



## Joint Transportation Board

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

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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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1. **Apologies/Substitutes** – To receive Notification of Substitutes in accordance with Procedure Rule 1.2(iii)
2. **Declarations of Interest (see “Advice to Members” overleaf)**
  - (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, and the agenda item(s) to which it relates must be stated.  
  
A Member who declares a DPI in relation to any item will need to leave the Council Chamber for the whole of that item, and will not be able to speak or take part (unless a relevant Dispensation has been granted).
  - (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, and the agenda item(s) to which it relates must be stated.  
  
A Member who declares an OSI in relation to any item will need to leave the Council Chamber before the debate and vote on that item (unless a relevant Dispensation has been granted). However, prior to leaving, the Member may address the Committee in the same way that a member of the public may do so.

- (c) Voluntary Announcements of Other Interests not required to be disclosed under (a) and (b), i.e. announcements made for transparency reasons alone, such as:
- Membership of outside bodies that have made representations on agenda items, or
  - Where a Member knows a person involved, but does not have a close association with that person, or
  - Where an item would affect the well-being of a Member, relative, close associate, employer, etc. but not his/her financial position.

[Note: an effect on the financial position of a Member, relative, close associate, employer, etc; OR an application made by a Member, relative, close associate, employer, etc, would both probably constitute an OSI].

**Advice to Members on Declarations of Interest:**

- (a) Government Guidance on DPI is available in DCLG's Guide for Councillors, at <http://www.communities.gov.uk/documents/localgovernment/pdf/2193362.pdf>
- (b) The Kent Code of Conduct was adopted by the Full Council on 19 July 2012, and a copy can be found with the papers for that Meeting.
- (c) If any Councillor has any doubt about the existence or nature of any DPI or OSI 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 from 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 11<sup>th</sup> September 2012
4. To receive any Petitions
5. Transport Forum – 16<sup>th</sup> November 2012
6. Tracker Report
7. Update from Member Working Group on Lorry Issues

**Part I – For Decision**

8. A28/A262 Safety Improvement Proposals
9. A2042 Faversham Road, Ashford – Proposed Waiting Restrictions
10. Amendment 22 (Smarden Primary School, Pittlesden, Tenterden and Pluckley Station) Highway Safety Schemes

11. Willesborough Lees Highway Safety Scheme (Amendment 26) Update Report
12. Goat Lees Highway Safety Scheme – Update Report

## **Part II – For Information**

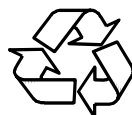
13. Highway Works Programme 2012/13
14. Drovers Roundabout – Update Report
15. Shared Space Scheme in Ashford
16. Proposed Additional Special Meeting – Tuesday 19<sup>th</sup> February 2013, 7.00 pm, Council Chamber

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DS/AEH  
3<sup>rd</sup> December 2012

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Queries concerning this agenda? Please contact Danny Sheppard:  
Telephone: 01233 330349 Email: [danny.sheppard@ashford.gov.uk](mailto:danny.sheppard@ashford.gov.uk)  
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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 **11<sup>th</sup> September 2012**

### Present:

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

Cllrs. Chilton, Claughton, Davey, Feacey, Heyes  
Mr M J Angell, Mrs E Tweed, Mr J N Wedgbury

Mr K Ashby – KALC Representative

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

### Apologies:

Cllrs. Mrs Bell, Mrs Blanford, Robey, Yeo, Mr P M Hill, Mr R E King, Mr S J G Koowaree.

### Also Present:

Cllrs. Galpin, Sims.

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

## 110 Declarations of Interest

Councillor	Interest	Minute No.
Feacey	Announced an 'Other Interest' as a Governor of Towers School	116, 117
Mr Wedgbury	Announced an 'Other Interest' as his wife worked at Henwood Industrial Estate	114

## 111 Minutes

A Member said that at the last meeting, when the issue of the bus gates at both Beaver Road and Godinton Road had been raised, he had asked for this to be discussed at a future Board Meeting but this had not been noted in the Minutes. This was a long running issue and there was now legislation in place to install

enforcement cameras at bus gates and there was money available to do this at Godinton Road, so in his view there was no reason not to proceed. He requested an item on the next Agenda updating on the situation and the funding.

**Resolved:**

**That the Minutes of the Meeting of this Board held on the 12<sup>th</sup> June 2012 be approved and confirmed as a correct record.**

## **112 Tracker Report**

The Chairman drew Members attention to the Tracker of Decisions.

**Resolved:**

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

## **113 Update from Member Working Group on Lorry Issues**

The Chairman and Vice-Chairman of the Board had provided an update on the work of the Working Group and answered Members questions. It was explained that the next meeting of the Group would take place in the next few weeks and it was hoped that this would involve colleagues from Shepway and Dover District Councils. A Member said that she wanted to make it clear that both the KCC Leader (Paul Carter) and Cabinet Member (Bryan Sweetland) were extremely supportive and encouraged by the work of the Group. Bryan Sweetland had actually attended the last meeting. All present agreed that it was important to keep the momentum up as the Group was making headway. The Chairman explained that the Kent Mini-Summit would involve representatives from KCC and all Kent Districts and the wider political summit would need to draw in National Government as questions of wider funding would need to be addressed.

**Resolved:**

**That the ongoing work of the Member Working Group on Lorry Issues be noted and supported.**

## **114 Henwood Safety Scheme Post Implementation Review**

The report presented the findings of a three month post implementation review of the Henwood Safety Scheme as requested by the Board at their meeting of the 13<sup>th</sup> December 2011.

The Chairman directed the Board's attention to the Addendum Paper which included the comments of ABC's Portfolio Holder.

Mr Wilkinson introduced his report giving the background to the scheme, the methodology and results of the review and outlined the conclusion that the scheme be signed off as completed.

One of the Ward Members thanked Officers for their hard work on this scheme and said that whilst there were still a couple of minor issues to iron out with one or two of the businesses at Henwood, the scheme had been implemented extremely smoothly and should be signed off as completed.

Other Members said that the scheme had been a success story and there had been a big improvement to the parking situation at Henwood, but concerns remained about the charging regime in the pay and display car park and that the fees were still too high to encourage people to park there. Making better use of assets such as the Council car parks should be looked at in the near future.

**Resolved:**

**That the Henwood Safety Scheme be signed off as completed.**

## **115 Willesborough Lees Safety Scheme Proposals**

The report presented details of the proposed Willesborough Lees Safety Scheme for consideration by the Board prior to taking the scheme to formal public consultation. The scheme was 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.

The Chairman directed the Board's attention to the Addendum Paper which included the comments of the ABC Portfolio Holder and two documents that had been submitted by the speaker, Mr Bailey, in support of his address. It was also reported that the County Councillor for the area and one of the ABC Ward Members supported the proposals.

In accordance with Procedure Rule 9.3 Mr Bailey, a local resident spoke on this item. He explained that he was a resident of Wilson Close and had been working on this issue with other residents in the area. The problem was caused by a proliferation of on-street parking, chiefly by users of the William Harvey Hospital, which blocked roads and made them dangerous. The report submitted to the Board proposed the wrong solution and whilst it did address some problems such as parking at corners and junctions, it did not provide an acceptable solution to residents. He understood there was a need for double yellow lines in certain areas of the scheme, but not everywhere and not outside people's homes and driveways. This would affect residents 24 hours a day, 7 days a week and was too heavy handed. In canvassing local people it had become clear that the majority view was that the Council should be seeking a solution directly with the hospital. The 135 questionnaires which he had distributed, (the results of which were contained within the tabled papers), had generated a 70% response which showed the strength of feeling in the area. This issue affected residents on a daily basis and they did not like how it had been dealt with by ABC, KCC and the Police. If a quick solution with the hospital was not available, the residents would call for single yellow lines effective at certain times of the day, which would be better for residents. There were other areas in the County where such systems worked and a more flexible solution such as this was needed.

In response Mr Wilkinson said that the proposed double yellow lines were merely to show people where it was illegal to park. Any safety scheme would have to contain those measures and would be about eliminating parking in those locations where it would cause either a danger or obstruction to other road users as identified in the Highway Code.

Mr Wilkinson then introduced his report giving the background to the scheme, the history of parking in the area, a summary of the multi-agency discussions that had taken place over this issue and a recommendation that the proposals be approved for formal public consultation. Drawings of the proposals were also displayed on the overhead projectors. It was also important to point out that the proposals were part of a package of measures. He explained that three approaches had been identified for further investigation: - this proposed safety scheme; the provision of additional parking facilities at the hospital site; and improvements to bus services serving the site. He said that clearly no one approach was capable of fully addressing all of the issues and all were subject to limitations, but it was envisioned that by exploring all avenues a cumulative effect could be achieved sufficient to address all issues.

Mr Jackson explained that meetings had taken place with the Hospitals Trust on increasing on-site car parking and how they used their current car parking, especially with regards to staff. Recent meetings had been constructive and Officers were hoping to be able to share some new ideas about controlling parking on-site with the Board shortly.

After a lengthy debate the Board agreed that the proposed safety scheme should be put forward for public consultation, but Members were keen to point out that they had concerns about the proposals and were not giving any approval to the scheme as it stood. They wanted a meaningful consultation to take place and to be able to fully analyse the results of that consultation before taking a decision on this scheme. Under the current proposals it appeared that a lot of residents were going to be inconvenienced and the problems might simply be displaced to other areas and cause slightly different issues. It would also be vitally important to continue an active dialogue with the William Harvey Hospital and to continue lobbying for an improved bus service from the Kennington area. County Members would be willing to contribute funding towards this if there were developments.

**Resolved:**

**That the proposed safety scheme be put forward for formal public consultation.**

## **116 Goat Lees Safety Scheme Proposals**

The report presented details of the proposed Goat Lees Safety Scheme for consideration by the Board prior to taking the scheme to formal public consultation. The scheme was 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.

The Chairman directed the Board's attention to the Addendum Paper which included the comments of the ABC Portfolio Holder, a statement from the ABC Ward Member and comments from Boughton Aluph & Eastwell Parish Council and a number of local residents. The Chairman also reported that both the KCC and ABC Ward Members had asked that the report be deferred.

