time to discuss parking reviews across the Borough as this was an issue that needed some clarification. There was an ever growing list of requested parking schemes, particularly being raised by Members and Parishes, and it was getting increasingly difficult to manage those requests and ensure that they were prioritised correctly. Some parking schemes had already commenced, some were crash remedy schemes, some concerned bus access, others were backed up with KCC Member Highway Funding, whilst others were supported by Borough or Parish Members but did not have any funding. So there

was a whole body of schemes on the table but they had to go through the proper process. It was also worth noting that if there were similar schemes it was always preferable if they could be grouped together to achieve economies of scale and it was important to make sure work could be resourced properly by engineers. Without going through the individual issues at the meeting, because they all had their merits and competing Member interests, it was proposed to go through the 2012/13 suggestions with the Chairman and Vice-Chairman and bring a report to the March 2012 meeting of this Board in an attempt to draw up a priority list.

In response to a question Mr Jackson advised that funding was a key issue so if a scheme already had the support of Member Highway Fund monies, it was likely to be pushed further up the priority list.

A Member advised that the parking scheme agreed at the last Meeting in October for Furley Park Primary School was already paying dividends. The vast majority of people were much happier with the situation now and it had made the area safer for all road users.

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 he had recently had a site meeting and discussions with local residents as the problem was getting worse. He knew that Section 106 money was sitting somewhere and some design work had been done, but he asked Mrs Holder and Mr Burton to investigate this further. He understood a BT junction box may have to be moved which could cause complications, but the money for the works was there and the junction needed to be made safer. Mr Burton endeavoured to bring an update on this back to the next meeting of this Board.

Resolved:

That the Tracker be received and noted.

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

The report advised that at the Special Meeting of the Board on the 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 for an examination of the charging regime in Henwood Car Park. This report updated Members on the progress made to date on those issues.

Mr Wilkinson advised that there had been a meeting with one of the largest employers on the estate (Kent Community Health NHS Trust) and a survey had been letter dropped to all businesses on the estate in order to request details of their parking demand and off-street facilities. The response rate to the survey had been poor and the results had been questionable as they seemed to suggest a much higher level of on street parking than was actually taking place. A further 'beat'

survey had taken place to establish how many vehicles parked on street and the length of time vehicles parked and a peak of 90 vehicles had been observed between 10.45 and 11.15. An average of 83/85 vehicles were observed during the rest of the day with the number falling away towards the late afternoon. Therefore it was clearly long stay car parking by employees coming to work. The Scheme as proposed would provide 50 safe on-street parking spaces so it was reasonable to assume there would be a shortfall of around 40 spaces if the Scheme was implemented. The capacity of Henwood Pay & Display Car Park was 61 spaces, with only 3 or 4 being occupied at present. The implementation of parking restrictions would also inevitably bring about some behavioural changes (such as car sharing and public transport use) so he would expect the shortfall to be lower than 40, although it was difficult to quantify exactly how much.

Mr Jackson said that the meeting with the NHS had been extremely useful. They had identified that they had around 23 off road parking spaces and whilst they had around 150 staff, over 100 of those were clinicians who simply visited the office between visits to clients and did not park for any length of time. Therefore, perhaps the NHS was not the main contributor to the problem as previously thought as a number of other businesses had un-met parking demand. The meeting had also given them a better insight into how the NHS operated as an organisation (both at Henwood and other sites). He said it was important to point out that many of the businesses were being inconvenienced by the on-street parking on the estate and were asking the Council to push ahead and get this scheme done.

One of the Ward Members for the area said he would like to thank the Officers for the hard work they had put in on this Scheme. He said it would surely be preferable to have a full Pay & Display car park with customers paying a reduced rate than a car park with only 3 or 4 cars in it paying £4 a day. At present the car park was basically a redundant asset. Officers agreed that this was one potential solution to the problem. At present people could park on street for free and if they could do this, they would not pay to use the car park. They would probably even prefer to park on-street if they could if the car park were free so that they were closer to their own units. That was why it was important to get the parking restrictions in place and look at a sensible level of charge for the car park.

The ABC Cabinet Member re-iterated that it was the businesses who had asked the Council to do something about the parking situation on Henwood. KCC had made funding available but it would not be available for ever so it was vitally important that they got on and started to implement this and she hoped it would be done by the spring at the latest. The Cabinet was looking at options to reduce the daily rate at the car park, but it was important to not make it so low that they encouraged people in from outside Henwood. The Leader said the Cabinet was keen to facilitate businesses operating in and around Ashford so would certainly entertain the idea of flexible pricing. He said the Cabinet had also already stated that the Council would be looking to dispose of all idle assets, so it was important to find a solution involving the Henwood Car Park if possible.

In light of those comments, the Board proposed an amended recommendation. The scheme was already agreed in principle and the only major outstanding point to agree seemed to be the pricing structure for employees on the estate using

Henwood Pay & Display Car Park. Therefore, rather than waiting three months for the next meeting of this Board, it was proposed that, in consultation with key Members, a report be submitted directly to the Cabinet detailing a proposed pricing scheme for the Henwood Pay & Display Car Park for employees on the Henwood Industrial Estate. It was explained that there may have to be some sort of permit scheme introduced to ensure that only employees benefitted from the lower rate.

Resolved:

That in consultation with key Members, a report be submitted directly to the Cabinet detailing a proposed pricing scheme for the Henwood Pay & Display Car Park for employees on the Henwood Industrial Estate, which would be implemented with the already agreed Amendment 19 Highway Safety Scheme.

266 Highway Works Programme 2011/12 – Including Victoria Way, Drovers Roundabout and Eureka Skyway – Post Opening Update

The report updated Members on the identified schemes approved for construction in 2011/12 as well as a post opening update on the major capital projects – Victoria Way, Drovers Roundabout and the Eureka Skyway. Mrs Holder introduced the report and explained that both she and Mr Burton (regarding the Major Capital Projects) were available to answer Members' questions.

There were a number of comments about the Drovers Roundabout and the current works on the A20 past Repton Park and Orchard Heights.

In response Mr Burton made the following points: -

- The current works on the A20 were Developer Funded Schemes separate to the Drovers Roundabout Scheme. The cones and lane closures were there to purposely slow traffic down, but he did not realise they had been causing congestion. The site hut should also not be obstructing the footway and he was surprised as the roadworks had received a 4 star accessibility approval from the Roadworks Inspector, but he apologised if this was the case and said he'd be happy to speak to the KALC Member about this outside of the Meeting. The works would only last for one more week but he would go back and check these points. Perhaps the lane closure did not have to stretch quite so far as it did currently.
- There had been no accident data since the Drovers Roundabout had become fully operational as data came in after 12 weeks. Suffice to say that the Police were currently happy with safety issues at the roundabout.
- There were still a large number of defects that had to be remedied by the contractor. It was extremely embarrassing but he made no apologies for continuing to pursue them with the contractor and said they would make sure that they stayed there until the work was done. The contractor would be making a loss now for every extra day they spent on site so he did not know

what else could be done. Therefore it was difficult to give a definite end date for a total completion and this was extremely frustrating.

- He was unaware of the email circulating from the Ashford Driving Instructors about the lane markings and signage at the roundabout but would appreciate a copy. Members still had serious concerns about misleading advice when approaching the roundabout, especially when using the fourth lane and turning right and the potential for this to cause accidents. Additionally, although the sequencing of the traffic lights had improved, there were still times when, because the lights were so close together, they did not allow a lot of traffic through and it did cause tailbacks and obstructions on the roundabout. Mr Burton said that after the last meeting of the Board an Independent Safety Auditor had again looked at the operation of the roundabout and no hazards had been picked up, although he accepted it could be dependent on how the junction worked at a particular time. The lights on the roundabout itself should change fairly quickly, precisely to stop traffic tailing back dangerously so he would go back to the engineer to make sure the system was working properly. The system was such an exact science that even a slight adjustment may make a significant difference.

Members were keen to point out that their dealings with Andrew Burton throughout these Schemes had been very good. He had often found himself in a very difficult position but had always responded promptly and honestly to Members' queries.

In terms of the rest of the Works Programme the following issues were raised: -

- The County Member for the area said that he was delighted that the missing link of the John Wallis Academy to Park Farm cycleway would be completed. He asked to be informed outside of the meeting how much had been paid for the necessary land and where that money had come from.
- A County Member asked about Magpie Hall Road and whether a weight restriction could be placed on it as it was a C Road. In the past they had been informed that this could only happen when an additional highway had been provided running east to west, and now with the opening of Victoria Way, that was in place. Mr Burton said there was no likelihood of KCC funding any additional weight restrictions and whilst it could be funded from Member Highway Funding, it would not be enforced by the Police.
- Gully cleansing was needed at nos. 17 to 27 Romney Road, Willesborough and nos. 199 to 201 Kingsnorth Road, Ashford.
- The Leader and one of the Cabinet Members had attended the Ashford Town Centre Management Board earlier that day and concern had been expressed about Ashford and Ebbsfleet becoming 'giant car parks' during the course of the 2012 London Olympics, and the knock on affects that may have for day to day car park users. It was noted as something for ABC to keep an eye on.

- A Member mentioned the phasing of the traffic lights at Junction 10 of the M20 and asked if this could be looked at as quite often there were tailbacks at some junctions and nobody at all waiting at others
- At Somerset Road turning right to Lidl there were two lanes turning right and a County Member said these were extremely narrow. There had recently been an accident involving a lorry and a car as the lorry had had to stray across both lanes to turn right. She wondered if it was sensible to have two lanes turning right here or whether the junction could be engineered differently.
- The potential resurfacing of the M20 between Junctions 8 and 9 by the Highways Agency in 2013 was raised, as many local people had been campaigning for years for a quieter surface. Mr Burton said that as he understood it there were no resurfacing plans, but he would check that point.

