



Joint Transportation Board

Notice of a Meeting, to be held in the Council Chamber, Civic Centre, Tannery Lane,
Ashford, Kent TN23 1PL on Tuesday 11th September 2012 at 7.00pm

The Members of this Board 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 K Ashby – 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**
 - (a) Disclosable Pecuniary Interests (DPI) under the Localism Act 2011, relating to items on this agenda. The nature as well as the existence of any such interest must be declared
 - (b) Other Significant Interests (OSI) under the Kent Code of Conduct as adopted by the Council on 19 July 2012, relating to items on this agenda. The nature as well as the existence of any such interest must be declared
 - (c) Other Interests not required to be disclosed under (a) eg stated for transparency reasons alone, such as membership of other bodies who may be affected by decisions on agenda items or where Councillors themselves or their family or close associates may be affected by such decisions

Advice to Members: If any Councillor has any doubt about the existence or nature of any DPI which he/she may have in any item on this agenda, he/she should seek advice from the Head of Legal and Democratic Services and Monitoring Officer or other Solicitors in Legal and Democratic Services as early as possible, and in advance of the Meeting.

3. **Minutes** – To approve the Minutes of the Meeting of this Board held on the 12th June 2012
4. To receive any Petitions
5. Tracker Report
6. Update from Member Working Group on Lorry Issues

Part I – For Decision

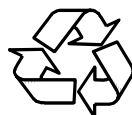
7. Henwood Safety Scheme Post Implementation Review
8. Willesborough Lees Safety Scheme Proposals
9. Goat Lees Safety Scheme Proposals

Part II – For Information

10. Highway Works Programme 2012/13
11. Drovers Roundabout
12. Maintenance of Ashford Shared Space
13. Lane Rental Consultation – Further Cutting Congestion on Kent's Key Routes

DS/AEH
3rd September 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 **12th June 2012**

Present:

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

Cllrs. Mrs Bell, Mrs Blanford, Claughton, Davey, Feacey, Heyes, Robey
Mr J N Wedgbury

Apology:

Mr S J G Koowaree

Also Present:

Cllrs. Michael, Wood.

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

24 Declarations of Interest

Councillor	Interest	Minute No.
Claughton	Code of Conduct – Personal but not Prejudicial – Chairman of the Ashford Access Group	29
Mr Wickham	Code of Conduct – Personal but not Prejudicial – A Member of Pluckley Parish Council	27

25 Minutes

The Vice-Chairman said he would like to give an update on the Public Right of Way Crossing at Hamstreet Station. Following this issue being raised at the last Meeting and the Board agreeing to write to Network Rail about their future plans for the crossing, there had been a number of developments: - It had been discovered that Hamstreet Station was listed; Network Rail had confirmed that they were consulted on the plans for the Lancaster Close development and had asked for Section 106 contributions towards lights and gates at the crossing; KCC Councillor Mrs Tweed had highlighted the matter at the Annual Rail Forum at County Hall; and Nigel Whitburn of Sussex Community Rail Partnership had also sent a letter of support

and considered that the removal of the barrow crossing should be coupled with the installation of an 'over' bridge and signage for both the footpath and disabled access via the main road. Whilst there had been no action yet from Network Rail, there had been a recognition that something needed to be done and the Vice-Chairman considered it was important to keep up the pressure.

Resolved:

That the Minutes of the Meeting of this Board held on the 13th March 2012 be approved and confirmed as a correct record.

26 Transport Forum

The Board received the report of the Chairman of the Transport Forum for the Meeting held on 18th May 2012. The Forum had discussed bus services, highways, trains and taxis.

The Chairman said he wished to raise a few points coming out of what had been a constructive meeting. Firstly there was the issue of the two Bus Gates at Godinton Road and Beaver Road, where the problems were well known and long running. The CTRL funding for a control system at Godinton Road seemed to have disappeared and he considered it was important to locate this and progress the system as soon as possible. Secondly was the lane markings at the Drovers Roundabout where bus drivers were having to brake sharply due to vehicles regularly being in the wrong lane and swerving in front of buses. On one occasion the sudden braking had caused injury to some of the passengers on board. The police may have said that the roundabout was safe but it was clear that the markings were wrong and this was a safety issue which Members considered should not be left unchecked. There may not have been any recorded accidents but there had been plenty of near misses. Looking ahead to the future, the Forum wanted to hold a special meeting in advance of the Thameslink Franchise being awarded where the bidders would be invited to come and give presentations to the Forum Members on their plans. It was hoped this Meeting would happen in January 2013.

With regard to Drovers Roundabout the Ward Member concurred with the comments on lane markings and said there was also confusion about some of the traffic lights and how close together they were, and grass on the roundabout which had been allowed to grow and was now affecting visibility. There were no substantial tailbacks at the roundabout and traffic was flowing freely so in that sense the scheme had been a success, but it was important that these points of concern were not ignored.

In relation to the Bus Gates a Member said that there was a need for some action. Godinton Road continued to be abused but the legislation was now in place to install controls. Money had been made available for this so he was keen to discover where that had gone. Whereas Beaver Road Bus Gate had been out of order for three or four months and after having so much money invested into it this must be false economy. Mr Howe said that with regard to the funding for a control system at Godinton Road Bus Gate, whilst they had been unable to locate the original CTRL funding he was pleased to say that funding had been identified and this would be progressed. With regard to the Beaver Road Bus Gate Mrs Holder explained that the

current issue was that particular vehicles (including the newer double-decker buses) were not being detected by the equipment because of their shape so the gate had to be made inactive as they could not have it working for some vehicles and not others. A detailed response on this had been provided to one of the Ward Members and she could make this available to other Members if they so wished.

Mrs Holder said that Officers could act immediately on the issue of the length of grass and visibility on the Drovers Roundabout and they would have a look at this tomorrow. The Cabinet Member said that safety and visibility was important but the roundabout was supposed to take the form of a wild flower garden so she hoped the roundabout would not be cut back too savagely just as the flowers were coming into bloom.

In accordance with Procedure Rule 9.3 Ms Whybrow of the Ashford Independent Taxi Drivers Association spoke on this item in relation to the lack of taxi space in Ashford Town Centre. Six bus stop clearways had been proposed for Victoria Way but no provision had been made for taxis to stop there. More pressing though was the situation in Bank Street. There was no kerb space for taxis to load and unload passengers so nowhere safe to drop off disabled passengers. As Ashford Town Centre developed and new roads were being built, provision for taxis seemed to be being ignored in favour of other modes of transport and this was a problem for the disabled, some of whom relied on taxis. There was also an ongoing issue at Wilkinsons taxi rank where there was also nowhere to pick up or drop off disabled passengers. She said she would like to invite Cllr Cloughton and Mr Wilkinson to undertake these journeys in the shoes of a disabled person so they could understand the problems.

Mr Wilkinson explained that the issue of the bus stop clearways in Victoria Way would shortly be determined by a Panel of Members of this Board as there had been an objection and the Chairman endeavoured to invite Ms Whybrow to that meeting. He said that when the re-configured road space in the town centre was allocated amongst all user groups everybody had wanted more space, but it was felt that a fair compromise had been reached. Perhaps there was a need for further discussions about the issue at Wilkinsons as it appeared that kerb levels may be playing a role there. He said that the Civil Enforcement Officers did apply discretion where appropriate when it came to the dropping off of passengers by the taxi trade. The Leader of Ashford Borough Council said that in the Ashford 2030 Framework document the Cabinet had committed to looking at the town centre and the parts that did not work as well as they might. Arrangements for buses, taxis and access to the Station would undoubtedly be big parts of this. A Member who was also Chairman of Ashford Access Group said he had heard no particular comments from disabled people about this but he would raise it at the next group meeting and he would be happy to assist in this in any way he could.

Resolved:

That the report of the Chairman of the Transport Forum for the Meeting held on the 18th May 2012 be received and noted.

27 Tracker Report

The Chairman drew Members attention to the Tracker of Decisions and the tabled paper which he had produced on the proposed traffic measures in Pluckley. He said that at the last meeting of the Board in March the area around Pluckley Station had been identified as priority number 1 on the proposed priority list for parking schemes, but there was now a need to urgently address a safety issue at this location. Following the witnessing of a conflict caused by on-road parking, the Police thought there was a genuine safety concern on this stretch of road and had issued a Form 1412A (commonly known as a 'pink peril') which commented on the safety aspects on this road and requested that suitable remedial action be taken.

In accordance with Procedure Rule 9.3 Mr Newman, Chairman of Pluckley Parish Council, spoke on this item. He said that the tabled paper summed up the issue well but he thought it was important to explain why the Parish Council had tolerated what, at face value, might be seen as inappropriate parking for a number of years. Because of the expensive parking charges at the Station (£4.50 a day) commuters in the main did not use the car park but instead parked on the roads around the Station. Southeastern trains claimed that usage of the car park was around 80% and they therefore did not see the need to reduce the charges, although local studies that had been undertaken indicated this was somewhat lower at around 50%. The Parish Council had opposed the proposed introduction of double yellow lines at this location during the informal consultation stage because they did not want to discourage use of the Station and there was concern that the removal of parked vehicles would result in vehicles travelling faster through the area as there were currently no speed limits. The presence of the parked cars actually contributed to making the area safer. Although they were not in favour of the lining scheme, the Parish Council had indicated that for it to be effective in safety terms it should be accompanied by the introduction of a 30mph speed limit.

The Chairman said that there was, in affect, one of two decisions to be made. Namely to do nothing and leave the situation as it was despite the receipt of the 'pink peril' as there had never been a recorded accident in this location, or to continue with the procedure for implementing the lining proposals by progressing to formal consultation. This second option could be accompanied by the suggestion for a 30mph limit along with the lining.

One of the Ward Members for the area said she agreed with Mr Newman's comments and whilst on paper it may seem strange and dangerous not to deter people from parking on the road there, people who knew the area knew that the parking presented few problems and there had been no recorded accidents. Parked cars tended to slow passing traffic down so she supported the proposal that if the lining scheme was to be implemented it should be accompanied by a 30mph speed limit so solving one problem did not cause another. There was also concern that a lining scheme might simply push the parking problem a little further along the road, rather than into the car park, although at the same time that would probably make the situation safer as it would be a straighter and more level piece of road.

Members considered that it was important to put pressure on Southeastern to reduce their car parking charges in addition to any other measures. The car park was clearly

less utilised than they thought and the excessive charge was encouraging people to park elsewhere. A fuller car park, even at a lower rate, would be an asset to the company and there was capacity in the car park to accommodate nearly all of the cars that regularly parked on the roads around the Station. The usage figures were important as Southeastern had previously said that if the car park was less than 75% utilised they would review the charges, although ultimately it was their car park and the Council could only try and influence as they had no power over the charging regime. Additionally, the Board agreed to approach KCC's Cabinet Member for Environment, Highways & Waste, Bryan Sweetland, with a suggestion that when the rail franchise was renewed in 2014, serious consideration be given to scrapping parking charges at the smaller rural Stations. A threshold would have to be set (perhaps car parks with less than 50 spaces) but people simply weren't using the car parks at places such as Charing and Hamstreet as well as Pluckley and perhaps this was something that should be built in to the bid. The Leader said that the Cabinet and Chief Executive would support that suggestion

In response to a question about the privet hedge which restricted sight lines accessing Station Road, it was explained that as it was on private land they could not compel the owners to do anything about it although KCC said they would write to the owner and ask them to consider cutting it back.

Mr Howe advised that KCC Officers would be meeting on site with the Police Officer concerned with this matter and issues such as a speed limit for the area and the validity of the 'pink peril' would be discussed. Members hoped that the Police would also be asked how much input they had sought from local people on this matter.

Resolved:

- That**
- (i) the Tracker be received and noted.**
 - (ii) the proposed traffic measures in Pluckley be progressed to the stage of formal consultation. The Board suggests that the implementation of any lining scheme should be accompanied by a 30mph speed limit.**
 - (iii) Southeastern be approached with a view to reducing car parking charges at Pluckley Station, based on actual usage figures of the car park itself.**
 - (iv) it be suggested to the KCC Cabinet Member that when the rail franchise is renewed in 2014, serious consideration be given to scrapping parking charges at the smaller rural Stations.**

28 KCC's Draft Freight Action Plan for Kent

The report asked the Board to comment on KCC's latest draft version of the Freight Action Plan for Kent following the extension of the deadline for consultation responses to the end of June 2012. Authority was also sought to allow the Member Working Group on freight issues, set up by the Chairman and Vice-Chairman, to collate the comments and respond to the consultation on behalf of the Board. At the

last meeting the Board had suggested that the objectives listed in the plan should be re-ordered as some were considered to be more important than others, however it had subsequently been explained that although they were numbered they were not presented in any priority order. This had also been explained in the latest draft.