In accordance with Procedure Rule 9.3 Mr Smith, a local resident spoke on this item. He explained that he had been a resident of Aylesbury Road for eight years and in that time he had seen the Eureka Business Park develop and the residential streets become progressively clogged by business parking. The landlord, Quadrant Estates, had exacerbated the problem by putting double yellow lines on their private roads Upper Pemberton and Nicholas Road. Residents had also seen the car park that they had fought for get approval for 300 spaces only be to be downgraded to 150 spaces. This car park was underutilised every day because the tenants of Eureka would not or could not pay to use it and they knew they had a free alternative – the surrounding residential streets. The report stated that residents had to tolerate on-street parking to help businesses in Ashford, but if the landlord would not tolerate it, and they derived their income from business, why should residents? The Council all too often appeared to be on the side of business. Mr Smith said that in this case the solution should be single yellow lines with a restriction from 9am to 10am on Monday to Friday. This would force the landlord to look at alternatives to support their clients such as removing the double yellow lines on one side of Upper Pemberton Road – something they would not do when their clients could use the residential roads. Single yellow lines would also promote and re-instate the Green Travel Plan which had been key to the landlord obtaining planning permission with the reduced parking facilities on this site. As to date the Green Travel Plan had failed in this area. He also considered that the report was inaccurate and missed key points. The residents considered they had not been consulted or been asked to contribute to the report. They had asked the Parish Council to invite key ABC and KCC representatives to their meetings so that residents could make their frustrations clear but so far this had not happened. He considered the report followed this pattern - inward looking and not engaging. In conclusion Mr Smith passed round some photos taken that afternoon that showed business cars parked in Aylesbury Road but Nicholas Road empty. He asked the Board to defer the decision so that Officers could engage with residents, business users, local Members and the Parish Council to produce a report that engaged with all and offered a real solution that all parties could buy in to.

In accordance with Procedure Rule 9.3 Mr Matthews, Chairman of Boughton Aluph & Eastwell Parish Council spoke on this item. He wanted to convey to the Board the position of the Parish Council and Ward Member and the depth of feeling of numerous residents. One Parish Council Meeting had over 130 residents attend to vent their frustration and anger that their streets were being used as a business car park whilst the landlord would not allow parking on his own roads because of the double yellow lines they had painted. The vast majority of residents had indicated that they required single yellow lines in Aylesbury, Dunnock, Siskin and Hurst Roads, restricting parking for 90 minutes between 9am and 10.30am Monday to Friday and the Parish Council fully supported this approach and were prepared to make a significant financial contribution to enable this to happen. Such a system was currently in place at Underwood Close, Canterbury, close to the Chaucer Hospital and worked well there and this would force the landlord to properly address their



parking needs. He therefore asked the Board to defer any decision until the Ward Member, Parish Council and residents had been given an opportunity to provide input into the report so it could be re-written to be far more representative of the situation in Goat Lees.

In discussion Members agreed that given the comments of local Members, the Parish Council and residents, this issue should certainly go no further in its current guise. Rather than deferring the item, Members considered that there appeared to be so many areas of disagreement that the Board should reject the report and the process be re-started.

**Resolved:**

**That the proposed safety scheme be rejected and the process to find a solution for Goat Lees be re-started.**

## **117 Highway Works Programme 2012/13**

The report updated Members on the identified schemes approved for construction in 2012/13.

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

- There was concern about the length of time some of the Member Highway Fund Projects were taking to get completed. Projects programmed as far back as December 2011 for example had still not been progressed. Could this be looked at? A Member particularly mentioned her request for a review and design of a scheme for better signage directing vehicles to and around the town centre. This was a vitally important scheme as a lot of the signage was either out of date or still temporary from the ring road works.
- Surfacing had not been completed along the whole length of Beckett Road, Appledore as stated within the report. Also what road markings were proposed?
- What works had been completed at the BUPA Care Home at Warren Lane?
- The new signalised access at Templar Way.
- A Member advised that since the production of this report: - additional signage had been agreed to stop HGV's mistakenly turning in to Mill Court; new Give Way signs had been agreed for Bybrook; as had the much needed resurfacing of a pavement at Tudor End, Kennington.
- A Member advised that the local needs housing project at Church Lane, Kenardington was being led by West Kent Housing Association rather than English Rural Housing Association as stated in the report.

- Could something be done about the signage at the top of Charing Hill A252? It no longer directed vehicles towards Faversham via Faversham Road and they were therefore taking the long way round via Canterbury Road.

Ms Holder read out a list of extra resurfacing schemes that had just been agreed for the Ashford Borough as part of the additional £6m programme available across Kent. Full details of that list would also be circulated to Members outside of the meeting. In response to a question she explained that there were no programmed dates for these yet and they would be subject to road availability.

**Resolved:**

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

## **118 Drovers Roundabout**

The report gave an update after almost a year since the formal completion of the Drovers Roundabout.

The Board considered the report and made the following points: -

- There were still issues with the layout of the roundabout. Chief in this was that some of the lane markings were still wrong and this was dangerous. A Meeting had taken place on site with Ms Holder recently and it was hoped that she had gotten a feel for the problems that had been raised.
- The Ashford Driving Instructors Association had highlighted a number of issues of concern about the roundabout and a copy of their comments was given to Ms Holder. There did appear to be elements of the roundabout that were still dangerous and it was important to consider these points and put them right.
- On the whole the traffic did flow well around the roundabout and the anticipated congestion had not happened so that was a positive point.
- The phasing of the lights did sometimes cause issues with traffic backed up on the roundabout itself and overhanging entrances/exits. Some of the lights were also difficult to see at times because of their 'slatted' design.
- There was quite a bit of red light jumping (2 or 3 cars at a time) but unfortunately that seemed to be common across Ashford as a whole.
- An update was requested for the December Meeting of the Board with John Farmer from KCC in attendance. If he could not make the 11<sup>th</sup> December date, perhaps the meeting could be moved to a date when he was available?

**Resolved:**

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

## **119 Maintenance of Ashford Shared Space**

The report gave an update from KCC on the Ashford Ring Road Shared Space Scheme and its ongoing maintenance.

The Chairman read out the comments of the ABC Portfolio Holder who expressed her frustration at the time it was taking to review the maintenance of the Shared Space. A review had been promised this summer, but now it appeared that an agency would not even be commissioned to undertake the work until November and that would continue over several more months. It was considered that KCC were dragging their heels over this important matter. The scheme had generated a lot of attention and it was clear that suitable materials had not always been used, and the cost and basis of the maintenance had been an issue since it opened, yet there was still no firm proposal as to the continued maintenance. She considered that the deterioration of the surface was not a good advertisement for KCC or Ashford as a whole.

During discussion the following points were raised: -

- At the start of the project Members had been assured that by agreeing to employ the more expensive materials it would make maintenance easier and more cost effective. If that was not the case Members said they would feel let down and Officers would have questions to answer.
- ABC's Overview & Scrutiny Committee had also written to KCC on the issue of maintenance of the Shared Space and had a lot of the same concerns expressed by this Board. A Member said he was pleased an investigation would take place in to what went wrong but maintenance in terms of getting what they had been left with right was the more important point.
- Ms Holder confirmed the timetable for engaging a consultant and commencing the review. The contract would be awarded in November so more details could be provided to the Board meeting in December. The consultant would be putting forward longer term solutions, although ongoing maintenance would continue to ensure that the environment was safe.
- It was agreed that an update on this issue should be on the Agenda for the December meeting of this Board and, again, if this meant moving the date to ensure that the relevant Officers could be present, then this should be considered.

**Resolved:**

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

## **120 Lane Rental Scheme**

The report advised the Board of the current consultation on the Kent Lane Rental Scheme. The scheme aimed to further cut 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.

**Resolved:**

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

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DS

# Ashford Borough Council

## Report of the Chairman of the Transport Forum – 16<sup>th</sup> November 2012

### 1 Introduction

1.1 A Meeting of the Transport Forum was held on the 16<sup>th</sup> November 2012.

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

Cllr. Feacey (Chairman);  
Cllrs. Mrs Blanford, Claughton, Davey, Heyes.

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

Cllr Hicks  
Tim Read – Transportation Manager – KCC Highways & Transportation  
Ray Wilkinson – Engineering Services Manager – ABC  
Danny Sheppard – Senior Member Services & Scrutiny Support Officer – ABC

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

D Bruce – KCC Passenger Transport  
P Delalande – Eurostar  
D Docherty – Stagecoach in East Kent  
C Evans – KCC Passenger Transport  
S Gasche – KCC Public Transport  
M Gibson – Southeastern  
P Southgate – Stagecoach in East Kent  
S Whybrow – Ashford Independent Taxi Driver Association

### 2 Apologies

2.1 Apologies for absence had been received from:-

Cllrs. Wedgbury, Yeo

Lisa Holder and Toby Howe – KCC Highways & Transportation  
V Kenny – Ashford Town Centre Partnership, Y Leslie – Southern, T Ruck -  
Ashford Independent Taxi Driver Association.

### 3 Declarations of Interest

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

## **4 Chairman's Report of the Transport Forum Meeting – 18<sup>th</sup> May 2012**

- 4.1 The Chairman's Report of the Meeting held on 18<sup>th</sup> May 2012 was confirmed as a correct record.
- 4.2 The Chairman raised the discussion at the last meeting about CTRL funding for a control system at Godinton Road Bus Gate. Mr Howe from KCC had been in touch to say that this funding had been found and would be subject of a future report to the JTB.
- 4.3 With regard to the state of the area around the station that had been raised by Mrs Kenny at the last meeting, the Chairman said he had written to Network Rail in the run up to the Olympics to try and get something done about this, but despite follow up letters and phone calls he had only received a general token response and nothing had been done. This was very disappointing. It was only after further communications after the Olympics had finished through Damian Green MP that he had received a reply from Mike Gibson at Southeastern which was unfortunate as it may have been something that could have been resolved within this Forum.
- 4.4 The issue of the future of rail franchises would be addressed by Stephen Gasche in his Industry Update. Sue Whybrow would also address issues of taxi parking in the town.
- 4.5 With regard to the lane markings at Drovers Roundabout, the Chairman reported that John Farmer from KCC was coming to the next JTB meeting in December to address this.
- 4.6 The Chairman said he wanted to place on record his thanks and congratulations to all those involved in transportation during the Olympics, particularly Southeastern and Southern. Their sterling work in keeping passengers moving and the level of information, extra staff and volunteers that were in evidence was to be applauded.