DS

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ASHFORD JOINT TRANSPORT BOARD – TRACKER OF DECISIONS
Updated for the meeting on: 13.03.12

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.
263 13.12.11	Transport Forum	-	RESOLVED: That the report of the Chairman of the Transport Forum for the meeting held on 18 th November be received and noted.	
265 13.12.11	Amended 19 – Proposed Highway Safety Scheme in Henwood Industrial Estate: Updated Report	Ray Wilkinson (ABC)	RESOLVED: That in consultation with key Members, as report be submitted to the Cabinet detailing a proposed pricing scheme for the Henwood Pay & Display Car Park for employees on the Henwood Ind. Estate, which would be implemented with the already agreed Amendment 19 Highway Safety Scheme.	Report submitted to ABC Cabinet on 9 th February 2012 & approved.
266 13.12.11	Highways Work Programme 2011/12 – Including Victoria Way, Drivers Roundabout and Eureka Skyway – Post Opening Update.	-	Report for information.	

ASHFORD JOINT TRANSPORTATION BOARD 13th MARCH 2012

Subject: School Road, Hothfield – Proposed Zebra Crossing – Member Highway Fund

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: **Downs West**

Summary:	<i>This report notifies Members of receipt of an objection to the proposed installation of a zebra crossing in School Road, Hothfield, and recommends Members endorse the proposal to implement the scheme notwithstanding the objection.</i>
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To Recommend: **That Members endorse the proposal to install the zebra crossing**

Classification: THIS REPORT IS OPEN TO THE PUBLIC

Background

1. The residents of Hothfield have been campaigning for a pedestrian crossing in School Road for some years, to serve the Bluebell Centre, formally Hothfield School, which is used for a variety of purposes by parents and young children.
2. A detailed design of the scheme and its costs was produced by Kent County Council for Richard King and Hothfield Parish Council to approve. Richard King agreed to fund this scheme from his Member Highway Fund.
3. As part of obligations under section 23 of the Road Traffic Regulation Act 1984, statutory notices were posted near to the proposed site of construction and advertised in the Kent on Sunday newspaper, notifying people of Kent County Council's intention to install the zebra crossing as shown in Appendix B.
4. As a result of this consultation, one objection was received from a local resident. A number of discussions have been held with the resident in an attempt to resolve their objection. These have included the potential relocation of the zebra crossing, however, in terms of visibility, desirability and build ability the proposed site is at the optimum location. Further changes have been suggested to see if the objection can be resolved, but to no avail, hence the requirement for this matter to be brought before the Board for resolution.

The Objection

1. The proposed zebra crossing is located outside No 20 School Road, Hothfield.
2. Zig zag markings are required to prevent parking on the approaches and exits to the zebra crossing to ensure that good visibility is maintained for motorists to clearly see pedestrians crossing and waiting to cross.
3. The resident, [REDACTED], lives at [REDACTED] and because of these zig zag markings, parking outside her front gate would be prohibited under the current proposals.
4. [REDACTED] is registered disabled and holds a Blue Badge
5. [REDACTED] is unhappy that her current, unrestricted, parking arrangements will cease and that she will no longer be able to park directly outside her front gate.
6. [REDACTED] would like a dropped kerb and parking area on the front garden of her, Ashford Borough Council owned, property in the first instance, but Ashford Borough Council confirm that they do not have funding available to provide this. The cost of the work is also beyond the, already over committed, MHF budget of Richard King.
7. Since the objection was raised, a number of conversations have been held between [REDACTED], Richard King, David Robey, Borough Councillor and Tara O'Shea, KCC Traffic Engineer, to try to resolve this matter, in a way to suit all parties.
8. At a subsequent site visit made on 28 February 2012, it was proposed to reduce the zig zag markings to a length where visibility could still be maintained on the approaches to the zebra crossing and [REDACTED] could park 1.3m from her front gate, by way of the provision of a Disabled Persons Parking Bay.
9. [REDACTED] was asked on 28 February 2012 whether this proposal would overcome her objection. A photo of where the bay could be installed can be seen in the photographs shown in Appendix A.
10. [REDACTED] confirmed that her objection still stands as this Disabled Persons Parking Bay could be used by other Blue Badge holders in the area.

Conclusion

Given the overwhelming local support for the scheme and the offer of nearby parking facilities which can be used by [REDACTED] and in the absence of any other agreeable solution, Kent County Council asks the Board to endorse the scheme be progressed as advertised, with the addition of a Disabled Persons Parking Bay, as shown in Appendix C.

Author Tara O'Shea, KCC Traffic Engineer

Contact Officers:

Andy Corcoran
Tara O'Shea

Traffic Schemes and Members Highway Fund Manager
MHF Traffic Engineer

Contact Telephone 08458 247 800

Appendix A

Markings Showing end of zig zags and start of Disabled Bay in relation to the front gate of 22 School Road



Image of boundary of 22 School Road and existing parking conditions



ASHFORD JOINT TRANSPORTATION BOARD 13 March 2012

Subject:	A Common Sense Plan for Safe and Sensible Street Lighting
Director/Head of Service:	Director of Highways, Kent County Council
Decision Issues:	These matters are within the authority of the Kent County Council
Decision:	Non – Key
CCC Ward/KCC Division:	All
Summary:	Energy costs in the recent past have increased significantly and this trend is likely to continue. In response the County Council has been reviewing its Street Lighting management, details of which are set out in the attached report
To Resolve	As part of its formal consultation process, KCC would welcome the views of Joint Transportation Boards.
Classification:	THIS REPORT IS OPEN TO THE PUBLIC

Introduction

1. Energy costs in the recent past have increased significantly and this trend is likely to continue. In response the County Council has been reviewing its Street Lighting management, details of which are set out in the attached report - A Common Sense Plan for Safe and Sensible Street Lighting. This report was considered and wholeheartedly endorsed by KCC's Environment, Highways and Waste Policy Overview Committee on 22 November, with some Members indicating that the County Council should consider being more radical in approach.

Conclusion

2. As part of its formal consultation process, KCC would welcome the views of Joint Transportation Boards.

Contact Officer – Behdad Haratbar, Head of Programmed Work, Kent County Council Highways and Transportation - Tel: 08458 247200

To: Environment Highways & Waste Policy Overview & Scrutiny Committee - 22 November 2011

By: Bryan Sweetland, Cabinet Member for Environment Highways and Waste
John Burr, Director of Highways and Transportation

Subject: A Common Sense Plan for Safe and Sensible Street Lighting

Classification: Unrestricted

Summary: This report sets out how the County Council can reduce energy costs in street lighting whilst working with the community to improve acceptance of this and reduce the perception that such a policy increases crashes and reduces personal safety. The proposals in this report for safe and sensible street lighting in Kent are informed by the Street Lighting Policy agreed by the EHW POSC in May 2010.

1. Introduction

Street Lighting energy costs the County Council £5.1m p.a. It is on an upward trend and the cost of energy is set to rise year on year, the anticipated increase for the next financial year is over 10%.

KCC has some 118,500 street lights and 29,000 lit signs/bollards. Provision of street lighting is not a legal requirement, except when linked to demonstrable road safety. However it has become established practice over time and almost all street lights in Kent are continually lit during the hours of darkness, ie automatically turn on at dusk (due to a fitted light sensor in each column) and turn off at first light.

The challenge of rising energy costs and carbon emissions were among the key factors resulting in a new approach to street lighting provision and operation being formally agreed at the EH&W POSC in May 2010.

The Government's Carbon Reduction Commitment requires councils to publish their greenhouse gas emissions, including CO₂. The street lighting energy in Kent currently equates to approx 29,000 Tonnes of CO₂. Although it has not been a requirement to pay for carbon credits, this is likely to change and some form of levy linked to carbon emission is likely to be introduced thus increasing the cost of energy even further.

A number of initiatives have been introduced by Highways & Transportation in the past two years to reduce energy consumption, these are:

- Upgrades – 6,289 inefficient mercury lamps as well as 3,441 failing lamps have been replaced with energy efficient units.
- Trimming – The photocell in 12,616 lamps has been reset to reduce burning time (lights come on later at dusk and going off earlier at dawn). All new columns have these photocells as standard.
- Dimming – New lanterns have been fitted to 230 columns of 60w and above to dim the wattage at pre-determined times to reduce energy consumption. This is quite costly as it requires replacement of lanterns and has only been incorporated where lantern replacement was programmed.

These initiatives have reduced the energy charges by £128,000 annually.

2. Discussion

Light pollution and costs can be reduced in locations where the street lights are not contributing to safety at all. Many road lights were installed when vehicles had poor lighting systems and ambient light levels on major urban roads were low. Today, some street lighting is far less effective than the illumination provided by traffic or nearby buildings yet it remains switched on all night.

Where streetlights have been dimmed or switched off, data shows that crashes and crime have **not** increased. There is a clear difference between perception and actual data. It is the design of lighting schemes, rather than the number or hours of illumination that is most important. Kent County Council's aim is to target the wasted lights and energy.