The Leader said that with regard to Operation Stack and overnight lorry parking the ABC Cabinet had agreed that they would work towards a solution with the other East Kent Districts and by way of the Locality Board which included KCC Members. They would welcome any report produced by the Member Working Group.

Members mentioned the proposal for charging freight entering the country and the 'Britdisc' which KCC were keen to put in place. This did not appear to have been mentioned anywhere in the draft document at present and the Board considered it should be.

The Vice-Chairman said that he considered the Department for Transport study into lorry parking spaces should be re-done before any firm proposals for new lorry parks were made, to ensure an appropriate level of provision was being proposed.

It was agreed that the Member Working Group would collate all of the comments and respond directly to KCC on this consultation. The final response would also be circulated to Members of this Board and the Cabinet Members. Members were reminded that should they have any subsequent comments on the document or the issue of freight in general, they could contact Katie Pettitt at KCC directly. A Member, who was also Chairman of the Ashford Access Group, said that their comments on the draft plan had also been forwarded to KCC.

Resolved:

That the Board respond to the consultation by way of a collated response from the Member Working Group set up by the Chairman and Vice-Chairman.

29 Ashford Ring Road – Shared Space Scheme

The report provided a brief update from KCC on the Ashford Ring Road Shared Space Scheme and its ongoing maintenance. Initial evidence had suggested that the scheme had been successful in its aims to reduce speeds and the number of recorded collisions as well as improving the street scene in the area. With regard to maintenance issues, a full investigation of these had been commissioned for the summer and once completed the necessary remedial works and permanent repairs would be programmed.

With regard to the Shared Space Scheme as a whole and the ongoing maintenance the following issues were raised: -

- The Scheme had been successful and had put Ashford on the map in many positive ways both locally and nationally. Investors were excited about Ashford's willingness to be innovative with schemes such as this one and, coupled with High Speed 1, this was attracting people to bring their businesses to Ashford. It must also be remembered that the scheme would

really come into its own once the development of Elwick Square was completed. There were still issues with the scheme though and it was important that these continued to be raised.

- Traffic continued to tail back at Elwick Road at peak times and this seemed to be due to the traffic light sequencing. This needed to be examined.
- The flume was a dangerous hazard for cyclists.
- The road leading from the 'Bolt' to County Square was confusing, particularly for visitors and better signage was needed here. Mr Wilkinson said he understood signage around the ring road was being examined and the County Councillor for the area had used some of her Member Highway Fund on a study into the matter.
- Issues remained when it came to the needs of some disability groups. There was still confusion at various pedestrian crossing points over when it was safe to cross and where there was confusion there was danger.
- Ongoing maintenance was going to be the key issue. The scheme had been a success but if three years down the line it looked a mess that success would be erased. It would be important to keep on top of this and Members sought assurances that the funding would be found to do this. Mr Howe confirmed that this was partly why the investigation was taking place and the funding would be found.

Resolved:

That the report be received and noted.

30 Highway Works Programme 2012/13

Members raised the current works ongoing in the Lower High Street to replace and re-point the granite blocks there. There appeared to have been poor prior consultation over this scheme and businesses and residents were upset with how this had been dealt with. The Lower High Street appeared to be closed and although there had been some remedial measures the whole thing appeared to have been rushed through. The Chairman read a letter he had received on this issue from one of the Ward Members. The Member said he had received many complaints on the first day of the works (Monday 11th June) and dealt with them by contacting Toby Howe at Kent Highway Services who had been most helpful. After a long discussion regarding the complaints, adjustments had been made to the valances and railings and, as requested, a pathway had been created between Nat West Bank and the pavement on the other side. Mr Howe had agreed to meet with those people who made a complaint about the works and their details had been passed to him. The Member said he had been pleased with the help provided by, and the efficiency of, Mr Howe and would like to draw this to the attention of Board and pass his thanks on.

Mr Howe said that the works were a safety issue as the mortar was coming out from between the blocks and people were tripping over. Funding had become available and they wanted to do the job in one go by way of a permanent mortar repair, rather than piecemeal. It had also been deemed important to do it in a way that would not disrupt the Jubilee Weekend, but as quickly as possible before the Olympic Torch Relay passed through Ashford in July. He accepted that timing wise this had been a difficult issue, but in line with the Ward Member's comments he hoped that he had demonstrated his willingness to meet with traders and Members and put remedial measures in place if necessary. It was agreed that signs should be erected explaining that the Lower High Street was still open for business.

Officers agreed to feed back more information to Members on the following matters that appeared on the Highway Works Programme: -

- The creation of a new Public Right of Way linking Bockhanger Lane with the Eureka Leisure Park scheduled for 2012/13.
- The request for a weight restriction on the lanes linking the A20 to Pivington Mill, Pluckley.

Resolved:

That the report be received and noted.

31 Highway Tracker Survey

The report informed the Board of the key results of the 2011 Resident, County Member and Parish/Town Council Highway Tracker Survey. The full survey had been published on the KCC website.

Resolved:

That the report be received and noted.

32 Winter Service Plan 2012/13

The report outlined the arrangements that had been made by KCC to provide a local winter service in the event of an operational snow alert in the Borough.

The Board praised KCC for the good job they had done during last winter's severe weather. Roads and footways had generally been well cleared and gritted. The following points were made in response to questions/comments: -

- The Plan was still in draft so any footways that were not included and considered a priority, such as Godinton Road, could still be suggested for inclusion.
- There was also still time to make requests for salt bins. Parish Councils also had the option of purchasing their own bins and 'dumper bags'.

- The Government had made it clear that residents should be encouraged to clear snow and ice from outside their own homes without fear of being sued under health and safety guidelines. The direct.gov website did contain a 'Snow Code' which gave clear guidance on liability in public areas and what could and could not be done.

Resolved:

That the report be received and noted.

33 Bold Steps for Aviation – Discussion Paper

The Chairman introduced the report which presented KCC's discussion document on the UK's aviation needs in the South East, "Bold Steps for Aviation". It made suggestions on how the UK's aviation capacity needs could be met without the need to develop a new hub airport in the Thames Estuary. It was intended to contribute to the national debate and was published in response to the recent proposals from Lord Foster and the Mayor of London. Members were encouraged to forward any comments on the document to aviation@kent.gov.uk

During discussion the following points were raised: -

- The Ashford 2030 Framework sought to improve rail links between Ashford and Gatwick and promote Ashford as an international transportation hub. An hourly Ashford-Tonbridge-Redhill-Gatwick service had been proposed for the 2014 rail franchise and perhaps this goal should be reflected somewhere in the document.
- It was clear from the document that KCC was vehemently opposed to a Thames Estuary Airport. This would mean the closure of Heathrow Airport and the re-location of circa 100,000 jobs, not to mention the environmental and other impacts on the Grain and wider North Kent areas.
- It was acknowledged that it would be important to increase airport capacity in the South East, but there were numerous opportunities to build on existing infrastructure rather than constructing new airports. Manston for example could play a large role in this with some improvements to the surrounding road network and rail links.

Resolved:

That the report be received and noted.

DS

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ASHFORD JOINT TRANSPORT BOARD – TRACKER OF DECISIONS
Updated for the meeting on: 11.09.12

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
434 05/01/06	Ashford On Street Parking Review – Middle Zone 11	Ray Wilkinson (ABC)	ACTION: 1. Report to be withdrawn & officers be requested to re-examine the scheme in an attempt to maximize the amount of safe on-street parking provision, consider the points raised in the petition & ensure that all plans presented are up-to-date & report back to a future meeting of the Board.	To be considered with other required parking reviews and prioritised and reported to March 2012 JTB.
546 07/03/06	Transport Forum	-	RECOMMENDATIONS: That the JTB: 1. Requested officers develop a suitable scheme for disabled access to Ashford Town Centre.	Future report required following consideration of town centre TRO.
377 12/12/06	Proposed traffic calming measures in Bluebell Road & Roman Way, Park Farm and Church Hill, Kingsnorth.		RESOLVED: 2. Subject to agreement of the Local Planning Authority & Ashford Borough Council's legal team, the proposed pedestrian crossing on Ashford Road, at the junction with Church Hill, be deferred for a period of two years and the money saved be ring-fenced in an attempt to secure further external funding so that ultimately traffic lights can be erected at the junction.	£145,000 from the development is still available. KHS are looking into options for the expenditure of this money to discuss with Members and Parish Council.
407 08/03/11	Proposed Introduction of New & Amendment of Existing Parking Restrictions in Victoria Way	Jamie Watson (KHS)	RESOLVED: That 1. the proposed traffic safety & movement management scheme be implemented. 2. the proposed parking safety scheme be implemented. 3. the following Orders be made: - The KCC (Various Roads, Ashford)(Waiting Restrictions) Order 2011; The KCC (Victoria Road, Ashford) (20mph Speed Limit Zone) Order 2011; and the KCC (Victoria Crescent, Ashford) (Prohibition of Left Hand Turns) Order 2011. 4. the above Orders be reviewed one year after implementation.	All complete apart from 4.

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
26 12/06/12	Transport Forum		RESOLVED: That the report of the Chairman of the Transport Forum for the meeting held on 18 th May 2012 be received and noted.	
27 12/06/12	Tracker Report (including proposed traffic measures in Pluckley and car parking at Pluckley Station.		RESOLVED: (i) the Tracker be received & noted. (ii) the proposed traffic measures in Pluckley be progress to the stage of formal consultation. The Board suggests that the implementation of any lining scheme should be accompanied by a 30mph speed limit. (iii) Southeastern be approached with a view to reducing car parking charges at Pluckley Station, based on actual usage figures of the car park itself. (iv) it be suggested to the KCC Cabinet Member that when the rail franchise is renewed in 2014, serious consideration be given to scrapping parking charges at the smaller rural stations.	
28 12/06/12	KCC's Draft Freight Action Plan for Kent	Katie Pettitt (KCC Highways & Transportation)	RESOLVED: That the Board respond to the consultation by way of a collated response from the Member Working Group set up by the Chairman and Vice-Chairman.	
29 12/06/12	Ashford Ring Road – Shared Space Scheme	Toby Howe (KCC Highways & Transportation)	RESOLVED: That the report be received and noted.	
30 12/06/12	Highway Works Programme 2012/13	Toby Howe (KCC Highways & Transportation)	RESOLVED: That the report be received and noted.	
31 12/06/12	Highway Tracker Survey	David Thomas (KCC Highways & Transportation)	RESOLVED: That the report be received and noted.	
32 12/06/12	Winter Service Plan 2012/13	Lisa Holder (KCC Highways & Transportation)	RESOLVED: That the report be received and noted.	
33 12/06/12	Bold Steps for Aviation – Discussion Paper	Chairman of the JTB	RESOLVED: That the report be received and noted.	

Joint Transportation Board

11th September 2012

Update from Member Working Group on Lorry Issues

At the last Meeting on 12th June 2012 the Board, as part of the item "KCC's Draft Freight Action Plan for Kent, gave authority for the Member Working Group set up by the Chairman and Vice-Chairman to respond to KCC consultations on the Freight Action Plan. The Board was also very supportive of the formation of the Group and its ongoing work

Since the last Board meeting, the Working Group has met a number of times and agreed the following action points.

- A brief for necessary studies on overnight lorry parking has been drafted by KCC, with the involvement of KCC Cabinet Member Bryan Sweetland. This will include key points and issues raised by the Working Group.
- The draft brief will be input in to a 'Kent Mini-Summit' involving KCC and all Kent Districts with overnight lorry parking problems along the M2/M20. The objective being to secure commitment for the work, plus funding contributions, modifications to the brief and confirmation/additions/deletions to the list of sites to be assessed in the study. The Mini-Summit to establish contacts to generate commitment.
- A Cabinet briefing be prepared for Bryan Sweetland following the draft brief.
- A target date for the 'Kent Mini-Summit' be confirmed for late September/early October.
- Plan for a wider 'political summit' in November.
- Involve/connect with other Authorities in Kent who also have problems.

Progress on these action points will be reviewed at the Working Group's next Meeting during September.

The Chairman and Vice-Chairman will be able to update further at the Meeting.

The Joint Transportation Board is asked to:-

Note and support the ongoing work of the Member Working Group on Lorry Issues.

Agenda Item No: 7
Report To: Joint Transportation Board
Date: Tuesday 11th September 2012
Report Title: Henwood Safety Scheme Post Implementation Review
Report Author: Ray Wilkinson, Engineering Services Manager



Summary: This report presents the findings of a 3 month post implementation review of the Henwood Safety Scheme as requested by the Board at their meeting of 13th December 2011.

Key Decision: NO

Affected Wards: Stour

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

Sign the Henwood Safety Scheme off as completed.