## **5 Update from KCC Transportation – Tim Read**

- 5.1 Mr Read gave a presentation which covered the following points: - the new set-up of KCC Highways & Transportation following the recent restructure; an overview of the major sites and road schemes in the Ashford Borough; the delivery of 'local' schemes (from S106 developer contributions and SPG6); KCC's public transport role; sustainable transport initiatives; the Quality Bus Partnership; access and exit improvements at Ashford International Station; improvements to town centre signing; trends on road casualties; and the proposed KCC Member Highway Fund scheme for Ashford.
- 5.2 The following responses were given to questions/comments: -
  - There were still tailbacks at the traffic lights at the Elwick Road/Station Road junction at peak times and the timing of the traffic lights at various locations around the town was causing delays to buses. There was also a particular problem with buses not being able to exit the bottom of Vicarage Lane due to backed up traffic from the next set of traffic lights. Mr Read said he would have a look at the timing of the lights at these junctions. They did not have

real-time visibility of the whole road network and were reliant on local accounts, so that was useful.

- The removal of the 'pinch-point' at the proposed entrance to the Conningbrook Park development was dependent on the timing of the planning application. The land did constrain what could be achieved but it would be progressed as quickly as the planning application progressed.
- The dualling of Chart Road had been a longstanding aim but it was a matter of collecting the relevant developer contributions. Realistically, the timescale for this was 3-5 years but it was a project that would be promoted and delivered by KCC.
- The money for the community transport scheme in rural areas could be accessed through a bidding process. The scheme did not provide transport itself but could help with training, publicity campaigns etc.
- The decision to automatically renew the Concessionary Travel Scheme passes for the elderly next year was applauded as it would help avoid confusion. It was hoped that everyone would be made aware of this.
- In terms of the number of schools who were enrolled in the Walk to School project, whilst there was not a huge amount of resource for this, Officers considered it was a case of 'the more the merrier'.
- Town centre signage was recognised as an area that needed attention in Ashford. De-cluttering in terms of redundant signs as well as making sure that the ones that remained were up-to-date was important. ABC's Environmental Services were currently looking at this closely but this needed to be a joined up exercise with KCC.
- The issue of exiting the station at peak times was still a big problem and there were a number of buses queuing up there on a daily basis.
- The 'New Ways 2 Work' initiative could potentially assist with longstanding parking overspill problems at both the Eureka Park and the William Harvey Hospital.
- Whilst KCC administered the Freedom Pass, the supported travel situation for students 16+ was slightly different. The Educational Maintenance Allowance had been withdrawn about a year ago and a lot of that money had gone directly to schools and colleges. KCC had tried to step away from that to an extent so it could be dealt with directly by the educational institutions.
- The new bus stops in New Street were part of the Quality Bus Partnership work. The new stop outside Lidl linked in with the changes to the 10 Service and provided a stop at the top end of town. The existing stop outside the British Volunteer had been moved slightly to move it away from the roundabout.

## **6 Industry Updates & Discussion**

### **Eurostar**

- 6.1 Mr Delalande wanted to re-affirm Eurostar's continued commitment to Ashford. Ashford International was included within the service to the Swiss Alps via Lille. Ashford International was certainly a priority for customers travelling from the South East. A Member asked about the situation where some passengers still had to catch a train from Ashford to Ebbsfleet to go back to Brussels and that this was extremely counterproductive, especially with Ashford growing. Was this not just a case of trying to put Ebbsfleet on the map? Mr Delalande said there was still a daily return service that stopped at Ashford as opposed to the two or three that stopped at Ebbsfleet, but this was not about forcing people to go to Ebbsfleet, rather about achieving the right balance between convenience, commercial needs and faster services. If there were any specific requests to change services he could put them to the commercial team but he wanted to re-iterate that Eurostar was committed to both Stations.

### **Rail Franchising**

- 6.2 Mr Gasche gave the Forum an update on the current national situation with rail franchising. Following the debacle over the Inter-City West Coast Mainline franchising process, Richard Brown had been tasked with undertaking a review of rail franchising which would commence in December. This was an important review which would have a knock on effect for the future of the whole process. Upcoming franchise renewals (including those currently operated by Southern and Southeastern) would be delayed until at least 2014 and perhaps later, so the Forum's intention to invite bidders for the Thameslink franchise to one of their meetings should be held over until the November 2013 Meeting at the earliest. In terms of other rail issues, Mr Gasche said that the extended High Speed services to Deal and Sandwich would commence in December and there would be additional capacity improvements to the High Speed services including a 50% increase on the 0743 Ashford to St Pancras service.

### **Bus Services**

- 6.3 Mr Southgate of Stagecoach in East Kent gave an outline of the development of bus services in Ashford over the last 12 years. Since 2004 there had been an 80% uplift in bus usage and a much better customer base and quality of service had been established. As well as Stagecoach's own investment he considered the establishment of the Quality Bus Partnership and the commitment of the Local Authorities had created a much better awareness of bus services in this Borough. He considered that the increased use of buses was keeping a lid on traffic levels in the town centre and Stagecoach wanted to build on that success and offer an even wider bus service in and around the town and especially in new areas. With that background he wanted to outline a couple of the problems that Stagecoach was currently facing in Ashford. These were chiefly brought about as a result of the Borough's semi-rural nature and with the aftermath of some early planning decisions on out of or edge of town development. It was important that public transport was provided from day one in new developments before people got their travelling habits in place. There were particular concerns about the development at Park Farm South where they could simply not get in with their buses. People were now



living in these areas but roads had only just been adopted and space for buses to manoeuvre, turn round etc had simply not been provided. They would like to extend the B-Line to serve Park Farm East but to do this the accommodation bridge would need strengthening to provide access and this would need funding. He understood a significant amount of developer money had been put aside for a Rail Halt and wondered if there could be a re-think and some of that money be re-directed into providing this bus service. After all, this was still public transport infrastructure and would almost certainly be used by a lot more people. A Rail Halt would probably only be able to provide an hourly service, whereas for around £250k a year they could provide a quarter hourly bus service to that development. After three years it was likely that the service would be self funding. He asked if the Council could look into this and investigate if the wording of the Section 106 Agreement could be changed to facilitate provision of public transport rather than purely a Rail Halt.

- 6.4 In terms of operational matters Mr Docherty reported that as Mr Southgate had said bus usage was growing in Ashford and Stagecoach were pleased to be a big part of that. Stagecoach had taken over the previously withdrawn KCC funded 295 Service, which would also increase capacity and quality of service. The Olympics had seen some disruption to service across the board but things were back on track and looked good for the future. In response to a question Mr Docherty explained that they would like to extend the C-Line Service back in to the Highfield Estate and that would be investigated.
- 6.5 A Member asked about the boarding and alighting arrangements for disabled passengers in the town. Mr Southgate replied that the Quality Bus Partnership had done a lot of work on the accessibility of buses. At present 80% of their vehicles were fully DDA compliant and they were ahead of the game in terms of the 2015 and 2017 deadlines for 100% accessibility. This target would be comfortably met. Staff did receive specific training and were regularly reminded of good practice when dealing with disabled people. The number of complaints about such issues was relatively low and these were generally about the behaviour or attitude of individuals rather than facilities. There were still some improvements to be made around the human interface, but he felt they had come a long way as a company from where they were in the past. He said he would be happy to establish a link with Ashford Access on such matters if that was considered beneficial.
- 6.6 Members mentioned that some buses appeared to be emitting excessive levels of exhaust smoke and asked if this had been noted and how often buses were serviced. Mr Southgate said that they were required to service buses every 28 days but Stagecoach did this every 21 days. They also had an annual MOT inspection. The majority of engines in the buses currently were of a Euro 4 or Euro 5 standard which self monitored and shut down if they were emitting too high a level of nitrous gases. This was also tested as part of the 21 day check. Mr Docherty said he was aware of one instance of this recently and the bus was taken off the road and inspected within one hour but he was happy to have a closer look at the existing fleet.
- 6.7 Mr Read said he would like to place on record his thanks to the Stagecoach reps in Ashford as administration of the school pass system had caused problems across the County, but this had not happened in Ashford.

- 6.8 Mr Evans of KCC Passenger Transport said that the team was heavily involved in preparing tenders for the upcoming contracts in 2013. There had been frustration in extending the E-Line into Godinton/Repton because the link bridge had not been completed yet and this was not expected now until autumn 2013. This would eventually provide an enhanced service between the Eureka Park and the Town Centre incorporating Godinton, Repton and Little Burton Farm. Mr Bruce confirmed that the team, along with Stagecoach, would continue to be pro-active in promoting bus services on new developments as plans came forward.

## **Trains**

- 6.9 Mr Gibson of Southeastern said that the key occurrence of the last six months had been the Olympic Games. These had been extremely successful for Southeastern with performance of 97-98% on most days and an excellent working partnership with Network Rail, Transport for London and the bus operators. This showed what a truly integrated transport system was capable of. Government had announced that they would be increasing fares by an average of 4.2% in January 2013 and it was considered that this could have been even higher as they have been capped at RPI +1%. Timetable changes would come into effect on 9<sup>th</sup> December with improvements to the HS1 service at morning and evening peaks. HS1 had been a great success as demonstrated with the extensions and enhancements to the service, and Southeastern were grateful for the support of both ABC and KCC. There would be timetable changes on mainline services due to engineering works between 24<sup>th</sup> December and 1<sup>st</sup> January so any passengers travelling between Christmas and New Year were advised to check ahead. Looking further ahead, significant construction work was planned for the London Bridge area and this was something for the Local Authorities to keep an eye on. This would not affect Southeastern services until 2015-16, but then services would not be able to call there for a period of time.
- 6.10 A Member said that there were still issues with the toilets on HS1 trains. They were quite frequently out of order and didn't seem to be attended to properly by on-board staff. He also asked about signage for High Speed trains at Westfields Shopping Centre which appeared insufficient and a lack of communication at Ashford when a High Speed train was starting its journey there. Mr Gibson agreed that the situation on toilets was unacceptable and if he could be provided with times and dates of incidents he would investigate them. They had taken up the issue of signage at Westfields with management there and it was something they wanted to improve. He would be disappointed if staff at Ashford were not making appropriate announcements and he would speak to the Station Manager there.
- 6.11 Parking charges at rural stations were raised and the previous assertions that if station car parks were less than 50% occupied there was a chance that charges could be reduced. The current charges were pushing cars out on to surrounding roads and, taking Pluckley as an example, it was likely that these roads would shortly be subject to double yellow lining so it would be a good gesture to encourage those motorists who currently parked for free to use those car parks and encourage them with lower charges. Mr Gibson endeavoured to speak to colleagues to see if there had been any developments on this.