There are a number of useful articles linking street lighting and crime, for example;

From the Guardian newspaper (2003): Bright lights 'do not deter criminals'. "Over-anxious Britons are placing a blind, almost medieval, faith in brighter street-lamps and security lighting as crime deterrents, according to a statistical analysis... published in the British Journal of Criminology. "

In Essex, a trial to turn off suburban street lights between midnight and 05.30, has been deemed a success. Police state: "A year on year comparison for April 2006 to May 2007 [when street-lights were left on all night] and April 2007 to May 2008 [when street-lights were turned off at midnight] has shown that night-time crime has almost halved in Saffron Walden and reduced by over a third in Dunmow."

Better lighting by itself has very little effect on crime.", a quote from The effect of Better Street-lighting on Crime and Fear: A review, by Malcom Ramsay of the UK's Home office.

"The principal conclusion is that no evidence could be found to support the hypothesis that improved street lighting reduces reported crime.", from The Influence of Street lighting on Crime and the Fear of Crime (Crown Copyright 1991).

"The very wide extent of the study, covering some 3500 new street lights introduced over a period of nearly three years, was unprecedented in the UK. The change in street lighting standard was considerable; typically a four-fold increase in the intensity of lighting was achieved, with more lighting columns and white light sources being introduced throughout.

"The main database for the study consisted of over 100,000 reported crimes, although analysis was principally focused on some 9500 allegations in the most relevant locations and time periods. The area studied, an inner London Borough, has a high crime rate in a national context and thus represented a fair test for environmental crime prevention measures. In short, if street lighting does affect crime, this study should have detected it."

To overcome the negative perception, it is vital that we address this by involving residents in discussions about what makes some people feel they are less safe.

3. Next Steps

We have established how further savings could be achieved. This has identified a number of potential areas suitable for energy conservation, these are:

Part Night Lighting – This involves installing new light sensor in each column that has a timer built into it. The net result is that the column would light automatically at dusk, turn off at a pre determined time (possibly midnight), turn back on at a predetermined time (possibly 5am) and stay on until first light. Other than complete removal of lighting, part night lighting provides the most significant energy savings. Two categories of roads could be suitable for this, minor roads (which includes residential, estate and rural roads) and high speed roads. There are over 70,000 street lights in these roads which could be changed to part-night lighting and could result in a reduction of 10% in the annual energy bill.

Removal of Lights – In the past, extension of street lighting went far beyond the required needs, a clear case in point here is street lighting on main routes. These are generally roads leading to or out of local settlements where current design standards would not recommend street lighting. There are some 5000 unnecessary high wattage lights on these roads potentially suitable for permanent disconnection and removal. Their removal will have no adverse effect on the locality yet delivery a saving of around 5% of the energy bill. Lights within the settlements would be retained.

Future areas for possible review

Dimming – This involves reducing the illumination level of lights. However, the technology for implementing this option is currently very expensive as it involves replacing the lantern on each lighting column. Some 25,000 lights could be suitable for this treatment and as technology improves this could become a viable option. Savings could be achieved up to 10% of the annual energy bill. As of today, this is not a cost effective option.

Central Monitoring System -This involves installing a small radio device on each column, a collection of these, around 1,000 are then linked to a local base station, which in turn is connected to a remote Central Monitoring Unit. This future option would allow each column to be remotely monitored and controlled.

Benefits would be significant but the systems are relatively new and expensive. This option will be reviewed in detail in the spring of 2012/13. There will be no abortive costs if this option is adopted.

4. Conclusion

In order to ensure that KCC utilises its limited resources in the best manner it is proposed to follow the agreed Street Lighting Strategy agreed by POSC in May 2010. This will reduce energy costs and protect the environment. The County Council should;

- Ensure value is achieved by supplying lighting at the time of greatest demand or need.
- Manage energy sensibly thus reducing consumption for street lighting. This will help address the financial challenge to reduce costs of service delivery as outlined in Bold Steps for Kent.
- Reduce CO2 emission to help meet the challenge of climate change as set out in Bold Steps for Kent.
- Engage with Kent stakeholders to consult on ways to ensure an appropriate and effective level of street lighting.

5. Recommendations

Members of the Committee are asked to comment on:

- (1) The specific proposals outlined above to introduce a common sense approach to safe and sensible management/operation of street lighting is endorsed

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Addendum – this report was wholeheartedly endorsed by POSC with some Members indicating that the County Council should consider being more radical in approach.

Agenda Item No: 8
Report To: Joint Transportation Board
Date: Tuesday 13th March 2012
Report Title: Prioritised List of Requested Parking Controls for Investigation and Possible Implementation
Report Author: Ray Wilkinson, Engineering Services Manager
Paul Jackson, Head of Environmental Services



Summary: This report has been written as a result of the number of parking control scheme requests received each year and the difficulty of assessing, prioritising and implementing them which is both fair and proportionate, as well as being understood by all those involved in requesting them. It therefore outlines all requests received for investigation in 2012/13 and explains the methodology behind the proposed prioritised list of schemes which the Board are asked to endorse.

Key Decision: NO

Affected Wards: All

Recommendations: **That the Board consider and approve the adoption of the proposed priority list for investigation, consultation and where agreed, implementation.**

Financial Implications: Various (see Appendix 1) – dependent on the extent of each scheme

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Report Title: Prioritised List of Requested Parking Controls for Investigation and Possible Implementation

Purpose of the Report

1. This report outlines all parking control scheme requests received for investigation and explains the methodology behind the proposed prioritised list of schemes which the Board are asked to endorse.

Issue to be Decided

2. The Board are asked to agree a prioritised list of parking control schemes for investigation and potential implementation.

Background

3. A large number of requests for parking controls are received each year from a variety of sources including, residents, County and Borough Members, Parish Councils, bus operators, businesses and the emergency services. Given the finite availability of resources it is therefore important to develop a fair and logical method by which to prioritise these requests.
4. Following discussion with the Chair and Vice Chair of JTB, it has been suggested that a report be submitted to the Board at each year's March meeting to request approval of the prioritised list for the following year. Any scheme requests received after the finalisation of the list will therefore be recorded for inclusion on the following year's list unless they are of an emergency nature – i.e. are the subject of a formal notification from Kent Police or concern a crash site as recorded on the crash data base relating to dangerous parking practices. Not only will this process ensure that scheme requests are dealt with fairly and logically but it will also avoid the delays commonly experienced as a result of extended dialogues between Officers and requestees throughout the year on when newly proposed schemes might be implemented.
5. It should however be borne in mind that the proposed list represents simply an order of priority, not a project programme. The nature of these schemes is such that it is impossible to reliably determine the involvement required for a particular scheme prior to its instigation. Not only may the complexity and scope of the proposals vary considerably between schemes, but external factors such as the level of support / objection received from residents, statutory consultees and local bodies also has a major impact on the involvement required. In an average year (based on current staff resource) it can be anticipated that somewhere in the region of 10 schemes may be progressed to implementation but this is obviously subject to substantial variation.

Types of Scheme

6. First, it should be borne in mind that parking restrictions are, in most locations, unnecessary. The Highway Code provides guidance to motorists on where they should and should not park regardless of the presence of parking restrictions. Parking restrictions only become necessary in those locations where either demand for parking is sufficiently high and the availability of parking sufficiently low that motorists become tempted to park in unsuitable locations or where the unsuitability of a particular location for parking may not be immediately obvious to the motorist, or where suitable parking is available but its use must be managed to ensure that those user groups with greatest need have opportunities to park. All such above described situations are most commonly encountered in urban areas where traffic flows and parking demand are generally higher. This results in a greater concentration in the number of parking requests around population centres.
7. The requests received relate to a variety of parking problems. These can broadly be divided into two categories:
 - (i) 'safety and movement';
 - (ii) 'parking management'.
8. (i) Safety and movement schemes are intended to address parking in locations which are dangerous or where the vehicle would impede the free flow of traffic (e.g. parking on bends, where the road is too narrow or there is high peak hour traffic flow).
9. (ii) Parking management schemes deal with parking in locations where there is competition from a number of user groups and where it is necessary to strike a balance between these groups (e.g. residential roads which experience heavy competition for parking from commuters or shoppers).
10. Although Kent County Council is the local Highway Authority for Kent (excluding Medway), a number of highway functions are undertaken by the District Councils who act as their agents. In March 2010 a revised Parking Protocol document was agreed which clarified this division of responsibilities.
11. In respect of new schemes the document identifies all parking management schemes (i.e. those involving controlled parking zones, limited waiting bays, and user specific bays such as disabled bays, taxi ranks etc) as the responsibility of District Councils.
12. All safety and movement schemes (i.e. schemes consisting of yellow lines, bus stop clearways, white access markings and yellow hatch markings) fall under the remit of Kent County Council. The introduction of all parking restriction schemes (both movement & safety and parking management) are however generally carried out by the District Councils however in order to ensure consistency, particularly in relation to the traffic orders themselves.

Staff Resource

13. Staff resource, aside from funding (discussed below), is the most crucial – and limiting - factor in respect of the number of schemes which can be investigated within any given year. ABC's Engineering Services is a small team, currently consisting of the Manager, Administrative Assistant and a temporary Assistant Engineer. Furthermore the investigation and introduction of new schemes is only one of a number of functions carried out by the department, so prioritisation of work, staff and funding resources are all vital for the effective functioning of this service.