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

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

JTB report 'Amendment 19 – Proposed Highway Safety Scheme in Henwood Industrial Estate: Update Report' dated 13th December 2011

Cabinet report 'Henwood Car Parking Charges' dated 9th February 2012

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

Report Title: Henwood Safety Scheme Post Implementation Review

Purpose of the Report

1. This report outlines the findings of a 3 month post implementation review of the Henwood Safety Scheme which was conducted in order to examine the impact of the scheme on parking practices in and around the Henwood Industrial Estate.

Background

2. Following complaints from businesses regarding unsafe and obstructive parking taking place on the Henwood Industrial Estate, a safety scheme was proposed consisting of 'no waiting at any time' restrictions in all locations where parking was liable to cause a danger or obstruction (on junctions and bends and where the road is too narrow to accommodate parking on both sides). This scheme was taken to formal public consultation between 1st & 23rd September 2011 and the results presented to a meeting of the Board on 11th October 2011. A number of objections were received to the scheme from businesses / employees based on Henwood Industrial Estate who were concerned that the introduction of restrictions would make finding affordable parking close enough to their destination more difficult.
3. Although the Board agreed the scheme itself, it was decided that the introduction of the restrictions should be postponed until further work could be conducted in assessing the impact on the estate's businesses and working with them to find parking / transport alternatives.
4. A questionnaire was subsequently undertaken in order to assess employee parking demand and private off-street parking provision on the estate along with an on-street parking survey to gauge current on-street usage. In addition a meeting was held with Kent Community Health NHS Trust, one of the main objectors to the scheme, to discuss their parking needs and investigate solutions.
5. A report was subsequently presented to the Board on 13th December 2011 outlining the results of this work. It was the view of the Board that implementation of the scheme should go ahead subject to a review of parking charges in the Henwood P&D Car Park being conducted with a view to making charges more affordable for employees on the estate.
6. This review was carried out and a report taken to Cabinet recommending a 20% reduction in parking charges which was subsequently adopted and implemented in conjunction with the safety scheme on 23rd April 2012.

Review Methodology

7. Following the introduction of the scheme 2 parking surveys have been conducted. The first such survey, intended to assess the number of vehicles parking on-street throughout the day compared with theoretical capacity, consisted of a car count conducted on Tues 15th May 2012 at 2 hourly intervals between 08:00 – 18:00.
8. The second survey, conducted on Thurs 19th July 2012 at hourly intervals between 09:45 – 14:45 was more involved and intended to provide data on length of stay as well as number of vehicles parked throughout the day. It included both on-street parking on the estate and off-street parking in the Henwood public car park. The survey times and intervals were chosen in order to allow direct comparison with the survey conducted prior to the introduction of restrictions in December 2011. A single beat survey (between 10:00 – 12:00) recording vehicle registrations was also carried out in those residential roads surrounding Henwood Industrial Estate to enable identification of any vehicles recorded in the December 2011 on-street Henwood survey which were now parking in nearby residential roads.

Review Results

9. The theoretical on-street parking capacity in Henwood (based on standard bay lengths of 4.5m for end bays and 6.0m for interim bays rounded down to the nearest number of bays) is 50 car parking spaces. Capacity does however depend on the size of those vehicles parked and the economic use of space by drivers and therefore the theoretical capacity simply provides an approximation of the number of vehicles which can be accommodated.
10. For the purposes of calculating capacity, HGVs are counted as equivalent to 3 cars and motorcycles as equivalent to 0.5 cars.
11. The on-street parking survey conducted in December 2011 recorded a total of 94 cars (or equivalent) parked during the peak usage period (survey conducted at 10:45). This obviously far exceeds the theoretical capacity due to the significant number of vehicles parked in unsuitable locations (i.e. on junctions, bends or where the road is too narrow). In addition to those vehicles parked on-street 2 vehicles were also recorded in the Henwood P&D Car Park.
12. The on-street parking survey conducted in May 2012 recorded 45 cars (or equivalent) parked during the peak usage period (survey conducted at 14:00) and 7 vehicles in Henwood P&D Car Park. The July 2012 survey recorded slightly higher figures with 65 cars (or equivalent) on-street and 10 cars in the car park during the peak period (10:45). During each survey a single vehicle (a car in the May survey and an HGV in the July survey) was recorded parking in contravention of the 'no waiting at any time' restrictions.

13. These figures indicate a significant reduction in the volume of on-street parking on the estate since the introduction of the safety scheme and some increase in custom in the Henwood P&D Car Park. The average total peak number of vehicles (i.e. on-street and P&D car park) of the 2 surveys conducted after the introduction of the safety scheme is 63.5 cars (or equivalent) compared to 96 cars or equivalent recorded in the pre-safety scheme survey. This suggests a significant decrease (32.5) in the number of vehicles using public parking facilities on the estate.
14. It is understood from comments received during the consultation period that a number of businesses on the estate intended to make greater use of available private off-street parking facilities – either by freeing up space on their site for employee parking or making arrangements with neighbouring businesses to utilise some of their spare capacity.
15. Concerns were however expressed by some Members that the introduction of the safety scheme may encourage some employees to park in nearby residential roads should they find themselves unable to find an available parking space on-street within the estate rather than pay to park in Henwood P&D Car Park. Should this occur it would act to exacerbate the existing parking congestion in these roads. The survey conducted on 19th July 2012 in these 'at risk' roads however found only a single vehicle previously recorded parking on-street (in Henwood) in the December 2011 survey to be parking in these roads. This strongly suggests that the vast majority of vehicles displaced from on-street locations in Henwood have either been accommodated in private off-street parking facilities or their drivers have utilised alternative modes of transport (walking, cycling, bus or car sharing).

Conclusion

16. In conclusion the survey data gathered indicates that the safety scheme has been a success. The scheme has almost entirely eliminated unsafe and obstructive parking practices and there is no evidence of significant displacement of vehicles into neighbouring residential roads. In addition there remains spare capacity available throughout the day (either on-street or in the Henwood P&D Car Park) for employees and customers wishing to find a parking space.

Portfolio Holder's Views

17. The Portfolio Holder's comments are not available at the time of publishing this report and will be provided verbally at the meeting.

Contact: Ray Wilkinson (01233) 330299

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Agenda Item No: 8
Report To: Joint Transportation Board
Date: Tuesday 11th September 2012
Report Title: Willesborough Lees Safety Scheme Proposals
Report Author: Ray Wilkinson, Engineering Services Manager



Summary: This report presents details of the proposed Willesborough Lees safety scheme for the consideration by the Board prior to taking the scheme to formal public consultation. The scheme is aimed at addressing unsafe and obstructive parking practices, primarily generated by overspill parking from the William Harvey Hospital, in residential roads around the periphery of the existing Zone F controlled parking zone.

Key Decision: YES

Affected Wards: North Willesborough

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

Approve the proposed safety scheme for formal public consultation

Financial Implications: To be funded by the County Member's Highway Member Fund

Other Material Implications: The introduction of any restrictions will require ongoing enforcement and maintenance commitments.

Background Papers: 'Prioritised List of Requested Parking Controls for Investigation and Possible Implementation' report to JTB 13th March 2012

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

Report Title: Willesborough Lees Safety Scheme Proposals

Purpose of the Report

1. This report presents details of the proposed Willesborough Lees safety scheme for consideration by the Board prior to taking the scheme to formal public consultation. The scheme is aimed at addressing unsafe and obstructive parking practices, primarily generated by overspill parking from the William Harvey Hospital, in residential roads around the periphery of the existing Zone F controlled parking zone.

Issue to be Decided

2. The Board is asked to consider the proposed safety scheme and either recommend its progression to formal public consultation, or request amendments to the proposals or recommend the scheme be halted.

Background

3. In 2006 a controlled parking zone was introduced in those residential roads within a 500m radius of the William Harvey Hospital. The controlled parking zone consisted of 'no waiting at any time' restrictions in those locations unsuitable for parking and the installation of parking bays elsewhere. The parking bays were made subject to a 2 hour limited waiting restriction between 08:00-22:00 Mon-Sat. This scheme was intended to address both the unsafe and obstructive parking practices taking place and to provide residents (many of whom had no off-street parking provision) with a greater opportunity to find parking in the vicinity of their homes.
4. While the introduction of this scheme saw a dramatic decrease in the number of parking complaints received in the area, commuter parking slowly began to encroach into those roads on the periphery of the scheme which had previously been considered to be located at too great a distance from the hospital to attract overspill parking. It is believed that this trend is likely to be the result of:-
 - (a) an intensification of use at the William Harvey Hospital with a greater number of staff being based at the site following reorganisation within the East Kent Hospitals University NHS Foundation Trust with some staff having to travel much further to work as a consequence, and,
 - (b) the Hospital's approach to the issue of on-site parking permits meaning that some staff denied a permit are still using the car to travel to work but are parking their car outside of the 500m radius and completing their journey by a short walk.
5. In October 2011 a meeting was held between EKHUFT, ABC, KCC H&T, Stagecoach and the Highways Agency in order to discuss the current issues and draw up potential solutions to the parking issues. It was acknowledged

6. that no single 'easy' solution was likely to be available but that a multi pronged approach would be necessary.
7. Three approaches were identified for further investigation at the meeting, these were:

- (a) The introduction of a safety scheme in those roads affected by overspill parking.

It was agreed by all parties that a scheme consisting of 'no waiting at any time' restrictions at junctions, bends etc should be investigated and developed in order to discourage unsuitable and obstructive parking in those residential roads currently experiencing parking congestion as a result of hospital staff parking demand.

- (b) The provision of additional parking on the William Harvey Hospital site.

The potential provision of additional parking facilities at the William Harvey Hospital in order to better meet parking demand was discussed, notwithstanding that no approach has been made to the Council as Local Planning Authority for the development of additional car parking areas.

There were concerns expressed by the Highway Agency however that such a move would increase the number of employees driving to work, encouraging staff away from alternative modes of transport. This could place greater pressure on the nearby Junction 10 pushing demand figures beyond the Junction's theoretical capacity.

Concerns were also expressed that the approach could also undermine the Hospital's Travel Plan which seeks to ensure an appropriate balance between parking facilities for visitors and parking facilities for staff, with the latter carefully managed through the parking permit system that is in place. It should be noted that paragraph 36 of the National Planning Policy Framework identifies that Travel Plans are a key tool where developments generate significant amounts of movement.

- (c) Improvements to the bus services serving the William Harvey Hospital.

The bus operator suggested a number of improvements to the bus services serving the hospital. These included improving the frequency of the no. 10 service (providing a direct link to both the town centre and Folkestone) and linking this service with the no. 510 (renamed 10X) service (running between Maidstone and Ashford town centre) so that alternate buses ran through from Maidstone to Folkestone. These improvements were subsequently delivered in April 2012 as part of the Bus Quality Partnership undertaking.

In addition the bus operator suggested improving the 'C' Line service to provide a 2 way loop service or alternatively extending the 517 service either of which would reduce journey times from Kennington to the hospital from approximately 45 mins to 10 mins. The bus operator did however explain that this option would require kick start funding because patronage would need to be given the opportunity to build up before the service became commercially viable.

8. Following this meeting further meetings have been held between ABC and EKHUFT in order to attempt progress these proposals.
9. In the interim the safety scheme proposal was included in the prioritised list of requested parking controls which was agreed by the Board at their meeting of 13th March 2012.

The Issues

10. In the last 3 years there have been an escalating number of complaints received from those residential roads located on the periphery of Zone F. While these complaints are in part the result of residents' intolerance of non-residential parking, there have been various reports detailing specific incidents of dangerous or obstructive parking.
11. One such incident involved a vehicle parked in Wilson Close which obstructed the refuse truck, preventing it from exiting the road. The police were called and on this occasion the vehicle issued with a fixed penalty notice.
12. Consideration does however need to be given to a number of small businesses located within the identified area which rely heavily on the availability of on-street parking in the vicinity of their premises for employees, customers etc. These businesses (e.g. Hooden on the Hill PH, Silverhill Road) would be severely impacted by the wholesale removal of on-street parking.

Scheme Type Considerations

13. When considering the introduction of parking restrictions it is important to remember that the primary function of the highway network is the facilitation of the flow of traffic along its length. However it is recognised that on-street parking is a valuable resource and therefore it is common practice to tolerate parking wherever it does not cause a significant danger or obstruction. As a publicly maintained facility and in view of the value of on-street parking, it is necessary to ensure that the availability of parking is both maximised and fair. This is particularly important in those locations where parking demand is high and where it provides a vital resource to one or more user groups.
14. It is also vital from a Council perspective that a fair and consistent approach in line with government legislation and guidance is maintained across the Borough in order to ensure that decisions are defensible and can be seen to be rational and even-handed.