- 6.12 A Member said that as the Council's representative on Marshlink, she had some comments on that line and Hamstreet Station. The Station Master at Hamstreet had retired and not been replaced and the station and ticket office were therefore no longer manned. Were there any developments with the Public Right of Way Crossing at Hamstreet Station? This just needed a safety gate that was triggered when a train approached. Marshlink users had been concerned with the state of Ashford International – was there an overall cleaning strategy in place? Mr Gasche explained that Hamstreet Station was managed by Southern so that comment could be fed back to Yvonne Leslie. In terms of the crossing, this was being investigated by Network Rail. There were plans to improve this but it would not be on the scale of the improvements at Elsenham as sight lines up and down the line were good and this was a public footpath. He would add this to the agenda for their next meeting with Network Rail. Mr Gibson said he would speak to the Station Manager about cleaning. He wanted to give them an opportunity to sort this out but it might be worthy of a site visit or spot checks in the future. The Chairman said that the Council's new street cleansing contract would commence shortly and there was an opportunity for Southeastern to make a contribution in return for ABC including the roads around the station. If this was something they were interested in they were urged to contact Paul Jackson at ABC as soon as possible.

### **Taxis**

- 6.13 Mrs Whybrow said that plans for the future of the town centre were all well and good, but in her view they were based on false pretences. Shops were closing, buses were blocking routes in the town centre and taxis were unable to serve the people who needed them. Parking Wardens did not offer taxi drivers any flexibility to drop off and pick up and she asked where taxis could safely load and unload passengers within the town. Access to the service area at County Square had previously been arranged but Parking Wardens were starting to patrol there as well now. Could Mr Wilkinson confirm that taxis were not allowed to drop off or unload on taxi ranks?
- 6.14 Mr Wilkinson advised that he was not entirely sure on this point and would come back. In relation to the wider point, there was competition for road space between all users of the town centre including blue badge holders, delivery vehicles, bus operators and the taxi trade. There was limited space available and whilst he knew taxi drivers would like a rank at the top of Bank Street this was not practical. They did have more spaces overall with the six outside Debenhams and the two outside the Phoenix pub and it was difficult to know what more could be done. The Council had no direct control over County Square or the use of their service yard and this was something for taxi drivers to take up directly with them. He could not understand how ABC could be stopping its use. Mr Wilkinson said he was sympathetic to the plight of taxi drivers but sometimes as a group they did not help themselves. At the station for example they quite often parked outside of their ranks or on double yellow lines and there were ongoing issues with how this affected buses and other traffic. Perhaps the whole relationship of buses and taxis in places like the Station and Bank Street would benefit from some kind of summit.

### **Other Issues**

- 6.15 Mrs Kenny had apologised for the meeting but she wished to raise the out of date finger pointing signage that had been raised in the local press recently,

particularly with regard to the Gateway and other recent developments. Mr Read had endeavoured to take this point away as part of the overall plans to improve town centre signage.

## **7 Winter Preparations**

7.1 Lisa Holder of KCC Highways & Transportation had apologised for the meeting but had submitted KCC's Winter Service Handbook for the Forum's information.

7.2 Mr Gibson gave details of Southeastern's winter preparations. He said that since the severe winter of 2010/11, when the weather had generated a number of problems and complaints, a number of measures had been put in place: -

- Network Rail had upgraded conductor rail heating which should minimise frozen points and power stoppages.
- There had been a lot of work with KCC and Transport for London to keep station approach roads clear.
- Contingency timetables had been put in place in the event of severe weather so an honest assessment of services could be made.
- Hand-held snow ploughs had been provided to staff to use on platforms and car parks.
- Improvements to communications including a long line PA system to make useful announcements at all stations, an upgrade of Customer Information Systems, more training for customer facing staff and increased use of social media.

Clearly if severe winter weather was experienced they could not guarantee that there would be absolutely no disruption across a network of 200+ stations, but he was confident they were in a much better position than previously.

## **8 Date of Next Meeting**

8.1 The next Meeting would be held on Friday the 17<sup>th</sup> May 2013.

Councillor P Feacey  
Chairman – Transport Forum

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

**ASHFORD JOINT TRANSPORT BOARD – TRACKER OF DECISIONS**  
**Updated for the meeting on: 11.12.12**

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)	<b>ACTION:</b> 1. Report to be withdrawn & officers be requested to re-examine the scheme in an attempt to maximize the amount of safe on-street parking provision, consider the points raised in the petition & ensure that all plans presented are up-to-date & report back to a future meeting of the Board.	To be considered with other required parking reviews and prioritised and reported to March 2012 JTB.
546 07/03/06	Transport Forum	-	<b>RECOMMENDATIONS:</b> That the JTB: 1. Requested officers develop a suitable scheme for disabled access to Ashford Town Centre.	Future report required following consideration of town centre TRO.
377 12/12/06	Proposed traffic calming measures in Bluebell Road & Roman Way, Park Farm and Church Hill, Kingsnorth.		<b>RESOLVED:</b> 2. Subject to agreement of the Local Planning Authority & Ashford Borough Council's legal team, the proposed pedestrian crossing on Ashford Road, at the junction with Church Hill, be deferred for a period of two years and the money saved be ring-fenced in an attempt to secure further external funding so that ultimately traffic lights can be erected at the junction.	£145,000 from the development is still available. KHS are looking into options for the expenditure of this money to discuss with Members and Parish Council.
407 08/03/11	Proposed Introduction of New & Amendment of Existing Parking Restrictions in Victoria Way	Jamie Watson (KHS)	<b>RESOLVED:</b> 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
27 12/06/12	Tracker Report (including proposed traffic measures in Pluckley and car parking at Pluckley Station.		<b>RESOLVED:</b> (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.	Update report being submitted to meeting 11/12/12.
28 12/06/12	KCC's Draft Freight Action Plan for Kent	Katie Pettitt (KCC Highways & Transportation)	<b>RESOLVED:</b> 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.	
113 11/09/12	Update from Member Working Group on Lorry Issues	Chairman & Vice-Chairman of the JTB	<b>RESOLVED:</b> That the ongoing work of the Member Working Group on Lorry Issues be noted and supported.	Meeting held 01/10/12.
114 11/09/12	Henwood Safety Scheme Post Implementation Review	Ray Wilkinson (ABC)	<b>RESOLVED:</b> That the Henwood Safety Scheme be signed off as complete.	
115 11/09/12	Willesborough Lees Safety Scheme Proposals	Ray Wilkinson (ABC)	<b>RESOLVED:</b> That the proposed safety scheme be put forward for formal public consultation.	Update report being submitted to meeting 11/12/12.
116 11/09/12	Goat Lees Safety Scheme Proposals	Ray Wilkinson (ABC)	<b>RESOLVED:</b> That the proposed safety scheme be rejected and the process to find a solution for Goat Lee be re-started.	Update report being submitted to meeting 11/12/12.
117 11/09/12	Highway Works Programme 2012/13	Toby Howe (KCC)	<b>RESOLVED:</b> That the report be received and noted.	
118 11/09/12	Drovers Roundabout	John Farmer (KCC)	<b>RESOLVED:</b> That the report be received and noted.	
119 11/09/12	Maintenance of Ashford Shared Space	Lisa Holder (KCC)	<b>RESOLVED:</b> That the report be received and noted.	

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
120 11/09/12	Lane Rental Scheme	David Latham (KCC)	<b>RESOLVED:</b> That the report be received and noted.	

JOINT TRANSPORTATION BOARD 11 DECEMBER 2012

<b>Subject:</b>	<b>A28/A262 Safety Improvement Proposals</b>
<b>Director/Head of Service:</b>	Director of Highways and Transportation, Kent County Council
<b>Decision Issues:</b>	These matters are within the authority of Kent County Council
<b>Decision:</b>	For recommendation
<b>KCC Division:</b>	<b>Ashford Rural West; Tenterden</b>
<b>ABC Ward:</b>	<b>Weald Central; St. Michaels</b>
<b>Summary:</b>	This report sets out the outcome of a combined consultation into safety improvement proposals for the A28/A262 junction between High Halden, Biddenden and Tenterden, and a separate proposal for an experimental closure of Oak Grove Lane.
<b>Classification:</b>	THIS REPORT IS OPEN TO THE PUBLIC

**Introduction**

The Road Traffic Act 1988 (Section 39) puts a statutory duty on Highway Authorities to undertake studies into road crashes, and to take steps to both reduce and prevent them from occurring in the future.

In 2011 there were a total of 4,213 crashes on Kent's roads, resulting in injuries to 5,706 people. Keeping road users safe is one of Kent County Council's top priorities. To help achieve this, data is used (provided by the Police) to target 'crash cluster' sites, where a pattern of incidents has been identified that could be reduced or prevented by the introduction of highway engineering methods.

This process is conducted on a yearly basis. Initially, crash cluster sites are identified where in the last three years of available records, there have been six or more crashes in urban areas; and four or more in rural locations. In the annual review of 2011, the junction of the A28 Ashford Road and the A262 Biddenden Road was identified as a cluster; during the preceding three year period, there were 7 crashes involving injury. With this accident record, the junction ranked as the 6<sup>th</sup> worst crash cluster site in the Ashford district, and 73<sup>rd</sup> countywide. Further analysis indicated that there was a pattern of crashes involving right turn manoeuvres and speed of vehicles.