Funding Sources

14. Unfortunately sources of funding are limited. ABC's Engineering Services is not allocated a budget specifically for new schemes and those scheme requests received from KCC are generally funded through one of three sources:
 - The crash remedial budget (this budget is limited, relates strictly to safety restrictions in locations with a personal injury crash history and is awarded on a priority points basis);
 - The Member Highway Fund scheme (all County Members are provided with a £25,000 discretionary fund for local highway schemes which might not otherwise be prioritised sufficiently highly to attract funding from the main budget)
 - The Integrated Transport Packages scheme (this is administered by KCC's Public Transport team and relates to the introduction of bus stop clearways and similar schemes only).
15. Although the majority of schemes are funded from one of the three above sources other outside bodies may also provide funding, these include;
 - Parish Councils may choose to provide funding for a scheme
 - Businesses may provide funding to address a parking problem affecting them directly
 - Planning Obligations may also provide a source of funding for certain schemes
16. In addition to the above, at the meeting of the Cabinet on 16th February 2012, a budget for an ABC Ward Members' Community Grant scheme was approved. This scheme provides ABC Members with £2,500 discretionary spend for local schemes. Subject to demonstrating clear community benefit this scheme may have the potential to contribute to parking schemes. This scheme will be introduced at the commencement of the 2012/13 financial year.

Prioritisation Methodology

17. Allocation of resources is always difficult; more so when those resources are extremely limited. This report, as stated in the front page 'summary' is being brought to Members as a result of the number of parking control scheme requests received each year and the difficulty of finding a way to assess,

prioritise and implement them which is both fair and proportionate, as well as being understood by all those involved in requesting them.

18. We have, therefore, used a number of factors in assessing the schemes. These are;

- **Safety Implications**

Is there a significant safety risk associated with the problem (e.g. crash risk, pedestrian safety risk, obstruction of emergency service vehicles etc) and to what extent will it be alleviated by the introduction of the scheme?

- **Compliance with Legislation and National Guidance**

Does the scheme design meet with all relevant legislation and national guidance and is the scheme feasible from an enforcement perspective?

- **Improvement to the Highway Amenity**

Is there a significant issue relating to the effectiveness of the highway network (i.e. traffic flow – particularly public service vehicles, pedestrian access etc) and to what extent will the scheme alleviate the issue?

- **Supporting Sustainable Transport**

Does the scheme support sustainable transport options (e.g. improve bus, cycle or pedestrian access)?

- **Delivering Corporate Objectives**

To what extent does the scheme contribute to the economic resilience and well-being of the borough (i.e. job creation/retention. Economic development/regeneration) and does it facilitate corporate business planning for the future?

- **Risk of Unintended Consequences**

Is the introduction of the scheme likely to have unintended implications (e.g. migration of parking to unsuitable locations)?

- **Value for money**

How does the time / cost of the scheme relate to the anticipated benefit it will achieve?

- **Likely Success of the Scheme**

Is the scheme likely to encounter significant opposition at the formal consultation stage requiring the scheme to be abandoned?

- **Availability of Funding**

Has a funding source been identified and what are the limitations relating to the funding source (e.g. sum available, time period available etc)?

- **Can the Scheme be Combined?**

In the case of a small scheme can it be combined with another similar / nearby scheme to provide a cost saving?

The Schemes: What, Why & How?

19. Based on the above assessment criteria, the following proposed prioritised list consists of a total of 29 schemes, some of which are formed by the combination of two or more, smaller discrete scheme requests.

Station Road, Pluckley (Priority No. 1)

20. The first scheme identified on the list is Station Road, Pluckley. This is in recognition of the safety issues involved. The primary concern at this site relates to the regular on-street parking taking place immediately adjacent to a humpback bridge where the line of sight for approaching vehicles is obscured by the road topography, effectively hiding the parked vehicles from sight until the moving vehicle is within close proximity.
21. A Form 1214 (also known as a pink peril) has been received from the Police, formally advising of the need for action at this site. In addition to this however there are also obstructive / unsafe parking practices taking place on residential roads in the vicinity of the station. It is necessary that any action taken at this location considers not only the immediate safety issue around the bridge but also the impact on both commuters and residents. As a priority safety scheme this work is to be funded from KCC's crash remedial budget.

Victoria Road & Leacon Road (Priority No. 2)

22. Following the opening of the new 'Victoria Way' scheme (providing a through route between Beaver Road and Brookfield Road), the bus operator has applied a revised bus route to provide shorter journey times between Singleton and the town centre. The operator has therefore requested the introduction of a total of 6 bus stops with bus stop clearways and bus borders to serve the new section of the route and a date of 2nd April 2012 has been set for the introduction of the service (once the route is registered the bus operator is required to commence the operation of services on the route from a date identified within the registration).

Henwood Industrial Estate (Priority No. 3)

23. This scheme was requested to address unsafe and unsuitable parking practices on the estate, particularly obstruction of commercial vehicles accessing units on the estate, obstruction of the footway and parking on junctions and bends. This scheme is funded from the Member Highway Fund scheme. The scheme was taken to consultation in September 2011 and subsequently received approval, subject to resolution of concerns over the displacement of commuter parking, at a special meeting of the JTB held in October 2011. An update report was taken to the December 2011 JTB meeting and it was agreed that, subject to a review of charges in the Henwood P&D Car Park (to be agreed by Cabinet), the proposals be implemented.
24. A set of revised parking charges (a reduction from £1.00ph to £0.80ph and equivalent reduction in all day and season ticket prices) has subsequently

been agreed by Cabinet. The revised charges will therefore be implemented shortly in tandem with the safety scheme.

Cobbs Wood Industrial Estate (Priority No. 4)

25. Similar to the Henwood scheme, this scheme is proposed in order to address unsafe and unsuitable parking practices on the Cobbs Wood estate. At present the estate is subject to a number of sections of single yellow line which have been in-situ since sometime before 2000. The location and extent of the current restrictions require review however, due to inconsistencies in their positioning. In addition the use of single yellow lines effectively indicates to motorists that parking in these locations is acceptable outside of the working day. This is not the case in many of the locations where single yellow lines are currently employed - around junctions, bends and where the road is too narrow to safely accommodate parking. The Highway Code specifically stipulates that parking should not take place in these locations at any time. The single yellow line restrictions have also proved difficult to enforce because motorists regularly remove the sign plates making the lines unenforceable. The scheme will therefore require these lines to be replaced with double yellow lines. Due to the crash record at this site the scheme is to be funded by KCC's crash remedial budget.

Willesborough Lees (Priority No. 5)

26. This safety scheme has been proposed as part of a larger multi-agency approach to tackling transport and commuter parking problems affecting the William Harvey Hospital and surrounding residential roads. A controlled parking zone was implemented across a 500m radius of the hospital in 2007 in order to tackle dangerous and unsuitable parking and also to provide residents with greater opportunities to find parking in the vicinity of their homes. Since that time however there is evidence that commuter parking has extended beyond this zone and has now become a problem in residential roads on the periphery of the existing controlled parking zone. Funding for this scheme is to be sourced from the Member Highway Fund scheme.

Goat Lees (Priority No. 6)

27. This scheme is intended to address current unsuitable parking practices in residential roads resulting from commuter parking generated by the nearby Eureka Business Park. Although a parking survey carried out early in 2011 found little evidence of unsafe / obstructive parking practices, reports from residents, the Parish Council and Ward Member have all stated that the parking situation has deteriorated and requires intervention to discourage dangerous parking practices. The Parish Council has offered to fund this scheme from its precept.

Willesborough Infants & Juniors Schools (Priority No. 7)

28. This scheme is intended to address unsafe / unsuitable parking at the beginning and end of the school day. At present significant parking issues are experienced both in Highfield Road and Church Road extending out from the school accesses. Problems experienced in these locations include unsafe

parking around junctions and bends, obstruction of crossing points, and traffic congestion. A funding source for this scheme has yet to be identified.

Downs View Infant & Kennington Junior Schools (Priority No. 8)

29. This scheme has been requested by both the Borough and County Member and is intended to address unsafe / unsuitable parking at the beginning and end of the school day. Current parking practices around both schools result in obstruction of traffic flow, dangerous parking around junctions and parking on the footway. The scheme will rationalise existing parking and crossing controls to improve the availability of suitable parking as well as address parking in unsuitable locations. This work is to be funded through the Member Highway Fund scheme

Aldington Primary School (Priority No. 9)

30. This scheme was requested in order to address unsafe parking practices around the school at the beginning and end of the school day. At present an advisory only 'school keep clear' marking is located outside the school; however this does not meet DfT specifications. It is therefore proposed to improve crossing facilities outside the school and also to address problems relating to the obstruction of adjacent accesses. This scheme is to be funded through the Member Highway Fund scheme.

North School, Willesborough (Priority No. 10)

31. This scheme is intended to address unsafe / unsuitable parking at the beginning and end of the school day and is to be funded through the Member Highway Fund scheme.

Bridge Street & Bramble Lane, Wye (Priority No. 11)

32. This scheme addresses two discrete issues. In Bridge Street there are currently obstructive parking problems which are impacting on the bus service. The bus operator has expressed concern and stated that without resolution they will have to re-evaluate the viability of the route. In Bramble Lane there is a safety issue concerning regular parking around the junction with Havillands Place, the access of the Station car park, and the nearby bend. A source of funding for this scheme has yet to be identified although the Parish Council have intimated that they may be willing to provide funding.

Various Locations (Priority No. 12)

33. This scheme consists of safety restrictions in a variety of locations in order to address congestion issues impacting on bus services and the introduction of bus stop clearways (in tandem with bus boarders) at those stops within the Borough where they have yet to be introduced. The introduction of these restrictions were outlined in the 'Bus Strategy for Ashford (2006)' as actions for KCC. However due to funding issues much of the work identified remains outstanding. Assurances have now been made that Ashford will receive priority for the allocation of funds in 2012/13 from the Integrated Transport Plan fund.