15. Another point which must be considered is that the Highway Code provides guidance to motorists on where is or is not suitable to park. In roads without restrictions these rules are generally followed, with motorists using their judgement in assessing the suitability of a given location for parking. It is only when competition for parking becomes significant that motorists tend to exhibit less judgement and take greater risks in selecting their parking location.
16. The introduction of parking restrictions in such circumstances is however a double edged sword. Although the presence of a restriction clearly indicates that a location is unsuitable for parking and enables Civil Enforcement Officers to attach penalty charge notices to vehicles found parked in contravention of the regulations, it also tends to reduce motorists' inclination to make an independent assessment of the suitability of an area of kerb space for parking. Instead the motorist tends to rely on the presence or absence of a restriction to indicate whether a location is suitable or not. An unrestricted length of carriageway within close proximity of a restricted section is therefore more likely to be parked upon regardless of whether it is suitable or not for parking.

Parking Management

17. In those locations where there is direct competition between 2 or more user groups, and where at least one but not all user groups have no reasonable alternative but to utilise the on-street parking it may be necessary to give that group(s) priority in finding a parking space through the introduction of a parking management scheme. An example of this approach can be seen in the adjoining parking zone F where the carriageway is divided into those areas suitable for parking (delineated by parking bays) and those which are not (subject to double yellow lines). The parking bays are subject to a 2 hour limited waiting restriction between 08:00-22:00 Mon-Sat with optional annual residents' and daily visitor exemption permits available.
18. It should be noted however that this approach comes at the cost of flexibility. While in an unrestricted road residents may choose to park or allow visitors to park their vehicle across their driveway, this is not possible in a parking management scheme where all locations must be designated as either suitable or unsuitable for parking - marked either with parking bays or double yellow lines. In addition the introduction of a parking management scheme requires signage at 30m intervals in the footway/verge behind the lengths of parking bays indicating the applicable restrictions.
19. In relation to this investigation however, the majority of residential properties located within the scheme area have off-street parking provision. As such there is little need for residents to park on-street and therefore little direct competition between residents and non-residents. In these circumstances there is insufficient justification for the introduction of a parking management scheme.

Single Yellow Line Restrictions

20. A suggestion has also been put forward for the introduction of a single yellow line restriction extending throughout the roads concerned and operational for 1 hour in the morning and 1 hour in the afternoon on weekdays with signage at 30m intervals indicating the hours of restriction. While this approach would discourage commuter parking, it is again difficult to justify. This solution would prohibit parking even in those locations suitable to do so – not only preventing commuters from utilising on-street parking and therefore negatively impacting on the businesses but also inconveniencing residents / residents' visitors / trades people requiring on-street parking during those hours. Further to this, the introduction of a single yellow line effectively indicates that parking at the location concerned outside the hours of restriction is condoned - which would obviously not be the case in respect of junctions, bends and where the road is too narrow to safely accommodate parking on both sides.

No Restrictions

21. Another option is simply to leave the roads unrestricted. This approach has the advantage, as discussed above, that motorists are more liable to use their judgement in assessing a potential parking space in these circumstances. Where restrictions are present there is a tendency to assume that if those locations subject to restrictions are unsuitable for parking, then any nearby locations without restrictions must be suitable. However this approach would obviously not alleviate the issues identified in the complaints received both from residents and the bus operator but it would be more likely to avoid the risk of exacerbating them.
22. While the police have powers to enforce against any vehicle parked in such a way as to cause a danger or obstruction regardless of the presence of parking restrictions, this is obviously not the case for Civil Enforcement Officers who are limited to enforcing contraventions against parking restrictions indicated by signs and lines. Since the introduction of decriminalised parking enforcement in 2000 however, the police have withdrawn their dedicated parking enforcement officers and enforcement against vehicles causing a danger or obstruction is now a relatively low priority. This approach therefore relies primarily on self enforcement although an approach could also be made to the police to request that they target any locations where a particular problem is identified.

Safety Scheme

23. The final and recommended scheme type for this area is a simple safety scheme consisting of double yellow lines in those locations unsuitable for parking - around junctions and bends etc. This scheme would discourage unsafe or obstructive parking while leaving those locations which are suitable for parking available for the use of all thereby dealing with safety and movement concerns while having a minimal impact on those who need to park on-street (residents and their visitors and trades people, commuters etc).

The Proposals

24. As discussed above it is proposed to introduce a safety scheme consisting of double yellow lines protecting those locations where parking would cause a danger or obstruction – around junctions, bends etc. Consideration has been given to the extent of the scheme and the natural boundaries of spread have been identified. The scheme therefore extends to the north and west of the existing Zone F.

Conclusion

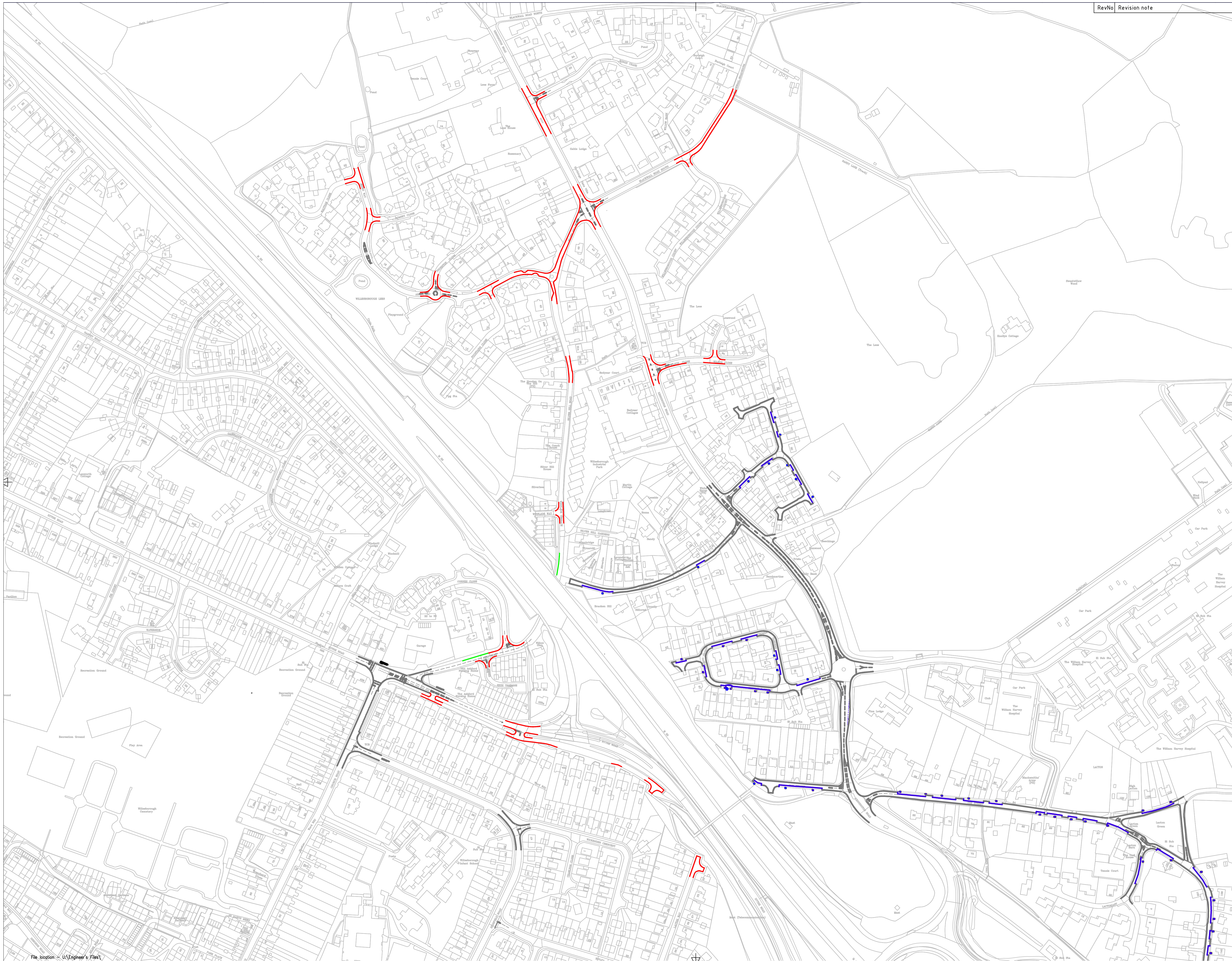
25. While other avenues are being pursued in respect of minimising the on-street parking demand generated by the William Harvey Hospital, it is essential that the issue of unsafe / obstructive on-street parking be dealt with directly. This is particularly true given the issues surrounding the potential introduction of additional on-site parking.

Portfolio Holder's Views

26. The Portfolio Holder's comments are not available at the time of publishing this report and will be provided verbally at the meeting.

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RevNo	Revision note

Date	Signature	Checked

NOTES

POSITION OF RESTRICTIONS ARE SHOWN INDICATIVELY. THE EXACT EXTENT OF THE PROPOSED RESTRICTIONS IS DESCRIBED IN THE ACCOMPANYING TRAFFIC ORDER.

KEY

PROPOSED NO WAITING AT ANY TIME	—
EXISTING NO WAITING AT ANY TIME	—
EXISTING BUS STOP CLEARWAY	—

ASHFORD BOROUGH COUNCIL
HEAD OF ENVIRONMENTAL SERVICES
 Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL
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PROJECT WILLESBOROUGH LEES HIGHWAY SAFETY SCHEME	
DRG/TITLE EXTENT OF PROPOSED RESTRICTIONS	
SCALE(S) 1/2000	PAPER SIZE A1
DRAWN RJW	DATE AUG 2012
DRG No. WILLESBOROUGH 01	REV. -

Agenda Item No: 9
Report To: The Joint Transportation Board
Date: Tuesday 11th September 2012
Report Title: Goat Lees Safety Scheme Proposals
Report Author: Ray Wilkinson, Engineering Services Manager



Summary: This report presents details of the proposed Goat Lees safety scheme for consideration by the Board prior to taking the scheme to formal public consultation. The scheme is aimed at addressing unsafe and obstructive parking practices, primarily generated by overspill parking from the Eureka Business Park, in adjoining residential roads on Goat Lees.

Key Decision: YES
Affected Wards: Boughton Aluph & Eastwell

Recommendations: **The Board be asked to:-**
Approve the proposed safety scheme for formal public consultation

Financial Implications: This scheme is to be funded by the Parish Council

Other Material Implications: The introduction of any restrictions will require ongoing enforcement and maintenance commitments.

Background Papers: 'Prioritised List of Requested Parking Controls for Investigation and Possible Implementation' report to JTB 13th March 2012

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Report Title: Goat Lees Safety Scheme Proposals

Purpose of the Report

1. This report presents details of the proposed Goat Lees safety scheme for consideration by the Board prior to taking the scheme to formal public consultation. The scheme is aimed at addressing unsafe and obstructive parking practices, primarily generated by overspill parking from the Eureka Business Park, in adjoining residential roads on Goat Lees.

Issue to be Decided

2. The Board is asked to consider the proposed safety scheme and either: recommend its progression to formal public consultation or request amendments to the proposals or recommend the scheme be halted.

Background

3. In 2010, following complaints from residents regarding nuisance parking generated by the Eureka Business Park upper terrace site, the Ward Member placed a request for the investigation of this issue with a view to introducing parking restrictions. A survey was subsequently carried out in February/March 2011 in Aylesbury Road, Dunnock Road, Hurst Road, Muscovy Road, Siskin Close and Snipe Close in order to ascertain both the frequency of unsuitable parking (i.e. parking in locations where it was liable to cause a danger or obstruction) and the proportion of on-street parking generated by non-residents. The surveys were conducted over 3 weekday mornings between 08:30 – 10:00 (the time at which residents reported the problem to be greatest). In addition a 4th survey was conducted on a Saturday between midnight and 01:00 in order to establish which vehicles recorded during the daytime surveys belonged to residents. It was assumed that any vehicles recorded in the Saturday survey belonged to either residents or their visitors enabling the vehicle registrations recorded in the weekday surveys to be divided into resident and commuter parking.
4. In addition to the parking surveys, the police also conducted a number of patrols in order to identify any vehicles parked in unsuitable locations with a view to issuing either formal cautions or fixed penalty notices to any vehicles causing a danger or obstruction.
5. The results of the surveys did not however provide sufficient evidence to justify the pursuit of a safety scheme. During ABC's surveys only two vehicles were identified as being parked in a location where it was liable to cause a danger or obstruction. Similarly the police only issued two advisory notes (to the same vehicles as identified in the surveys). The total volume of vehicles parked on-street was also well within the safe capacity of the roads.

6. Residents continued to express concerns however and the new (post April 2011 local election) Ward Member, with the backing of the Parish Council, therefore placed a request in 2011 for the issue to be re-examined. The request was therefore placed on the Prioritised Scheme List for 2012/13 which was subsequently approved by the Board at the meeting of 13th March 2012.

