



Joint Transportation Board

Notice of a Meeting, to be held in the Council Chamber, Civic Centre, Tannery Lane,
Ashford, Kent TN23 1PL on Tuesday 12th June 2012 at 7.00pm

The Members of this Committee are:-

Mr M A Wickham (Chairman)
Cllr. Burgess (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 March 2012
4. To receive any Petitions
5. Transport Forum – To receive the Chairman's Report of the Meeting held on the 18th May 2012
6. Tracker Report

Part I – For Decision

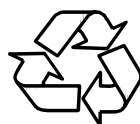
7. KCC's Draft Freight Action Plan for Kent

Part II – For Information

8. Ashford Ring Road – Shared Space Scheme
 9. Highway Works Programme 2012/13
 10. Highway Tracker Survey 2011
 11. Winter Service Plan 2012/13
 12. Bold Steps for Aviation – Discussion Paper
-

DS/VS
31st May 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 March 2012**

Present:

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

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

Apologies:

Cllr. Yeo, Mr J N Wedgbury.

Also Present:

Cllrs. Galpin, Hicks, Mrs Martin, Michael, Sims.

Lisa Holder (District Highway Manager Ashford – Kent Highways & Transportation (KH&T)), Tara O'Shea (Traffic Engineer – KH&T), Paul Jackson (Head of Environmental Services – ABC), Ray Wilkinson (Engineering Services Manager – ABC), Kirsty Liddell (Member Services & Scrutiny Support Officer – ABC).

375 Declarations of Interest

Councillor	Interest	Minute No.
Davey	Code of Conduct – Personal but not Prejudicial – Worked at a Children's Centre outside of the Borough.	377
Mrs Tweed	Code of Conduct – Personal and Prejudicial – Lived in the vicinity of Charing High Street.	379

376 Minutes

Resolved:

That the Minutes of the Meeting of this Board held on the 13th December 2011 be approved and confirmed as a correct record.

377 Tracker Report

Resolved:

That the Tracker be received and noted.

378 Hothfield Pedestrian Crossing

In accordance with Procedure Rule 9.3 Ms Fletcher, a local resident, spoke in objection to the crossing. She advised the Board that she objected to the location of the crossing. She had a motability vehicle that she parked outside of her house, the proposed location of the crossing would prevent her from being able to do this. She had received a letter from her GP, which she read out to the Board, supporting her application for a dropped kerb and parking area in her front garden as her medical history and personal circumstances affected her mobility. The letter further requested that alternative measures be considered. Ms Fletcher stated that she had been advised that it was unsafe to move the location of the crossing and that funding was not available for the provision of a parking area and dropped kerb. However money was available for disabled adaptations within dwellings, which she felt should be extended to include the outside area of a property. She had contacted Maria Miller MP, the Minister for Disabled People, regarding her case. A gravel parking area would provide a cheaper alternative to tarmacadam.

In accordance with Procedure Rule 9.3 Mr Krause from Hothfield Parish Council spoke in support of the crossing. He advised the Board that the crossing had been on a wish list for the village since 2005. The residents of the village and users of the Bluebell Children's Centre had been campaigning for a crossing for a number of years. The crossing would ensure that the village was safer for all residents and visitors. The Parish Council had discussed this issue at their meeting the previous evening and they fully supported the scheme. He urged the Board to endorse the scheme to ensure that the work was completed as soon as possible.

The Ward Member for the area felt that the proposal before the Board was a reasonable compromise and said that the proposed Disabled Persons Parking Bay offered some protection to Ms Fletcher, as it was close to where she parked currently. The County Member for the area also spoke in support of the proposal.

In response to a question Ms O'Shea advised that the crossing had been relocated from a previous location further down the road, as that location had not been suitable. The proposed location was the more suitable for visibility for both pedestrians and motorists. The proposed Disabled Persons Parking Bay would be located 1.3m from Ms Fletcher's gate.

Resolved:

That the Joint Transportation Board endorses the proposal to install the zebra crossing with the addition of a Disabled Persons Parking Bay, as shown in Appendix C of the Report.

379 A Common Sense Plan for Safe and Sensible Street Lighting

The report advised that KCC was reviewing its Street Lighting management, in response to rising energy costs. The report had been considered and endorsed by the KCC Environment, Highways and Waste Policy Overview Committee on 22nd November 2011. At this time some Members had indicated that the County Council should consider being more radical in its approach.

The following comments were made by Members, which Mrs Holder agreed to investigate the answers to and report back to Members:

- Were there any locations in the County where a complete blackout occurred?
- Were day burners used in the Borough or County? If so, how were these time regulated?
- Would it be possible to use photovoltaic cells on lampposts?

Resolved:

That the report be received and noted.

380 Prioritised List of Requested Parking Controls for Investigation and Possible Implementation

Mr Jackson introduced the report. He advised Members that the number of requests and schemes put forward had risen since the last meeting of the Board. The report before them outlined all of the requests received to date and the respective priority number. Each request had been prioritised following discussions with the Chairman and Vice-Chairman of the Board, the Portfolio Holder, ABC Management Team and Officers. He highlighted a number of priorities that had been approved and were progressing which meant that priorities lower on the list would be moved up accordingly. It was important to note that there were limited resources available in terms of both Officer time and funding.

During the discussion the following comments were made:

- Hurst Road at Goat Lees needed to be improved. A number of cars had been keyed and local residents were frustrated with the ongoing situation. Mr Wilkinson confirmed that the issues in Hurst Road would be investigated as part of the Goat Lees scheme.
- Works would commence at Bybrook Road soon. This had been paid for from the Member Highway Fund.
- There were concerns that the proposed works at Cobbs Wood Industrial Estate could cause issues with parking overflow. Mr Wilkinson advised that currently there were a number of sections of single yellow lines on the estate; these lines restricted parking during the working day. The conversion of the

single yellow lines to double yellow lines would therefore only affect parking in the evening and on Sundays. The site had not be reassessed since 2000. Due to the crash record at the site the works would be funded through KCC's crash remedial budget.

- Care needed to be taken when introducing restrictions at Repton Park and Sir John Fogge Avenue. There was limited off-road parking available in these areas which meant that parking was a precious commodity. Mr Wilkinson advised that there was a risk of the bus service via Sir John Fogge Avenue being rerouted thereby bypassing the entire estate; this was due to vehicle obstructions which had also caused damage to a number of buses.
- Mr Wilkinson advised that the scheme for Willesborough Lees was in the process of being finalised. There had been a growing problem in the area and the works would be part of wider improvements. A travel plan had been developed by the Hospital; this was being monitored by KCC. The aim of the travel plan was to encourage modal shift away from cars towards buses and other alternative forms of transport. Kick-start funding was required to assist with the introduction of a bus service from Kennington to the William Harvey Hospital.
- Improvement works to address the ongoing issue at Willesborough Infants and Junior Schools was welcomed. The Ward Member for the area drew attention to the recent article in the Kentish Express which highlighted the unsafe and unsuitable parking occurring on school days. It was suggested that Willesborough Junior School may be able to contribute towards the improvements. A County Member had been present at a recent visit by the Community Safety Unit and had been appalled by the threatening behaviour and language used by some parents.

Resolved:

That the Board approves the adoption of the proposed priority list for investigation, consultation and where agreed, implementation.

381 Kent Freight Action Plan

The report updated Members on the current progress with the Kent Freight Action Plan and the next steps in the process before it was formally adopted.

A number of ongoing issues were raised under Objective 4: To take steps to address problems caused by freight traffic to communities. Members questioned whether these incidents should be reported to KCC or the Police? Mrs Holder advised the Board that she would look into this matter and report back.

Members felt that Objective 2: To take appropriate steps to tackle the problem of overnight lorry parking in Kent should be resolved over and above Objective 1: To find a long-term solution to Operation Stack. In light of this support, the Board proposed to write a letter to the report author detailing the Boards support that Objective 2 should be investigated before Objective 1.

Resolved:

That the Board agrees to write to the Report Author detailing their support for the investigation and resolution of Objective 2 of the report over and above that of Objective 1.

382 Ashford Highway Works Programme 2011/12

Members requested that a Public Rights of Way (PROW) Officer attend the meeting when items relating to PROWs were on the agenda. Mrs Holder advised that she would put this request to the relevant Officer.

A County Member voiced his frustration at the reoccurrence of 4x4 vehicles using PROWs for off-roading activities. This practice was causing damage to the local byways and it was unacceptable.

A County Member felt that the creation of a PROW at Bockhanger Lane should be supported however it was essential that lighting was included within the project for the safety of the users of the PROW.

Resolved:

That the report be received and noted.

383 Future Footway Works – Proposed List for 2012/13

The report provided a summary of locations that had been identified for proposed footway work in the Ashford Borough. The locations were being considered for inclusion in a coutrywide footway works programme for 2012/13.

A Member requested that the works to Godinton Road be extended to include Western Avenue as the condition of this road was unacceptable and impassable for wheelchair users. Mrs Holder advised that she would look into this point.

Mrs Holder confirmed that the list before the Board was not agreed and therefore could not confirm when works would commence.

Resolved:

That the report be received and noted.

384 Public Right of Way Crossing at Hamstreet Station

The Chairman drew attention to the letter that had been sent to Network Rail with copies to Southern Railways and KCC Public Rights of Way.

One of the Ward Members for the area spoke in support of the letter and highlighted the history of the crossing. There had been a recent near miss on the crossing and she was concerned that 'there was an accident waiting to happen'. This was the only crossing of its type left in the South of England.

The Board requested that a copy of the letter be sent to the MP with a further copy sent to the Chief Executive of Network Rail.

Resolved:

The Board supported the sending of the letter and agreed that a copy should be sent to the local MP and the Chief Executive of Network Rail, with a follow up letter being sent should a reply not be received within one month of the date of the original letter.

KL

Ashford Borough Council

Report of the Chairman of the Transport Forum – 18th May 2012

1 Introduction

1.1 A Meeting of the Transport Forum was held on the 18th May 2012.

The Borough Council Members present were:-

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

Also Present:-

Lisa Holder – District Highway Manager Ashford – Kent Highways & Transportation
Ray Wilkinson – Engineering Services Manager – ABC
Kirsty Liddell – Member Services & Scrutiny Support Officer – ABC.

The External Representatives were:-

D Bruce – KCC Passenger Transport
D Docherty – Stagecoach in East Kent
C Evans – KCC Passenger Transport
S Gasche – KCC Public Transport
M Gibson –Southeastern
V Kenny – Ashford Town Centre Partnership
Y Leslie – Southern
R Tandy – Stagecoach in East Kent
S Whybrow – Ashford Independent Taxi Driver Association

2 Apologies

2.1 Apologies for absence had been received from:-

Cllrs. Claughton, Hodgkinson

T Read – KCC Transport Policy Manager.

3 Declarations of Interest

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

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

4 Chairman's Report of the Transport Forum Meeting – 18th November 2011

- 4.1 The Chairman's Report of the Meeting held on 18th November 2011 was confirmed as a correct record.
- 4.2 The Chairman raised the discussion at the last meeting about CTRL funding for a control system at Godinton Road Bus Gate. Ms Holder advised the Forum that there were no longer funds available. A Member was shocked that the funding was not available and asked Ms Holder to investigate and to report back in a more detailed manner. Ms Holder advised that she would look into this.
- 4.3 With regard to the works at the Ore Tunnel, Ms Leslie advised that some speed restrictions on the line had been removed which had resulted in an improvement in performance.
- 4.4 Mrs Kenny advised that she had attended a meeting with Jacobs regarding the signage around the Town Centre. It was proposed to extend the signage to ensure better guidance for visitors. She had also received some complaints from residents in respect of refuse around the Tank in the Town Centre and along Station Approach. It had been hoped to hold a clean-up in the Town Centre prior to the Jubilee celebrations and the Olympics, however due to the hosepipe ban they had been unable to utilise the deep clean equipment. She had been contacted by BTCV who had indicated that they wished to help with a litter pick close to the Olympics. It was agreed that the Chairman would contact Network Rail to express the Forums concerns surrounding the amount of litter along Station Approach. Mr Wilkinson advised the Forum that immediately before the Olympic flame came to the Borough the route would be swept and litter picked.

5 Update from KCC Transport Policy

- 5.1 Mr Gasche from KCC Public Transport reiterated Mr Read's apologies for being unable to attend the meeting. He advised the Forum that a long term objective was to extend bus services to the planned new developments. The commitment to smartlink was still there. The Rail Action Plan provided a unified view for the County. Improvements to the off peak HS1 service would be requested as part of the new franchise agreement in 2014. These improvements would include two trains an hour from Canterbury West and Dover, which would result in a doubling of capacity at Ashford.
- 5.2 Works to the Canterbury line would be phased and would result in the removal of speed restrictions. Phase 1 would be carried out between Ashford to Canterbury West which would produce a time saving of three minutes, and the second phase would be carried out between Canterbury West and Ramsgate which would produce a time saving of five minutes. It was hoped that phase 1 would be completed by April 2014.
- 5.3 Further to the announcement of Transport for London's (TFL) bid for the South East franchise, Mr Gasche advised that he had met with TFL and a broad agreement had been reached. This should be looked on as an opportunity not a threat. It was important to note that TFL and the Mayor of London did not have any authority to 'take over' rail services in Kent. Mr

Gibson further advised that such a scheme would have to be agreed by the Department for Transport, who at the present time had indicated that they were not convinced of the merits of the proposal. The Chairman added that local MPs were concerned by the proposal as there would be a lack of local accountability.

6 Industry Updates & Discussion

Bus Services

- 6.1 Mr Docherty of Stagecoach in East Kent reported that there had been improvements to services and the renumbering strategy had proven to be a success. There had been a bit of confusion with the renumbering strategy to begin with, however this had now been resolved. An extra journey in the morning peak time from Singleton had been added to the A-Line, with some evening journeys calling at the Station. An additional evening journey had been added to the B-Line and the afternoon 518 service would return via Victoria Way instead of Brookfield Road. Four Solo buses had been introduced to the C-Line, this had made a considerable difference to the punctuality of the service. The Solo buses were smaller and thus able to get around the route easier. The 123 Service to Biddenden had been extended to Biddenden Vineyard, this had been highly successful and an increase in passenger numbers had been recorded.
- 6.2 Mr Evans of KCC Passenger Transport said that there had been a successful retender for the Number 13 Service. He highlighted a number of routes that had been renumbered. The renumbering strategy would create a logical pattern to bus services across the County.
- 6.3 Mr Gasche of KCC Public Transport advised that they had investigated the Better Bus Area Fund, however it was only available to Urban areas with populations of over a quarter of a million people. 'Talking buses' were an aspiration and as with many things reliant on funding

Highways

- 6.4 Mr Docherty raised some concern over the lane markings at Drovers Roundabout. Vehicles were regularly in the wrong lane and swerved in front of buses, in one instance this had resulted in a bus breaking suddenly which had caused injury to some of the passengers on board. Mr Gasche endorsed Mr Docherty's comments. Ms Holder confirmed that she would take the matter back and report to the next meeting of the Forum. The Forum requested that the matter be referred to the next meeting of the Joint Transportation Board.

Trains

- 6.5 Ms Leslie of Southern advised that the services provided by First Capital Connect, South Central and some Southeastern services would be put out for tender in October 2012 with the preferred bidder being announced in May 2013, from July 2015 all of the Southern services would be included in this franchise. The consultation would be held in June 2012 and she felt that it was crucial for views to be put forward on the future franchise.

- 6.6 A lot of work had been undertaken to get ready for the Olympics. Network Rail had suspended all engineering works, with works at London Bridge to be completed after the Olympics.
- 6.7 In response to a question regarding the length of the train on the Ashford to Brighton service, Ms Leslie advised that the train consisted of diesel rolling stock of which there was only a small fleet available with no more being built. She advised that this feedback would inform the franchise and urged Members of the Forum to feed this information into the consultation process.
- 6.8 Mr Gasche advised that KCC had a long term objective to see a rail service from Kent to Calais, to realise this objective it would be critical to change the signalling system at Ashford. This would enable new international rolling stock to use the line at Ashford.
- 6.9 Mr Gibson of Southeastern said that performance was currently running at 92% on mainline services which was above target. There had been some timetable changes however there had been no major impact on local services. Services on HS1 would be affected by the Olympics, season ticket holders would be compensated. London terminals were expected to be extremely busy and as such workers in the capital were being asked to alter their working patterns if possible.
- 6.10 In response to comments regarding the availability of toilets on HS1 trains and issues with the lifts at Ashford Station, Mr Gibson agreed that neither situation was acceptable. In respect of the toilets this was an issue around management and he would report this. The lift had been reported to Network Rail, Southeastern took this issue seriously and apologised for any issues that the closure of the lift had caused. This issue was, however, ultimately outside of the control of Southeastern.

Taxis

- 6.11 Mrs Whybrow reported that the taxi trade were concerned that there were no stopping facilities in Victoria Way. There should be provision made to allow for the collection and dropping off of passengers. It seemed to be that provision was made for buses and the needs of the taxi trade were not even considered. There was further concern expressed about the closure of public conveniences as was restrictive for taxi drivers, especially in the evenings. Mrs Whybrow drew attention to the lack of signage towards the taxi rank in and around the Town Centre. She felt that taxis could not be located and worse still there were limited places available for dropping off passengers.
- 6.12 Mr Wilkinson advised that six bus clearways were proposed along Victoria Way (Victoria Road/Leacon Road), only one objection had been received which would be debated by a panel consisting of the Chairman and Vice-Chairman of the Joint Transportation Board, the Portfolio Holder and the Ward Member(s). There were taxi bays located in the Town Centre, it was however important to remember that there were a number of users competing for limited space in the Town Centre. The needs of all users needed to be balanced. The Civil Enforcement Officers applied discretion, where appropriate, for the collection and dropping off of passengers by the taxi trade.

Other Issues

- 6.13 Mrs Kenny advised that there had been a number of issues in Park Street with the highway being obstructed by deliveries, refuse bins and cages from Iceland. Mr Wilkinson further advised that Park Street was a problem area. He suggested that this issue could be looked into, however it would need to be approved as a scheme to be looked at and unfortunately there was already a very long list. It was agreed that the Transport Forum would write to the premises that were contributing to the obstruction of Park Street.

7 Date of Next Meeting

- 7.1 The next Meeting would be held on Friday the 16th November 2012.

Councillor P Feacey
Chairman – Transport Forum

Queries concerning these notes? Please contact Kirsty Liddell:
Telephone: 01233 330499 Email: kirsty.liddell@ashford.gov.uk
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Agenda Item No: 7
Report To: Joint Transportation Board
Date: 12th June 2012
Report Title: KCC's Draft Freight Action Plan for Kent
Report Author: Katie Pettitt, KCC Highways & Transportation



Summary:	The Board is asked to comment on KCC's latest draft version of the Freight Action Plan for Kent (appended to this report). The deadline for consultation responses has been extended to the end of June 2012. Authority is also sought to allow the Member Working Group to collate the comments and respond to the consultation on behalf of the Board
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Key Decision: N/A

Affected Wards: All

Recommendations: (a) **Members of the Joint Transportation Board make any comments they wish to on KCC's Draft Freight Action Plan for Kent.**

(b) **The Board respond to the consultation via the Member Working Group set up by the Chairman and Vice-Chairman.**

Policy Overview: N/A

Financial Implications: None at this stage

Risk Assessment N/A

Other Material Implications: None at this stage

Background Papers: Latest version of KCC's Draft Freight Action Plan for Kent – (appended)
Previous version of Plan considered at JTB on 13th March 2012

Contacts: KCC Highways & Transportation
http://www.kent.gov.uk/roads_and_transport.aspx
08458 247 800

Report Title: KCC's Draft Freight Action Plan for Kent

Issue to be decided

1. Members are invited to make any comments they wish to on KCC's latest draft version of the Freight Action Plan for Kent (appended). The deadline for consultation responses has been extended to the end of June 2012. Authority is also sought to allow the Member Working Group to collate the comments and respond to the consultation on behalf of the Board

Background

2. The draft Kent Freight Action Plan came to this Board for consideration at its Meeting on the 13th March 2012. The Plan has an aim 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". The Board made comments at that Meeting but the consultation period has subsequently been extended to the end of June 2012 so there is another opportunity for Members to make any further comments to be fed back as part of the consultation. It is hoped that the Action Plan will be adopted by Kent County Council during July 2012.
3. A Sub-Group of Members from both Authorities, led by the Chairman and Vice-Chairman of this Board, and including some key representatives from the most affected local Parishes, has been meeting to consider the issue of lorry parking in the Borough more widely as well as the Kent Freight Action Plan itself. The Sub-Group has had some constructive dialogue on lorry parking and associated issues and has been invited to meet with KCC Cabinet Member Brian Sweetland to discuss the matter further. Authority is sought to allow the Sub-Group to respond to the consultation on behalf of the Board, subject to the comments made at the Board Meeting this evening. Comments made tonight will be collated into that response and if Members have any subsequent comments in the coming weeks they are encouraged to channel them to the Chairman and Vice-Chairman of this Board so they can be included.

Handling

4. Comments made at this meeting will be fed back to KCC as part of the response from the Member Sub Group on behalf of this Board.

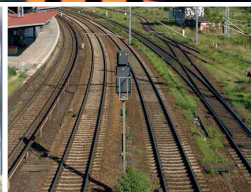
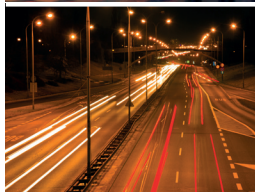
Portfolio Holder's Views

5. Not a Borough Council function although the ABC Cabinet Member for the Environment is a Member of the Board.



Freight Action Plan for Kent

2012 - 16



July 2012



THE FREIGHT ACTION PLAN FOR KENT

2012 - 2016

DRAFT

KENT COUNTY COUNCIL
July 2012

Adopted by County Council on X of Xxxxxx 2012



THE FREIGHT ACTION PLAN FOR KENT

2012 – 2016

DRAFT

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Foreword

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Executive Summary

Kent County Council has developed this Freight Action Plan with the aim to effectively address concerns with the movement of freight both through and within Kent. The Plan 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.”

The Plan will be tackled by Kent County Council, working with partner organisations and local communities to increase the effectiveness of the actions. The emphasis of the Plan is on road haulage and specifically Heavy Goods Vehicles. This is the dominant mode of freight transportation within Kent, has the greatest impact on the county’s residents, and fundamentally affects the highway network itself.

The Plan has identified six key objectives that have generated a number of action points. These actions are subdivided into those currently underway and those planned for the future. The objectives are:

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

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

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.

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

Objective 5: To ensure that KCC continues to make effective use of planning and development control powers to reduce the impact of freight traffic.

Objective 6: To encourage sustainable distribution.

These objectives do not form an order of priority, rather they all need addressing simultaneously in order to achieve the vision.

The Freight Action Plan for Kent recognises the need for businesses to use the county’s highway network but seeks to mitigate the impacts of this on local communities.

1.0 Introduction

1.1 Freight is the term used to define the transportation of goods via road, rail, air or water. Freight is essential to the UK economy and an integral part of modern life. It can be transported over long distances, for example across or within countries, as well as via shorter distribution networks. This Plan will focus predominantly on road freight and specifically Heavy Goods Vehicles (HGVs).

1.2 The changing nature of the UK economy is reflected in the changing mix of freight vehicles. There are now fewer HGVs and a greater number of vans. Additionally, the proportion of freight carried by rail has significantly increased in recent years, although the surface transport market is still dominated by road haulage. Network Rail expects rail freight demand to grow by 140% over the next 30 years¹. Likewise, the UK port sector is expected to grow. In 2006 the Government forecast Ro-Ro traffic to increase by 101% by volume to 170m tonnes by 2030².



1.3 Despite these national trends, Kent's role as a UK Gateway means that a high proportion of HGV traffic heading to and from Europe uses the county's road network. Consequently there are negative impacts on Kent's residents, visitors and the road network itself.

1.4 When freight is discussed images of industrial sites, businesses and shops spring to mind. However, logistics networks increasingly serve households for deliveries of online shopping; and public service vehicles require access to frontages, for example refuse collection and the emergency services.

1.5 The County Council appreciates the need for freight to move on Kent's road network and the positive economic and social benefits that the industry brings both to the county and UK as a whole. However, the negative impacts are well recognised by Kent County Council (KCC) and industry bodies alike. It is these negative impacts that this Action Plan has been formulated to mitigate.