Bybrook Road (Priority No. 13)

34. This scheme consists of the relocation of a bus stop. The bus stop is currently located on a bend which prevents the bus from pulling in fully flush with the kerb. Due to the relatively narrow carriageway width, the rear of the bus thereby creates an obstruction when waiting at the stop. It is therefore proposed to investigate its relocation to a more suitable site nearby. A source of funding for this scheme has yet to be agreed.

Sir John Fogge Avenue (Priority No. 14)

35. This scheme is intended to address current unsuitable parking practices (specifically around a junction and build outs) which regularly obstruct the passage of the bus service. Due to concerns over this issue the bus operator has stated that, unless remedied, they will be unable to continue to run a service on this route and would instead have to reroute the E Line Service - therefore bypassing the estate. Funding for this work has been identified in KCC's Transport Integration budget.

O/S The Vine PH, High Street, Tenterden (Priority No. 15)

36. This scheme involves the redesign of the bus stop located outside The Vine PH to accommodate overlaying buses. At present there is no such facility, making it difficult for various bus operators utilising this stop to successfully timetable their services. This has resulted in buses regularly stopping in contravention of parking restrictions. One operator has stated that if this matter remains unresolved they will be unable to continue to service the route. As with the above scheme this work is to be funded from KCC's Transport Integration budget.

Bluebell Road & Violet Way, Park Farm West (Priority No. 16)

37. The restrictions in Violet Way have been requested by the developer, while those in Bluebell Road have been requested by the bus operator. Both requests are in order to address obstructive parking issues. These roads have not yet been adopted; however there are plans to extend the existing Park Farm bus service to serve the new Park Farm West development as well as the earlier Park Farm East. This revised route will eventually extend along Bluebell Road (currently under construction), linking the two developments to Bad Mustereifel Road. Prior to full completion, however, the bus operator intends to operate an interim route which will also include use of the bus bridge over the A2070 where unsuitable parking currently takes place.
38. The developer has already implemented private restrictions (double yellow lines enforced privately) to address the parking problems; however it is important that a formal scheme is implemented prior to adoption of the roads in order to negate the need for the existing lining to be removed prior to adoption only to be reinstalled with the backing of a traffic order at a later date.

Fairview (Priority No. 17)

39. Requests for a scheme at this location have come from a number of sources. The problem concerns residents parking in dangerous / unsuitable locations such as on bends, around junctions and roundabouts and across designated fire paths. The issue not only impacts of private vehicle users and emergency services but also on the bus service serving the estate. It is therefore proposed to address these issues with the introduction of safety restrictions. Funding for this work has yet to be identified.

High Street, Charing (Priority No. 18)

40. This scheme has been requested by the Parish Council and is intended to better manage parking on Charing's High Street by addressing unsafe parking around junctions and introducing a number of limited waiting bays to serve short stay shoppers. A funding source for this scheme has yet to be identified.

Repton Avenue & Sir Bernard Paget Avenue (Priority No. 19)

41. Safety restrictions have been requested by Waitrose Ltd to address current unsafe / obstructive parking practices taking place around the Waitrose Store on Repton Avenue and Sir Bernard Paget Avenue. It is believed this parking is generated by a combination of residents (there are 24 dwellings located above the Waitrose Store) and store customers. Funding for this work has yet to be identified

The Street, Great Chart (Priority No. 20)

42. A request has been received from both the Ward Member and Parish Council for the introduction of passing bays in order to address current traffic congestion issues at this location resulting from continuous uninterrupted parking along its length. This currently results in regular mounting of the footway by passing vehicles. Funding for this scheme has yet to be identified.

Pittlesden, Tenterden (Priority No. 21)

43. This scheme is intended to address inconsiderate and unsafe parking by residents and commuters – primarily obstructive parking and parking on the greens. Pittlesden lies adjacent to Tenterden High Street attracting significant numbers of commuters looking for free all day parking. In addition the properties have relatively few off-street parking facilities and the configuration of the road does not lend itself to extensive parking. As a result on-street parking demand significantly outstrips the availability of suitable parking.
44. In the Tenterden & St Michaels Parking Review scheme which was taken to consultation in spring 2007, Pittlesden fell within the proposed controlled parking zone designed to discourage commuter parking and provide greater opportunity for residents to find on-street spaces. This scheme was shelved, however, until such time as a new public town centre car park became available due to concerns over the impact on town centre businesses and their employees. The scheme has been requested by the Borough Member and funding has been sourced from the Kent Member Highway Fund scheme.

A20, Charing, Hothfield & Westwell (Priority No. 22)

45. This scheme has been requested in order to tackle nuisance parking currently taking place in a number of lay-bys along the A20. This nuisance parking is the result of long distance lorry drivers 'overnighting' in these lay-bys and depositing refuse - including human waste. In addition there have also been complaints from nearby residents regarding noise issues, specifically generator noise from refrigerated vehicles. A funding source for this scheme has yet to be identified.

St Teresas Close & Heathfield Road (Priority No. 23)

46. Safety restrictions have been requested in these roads in order to address the current unsafe / nuisance parking taking place as a result of high parking demand generated by town centre commuters. Funding for this work has yet to be allocated.

Star Road and Mill Court estates (Zones 6 & 7) (Priority No. 24)

47. Either a safety or parking management scheme has been requested to address commuter parking issues generated by Ashford International Rail Station and the town centre. A source of funding for this scheme has yet to be identified.

High Street, Tenterden (Priority No. 25)

48. A request has been received from ABC's Licensing Dept for a review of the restrictions currently governing those parking bays on which Tenterden's Friday street market takes place. At present the 1 hour limited waiting bays (in the High Street) are suspended on Friday mornings between 6am – 10am. This prevents vehicles parking in the bays before the market vendors have had the opportunity to set up their stalls. After 10am those bays not utilised by stalls then become available for parking once again. This work is to be funded by ABC's Licensing Dept budget.

High Street, Biddenden (Priority No. 26)

49. This scheme was requested by the Ward Member with a view to reviewing the current safety restrictions to establish whether there are grounds for the removal or reduction in the extent of the double yellow lines thereby improving on-street parking opportunities for customers of the mini market. Funding for this scheme has yet to be identified.

St Stephens Walk (Priority No. 27)

50. At present significant numbers of motorists attending the St Stephens Health Centre park on-street in St Stephens Walk. This has resulted in complaints over parking on the verges and potential obstruction issues around the St Stephens Health Centre access. A source of funding for this work is yet to be identified.

Chilham Square (Priority No. 28)

51. The Square is currently subject to informal parking arrangements only. Due to the high demand for parking in this location – from residents, businesses and visitors - and concerns over the visual intrusion on the historic square by uncontrolled parking, the Parish Council have requested the introduction of a parking management scheme. It is understood that this work is to be funded by the Chilham Future Delivery Board.

Hunter Avenue development (Priority No. 29)

52. As part of the planning obligations for the Hunter Avenue development, a £20,000 developer contribution was identified for investigation into parking restriction requirements and implementation as required to address any parking issues arising on the estate.

Conclusion

53. As can be seen from the above a wide variety of scheme requests are received each year from various bodies dealing with a range of parking issues. Thirteen of the 28 schemes have been requested either wholly or partly on safety grounds, and 15 because of traffic congestion. It is understandable that people who live or work in these areas are concerned to ensure that parking schemes are developed and that they have the 'comfort' of knowing if, and when, they will be implemented.
54. As we have stated earlier, due to the limited resources available it is simply not possible to address all these schemes in any given year. It would, therefore, appear to be vital that a logical, fair and transparent method of handling these requests is applied. This not only ensures that best value is achieved but also that those requesting the schemes can see that their schemes have been properly and objectively assessed and that everyone has been dealt with even-handedly.
55. The Prioritised Scheme List (Appendix 1) has been formulated using the above criteria and the Board is therefore asked to endorse this list for application.

Portfolio Holder's Views

56. This report sets out to prioritise the parking management schemes which have come to the Borough Council from various sources. It aims to give priority to those schemes which tackle dangerous situations and, at the same time, to assure members that their schemes are in the pipeline.
57. Inevitably there will be discussion over the order in which schemes should be prioritised. The list attached to the report has been reviewed by the chair and vice-chair of the JTB, the Portfolio Holder and relevant officers and is believed

to take a fair approach bearing in mind hazardous situations, identified funding and staff time. I recommend it to the Joint Transportation Board.