Sources of Parking Demand / Parking Issues to be Addressed

Eureka Business Park's Upper Terrace Site

7. Obviously the primary issue, and catalyst for the initiation of the investigation, is overspill parking from the upper terrace of the Eureka Business Park into neighbouring residential roads on Goat Lees.
8. Eureka Business Park was designed and planning permission granted at a time when government policy advocated under providing parking (i.e. providing fewer spaces than necessary to meet the anticipated unrestrained demand) combined with the provision of green travel plans and developer funded cycleway and public transport improvements in order to encourage the use of alternative forms of transport. This approach has however since been relaxed in response to the realisation that at many sites a lack of off-street parking facilities is liable to result in an increase in on-street parking pressure in nearby roads rather than a wholesale move toward alternative forms of transport.
9. Following encouragement from ABC, construction of an additional 150 space on-site car park at Eureka was brought forward to alleviate the pressure on local roads, opening in Summer 2011. Subsequent to the introduction of the car park there has been a significant reduction in the level of on-street parking demand within Goat Lees. It is understood however (from both site visits and anecdotal evidence received from residents) that parking demand is not constant. Although most days experience a relatively low 'background' demand, occasionally the roads are subject to much heavier on-street parking demand, corresponding with training / seminar / meeting events take place at businesses on Eureka Business Park. Even on these peak demand days however, there remains sufficient kerb space to safely accommodate all the vehicles on the roads in Goat Lees - although occasional unsuitable parking has been observed.

Goat Lees Primary School

10. An additional anticipated source of on-street parking demand in the area is Goat Lees Primary School. Despite objection from ABC, planning permission for the Goat Lees Primary School was granted by KCC with 19 staff parking spaces and a drop off / pick up point for parents / carers consisting of 3 spaces plus an additional 2 disabled spaces.

11. Although the opening date has been deferred in response to delays at the construction stage, it is anticipated that once open the site will generate significant on-street parking demand at the beginning and end of the school day. It is therefore proposed to take the opportunity presented by the investigation (initiated in response to overspill parking from the Eureka Business Park) to introduce safety restrictions to address the anticipated issues associated with the school at the same time.

C Line Bus Route

12. In addition to the more general unsuitable parking practices associated with the above issues, Hurst Road, Rothbrook Drive, Grosvenor Road and Towers View are located on the C Line bus route. The bus operator has expressed their concerns regarding obstructive parking along this section of route and asked for the introduction of 'no waiting at any time' restrictions to deal with the problem. Although outside the initial area of investigation in respect to Eureka Business Park overspill, these roads are located nearby and it is therefore proposed to combine the restrictions in a single scheme in order to minimise costs.

The Towers School & Sixth Form Centre

13. Although parking restrictions are already in place in a number of roads in the vicinity of the school, complaints have been received from Freathy Lane and Jersey Close residents regarding unsafe parking practices just beyond the current extent of the restrictions resulting from parent / carer and student parking. Again, these roads abut the Eureka Business Park overspill area and therefore are logical addition to the rest of the scheme.

Economic Considerations

14. Eureka Park is a major business park within Kent comprising in excess of 300,000 sq ft of built business space with outline consent for a further 1,100,000 sq ft
15. Approximately 700 jobs have been created at Eureka Business Park since 2007 through the development of North Down phase 1 a 50,000 sq ft office development, Eureka Place neighbourhood centre, and Herald a 35,000 sq ft office building.
16. The business park has continued to attract occupiers during the last 5 years in challenging economic markets through the provision of good quality speculative office space. Occupiers have been attracted to Eureka Business Park from other parts of Kent including Maidstone and Kings Hill, creating a new dynamic in the Ashford office market.
17. The Economic Development Manager at Ashford Borough Council has had discussions with some of the businesses at Eureka Business Park over the issues of parking. These businesses have taken up spaces in the additional 150 space car park, have implemented green travel plans promoting car sharing and some businesses are utilising capacity at their other sites within Ashford. Views have been given that implementing parking management

restrictions in neighbouring residential areas would have a detrimental impact on the businesses in Eureka Business Park unless viable alternatives such as public car parks or park and ride schemes are developed to serve the area.

18. 25,000 sq ft of offices were completed at North Down phase 2 in the Autumn of 2011. One of the two buildings has now been let to RIFT Ltd facilitating the expansion of this local business, which won Business of the year in the 2012 Kent Invicta Chamber Business Awards. For the future economic success of Eureka Business Park and the Borough it is essential that a balance be achieved in regulating parking in this area that allows the business park and its occupiers to prosper.

Scheme Type Considerations

19. When considering the introduction of parking restrictions it is important to remember that the primary function of the highway network is the facilitation of the flow of traffic along its length. However it is recognised that on-street parking is a valuable resource and therefore it is common practice to tolerate parking wherever it does not cause a significant danger or obstruction. As a publicly maintained facility and in view of the value of on-street parking, it is necessary to ensure that the availability of parking is both maximised and fair. This is particularly important in those locations where parking demand is high and where it provides a vital resource to one or more user groups.
20. It is also crucial from a Council perspective that a fair and consistent approach in line with government legislation and guidance is maintained across the Borough in order to ensure that decisions are defensible and can be seen to be rational and even-handed.
21. Another point which must be considered is that the Highway Code provides guidance to motorists on where is or is not suitable to park. In roads without restrictions these rules are generally followed, with motorists using their judgement in assessing the suitability of a given location for parking. It is only when competition for parking becomes significant that motorists tend to exhibit less judgement and take greater risks in selecting their parking location.
22. The introduction of parking restrictions in such circumstances is however a double edged sword. Although the presence of a restriction clearly indicates that a location is unsuitable for parking and enables Civil Enforcement Officers to attach penalty charge notices to vehicles found parked in contravention of the regulations, it also tends to reduce motorists' inclination to make an independent assessment of the suitability of an area of kerb space for parking. Instead the motorist tends to rely on the presence or absence of a restriction to indicate whether a location is suitable or not. An unrestricted length of carriageway which is unsuitable for parking but within close proximity to a restricted section is therefore more likely to be parked upon than a similar section of carriageway not located within the vicinity of restrictions.

Parking Management

23. In those locations where there is direct competition between 2 or more user groups, and where at least one but not all user groups have no reasonable alternative but to utilise the on-street parking it may be necessary to give that group(s) priority in finding a parking space through the introduction of a parking management scheme. An example of this approach can be seen in parking zones D-G where the carriageway is divided into those areas suitable for parking (delineated by parking bays) and those which are not (subject to double yellow lines). The parking bays are subject to a 2 hour limited waiting restriction between 08:00-22:00 Mon-Sat with optional annual residents' and daily visitor exemption permits available.
24. It should be noted however that this approach comes at the cost of flexibility. While in an unrestricted road residents may choose to park or allow visitors to park their vehicle across their driveway, this is not possible in a parking management scheme where all locations must be designated as either suitable or unsuitable for parking - marked either with a parking bays or double yellow lines. In addition the introduction of a parking management scheme requires signage at 30m intervals in the footway/verge behind the lengths of parking bays indicating the applicable restrictions which causes some degree of visual intrusion on the street's aesthetic.
25. In relation to this investigation however, all residential properties located within the scheme area have off-street parking provision. Those properties located on the 'bird' estate generally have a more generous level of parking provision than those on the 'cattle' estate. The houses on the 'bird' estate generally have their casual visitor space within their own curtilage. The properties on the 'cattle' estate generally have their casual visitor spaces provided on a communal basis in parking courts or on-street. With properties sharing casual visitor spaces fewer spaces are required to meet the simultaneous. The parking provision on both estates complies with the agreed standards. As such there is little need for residents to park on-street and therefore little direct competition between residents and non-residents. In these circumstances there is no justification for the introduction of a parking management scheme.

Single Yellow Line Restrictions

26. A suggestion has also been put forward for the introduction of a single yellow line restriction extending throughout the roads concerned and operational for 1 hour in the morning and 1 hour in the afternoon on weekdays with signage at 30m intervals indicating the hours of restriction. While this approach would discourage commuter parking, it is again difficult to justify. This solution would prohibit parking even in those locations suitable to do so – not only preventing commuters from utilising on-street parking and therefore negatively impacting on the businesses but also inconveniencing residents / residents' visitors / trades people requiring on-street parking during those hours. Further to this, the introduction of a single yellow line effectively indicates that parking at the location concerned outside the hours of restriction is acceptable which would obviously not be the case in respect of junctions, bends and where the road is too narrow to safely accommodate parking on both sides.

No Restrictions

27. Another option is simply to leave the roads unrestricted. This approach has the advantage, as discussed above, that motorists are more liable to use their judgement in assessing a potential parking space in these circumstances. Where restrictions are present there is a tendency to assume that if those locations subject to restrictions are unsuitable for parking, then any nearby locations without restrictions must be suitable. However this approach would obviously not alleviate the issues identified in the complaints received both from residents and the bus operator but rather avoid the risk of exacerbating them.
28. While the police have powers to enforce against any vehicle parked in such a way as to cause a danger or obstruction regardless of the presence of parking restrictions, this is obviously not the case for Civil Enforcement Officers who are limited to enforcing contraventions against parking restrictions indicated by signs and lines. Since the introduction of decriminalised parking enforcement in 2000 however, the police have withdrawn their dedicated parking enforcement officers and enforcement against vehicles causing a danger or obstruction is now a relatively low priority. This approach therefore relies primarily on self enforcement although an approach could also be made to the police to request they target any locations where a particular problem is identified.

Safety Scheme

29. The final (and recommended) scheme type for this area is a simple safety scheme consisting of double yellow lines in those locations unsuitable for parking - around junctions and bends etc. This scheme would discourage unsafe or obstructive parking while leaving those locations which are suitable for parking available for the use of all thereby dealing with safety and movement concerns while having a minimal impact on those who need to park on-street (residents and their visitors and trades people, commuters, parents / carers etc).

The Proposals

30. As discussed above it is proposed to introduce a safety scheme consisting of double yellow lines protecting those locations where parking would cause a danger or obstruction. Consideration has been given to the extent of the scheme and the natural boundaries of spread from both Eureka Business Park's upper terrace and Goat Lees Primary School have been identified. This effectively constitutes the 'bird' estate to north-west of Trinity Road and the 'cattle' estate to the south-east of Trinity Road. Two separate areas have been added to address unrelated problems on the nearby bus route along Rothbrook Drive, Grosvenor Road and Towers View and the roads affected by overspill parking from The Towers School & Sixth Form Centre.

Conclusion

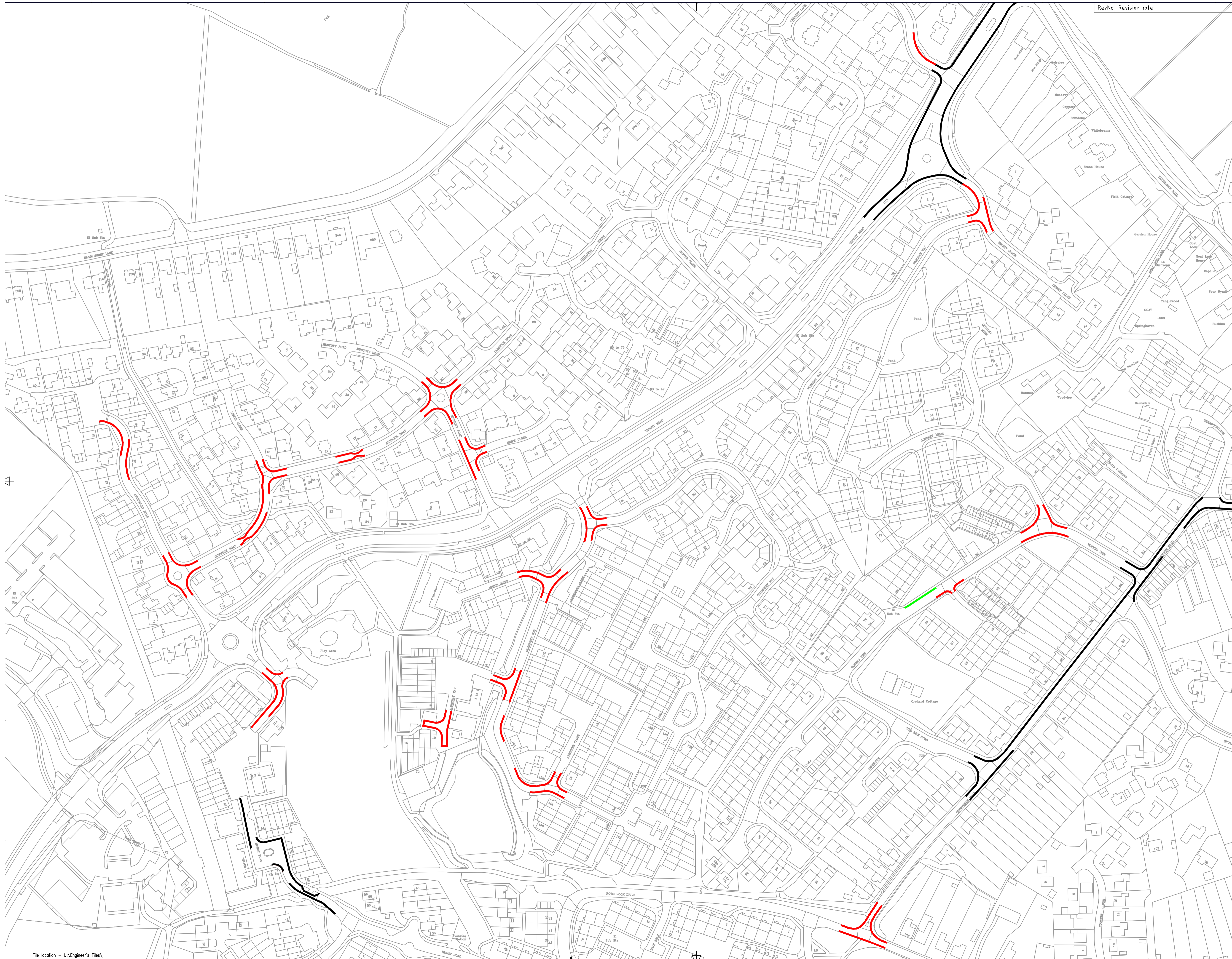
31. As discussed above, the current level of on-street parking is relatively low and easily accommodated with peaks taking place only on those days when businesses on the Eureka Business Park have events attended by staff from other premises. The unsafe / obstructive parking taking place is the result of a small minority of individuals failing to use proper care in selecting a location to park. It is however anticipated that the opening of the Goat Lees Primary School will increase on-street parking demand at the beginning and end of the school day and with it the risk of unsuitable parking practices in those locations within easy walking distance of the school. In respect of the problem locations identified by the bus operator on the C Line bus route and residents experiencing overspill from The Towers School & Sixth Form Centre these again are the result of a small minority of individuals parking irresponsibly.
32. The introduction of the proposed safety scheme would have the advantage of addressing both the existing and anticipated issues in a single sweep without significantly impacting on road users including residents, employees and parents / carers / students.
33. Should the Board approve the scheme for consultation and the scheme subsequently be implemented a review will be carried out within 12 months of implementation in order to assess the success of the scheme and identify any remaining / emerging issues.