1.6 The Plan will describe the situation in Kent and identify actions that can be taken by KCC (with partners) to mitigate the impact of freight on the county's road network and residents' quality of life. The emphasis of the Plan is on road haulage for two reasons. Firstly, it is the dominant means of transporting freight across and within Kent, and secondly, KCC has responsibility for the

¹ Network Rail, 2010a.

² Department for Transport, 2012a.

roads in Kent (except the motorway and trunk roads and Medway Council area).

- 1.7 The actions are assigned to six objectives. There is **no order of priority** for the objectives because they need addressing simultaneously in order to achieve KCC's vision.

2.0 Scope of the Plan

- 2.1 This Plan has been written by Kent County Council and applies to roads for which KCC is the Highways Authority; i.e. all roads in Kent except the motorways and trunk roads and roads in the Medway Council area. Objective 3 refers to the Strategic Road Network (motorways and trunk roads) because these are the recommended routes for freight.
- 2.2 This Plan will predominantly focus on actions to mitigate the impacts of road haulage because this is the dominant mode of freight transport and affects most residents and roads in Kent. References are made to alternative modes and KCC supports the growth of sustainable distribution but beyond support and encouragement this Plan does not take action. A Rail Freight Plan will be developed that will deal with encouraging modal shift from road to rail.
- 2.3 The Plan is designed to list realistic actions that KCC (with partners) can take to tangibly improve the situation. For this reason, large scale (strategic) projects have been excluded. Further, this serves to reduce duplication as many of these projects appear in the *Local Transport Plan for Kent and Growth without Gridlock*. The exception to this is objective 1, around Operation Stack, which has been included because it is specifically about road haulage.

3.0 Roles and responsibilities

- 3.1 The impacts of freight are wide and varied and therefore a number of authorities are involved in mitigation. KCC recognises the need for close partnership working with the bodies listed below and others, such as Parish and Town Councils, local communities, and industry representatives.

Kent County Council

- 3.2 KCC is the Highway Authority for over 5000 miles of roads in Kent, except the motorway and trunk roads, and roads within the Medway Council area. KCC's roads range from County Primary Routes, such as the A229 and A28, to unclassified rural roads. The Council is responsible for maintaining the public highway and regulating development that affects it.
- 3.3 Under the Traffic Management Act 2004, all Local Transport Authorities in England have a duty to "secure the expeditious movement of traffic on the authority's road network," including freight traffic.
- 3.4 Strategic plans for transport in Kent can be found in the third Local Transport Plan, *Growth without Gridlock* and the Rail Action Plan for Kent. All of these can be found on the KCC website at www.kent.gov.uk.

Highways Agency

- 3.5 The management and maintenance of motorways and trunk roads in England is the responsibility of the Highways Agency (HA), which is an executive agency of the Department for Transport (DfT). As part of the network management duty, KCC work in partnership with the Highways Agency to prevent incidents on the Strategic Road Network which have an adverse impact on local roads.
- 3.6 Roads managed by the HA in Kent include the M25, M26, M20, M2/A2, A21, A249 and A259.

Department for Transport

- 3.7 The DfT runs projects to encourage the transfer of freight from road to rail and water, both of which are comparatively sustainable and have a smaller impact on people's lives. The DfT also sets regulations for the industry and researches freight transport, including their November 2011 national study into lorry parking.

District authorities

- 3.8 The twelve district authorities in Kent have a statutory duty to coordinate and manage air quality action plans under their Local Air Quality Management (LAQM) function. They are also the Planning Authority, responsible for granting permission for development applications except County Matters applications. This is explained in more detail under objective 5. District authorities also have parking enforcement powers under their agency agreement with KCC.

Kent Police

- 3.9 Kent Police is responsible for the enforcement of restrictions on lorry movements (such as weight and width limits), managing illegal parking and issuing penalty notices to drivers committing offences. They also run monthly Stammtisch meetings for lorry drivers with the aim to improve safety and reduce criminal activity on the roads. Information is provided in a variety of languages.

Medway Council

- 3.10 Medway Council is the Highway Authority for the 513 miles of roads in the Medway unitary authority area. They have the same responsibilities as KCC for their roads.

4.0 Kent County Council's vision

- 4.1 "To promote safe and sustainable freight 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."

5.0 Road haulage in Kent

5.1 Road haulage is by far the dominant mode of freight transportation. There are four categories of road freight:

- that passing through the county *en route* to another destination;
- HGV/Large Goods Vehicle (LGV) freight with its final destination in Kent;
- HGVs/LGVs generated as a result of businesses operating from Kent; and
- small goods vehicles delivering to residential or commercial properties.

5.2 The first category will primarily use the motorways and “A” roads. The other three categories will tend to use these roads for the majority of their journey but use the local road network to access their destination. Where the journey originates within Kent it is likely that the local road network is used during the first few miles too.

5.3 It is generally on the local road network that lorries may cause problems and disruption, for example in contravening weight restrictions, parking in unsuitable areas, using inappropriate routes, and causing damage to the road surface. Furthermore, KCC receives complaints regarding environmental issues such as excessive noise and vibrations causing disturbance and damage. However, these impacts have to be balanced with the need for lorries to serve destinations like supermarkets and industrial estates.

5.4 One of the most publicised impacts on the county is Operation Stack. This occurs when disruption to cross-Channel services results in lorries being parked, or stacked, along sections of the M20, causing delays and longer journey times by diverting traffic onto local roads and adversely impacting on businesses in East Kent.




5.5 Cross-county routes often converge in town centres, including the A20, A229 and A249 in Maidstone and the A28 and A257 in Canterbury, and similar examples in other towns across Kent. In these areas traffic tends to move slowly, with traffic lights and more people creating a stop-start flow, particularly in peak commuter hours. This type of flow produces more vehicle emissions. Due to their large engine size and use of diesel fuel, lorries produce a disproportionately large amount of particulate matter, nitrogen oxides and other pollutants and unfavourably affect air quality.

5.6 Kent has developed as a county with a series of medium-sized towns rather than a main urban centre. This creates a need for delivery journeys across the county, which can be problematic as many roads linking the towns are single carriageway. Consequently lorries can cause congestion.

- 5.7 In the longer term, KCC has the aim to enable a system of 'bifurcation' for port traffic. This would direct traffic heading to Dover's Eastern Docks on to the M2/A2 and that for the Western Docks and Channel Tunnel on to the M20/A20. This would minimise conflicts between international and regional traffic, free up capacity on the M20, tackle air pollution and support regeneration in Dover³.
- 5.8 KCC also actively lobbies for an additional Thames Crossing, which would reduce congestion at the Dartford Crossing. In 2008/9 18,000 HGVs per day crossed at Dartford⁴. The Council also supports the provision of additional slip roads at Junction 5 of the M25 (with the M26 and A21), which would prevent traffic (including freight) from using the local road network in this area. At present westbound traffic must use the A25 through several villages, which is not ideal. These strategic proposals can be found in *Growth without Gridlock* and the *Local Transport Plan for Kent 2011 – 2016*.
- 5.9 Kent's role as a UK Gateway means the county has a greater share of HGV traffic, particularly heading to and from the Channel Ports. This will be discussed in more detail in section 7.0.

6.0 Other freight distribution networks

Rail freight

- 6.1 The transportation of freight by rail is still a relatively small share of the overall surface freight market (HGVs plus rail) with around 12.7% (by volume) of goods moved by rail in 2009⁵. This represents 8.7% of the overall freight market (HGVs, LGVs, pipeline, rail and water). The use of this mode of distribution is more sustainable and can reduce pressure on the road network, with one freight train typically removing around 60 lorries and producing far fewer carbon emissions and air pollutants per tonne of freight than road haulage⁶. Growth in demand for rail freight is expected, with more retailers and other businesses looking to make their supply chain sustainable.
- 
- 6.2 In Kent, the principal freight routes were designed with central London as the focus. Access to the West Coast Main line is gained via the freight routes from Kent through Kensington Olympia, and access to the Midland Main Line and East Coast Main Line is gained via this route and the North London line. However, the route via Kensington Olympia does not currently accommodate the larger continental loading gauge freight vehicles, which need to use High Speed 1 (HS1).
- 6.3 HS1 has the ability to carry fast freight services to the larger continental loading gauge. HS1 Limited is currently working with operators to deliver

³ Kent County Council, 2011a.

⁴ Kent County Council, 2010.

⁵ Office of Rail Regulation, 2011.

⁶ Network Rail, 2010a.

sustainable freight services⁷. SNCF recently operated an experimental fast freight service from Paris to St Pancras via the Channel Tunnel and HS1, and DB Schenker Rail operates one service per week from Poland to London (Barking) on HS1, with a second expected from September 2012. It is estimated that adding this service will remove 3700 truck trips⁸. These services can take lorries off Kent's roads and therefore KCC favours the growth of rail freight on HS1 wherever possible.

- 6.4 In the future, High Speed 2 (HS2) may also present opportunities for the efficient transport of freight by rail over long distances, which could impact positively on Kent. HS2 will run from London to the West Midlands with possible future extensions further north to Manchester/Liverpool and also to South Yorkshire. KCC has made representation to the Secretary of State for Transport, urging her to include a high speed link between HS2 and HS1 to the immediate north of the London rail termini in order to facilitate through operation of rail freight trains between the Channel Tunnel and routes north of London. Although present plans do not include this link, the existing North London line would provide this facility in the short term but would need upgrading to provide a long term solution.
- 6.5 In November 2011, the DfT released some interim guidance on large-scale strategic rail freight interchanges, highlighting the benefits of encouraging modal shift from road to rail. However, even where freight travels on the rail network lorry transportation will still be required to get products to their destination.
- 6.6 Whilst the County Council recognises the benefits of national and international rail freight and supports its expansion, it does not support the location of a road-to-rail freight interchange within the county. A recent example was the Kent International Gateway (KIG) application for a road-to-rail interchange. KCC and Maidstone Borough Council opposed this because of the detrimental impact on traffic movements to the south-east of Maidstone and the questionable case for the benefits at this location. However, an interchange closer to London and the M25 (therefore taking lorries off Kent's roads) is supported, including the Howbury Park facility in the Slade Green area of the London Borough of Bexley.
- 6.7 KCC intends to influence the growth of rail freight in the county by developing a Rail Freight Plan, which will encourage modal shift from road to rail. KCC maintains that wherever possible freight should travel by rail, especially between the continent and destinations beyond London and the south east, which has no need to use Kent's network.

Air freight

- 6.8 Both Manston Airport and London Ashford Airport have freight operations. However, the majority of air freight in the UK uses the large London airports (Gatwick, Heathrow and Stansted) as well as airports near to the many distribution centres in the



⁷ High Speed 1, 2011.

⁸ World Cargo News, 2012.

Midlands (Manchester Airport and Nottingham East Midlands). This is because a large amount of freight travels in the belly holds of passenger planes, long-haul services are concentrated around London, and freight aircraft use airports close to their markets. Consequently, it is unlikely that Kent will become a major centre for air freight.

Water freight

- 6.9 The transportation of goods by water has many advantages. Shipping produces significantly less carbon per tonne of freight compared to road haulage and in addition noise pollution, vibration, congestion and accidents are either eliminated or greatly reduced. For businesses, the cost benefit from aggregation of individual shipments is greatest for sea freight and furthermore the environmental benefits can be used to enhance company image⁹.
- 6.10 Kent's long coastline and proximity to the European market makes it well placed to handle maritime freight. Continental imports and exports make up the majority of business along with one-port traffic (primarily marine-dredged aggregates). UK-wide, 95% of goods by volume entering and leaving the country do so by ship¹⁰. Lorry movements are generated when taking goods to and from the ports.
- 6.11 In the January 2012 National Ports Policy Statement the Government recognises the need for growth of UK ports, stating that location of growth should be determined by commercial factors. Kent's proximity to Europe makes it a target for growth.
- 6.12 The River Thames and River Medway were first and second busiest major inland waterways for goods lifted in 2010, transporting 1.84 and 0.42 million tonnes of goods of internal traffic respectively (i.e. remaining on the inland waterway and not going out to sea)¹¹. There are no other navigable inland waterways in Kent that can be utilised for inland freight movements.



7.0 Kent's international gateways

- 7.1 Kent is one of two key UK Gateways in the south of England. This is where Trans-European Networks for Road and Rail converge. As such, the county is a major entry and exit point for the movement of international freight. This is illustrated by the fact that 87% of powered goods vehicles travelling to mainland Europe did so via the Port of Dover and Channel Tunnel in 2011¹².
- 7.2 Kent contains the following international gateways:

⁹ Freight by water, 2011.

¹⁰ Department for Transport, 2012a.

¹¹ Department for Transport, 2012b.

¹² Department for Transport, 2012c.

The Channel Tunnel

- 7.3 The Channel Tunnel caters for lorries driven directly on to the train as well as containerised freight. In addition freight trains from the continent to UK use the Tunnel, which removes multiple lorry movements from Kent's roads by delivering aggregates and other bulk loads directly to rail terminals near their destinations. Problems here, such as industrial action, adverse weather or a fire in the tunnel can also lead to Operation Stack being implemented. However, in recent years this has been occurring less frequently and the majority of incidents leading to Operation Stack are related to the ferry ports.
- 7.4 Eurotunnel offers a fast crossing (35 minutes) and frequent departures. In addition, the tunnel saves 25 km compared to the Dover ferries so is an attractive option to hauliers. Due to the physical capacity of the Tunnel and the lines leading to it there is a limit to the amount of traffic that can use the Tunnel. However, it is currently not operating at capacity.

The Port of Dover

- 7.5 Over the past two decades, the number of lorries using the Port of Dover has more than doubled¹³. The ferry services are vulnerable to poor weather and industrial action that causes delays and ultimately lead to the implementation of Operation Stack. Furthermore, in December 2011 the Government approved the £400 million development of Terminal 2 at Dover, doubling the capacity of the port¹⁴. Although this will not be built until market conditions are favourable and the Port has agreed to make improvements to the A20, the potential future impact on freight traffic in the county is significant.
- 7.6 The Calais 2015 Port Project aims to double the size of the Port of Calais. The project also includes a new logistics centre to cater for freight between the continent and UK¹⁵. Completion is estimated at around 2016 and these capacity increases could increase the amount of HGV traffic entering the UK through Kent.

The Port of Sheerness

- 7.7 Sheerness is a deepwater port and one of the UK's largest import points for fruit, timber, paper products and vehicles¹⁶. Peel Ports, who own the facility, have plans to develop it over the next 20 years, including a 40 hectare port expansion¹⁷. It handles both containerised and conventional cargo.



¹³ Kent County Council, 2011a.

¹⁴ Kent Online, 2011.

¹⁵ Port of Calais, 2012.

¹⁶ Kent County Council, 2011a.

¹⁷ *Ibid.*

The Port of London

- 7.8 The part of the Port of London situated in the Kent and Medway consists of ten wharves and terminals, which handled 4.167 million tonnes of cargo in 2011 (representing an increase of over 24% from 2010)¹⁸. The majority of cargo is aggregate and cement but the area also handles petroleum products, paper and pulp, forest products, steel and other metals. Two of the terminals are rail-linked and the Port has plans to link more.

The Port of Ramsgate

- 7.9 Ramsgate is a Ro-Ro terminal, catering for wheeled cargo (HGVs and trailers). Services go to Ostende in Belgium. Six ships make the crossing up to 20 times a day¹⁹.
- 7.10 NB: all the Ports are constrained by the maximum vessel size they can accommodate.

Kent's wharves

- 7.11 There are a number of wharves on the Kent coast, including at Northfleet, Whitstable, Dover and Ramsgate. Landings of marine dredged sand and gravel in Kent have consistently accounted for around 30% of all landings in the south east region (excluding London) between 1998 and 2008²⁰. Landings in Medway make up a further 25%. Imported materials include cement, pulverised fuel ash, slag, crushed rock and marine dredged aggregates.

Manston Airport

- 7.12 Currently the Airport caters for around 32,000 tonnes of freight each year, consisting of mainly perishable products from Africa²¹. The owners of the airport have forecast that they will accommodate 400,000 tonnes of freight by 2033²². Onward transportation from the airport is by road.

Rail-linked aggregates terminals

- 7.13 There are active railheads in Kent. Sevington (Ashford), Hothfield (Ashford) and Allington (Maidstone) imported 500,000 tonnes of aggregates between them in both 2007 and 2008²³. A fourth railhead is at East Peckham (near Maidstone), which also imports aggregates. Further, the Port of London has two aggregates terminals in north Kent that are linked to the rail network.
- 7.14 It is likely that the majority of imports to these sites are destined for Kent and Medway and some to London, mainly for construction purposes.

¹⁸ J. Trimmer, PLA, by email May 2012.

¹⁹ Port of Ramsgate, 2012.

²⁰ Kent County Council, 2011b.

²¹ Kent International Airport - Manston, 2009.

²² Kent County Council, 2011a.

²³ Kent County Council, 2011b.

8.0 Other freight generators

International gateways outside of Kent

- 8.1 Additionally there are international gateways in nearby and neighbouring authorities, including the Thamesport at Medway, London Gatwick Airport in West Sussex and London Heathrow Airport in West London. Medway also has a number of wharves importing aggregates, the Hoo Junction rail terminal, and is home to Chatham Docks, which handles over a million tonnes of cargo a year. The Port of London has a number of wharves in Essex and London. All of these are centres for freight and may use KCC's road network and the motorways in Kent (particularly the M25/M26/M20/M2).
- 8.2 Currently under construction, the London Gateway container port at Thurrock, Essex, will be able to accommodate 3.5 million containers per year, dramatically increasing the container capabilities of the Port of London. It also has outline planning permission for a logistics park covering over 9 million square feet. The proposals included linkages to the rail network and are based on portcentric logistics; where companies have their distribution and/or manufacturing hubs at the port. It is estimated that the facility will remove over 60 million lorry miles from the national highway network²⁴.

Logistics operators

- 8.3 There is a significant amount of warehousing around Maidstone, Aylesford, Sittingbourne, Faversham, and Dartford. Many major distributors have regional distribution centres in these areas serving south London, Kent, Surrey and Sussex due to the good motorway connectivity.

Agricultural and horticultural businesses

- 8.4 Kent is often referred to as the "Garden of England" because of the fertile land, warm and dry climate, and history of food production in the county. £20 million of strawberries are grown in Kent each year²⁵ as well as produce from extensive orchards and other farms including a growing wine industry and market gardening. All of these crops rely on transit by lorry to their respective markets and generally operate from farms where access is only by local rural roads.



Planned construction

- 8.5 Proposed development will increase demand in the region for construction aggregates and generate more HGV movements. This includes the Thames Gateway region, which is made up of some of the east London Boroughs, the southern part of Essex, Medway, and Dartford, Gravesham, and parts of Swale in Kent. Additionally proposed housing developments in districts across

²⁴ London Gateway, 2012.

²⁵ BBC Inside Out, 2003.

Kent will increase demand. The wharves in north Kent and Medway and the railheads in the Ashford area will be able to serve the development sites. London's Crossrail project is already having an affect as excavated material is transported by rail to Northfleet and then onward by water²⁶.

Other sites

- 8.6 There are, of course, numerous other sites across the county that generate freight. These include smaller ports and docks (such as Ridham in Swale), supermarkets and industrial estates, and London Ashford Airport (Lydd), which has a modest freight operation.

9.0 Freight Action Plan for Kent objectives

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

The issues

- 9.1 When cross-Channel services from the Port of Dover or through the Channel Tunnel are disrupted, there is no additional capacity to store the waiting vehicles. To combat this, sections of the M20 are used to "stack" lorries until normal service can resume at the ports.

- 9.2 Other traffic must be diverted from the M20 to the A20 and this causes congestion, delays and unreliable journey times as well as negative impacts on business activities in East Kent. Aside from its impact on the road network, Operation Stack requires resources from Kent Police and the Highways Agency to manage and control queuing lorries.

- 9.3 Research by the Freight Transport Association (FTA) has shown that Operation Stack costs the UK economy £1 million per day and costs Kent Police £15,000 per day as well as taking up to 90 officers away from their usual place of work²⁷.



- 9.4 Although the disruption during these periods is intense, Operation Stack is a relatively rare occurrence with no simple solution and in recent years it has become less frequent.
- 9.5 As of April 2012, the HA will no longer use the Quick Moveable Barrier (QMB), which was a concrete barrier designed to allow contraflow running on the M20 (see picture). KCC had urged them to retain it.

Current actions

- 9.6 KCC has been working with Kent Police, the Highways Agency and district councils to find a long-term solution to Operation Stack and has a proposal for

²⁶ Crossrail, 2012.

²⁷ Kent County Council, 2011a.

a lorry park adjacent to the M20 between junctions 10 and 11. This will take queuing lorries off the M20 carriageway and allow the motorway to function as normal, reducing the disruption and delay to Kent residents and businesses. A low cost design is being prepared which will aim to provide 2,700 spaces.

- 9.7 Alongside this work, KCC will continue to work with partners to investigate alternative methods to alleviate the effects of Operation Stack, for example assisting with the planning process.

Future actions

- 9.8 KCC will continue to progress the Operation Stack lorry park design to a stage where it can be submitted for planning permission. This will include balancing issues such as environmental impacts (on habitats, landscapes, flooding, lighting etc.) impacts on the road network, safety and security, and traffic management. Methods of funding for construction and operation of this proposal will also be investigated.

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

The issues

- 9.9 There are currently nine official overnight lorry parking facilities in geographical county of Kent (i.e. the area covered by KCC and Medway Council):
- Medway Pavilion Motorway Service Area – M2;
£15 – 20 per night and capacity of 42 northbound and 24 southbound.
 - Maidstone Motorway Service Area – M20;
£25-30 per night and capacity of 28 spaces.
 - Stop 24 Motorway Service Area – M20;
£15-20 per night and capacity of 20 spaces.
 - Ashford International Truck Stop – A2070;
£20 – 25 per night and capacity of 275 spaces.
 - Nell's Café, Gravesend – A2;
Free to use and capacity of 30 spaces.
 - Dover Truckstop – A2;
£20 – 25 per night and capacity of 100 spaces.
 - Oakdene Café, Wrotham – A20;
£5 per night and capacity of 10 spaces.
 - Airport Café – M20
£5 – 10 per night and capacity of 17 spaces.
 - Merrychest Café – A269
Free to use and capacity of 9 spaces.
- 9.10 The November 2011 DfT study into national lorry parking supports anecdotal evidence and previous studies in finding that on-site lorry parking facilities (i.e. designated truckstops) in the county are unable to meet demand for spaces²⁸. At district level, it found that facilities in Maidstone were 100% utilised, Gravesham and Ashford were 75-100% utilised, Dartford and Dover 50-75% and Shepway and Tonbridge and Malling 25-50%. The neighbouring

²⁸ AECOM, 2012.

Medway Council area was at 75-100% utilisation. This suggests that at peak times many of the facilities in these areas could exceed full capacity.

9.11 The DfT found severe off-site parking (i.e. not in truckstops) in Swale, Canterbury and Dover districts. In Swale, 83 vehicles were found parked up, which was the highest number in the whole south east region and probably due to the fact that the Borough does not have a truckstop and nor does neighbouring Canterbury District.

9.12 The study found particular hotspots along the A249 Maidstone to Sheerness, M20 Ashford to Folkestone and A2 Dover to Faversham. A hotspot is defined as more than 25 vehicles parked within 5km of one another. It was also found that UK registered lorries are slightly more likely to park off-site than non-UK registered lorries. There are other sites in the county that may not be classed as hotspots but nevertheless suffer problems as a result of persistent lorry parking.

9.13 Due to excess demand, the cost of using truckstops and sometimes unclear signing, drivers are likely to use unsuitable parking areas, such as lay-bys or industrial estates²⁹. It may also be that the facilities in Kent are not secure enough to make using them worthwhile as a rise in freight crimes has



increased demand for safe and secure lorry parking³⁰. There is a concentration of freight crimes in the London to Dover corridor.

9.14 Private sector investment in new lorry parking facilities is unlikely due to the high costs associated with construction as well as high overheads, and therefore low profit margins, associated with operating a stand-alone lorry park.

9.15 The European LABEL project produced a method for grading lorry parking facilities based on security and services offered. Truckstop owners can use a self-assessment tool to rate their site and make this information available online on the International Road Transport Union's website for registered users³¹. However, the data is incomplete for Kent.

9.16 Particular problems associated with parking off-site are lorry-related crime, road safety, damage to roads, kerbs and verges, environmental health issues (particularly resulting from human waste), littering, visual and noise intrusion and personal safety. Refrigeration units and in-cab heaters require the engine to be running and so also contribute to air and noise pollution.

²⁹ AECOM, 2012.

³⁰ Freight Transport Association, 2011(a).