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Appendix 1

Priority No.	Location	Description	Requested by	Funding Source	Scheme Type	Responsibility
1	Station Road, Pluckley	Safety restrictions to address dangerous parking either side of the humpback bridge highlighted by the police (who have issued a formal notification)	Police	KCC Crash Remedial budget	Safety	KCC
2	Victoria Road & Leacon Road	Introduction of 6 bus stops and bus stop clearways to serve revised route.	Bus operator	KCC Public Transport	Traffic congestion	KCC
3	Henwood Industrial Estate	Safety scheme to address unsafe / suitable parking by workers / visitors on the estate	Local businesses	KCC Member Highway Fund	Safety & nuisance parking	KCC
4	Cobbs Wood Industrial Estate	Safety scheme to address unsafe / suitable parking by workers / visitors on the estate	KCC	KCC Crash Remedial budget	Safety & nuisance parking	KCC
5	Willesborough Lees	Safety scheme around periphery of existing Zone F limited waiting scheme to control parking generated by William Harvey Hospital	County Member	KCC Member Highway Fund	Safety & nuisance parking	KCC
6	Goat Lees	Safety restrictions to address commuter parking issues	Borough Member & Parish Council	Parish Council	Safety & nuisance parking	KCC
7	Willesborough Junior School	Safety restrictions to control unsafe parking at the beginning and end of the school day	Ward Member	?	Safety & traffic congestion	KCC

Priority No.	Location	Description	Requested by	Funding Source	Scheme Type	Responsibility
8	Downs View School & Kennington Juniors	Safety restrictions to control unsafe parking at the beginning and end of the school day	County & Borough Members	KCC Member Highway Fund	Safety & traffic congestion	KCC
9	Aldington Primary School	Safety restrictions around Aldington Primary School to address dangerous parking practices at the beginning and end of the school day	County Member	KCC Member Highway Fund	Safety	KCC
10	North School	Safety restrictions to control unsafe parking at the beginning and end of the school day	County Member	KCC Member Highway Fund	Safety & traffic congestion	KCC
11	Bridge Street & Bramble Lane, Wye	Safety restrictions - specifically to address unsafe parking in Bramble Lane (on a bend) and obstructive parking on Bridge Street which is currently affecting the bus route	Ward Member	?	Safety & traffic congestion	KCC
12	Various locations	Safety restrictions to address bottlenecks on town centre bus routes as identified in the Bus Quality Partnership 'Quick wins'	QBP	KCC Public Transport	Traffic congestion	KCC
13	Bybrook Road	Relocation of bus stop	County Member	KCC Member Highway Fund	Traffic congestion	KCC
14	Sir John Fogge Ave	Introduction of restrictions to help maintain bus access	Bus operator	KCC Public Transport	Traffic congestion	KCC
15	O/S The Vine PH, High Street, Tenterden	Alterations to the bus stop configuration o/s The Vine PH to accommodate bus layovers	QBP	KCC Public Transport	Traffic congestion	KCC

Priority No.	Location	Description	Requested by	Funding Source	Scheme Type	Responsibility
16	Bluebell Road & Violet Way, Park Farm West	Introduction of restrictions to help maintain bus access in Bluebell Road and avoid general traffic congestion in Violet Way	Developer / Bus operator	Developer & KCC Public Transport	Traffic congestion	KCC
17	Fairview	Safety restrictions to control unsuitable parking by residents obstructing bus route and access to fire paths	Borough Member / Bus operator / Management Company	?	Traffic congestion	KCC
18	High Street, Charing	Safety restrictions at junctions with School Road and Old Ashford Road. Also limited waiting parking bays in part of High Street to encourage turnover	Parish Council	?	Traffic congestion & parking management	KCC / ABC
19	Repton Avenue & Sir Bernard Paget Avenue	Safety scheme to address unsafe / unsuitable parking around the Waitrose Store generated by shoppers / residents	Waitrose Store	?	Traffic congestion	KCC
20	Pittlesden, Tenterden	Safety restrictions to address unsafe / unsuitable parking by residents & commuters	County & Borough Members	KCC Member Highway Fund	Traffic congestion	KCC
21	The Street, Great Chart	Safety restrictions to create passing places at intervals along one side of the carriageway	Ward Member & Parish Council	?	Traffic congestion & safety	KCC
22	A20 Charing, Hothfield & Westwell	Overnight weight restriction in various laybys to control overnight lorry parking	County Member / Residents / Parish Council	KCC Member Highway Fund / ?	Nuisance parking	ABC
23	St Teresas Close & Heathfield Road	Safety scheme around periphery of existing Zone E limited waiting scheme to control parking generated by the town centre	Ward Member	?	Safety & nuisance parking	KCC
24	Star Road and Mill Court estates (Zones 6 & 7)	Safety restrictions or controlled parking zone to address commuter parking issues	Borough Member	?	Safety & nuisance parking / parking management	KCC / ABC

Priority No.	Location	Description	Requested by	Funding Source	Scheme Type	Responsibility
25	High Street, Tenterden	Alterations to the restrictions relating to the Friday street market	ABC Licensing Dept	ABC Licensing Dept	Parking management	ABC
26	High Street, Biddenden	Review of existing restrictions with a view to reducing their extent to better accommodate shoppers seeking on-street parking	Borough Member	?	Rationalisation of existing restrictions	KCC
27	St Stephens Walk	Safety restrictions to address unsuitable parking around the Surgery	Ward Member	?	Nuisance parking	KCC
28	Chilham Square	Restrictions to manage parking on the Square to balance the needs of residents, visitors and businesses	Parish Council	Chilham Future Delivery Board	Parking management	ABC
29	Hunter Avenue development	Investigate potential parking issues and implement restrictions as necessary	Planning Obligation	S106	Safety & traffic congestion / traffic management	KCC / ABC

ASHFORD JOINT TRANSPORTATION BOARD 13 MARCH 2012

Subject:	Kent Freight Action Plan
Director/Head of Service:	Director of Highways, Kent County Council
Decision Issues:	These matters are within the authority of the Kent County Council
Decision:	Non-key
CCC Ward/KCC Division:	All
Summary:	<i>This report describes the current progress with the Kent Freight Action Plan (FAP) and the next steps in the process before it is formally adopted. The purpose of this report is to update Members on the Kent FAP and the consultation process</i>
To Note	This report is for Members' information
Classification:	THIS REPORT IS OPEN TO THE PUBLIC

1.0 Introduction

1.1 The Traffic Management Team has been working to form a draft Kent FAP that will effectively help to address concerns with the movement of freight both through and within the county.

1.2 The FAP sets out the vision to:

Promote safe and sustainable freight distribution networks into, out of and within Kent, which support local and national economic prosperity and quality of life, whilst working to address any negative impacts on local communities and the environment both now and in the future.

1.3 The draft FAP has been specifically written to include actions achievable by Kent County Council (KCC), albeit some of them by working with partner organisations. Hence, schemes like Foreign Lorry Road User Charging have been omitted because the decision to implement such a tax regime lies with central government and KCC does not have a direct influence over it. Furthermore, the emphasis of the FAP is on road haulage as this has the greatest impact on our residents and, clearly, the highway.

1.4 The draft FAP has at its heart six objectives under which a number of action points sit. Some of these actions are already being undertaken, others are beginning to take shape and the rest are for the future development. Timeframes for all actions will be assigned.

2.0 Objectives and selected action points

2.1 This section will outline the six objectives and provide example action points for each.

2.2 Objective 1: To find a long-term solution to Operation Stack.

2.2.1 Operation Stack is a relatively rare occurrence. Aside from the financial burden on Kent Police and other agencies, the primary negative effect is on business activities in East Kent.

2.2.2 Action point: KCC will continue to progress the Operation Stack lorry park scheme adjacent to the M20.

2.3 Objective 2: To take appropriate steps to tackle the problem of overnight lorry parking in Kent.

2.3.1 In 2005, the Kent Overnight Lorry Parking Study found there was demand for 1000 spaces in the county but a supply of only 450 official and 220 unofficial spaces. It was also found that signing on trunk roads was poor, likely resulting in greater use of unofficial and unsuitable sites to avoid the possibility of getting lost.

2.3.2 Action point: KCC are working on updating the recommended lorry route maps for Kent that will also show lorry parking facilities. These will be distributed online and through industry associations.

2.3.3 Action point: KCC will continue investigating the feasibility of new truck stops at various locations along the M20/A20 and M2/A2 corridors.

2.4 Objective 3: To effectively manage the routing of HGV traffic to ensure that such movements remain on the strategic road network for as much of their journey as possible.

2.4.1 Probably the most widely recognised issue with HGV routing is overreliance on satellite navigation systems that have been designed with cars in mind resulting in large vehicles using inappropriate routes or getting stuck.

- 2.4.2 Action point: KCC are investigating the development of a lorry route journey planner that would sit on the KCC website so that hauliers would be able to input specific vehicle details, such as weight and height, and generate a suitable route.
- 2.4.3 Action point: KCC are working with some boroughs and districts, including Maidstone Borough Council, as they start the procurement process for waste collection. Advice is being provided on key routes to keep refuse vehicles off at peak times.

2.5 Objective 4: To take steps to address problems caused by freight traffic to communities.

- 2.5.1 This objective will cover some of the common freight-related incidents that are reported to KCC and the range of interventions that KCC can make.
- 2.5.2 Action point: To continue to use positive signing to direct HGVs onto the strategic road network.
- 2.5.3 Action point: To use width, weight and height restrictions where appropriate. However, KCC recognises that the success of these measures is largely down to enforcement, which is done on a priority basis.
- 2.5.4 Action point: KCC will continue to work in partnership with industry bodies and freight generators. For example, KCC is currently working with the National Farmers' Union to produce an article in their regional newsletter that highlights seasonal issues, such as slow moving vehicles, as well as offering support to the farming community.

2.6 Objective 5: To ensure that KCC Highways and Transportation continues to make effective use of its role in forward planning and development management to reduce the impact of freight traffic.

- 2.6.1 Involvement in forward planning and development planning enables KCC to influence freight movements and, therefore, to reduce their impact on local communities where possible.
- 2.6.2 As the highway authority (excluding trunk roads), KCC can recommend that the district council (as the planning authority, except for "County matters" applications) imposes conditions of planning consents and/or enters into legal agreements with developers. Such conditions can be made with the aim to minimise any impact on the physical road network as well as the surrounding properties.
- 2.6.3 KCC H&T is also involved, in partnership with the district councils, with the forward planning of development through the preparation of local development frameworks/local plans and related local transport strategies.