## Identification of potential improvements

For further robustness, the period from 2008-2011 was considered. The crash data was analysed and the following key factors were identified:-

- A total of 8 collisions occurred, all involving slight injury.
- 6 involved right turners from the A262 to the A28 (towards Tenterden)
- 5 of these 6 involved collisions with traffic heading towards Ashford.
- 2 involved vehicles travelling towards Ashford, that lost control and collided with hedges or other vehicles.
- Low sun (looking towards Tenterden) was a factor in 2 crashes.
- 7 collisions were in dry conditions, and 7 were in daylight

Based upon this crash record, an assessment made of the likely crash savings that could be delivered by various potential improvements:

Traffic Signals: The layout considered could be accommodated within highway land, with no kerb realignments or service diversions, and is shown in Appendix A. The introduction of signals with lighting could result in a saving of 0.8 collisions p.a., equating to a 50% reduction in crashes. Further traffic surveys and study work would be required to ascertain whether signals would work to an acceptable level in dealing with traffic flowing through the junction (this study work was subsequently carried out, and is referred to later).

Roundabout: The layout considered was the smallest possible sufficient to allow large vehicles to turn safely, and is shown in Appendix B. The introduction of a roundabout could result in a lower crash saving of 0.6 collisions p.a. It was not possible to accommodate the roundabout wholly within the existing highway land, and approximately 100m<sup>2</sup> of land would be required at the southern corner of the garden to the property known as 'London Beach Cottage'. It is likely that the roundabout would require some form of lighting, and there would also be departures from design standards for the entry path curvature on the A28 northern approach. Kerb realignments would be necessary, requiring a diversion of fibre optic cabling at significant cost. As with the traffic signals, further traffic surveys and study work would be required to assess the predicted performance of the roundabout.

Mini-roundabout: These are only permissible on roads with a speed limit of 30mph or less, and also where 85%ile speeds are no greater than 35mph. A mini roundabout is not therefore an option that can be considered for this junction.

Improve existing priority junction: Consideration was given to the merits of retaining the junction in its current form, and adding an additional approach lane on the A262, as well as affording a wider right turn lane on the A28 for added protection. However in terms of overall road safety, and in considering the existing pattern of crashes occurring at this junction, little is likely to be improved with this layout. Indeed, there may even be greater safety implications; widening a carriageway can induce higher approach speeds. As road safety is the main priority at this junction, it was considered that other

options would deliver a far greater potential reduction in crashes, and must be viewed as favourable over any adjustments to the existing junction form.

Reduce speed limit: in June 2010, Kent County Council produced its “Speed Limit Review”, which reviewed all speed limits on A and B roads in the county. This was undertaken in response to the publication of the Department for Transport Circular 1/2006 “Setting Local Speed Limits”. This report contained recommendations for changing existing limits following consultation with the Police, Parish and Town Councils. For this specific area, the Review recommended a new lower speed limit for the A28 and the A262 in the vicinity of the junction (Appendix C). Early consultation with the Police received their support for this proposal, but also confirmed that they would register a formal objection if a lower speed limit of 40mph was put forward. It was considered that a wider 50mph speed limit could compliment other measures for the junction itself.

Based upon the above assessment, it was clear that only the traffic signals or roundabout options had the ability to deliver a worthwhile level of expected crash savings, in conjunction with a lower speed limit. However, the roundabout option had significant issues in terms of the lack of availability of land, departures from design standards, and the necessity of having to divert fibre optic cables at a potentially significant cost. Even if the decision to pursue land acquirement was taken, there would be a 1-2 year delay, and in the meantime the crash problem would lie unresolved. The traffic signals could be installed within the current highway boundary and are anticipated to deliver greater crash savings, and on this basis the decision was taken to focus resources on progressing this as the preferred option; complimented by a reduction in the speed limit to 50mph.

Funding was allocated from KCC’s annual Casualty Reduction Measures (CRM) Programme for 2012/13, on the basis of the predicted crash savings. A budget of £140,000 was subsequently set aside for the scheme.

### **Oak Grove Lane**

At the same time, a concurrent proposal emerged. Mr Richard King, County Member for Ashford Rural West, authorised an investigation into potential improvements for Oak Grove Lane. This was at the request of local residents who had concerns over traffic speed and volume, and was to be funded from Mr King’s Member Highway Fund allocation.

Oak Grove Lane is a single carriageway road of a nature that can be described as a ‘country lane’, connecting the A28 and the A262. It is used as an alternative link between those two roads, particularly for traffic from Biddenden to Ashford and vice versa. To address residents’ concerns, a number of options were considered:

Oak Grove Lane to become one-way: This option would be contrary to the concerns of residents over speed. One way roads invariably lead to higher

speeds, because drivers know that they are not going to meet anything coming the other way. On such a sparsely populated road, compliance would be an issue – one-way systems work better in urban settings, where there are more people and houses around, acting as a deterrent to anyone tempted to ignore the restriction.

Traffic calming: As per KCC Policy, horizontal or vertical deflections would have a requirement to be lit. It was considered that this requirement would take the project beyond the budget at Mr King's disposal, and would also be contrary to the nature of a country lane.

Experimental road closure: A road closure could be introduced at its eastern end as a temporary experiment, so that the wider impact could be examined – for example, the displacement of traffic on to alternative roads. This was presented to Mr King as the most viable option to address the concerns of the residents, and agreement was reached to carry out a consultation.

It became clear that this proposal had a link to the separate investigations at the A28/A262 junction; as a significant proportion of the displaced traffic would move to where the traffic signals were being considered. It was therefore decided that both proposals would be consulted upon at the same time.

## **Consultation**

Between 8 October 2012 and 5 November 2012, a public consultation exercise was undertaken on the following proposals:

- 50mph reduced maximum speed limit on both the A28 & A262
- Traffic signals at the junction of the A262 with the A28
- Oak Grove Lane, which links the A262 with the A28, to be made a 'No Through Road' (18 month experimental closure).

The consultation leaflet may be seen in Appendix D. It was distributed to local residents within the area indicated on the plan provided in Appendix E, and also those consultees listed in Appendix F. Sixty four representations were received including; High Halden Parish Council, Biddenden Parish Council, Tenterden Town Council, Tenterden and District Residents Association, Kent Police, and local residents. Full copies of all representations made will be available to view at the JTB meeting.

An online e-petition was also set up on the KCC website, to run from 15 October to 10 December 2012, with the following headline text: "*We the undersigned petition the council to reconsider its proposal for highway improvements along the A262 Biddenden Road and A28 Ashford Road between Biddenden, Tenterden and High Halden, namely not to install traffic lights at the junction of the A262 and A28 and to maintain Oak Grove Lane as a through road*". At the time of writing in late November, the petition had been signed by 107 people. A full cross-reference has not been undertaken, but it would appear that the petition has been signed by some people who are also

counted amongst the 64 representations referred to earlier. The full text of the petitioner's representation may be found in Appendix G.

In overall terms there was strong objection to the provision of the traffic signals and also making Oak Grove Lane a 'No Through Road'. The speed reduction proposal was better received. An assessment of the 64 responses received is contained below; the e-petition raised issues that were mostly covered in the main consultation, but also some additional concerns that will also be addressed.

#### Oak Grove Lane – experimental road closure

The results of the consultation may be summarised as follows:

RESPONSE	NO. OF RESPONSES
Support	9
Marginal / neutral	16
Object	39

Common themes were as follows: Traffic calming needed, not closure; one way operation to Ashford is a better solution; closure will increase congestion at A28/A262 junction, resulting with considerable delays; a sign for prohibiting lorries is all that is needed; existing signs hidden by undergrowth, better maintenance needed; 20-30mph limit needed; residents in Oak Grove Lane in favour, many have experienced accidents and near misses; it is a useful slip road and reduces congestion at A28/A262 junction; HGVs are the main problem; improvements at both ends needed; unfair on local community to close the lane.

In the light of the consultation responses received, Mr King has indicated that he is unable to continue with his financial support for the scheme. This is because he considers that it cannot continue in its current form, and unfortunately there is insufficient time within the remainder of the financial year in which to develop an alternative.

If an alternative scheme is to be developed for Oak Grove Lane (having taken into account the consultation responses received to date), it would have to be progressed at the discretion of whoever becomes the new County Member for Ashford Rural West, after next year's County Council election

#### A28 and A262 – new 50mph speed limit (currently national speed limit)

In tandem with the main scheme consultation, the new 50mph speed limit was formally advertised as a Traffic Regulation Order (TRO), with a notice in the newspaper, site notices, and letters to statutory consultees. This TRO was advertised as "The Kent County Council (Various Roads, The Borough of Ashford) (20mph, 30mph, 40mph, 50mph Speed Limits and Restricted Roads) Amendment No. 6 Consolidation Order 2012"

Any responses received to either consultation counted towards the overall result. The combined results of both consultations are summarised in the following table:

RESPONSE	NO. OF RESPONSES
Support	11
Should be lower e.g. 40mph	17
Neutral	32
Object	4

It can be seen that the amount of support outweighs the objections. There is a significant body of opinion that the speed limit should be even lower. In recognition of this, speed surveys were set up, so that further discussions could take place with Kent Police. 24/7 surveys were set up at four sites within the proposed 50mph speed limit, and the results were as follows (in mph):-

LOCATION	Mean	85 <sup>th</sup> ile	Mean	85 <sup>th</sup> ile
	Northbound		Southbound	
A28 (south of A262)	43.0	48.5	42.2	47.2
A28 (north of A262)	43.1	48.5	39.8	44.7
	Westbound		Eastbound	
A262 (west of A28)	39.2	44.3	41.2	46.3
A262 (east of Woolpack Corner)	42.1	47.6	42.7	47.9

Kent Police's response was as follows:

*"The 24-hour, 7-day speed data provided for the area shows that the mean speeds are between 39.2 and 43.1mph. The 85th percentile speeds are between 44.3 and 48.5mph. The data therefore indicates that a 50mph speed limit would be generally complied with and Kent Police would support these proposals. You also asked Kent Police for their views on proposed 40mph speed limits at the relevant locations. Our view is that when considering the introduction of any new speed limit, they should be evidence-led, self-explaining and should encourage self-compliance. Having studied the speed data and observed vehicle speeds on site, we believe that there would be compliance issues with the proposed new 40mph speed limits, and not only would there be inconsistencies with other speed limits on similar roads in the area but they would be ineffective, leaving the Police with the task of carrying out constant enforcement where previously an issue of excess speed did not exist. Therefore Kent Police would formally object to these proposals."*

It is therefore considered that in view of the level of support for the proposals in their original form; the expected objection from Kent Police to any further reduction in the speed limit; and the compliance of the proposal with KCC's own Speed Limit Review; that the new speed limit of 50mph is progressed as advertised and originally consulted upon.