³¹ International Road Transport Union, 2011.

Current actions

9.17 KCC is currently carrying out feasibility studies for truckstops at various locations along the M20/A20 and M2/A2 corridors and will look to work in partnership with the private sector to secure and promote these sites.



9.18 At the same time, KCC will work with Kent Police to manage the illegal parking of lorries in lay-bys and local estate roads. When the Police receive a complaint of a lorry causing a parking problem, officers attend and assess the situation. If it is causing a danger or obstruction to other road users then the vehicle will be moved to a more appropriate location and the driver advised or dealt with, as appropriate.

9.19 KCC will continue to work with local councils and residents who report unsuitable and anti-social lorry parking. These matters will be investigated and if appropriate a ban on parking could be implemented. However, these will be considered in the context of the wider area so as to not simply move the problem on.

9.20 Kent's Vehicle Parking Standards include provision for lorry parking at developments where appropriate. These are now guidance only as the National Planning Policy Framework enables local authorities to specify what facilities are required in their area. If Kent's district councils decide that non-residential parking standards are best formulated at county level KCC will consider the resource implications and work with districts to agree on a timetable for review and adoption.

Future actions

9.21 KCC will update the recommended lorry route maps for Kent. These maps will show recommended overnight parking, encouraging drivers to park appropriately. They will initially be distributed online and promoted through industry bodies. If there is demand for printed copies these could be made available at service stations or to Kent Police to hand out at Stammtisch meetings.

9.22 Specifically for England, the Highways Agency has produced a Truckstop Guide, including a section on the South East. This document is downloadable from the HA website by region as well as having an online interactive map. It identifies lorry parking sites, gives directions and lists the facilities available, such as cash machines, CCTV and security fencing; available at www.highways.gov.uk/knowledge/25954.aspx. The County Council will promote this guide and through dialogue with the HA ensure that it remains current and complements our own lorry route maps.

9.23 Where there is an appetite to do so, KCC will facilitate the formation of Freight Quality Partnerships (FQPs). A FQP is a mechanism for open discussion amongst freight operators, freight generators and community representatives. The impetus would be on the freight industry to lead any FQPs with the

support of others. They are best formed around a specific issue to ensure resources are focused and used effectively.

- 9.24 KCC will investigate using an online reporting service whereby freight related issues can be highlighted. This could be part of a freight journey planner (see objective 3) or Lorry Watch scheme (see objective 4). Issues would be investigated and the informant notified of any resulting action.

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.

The issues

- 9.25 It is preferable for lorries to use the Strategic Road Network because this is designed to withstand the pressure of heavier and wider vehicles, accommodate high traffic volumes, are generally segregated from housing, and facilities for lorry drivers are located with this network in mind. Therefore, the impact of freight on communities is minimised.
- 9.26 However, on occasion the movement of freight on the Strategic Road Network does present a problem, most noticeably during the implementation of Operation Stack. At other times the volume of freight traffic influences road capacity, speed and therefore congestion and air quality.
- 9.27 An important influence over whether drivers stick to the Strategic Road Network is the use of, and sometimes overreliance on, satellite navigation (sat nav) devices. Drivers sometimes pay more attention to the route advised by their device and consequently miss or ignore road signs. This is particularly the case where drivers are unfamiliar with the area, resulting in them using unsuitable roads or perhaps getting stuck or damaging buildings and street furniture. With pressures to deliver in the fastest time and with minimal fuel consumption, sat navs may be set to use the shortest distance but this is not always the most appropriate route.
- 9.28 Unfortunately, many of these devices are designed for cars and so do not consider the suitability of the route for a large vehicle and corresponding restrictions on the highway. Another contributing factor is the length of time it takes for data to get from local authorities to mapping companies resulting in out-of-date and therefore incorrect routing. In other instances, drivers are not updating their maps when a new version is released.
- 9.29 Use of the local road network generally occurs during the first and last miles of a journey, when picking up or delivering goods. The County Council acknowledges that freight vehicles need to use this network and that this



supports the economic prosperity of Kent as well as the quality of life enjoyed by its residents.

Current actions

- 9.30 KCC is working to develop an online lorry journey planner. To do this, all the information held on weight, width and height restrictions, parking restrictions, loading times, and various other data will be uploaded into a routing database. This will form a web page linked from www.kent.gov.uk so drivers and hauliers will be able to input start and finish locations as well as the physical dimensions of their vehicle to generate a suitable route. This will also be promoted on our partners' websites.
- 9.31 KCC will continue to use positive signing to direct lorries onto the most suitable roads.
- 9.32 KCC was represented at the recent sat nav summit hosted by Local Transport Minister Norman Baker. The Council will continue to contribute to this debate, using Kent's experiences to find nationwide solutions to the issues caused by sat nav systems.

Future actions

- 9.33 KCC will lobby and try to work with satellite navigation manufacturers to update their mapping data so that lorry-appropriate routes can be generated. In addition, KCC will ensure that data is available to aid the development of accurate lorry satellite navigation systems.
- 9.34 Utilising the FQP model could help to develop routing solutions, particularly when working with a local haulage company. However, it is recognised that when vehicles originate from the continent it may not be possible to administer solutions through FQPs.
- 9.35 KCC will update the lorry route maps for the county from the previous version issued in 2001. These include large scale town centre maps because these are often the final destination for freight within the county. The maps are another means by which drivers can become informed about appropriate route choices to make whilst travelling through Kent.
- 9.36 To accompany the updated route maps, a review of HGV signing across the county will be conducted to ensure that it is clear and appropriate. For example, this could include the use of the new "unsuitable for HGVs" pictorial sign to enable all drivers, whatever their language, to understand the meaning.
- 9.37 The use of lorry-specific satellite navigation systems will be encouraged, for example when working with industry representatives and haulage companies, and in KCC's own road safety information (see 9.54).

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

The issues

- 9.38 This objective is presented as distinct from objective 3 because of the range of issues other than routing that affect local communities. Further, in many cases lorries need to use the local road network so this objective will cover actions than can mitigate the impacts where rerouting is not possible.
- 9.39 One example of this situation is in Littlebourne, Canterbury District. The junction of Nargate Street with the A257 is particularly tight with residential properties fronting directly onto the carriageway. HGVs using the junction have damaged buildings and KCC has consequently used bollards to protect them. KCC is now working with the Parish Council to use the new pictorial sign advising HGVs not to use the road. However, it is recognised that there are a number of large agricultural businesses in the area that need to use the road. The needs of all users must be balanced in any decision and therefore a legally enforceable weight limit was not introduced.
- 9.40 Other projects KCC have been working on include the Sittingbourne and Rushenden Relief Roads, which have been designed to allow freight traffic to take a direct route to industrial parks therefore avoiding unsuitable residential areas. However, building new roads is highly unlikely to be an option in many cases.
- 9.41 On Kent's roads (excluding Medway and HA roads) in 2010 there were 40 crashes involving goods vehicles (defined as anything from a car-based van upwards) that resulted in a killed or seriously injured (KSI) casualty, but only 4 casualties were goods vehicle KSI casualties³². This suggests that when a goods vehicle is involved in a crash it is the occupants of other vehicles or pedestrians/cyclists who are most likely to be injured.
- 9.42 The majority of foreign goods vehicles over 7.5 tonnes maximum gross weight (mgw) use the motorway and trunk roads in Kent, with the greatest number along the M20 corridor. It is no surprise, therefore, that 48% of HGV crashes (all severity) on the M20 involved a foreign HGV compared to 19% for Kent overall (42 out of 219 HGV crashes)³³. To some extent, this reinforces the view that it is local operators and last mile deliveries that use the local road network in Kent rather than foreign drivers who instead tend to be making long distance journeys on the Strategic Road Network.
- 9.43 There are 38 Air Quality Management Areas (AQMAs) within Kent, of which 28 are on KCC roads. Freight transport makes a significant contribution to air pollution exceedances.

Current actions

- 9.44 There are a number of possible interventions the County Council can take to help minimise and prevent the negative effects of freight traffic.

³² Jacobs and Kent County Council, 2011a.

³³ *Ibid.*

- 9.45 Education and awareness can help people to become more accepting of HGV traffic as a necessary part of modern life. It can also influence people to make sustainable choices, such as getting parcels delivered to their local shop to avoid the need for redelivery if no one is at home. This can reduce freight traffic on the county's roads. The FTA is involved in educational work and the County Council will support and work with them in Kent. More information on sustainable distribution is in objective 6.
- 9.46 As stated in 9.31, Positive signing can be used to direct large freight vehicles onto suitable roads.
- 9.47 Weight restrictions take two forms – structural and environmental. Where a bridge, culvert or carriageway is structurally incapable of supporting vehicles above a certain weight a restriction can be implemented that applies to all vehicles. Alternatively, where large freight vehicles are using unsuitable roads, such as narrow residential lanes, an environmental weight restriction can be used. This would apply to vehicles over a certain weight except buses, cranes and emergency vehicles or where they need to load/unload or be garaged.
- 9.48 Width restrictions can be used in the same ways as weight restrictions. Similarly, height restrictions are used on structures such as bridges or in areas when buildings overhang the highway in order to prevent vehicles from causing damage.
- 9.49 KCC will continue to use such measures where appropriate. However, it is recognised that the effectiveness of these restrictions is largely dependent upon their enforcement, which is labour-intensive and done on a prioritisation basis by Kent Police.
- 9.50 KCC will continue to work with local councils and residents to investigate problems caused by the movement of freight through the county. In the current economic climate, critical safety schemes will be prioritised.
- 9.51 KCC is aware that public service vehicles also make up goods vehicle traffic on the road. Therefore, KCC has been working with some of the districts and boroughs currently in the procurement stage for their new waste collection contracts. This will result in more effective restrictions for waste collection along key routes, for example only collecting waste outside of peak hours. This assistance will be offered to other authorities in Kent in future.
- 9.52 KCC will work with the District and Borough Councils to work on initiatives to improve air quality across the County and particularly in the AQMAs.



- 9.53 KCC recently worked with the National Farmers' Union (NFU) to explore ways to collaborate and produced an article that was distributed to NFU members and available on KCC's website. This was targeted around springtime and covered issues regularly reported to KCC, such as mud on the road and slow moving vehicles. It also offered farmers in Kent a point of contact for any highways and other concerns that they may have. KCC will continue this partnership working.
- 9.54 Online leaflets are produced in a variety of languages and aimed at foreign drivers (commercial and tourist) to offer advice on how to drive on Kent/UK roads³⁴. Paper copies have been distributed at the Ports and Eurotunnel in conjunction with Port Police and Kent Police, and the website information is promoted through port and Eurotunnel ticket agencies. The County Council will continue to promote safer road use to HGV drivers with the aim to reduce the number of HGVs involved in road traffic collisions. This medium will also be used to promote key messages, such as using HGV specific sat navs and identifying the new pictorial signs indicating that a route is unsuitable for lorries. The website address is: <http://www.kentroadsafety.info/tourist-drivers.php>
- 9.55 KCC is investigating adapting the Lorry Watch scheme, which is usually based around a weight limit. Local volunteers record the details of vehicles contravening the weight limit and repeat offenders are contacted to ascertain why this is happening. In Kent the remit could be widened to use of inappropriate routes, even if not subject to any restrictions. Alternatively, the data collected could be used to plan an enforcement regime or be merged with possible work outlined in paragraph 9.56.

Future actions

- 9.56 Consistent with the localism agenda, KCC will explore working with local councils and communities to develop a methodology to show that a route is unsuitable for HGVs. This could be an extension to the Lorry Watch scheme or a standalone campaign where a sign is publicised amongst HGV drivers, for example at the ports, and then residents could display the sign on their property to inform drivers in the area.
- 9.57 As stated in objective 3, to combat the use of inappropriate routes KCC will seek to work with and lobby satellite navigation system manufacturers. The development and promotion of an online freight journey planner will also help to resolve these issues.
- 9.58 Working with freight generators, haulage companies and other interested parties either informally or by forming an FQP could help to resolve local issues. By working with the freight industry it is hoped that compromises will be reached that successfully balance the needs of industry with the needs of residents. For example, in areas with air quality problems investigating the use of Low Emission Zones, emissions standards could be agreed and adopted in an FQP.
- 9.59 To expand on the approach outlined in 9.51, the County Council will seek to work with town centre and shopping centre management companies on their

³⁴ Kent County Council, 2012.

delivery and servicing arrangements, such as times and routes used, to minimise the impact of HGV traffic on the road network and communities.

Objective 5: To ensure that KCC continues to make effective use of planning and development control powers to reduce the impact of freight traffic.

The issues

9.60 Involvement in forward planning and development management enables KCC to influence freight movements and, therefore, to reduce their impact on local communities where possible. KCC aims to ensure that this involvement is used fully and appropriately.

9.61 When housing, industrial or other development is proposed, KCC (as the Highway Authority for all except the motorways and trunk roads) is consulted as a statutory consultee. KCC can recommend that the district council (as the planning authority, for all except “County matters” applications) imposes conditions on planning consents and/or enters into legally binding agreements with developers. These conditions/agreements can be for the construction and/or the operational phases of the site. Such conditions can be made with the aim to minimise any impact on the physical road network as well as the surrounding properties.

9.62 New developments that are deemed to have a significant impact on the surrounding transport network are required to produce a Transport Assessment that examines the extent of any impact and identifies mitigation measures.



9.63 KCC is also involved, in partnership with the district councils, with the forward planning of development through the preparation of Local Plans and related local transport strategies.

9.64 KCC is the planning authority for minerals, waste and County Council development applications (“County matters”). In such cases, the consultation and recommendations described in 9.61 above are internal to KCC.

9.65 It is likely that many of the developments covered by 9.61 and 9.64 above will become attractors of HGVs. 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. Involvement in this licensing is separate from, but with some relationship to, development management.

Current actions

9.66 The Traffic Commissioner for the South Eastern and Metropolitan Traffic Area determines applications for Operators’ Licences (or O Licences). An O

Licence is the “legal authority needed to operate goods vehicles in Great Britain”³⁵. An edited version of the fortnightly “Applications and Decisions” document, retaining only items relevant to Kent, is assessed by KCC, as well as being shared with certain district partners. An O Licence determines if vehicles can be kept on the site.

9.67 The O Licence process grants KCC limited rights of objection, which can be made on two grounds. Firstly, based on the safety on the highway at the point of access to the site; and secondly, on environmental grounds, such as degradation of grass verges and excessive noise on approach roads for local residents. For objections on environmental grounds KCC tends to work with the relevant district or borough. All objections must be made within 21 days and must be copied to the applicants. KCC can work with applicants to negotiate a solution, if such is possible, and then withdraw the objection.

9.68 Distinct from O Licence applications, KCC also comments on planning applications for all developments proposed in Kent that will have an impact on the highway network. This enables KCC to influence, and even enter into, a legal agreement with the developer and/or recommend the imposition of conditions on the consent.

9.69 During the construction phase of any development a legal agreement or condition can be used to secure a construction management plan that designates lorry routes that construction traffic is obliged to use. KCC can also ensure that pre and post-construction surveys are carried out to assess any damage done to the surrounding roads and have it rectified by the developers.



9.70 As far as is reasonably practicable, developments generating freight movements should be located where there is easy access to the Strategic Road Network, having regard for the preferred freight routing. When planning applications are submitted, developments are assessed for all reasonable access, including deliveries and collections by HGVs. If access is inappropriate, then an objection may be made, a planning condition imposed or KCC may work with the developer to reach a mutually agreeable solution. This could include, for example, upgrading a junction to accommodate large vehicles.

9.71 Opportunities to locate commercial developments next to alternative forms of transport, such as rail and waterways, are supported. However, it is recognised that such developments are very rarely on a scale large enough to warrant the necessary new rail infrastructure. Further, due to cost and time reasons road haulage is often the most attractive option.

³⁵ Freight Transport Association, 2011b.

- 9.72 Linking back to O Licences, when sites are the subject of applications for permission for a change of use, planning conditions can be imposed. For example, the specific area of the site to be used for the parking and manoeuvring of HGVs can be identified and safeguarded, operational hours can be limited, and access and egress in only one direction can be specified.

Future actions

- 9.73 Exceptionally, developments have delivery and servicing plans (DSPs) restricting (by size, weight or frequency) freight traffic around the site once it is operational. However, these are not generally used because they rarely fit with the commercial purpose of the business(es). However, a DSP can help reduce congestion at peak hours and cut air pollution by reducing the number of delivery trips to a site or making them out-of-hours. KCC could consider the footprint of its own buildings in order to be exemplary of the successful implementation of a DSP.
- 9.74 Delivery times tend to be market-driven and vary between operators. Some commercial operations will use out-of-hours deliveries to avoid any impact on the customer shopping experience whereas others may depend on stock levels rather than time. In appropriate situations, KCC will investigate limiting sites to night-time deliveries in order to spread freight traffic throughout the day. However, this would only be where there would be no disturbance to surrounding residents or to the business itself.
- 9.75 Transport for London (TfL) has produced a code of conduct for night time deliveries, highlighting ways to minimise noise and nuisance to surrounding sites³⁶. KCC will promote this code and explore possible trial sites across the county.
- 9.76 As discussed in 9.59, KCC will also investigate using a more informal approach by working with town or shopping centre management.

Objective 6: To encourage sustainable distribution.

The issues

- 9.77 Sustainable distribution involves more efficient transport and warehousing, for example using sustainably sourced building materials and insulation to reduce energy use. Within this Plan, only the transport side of sustainable distribution is referred to.
- 9.78 The 2010 Interactive Media in Retail Group consumer survey found that 75% of customers had experienced complete or first time delivery failure³⁷. This suggests that there is great potential to reduce the proportion of freight on the county's roads that is there due to redeliveries. Predominantly these are smaller vehicles, such as vans, but they still have an impact on Kent in terms of congestion, air quality and noise.
- 9.79 As stated in paragraph 6.7, KCC supports the expansion of the rail freight industry and particularly the transfer of freight from road to rail. A plan will be

³⁶ Transport for London, 2011.

³⁷ Hampshire County Council, 2006.


dedicated to this and therefore this Freight Action Plan does not include any specific measures around modal shift.

- 9.80 KCC also supports the transfer of freight from road to waterways, as seen in the current Crossrail tunnelling where excavated materials are being shipped from London and Northfleet to Wallasea Island in Essex³⁸. The Port of London Authority (PLA) is working with major retailers to incorporate inland waterways transport into their logistics chains. KCC supports these initiatives.

Current actions

- 9.81 There are already alternative delivery networks that can be accessed in Kent. Many high street and online retailers offer the facility whereby parcels can be sent to local corner shops so that the customer can collect the parcel at a convenient time. This prevents the need for redelivery and reduces the mileage that freight covers.
- 9.82 Other networks use electronic lockers placed at strategic locations, such as railway stations, leisure centres, supermarkets, and petrol stations. When purchasing from an online store the customer specifies the address of the locker company who then forward the parcel on to the chosen locker location. A code is sent through to the customer and they can collect their parcel, again reducing the need for redelivery.
- 9.83 In rural locations, local businesses such as pubs and community shops may be willing to act as delivery points in a similar way.
- 9.84 Kent County Council supports the use of these alternative delivery networks and will promote their use.

Future actions

- 9.85 As explained in paragraph 9.45, KCC is has expressed an interest in working with the FTA in their educational work. This will form part of the Council's commitment to helping Kent's residents to make sustainable choices. For example, realising that when large items are ordered, such as white goods or furniture, this places another goods vehicle on the county's road network. Therefore education and awareness can help people to accept the necessity of freight traffic to maintain their current standard of living. KCC is also prepared to work with other organisations carrying out similar work.
- 
- 9.86 Another means to reduce failed deliveries is to have parcels sent to places of work. Provided this would have a minimal impact on the business, companies should be encouraged to accept personal post for their staff members. The use of workplace deliveries will be investigated within the KCC with the potential to run a trial to assess its effectiveness.

³⁸ Crossrail, 2011

10.0 The Freight Action Plan for Kent – Table of objectives and action points

- 10.1 The objectives discussed in this Plan have been collated into a table detailing their corresponding actions, targeted outcomes and identified risks.
- 10.2 The Action Plan will be monitored on an ongoing basis by the Traffic Manager.

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Objective	Actions	Outcomes	Risks
<p>1. To find a long-term solution to Operation Stack.</p>	<p>1.1 To progress the Operation Stack Lorry Park proposals.</p> <p>1.2 To work with partners to investigate alternative solutions to Operation Stack.</p>	<ul style="list-style-type: none"> ➤ Reduced disruption to the motorway and diversionary routes. ➤ A lessened economic impact on businesses in East Kent. 	<ul style="list-style-type: none"> ➤ Operation Stack Lorry Park does not receive planning permission. ➤ A source of funding is not secured.
<p>2. To take appropriate steps to tackle the problem of overnight lorry parking in Kent.</p>	<p>2.1 To continue assessing the feasibility of new truckstops and look to work with the private sector for delivery.</p> <p>2.2 To continue working in partnership with Kent Police to tackle illegal lorry parking.</p> <p>2.3 To continue to work with local councils and residents who report inappropriate lorry parking.</p> <p>2.4 To encourage the inclusion of lorry parking at development sites, where appropriate.</p> <p>2.5 To update the lorry route map for Kent and distribute it online and through partner organisations.</p> <p>2.6 To work with the Highways Agency to ensure their Truckstop Guide is current and to promote the use of the guide by lorry drivers.</p> <p>2.7 To work with partners to form a Freight Quality Partnership based around a specific issue where there is the appetite to do so.</p> <p>2.8 To investigate the development of an online</p>	<ul style="list-style-type: none"> ➤ Reduction in anti-social lorry parking. ➤ Better facilities for drivers. ➤ Better informed drivers. ➤ Engaged and empowered local communities. ➤ Positive partnership working with the freight industry. 	<ul style="list-style-type: none"> ➤ No feasible truckstop sites are found. ➤ Private sector partners cannot be found to construct and/or run new truckstops. ➤ Pressures on KCC and Kent Police funding restrict what action can be taken on illegal lorry parking. ➤ Preventing parking in one area transfers the problem to a new location. ➤ KCC's actions do not meet the public's expectations, e.g. due to funding constraints. ➤ The lorry route maps are not used. ➤ The Truckstop Guide is not

Objective	Actions	Outcomes	Risks
	reporting service where inappropriate lorry parking can be logged.		used.
<p>3.</p> <p>To effectively manage the routing of HGV traffic to ensure such movements remain on the Strategic Road Network for as much of their journey as possible.</p>	<p>3.1 To continue with the development of an online lorry route planner.</p> <p>3.2 To continue to use positive signing to direct lorries onto the most suitable roads.</p> <p>3.3 To continue to contribute to the debate around sat navs.</p> <p>3.4 To lobby and work with manufacturers of satellite navigation systems to improve HGV route generation.</p> <p>3.5 To work with partners to form a Freight Quality Partnership based around a specific issue where there is the appetite to do so (also action 2.7).</p> <p>3.6 To update the lorry route map for Kent and distribute it online and through partner organisations (also action 2.5).</p> <p>3.7 To review HGV signing across the county.</p> <p>3.8 To encourage the use of lorry-specific satellite navigation systems.</p>	<ul style="list-style-type: none"> ➤ Fewer reports of freight traffic using inappropriate routes. ➤ Better informed drivers. ➤ Greater journey time reliability. ➤ Improved sat nav route generation. ➤ Positive partnership working with the freight industry. 	<ul style="list-style-type: none"> ➤ The online lorry route planner is not used by lorry drivers or haulage companies. ➤ Positive signing is ignored. ➤ Satellite navigation system manufacturers are unwilling to engage. ➤ The lorry route maps are not used. ➤ Funding constraints restrict what measures can be implemented.
<p>4.</p> <p>To take proactive steps to address</p>	<p>4.1 To support the FTA's educational work around the necessity for freight as part of modern life and work with other organisations in this field.</p> <p>4.2 To use positive signing where needed to direct goods vehicles onto suitable roads (see also action 3.2).</p>	<ul style="list-style-type: none"> ➤ Greater understanding of the necessity for freight amongst the general population. ➤ Fewer reports of freight traffic using inappropriate 	<ul style="list-style-type: none"> ➤ Despite education, there is no behaviour change. ➤ Positive signing is ignored. ➤ Pressure on KCC funding restricts what action can be