- 2.6.4 However, KCC also monitors applications for Goods Vehicle Operator Licences (GVOL), which are made to the Traffic Commissioner. These licenses relate to sites at which HGVs are based and from which they operate.
- 2.6.5 Action point: To continue to comment on Operator Licences and work with districts and boroughs in doing so.
- 2.6.7 Action point: To recommend that necessary planning conditions be placed on sites to minimise any impact on the road network and local communities.

2.7 Objective 6: To encourage sustainable freight distribution.

- 2.7.1 Many people use home delivery for goods but a large proportion of deliveries fail and have to be redelivered. This primarily uses smaller vehicles but there is great potential to reduce the number of these on the roads and, therefore, their impact on congestion, air quality and noise.
- 2.7.2 Action point: To support and promote alternative delivery networks.
- 2.7.3 Action point: To investigate the use of workplace deliveries within KCC.
The Traffic Management Team intends to begin internal consultation on the initial draft soon. This will ensure any current projects and processes that can help alleviate the negative impacts of freight transport have been included.

3.0 Consultation process

- 3.1 The Traffic Management Team intends to begin internal consultation on the initial draft FAP soon. This will ensure that any current and future projects and processes that can help alleviate the negative impacts of freight transportation have been included.
- 3.2 Once this is complete, the new version of the FAP will be sent to partner organisations for comment, including the districts and boroughs, industry bodies and KCC Members.
- 3.3 After the consultation process is complete, the FAP can be adopted by the County Council.

4.0 Conclusion

- 4.1 The issues discussed in the Kent FAP are not new but the document presents an opportunity to show residents and businesses in Kent that KCC is aware of the problems and working to alleviate them.

Recommendations

- 1. This report is for Members' information.

Contact Officer

Andrew Westwood 01622 222729

Annex 1 Frequently asked Questions

Kent Freight Action Plan

Frequently Asked Questions

Summary

This document sets out some common questions about the Kent Freight Action Plan (FAP) and provides answers to them.

Frequently Asked Questions

1. Who should I contact about the FAP?

The Traffic Manager (Andrew Westwood) has responsibility for the plan and can be contacted on 01622 222729 or andrew.westwood@kent.gov.uk.

2. When will the actions be completed?

Many of the actions in the Plan are already underway, for example the work to secure an Operation Stack lorry park, investigating the use of an online freight journey planner and partnership working with the National Farmers' Union. The actions intended for the future will have dates assigned to them before the FAP is sent for consultation.

3. How will the action points be measured?

The nature of many of the action points mean that they are not able to be measured quantitatively or that it does not add value to do so. The FAP is designed as a comprehensive guide to what KCC will do over the coming years to alleviate freight-related problems. Therefore many of the actions include working with other organisations, the measure being that KCC are carrying out this partnership work.

4. What should I say if a resident in my division asks me about a freight-related problem?

The action points discussed in the JTB report can be disclosed and residents can be made aware of the approaching release of the Kent FAP. The issue can be passed on to the relevant district/borough engineer in the Traffic Schemes and Member Highway Fund Team who will be able to advise on any action for safety critical matters.

5. Has the freight industry been consulted on the Plan?

In preparing the Plan the Traffic Management Team has consulted with a number of outside organisations; both freight generators and haulage

companies representatives. A wider range of these bodies will be asked to comment on the FAP when it goes out to formal consultation.

6. When will the consultation take place?

Internal consultation will begin imminently and it is anticipated that wider consultation will take place in the spring.

7. What are the financial implications of the FAP action points?

The FAP has been written with the current financial situation in mind. As such, many of the actions are relatively low-cost ways to influence the transportation of freight and change behaviour. One aim of the FAP has been to recognise the issues that communities and individual residents face but also help them to understand that there is often no feasible or low-cost solution. For example, where HGVs are frequently using a route it is often the case that there is a licensed operator in the area and therefore they have a legitimate reason to use the route and a weight restriction would not apply.

ASHFORD JOINT TRANSPORTATION BOARD 13th MARCH 2012

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
Countywide schemes- See Appendix C2
Public Rights of Way (LTP Funded) – see Appendix C3
Developer Funded Schemes (Delivered by KCC) see Appendix C4

Other Works

Bridge Works - see Appendix D1
Borough Council Funded Schemes - see Appendix D2
County Member Funded Works - see Appendix D3
Drainage – see Appendix D4

Major Capital Projects - see Appendix D5

Conclusion

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	Interim 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/Maidston e 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	On site

APPENDIX B3 – STREET LIGHTING SCHEMES

Structural testing is currently underway on strategic and locally important roads to identify column and lanterns that require replacing. Currently formulating scheme to convert lit signs and bollards to more energy efficient LED lighting. The town centre lanterns will be bulk lamp changed and cleaned as part of 2012 Olympic preparation to make sure they are all in a good working condition.

APPENDIX B4- DRAINAGE MAINTENANCE WORKS

Cleansing of gullies on strategic and locally important roads is continuing. This schedule is available on line at the following address.

http://www.kent.gov.uk/roads_and_transport/highway_maintenance/roads_and_pavements/drainage/drainage_cleansing_schedules.aspx

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, Ashford	Installation of larger soakaways	£10,000	Investigation works in progress
Tile Lodge Road, Charing	Installation of new drainage system	£40,000	Investigation works 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	£25,000	Scheme surfacing complete Dec 11. Signing and further works to be completed before the end of March 2012
A28 j/w A252, Bagham Junction, Chilham	Signing and lining improvements	£27,000	Scheme surfacing complete Dec 11. Signing to be completed before the end of March 2012

ANNEX C2- COUNTYWIDE SCHEMES

Location	Description	Budget (£)	Status
Bus Stop Infrastructure Improvements - Countywide	Countywide reactive bus stop maintenance and minor improvement programme	68,000	On-going
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	On-going

APPENDIX C3 – PUBLIC RIGHTS OF WAY (LTP Funded)

Location	Description	Budget (£)	Status
AE563 Ruckinge	Strengthening works to Byway	£17,000 11/12. £24,000 12/13	Scheduled to start March 2012. Part Funded by MHF
Bockhanger Lane, Ashford	Creation of new PROW linking to Eureka Leisure Park		Scheduled for 2012/13. consultation completed, scheme supported. Lighting also requested currently being explored.

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	£70,000	Underway (£50,000 s106 & £18,000 sustrans & member funding). Part permissive cycle track and part Bridleway creation Original full scheme now not deliverable (rejected by ABC).
AU41, Ashford	Construct new tarmac path	£25750	Complete
AW350, Charing	Repairs to existing footpath surface	£6100	Scheduled for 2011/12.
AE287, Brabourne	Repairs to existing footpath tarmac surface	£8775	Scheduled for 2011/12
AW357, Hothfield	Repairs to byway surface	£4750	Scheduled for 2011/12

APPENDIX C4 – DEVELOPER FUNDED SCHEMES (Section 278/106 Works)

Location	Description	Status
Henwood, Ashford	Cycle route	Scheme Complete
Stanhope, Ashford	Regeneration scheme / New road layout	Works continuing on new sites – 90% 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	Completion of missing link of	Scheme being progressed:

Academy (Christchurch School) to Park Farm	cycleway	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, Dane John footbridge	Parapet replacement on footbridge	Works programmed to start on 12 th March
Lavender Farm, Waterham road, Swale	Culvert Replacement	Works programmed for Early March to mid March.
D1290 Longrope Wood, Ashford	Culvert Replacement	Works programmed for Early Feb to mid Feb.
D1132 Chrislocks Woods, Swale	Culvert Replacement	Works programmed for Early Jan to mid jan.
A20 Ashford Road, Charing over Railway	850 Westwell Leacon Bridge – Structural safety work	Design works on going.

APPENDIX D2 – DISTRICT COUNCIL FUNDED SCHEMES

Location	Description	Status
None		

APPENDIX D3 – COUNTY MEMBER HIGHWAY FUND WORKS

Member & Ward	Description	Budget	Status
Andrew Wickham	The Square, Chilham - request for measures to dissuade vehicles from village square	£9,219.00	Construction due Feb 2012
Andrew Wickham	Canterbury Road, Molash (A252) - request to look at speed issues	£14,500.00	Construction due March 2012
Andrew Wickham	Church Road, Smeeth - Request for a speed indicator device	£5,500.00	Work complete
Andrew Wickham	Traffic Management Scheme Molash including Interactive speed limit repeater sign and gateway features	£14500.00	Approved
Andrew Wickham	Traffic Management Scheme Aldington Village including gateway features and extension of speed limit	£13500.00	Approved
Elizabeth Tweed	Ashford - request to fill in gaps on the Ashford Cycle Network	£9,000.00	Work Complete
Elizabeth Tweed	Faversham Road, Ashford - request for a permanent SID	£3500.00	Work Complete
Elizabeth Tweed	Canterbury Road, Ashford - request to remove trees	£2582	Work Complete
Elizabeth Tweed	Essella Road, Ashford - request for 20mph limit	£9000	Construction due March/April2012
Elizabeth Tweed	St Mary's School, Ashford – new salt bin and refills	£350.00	Completed