#### A28 and A262 – new traffic signals

The results of the consultation may be summarised as follows:

RESPONSE	NO. OF RESPONSES
Support	8
Marginal / neutral	15
Object	41

A number of common themes and issues emerged when the consultation responses were examined in more detail. Particular attention was paid to those people who took the time to write in and register their objection to the scheme, so that their concerns could be looked at to see if anything had been overlooked in the earlier part of the investigation process. These have been summarised in the following table:

COMMENT OR CONCERN	NO. OF RESPONSES
Should be a roundabout	23
Will cause congestion	21
Impact of Oak Grove Lane closure	13
Will lead to rat-running	11
Is not an accident blackspot	8
Just reduce the speed limit	6
Obtrusive to a rural area	4
Alternative junction improvement scheme	4
Traffic lights are dangerous	2

*Should be a roundabout:* As discussed at length in the earlier part of this report, the roundabout option was discounted at an early stage.

*Will cause congestion:* A study has been undertaken into the expected performance of the traffic signals, based upon current traffic flows. The modelling did originally take into account two scenarios; with and without the road closure at Oak Grove Lane. A summary of the detail of this investigation is as follows:-

- The traffic signals have been designed so that the cycle time (i.e. the time spent waiting between greens) is only 40-50 seconds.
- This has been achieved by running the A28 in both directions under the same stage of the phasing (Stage 1). Right turners from the A28 towards Biddenden would need to seek gaps in the traffic; however if they cannot, a short 2<sup>nd</sup> stage would give them a green right arrow, which is expected to clear the anticipated demand.
- The signals will be intelligent and have the ability to change timings and balance flows, based upon an assessment of queues in real time.
- With Oak Grove Lane remaining open, the signals will manage demand well within capacity. Each queue should clear within one cycle of the signals, so the maximum delay is around 1 minute. This will be most noticeable on the A28, where traffic is currently free-flowing and vehicles do not queue at present.

*Impact of Oak Grove Lane closure:* This was a valid concern. The modelling referred to above demonstrated that the traffic signals would have performed less well with the road closure, as would be expected. The closure of Oak Grove Lane would have increased traffic demand at the junction, doubling queues at certain times of the day. This would have reduced the possibility of queues clearing within one cycle of the signals, pushing them to the borderline of their capacity, with increased delays. The decision not to proceed with the experimental road closure has therefore allayed this concern.

*Will lead to rat-running:* It is impossible to prove or disprove this statement without a very expensive, extensive and time-consuming computerised traffic model. Therefore, a subjective assessment has to be made. It could be that this concern was based upon the impact of the proposed road closure of Oak Grove Lane; the figures in the previous paragraph certainly demonstrate that the diversion of traffic on to other routes could have become a strong possibility. Nevertheless, with the road closure no longer proceeding, and the studies demonstrating that the signals will improve safety and perform well within capacity, it is difficult to see what further 'rat-running' may occur, above and beyond the current situation. Indeed, a safer A28/A262 junction with better opportunities to exit on to the A28 may alleviate problems elsewhere.

*Is not an accident blackspot:* It has clearly been demonstrated that there has been a pattern of crashes occurring, and that the overall number of crashes could be reduced by the introduction of a safety improvement scheme.

*Just reduce the speed limit:* Reducing the speed limit by itself will not achieve the same level of crash savings as the proposed traffic signals. The County Council has the budget and the resources to implement both, and so could be at risk of future litigious action if a crash occurred that it had the wherewithal to help prevent.

*Obtrusive to a rural area:* Again, this was a valid concern. It therefore comes down to a balance between environment versus safety.

*Alternative junction improvement scheme:* Tenterden Town Council has submitted an alternative scheme through the consultation process, which may be seen in Appendix H. It involves the provision of a dedicated left turn lane for traffic heading from Tenterden to Biddenden, an offside diverge lane for Ashford bound traffic, and a STOP sign for the A262. It seeks to address an issue with the current layout, where left turners to Biddenden block the view of right turners from Biddenden. However the layout proposed is counter-intuitive; it would be unlikely to save the collisions on record, and may indeed introduce new types of crashes, owing to the non-standard design proposed. It would make the right turn manoeuvre from Ashford to Biddenden very difficult, as vehicles would have to cross two lanes of traffic, and their view of the Biddenden left turners would again be obscured. The provision of a STOP sign cannot be justified by the visibility available; and in any case, would not have saved any collisions occurring, because those involving failure to give way are of the 're-start' type rather than those failing to stop. It is therefore considered that this layout is not a viable alternative.

*Traffic lights are dangerous:* The design of the traffic signals have undergone a Road Safety Audit, with no major issues resulting.

In summary of the concerns of objectors, the remaining issue unresolved is the environmental impact of additional lights in this locality. Aside from this, the case for traffic signals and the alternatives has been fully investigated, and the recommendation remains to proceed with their implementation as originally proposed, in the interests of highway safety.

#### Additional concerns raised by the e-petition

The outstanding concerns and requests raised through the e-petition can be summarised as follows:-

- *Residents in the affected area will experience increased problems in exiting and accessing their properties. They will also experience an increase in pollution from the waiting traffic outside their properties*

It will be easier to exit into stationary traffic on the A28, rather than free-flowing traffic as at present. 'Keep Clear' markings are proposed for residents' driveways in the immediate vicinity of the scheme.

- *A MAXIMUM 30mph speed limit through the whole of High Halden Village, including the back lanes.*

Previous reference has been made to the Speed Limit Review. This review does not recommend any changes to the current 40mph speed limit at the western end of the village. Informal consultation has taken place with Kent Police, and they have confirmed that any proposal to lower the speed limit to 30mph in this locality would receive a formal objection. It is further considered that the 40mph speed limit acts as an effective buffer, slowing down traffic coming from Tenterden before they reach the 30mph speed limit in the most built up part of the village.

- *A well signed and well lit pedestrian crossing on the main road*

High Halden Parish Council has previously requested a formal pedestrian crossing on the A28, in the vicinity of the junction with Church Hill. There is only a limited budget available for highway improvements, and because of this, prioritisation is essential. As there are locations where patterns of crashes are occurring which could be addressed by engineering methods, the budgets available must be targeted accordingly. There have been no recorded incidents in the last three years involving pedestrians along this stretch of the A28. Unfortunately there are other locations in Kent which have a recorded safety problem and no existing measures to address the issue, and these must receive priority first.

- *More off road parking so residents and visitors don't have to park on pavements and grass verges, forcing pedestrians to walk in the road*



This is outside of the remit of KCC Highways & Transportation.

## **Conclusion**

The Road Traffic Act 1988 (Section 39) puts a statutory duty on Highway Authorities to undertake studies into road crashes, and to take steps to both reduce and prevent them from occurring in the future.

A pattern of injury crashes has been identified at the junction of the A28 and the A262, near High Halden. During the period 2008-2011, these crashes resulted in 12 casualties.

Traffic signals and a new 50mph speed limit are projected to reduce the amount of crashes and casualties by 50%. Other options have been considered and have been discounted on the grounds of a lack of predicted crash savings, excessive costs, the requirement for third party land, or a combination of some or all of these factors.

The predicted performance of the traffic signals has been tested, and is anticipated to perform well within capacity. No option is perfect; additional queues will be noticeable on the A28, and the intrusiveness of lights in a rural setting is another negative aspect of the proposal. These must be balanced up against the primary objective, which is to reduce the numbers of casualties occurring at this location.

## **Recommendation**

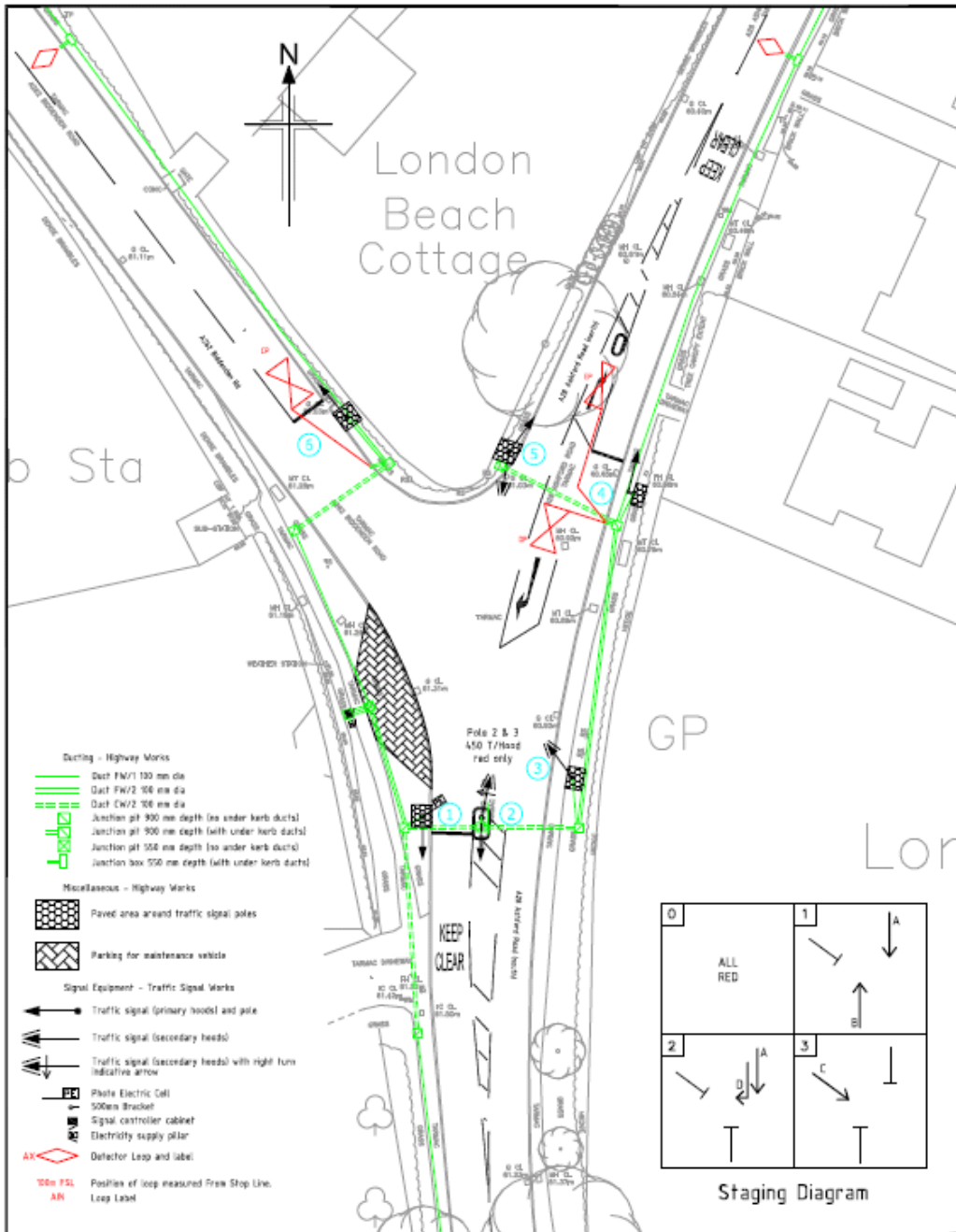
It is recommended that:

- Members note the decision not to proceed any further with proposals for Oak Grove Lane at this time;
- Members endorse the decision to proceed with the installation of traffic signals at the junction of the A28 and the A262, in the interests of highway safety;
- Members endorse the decision to proceed with the new 50mph speed limit for the A28 and the A262, as originally advertised under "The Kent County Council (Various Roads, The Borough of Ashford) (20mph, 30mph, 40mph, 50mph Speed Limits and Restricted Roads) Amendment No. 6 Consolidation Order 2012".

## **Contact Officer**

Steve Darling, Traffic Engineer, KCC Highways & Transportation

# APPENDIX A – Proposed Traffic Signal Layout

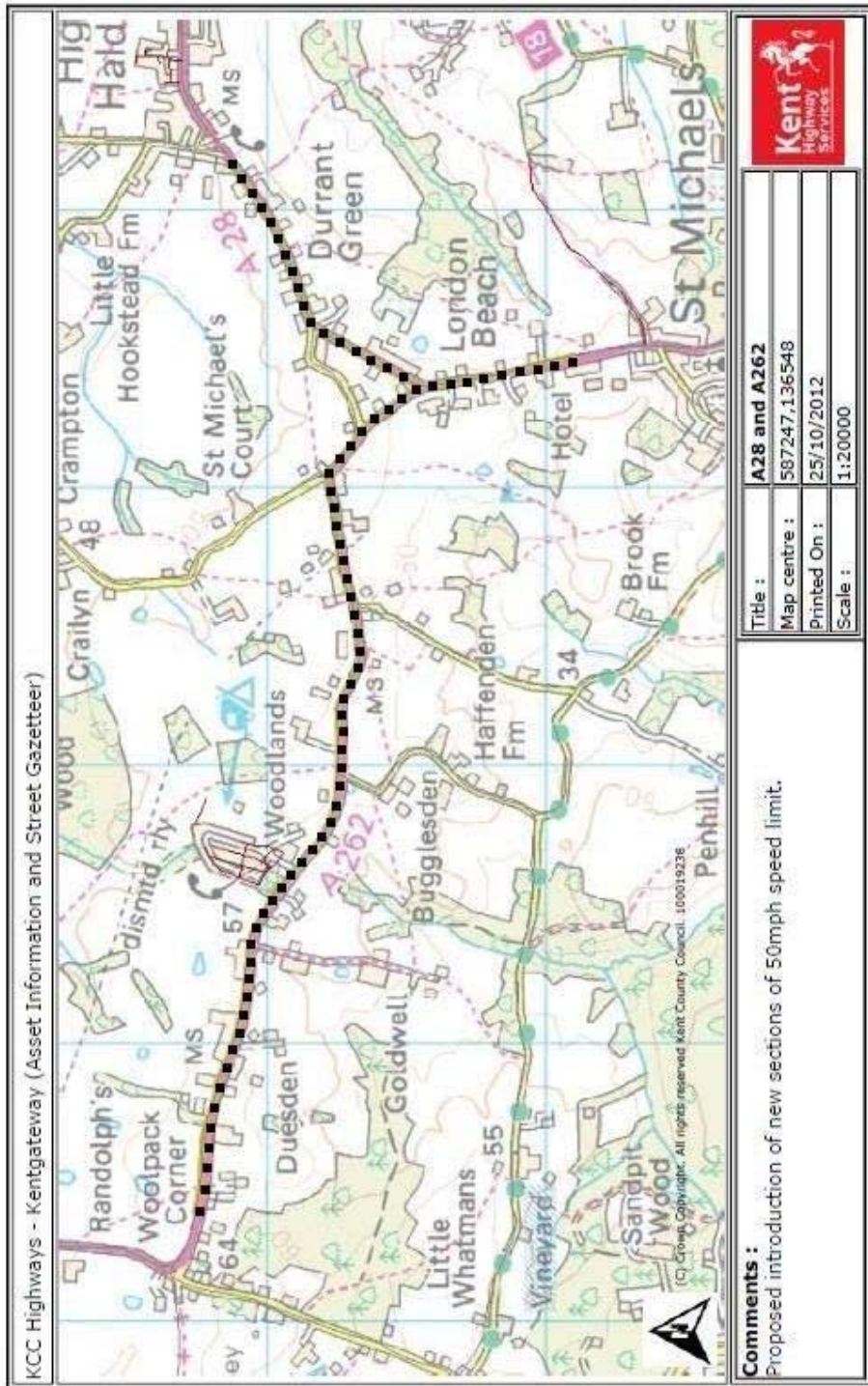


This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.		0	25.11.2012	FIRST ISSUE	TMW	MIM	MIM	MIM
Client		Rev	Revision Date	Purpose of revision	Drawn	Checked	Revised	App'd
Drawing title		PROPOSED TRAFFIC SIGNALS						
Drawing status		FOR INFORMATION						
Project		Scale		NOT TO SCALE		Do not scale		
A28/A262 HIGH HALDEN		Drawing number		B2510500/04		Rev		0

# APPENDIX B – Indicative Roundabout Layout



APPENDIX C – Proposed New 50mph Speed Limit



Title :	A28 and A262
Map centre :	587247,136548
Printed On :	25/10/2012
Scale :	1:20000

**Comments :**  
Proposed introduction of new sections of 50mph speed limit.

## APPENDIX D – Consultation Leaflet

### Highway Safety Improvement Proposals in Your Area

A262-A28 Safety Improvement Proposals

**Consultation Leaflet**

**8<sup>th</sup> October 2012**

#### What are we proposing to do?

Kent County Council's Highways and Transportation is considering proposals for highway improvements along the A262 Biddenden Road and the A28 Ashford Road between Biddenden, Tenterden and High Halden, aimed at addressing safety issues. These proposals are;

- 50mph reduced maximum speed limit on the A262 from Woolpack Corner to A28
- 50mph reduced maximum speed limit on the A28 between High Halden and St Michaels
- Traffic signals at the junction of the A262 with the A28
- Oak Grove Lane to be made a 'No Through Road' (18 month experimental proposal)

Details of the proposals are provided overleaf. They are also available to view at [www.kent.gov.uk/khsconsult](http://www.kent.gov.uk/khsconsult)

#### Why do we want to undertake these proposals?

As a part of Kent County Council's continued programme of safety improvements, these proposals have received a high priority status. The speed limit reductions are aimed at bringing vehicle speeds to levels that would be more appropriate to the area through which they run, where there are a relatively high number of properties and associated accesses and bends, and in places a loss of forward visibility. Currently, the national speed limit applies to these areas, which is 60mph.

Crash reports at the junction of the A262 with the A28 have shown a total of 8 accidents over the last 5 years involving injury to persons, related to right turn movements and excessive approach speed. Traffic signals will better control movements at this junction and result with lesser accidents.

Oak Grove Lane, which has a small number of private accesses, has experienced several accidents over recent years. Forward visibility for drivers on Oak Grove Lane is poor in places and combined with high vehicle speeds is thought to be the main cause of these accidents. With the safety improvements to the nearby junction of the A262 with the A28 proposed, Kent County Council believes this junction will offer a suitable alternative for vehicles that currently use Oak Grove Lane to access either the A262 or the A28, and thereby reduce the occurrence of accidents on Oak Grove Lane. KCC Chairman Richard King is supporting this proposal through his Member Highway Fund grant. It is planned to introduce the 'No Through Road' measures on Oak Grove Lane by way of an experimental Traffic Regulation Order (Prohibition of Driving Order), intended to be in place for a maximum period of 18 months, during which a review will be undertaken and a decision made to either make the Order permanent or consider alternative measures. Vehicular access to and from Oak Grove Lane will be prevented at its junction with the A28 with the installation of road bollards or a similar physical feature. Pedestrian and cycle access will remain unchanged.