Objective	Actions	Outcomes	Risks
<p>problems caused by HGV traffic to communities.</p>	<p>4.3 To implement height, width and weight restrictions where there is a clear need.</p> <p>4.4 To continue to work with local councils and communities to investigate problems caused by the movement of freight (see also action 2.3).</p> <p>4.5 To continue working with boroughs and districts to ensure suitable waste collection times and routes are used and to roll this out to other Kent authorities.</p> <p>4.6 To support District and Borough air quality initiatives, particularly in the AQMAs.</p> <p>4.7 To continue working in partnership to manage the highway network, such as the recent work with the NFU.</p> <p>4.8 To promote road safety amongst HGV drivers and update the leaflets to take account of new signs and promote lorry-specific sat navs.</p> <p>4.9 To investigate adapting the Lorry Watch scheme for Kent.</p> <p>4.10 To explore the use of localised campaigning and signing to advise HGV drivers of unsuitable roads, potentially as an extension to Lorry Watch.</p> <p>4.11 To lobby and work with manufacturers of satellite navigation systems to improve HGV route generation (see also action 3.4).</p> <p>4.12 To work with partners to form a Freight</p>	<p>routes.</p> <ul style="list-style-type: none"> ➤ Greater journey time reliability. ➤ Engaged and empowered local communities. ➤ Positive partnership working with the freight industry. ➤ Smaller proportion of accidents involving HGVs. ➤ Improved evidence base of lorry issues. ➤ Improved sat nav route generation. 	<p>taken and community expectations are not met.</p> <ul style="list-style-type: none"> ➤ Districts and Boroughs do not use KCC's input into refuse collection route restrictions. ➤ Districts and Boroughs whose contracts are not up for renewal cannot use alter their restricted routes. ➤ Foreign lorry drivers do not look at the leaflets. ➤ The leaflets are not available in enough languages. ➤ The adapted Lorry Watch scheme has poor adoption rates in Kent or has little impact. ➤ Signing may be ignored or unrecognised by drivers; or it could distract road users ➤ Sat nav map manufacturers are unwilling to engage. ➤ Businesses, town and shopping centre management are unwilling

Objective	Actions	Outcomes	Risks
	<p>Quality Partnership based around a specific issue where there is the appetite to do so (see also actions 2.7 and 3.5).</p> <p>4.13 To seek to work with town and shopping centre management on their delivery and servicing arrangements to minimise lorries on the local road network during peak hours.</p>		<p>to engage.</p>
<p>5. To ensure the Council continues to make effective use of planning and development control powers to limit the impact of HGV traffic.</p>	<p>5.1 To continue to comment on Operator Licences and work with districts and boroughs in doing so.</p> <p>5.2 To recommend that necessary planning conditions are placed on development sites to minimise any lorry related impacts on the road network and local communities.</p> <p>5.3 As far as is reasonably practicable, to encourage the siting of developments that will generate freight movements where there is easy access to the Strategic Road Network.</p> <p>5.4 To support the location of commercial developments next to alternative forms of transport, such as rail and water.</p> <p>5.5 To implement delivery and servicing plans for new developments in appropriate situations and explore their use for KCC itself.</p> <p>5.6 To investigate limiting sites to night time or out-of-hours delivery.</p> <p>5.7 To promote the Transport for London code of practice for out-of-hours deliveries.</p>	<ul style="list-style-type: none"> ➤ Appropriate use of the existing road network by lorries. ➤ Minimal lorry-related impacts on local residents from new development that generate freight movements. ➤ Developments generating freight located where the Strategic Road Network is accessible. ➤ Fewer delivery and servicing activities using lorries in peak hours. 	<ul style="list-style-type: none"> ➤ Planning conditions may not be conducive to commercial success. ➤ Businesses, town and shopping centre management are unwilling to engage. ➤ Costs may be prohibitive to siting development close to alternative transport or the Strategic Road Network. ➤ Delivery and servicing plans may affect commercial success and so businesses may be unwilling to adopt them. ➤ Out-of-hours delivery may cause more disturbance in residential areas where the TfL code is not adhered to.

Objective	Actions	Outcomes	Risks
	<p>5.8 To seek to work with town and shopping centre management on their delivery and servicing arrangements to minimise lorries on the local road network during peak hours (see also 4.13).</p>		
<p>6. To encourage sustainable freight distribution.</p>	<p>6.1 To continue to support the transfer of freight from road to rail and water and initiatives that encourage this.</p> <p>6.2 To support and promote the use of alternative delivery networks.</p> <p>6.3 To support the FTA's educational work around the necessity for freight as part of modern life and work with other organisations in this field (see also action 4.1).</p> <p>6.4 To investigate the use of workplace deliveries within KCC and conduct a trial to assess the effectiveness of this scheme.</p>	<ul style="list-style-type: none"> ➤ Increased use of alternative delivery networks. ➤ Greater understanding of the necessity for freight amongst the general population. ➤ Evidence to support the use of workplace deliveries. 	<ul style="list-style-type: none"> ➤ KCC accused of advertising or promoting a specific delivery company. ➤ Despite education, there is no behaviour change. ➤ KCC is unable to accept large amounts of personal post due to increased workload and security concerns.

11.0 Glossary

Air Quality Management Area (AQMA): Where air quality objectives are unlikely to be met, a district authority must declare an AQMA. Following this a Local Air Quality Action Plan must be developed to meet the objectives.

Department for Transport (DfT): The Government department with responsibility for transport strategy across England and some matters in Scotland, Wales and Northern Ireland that have not been devolved.

Freight: Goods or produce when being transported by road, rail, air, water or pipeline.

Freight Transport Association (FTA): A trade association representing the transport interests of companies transporting goods by road, rail, sea and air.

Freight Quality Partnership (FQP): A partnership between the freight industry, local government, local residents, local businesses and others with an interest in freight. They exist to promote understanding of freight issues and to develop solutions.

Heavy Goods Vehicle (HGV): A general term used to refer to lorries both articulated and rigid over 7.5 tonnes maximum gross weight. The term does not apply to buses, coaches or agricultural vehicles.

Highways Agency (HA): An executive agency of the Department for Transport responsible for motorway and trunk roads in England.

Highway Authority: An organisation responsible for the roads, including the maintenance thereof and regulation of development affecting the highway network.

High Speed 1 (HS1): The first high speed rail line, officially called the Channel Tunnel Rail Link, connecting London St Pancras with the Channel Tunnel and onwards to Brussels and Paris.

High Speed 2 (HS2): The second high speed rail line connecting London to the West Midlands and in the future to Leeds, Manchester and further north.

Kent County Council (KCC): Responsible for many local services throughout Kent. KCC is the Highway Authority for all roads in Kent except the motorway and trunk roads.

LABEL: A European project to develop a truck parking certification system. The full title is *Creating a Label for (Secured) Truck Parking Areas along the Trans-European Road Network and Defining a Certification Process. Including Online Information Facility.*

Large Goods Vehicle (LGV): An alternative term for *Heavy Goods Vehicle*.

Local road network: All roads excluded from the Strategic Road Network and managed by the highway authority; in Kent this is Kent County Council. This includes some "A" classed roads (sometimes called the primary network), "B" classed roads and all other local roads.

Logistics: This encompasses transport and distribution of goods as well as purchasing and supplier management, manufacturing, inventory management, and other processes.

Lorry Watch: A scheme originally intended to identify the contravention of weight limits using local volunteers to record vehicles entering the restricted area. The scheme is flexible enough that it could be extended to lorry parking and other lorry issues.

Maximum gross weight (mgw): The maximum weight of a vehicle including the maximum load it can carry safely on the highway.

National Farmers' Union (NFU): An industry body representing the interests of British farmers and growers nationally and at a European level.

Off-site lorry parking: This includes parking in lay-bys and industrial estates (not on operator premises), i.e. areas that are not designated truckstops.

On-site lorry parking: Designated lorry parking in truckstops.

One-port: Domestic traffic using only one port. Usually this is aggregates (e.g. sand dredged at sea and taken to the port) and traffic to and from UK offshore oil and gas rigs.

Operator Licence (O licence): Applications for Goods Vehicle Operator Licences are made to the Traffic Commissioner. These relate to sites from which HGVs operate and are based.

Operation Stack: This is the name given to the processes of parking, or "stacking," lorries along stretches of the M20 when disruption at the Port of Dover or Channel Tunnel prevents them crossing the channel.

Quick Moveable Barrier (QMB): The flexible concrete barrier that can be moved into position on the M20 during phases 1a and 1b of Operation Stack to enable contraflow running and therefore keep non-port traffic moving,

Peak hours: These are the times at which the road network is busiest due to commuter and school traffic; roughly 07:00 to 09:00 and 16:00 to 18:00.

Road haulage: The transportation of goods by road.

Road Haulage Association (RHA): The industry body representing the interests of road hauliers (i.e. those transporting goods by road) and associated businesses.

Satellite navigation (sat nav): A system whereby satellites provide time signals to enable small receiver devices to pinpoint their position (latitude, longitude and altitude), usually accurate to within 15 metres. A route is calculated based on a navigable map, which includes attributes such as speed and weight restrictions and gives roads a weighting based on these attributes. The map can either be stored on the device or remotely, in which case mobile phone reception is required.

Strategic Road Network: Motorway and major "A" classed roads (trunk roads) that are the responsibility of the Secretary of State for Transport and managed by the Highways Agency. These roads are recommended routes for road haulage.

Transport for London (TfL): The organisation responsible for the majority of London's transport services and delivering the Mayor's transport strategy.

Trunk road: A major road, often a dual carriageway or motorway that is maintained by the Highways Agency. With motorways they make up the Strategic Road Network that is recommended for long-distance travel and freight; see "Strategic Road Network."

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ASHFORD JOINT TRANSPORTATION BOARD 12 JUNE 2012

Subject:	Ashford Ring Road - Shared Space Scheme
Director/Head of Service:	Kent County Council, Highways and Transportation
Decision Issues:	These matters are within the authority of the Kent County Council and Ashford Borough Council
Decision:	For information
Ward/KCC Division:	Ashford Town Centre
Summary:	An update from KCC on the Ashford Ring Road, Shared Space Scheme and its ongoing maintenance
For Information:	This report is for Members' Information
Classification:	THIS REPORT IS OPEN TO THE PUBLIC

Introduction

Kent County Council have recently carried out an after study of the effectiveness of the shared space scheme in Ashford. Although the study report is still to be finalised, evidence suggests the scheme has been successful in terms of its aims to reduce speeds and the number of recorded collisions as well as improving the street scene in this area.

We are aware that there are a number of maintenance issues that have come to light since the scheme was completed and fully open to traffic. In some areas, where these issues have caused safety concerns, we have had to carry out temporary repairs. To establish the causes and most appropriate remedial actions, we are commissioning a full investigation of the maintenance issues this summer. Once the investigation has been completed, we will be able to programme the necessary remedial works and permanent repairs.

Recommendations

That Members note the content of the report.

Contact Officer : Toby Howe 08458 247800

ASHFORD JOINT TRANSPORTATION BOARD 12th JUNE 2012

Subject:	Highway Works Programme 2012/13
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:	<i>This report updates Members on the identified schemes approved for construction in 2012/13</i>
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 2012/13.

Road Surface Treatments

Micro asphalt - see Appendix A1
Surface Dressing - 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 2012/13

Local Transport Plan Funded Schemes - see Appendix C1
Public Rights of Way (LTP Funded) – see Appendix C2
Developer Funded Schemes (Delivered by KCC) see Appendix C3

Other Works

Bridge Works - see Appendix D1
Borough Council Funded Schemes - see Appendix D2
County Member Funded Works – D3 Annex 1 attached to this report
Major Capital Works see appendix D4

Conclusion

4. This report is for Members' information.

Contact Officers:

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

APPENDIX A – ROAD SURFACE TREATMENTS

APPENDIX A1 – Micro Asphalt

Location	Description	Status
Bethersden Road, Great Chart	Old Surenden Manor to Pimphurst	Programmed May 2012
Church Lane, Aldington	Whole Length	Programmed July 2012
Lower Vicarage Road, Ashford	Jnt Faversham Road to Grosvenor Rd	Programmed July 2012
Church Hill, Ashford	Jnt A28 Ashford Rd to Harbourne Lane/ Woodchurch Rd	Programmed July 2012
Bond Road, Ashford	William Rd to Jemmett Rd	Programmed June 2012
Bethersden Road, Great Chart	Pluckley Road to Culvert at River Beult	Programmed May 2012
Victoria Crescent, Ashford		Programmed July 2012
George Street, Ashford		Programmed July 2012

APPENDIX A2 – Surface Dressing

Location	Description	Status
Coldbridge Lane, Egerton	Pembles Cross to Colebridge Farm	Programmed June 2012
Brockmans Lane, Kingsnorth	Finn Farm Road to Frith Road	
Woodchurch Road, Shadoxhurst	Church Lane to Plurenden Road	
South Hill, Hastingleigh	The Street Hastingleigh to New Barn Rd	
Capel Road, Orlestone	Hamstreet Rd to jnt Brisley Ln (inc. part of Stone Cross Rd)	
Dynes Lane, Orlestone	Jnt Capel Rd to Ashford Rd Bilsington (as above)	
Frittenden Road, Biddenden	A274 Hreadcorn Rd to A262 Sissinghurst Rd	
Manor Pound Lane, Brabourne	Cnaterbury Rd to Crow Corner jnt Plumpton	
Moons Green, Wittersham	Wittersham Rd to Swan Street	

Stocks Road, Wittersham	Coombe Lands to Acton Lane	
Beckett Road, Appledore	Whole Length	
Mundy Bois Lane. Pluckley	Rockhill Road to The Pinnock at Pluckley	
Faversham Road, Ashford	A28 Canterbury Rd to The Street nr Towers School (excluding two SMA sites at jnt Vicarage Rd and The Street)	
Canterbury Rd, Ashford	A251 Faversham Rd to A2070 Willesborough Rd	
Hythe Road, Ashford	Tesco R/about (Jnt10 M20) to Bockham Lane	
Hythe Road, Ashford	Bockham lane to Smeeth House (just after junction with Church Rd, Smeeth)	
Hythe Road, Ashford	Smeeth House (Church Rd jnt) to boundary (Nr Bob Fisher garage)	Programmed Aug 2012

APPENDIX B – HIGHWAY MAINTENANCE SCHEMES

APPENDIX B1 – CARRIAGEWAY SCHEMES

Location	Parish	Budget	Status
Chart Road Ashford Carlton Road - Hilton Road	Ashford	£46,080	Design stage
Hythe Road Tesco roundabout to Pilgrims Hospice	Ashford	£72,450	Design stage

APPENDIX B2 – FOOTWAY SCHEMES

Location	Description	Parish	Budget	Status
Awaiting Programme				

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

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	Works now complete

APPENDIX C – TRANSPORTATION, PROW & SAFETY SCHEMES

APPENDIX C1 – LOCAL TRANSPORT PLAN FUNDED SCHEMES

Location	Description	Budget	Status
Smartlink Ashford International Station access and QBP bus infrastructure	Support of former Ashford's Future Partnership Board for delivery of Smartlink scheme. Support of Ashford QBP as part of agreement between KCC, ABC and Stagecoach.	£325,000	Design work in progress

Kent County Council is currently in the process of reviewing the list of potential Casualty Reduction Measures (CRM) sites, and will report those that can be dealt with this year at the next appropriate JTB.

APPENDIX C2 – 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).
AW350, Charing	Repairs to existing footpath surface	£6100	Awaiting Programme date
AE287, Brabourne	Repairs to existing footpath tarmac surface	£8775	Awaiting Programme date
AW357, Hothfield	Repairs to byway surface	£4750	Awaiting Programme date

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

Location	Description	Status
Stanhope, Ashford	Regeneration scheme / New road layout	Works completed.
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	Works completed once land transfer completed can be adopted.
Park Farm/ Finn Farm Road	Signals/traffic calming	Now adopted.
A2070 j/w The Boulevard	Left turn slip	In design stage – Works currently postponed by Developer until 2012
John Wallace Academy (Christchurch School) to Park Farm	Completion of missing link of cycleway	Scheme being progressed: Landowner has agreed to sale of necessary land to KHS and contract being drawn up to this effect.
The Warren Site B	Access Road/New Signalised Access	In design Stage – no progress made by Developer.

APPENDIX D – OTHER WORKS

APPENDIX D1 – BRIDGE WORKS

Location	Description	Status
A28 Canterbury, Dane John footbridge	Parapet replacement on footbridge	Complete
Lavender Farm, Waterham road, Swale	Culvert Replacement	Complete
D1290 Longrope Wood, Ashford	Culvert Replacement	Rescheduled late summer 2012
D1132 Chrislocks Woods, Swale	Culvert Replacement	Complete
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

Please see Annex 1 attached to this report - Member Highway Fund Update

APPENDIX D4 - MAJOR CAPITAL WORKS

Junction 9 – Drovers Roundabout	A report will be submitted to the September JTB providing a full update on the scheme after one year of operation.
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KENT HIGHWAY SERVICES - MEMBER HIGHWAY FUND

Current Status Report as 29 May 2012

MEMBER: Mike Angell

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
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Year 12/13

16900390	21/03/2012	Church Hill, Kingsnorth - Request for a salt bin	Member	To install a salt bin - Chrucl Hill, Kingsnorth		12/04/2012				
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Member Notes: MHF3.0 form with the Member for approval.

App. no.:

16900364	10/02/2012	Magpie Hall Road - A proposed weight restriction.	Christopher Cordrey Moore							
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Member Notes: Traffic survey required.

App. no.:

16900332	06/01/2012	Request to change the speed limit to 40mph. Bethersden Road, Shadoxhurst	Christopher Cordrey Moore							
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Member Notes: MHF3.0 form with the Member for approval.

App. no.:

Year 11/12

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
16900305	21/12/2011	Hamstreet Road, Shadoxhurst - Contribution to PROW - This Public Byway has an unbound surface and is deeply rutted and muddy in places	Finance	Hamstreet Road, Shadoxhurst - Contribution to PROW - This Public Byway has an unbound surface and is deeply rutted and muddy in places	£17,000.00	05/01/2012	06/01/2012	w.c 9 Jan 12 list		

App. no.:

Member Notes: Contribution currently being carried out by the Finance Team.

13000728	29/09/2011	A2042 Romney Marsh - Park Farm to Malcolm Sargent Road - Request for a footpath and crossing points	Tara O'Shea	Construct new 1.5m wide footway in Western verge of Romney Marsh Road, Ashford between Forestall Meadow/Ashford Road and Bad Munstereifel Road junctions. Works include removal of existing crash	£21,000.00	18/11/2011	10/01/2012	w.c 5 Dec 11 list	01/03/2012	
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App. no.: S

Member Notes: Completed on site. Snagging being progressed.

13000654	22/08/2011	Magpie Hall Road, Kingsnorth - Request for an Interactive Speed Limit repeater sign.	Tara O'Shea	Magpie Hall Road, Kingsnorth - Request for an Interactive Speed Limit repeater sign.	£5,000.00	27/09/2011	28/09/2011	w.c 26 Sept 11	01/10/2011	01/10/2011
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App. no.:

Member Notes: Completed on site.

10407892	13/04/2011	Church Hill, Kingsnorth -- request to resurface footpath	Russell Boorman	To excavate and remove uneven slabs and broken concrete and reconstruct footway to depth of 170mm in flexible material.	£3,025.00	15/06/2011	27/06/2011			
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App. no.:

Member Notes: Remedial works being progressed.

Year 10/11

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
10406796	08/10/2010	Millbank Road, Kingsnorth - request for footway								

Member Notes: Cancelled.

App. no.:

Year 09/10

10404434	26/10/2009	Bluebell Road, Kingsnorth -request for bus shelters	Christopher Cordrey-Moore	Install 2 new bus shelters	£16,500.00	21/07/2010	09/08/2010	Aug. '10 list	17/10/2011	07/11/2011
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Member Notes: Completed

App. no.:

10404150	17/09/2009	Hamstreet Road, Shadoxhurst - problem with sightlines	Tara O'Shea	Relocate existing hedgeline on SW corner of the junction back approximately 1.5m.	£2,288.00	07/01/2011	17/01/2011	20 Jan. '11 list		04/05/2011
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Member Notes: Completed

App. no.:

10404149	17/09/2009	Magpie Hall Road, Woodchurch - problem with traffic speeds	Christopher Cordrey-Moore	Installation of white timber post with speed terminal and village name signs and red surfacing to be laid on carriageway to create gateway feature.	£9,350.00	13/05/2010	26/05/2010	Jun. '10 list		01/11/2011
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Member Notes: Completed

App. no.:

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
10404148	17/09/2009	Lower Street, Woodchurch - problems with traffic speeds								

Member Notes: Completed

App. no.:

10404147	17/09/2009	Front Road, Woodchurch - request for interactive sign								
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Member Notes: Closed

App. no.:

Grand Total: £74,163.00

KENT HIGHWAY SERVICES - MEMBER HIGHWAY FUND

Current Status Report as 29 May 2012

MEMBER: Mike Hill

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
Year 12/13										
16900399	27/03/2012	A footpath is needed from the proposed Local Needs Housing in Kenardington to Church Lane. This is a contribution to the project only in partnership with English Rural Housing Association and Kenardington Parish Council	Amanda Martin							

App. no.:

Member Notes: With the design team to arrange.

Year 11/12

16900378	23/02/2012	A268 Rye Rd and A28 Tenterden Rd - Request for an interactive speed sign	Christopher Cordrey Moore	The provision of 1no Interactive Speed Limit Repeater Sign, installed together with a static side road warning sign could be implemented at this location.	£5,500.00	29/02/2012	05/03/2012	w.c 5 March 12 list		
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App. no.:

Member Notes: With the design team to design and construct.

Year 10/11

10407478	08/02/2011	High Street, Biddenden - contribution towards maintenance project	Andy Padgham	To provide a contribution to the maintenance and repair works to the Bethersden Marble footpath on the south side of the High Street in Biddenden.	£15,300.00	23/02/2011	28/02/2011	w.c. 28 Feb. '11 list	19/03/2012	
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App. no.:

Member Notes: On site.

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
10407384	20/01/2011	Hastings Road, Rolvenden - request for SID	Tara O'Shea	Following further investigation and informal consultation with local residents, we can now progress with the installation of an interactive speed limit repeater sign in the vicinity of the Primary School	£5,000.00	22/09/2011	22/09/2011	w.c 26 Sept list	06/12/2011	01/02/2012

Member Notes: Completed.

App. no.:

10407328	14/01/2011	Appledore Road, Kennardington - request to look at speeding issues	Tara O'Shea							
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Member Notes: Cancelled.

App. no.:

10406818	13/10/2010	B2080 Appledore - request to reduce speed limit to 30mph	Tara O'Shea	Extend existing 30mph limit through built up area past the recreation ground to the junction with Hawthorn as recommended in the speed limit review.	£6,827.00	28/01/2011	16/02/2011	17 Feb. '11 list	14/11/2011	30/10/2011
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Member Notes: With the contractor to construct.

App. no.:

10406817	13/10/2010	Church Road, Tenterden - request for dropped kerbs								
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Member Notes: Closed.

App. no.:

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
10406816	13/10/2010	A28 St Michaels - request to carry out works recommended in the Speed Limit Review	Tara O'Shea	Extend existing 30mph limit through built up area of St Michaels (in a northerly direction), past the recreation ground and Primary School, up to a point outside a house called "Churchfields" as per the	£9,598.00	08/02/2011	16/02/2011	17 Feb. '11 list	30/11/2011	

Member Notes: Awaiting Flashing School Signs to Complete

App. no.:

15800446	23/07/2010	Hastings Road, Rolvenden - request for zigzag markings	Tara O'Shea	To implement a scheme where zig-zag line marking is to be added outside Rolvenden Primary School.	£2,349.00	10/01/2011	11/01/2011	13 Jan. '11 list	30/10/2011	27/10/2011
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Member Notes: Completed.

App. no.:

10406096	24/05/2010	Pittlesden, Tenterden - request for measures to prevent parking on the green.	Tara O'Shea	Install 156 bollards on the two greens		10/01/2011				
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Member Notes: With the design team to design carriageway changes. Ashford BC to carry out parking restrictions element of scheme.

App. no.:

Year 09/10

10403738	05/08/2009	High Street, Tenterden - Request to replace milestone		Chart Road, Trimworth Road, Coombe Road and Morehall Avenue	£4,655.00	13/08/2009	26/08/2009	Sept. '09 list	17/06/2010	17/06/2010
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Member Notes: Completed.

App. no.:

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
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Grand Total: £49,229.00

KENT HIGHWAY SERVICES - MEMBER HIGHWAY FUND

Current Status Report as 29 May 2012

MEMBER: Richard King

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
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Year 12/13

12400547	21/03/2012	Smarden Road - Request to lower the speed limit through Pluckley village. These have been agreed in principle.	Christopher Cordrey Moore							
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Member Notes: With design team to produce outline design and cost estimate.