Portfolio Holder's Views

34. The Portfolio Holder's comments are not available at the time of publishing this report and will be provided verbally at the meeting.

Contact: Ray Wilkinson (01233) 330299

Email: ray.wilkinson@ashford.gov.uk



RevNo	Revision note

Date	Signature	Checked

NOTES

POSITION OF RESTRICTIONS ARE SHOWN INDICATIVELY. THE EXACT EXTENT OF THE PROPOSED RESTRICTIONS IS DESCRIBED IN THE ACCOMPANYING TRAFFIC ORDER.

KEY

PROPOSED NO WAITING AT ANY TIME —

EXISTING NO WAITING AT ANY TIME —

EXISTING BUS STOP CLEARWAY —

ASHFORD BOROUGH COUNCIL
HEAD OF ENVIRONMENTAL SERVICES
 Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL
 tel: 01233 331111 fax: 01233 645654

PROJECT
 GOAT LEES, ASHFORD
 HIGHWAY SAFETY SCHEME

DRG/TITLE
 EXTENT OF PROPOSED RESTRICTIONS

SCALE(S) 1/1250	PAPER SIZE A1
DRAWN RJW	DATE AUG 2012
DRG No. GOAT LEES 00	REV. -

ASHFORD JOINT TRANSPORTATION BOARD 11th SEPTEMBER 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: *This report updates Members on the identified schemes approved for construction in 2012/13*

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
County Member Funded Works – D2 Annex 1 attached to this report

Conclusion

2. 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	Completed June 2012
Church Lane, Aldington	Whole Length	Completed July 2012. Road Marking to follow
Lower Vicarage Road, Ashford	Jnt Faversham Road to Grosvenor Rd	Completed July 2012. Road Marking to follow
Church Hill, High Halden	Jnt A28 Ashford Rd to Harbourne Lane/ Woodchurch Rd	Completed July 2012. Road Marking to follow
Bond Road, Ashford	William Rd to Jemmett Rd	Completed June 2012. Road Marking to follow
Bethersden Road, Great Chart	Pluckley Road to Culvert at River Beult	Completed June 2012
Victoria Crescent, Ashford		Completed July 2012. Road Marking to follow.
George Street, Ashford		Completed July 2012. Road Marking to follow
Steeds Lane, Kingsnorth	Jct with Stumble Lane to End (No Through Road)	Works programmed Sept 2012
Park Road, Ashford	Jct with Faversham Road to Jct with Tudor Byway	Works programmed Sept 2012
Ashford Road, Cheesmans Green	Between Jct with Chequer Tree Farm Road to Jct with Stone Cross Road	Works programmed Sept 2012

APPENDIX A2 – Surface Dressing

Location	Description	Status
Coldbridge Lane, Egerton	Pembles Cross to Colebridge Farm	Completed June 2012
Brockmans Lane, Kingsnorth	Finn Farm Road to Frith Road	Completed June 2012
Woodchurch Road, Shadoxhurst	Church Lane to Plurenden Road	Completed June 2012
South Hill, Hastingleigh	The Street Hastingleigh to New Barn Rd	Completed June 2012
Capel Road, Orlestone	Hamstreet Rd to jnt Brisley Ln (inc. part of Stone Cross Rd)	Completed June 2012

Dynes Lane, Orlestone	Jnt Capel Rd to Ashford Rd Bilsington (as above)	Completed June 2012
Frittenden Road, Biddenden	A274 Hreadcorn Rd to A262 Sissinghurst Rd	Surfacing Completed July 2012 - Road Marking to follow
Manor Pound Lane, Brabourne	Cnaterbury Rd to Crow Corner jnt Plumpton	Completed June 2012
Moons Green, Wittersham	Wittersham Rd to Swan Street	Surfacing Completed July 2012 - Road Marking to follow
Stocks Road, Wittersham	Coombe Lands to Acton Lane	Surfacing Completed July 2012 - Road Marking to follow
Beckett Road, Appledore	Whole Length	Surfacing Completed July 2012 - Road Marking to follow
Mundy Bois Lane. Pluckley	Rockhill Road to The Pinnock at Pluckley	Surfacing Completed July 2012 - Road Marking to follow
Faversham Road, Ashford	A28 Canterbury Rd to The Street nr Towers School (excluding two SMA sites at jnt Vicarage Rd and The Street)	Completed June 2012
Canterbury Rd, Ashford	A251 Faversham Rd to A2070 Willesborough Rd	Completed June 2012
Hythe Road, Ashford	Tesco R/about (Jnt10 M20) to Bockham Lane	Completed June 2012
Hythe Road, Ashford	Bockham lane to Smeeth House (just after junction with Church Rd, Smeeth)	Completed June 2012
Hythe Road, Ashford	Smeeth House (Church Rd jnt) to boundary (Nr Bob Fisher garage)	Completed June 2012
Pilgrims Way, Brabourne	Between the junctions of Weekes Lane and Kingsmill Down	Surfacing Completed Aug 2012 - Road Marking to follow
Tile Lodge Road/Charing Heath Road	Between the junctions of A20 Maidstone Road and Egerton Road	Surfacing Completed Aug 2012 - Road Marking to follow
Canterbury Road, Brabourne	Between the junctions of Pound Lane and Stock Lane	Surfacing Completed Aug 2012 - Road Marking to follow
Blind Lane, Mersham	Between the junctions of Church Road and Kingsford Street	Surfacing Completed Aug 2012 - Road Marking to follow

APPENDIX B – HIGHWAY MAINTENANCE SCHEMES

APPENDIX B1 – CARRIAGEWAY SCHEMES

Location	Description	Status
Chart Road, Ashford	Carlton Road to Hilton Road	Awaiting Programme Date
Hythe Road, Ashford	Tesco Roundabout to Pilgrims Hospice	
Romney Marsh Road/ Bad Munsterefel, Kingsnorth	Roundabout area	
Chart Road/Tithe Barn Lane, Great Chart	Roundabout area	
Chart Road/Templer Way, Ashford	Roundabout area	
Hythe Road, Ashford	Approach too Church Road Traffic Signals	
Great Chart Bypass/Brookfield Road, Great Chart	Roundabout area and start of bypass.	
Romney Marsh Road/ Park Farm, Kingsnorth	Roundabout area	
Crowbridge Road, Ashford	Newtown Road to Humpbacked Bridge	
Chart Road at Loudon Way, Ashford	Area approaching traffic light controlled junction	

APPENDIX B2 – FOOTWAY SCHEMES

Location	Description	Status
A20 Charing, Phase 3	Footway reconstruction	Works programmed Aug/Sept 2012
East Cross/ High Street Tenterden	Footway reconstruction	Works Programmed Jan/Feb 2013
Hythe Road, Ashford	From Pilgrims Hospice to Bockham Lane	Works Programmed Sept 2012
Ashford Road, Charing	Between the Bus Stop and Wicken Lane on the Ashford Bound Footway	Works programmed Aug/Sept 2012

APPENDIX B3 – STREET LIGHTING SCHEMES

Structural testing is currently underway on strategic and locally important roads to identify column and lanterns that require replacing. A total of 10567 assets have been tested so far, works for any replacements are currently being programmed, to be

completed by the end of current financial year. A total of 198 traffic islands will be visited, where any illuminated bollards will be converted to unlit reflective types. Currently formulating scheme to convert lit signs and bollards to more energy efficient LED lighting, works are ongoing, so far 40% completed. Floodlights used on the iconic columns at Ashford Shared space are failing due to water ingress. Work is ongoing to replace these fittings with LED floodlights, work will be completed by early December 2012

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

APPENDIX C1 – LOCAL TRANSPORT PLAN FUNDED SCHEMES

Location	Description	Budget	Status
Smartlink - Ashford International Station access	Support of former Ashford's Future Partnership Board for delivery of Smartlink scheme	£250,000	Design work in progress
Ashford QBP - Public transport infrastructure	New bus poles, flags, timetable cases, clearways with raised kerb boarders.	£75,000	Priorities being agreed with the bus operators

Kent County Council has reviewed the list of potential Casualty Reduction Measures (CRM) sites, and the following schemes are under active investigation, for implementation in 2012/13 and 2013/14:-

Location	Description	Status
A28 / A262 near High Halden	Junction improvement and 50mph speed limit	Initial investigations underway
A28 / Somerset Road, Ashford	Traffic signal modifications	Initial investigations underway
A251 Faversham Road / Wye Road, Boughton Aluph	Signing improvements	Design work in progress
A2042 Faversham Road, Ashford	New waiting restrictions	Initial investigations underway
A28 Chart Road / Hilton Road, Ashford	High friction surfacing	Design work in progress
A20 / The Ridgeway, Smeeth	Signing and lining improvements	Design work in progress
A28 / Old Surrenden Manor Rd, near Bethersden	50mph speed limit	Initial investigations underway
Hamstreet Road, near Shadoxhurst	Signing, lining and road stud improvements	Design work in progress
A20 / Sandyhurst Lane, Ashford	Interactive warning sign	Design work in progress
Tenterden Road / Cranbook Road, near Biddenden	Signing and lining improvements	Design work in progress
A252 / Bagham Lane, Chilham	Junction improvement	Initial investigations underway
Crowbridge Road, Ashford	Signing and lining improvements	Design work in progress

APPENDIX C2 – PUBLIC RIGHTS OF WAY (LTP Funded)

Location	Description	Budget (£)	Status
AE563 Ruckinge	Strengthening works to Byway	£36,000	complete
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	£1,900	complete
AE287, Brabourne	Repairs to existing footpath tarmac surface	£8,775	complete
AW357, Hothfield	Repairs to byway surface	£4,750	complete
AW212A, Great Chart	Removal of damaged concrete surface and new surface laid	£5,137	complete
AW35, Charing	Repairs to existing footpath surface	£2,920	complete
AE21, Chilham	Repairs to footpath	£5,000	Programmed 2012/13
AT176A, Kennardington	Repairs to Byway Surface	£12,000	Programmed 2012/13

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.
Warren Lane	BUPA care Home	Works complete.
Chart Road, Ashford	Junction Improvements	Technical approval underway.