Elizabeth Tweed	Review of town centre car park signing and Strategic review of Signing on major approaches to Ashford	£15000.00	Approved
George Koowaree	Bentley Road, Ashford - request for handrail	£1,065.00	Work Complete
George Koowaree	Willesborough Road Kennington – installation of 10no new lamp columns	£15000.00	Approved
George Koowaree	Kimberley Way (Asda) – Provision of formal zebra crossing facilities	£10700.00	Approved
George Koowaree	Bentley Road – Extension of handrail	£1560.00	Work Complete
George Koowaree	Kennington Road j/w Yeoman Gardens, Willesborough – Improvements to visibility splay	£5000.00	Approved
George Koowaree	Kennington Road Willesborough – Interactive speed limit repeater sign	£5500.00	Approved
Jim Wedgbury	Hoxton Close, Singleton - request to relocate a bus shelter	£6,853.00	Work Complete
Jim Wedgbury	Reed Crescent, Kingsnorth - request to look at parking issues outside Furley Park School	£3,250.00	Work Complete
Jim Wedgbury	A2042 Romney Marsh Road – Provision of New 550m footway	£31000.00	Approved
Jim Wedgbury	Victoria Park Footway Resurfacing	£12127.00	Approved
Mike Angell	A2042 Romney Marsh Road – Provision of New 550m footway	£21000.00	Approved
Mike Angell	PRoW Hamstreet Road Shadoxhurst – Contribution towards refurbishment	£17000.00	Approved
Mike Hill	Pittlesden, Tenterden - request for measures to prevent parking on the green.	£15,873	Redesign
Mike Hill	A28 St Michaels - request to carry out works recommended in the Speed Limit Review	£9,598.00	Works Complete
Mike Hill	B2080 Appledore - request to reduce speed limit to 30mph	£6,827.00	Works Complete
Mike Hill	High Street, Biddenden -	£15,300.00	Approved

	contribution towards maintenance project		
Richard King	School Road, Hothfield - request for zebra crossing	£12,000.00	Approved
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	Construction due Feb/March 2012
Richard King	Smarden - request for amendments to ADS and installation of bollards	£4,000.00	Work Complete
Richard King	The Street, Smarden - request for double yellow lines	£4,290.00	Work Complete
Richard King	Heathlands Pedestrian Crossing Point – Cades Road Hothfield	£2500.00	Approved

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

Location	Description	Budget	Status
Victoria Way Phase 1 (link between Victoria Road and Leacon Road)	<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>	£17.9m	<p>The road opened to traffic on 4th November 2011.</p> <p>The contractor is dealing with the outstanding defects. There are some outstanding minor build issues to resolve with the adjoining land owner. Additional signing to take place during March. Anti skate board studs to be installed by Spring 2012.</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

Location	Description	Budget	Status
A20 Fougères Way, Drovers Roundabout and M20 Junction 9	Junction improvements, traffic signals, and pedestrian & cycle	£17.6m	Further update to be circulated at JTB meeting

Improvements	<p>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>		
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ASHFORD JOINT TRANSPORTATION BOARD TUESDAY 13th MARCH 2012

Subject: Future Footway Works – Proposed List for 2012/13

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

Decision: Non- Key

Ward/Division: All

Summary: *This report provides a summary of locations that have been identified for proposed footway works in the Ashford District. These locations are currently being considered by the KCC Resurfacing Team for inclusion in a countywide footway works programme for 2012/13. These locations are considered against countywide priorities and budget. The list in annex 1 is not a list of schemes that will be constructed and is for Members information only.*

To Recommend: FOR INFORMATION

Classification: THIS REPORT IS OPEN TO THE PUBLIC

Introduction

1 This report provides a summary of locations that have been identified for proposed footway works in the Ashford District. These locations are currently being considered by the KCC Resurfacing Team for inclusion in a countywide footway works programme for 2012/13. These locations are considered against countywide priorities and budget. The list in annex 1 is not a list of schemes that will be constructed and is for Members information only. Any programmed Footway Works will be included in future Highway Works Programme reports submitted to this board.

Conclusion and Recommendation

That Members note the content of the report

Contact Officers:

Toby Howe Highway Manager - (East) 08458 247800

Annex 1 – Provisional list of Locations

Annex 1 – Provisional list of Locations

Site	District	Parish	Extents
Longsfield	Ashford	Aldington	Throughout
The Street	Ashford	Appledore	Whole length
Ashford Town Centre	Ashford	Ashford	Older parts of town, those not part of the Public Realm
Cobbs Wood Ind. Estate	Ashford	Ashford	Brunswick Road (2114m), Hilton Road (464m), Hanover Way (88m), Carlton Road (878m), Bridge Road (362m)
Eastern Avenue	Ashford	Ashford	Whole length
Godinton Road	Ashford	Ashford	Between Western Avenue and West Street
Hythe Road	Ashford	Ashford	Church Road to Albemarle Road - both sides of the road
Hythe Road	Ashford	Ashford	From Pilgrims Hospice to Bockham Lane
Romney Marsh Road	Ashford	Ashford	Between Asda traffic lights to Malcolm Sargent Road
Ashford Road	Ashford	Bethersden	Opposite cricket field (Orchard Field side)
Church Hill	Ashford	Bethersden	From Forge Field to pub
Charing Hill	Ashford	Charing	From bottom of hill, lhs up to opp. The Hill
Maidstone Road	Ashford	Charing	From bus stop to opposite Crematorium to Wicken Lane
Maidstone Road	Ashford	Charing	From Charing roundabout on rhs to our boundary
Sayer Road	Ashford	Charing	Whole length
Wheler Road	Ashford	Charing	both sides of road

Greenside	Ashford	High Halden	Between 34 to 21
Church Road	Ashford	Kennington	From Studio Close to Ulley Road
Tudor End	Ashford	Kennington	Throughout
Flood Street	Ashford	Mersham	From the Farriers Arms to end of footway
Swarden Road and Forge Hill	Ashford	Pluckley	From Thorne Estate to School
Thorne Estate	Ashford	Pluckley	Throughout
Maytham Road	Ashford	Rolvenden	From Winser Road to public house
Lonefield	Ashford	Shadoxhurst	Whole length
Mead Walk	Ashford	Singleton	From lake up to Tithe Barn Lane junc.
Tithe Barn Lane	Ashford	Singleton	From Oxen Lease to Bucksford Lane
Hythe Road	Ashford	Smeeth	From Smeeth Crossroads to Bob Fishers Garage
Stanhope Road	Ashford	Stanhope	Throughout - the whole of Stanhope.....
East Cross/High Street	Ashford	Tenterden	From the hairdressers to Potters
Eastgate Road	Ashford	Tenterden	Whole length
Golden Square	Ashford	Tenterden	Whole length
Limes Close	Ashford	Tenterden	Whole length
Martins Close	Ashford	Tenterden	Whole length
Turners Avenue	Ashford	Tenterden	Whole length
Waterside	Ashford	Willesborough	Whole length
Mill View	Ashford	Woodchurch	Throughout
Chequers Park	Ashford	Wye	Whole length

Joint Transportation Board

13th March 2012

Public Right of Way Crossing at Hamstreet Station

Board Members may be aware of the above crossing and the fact that it is one of a few left in the country with no safety gates or stop lights.

On the request of the Chairman and Vice-Chairman, the appended letter has been sent to Network Rail and copied to Southern Railways and KCC Public Rights of Way asking about the future plans for upgrading the crossing. Members will be kept informed of any responses received.

The Joint Transportation Board is asked to:-

Note and support the sending of the Chairman/Vice-Chairman's letter and await any responses.

COUNCILLOR M J C BURGESS

MEMBER FOR ISLE OF OXNEY WARD
CHAIRMAN OF ASHFORD JOINT TRANSPORTATION BOARD

c/o Danny Sheppard, Member Services, Ashford Borough Council,
Tel – 01233 330349. Email danny.sheppard@ashford.gov.uk

Date 1st March 2012



ASHFORD
BOROUGH COUNCIL

Network Rail
Kings Place
90 York Way
LONDON
N1 9AG

CIVIC CENTRE,
TANNERY LANE
ASHFORD
KENT TN23 1PL

01233 331111

Web: www.ashford.gov.uk
Minicom service

Dear Sir/Madam

PUBLIC RIGHT OF WAY CROSSING AT HAMSTREET STATION

We write in our capacity as Chairman and Vice Chairman of the Ashford Joint Transportation Board – a Joint Board of Ashford Borough Councillors and Kent County Councillors.

Following recent discussions we have become increasingly concerned about the Public Right of Way foot crossing at Hamstreet Station. The crossing is one of a few left in the country with no gates or miniature stop lights, and the safety of the persons using this crossing relies purely on the user seeing the approach of the trains and then waiting for the trains to pass before stepping on to the crossing.

Having read the Rail Accident Investigation Branch report regarding the fatal accident at Elsenham Station in 2005, we note that there were a number of general recommendations to address safety matters observed during the investigation. These included: -

“The upgrading of all station pedestrian crossings at which the individual risk to the most exposed user is assessed as being above the upper limit of tolerability” and

“The implementation of improved safety measures, where shown to be necessary, commensurate with the level of risk at each station pedestrian crossing”

It is for this reason that we write as we would like to know what the plans are for upgrading the crossing at Hamstreet. It clearly falls into the above categories and we would therefore suggest that in the circumstances this should be a priority for Network Rail. Particularly in the light of proposed housing development at Lancaster Close, Hamstreet which could lead to a further increase in pedestrian usage of this crossing point.

We await your response with interest.

If you would like to discuss this matter further please do not hesitate to contact me.

Yours sincerely

Councillor Michael Burgess
Chairman (Joint Transportation Board)

County Councillor Andrew Wickham
Vice-Chairman (Joint Transportation Board)

Cc – Antony Merlyn/Yvonne Leslie, Southern Railway, 4 Floor, Go-Ahead House. 26-28
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