App. no.:

16900339	13/01/2012	Request for Signs, road markings and 40mph speed limit. Faversham Road	Christopher Cordrey Moore							
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Member Notes: With design team to produce outline design and cost estimate.

App. no.:

10407815	01/04/2011	Oak Grove Lane, High Halden - request to look at closing the road at one end	Christopher Cordrey Moore							
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Member Notes: With design team to produce outline design and cost estimate. This scheme is tied in with a CRM on the A28/A262 junction. That scheme needs to be implemented first.

App. no.:

Year 11/12

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
16900292	19/12/2011	Request to improve safety for pedestrians. Hothfield, Ashford - Cades Road	Tara O'Shea	To install dropped kerb crossing points with tarmac	£2,500.00	16/01/2012	22/02/2012	w.c 20 Feb 12 List		30/03/2012

Member Notes: Completed

App. no.:

10407934	20/04/2011	Goat Lees Lane, Kennington - request for salt bin	Bryan Sweetland	Install 5 salt bins with 3 refills each	£2,000.00	06/05/2011	27/05/2011	w.c 30 May '11 list		15/10/2011
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Member Notes: Completed

App. no.:

10407816	01/04/2011	Smarden - request for amendments to ADS and installation of bollards	Tara O'Shea	To better manage HGV's in and around the village of Smarden, proposals have been drafted to provide better advanced direction signage. In addition to that, also to erect 2no. anti-ram raid bollards to protect the	£4,000.00	26/09/2011	11/10/2011	w.c 10 Oct 11 List	28/11/2011	
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Member Notes: Completed

App. no.:

10407814	01/04/2011	Wye Road, Boughton Aulph - request for wieght restriction Advanced signing	Tara O'Shea	proposals to introduce new and enhance existing signage to warn HGV drivers of the approaching weight limit in Wye Road, Boughton Aluph.	£5,000.00	08/08/2011	18/10/2011	w.c 17 Oct 11 list	12/02/2012	04/03/2012
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Member Notes: Completed

App. no.:

Year 10/11

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
10407805	31/03/2011	Pivington Mill, Pluckley - request for a weight restriction	MFO East	New signage	£519.00	22/06/2011		w.c 27 June 11 list		

App. no.:

Member Notes: With design team to produce design for construction.

10407774	25/03/2011	The Street, Hothfield - request for saltbins	Alan Casson	Provide 2no. Salt bins each with 3 refills	£1,191.06	31/03/2011	04/04/2011	w.c. 4 Apr. '11 list		20/05/2011
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App. no.:

Member Notes: Completed

10406829	14/10/2010	Ashford Road, Bethersden - request to implement 30mph speed limit	Tara O'Shea	Extend 30mph speed limit with TRO. Install relevent signing, 30mph roundels on carriageway and red patches.	£35,426.00	17/02/2011	24/03/2011	w.c. 21 Mar. '11 list	30/10/2011	14/09/2011
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App. no.:

Member Notes: Completed. Snagging being progressed.

16900009	16/07/2010	The Street, Smarden - request for double yellow lines	Tara O'Shea	Introduce double yellow lines to replace single yellow lines and introduce zigzag markings outside the school.	£4,290.00	04/08/2010	11/08/2010	Aug. '10 list	16/11/2011	
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App. no.:

Member Notes: Completed 2011

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
10406244	22/06/2010	School Road, Hothfield - request for zebra crossing	Tara O'Shea	Further to investigations into concerns over pedestrian crossing facilities on School Road into the Children's Centre and play area, proposals have been drafted for a zebra crossing facility.	£12,000.00	07/10/2011	10/10/2011	w.c 10 Oct 11 List		

App. no.:

Member Notes: On site.

10406243	22/06/2010	School Road, Hothfield - request for resurfacing carpark	Russell Boorman	Scrape off the existing type 1 surface material, re-grade to an acceptable level, fill with road planings and compact using suitable plant.	£0.00	28/01/2011	09/02/2011	10 Feb. '11 list		
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App. no.:

Member Notes: Closed.

10405815	14/04/2010	Station Road, Charing - request to look at changing the sequence of pedestrian lights	Nicky Reid	Provide contribution to changing the sequence of the pedestrian crossing	£5,000.00	06/05/2010	17/05/2010	May '10 list		01/05/2010
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App. no.:

Member Notes: Completed

Year 09/10

10405136	04/02/2010	Ashford District - request to extend bus service 523	Nicky Reid	Ashford District - request to extend bus service 523	£7,500.00	04/03/2010	17/05/2010	May '10 list		01/05/2010
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App. no.:

Member Notes: With the design team to arrange contribution.

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
10404723	07/12/2009	Ashford Road, High Halden - request for pedestrian crossing		Extend footpath by 17m on southside, install dropped kerbs and tactile paving.	£0.00	21/07/2010				

Member Notes: Closed.

App. no.:

Grand Total: £79,426.06

KENT HIGHWAY SERVICES - MEMBER HIGHWAY FUND

Current Status Report as 29 May 2012

MEMBER: George Koowaree

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
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Year 12/13

16900550	03/05/2012	Bentley Road - To carry out a speed survey	Christopher Cordrey Moore							
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Member Notes: Traffic survey to be arranged.

App. no.:

16900449	03/05/2012	Newtown Road - To clear vegetation for better visibility on the crossing..	Christopher Cordrey Moore							
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Member Notes: Mr Koowaree has now changed this proposal to cutting down the vegetation.

App. no.:

12400550	22/03/2012	Request for signage to highlight the new 30mph speed limit and to warn of the mini roundabout - J10 towards the William Harvey Hospital	Tara O'Shea							
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Member Notes: With the design team to carry out outline design and cost estimate.

App. no.:

Year 11/12

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
16900217	22/11/2011	Request to investigate flooding on the path and action a remedy. Boys Hall Road, Ashford	Dan Cumberland							

Member Notes: Closed

App. no.:

16900216	22/11/2011	Request for extra street lighting. Willesborough Road, Kennington	Streetlighting	Request for extra street lighting. Willesborough Road, Kennington	£15,000.00	08/12/2011	08/12/2011	w.c 5 Dec 11 list	16/04/2012
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Member Notes: On site.

App. no.:

16900215	22/11/2011	Request for Bus clearway. Mead Road, South Willesborough	Tara O'Shea						
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Member Notes: With the design team to progress/.

App. no.:

16900214	22/11/2011	Request for a pedestrian crossing. Kimberley Way, Ashford	Andy Padgham	Request for a pedestrian crossing. Kimberley Way, Ashford	£10,700.00	29/11/2011	13/12/2011	w.c 12 Dec 11 list	
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Member Notes: On site.

App. no.:

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
16900218	22/11/2011	Request for handrail extension. Bentley Road, Ashford	Tara O'Shea	Extend the handrail provision on the footpath leading to Bentley Road Willesborough (opposite surgery) by approx 15 metres	£1,560.00		24/11/2011	w.c 28 Nov 11 list		31/12/2011

Member Notes: Completed

App. no.:

16900065	14/10/2011	Kennington Road, Ashford. Reprofiling of grass bank.	Tara O'Shea	Kennington Road, Ashford. Installation of wall.	£5,000.00		19/12/2011	w.c 19 Dec 11 list		
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Member Notes: With contractor to dig trial holes.

App. no.:

16900064	14/10/2011	Windmill Close, Ashford. Salt bin requested.	Jennie Wickenden							25/11/2011
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Member Notes: Completed.

App. no.:

10407830	04/04/2011	Nelson Close, Ashford - request to contribute to resurfacing PROW	Tara O'Shea	Contribution towards resurfacing PROW footpath	£5,770.00	17/06/2011	23/06/2011	w.c 27 June list		
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Member Notes: Contribution with the Finance Team to complete.

App. no.:

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
10407829	04/04/2011	Kennington Road, Willesborough - request for SID	MFO East	Following further investigations and consultation with local residents (in which we did not receive any response to), proposals have been drafted to provide an interactive speed limit	£5,500.00	27/09/2011	28/09/2011	w.c 26 Sept 11 list		

Member Notes: With the contractor to arrange construction.

App. no.:

Year 10/11

10407480	09/02/2011	Wilson Close, Ashford - request for measures to prevent inconsiderate parking	Tara O'Shea							
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Member Notes: Ashford Borough Council do not think restrictions are necessary. As they are responsible for enforcement KHS reluctant to proceed without their support, email sent to Member for advice on proceeding.

App. no.:

10407222	10/12/2010	Windmill Close, Ashford - request for handrail on footpath	Tara O'Shea	Contribution towards putting a handrail on the PROW	£100.00	24/05/2011	01/06/2011	w.c. 30 May '11 list		
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Member Notes: Liasing with Public Rights of Way

App. no.:

10406509	13/08/2010	Stirling Way, Ashford - request for dropped kerbs		To construct a drop crossing	£1,441.00	11/10/2010	19/10/2010	Oct. '10 list		02/03/2011
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Member Notes: Completed.

App. no.:

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
10406516	13/08/2010	Bentley Road, Ashford - request for handrail	Adam Brookes	Install pedestrian handrail	£1,065.00	10/01/2011	19/01/2011	20 Jan. '11 list	16/11/2011	30/10/2011

Member Notes: Completed.

App. no.:

10406515	13/08/2010	Hampden Road, Ashford - request for dropped kerbs		To construct 30m of footway and a drop crossing	£4,614.00	11/10/2010	19/10/2010	Oct. '10 list		02/03/2011
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Member Notes: Completed.

App. no.:

10406514	13/08/2010	Hythe Road, Ashford - request for seating		Install a seat and concrete slab	£2,145.00	01/10/2010	11/10/2010	Oct. '10 list		01/04/2011
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Member Notes: Completed.

App. no.:

10406513	13/08/2010	Hythe Road, Ashford - request for resurfacing		To resurfacing the footways		03/09/2010				
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Member Notes: Cancelled.

App. no.:

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
10406512	13/08/2010	Hunter Road, Ashford - request for bus shelter	Tara O'Shea	Install bus shelter	£7,255.00	09/12/2010	14/12/2010	Dec. '10 list		20/04/2011

Member Notes: Completed.

App. no.:

10406511	13/08/2010	Orion Way, Ashford - request for dropped kerbs		To install 16 dropped kerbs to provide crossing points	£9,768.00	11/10/2010	19/10/2010	Oct. '10 list		02/03/2011
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Member Notes: Completed.

App. no.:

10406510	13/08/2010	Bentley Road, Ashford - request for footpath	Tara O'Shea							
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Member Notes: Closed.

App. no.:

Grand Total: £69,918.00

KENT HIGHWAY SERVICES - MEMBER HIGHWAY FUND

Current Status Report as 29 May 2012

MEMBER: Elizabeth Tweed

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
Year 12/13										
16900401	30/03/2012	Bockhanger Lane and Rothbrook Drive - Request for double yellow lining.	Christopher Cordrey Moore							

Member Notes: Mrs Tweed has withdrawn this application as she now considers the problem no longer exists.

App. no.:

16900387	21/03/2012	Cypress Avenue part of Godinton Park - Request for a street light to be installed.	Member	Installation of 1no streetlight		17/05/2012				
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Member Notes: MHF3.0 form is with the Member for signing.

App. no.:

16900389	21/03/2012	Lower Queens Road- Request for a trunk to be ground down.	Amanda Martin							
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Member Notes: With the design team for design and cost estimate.

App. no.:

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
16900373	21/02/2012	Would like to review the access and egress to the service road - Serive Road paralell to Maidstone Rd between Sandyhurst Lane and Orchard Heights roundabout	Andy Padgham							

App. no.:

Member Notes: Awaiting information on the extent of the work required from resident via the Member.

Year 11/12

16900256	01/12/2011	Request for road to be aligned for bus stops. Bybrook Road, Ashford	Tara O'Shea	Request for road to be aligned for bus stops. Bybrook Road, Ashford	£4,500.00		22/02/2012	w.c 20 Feb 12 List		
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App. no.:

Member Notes: On site.

16900255	01/12/2011	Request for new signs around Ashford Town Centre.	Tara O'Shea	To review and design a scheme for better signage to direct vehicles to the town centre car parks and to also design a scheme to direct vehicles around Ashford and its periphery	£15,000.00			w.c 16 jan 12 list		
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App. no.:

Member Notes: With the consultant to design.

16900132	03/11/2011	St Mary's Primary School, Western Avenue - Request to insall 1 salt bin and 3 refills	Lisa Holder		£350.00					14/11/2011
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App. no.:

Member Notes: Completed

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
10407893	13/04/2011	Canterbury Road, Ashford - request to remove trees	Aubrey Furner	Remove 4 existing trees and plant 4 Portugal laurel trees	£2,582.00	23/06/2011	04/07/2011	w.c 4 July 11 report		31/12/2011

Member Notes: Completed

App. no.:

10407896	13/04/2011	Essella Road, Ashford - request for 20mph limit	Andy Padgham	Following investigations and speed surveys, to better manage traffic in Essella Road, proposals have been designed and costed to reduce the existing speed limit to 20mph. Designs also include a raised flat top	£9,000.00	30/09/2011	11/10/2011	w.c 10 Oct 11 List		
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Member Notes: Completed on site. Snagging being progressed.

App. no.:

Year 10/11

10407729	18/03/2011	Faversham Road, Ashford - request for a permanent SID	Tara O'Shea	Permanently sited 2 no.speed limit repeater signs.	£8,000.00		04/07/2011	w.c 4 July 11 report	12/12/2011	31/12/2011
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Member Notes: Completed

App. no.:

10407482	09/02/2011	Canterbury Road, Kennington - request for pedestrian warning signs	Tara O'Shea	Install pedestrian warning signs.	£1,038.00	16/03/2011	31/03/2011	w.c. 28 Mar. '11 list		10/06/2011
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Member Notes: Completed

App. no.:

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
10407483	09/02/2011	Ashford - request to fill in gaps on the Ashford Cycle Network	Tara O'Shea	Improvements to cycle routes including signage and dropped kerbs.	£8,703.00		04/07/2011	w.c 4 July 11 report	07/11/2011	30/11/2011

Member Notes: Completed

App. no.:

10407190	29/11/2010	Hazel Heights, Ashford - request for salt bin	Alan Casson	Provide 3 salt bins each with 3 refills	£1,786.59	29/11/2010	13/12/2010	Dec. '10 list		17/02/2011
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Member Notes: Completed

App. no.:

Year 09/10

10404435	26/10/2009	Chart Road, Ashford - traffic speeds causing problems for pedestrians	Curtis Gentry	Amendment of lining to create greater clearance in front of properties and installation of signs to warn there is no footway	£1,003.00	17/02/2010	26/03/2010	Mar. '10 list		26/08/2010
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Member Notes: Completed

App. no.:

10404057	11/09/2009	Bybrook Road, Ashford - problems with speed								
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Member Notes: Closed

App. no.:

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
10404064	11/09/2009	Mabledon Avenue, Ashford - problem with dangerous junction								

Member Notes: Closed

App. no.:

10404063	11/09/2009	Western Avenue, Ashford - request for tree to be removed								
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Member Notes: Closed

App. no.:

10404059	11/09/2009	Loudon Road, Ashford - problems with speed and lack of pedestrian crossing facilities		Realign kerbline to leave 6.0m carriageway and provide additional advance SLOW markings and signage.	£10,120.00	21/07/2010	11/08/2010	Aug. '10 list		18/12/2010
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Member Notes: Completed

App. no.:

Grand Total: £62,082.59

KENT HIGHWAY SERVICES - MEMBER HIGHWAY FUND

Current Status Report as 29 May 2012

MEMBER: Jim Wedgbury

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
Year 12/13										
16900463	15/05/2012	Bucksford Lane - Request to repair a large pothole in the entrance to the car park.	Andy Padgham							

Member Notes: With the design for design and cost estimate.

App. no.:

16900462	15/05/2012	Arlington - Request for DYL and bus clearway.	Andy Padgham							
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Member Notes: With the design for design and cost estimate.

App. no.:

16900461	15/05/2012	Barnet Field - Request for 2no. new streetlights.	Andy Padgham							
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Member Notes: With the design for design and cost estimate.

App. no.:

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
16900460	15/05/2012	Linden Grove, Primary School - Request for DYL around the school entrance.	Andy Padgham							

App. no.:

Member Notes: With the design for design and cost estimate.

Year 11/12

13000728	29/09/2011	A2042 Romney Marsh - Park Farm to Malcolm Sargent Road - Request for a footpath and crossing points	Andy Padgham	A2042 Romney Marsh - Park Farm to malcolm Sargent Road - Request for a footpath and crossing points	£31,000.00	18/11/2011	18/11/2011	w.c 5 Dec 11 list	27/02/2012	
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App. no.:

Member Notes: Copmpleted on site. Snagging being progressed.

13000575	05/07/2011	Victoria Park, Ashford South - Request to resurface the footpath	J.Emmett		£12,127.00	16/08/2011	09/09/2011	w.c 12 Sept 11 list	01/02/2012	
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App. no.:

Member Notes: On site.

Year 10/11

10407649	09/03/2011	Reed Crescent, Kingsnorth - request to look at parking issues outside Furley Park School	Tara O'Shea	Make legal Traffic Regulation Order and implement school keep clears with relevant sign.	£3,250.00	24/03/2011	22/06/2011	w.c 20 June 11 list	27/10/2011	30/10/2011
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App. no.:

Member Notes: Completed.

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
10407648	09/03/2011	Hoxton Close, Singleton - request to relocate a bus shelter	Tara O'Shea	Relocate bus shelter	£6,853.00	15/06/2011	22/06/2011	w.c 20 June 11 list	27/11/2011	30/11/2011

Member Notes: Completed.

App. no.:

10407164	25/11/2010	Cuckoo Lane, Ashford - request to legalise school keep clear markings and install double yellow lines	Tara O'Shea	Relocate school keep clear markings, introduce corner protection and install dropped kerbs.	£7,021.00	31/03/2011	28/04/2011	w.c. 25 Apr. '11 list	30/10/2011	14/11/2011
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Member Notes: Completed.

App. no.:

10405864	22/04/2010	Kilndown close, Stanhope - request for licence to maintain highway								
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Member Notes: Closed.

App. no.:

10405863	22/04/2010	Knoll Lane, Ashford - speeding problems	Jennie Wickenden							
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Member Notes: Closed.

App. no.:

Year 09/10

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
10404101	15/09/2009	Tithe Barn Lane, Great Chart - high traffic speeds causing problems for pedestrians		Realign kerbline to leave 6.0m carriageway and provide additional advance SLOW markings and signage.	£10,780.00	21/07/2010	11/08/2010	Aug. '10 list		25/02/2011

Member Notes: Closed

App. no.:

Grand Total: £71,031.00

KENT HIGHWAY SERVICES - MEMBER HIGHWAY FUND

Current Status Report as 29 May 2012

MEMBER: Andrew Wickham

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
Year 12/13										
16900470	22/05/2012	To make a financial contribution to the KM Walk to School Campaign.	Member	To make a financial contribution to the KM Walk to School Campaign.		22/05/2012				

App. no.: C

Member Notes:

Year 11/12

16900298	20/12/2011	A request to look into cars parking on the zig zag lines outside Kennington Juniors, Downsview and the North School. Ashford Rural East	Christopher Cordery Moore	Installation of school keep clear markings.	£3,000.00	17/04/2012	18/04/2012	w.c 14 May 2012		
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App. no.:

Member Notes: Ongoing - ABC to programme - date 13/03/12

13000639	08/08/2011	Church Road, Smeeth - Request for a speed indicator device	Tara O'Shea	Following further investigation, proposals have been drawn up for the installation of a dual legend Vehicle Activated Sign, which is triggered when vehicles exceed the current posted speed limit and	£5,500.00	27/09/2011	06/10/2011	w.c 3 October 11	12/03/2012	12/12/2011
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App. no.:

Member Notes: Completed.

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
13000615	26/07/2011	Aldington Village, Aldington - Request for traffic management including, a TRO for the Keep Clear markings, DYL, and extension to the 30mph speed limit.	Tara O'Shea	Aldington Village, Aldington - Request for traffic management including, a TRO for the Keep Clear markings, DYL, and extension to the 30mph speed limit.	£3,500.00	24/11/2011	08/12/2011	w,c 5 Dec 11 list	12/12/2011	

App. no.:

Member Notes: With contractor to arrange construction.

10407891	13/04/2011	Canterbury Road, Molash (A252) - request to look at speed issues	Tara O'Shea	Enhancement and addition of warning signs and the installation of a vehicular activated electronic warning sign	£14,500.00	27/09/2011	06/10/2011	w,c 3 October 11		
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App. no.:

Member Notes: With contractor to arrange construction.

Year 10/11

10406351	12/07/2010	Wye - requests for village gateways at 5 locations	Tara O'Shea	Install village gateways at all 5 entrances to the village	£29,500.00	14/03/2011	25/03/2011	w.c. 28 Mar. '11 list	14/10/2011	14/10/2011
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App. no.:

Member Notes: Completed.

Year 09/10

10404387	19/10/2009	The Square, Chilham - request for measures to dissuade vehicles from village square	Tara O'Shea	Addition of the word 'free' to parking directional signs, extension of existing width limit and install small build out and implement a change in priority.	£9,219.00	24/03/2011	12/05/2011	w.c. 9 May '11 list	30/11/2011	
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App. no.:

Member Notes: With the contractor to complete works.

<i>CSM No</i>	<i>Date rec.</i>	<i>Location and request</i>	<i>Current Officer</i>	<i>Proposed Works</i>	<i>Estimate</i>	<i>MHF3 to Member</i>	<i>MHF3 signed</i>	<i>Cabinet Member Approval</i>	<i>Works programmed for</i>	<i>Works completed</i>
10404386	19/10/2009	Canterbury Road, Godmersham - request to lower speed limit								

Member Notes: Closed

App. no.:

10404385	19/10/2009	Canterbury Road, Brabourne - Problem with traffic speeds	Christopher Cordrey-Moore	Construct red bands across carriageway and install bigger signs.	£7,590.00	13/05/2010	24/05/2010	Jun. '10 list		28/10/2010
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Member Notes: Completed

App. no.:

Grand Total: £72,809.00

ASHFORD JOINT TRANSPORTATION BOARD 12 JUNE 2012

- Subject:** Results from the Highway Tracker Survey 2011
- Director/Head of Service:** Director of Highways and Transportation, Kent County Council
- Decision Issues:** These matters are within the authority of the Kent County Council and Ashford Borough Council
- Decision:** For information
- Ward/KCC Division:** All
- Summary:** Inform Joint Transportation Boards of the key results of the 2011 Resident, County Member and Parish/Town Council Highway Tracker Survey. The full survey report is published on the KCC website.
- For Information:** This report is for Members Information
- Classification:** THIS REPORT IS OPEN TO THE PUBLIC

Introduction

1. Satisfaction surveys, to gauge perception of the highway service have been carried out since 1987. The 2011 survey was undertaken between November 2011 and January 2012 and sought views from residents, County Members and Parish/Town Councils.
2. To reduce the overall costs much of the survey was undertaken by the KCC Contact Centre. An independent market research company called BMG was used to undertake the specialist face to face survey work with residents.
3. A summary of the results are presented in this report. This information will be used by the Director and Divisional Management team to identify actions to help improve service delivery. Indeed the 2010 survey was used to help shape the structure of Highways and Transportation as implemented last summer.
4. A total of 1,205 face to face interviews were carried out on a representative sample of Kent residents with approximately 100 interviews in each of the twelve Districts, reflecting the age, gender and economic status.
5. In addition to residents views the same survey questions were asked of all County and Parish/Town Councils. A total of 49 County Members responded (a response rate of 58%) and for Parish/Town Councils a total

of 164 completed the survey (a response rate of 54%). Both of these response rates are higher than last year.

6. The questionnaire comprised 30 questions, ranging from satisfaction with the condition of roads, pavements, streetlights and local bus and train services through to views on congestion, safety cameras, Member Highway Fund and the Parish Annual Meeting.