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 Autumn/Winter 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 – COUNTY MEMBER HIGHWAY FUND WORKS

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

Member Highway Fund Monthly Report:

August 2012

Member: Andrew Wickham

AS

Project details		Location and request	Proposed works	Additional notes
CSM No	16900485	Canterbury Road, Ashford - To investigate the possibility of installing a zebra crossing in the region of No.233		Andy Padgham arranging site meeting with Member and local forum to investigate site as dimensions are very tight to fit a zebra.
Date received	06/06/2012			
Cost to Member				
Most Recent Officer	Andy Padgham			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				
CSM No	16900486	Faversham Road, Ashford - To investigate a perceived problem of speed vehicles and implement any improvements.	Andy Padgham to cancel	This scheme now being dealt with as a CRM scheme so no MHF funding is needed. To be confirmed in writing
Date received	06/06/2012			
Cost to Member				
Most Recent Officer	Andy Padgham			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				
CSM No	16900487	The Steet/Ulley Road - To install a double sided directional sign to St Mary's Church	Provision and installation of double sided direction sign to St Mary's Church as detailed on drg. no. B2502600/ULLEYROAD/001	MHF3 with Member for signing
Date received	06/06/2012			
Cost to Member	£250.00			
Most Recent Officer	Member			
MHF3 sent to Member	19/07/2012			
Cabinet Member Appr.				
Works programmed				
Works completed				

Member Highway Fund Monthly Report:

August 2012

Member: Andrew Wickham

AS

Project details		Location and request	Proposed works	Additional notes
CSM No	16900470	To make a financial contribution to the KM Walk to School Campaign.	To make a financial contribution to the KM Walk to School Campaign.	Contribution currently being financially progressed.
Date received	22/05/2012			
Cost to Member	£500.00			
Most Recent Officer	C Cordrey-Moore			
MHF3 sent to Member	22/05/2012			
Cabinet Member Appr.	16/06/2012			
Works programmed				
Works completed				
CSM No	16900298	A request to look into cars parking on the zig zag lines outside Kennington Juniors, Downsview and the North School. Ashford Rural East	Installation of school keep clear markings.	With Ashford Borough Council to carry out the work.
Date received	20/12/2011			
Cost to Member	£3,000.00			
Most Recent Officer	C Cordrey-Moore			
MHF3 sent to Member	17/04/2012			
Cabinet Member Appr.	14/05/2012			
Works programmed				
Works completed				
CSM No	13000615	Aldington Village, Aldington - Request for traffic management including, a TRO for the Keep Clear markings, DYL, and extension to the 30mph speed limit.	Aldington Village, Aldington - Request for traffic management including, a TRO for the Keep Clear markings, DYL, and extension to the 30mph speed limit.	Village gateways have now been installed. Ashford BC are progressing the 'School Keep Clear' markings
Date received	26/07/2011			
Cost to Member	£3,500.00			
Most Recent Officer	Tara O'Shea			
MHF3 sent to Member	24/11/2011			
Cabinet Member Appr.	08/12/2011			
Works programmed	12/12/2011			
Works completed				

Member Highway Fund Monthly Report:

August 2012

Member: Andrew Wickham

AS

Project details		Location and request	Proposed works	Additional notes
CSM No	10407891	Canterbury Road, Molash (A252) - request to look at speed issues	Enhancement and addition of warning signs and the installation of a vehicular activated electronic warning sign	The interactive sign is due to be installed in mid-August. The carriageway bend works are due at the end of August
Date received	13/04/2011			
Cost to Member	£14,500.00			
Most Recent Officer	Tara O'Shea			
MHF3 sent to Member	27/09/2011			
Cabinet Member Appr.	06/10/2011			
Works programmed				
Works completed				
CSM No	10404387	The Square, Chilham - request for measures to dissuade vehicles from village square	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.	Works complete.
Date received	19/10/2009			
Cost to Member	£9,219.00			
Most Recent Officer	Contractor			
MHF3 sent to Member	24/03/2011			
Cabinet Member Appr.	12/05/2011			
Works programmed	30/11/2011			
Works completed	02/04/2012			

Member Highway Fund Monthly Report:

August 2012

Member: Elizabeth Tweed

AS

Project details		Location and request	Proposed works	Additional notes
CSM No	16900499	Look into Parking problems. Hurst Road, Ashford.	Andy Padgham to cancel	Parking liaison meeting with Ashford BC on 25/7/12 revealed that this site is being reviewed as part of wider area parking issues. No MHF money is therefore required. To be confirmed in writing.
Date received	02/07/2012			
Cost to Member				
Most Recent Officer	Andy Padgham			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				
CSM No	16900498	Provide & plant new Tree's & Shrubs. Simone Weil Avenue, Ashford.		Investigations revealed that the land is not owned by Highways Authority. Member has queried this. Enquiries made with Ashford BC- Awaiting response
Date received	02/07/2012			
Cost to Member				
Most Recent Officer	Andy Padgham			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				
CSM No	16900401	Request updated to Grosvenor Road/ Rothbrook Drive junction - Request for double yellow lining.	TRO to be written by Ashford BC. MHF team to carry out consultation	Mrs Tweed withdrew application at Bockhanger Lane in favour of supporting parking restrictions at the nearby Grosvenor Road junction. Same application applies.
Date received	30/03/2012			
Cost to Member				
Most Recent Officer	Andy Padgham			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				

Member Highway Fund Monthly Report:

August 2012

Member: Elizabeth Tweed

AS

Project details		Location and request	Proposed works	Additional notes
CSM No	16900387	Cypress Avenue part of Godinton Park - Request for a street light to be installed.	Installation of 1no streetlight	Residents' Association consultation underway. Installation should be in September 2012
Date received	21/03/2012			
Cost to Member	£2,150.00			
Most Recent Officer	Amanda Martin			
MHF3 sent to Member	17/05/2012			
Cabinet Member Appr.	11/06/2012			
Works programmed				
Works completed				
CSM No	16900389	Lower Queens Road- Request for a trunk to be ground down.	To grind out the tree stump and reinstate the footway - Lower Queens Road	Work to be carried out on 9/8/12
Date received	21/03/2012			
Cost to Member				
Most Recent Officer	Memer			
MHF3 sent to Member	30/07/2012			
Cabinet Member Appr.				
Works programmed				
Works completed				
CSM No	16900373	Would like to review the access and egress to the service road - Service Road parallel to Maidstone Rd between Sandyhurst Lane and Orchard Heights roundabout	Install short section of hardstanding in verge opposite 'San Angelo' to assist access/egress to/from that property	Scheme approved. To be passed to Enterprise by mid August for construction
Date received	21/02/2012			
Cost to Member	£850.00			
Most Recent Officer	C Cordery-Moore			
MHF3 sent to Member	22/06/2012			
Cabinet Member Appr.	09/07/2012			
Works programmed				
Works completed				

Member Highway Fund Monthly Report:

August 2012

Member: Elizabeth Tweed

AS

Project details		Location and request	Proposed works	Additional notes
CSM No	16900255	Request for new signs around Ashford Town Centre.	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	With the consultant to produce review.
Date received	01/12/2011			
Cost to Member	£15,000.00			
Most Recent Officer	Tara O'Shea			
MHF3 sent to Member	06/01/2012			
Cabinet Member Appr.	16/01/2012			
Works programmed				
Works completed				
CSM No	16900256	Request for road to be aligned for bus stops. Bybrook Road, Ashford	Request for road to be aligned for bus stops. Bybrook Road, Ashford	Works complete
Date received	01/12/2011			
Cost to Member	£4,500.00			
Most Recent Officer	C Cordrey-Moore			
MHF3 sent to Member	19/01/2012			
Cabinet Member Appr.	20/02/2012			
Works programmed				
Works completed				

Member Highway Fund Monthly Report:

August 2012

Member: George Koowaree

AS

Project details		Location and request	Proposed works	Additional notes
CSM No	16900479	Beaver Road - To investigate a possible speeding problem.		Traffic survey was due to be carried out w.c 25.06.12, awaiting report
Date received	31/05/2012			
Cost to Member				
Most Recent Officer	Amanda Murdoch			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				
CSM No	16900480	Canterbury Road, Ashford - To investigate the speeding problem and implement solutions if necessary	To be decided once traffic survey results received	Traffic survey was due to be carried out w.c 25.06.12, awaiting report
Date received	31/05/2012			
Cost to Member				
Most Recent Officer	Amanda Murdoch			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				
CSM No	16900550	Bentley Road - To carry out a speed survey		On hold
Date received	03/05/2012			
Cost to Member				
Most Recent Officer	Member			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				

Member Highway Fund Monthly Report:

August 2012

Member: George Koowaree

AS

Project details		Location and request	Proposed works	Additional notes
CSM No	16900449	Newtown Road - To clear vegetation for better visibility on the crossing..	Vegetation clearance. Possibly add to maintenance schedule	With Arboricultural Team awaiting quotation.
Date received	03/05/2012			
Cost to Member				
Most Recent Officer	Amanda Martin			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				
CSM No	12400550	Request for signage to highlight the new 30mph speed limit and to warn of the mini roundabout - J10 towards the William Harvey Hospital	Andy Padgham to cancel	Member has agreed that this scheme can be dropped from programme. To be confirmed in writing
Date received	22/03/2012			
Cost to Member				
Most Recent Officer	Andy Padgham			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				
CSM No	16900386	Highfield Road - To replace 8 bollards	Highfield Road - To replace 8 bollards	Works completed
Date received	07/03/2012			
Cost to Member	£1,000.00			
Most Recent Officer	C Cordrey-Moore			
MHF3 sent to Member	06/03/2012			
Cabinet Member Appr.	05/03/2012			
Works programmed				
Works completed				

Member Highway Fund Monthly Report:

August 2012

Member: George Koowaree

AS

Project details		Location and request	Proposed works	Additional notes
CSM No	16900214	Request for a pedestrian crossing. Kimberley Way, Ashford	Request for a pedestrian crossing. Kimberley Way, Ashford	Electrical works are currently on site.
Date received	22/11/2011			
Cost to Member	£10,700.00			
Most Recent Officer	Andy Padgham			
MHF3 sent to Member	29/11/2011			
Cabinet Member Appr.	12/12/2011			
Works programmed				
Works completed				
CSM No	16900215	Request for Bus clearway. Mead Road, South Willesborough		With Ashford Borough Council to progress.
Date received	22/11/2011			
Cost to Member				
Most Recent Officer	Tara O'Shea			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				
CSM No	16900216	Request for extra street lighting. Willesborough Road, Kennington	Request for extra street lighting. Willesborough Road, Kennington	Currently on site.
Date received	22/11/2011			
Cost to Member	£15,000.00			
Most Recent Officer	Street-lighting			
MHF3 sent to Member	08/12/2011			
Cabinet Member Appr.	05/12/2011			
Works programmed	16/04/2012			
Works completed				

Member Highway Fund Monthly Report:

August 2012

Member: George Koowaree

AS

Project details		Location and request	Proposed works	Additional notes
CSM No	16900065	Kennington Road, Ashford. Reprofiling of grass bank.	Kennington Road, Ashford. Scheme re-designed as the re-proofing of the bank was not possible: Installation of kerb build-out	Completed
Date received	14/10/2011			
Cost to Member	£5,000.00			
Most Recent Officer	Tara O'Shea			
MHF3 sent to Member	19/12/2011			
Cabinet Member Appr.	19/12/2011			
Works programmed				
Works completed				
CSM No	10407829	Kennington Road, Willesborough - request for SID	Following further investigations and consultation with local residents (to which we did not receive any responses), proposals have been drafted to provide an interactive speed limit repeater sign, on Kennington Road, Willesborough outside number 24.	With the contractor to arrange construction.
Date received	04/04/2011			
Cost to Member	£5,500.00			
Most Recent Officer	MFO East			
MHF3 sent to Member	27/09/2011			
Cabinet Member Appr.	26/09/2011			
Works programmed				
Works completed				

Member Highway Fund Monthly Report:

August 2012

Member: Jim Wedgbury

AS

Project details		Location and request	Proposed works	Additional notes
CSM No	16900462	Arlington - Request for DYL and bus clearway.	Write TRO, consult and introduce parking restrictions	Ashford Borough Council will write Order. MHF team to carry out consultation.
Date received	15/05/2012			
Cost to Member				
Most Recent Officer	Andy Padgham			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				
CSM No	16900461	Barnett Field - Request for 2no. new streetlights.	To install no. 2 streetlights in Barnett Field	Design and cost form with Member for signing.
Date received	15/05/2012			
Cost to Member	£2,332.00			
Most Recent Officer	Member			
MHF3 sent to Member	23/07/2012			
Cabinet Member Appr.				
Works programmed				
Works completed				
CSM No	16900463	Bucksford Lane - Request to repair a large pothole in the entrance to the car park.	Reconstruct car park entrances in asphalt surfacing	Cost has been passed to Member by email for approval or otherwise, before sending MHF3
Date received	15/05/2012			
Cost to Member				
Most Recent Officer	Mr Wedgbury			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				

Member Highway Fund Monthly Report:

August 2012

Member: Jim Wedgbury

AS

Project details		Location and request	Proposed works	Additional notes
CSM No	16900460	Linden Grove, Primary School - Request for DYL around the school entrance.		As a result of liaison meeting with Ashford BC on 25/7/12 Andy Padgham has requested a site meeting with Member and R Williamson of Ashford BC to identify exactly what is required.
Date received	15/05/2012			
Cost to Member				
Most Recent Officer	Andy Padgham			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				
CSM No	13000575	Victoria Park, Ashford South - Request to resurface the footpath		Works complete
Date received	05/07/2011			
Cost to Member	£12,127.00			
Most Recent Officer	J.Emmett			
MHF3 sent to Member	16/08/2011			
Cabinet Member Appr.	12/09/2011			
Works programmed	01/02/2012			
Works completed				

Member Highway Fund Monthly Report:

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Member: Mike Angell

AS

Project details		Location and request	Proposed works	Additional notes
CSM No	16900523	Request for gateway/traffic calming. Ashford Road, Orlestone (Hamstreet)	Design and install gateways at north and south ends of village. Update '30' repeaters and install '30' roundels in carriageway	
Date received	05/07/2012			
Cost to Member				
Most Recent Officer	John Burr			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				
CSM No	16900390	Church Hill, Kingsnorth - Request for a salt bin	To install a salt bin - Church Hill, Kingsnorth	MHF3.0 form with the Member for approval.
Date received	21/03/2012			
Cost to Member				
Most Recent Officer	Member			
MHF3 sent to Member	12/04/2012			
Cabinet Member Appr.				
Works programmed				
Works completed				
CSM No	16900364	Magpie Hall Road - A proposed weight restriction.	Introduce a weight restriction in this street	Andy Padgham suggests that a better solution may be improved strategic HGV route signing rather than a weight restriction. He is consulting the Highways Traffic Manager for advice on this
Date received	10/02/2012			
Cost to Member				
Most Recent Officer	Andy Padgham			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				

Member Highway Fund Monthly Report:

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Member: Mike Angell

AS

Project details

Location and request

Proposed works

Additional notes

CSM No	16900332	Request to change the speed limit to 40mph. Bethersden Road, Shadoxhurst	Introduce reduced speed limit including signing requirements	Traffic survey was due to be carried out w/c 25/06/12, awaiting report.
Date received	06/01/2012			
Cost to Member				
Most Recent Officer	Amanda Murdoch			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				

Member Highway Fund Monthly Report:

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Member: Mike Hill

AS

Project details		Location and request	Proposed works	Additional notes
CSM No	16900508	Request for 40mph speed limit. Smallhythe Village, Ashford		
Date received	05/07/2012			
Cost to Member				
Most Recent Officer	C Cordrey-Moore			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				
CSM No	16900520	A salt bin is required in Rothley Close, Tenterden		
Date received	27/06/2012			
Cost to Member				
Most Recent Officer	John Burr			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				
CSM No	16900399	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	Contribution only. Works to be arranged by Housing Association	Awaiting confirmation from Housing Association of contribution amount
Date received	27/03/2012			
Cost to Member				
Most Recent Officer	Amanda Martin			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				

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Member: Mike Hill

AS

Project details		Location and request	Proposed works	Additional notes
CSM No	16900378	A268 Rye Rd and A28 Tenterden Rd - Request for an interactive speed sign	The provision of 1no Interactive Speed Limit Repeater Sign, installed together with a static side road warning sign could be implemented at this location.	The post has been installed and we are awaiting a date for the subcontractor to install the sign
Date received	23/02/2012			
Cost to Member	£5,500.00			
Most Recent Officer	C Cordrey-Moore			
MHF3 sent to Member	29/02/2012			
Cabinet Member Appr.	05/03/2012			
Works programmed				
Works completed				
CSM No	10407478	High Street, Biddenden - contribution towards maintenance project	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.	Completed
Date received	08/02/2011			
Cost to Member	£15,300.00			
Most Recent Officer	Andy Padgham			
MHF3 sent to Member	23/02/2011			
Cabinet Member Appr.	28/02/2011			
Works programmed	19/03/2012			
Works completed	18/05/2012			
CSM No	10406816	A28 St Michaels - request to carry out works recommended in the Speed Limit Review	Extend existing 30mph limit through built up area of St Michaels (in a northerly direction), past the recreation ground and Primary School, up to a point outside a house called "Churchfields" as per the speed limit review.	Awaiting flashing school signs to complete
Date received	13/10/2010			
Cost to Member	£9,598.00			
Most Recent Officer	Tara O'Shea			
MHF3 sent to Member	08/02/2011			
Cabinet Member Appr.	17/02/2011			
Works programmed	30/11/2011			
Works completed				

Member Highway Fund Monthly Report:

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Member: Mike Hill

AS

Project details		Location and request	Proposed works	Additional notes
CSM No	10406818	B2080 Appledore - request to reduce speed limit to 30mph	Extend existing 30mph limit through built up area past the recreation ground to the junction with Hawthorn as recommended in the speed limit review.	With the contractor to construct.
Date received	13/10/2010			
Cost to Member	£6,827.00			
Most Recent Officer	Tara O'Shea			
MHF3 sent to Member	28/01/2011			
Cabinet Member Appr.	17/02/2011			
Works programmed	14/11/2011			
Works completed	30/10/2011			
CSM No	10406096	Pittlesden, Tenterden - request for measures to prevent parking on the green.	Widen carriageway to provide parking for residents. Ashford Borough Council will install double yellow lines around the greens to assist with prevention of parking on the grass.	Carriageway changes with Contractor to arrange construction during October. Ashford BC to carry out the parking restriction element of the scheme.
Date received	24/05/2010			
Cost to Member				
Most Recent Officer	Tara O'Shea			
MHF3 sent to Member	10/01/2011			
Cabinet Member Appr.	19/07/2012			
Works programmed				
Works completed				

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Member: Richard King

AS

Project details		Location and request	Proposed works	Additional notes
CSM No	16900507	Request for double yellow lines. Pluckley Road, Smarden	Nil (see notes)	This scheme has now been combined with an LTP scheme in Pluckley. No MHF money is now required. To be confirmed in writing to Mr King
Date received	03/07/2012			
Cost to Member				
Most Recent Officer	Andy Padgham			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				
CSM No	12400547	Smarden Road - Request to lower the speed limit through Pluckley village. These have been agreed in principle.	Write and consult on TRO. Implement new speed limits, including signing requirements	TRO to be written/ consulted on with Ashford BC's parking restriction scheme in Station Road
Date received	21/03/2012			
Cost to Member				
Most Recent Officer	Andy Padgham			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				
CSM No	16900339	Request for Signs, road markings and 40mph speed limit. Faversham Road	Introduce reduced speed limit, including signing requirements	Speed survey was due to be carried out w/c 25/06/12, awaiting report.
Date received	13/01/2012			
Cost to Member				
Most Recent Officer	C Cordrey-Moore			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				

Member Highway Fund Monthly Report:

August 2012

Member: Richard King

AS

Project details		Location and request	Proposed works	Additional notes
CSM No	10407815	Oak Grove Lane, High Halden - request to look at closing the road at one end	Write TRO on experimental scheme to stop up road at one end. (Will be made permanent if successful). Install temporary and permanent engineering features.	Joint scheme with CRM and speed limit reduction. Whole scheme is being designed by Jacobs. Target completion end Feb 13.
Date received	01/04/2011			
Cost to Member				
Most Recent Officer	Andy Padgham			
MHF3 sent to Member				
Cabinet Member Appr.				
Works programmed				
Works completed				
CSM No	10407805	Pivington Mill, Pluckley - request for a weight restriction	New signage	The weight restriction signs have now been installed. The 'Unsuitable for HGV' signs are due to be installed.
Date received	31/03/2011			
Cost to Member	£519.00			
Most Recent Officer	MFO East			
MHF3 sent to Member	22/06/2011			
Cabinet Member Appr.	27/06/2011			
Works programmed				
Works completed				
CSM No	10406244	School Road, Hothfield - request for zebra crossing	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.	Completed
Date received	22/06/2010			
Cost to Member	£12,000.00			
Most Recent Officer	Tara O'Shea			
MHF3 sent to Member	07/10/2011			
Cabinet Member Appr.	10/10/2011			
Works programmed				
Works completed				

ASHFORD JOINT TRANSPORTATION BOARD 11th SEPTEMBER 2012

Subject:	Drovers Roundabout and M20J9 – Briefing Note
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:	Drovers Roundabout and M20J9 – Briefing Note
For Information:	This report is for Members Information
Classification:	THIS REPORT IS OPEN TO THE PUBLIC

Drovers Roundabout and M20J9 are approaching the first year since formally being completed in October last year. The contractor has responsibility for correcting any defects that become apparent during this first year and these will be identified and repairs implemented. This includes issues such as the slight disturbance in the surfacing on the approach to Drovers that has attracted recent press attention and repairs are programmed for the end of September. The occasional scaffolding at the new bridge has also attracted attention but this is planned work as the unique design and construction requires the tension in the cables supporting the bridge to be monitored and adjusted until a stable situation has been achieved.

When Drovers Roundabout was completed it did attract comment because of its layout. Members will be aware that this was driven by the challenge of providing extra capacity for a junction that had to accommodate five dual carriageway entries and was heavily constrained in the land it could take. This will be reviewed after the benefit of a year of operation with our traffic signal and signage/lining consultants. There has been little recent public comment but KCC are aware of Members residual concerns regarding the layout and has initiated meetings with those Members to discuss these direct.

Recommendations

1. Members are asked to note this report.

Contact officer: John Farmer
Tel: 08458 247800

**ASHFORD JOINT TRANSPORTATION BOARD 11th SEPTEMBER
2012**

Subject: Ashford Ring Road, Shared Space Scheme and its Ongoing Maintenance.

Director/Head of Service: Director of Highways, 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: All

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

KCC is commissioning a study into the Shared Space to establish the causes of the maintenance issues and identify the most appropriate remedial actions to ensure that the Shared Space is fit for purpose. The commissioning process is currently at the tendering stage to select a consultant to undertake the investigation. The tendering process should be completed within the next two months and the investigation will be conducted over several months thereafter. KCC will ensure that both Ashford Borough Council and the Ashford Town Centre Partnership are fully involved in the investigation.

Recommendations

1. Members are asked to note this report.
-

Contact officer: Lisa Holder

Tel: 08458 247800 - highways@kent.gov.uk

JOINT TRANSPORTATION BOARD 11 SEPTEMBER 2012

- Subject:** Kent Lane Rental Scheme
- Director/Head of Service:** Director of Kent County Council, Highways and Transportation
- Decision Issues:** These matters are within the authority of Kent County Council
- Decision:** For information
- CCC Ward/KCC Division:** All
- Summary:** Briefing note advising Members of the current consultation on the Kent Lane Rental Scheme. The scheme aims at further cutting congestion on key routes by giving those working on the highway a clear financial incentive to reduce the scale and duration of roadworks on the busiest roads.
- For Information:** **This report is for Members' information.**
- Classification:** THIS REPORT IS OPEN TO THE PUBLIC

Background

Kent County Council has begun consulting on plans aimed at further cutting congestion on key routes by giving those working on our highways a clear financial incentive to reduce the scale and duration of roadworks on the busiest roads.

By implementing a Lane Rental Scheme, Kent would be able to impose a charge of up to £2,000 per day on companies that dig up the busiest roads on the network at peak times. Kent is the first county council to move forward with this new and innovative type of scheme.

Revenue generated by the Kent Lane Rental Scheme will be invested in further work to cut congestion in Kent. It follows the introduction two years ago of the ground-breaking Kent Permit Scheme, which requires companies to apply for permission to dig up a road. This allows the county council to manage and co-ordinate works – getting firms to work at the same time instead of digging holes separately – minimising jams and delays suffered by motorists and other road users.

The permit scheme also allows the council to apply conditions on roadworks, such as increasing the number of gangs, lengthening the hours worked each day, restricting work to holiday periods, and working a seven-day week, to

make sure the job gets done in the shortest possible time. It has cut the duration of road works by one day in every 20, according to a report published into the scheme's first year.

For further information on the 12-week Kent Lane Rental Scheme consultation, including roads that would be included, please visit:

www.kent.gov.uk/kentlane2012

Conclusion

This report is for Members information only. The consultation runs from **25 Jun 2012 at 09:00** to **17 Sep 2012 at 17:00**.

To participate in this consultation, please refer to the documents below on the KCC website before submitting your comments.

<http://consultations.kent.gov.uk/consult.ti/kentlane2012/consultationHome>

You can either complete the on-line form using the following link:

<https://www.kent.gov.uk/af3/an/default.aspx/RenderForm/?F.Name=f4zVRwRZ6dU>

Alternatively, comments on the scheme can be submitted to Kent County Council electronically via email kent.lanerentalscheme@kent.gov.uk or via written correspondence to Lane Rental, Roadworks Team, Highways Depot, Javelin Way, Henwood, Ashford, Kent, TN24 8AH.

Contact Officers

David Latham – Road Works and Enforcement Manager - **08458 247800**