The 2011 survey results

7. To ensure independence in the analysis of the survey results the independent market research company (BMG) was commissioned to identify key issues emerging from the three stakeholder groups. The graphs in the following appendix present the results as % satisfied (green line) and % dissatisfied (red line). Results will not add up to 100% as respondents are also offered a neither satisfied or dissatisfied option if they have no strong positive or negative views. Across all stakeholder groups BMG identified the following key points;
 - a) Road satisfaction is fairly positive following a substantial dip in 2010 albeit Parish/Town Councils are the least satisfied with concern for country lanes (Fig. 1, 4, 7 and 10). For pavements the results are more mixed with a fall in overall net satisfaction from Parish/Town Councils, with County Members most concerned about pavements in town centres, shopping/ pedestrianised areas (Figs 2, 5, 8 and 11). Views on streetlights are also highly inconsistent, positive overall but far more so amongst County Members (Figs 3, 6, 9 and 12).
 - b) The overall improvement in perception of the service amongst Parish/Town Councils and County Members continues and builds on the benefits of closer liaison with the District Managers and Stewards. There is more to be done to build on and improve communication as in many cases there are new faces and relationships still to be fully developed (especially with Parish/Town Councils).
 - c) Currently only 21% of residents know about the single 08458 number to contact KCC about a fault and only 12% of residents have contacted them in the last 12 months to log an enquiry. Whilst satisfaction with the service received by those who have reported a problem remains strong across all three groups more work is needed to raise awareness of how and who to contact. The KCC plan for 'unified communications' and the roll out of 0300 numbers will provide an opportunity to raise awareness of the telephone number and on-line fault reporting.
 - c) Satisfaction with those who use local train and bus services remains strong. However the cost of fares and frequency of public transport services continue to be areas of concern for all stakeholder groups using public transport.

- d) Different Districts are experiencing problems with off-peak congestion compared to those with peak-time congestion. Over 60% of Residents and County Members agree that safety cameras are helping to make Kent road safer but this falls to 44% of Parish/Town Councils.
8. Examples of some of the main results included in the full report are set out in Appendix 1. Figures 1-3 show the combined County Members, Residents and Parish/Town Councils satisfaction results for Roads, Pavements and Streetlights. Figures 4 to 6 set out resident satisfaction results with roads, pavements and streetlights. Figures 7-9 show the results from Parish Councils and Figures 10-12 for County Members.

Conclusions from the Director of Highways and Transportation

9. Overall the results show a positive trend, this is a significant achievement in light of the worst winter for almost a generation, and significant reductions (over 20%) in both budget and staffing levels. During this time the business has been totally restructured, a new works contractor appointed and significant financial savings delivered. It has been a year of transformation and putting in place the foundations for a service that will meet public needs and excel in service delivery.
10. Clearly there is always room for improvement and the Highways and Transportation Division is continuing to develop its service delivery ethos and focus on delivering ever improving outcomes for our ultimate customers, the public of Kent. The contents of this report will be used to help shape our future actions and improvement plans and as such is greatly valued.

Further Information

11. The full tracker survey report is very large and contains much more information along with a more detailed executive summary of the issues identified from the results by BMG. A copy of the report is available on the KCC website

Background Documents: None

Other Useful Information: Highways & Transportation Highway Tracker Survey 2011

Author Contact Details

David Thomas, Business Manager, Kent County Council Highways & Transportation

✉ david.thomas@kent.gov.uk

☎ 01622 696863

Appendix 1

Results from the Highway Tracker Survey 2011

Figure 1 – Combined Results - Satisfaction with the condition of roads in the local area – year-on-year comparison (average of residents, County Members & Parish/Town Councils)

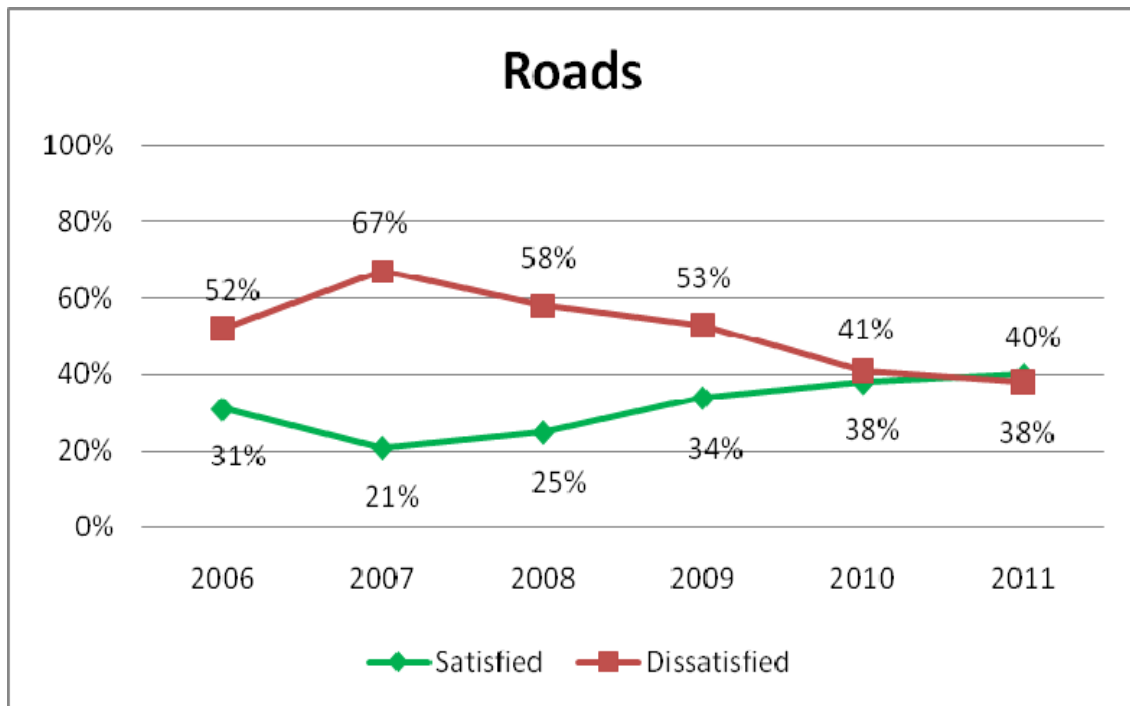


Figure 2 - Combined Results - Satisfaction with the condition of pavements in the local area – year-on-year comparison (average of residents, County Members & Parish/Town Councils)

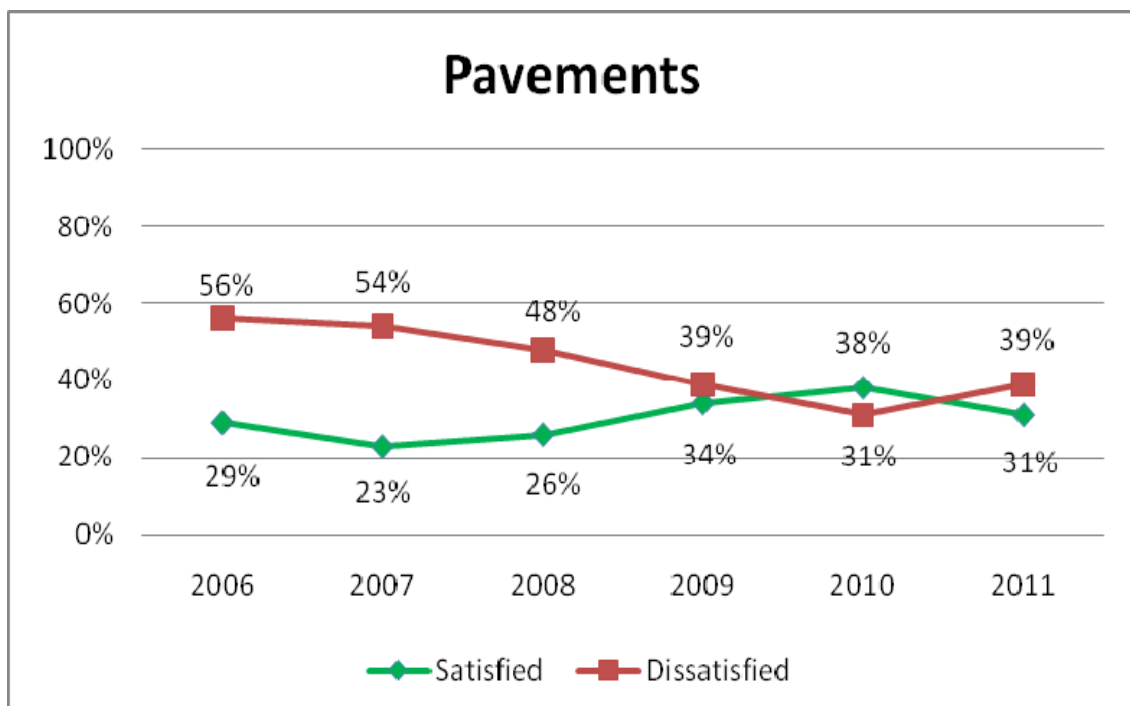


Figure 3 - Combined Results - overall satisfaction with the condition of street lighting in the local area – year-on-year comparison (average of residents, County Members & Parish/Town Councils)

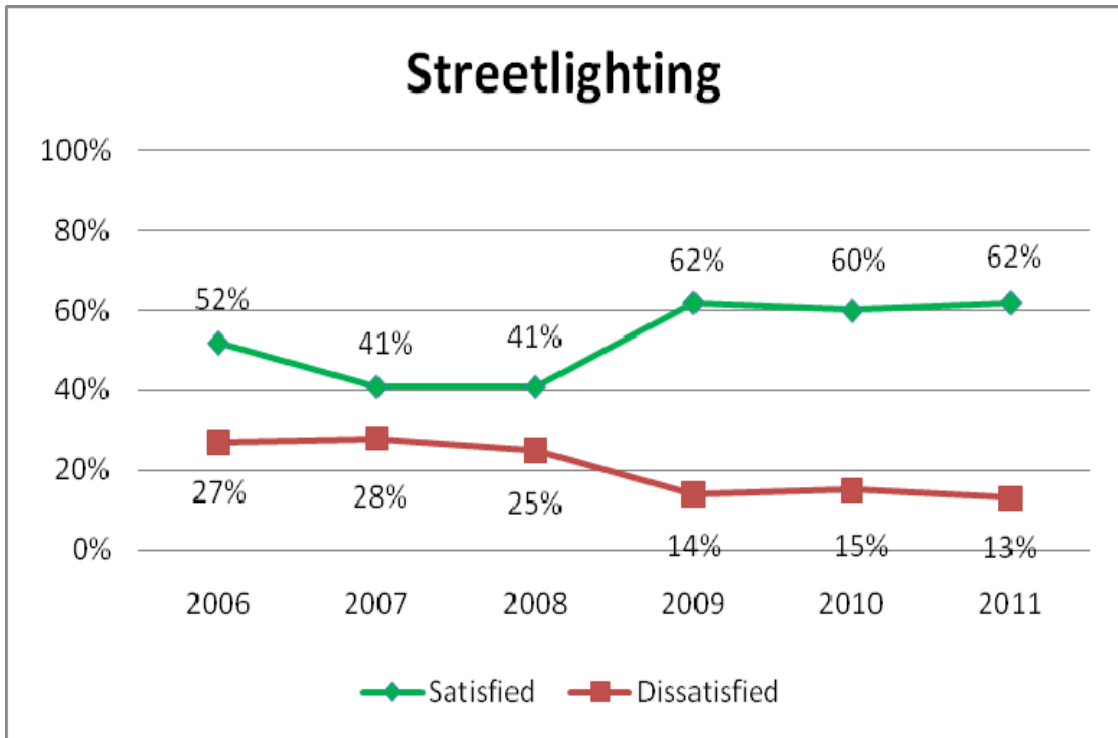


Figure 4 -Residents - Satisfaction with the condition of roads in the local area – year-on-year comparison

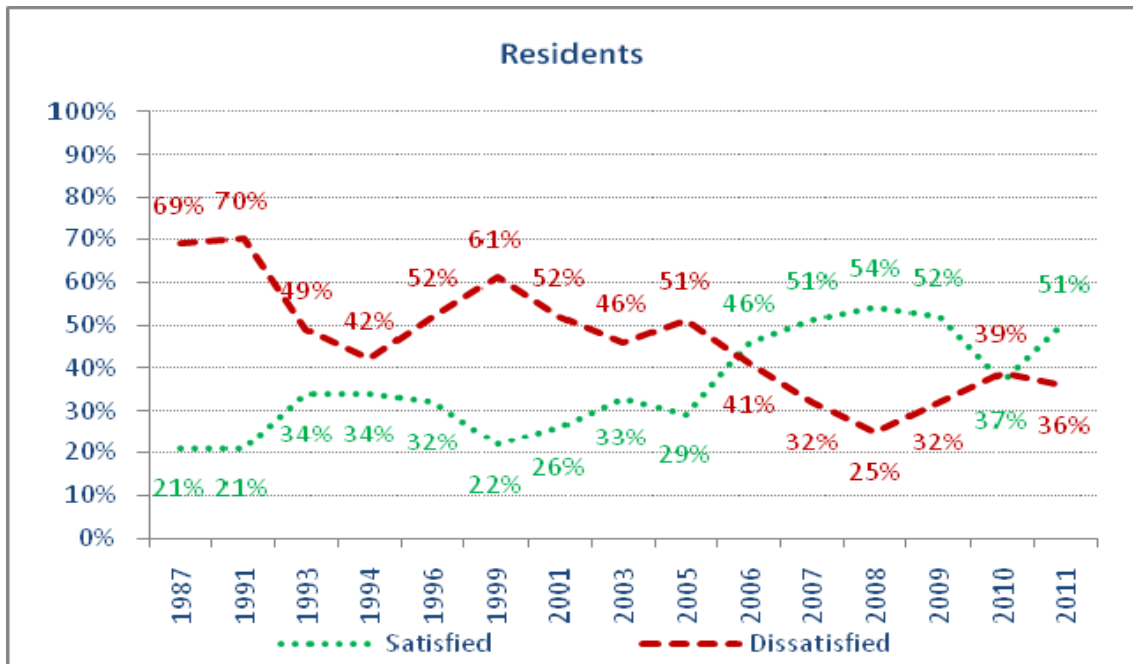


Figure 5 - Residents - Satisfaction with the condition of pavements in the local area – year-on-year comparison

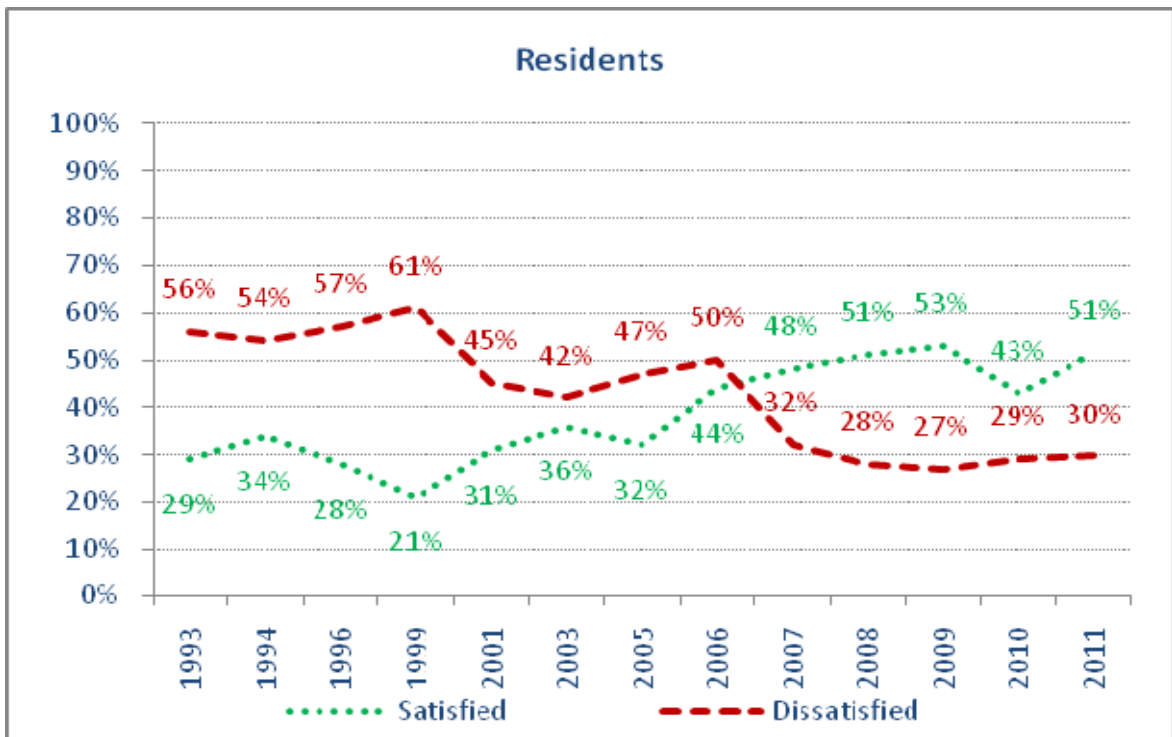


Figure 6 - Residents - overall satisfaction with the condition of street lighting in the local area – year-on-year comparison

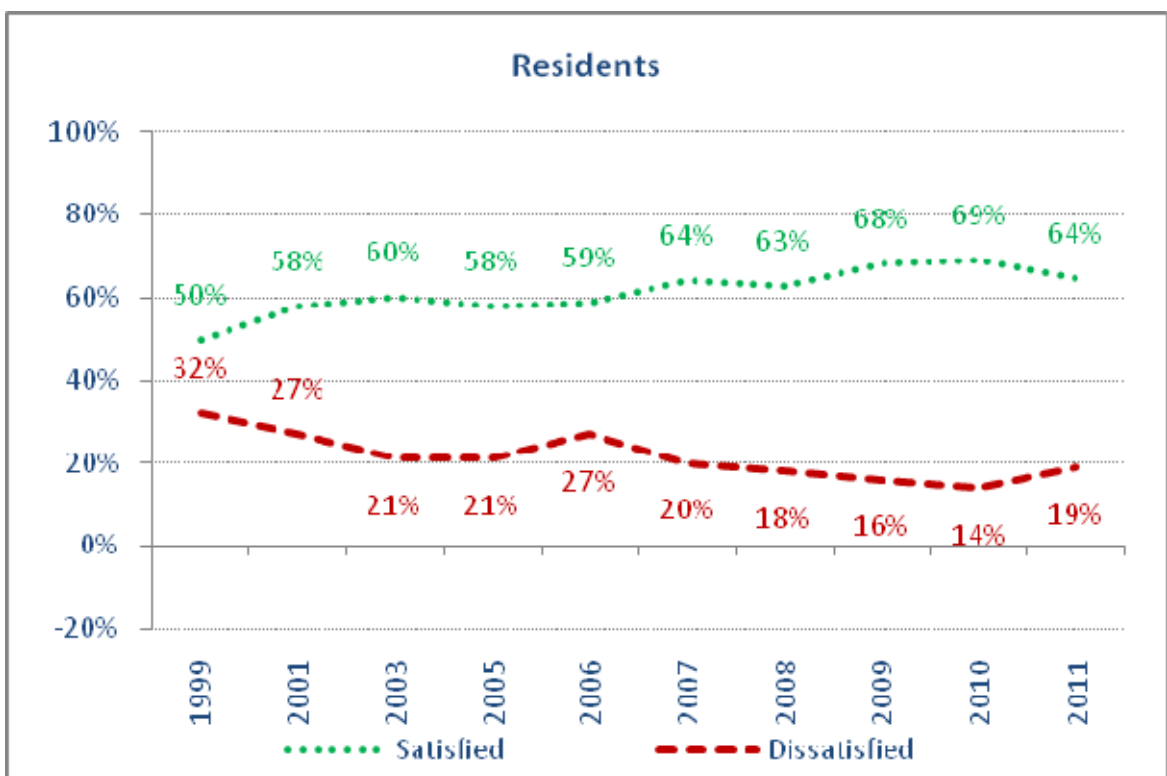


Figure 7 –Parish/Town Councils - Satisfaction with the condition of roads in the local area – year-on-year comparison

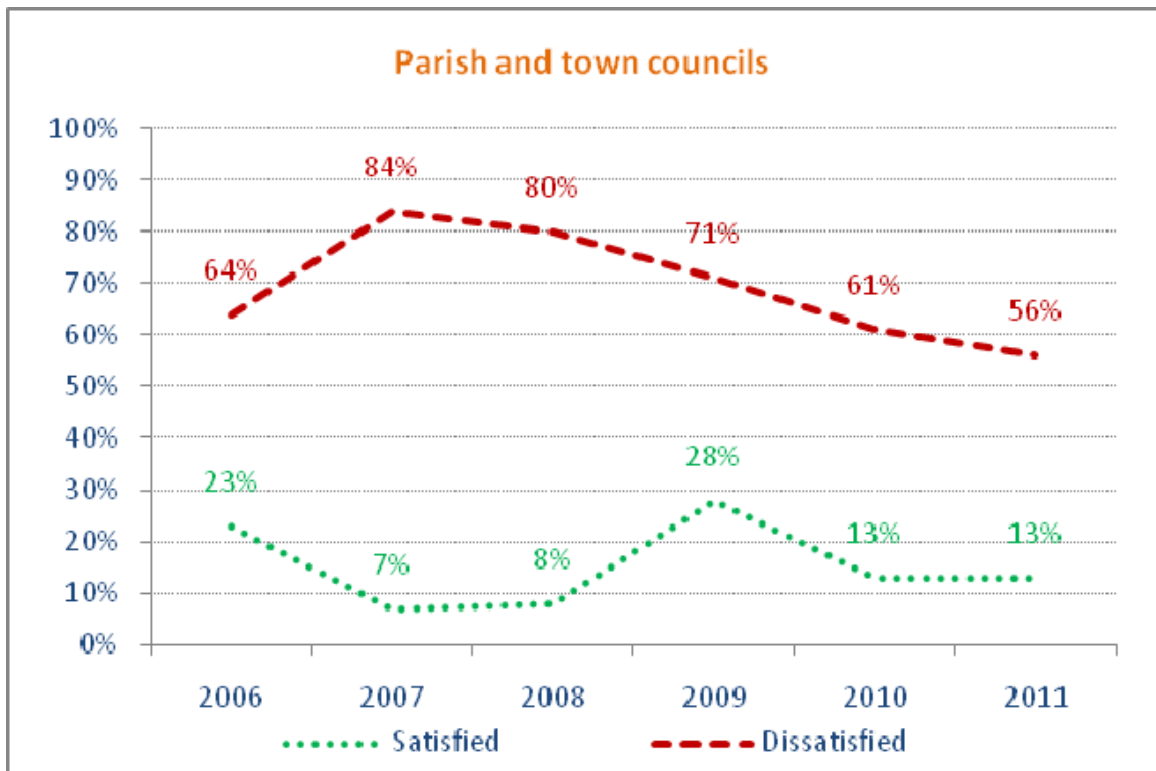


Figure 8 - Parish/Town Councils - Satisfaction with the condition of pavements in the local area – year-on-year comparison

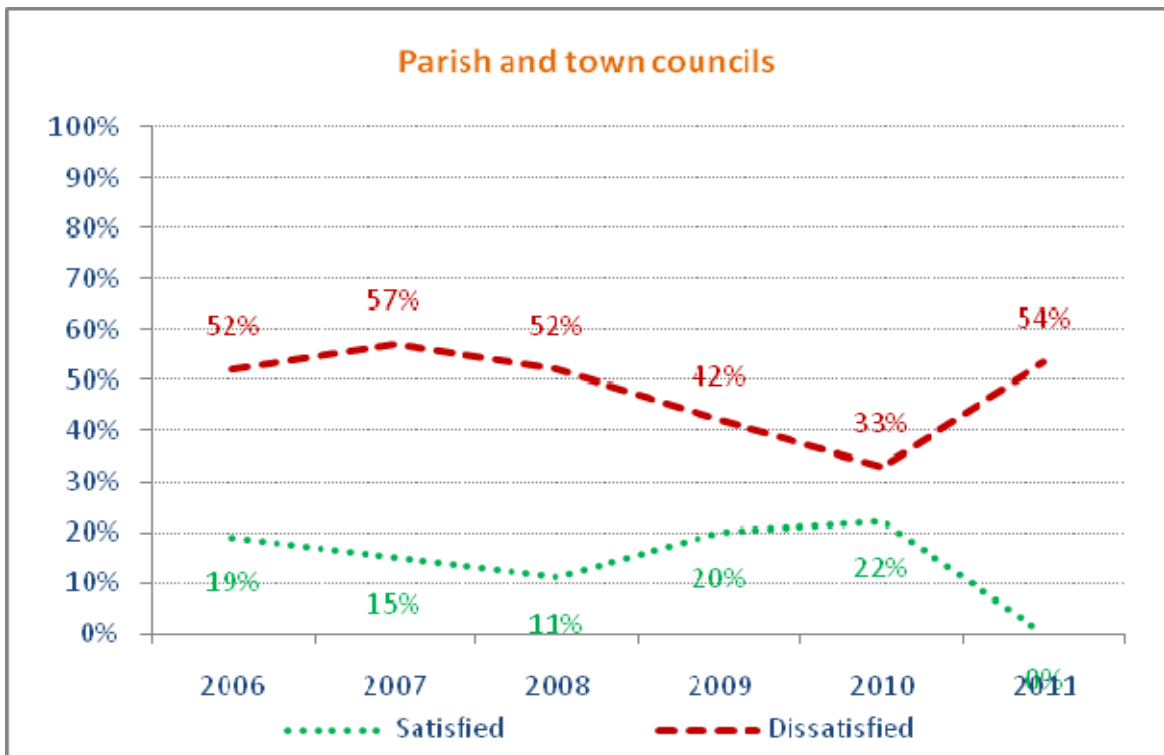


Figure 9 - Parish/Town Councils - overall satisfaction with the condition of street lighting in the local area – year-on-year comparison

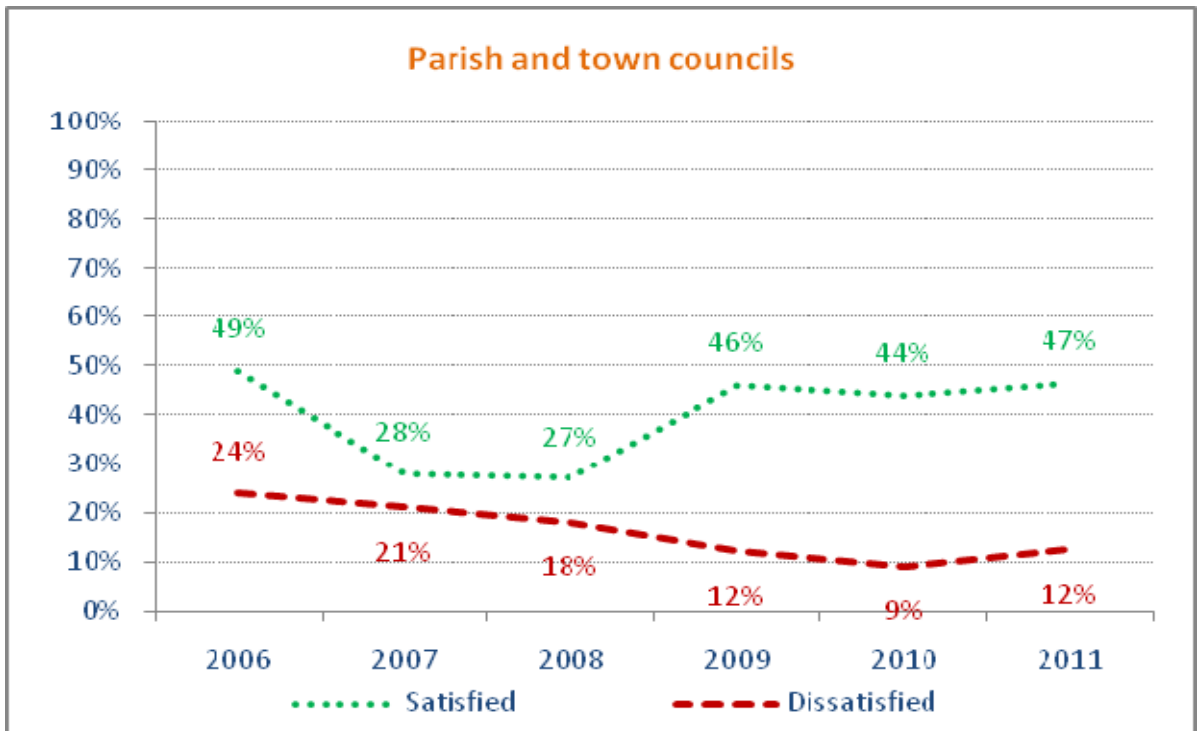


Figure 10 –County Members - Satisfaction with the condition of roads in the local area – year-on-year comparison

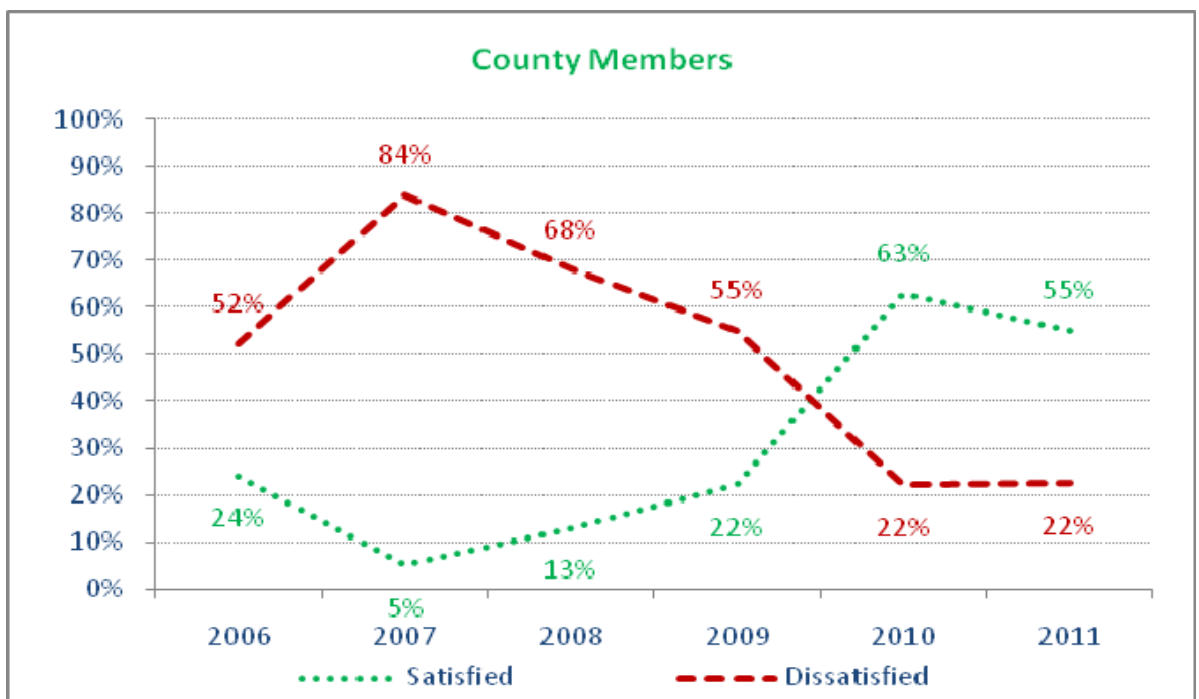


Figure 11 - County Members - Satisfaction with the condition of pavements in the local area – year-on-year comparison

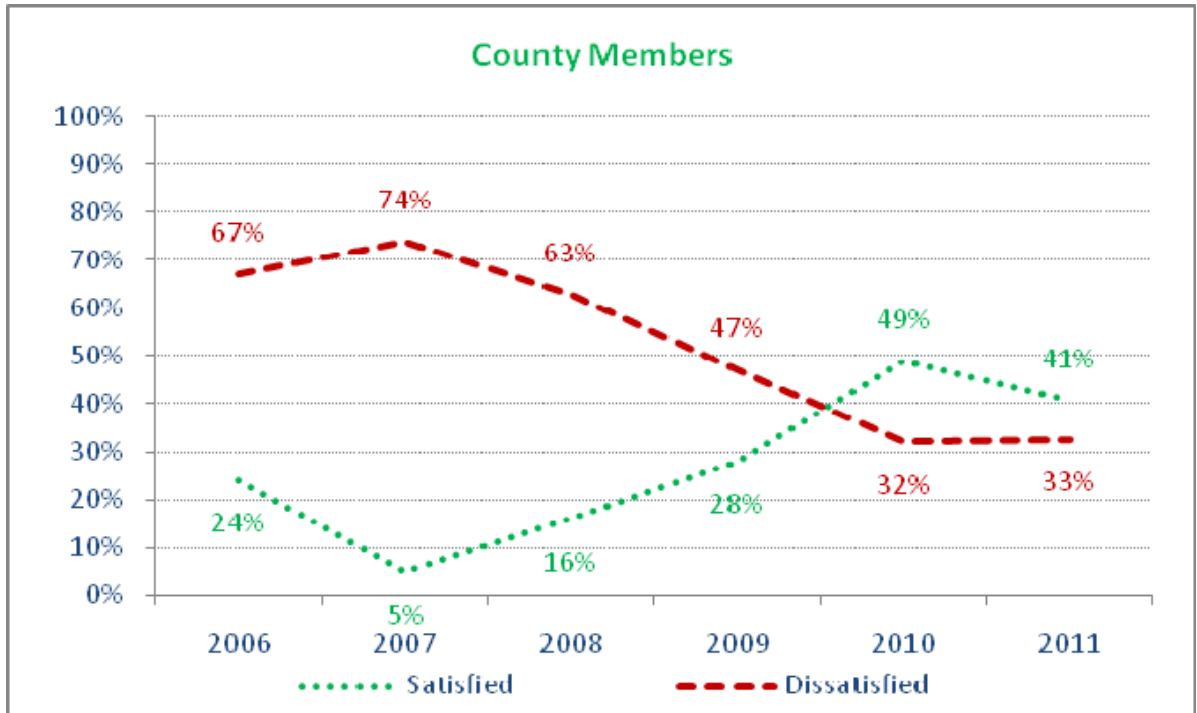
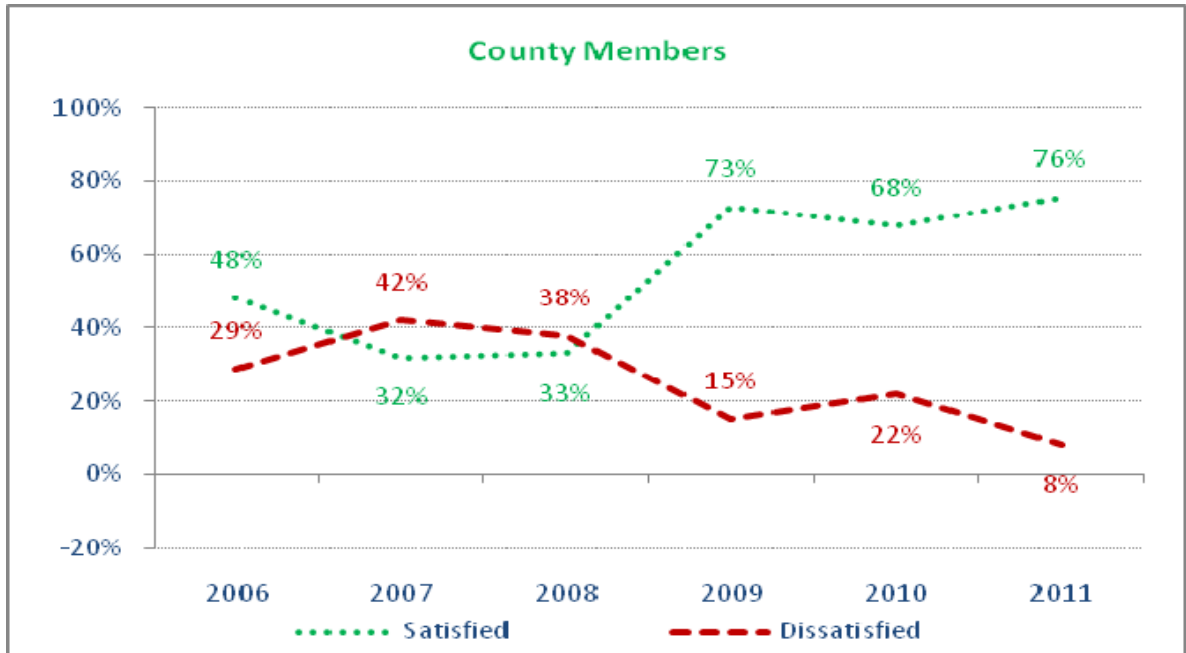


Figure 12 - County Members - overall satisfaction with the condition of street lighting in the local area – year-on-year comparison



ASHFORD JOINT TRANSPORTATION BOARD 12 JUNE 2012

- Subject:** **Winter Service Plan**
- Director/Head of Service:** Spencer Palmer – Head of Highway Operations – Kent County Council
- Decision Issues:** These matters are within the authority of the Kent County Council and Ashford Borough Council
- Decision:** For information
- Ward/KCC Division:** **All**
- Summary:** This report outlines the arrangements that have been made by Kent County Council to provide a local winter service in the event of an operational snow alert in the borough
- For Information:** **This report is for Members Information**
- Classification:** THIS REPORT IS OPEN TO THE PUBLIC

Introduction

1. Kent County Council Highways & Transportation (KCC H&T) takes its winter service responsibilities very seriously and is proactive as well as reactive to winter weather conditions. Winter service costs KCC in the region of £2m every winter and needs careful management to achieve safety for the travelling public and to be efficient. The Highways Operations teams in H&T work to ensure that the winter service standards and decisions made are consistent across the whole county.

KCC H&T prepares an annual Winter Service policy and plan which are used to determine actions that will be taken to manage its winter service operations. The policy will be submitted for consideration to the Environment, Highways and Waste Cabinet Committee on 20th September 2012.

District based winter service plans

2. The Local Winter Service Plan for the Ashford District is a working document. It will evolve and be revised as necessary throughout the year. The document will be available on the KCC website. This document complements the KCC Winter Service Policy and Plan 2012-13. This plan enhances the work that H&T will continue to do in providing a countywide winter service. The local plan comes into effect when a snow operational alert is declared that affects the district of Ashford.

Pavement clearance

3. Areas for clearing pavements have been identified in the district plan. These are the areas where local knowledge has indicated that people are concerned and would most like to be kept clear when there is snow and ice.

Farmers

4. The work that our contracted farmers have done in recent years is greatly appreciated and has made a big difference in keeping rural areas clear on snow days. Again this year farmers will have predetermined local routes and will use their own tractor and KCC ploughs for clearing snow. The ploughs supplied are serviced by KCC each year. Each farmer will have plans detailing the roads that they are responsible for ploughing. When snow reaches a depth of 50mm on roads in their areas the farmers will commence ploughing notifying KCC as agreed in their contract.

Recommendations

5. Members are asked to note this report.

Annex 1 Ashford District Winter Service Plan

Contact officer: Lisa Holder

Tel: 08458 247800



Winter Service Handbook

2012/13

Ashford Borough



Winter Service Handbook for Ashford Borough

Contents

1. KCC Highways and Transportation Winter Service Policy Statement and Plan

This handbook supplements Kent County Council Highways and Transportation's Winter Service Policy Statement which was endorsed and adopted by Kent County Council's (KCC) Environment, Highways and Waste Policy Overview and Scrutiny Committee (EHW POSC) on 27 September 2011. This is available on the KCC website at the following address

<https://shareweb.kent.gov.uk/Documents/roads-and-transport/roads-and-pavements/winter-service/Winter%20policy%202010-11.pdf>

KCC H&T prepares an annual Winter Service policy and plan which are used to determine actions that will be taken to manage its winter service operations. The policy will be submitted for consideration to the Environment, Highways and Waste Cabinet Committee on 20th September 2012.

2. Winter service procedure

During normal working hours, the District Manager and Operations Engineer for Ashford will deal with all Winter Service matters, including managing local action in snow/ice emergencies. The Standby Officer will assume control out of hours, seeking advice as appropriate from the Winter Duty Officer and District Manager as appropriate. The District Manager will also ensure that adequate support is provided to Standby Officers out of hours in emergency situations and that a suitable handover briefing takes place at the start and end of the normal working day if needed.

Immediately after 1400 hours daily the weather forecast/information will be made available. The District Manager and/or Operations Engineer will review the forecast and decide whether any local action is required.

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

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

3. KCC Information

Ashford Highways Operations Team

Lisa Holder	District Manager
Lee Goodman	Highway Engineer
Ron Swan	Highway Steward
Darren Anderson	Highway Steward
Jennie Wickenden	Highway Steward

Ashford Standby Officers

Darren Anderson
Kevin Gore
Lee Goodman
Ron Swan

Winter Duty Officers

Alan Casson
Toby Howe
Earl Bourner
Jamie Watson
Mark Simmons
Ian Lancefield

Senior Managers

John Burr	Director
Spencer Palmer	Head of Highway Operations
Carol Valentine	Highway Manager – West Kent
Toby Howe	Highway Manager – East Kent

Name	Telephone number
KCC Contact Centre	08458 247800

4. Farmer Snow Plough Agreements.

Farmers local to the area are under contract to plough snow on the more rural routes when necessary. Each farmer will have details of the roads to be ploughed. The farmer uses his own tractor, often with a KCC plough, which is serviced every year and maintained by KCC. When snow reaches a depth of 50mm on roads in their areas the farmers will commence ploughing. Before this occurs the farmer should phone the Contact Centre of the intention to start ploughing. This information will be relayed to the relevant area office. Otherwise KCC Highways staff will contact the farmer directly and instruct action. Farmers are paid by the hour when actually ploughing. The current contractual arrangements with farmers extend to (and include) the winter of 2012/13. The routes that are covered by the farmers are available on request.

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

A note and maps indicating priority pedestrian areas and routes, including bridges and underpasses, for hand clearance and salting, either using Ashford Borough Council contractors and supervisors during snow emergencies or Enterprise operatives is available on request.

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

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

7. Plans of primary and secondary routes

Maps showing the primary and secondary salting routes are able to be accessed on our website at the following address
<http://www.kent.gov.uk/SaltingRoutes/Map.aspx>

7. Most bus routes will be covered by these routes but not all.

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

Enterprise are to hand salt these locations whenever a salting of secondary routes is instructed and on an ad-hoc basis as instructed by the District Manager and Operations Engineer. Locations available in request

9. Salt bin locations

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

ASHFORD JOINT TRANSPORTATION BOARD TUESDAY 12th JUNE 2012

Subject: **Bold Steps for Aviation – Discussion Paper**

Director/Head of Service: **Paul Crick, Director of Planning & Environment**

Decision Issues: These matters are within the authority of the Kent County Council

Decision: Non-key

Ward/KCC Division: **All**

Summary: **The report presents ‘Bold Steps for Aviation’ Kent County Council’s discussion document on the UK’s aviation needs in the South East**

To Note **These reports are for Members’ information**

Classification: THIS REPORT IS OPEN TO THE PUBLIC

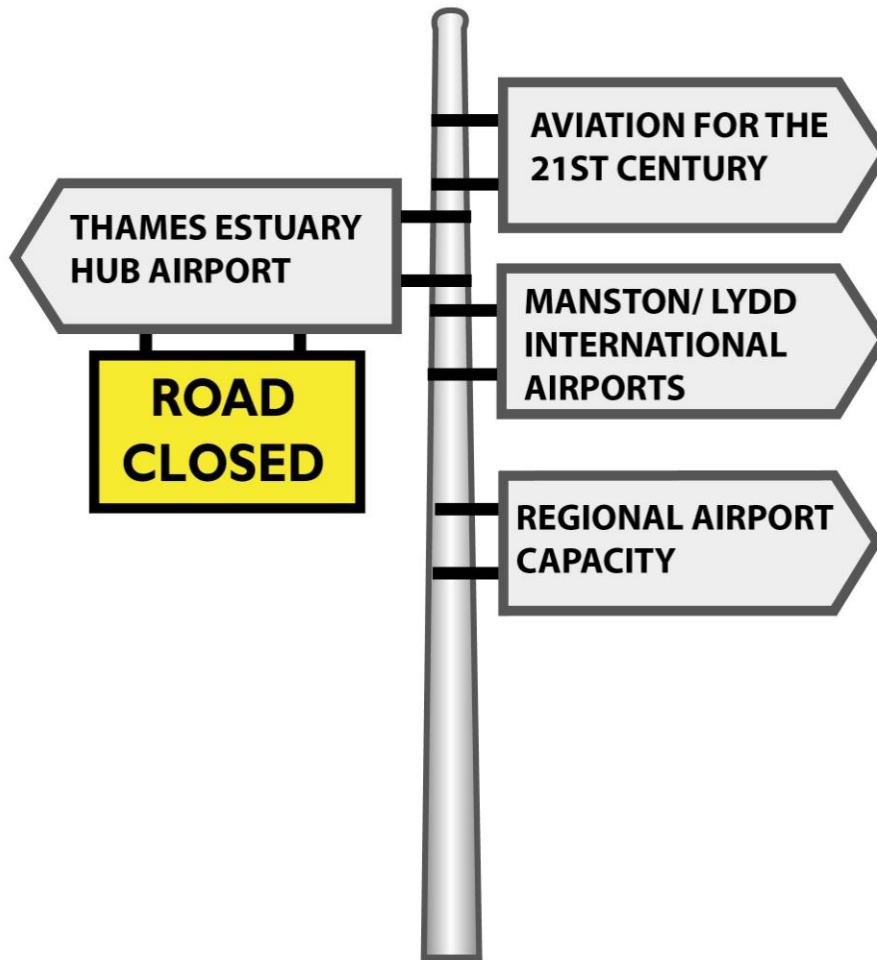
Introduction

1. Bold Steps for Aviation is a discussion paper from Kent County Council, which suggests how the UK's aviation capacity needs could be met without the need to develop a new hub airport in the Thames Estuary. It is intended to contribute to the national debate and is published in response to the recent proposals from Lord Foster and the Mayor of London. If you would like to make any comments on this discussion document, please email them to aviation@kent.gov.uk

Recommendations

1. Members to note the content of the attached report.

Contact Officer: Elizabeth Milne 08458 247800



Bold Steps for Aviation

Discussion document

May 2012



Contents

	Executive summary	3
1	Introduction	4
2	Background to aviation in the UK	5
3	Background to Bold Steps for Aviation proposals	8
4	Bold Steps for Aviation proposals	10
5	Recommendations	17

Executive summary

In **Bold Steps for Aviation** Kent County Council discusses how the UK can meet its aviation needs through the connection of Gatwick and Heathrow with a high speed rail link; better use of Manston and Lydd Airports and other regional airports, including London City, Southend, Stansted, Luton, Southampton and Birmingham; and improved connections of these regional airports with London.

In doing so it recommends to Government:

- **The construction of a high speed rail link connecting Gatwick and Heathrow.**
- **Improved rail connectivity of other regional airports (Manston, Lydd, London City, Southend, Stansted, Luton, Southampton and Birmingham) with London, Gatwick and Heathrow.**
- **Further development of Manston Airport, other existing regional airports in the South East (Lydd, London City, Southend, Stansted, Luton and Southampton) and those with good connections to London (Birmingham).**
- **Capacity growth at Gatwick through the addition of a second runway after 2019.**
- **Any proposals for a Thames Estuary airport are not progressed any further.**
- **No action is not an option but action to address capacity issues must be taken quickly; rather than depending on an estuary airport that will take years to develop and may not even succeed, better use of our existing hub and regional airports NOW will ensure that the UK retains its premier position as a hub airport.**

1 Introduction

The UK's position as a premier world aviation hub is threatened by its inability to meet increasing capacity demands. Heathrow is operating at 98.5% of its capacity and there is a significant lack of runways in the south east, meaning that the UK economy is losing £1.2 billion a year to the Netherlands, France and Germany¹.

Adjusting schedules and changing flight slots will not solve Heathrow's lack of capacity but neither will building a new multi runway hub airport in the Thames Estuary, which cannot be delivered in time to stop the UK's continued slide against its competitors². The UK needs to be able to connect with emerging markets now and the quickest way of addressing this is to build on our current aviation infrastructure.

As also recently proposed by Victoria Borwick (London Assembly Member)², Terry Farrell, Medway Council and other like minded individuals and organisations, Kent County Council considers that the way forward is to adopt an integrated aviation strategy that builds on, and improves, existing airport infrastructure and links Heathrow and Gatwick with a high speed rail link, effectively creating one airport.

This document discusses how the UK can take **Bold Steps for Aviation**.

¹ Frontier Economics, Connecting for growth: the role of Britain's hub airport in economic recovery, September 2011

² Protecting London's position as a world city: creating the first "virtual hub airport", Victoria Borwick, March 2012

2 Background to aviation in the UK

2.1 The importance of aviation to the UK economy

A healthy and dynamic aviation sector is vital to the UK economy. In 2009, aviation contributed around £18 billion to UK output. The aviation sector employs over 250,000 people directly and supports an estimated 200,000 additional jobs through its extensive supply chain. The value added by employees in the sector is around one-and-a-half times the economy-wide average, amounting to 2% of Gross Value Added (GVA)³. Economically, the aviation industry is pivotal to the UK's growth and employment opportunities.

The UK has the sixth highest number of international visitors in the world; and in 2009 approximately 22 million foreign tourists visited the UK by air, generating some £14 billion of annual expenditure across the economy⁴. Tourism directly provides 1.5 million jobs in the UK, representing 5% of employment nationally.

Good air connectivity is frequently cited as an important factor in business location decisions and companies' ability to attract highly skilled labour from abroad. The growth of regional airport services across Europe has helped to attract inward investment and, together with complementary road and rail improvements, has enabled the integration of many previously peripheral cities and regions into the global economy. The ongoing expansion of these services in the UK can play a significant role in rebalancing regional economies in favour of the private sector.

2.2 The demand for air travel

Overall, global aviation is expected to grow at an average compound annual growth rate of 5.6% for the period to 2025⁵. Rising incomes in the UK and internationally will result in higher rates of business and tourist travel to and from Britain, while the emergence of greater wealth in China, India, Russia and Brazil will further increase worldwide demand for aviation. The DfT's 2011 aviation passenger demand forecasts indicated that, in a scenario without capacity constraints, UK-wide demand for air travel would almost double between 2007 and 2030, increasing from 211 million passengers per annum (mppa) in 2010 to approximately 335 mppa in 2030⁶. The propensity to fly is significantly higher for residents of London and the South East than for other regions of the UK and demand at London's airports represents some 60% of UK-wide demand⁷.

³ HM Treasury, Reform of Air Passenger Duty: a consultation, 2011

⁴ Office for National Statistics, *Travel Trends*, 2009

⁵ Greater London Authority, *A New Airport for London*, 2011

⁶ DfT, *UK Aviation Forecasts*, 2011

⁷ Civil Aviation Authority, *2009 Demand*

2.3 Airport capacity

It is irrefutable that existing runway capacity at London's airports acts as the primary constraint on their ability to accommodate future demand for air travel. No new runways have been added since 1988 (at City Airport) and those at Heathrow and Gatwick are operating at capacity for much of the day. London's airports collectively accommodate more passengers than those of any other city in the world and this, along with the lack of excess capacity, means that they are particularly susceptible to disruption and delays.

Heathrow is currently handling 75,000 more passengers a day than it was built for⁸. Its runways operate at 98.5% capacity, compared to 70-75% at other European hub airports and during busy periods, aircraft can be held in one of its four stacks for 30 to 45 minutes awaiting a landing slot. Heathrow also suffers from lengthy queues for take-off slots. These delays have environmental costs and financial costs to both airline and passenger.

	Current passenger numbers (mppa)	Runways	Destinations served	Percentage of capacity used
Heathrow	67.3	2	180	98.5%
Frankfurt	51.9	3	262	74.2%
Paris CDG	53.5	4	223	73.5%
Amsterdam Schiphol	44.1	5	222	70%

Table 1 – Illustration of Heathrow's capacity in comparison to other Northern European hub airports⁹

As table 1 shows, Heathrow currently handles the largest proportion of passenger numbers out of Europe's major hub airports and is Europe's busiest airport but by 2021 is predicted to fall to third place behind Frankfurt and Paris Charles de Gaulle¹⁰. However, as demand increases Heathrow has little room to accommodate additional passengers whereas Frankfurt, Paris CDG and Amsterdam Schiphol have sufficient available capacity (between 25-30%) to continue to take advantage of this growing market. This severely disadvantages Heathrow in supporting UK businesses to trade with growing markets.

A recently commissioned report by airport operator BAA and carried out by Frontier Economics, found that UK businesses trade 20 times as much with emerging market countries that have direct daily flights to the UK¹¹. Paris and Frankfurt already have 1,000 more annual flights to the three largest cities in China than Heathrow¹¹; Heathrow has five flights per day to China serving two destinations, whilst Paris has 11 serving four

⁸ Greater London Authority, A New Airport for London, 2011

⁹ Bridget Roswell, Chairman, Volterra Partners - Why we need to be visionary and think big. A presentation to the Transport Times Conference - A New Strategy for Aviation - The case of new hub capacity. London, 18 April 2012

¹⁰ Protecting London's position as a world city: creating the first "virtual hub airport", Victoria Borwick, March 2012

¹¹ Frontier Economics, Connecting for growth: the role of Britain's hub airport in economic recovery, September 2011

destinations and Frankfurt 10 serving 6 destinations¹². Sao Paolo is the only South American destination served directly from London. These startling comparisons clearly illustrate the difficulties the UK is facing right now in remaining competitive and taking advantage of emerging markets.

This lack of capacity does not only affect UK passengers wishing to connect with these new markets but also overseas customers who cannot directly access Heathrow.

Similar problems are experienced at Gatwick, which operates at 78% of capacity (33.64 mppa in 2011¹³) and is the busiest single-runway airport in the world. Growth forecasts project Gatwick carrying 40 mppa by 2020.¹⁴

If additional runway capacity is not provided in anticipation of forecast demand growth, then delays and disruption at London's airports will steadily worsen. As a result the UK will become less accessible than its rivals to strategically important locations in the developing world and future economic prosperity will be threatened. With the current UK economic forecast, it is all the more important that this industry, so vital to our country's economy, is invested in, protected and expanded to meet needs.

Proposals for the development of a new hub airport within the Thames estuary area have been proposed as a solution to this capacity issue. However this will be costly and take at least 10-15 years to develop; it is likely that in this time the UK will have already missed out. We need to act quickly and find a more immediate and cost effective solution. This need gives rise to an opportunity for our regional airports to take more of a share of the capacity, particularly domestic and short haul flights, allowing Gatwick and Heathrow to focus on the long haul international market. And this approach has wider benefits than addressing the capacity issue – development of regional airports will provide local benefits through increased employment opportunities, at a time when unemployment is a significant concern for the country.

¹² A new Airport for London, Greater London Authority, 2011

¹³ Civil Aviation Authority

¹⁴ Stewart Wingate, Chief Executive Gatwick Airport

3 Background to Bold Steps for Aviation proposals

Kent County Council (KCC) recognises that future demand for aviation cannot be met by the existing airport infrastructure as it currently stands. The authority also recognises the need to meet this demand if we are to remain competitive.

An airport within the Thames estuary has once again been put forward for consideration. **The authority does not consider this a viable solution and remains opposed to any airport within this location.**

Of key concern is the cost of a new hub airport – estimated at £20bn for the airport and £30bn for the associated infrastructure. Aside from issues of whether these estimates are accurate, the proposals assume that private investment will be forthcoming, which is by no means guaranteed. It also does not address the public funds required for the infrastructure costs. Further to this, it is likely the project would not be completed for 10-15 years therefore not addressing the immediate capacity issues. In the time it takes for the project's completion, London will have already lost its premier position as a hub.

The proposed estuary hub airport would only succeed if Heathrow were closed, with the loss of 116,000 jobs in west London and a significant detrimental effect along the M4 corridor. It has also been shown that nine of the ten major airlines currently based at Heathrow do not want to move.

The development on the Isle of Grain would result in the removal of whole communities, some 40,000 people (homes and businesses), who would need to be re-homed within the Medway area. This is in addition to the employees of the new airport, for who an estimated 70,000 new homes would be required. Such significant housing levels are not currently available and there has been no suggestion as to where this would be located. The existing road infrastructure would not be able to cope with the additional burden a hub airport would place and the Foster's proposal has not made any attempt to address this issue, instead focussing on rail.

There are also significant risk issues associated with locating the airport in the Thames estuary. Richard Deakin (Chief Executive Officer of National Air Traffic Services) has stated that the proposed airport in the Thames estuary would be in the '**very worst spot**' for the south-east's crowded airspace, directly conflicting with Heathrow, Gatwick, Stansted, Luton and London City flight paths (in addition to Schiphol). Further to this, the estuary airport has been assessed to have the highest risk of bird strike in the UK (twelve times higher), even with extensive management measures.

KCC's final point of objection is that the estuary airport would be situated in an area of international environmental importance. The area falls under the EU Habitats Directive and the airport would need to satisfy a number of tests in order to proceed, not least of all that the favourable conservation status of the European Protected Species is maintained within their natural range. In addition the area has significant marine, inter-tidal and terrestrial based heritage assets, some of international importance.

Given all the above, it is difficult to see how an estuary airport could be a viable option. If the UK is to act quickly in order to address current issues and meet future aviation demand in order to retain its premier position as a hub, KCC does not consider that time should be spent on a new airport proposal that will not be able to proceed. Instead the authority proposes that a more strategic approach, that makes better use of our existing airports (in particular, Manston Airport – see 3.2.1) and represents a more pragmatic and deliverable medium-term solution, warrants immediate investigation.

4 Bold Steps for Aviation proposals

Bold Steps for Aviation is based on the following recommended courses of action:

- The construction of a high speed rail link connecting Gatwick and Heathrow.
- A more strategic approach to the use of our airports, maximising the capacity of Manston Airport and existing airports in the South East (Lydd, London City, Southend, Stansted, Luton and Southampton) (and other regional airports, such as Birmingham).
- The construction of high speed rail links connecting Manston Airport (and other regional airports including Lydd, London City, Southend, Stansted, Luton, Southampton and Birmingham) to London.
- Capacity growth at Gatwick through the addition of a second runway after 2019.

KCC considers these courses of action will enable us to respond more immediately to the capacity issues facing aviation and ensure we remain competitive. Each of these courses of action are discussed in detail below.

4.1 Construction of a high speed rail link connecting Gatwick and Heathrow

Although London's airports are relatively well connected to central London via the strategic road and rail networks, they are poorly connected to each other. This impacts negatively on the extent to which existing airport capacity can be maximised. In 2007, around 1.5 million passengers connected between flights at different London airports; of these, the greatest proportion travelled between Heathrow and Gatwick¹⁵. However, there is no direct rail service between them and, whilst the motorway route is regularly served by express coach services, journey times are unreliable. Without sustained investment in transport infrastructure, there is little scope for London's airports to act in a more coordinated way.

A high-speed rail link (with an estimated travel time of 15 minutes) between Gatwick and Heathrow would effectively provide a hub airport with easy access to central London. This would complement the Crossrail high speed rail connectivity already planned between London and Heathrow and also Birmingham Airport with High Speed Two (HS2).

The cost of providing the high speed rail link between the two airports would be approximately £5.5billion, based on the unit costs of the current HS2 programme, and could be completed within five to ten years. This offers a more cost effective and time efficient option to that of the Thames Estuary airport proposal.

¹⁵ Civil Aviation Authority, Connecting Passengers at UK Airports, 2008

The success of connecting these two airports would be dependent on refocused use of the airports (3.2), increased use of regional airports (3.2) and a further runway at Gatwick (or Heathrow) (3.3).

4.2 Strategic management of existing airports

A more strategic approach to managing our airports should be applied, focussing charter, low-cost and short haul point to point flights at currently under-used regional airports; thereby freeing up capacity to allow Heathrow to take more long haul flights. With Gatwick and Heathrow linked by a rail line, Gatwick could exist as a feeder airport, with Heathrow focussing on long haul. Regional airports considered appropriate for this use because of existing good connections to London include:

- Manston
- Lydd
- London City
- Southend
- Stansted
- Luton
- Southampton
- Birmingham

In effect, the regional airports around the capital would become point-to-point airports. Such airports have low levels of transfer flights and instead focus on direct services. By absorbing most of the South East's demand for point-to-point operation, capacity would be released at Heathrow and Gatwick to enable a large volume of passengers to make a wide range of connections. The nature of a hub operation is maximised when there is around 25% spare capacity through a number of runways operating simultaneously. This runway capacity is required to facilitate the 'waves' of arriving and departing aircraft.

The increased use of regional airports would be more in line with Government policy and legislation on emissions reduction while also addressing the need for growth and jobs creation in the south east and other areas across the UK.

The capacity of regional airports to assist in meeting increasing demand is discussed further in section 3.2.2.

4.2.1 *Increased use of Manston Airport*

In Kent, Manston Airport has the potential to make a significant contribution, providing excellent connections to Europe destinations and reduced flight times. Manston has one of the longest runways in Europe (at 2,752 metres) and is therefore able to cater for all modern jet aircraft. The airport operates in Class G airspace, outside of the London Control Zone, and has sufficient capacity for the 4.7 mppa and 400,000 tonnes of freight anticipated by the Airport Master Plan by 2033¹⁶. Its local environmental impacts are greatly reduced by its location on the Thanet Peninsula, with much of its uncrowded flight path located over water to the east of Ramsgate. There is a fully-equipped passenger terminal facility with a capacity of around 1 mppa subject to the aircraft used and scheduling arrangements.

Manston enjoys good strategic road links to London and the wider South East via the A299 dual carriageway, which joins the M2 motorway approximately 19 miles west of the airport. There are also three primary rail routes to Ramsgate, located 3 miles east of Manston, which serve the London termini of St Pancras International via domestic high speed services on High Speed One (HS1), Charing Cross and Victoria, therefore offering a total of five trains per hour during off-peak periods.

However these connections will need to be improved if Manston is to truly succeed as a regional airport. Research commissioned by KCC (through an EU funded project seeking to improve sustainable surface access to regional airports) reveals evidence that with a fixed rail link passenger numbers increase as it enables a wider catchment of people to use the airport. Newcastle Airport's passenger numbers increased by 27% after the first full operational year of the Metro link to the airport and passenger numbers have continued to grow year on year. A station near to Manston Airport served by high speed rail services to London will increase the attractiveness of the airport to airlines and passengers.

Line speed enhancements have been secured through a successful Regional Growth Fund bid and should be operational by 2015; and work is underway to take forward the provision of the proposed Thanet Parkway rail station, which subject to funding could also be operational by the end of 2015. KCC is also pushing for improved rail connection (using existing lines) between Ashford and Gatwick, which would link Manston to both Gatwick and Heathrow.

Manston would strongly complement Heathrow and Gatwick as they increasingly focus on accommodating long-haul flights at the expense of domestic and near-European services.

¹⁶ Infratil Airports Europe Ltd, Manston Airport Master Plan, 2009

Development of Manston as a regional airport would create employment opportunities in one of England’s most disadvantaged areas; the airport’s Master Plan forecast for 2033 would see up to 6,000 additional direct and indirect jobs within the area, development for which is generally supported by the local community.

4.2.2 Other regional airports with the ability to serve London and support the wider network

Other regional airports (see map on p15) also have the potential to increase capacity.

Regional airport	Current capacity (mppa)	Current usage (2011) (mppa)	Available capacity (2011) (mppa)	Potential future additional capacity (mppa)	Potential future additional (spare) capacity (mppa)	Potential additional jobs to be created by future additional capacity ¹⁷
Heathrow	89	69	20 ¹⁸	-	20	20,000
Gatwick	40	34	6	43 ¹⁹	49	49,000
Manston	1	-	1	5 ²⁰	6	6,000
Lydd	0.1	-	0.1	2 ²¹	2	2,000
London City	5	3	2	3 ²²	5	5,000
Southend	2	-	2	-	2	2,000
Stansted	35	18	17	-	17	17,000
Luton	10	10	0	21 ²³	21	21,000
Southampton	7	2	5	-	5	5,000
Birmingham	12	9	3	32 ²⁴	35	35,000
TOTAL	201.1	145	56.1	106	162	162,000

Table 2 – Available capacity at selected UK airports²⁵

As table 2 shows there is potentially in excess of 160 mppa available capacity from airports with good connections to London. This compares favourably with the Thames Estuary

¹⁷ Based on 1mppa creates 1,000 jobs.

¹⁸ With 'mixed mode' operations on its two existing runways

¹⁹ With a new wide-spaced runway in addition to the existing runway - DfT (2003) The Future Development of Air Transport in the UK: South East, 2nd Edition

²⁰ Manston Airport Master Plan (2009)

²¹ Lydd Airport is currently awaiting the decision of a Public Inquiry to permit runway and terminal extensions to allow 500,000ppa; aspiration for 2mppa

²² London City Airport Master Plan (2006)

²³ With either a relocated or realigned runway - DfT (2003) The Future Development of Air Transport in the UK: South East, 2nd Edition

²⁴ With a new wide-spaced runway in addition to the existing runway - DfT (2002) The Future Development of Air Transport in the UK: Midlands.

²⁵ Figures based on the 2002/03 Consultation documents for the 2003 Future of Air Transport White Paper (as this is Government Policy until superseded) unless otherwise stated

airport proposal, which states it would be capable of serving 150 mppa. Furthermore, airports such as Liverpool, Doncaster and Blackpool could collectively accommodate tens of millions of extra passengers a year.

In addition to meeting capacity needs, better utilisation of our regional airports would result in the creation of much needed employment opportunities. Huw Thomas, of Foster and Partners, made clear at a recent public event²⁶ that the Foster's estuary airport proposal was not about expanding jobs but about protecting those that currently exist because of our hub status. It has also been made clear that the development of a new hub airport in the estuary would result in the closure of Heathrow; therefore, the estuary airport is unlikely to result in a significant net gain of jobs just a relocation of where they are based. However, as the table above shows, if we invest in, and make better use of, our regional airports we could potentially see some further 162,000 job opportunities shared across a region which would be delivered in a shorter timescale.

Lydd Airport, near Ashford in Kent, is awaiting the decision of a Public Inquiry to permit a runway and terminal extension that would allow it to accommodate up to 2 mppa. With improved connections to the high speed international station at Ashford, the airport would be within an hour's travel time of London.

The Stobart Group has invested significantly in Southend Airport with a new terminal with integrated rail station providing rail connectivity to London in under an hour. A modest runway extension will allow the airport to accommodate up to 2 mppa and a major low-cost carrier has already relocated services from Stansted to Southend in time for the 2012 Olympics.

Birmingham Airport is in a position to take an additional 3 mppa immediately and a further 32 mppa in the medium term following the completion of a modest runway extension, for which planning consent has already been granted. Once the initial phase of HS2 between London and the West Midlands has been completed, the airport will be within 38 minutes of the capital, making it an increasingly realistic alternative to Heathrow and Gatwick for air passengers travelling to and from the South East. The completion of the High Speed 2 network would also link up with Manchester (whose own airport could handle 50 million passengers a year by 2050) and Leeds.

Stansted is also operating under capacity by 17 mppa and could therefore meet some of the demand without any need for further development. And with either a relocated or realigned runway, Luton could increase its capacity to 31 mppa.

²⁶ Institute of Civil Engineers, ICE Thames Hub Airport Debate, Monday 23 April 2012, One Great George Street

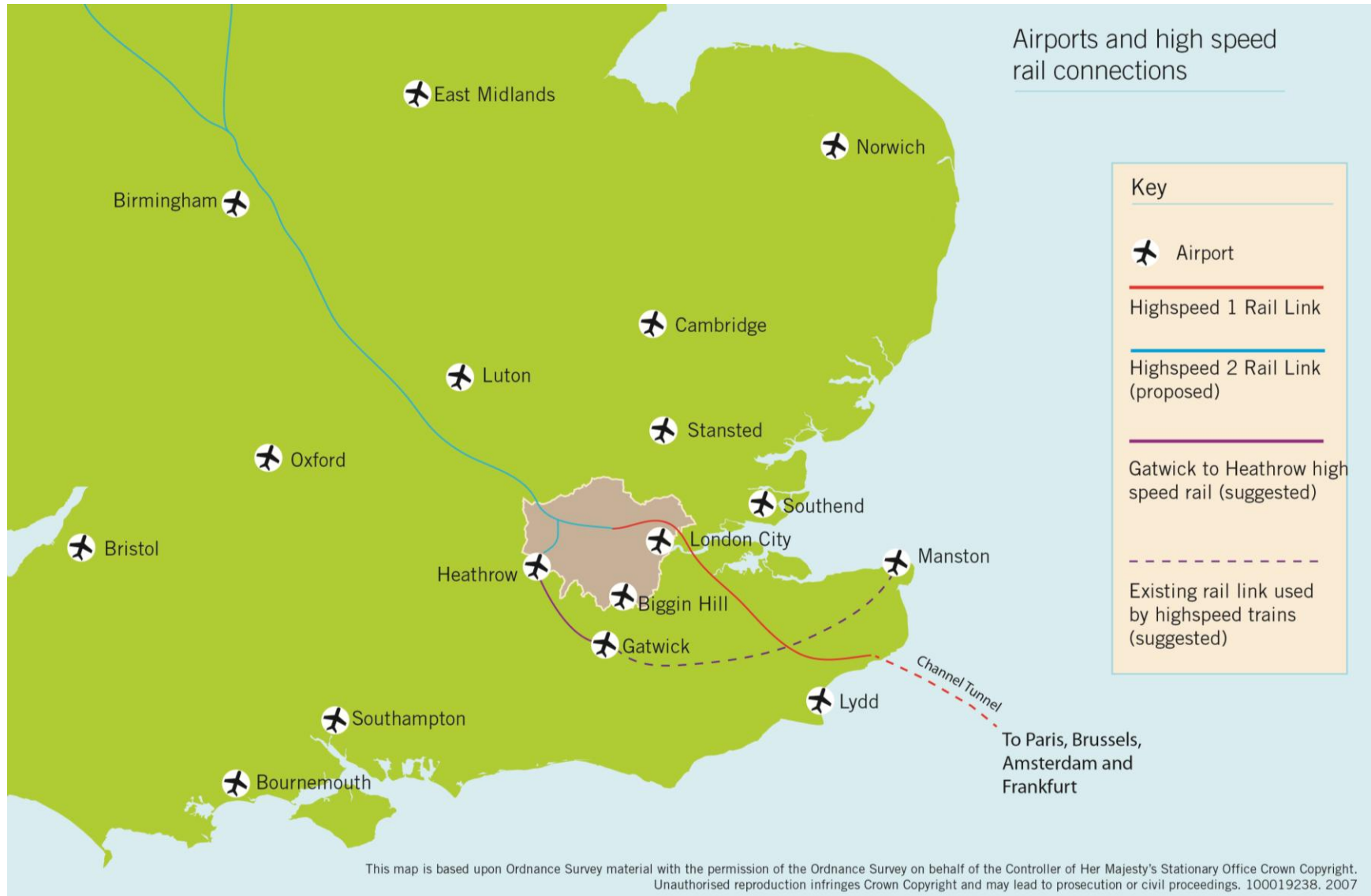


Figure 1 – Map of airports serving the South of England and high speed rail and train links

4.3 Capacity growth at Gatwick

The potential for Gatwick and Heathrow to complement each other as connected airports can only be realised if a second runway is provided at Gatwick when the present moratorium on planning expires in 2019. Capacity growth at Gatwick represents a more acceptable long-term solution than expansion at Heathrow, due to the significantly lower number of people that would be overflowed by arriving and departing aircraft, the relatively good rail and road access enjoyed by Gatwick, and the huge economic benefits that this solution would bring to deprived communities in Kent, Sussex and South London.

Currently expansion at Heathrow has been ruled out across all political parties. However, at the beginning of March in an open letter to the Sunday Telegraph, seventy business leaders, MPs and trade unionists called on the Government to re-open the debate about building a third runway at Heathrow, suggesting that it should not be excluded from the current review and forthcoming consultation. Following this, Sir Richard Branson announced a willingness to invest £5bn in expansion at Heathrow should the decision on the third runway be reversed. It is necessary for the Government to reconsider its position, including Heathrow when assessing options in its forthcoming consultation, and listen to the requirements of the UK's businesses when deciding on a way forward.

5 Recommendations to Government

To conclude, Kent County Council commends the following recommendations to Government to facilitate **Bold Steps for Aviation**:

- **The construction of a high speed rail link connecting Gatwick and Heathrow.**
- **Improved rail connectivity of other regional airports (Manston, Lydd, London City, Southend, Stansted, Luton, Southampton and Birmingham) with London, Gatwick and Heathrow.**
- **Further development of Manston Airport, other existing regional airports in the South East (Lydd, London City, Southend, Stansted, Luton and Southampton) and those with good connections to London (Birmingham).**
- **Capacity growth at Gatwick through the addition of a second runway after 2019.**
- **Any proposals for a Thames Estuary airport are not progressed any further.**
- **No action is not an option but action to address capacity issues must be taken quickly; rather than depending on an estuary airport that will take years to develop and may not even succeed, better use of our existing hub and regional airports NOW will ensure that the UK retains its premier position as a hub airport.**

The Government is also urged to deliver an aviation strategy that is clear, answers all questions and obtains cross-party support. This is the only way to ensure that the issues are properly resolved, the UK remains competitive and that any plans for aviation development are future-proofed against changes in Government.