#### What happens next?

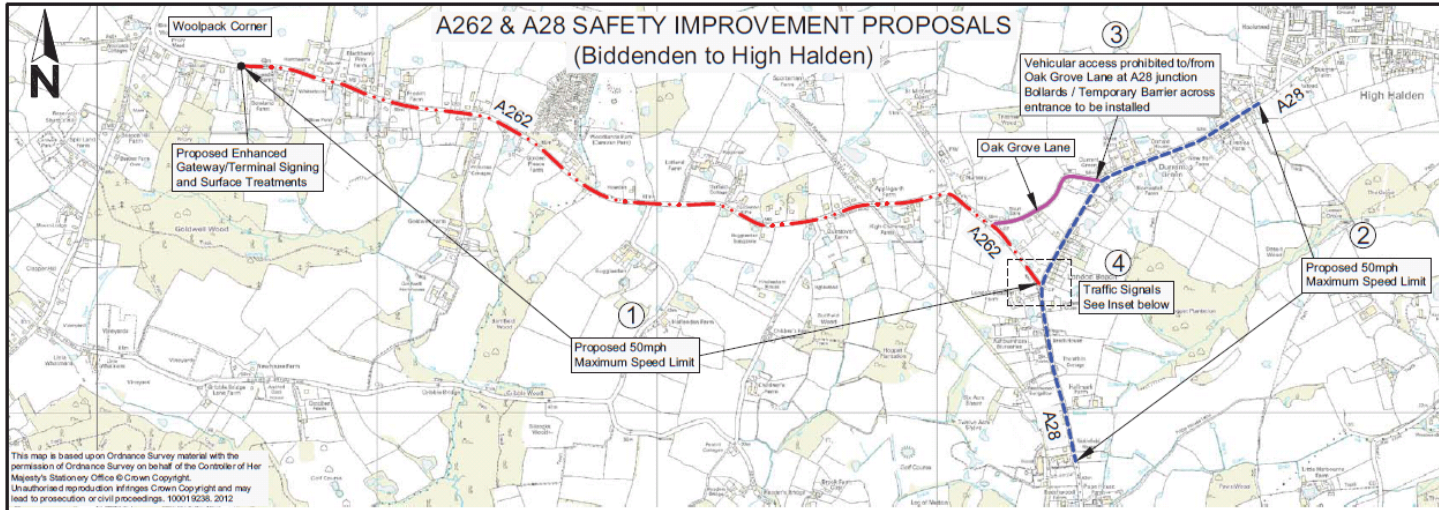
The above proposals are to be presented and debated at the forthcoming Kent County Council Joint Transportation Board meeting to be held on the evening of 11<sup>th</sup> December 2012. Here, all comments raised on the proposals will be considered and a decision made if the proposals are to go ahead as presented, or in a revised way, or not at all.

#### Your views

Comments on the proposals can be made by email at [traffic.schemes@kent.gov.uk](mailto:traffic.schemes@kent.gov.uk) by quoting 'A262-A28 Safety Improvement Proposals' or alternatively by writing to; Jacobs UK Ltd, Miller House, Lower Stone Street, Maidstone, Kent, ME15 6GB, marked for the attention of Mr M Mortley. All comments should reach us within 28 days from the date of this letter.

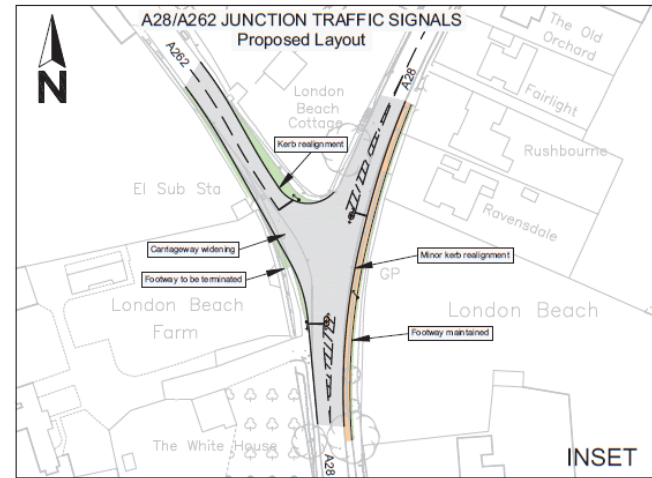
[www.kent.gov.uk](http://www.kent.gov.uk)



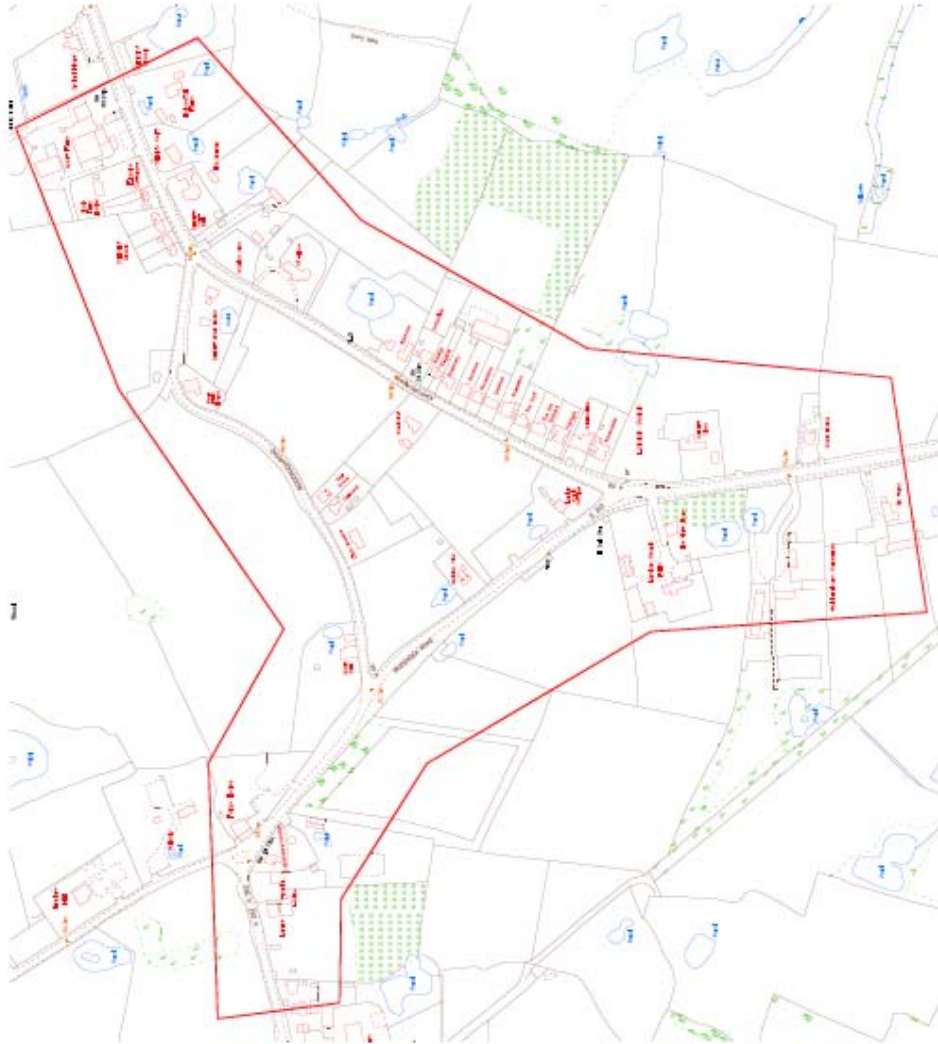


#### Proposals

- ① - - - - - Location - A262 Woolpack Corner to A28  
Proposed 50mph Maximum Speed Limit.  
Current Maximum Speed Limit is 60mph
- ② - - - - - Location - A28 High Halden to St Michaels  
Proposed 50mph Maximum Speed Limit.  
Current Maximum Speed Limit is 60mph
- ③ ————— Location - Oak Grove Lane (Experimental Works - duration 18 months)  
To be made a 'No Through Road' with motorised vehicles unable to enter or leave Oak Grove Lane at its junction with the A28..  
Pedestrian and Cycle access to remain unchanged
- ④  Location - A28/A262 Junction  
Proposed Traffic Signals



APPENDIX E – Extent of consultation letter drop



## APPENDIX F – List of Consultees

1. Letter drop to residents, as outlined in Appendix E
2. KCC Members, Mr Richard King and Mr Mike Hill OBE
3. Ashford borough ward councillors for Weald Central; St. Michaels
4. High Halden Parish Council
5. Biddenden Parish Council
6. Tenterden Town Council
7. Kent Police
8. Kent Fire & Rescue Service
9. South East Coast Ambulance Service



## APPENDIX G – Full text of e-petition

### ePetition details

#### A262-A28 Highway Proposal

- [Log in or register and sign the ePetition](#)
- [View ePetition responses](#)
- [Browse all current ePetitions](#)

**We the undersigned petition the council to To reconsider its proposal for highway improvements along the A262 Biddenden Road and A28 Ashford Road between Biddenden, Tenterden and High Halden, namely not to install traffic lights at the junction of the A262 and A28 and to maintain Oak Grove Lane as a through road.**

We believe there are other options to improve any safety concerns.

Concerns if this proposal goes ahead:

- The installation of traffic lights will cause long tailbacks of traffic along the A28 and A262, particularly at peak times.
- Residents in the affected area will experience increased problems in exiting and accessing their properties. They will also experience an increase in pollution from the waiting traffic outside their properties.
- To avoid the lights and tailbacks, drivers will use the narrow and winding back lanes. Currently these lanes are enjoyed by residents and visitors to walk with their families including children, the elderly, dogs and horses but even now these can be blighted by an inconsiderate driver speeding. This will surely increase if the lanes are used as a cut through. How long before an accident occurs on these lanes or a fatality from an inconsiderate driver speeding through unfamiliar lanes?
- Is it indeed fair that walkers, cyclists and horse riders will be discouraged from using these lanes because of the increase in traffic?
- There are just four houses in Oaks Grove Lane, not that the opinions of those residents don't matter, but how many other homes are going to be affected by this decision?

Other alternative options we would like to be considered are:

- A mini roundabout at London Beach
- Traffic calming system through Oak Grove Lane
- A MAXIMUM 30mph speed limit through the whole of High Halden Village, including the back lanes
- A well signed and well lit pedestrian crossing on the main road
- More off road parking so residents and visitors don't have to park on pavements and grass verges, forcing pedestrians to walk in the road

Thus making it a safer, more pleasant village for residents and visitors alike.

NB there is currently a consultation on these proposals which closes on 4 November - if you wish to respond to this as well as signing the petition please go to

<https://shareweb.kent.gov.uk/Documents/roads-and-transport/using-the-road/consultations/A28-A262%20Consultation%20Leaflet.pdf>

On reaching 1000 signatures the matter will be referred to the most appropriate local level meeting (e.g. Local Board, Locality Board or Joint Transportation Board)

This ePetition runs from 15/10/2012 to 10/12/2012.

107 people have signed this ePetition.

APPENDIX H – Alternative Proposal of Tenterden Town Council



JOINT TRANSPORTATION BOARD 11 DECEMBER 2012

<b>Subject:</b>	<b>A2042 Faversham Road, Ashford – Proposed Waiting Restrictions</b>
<b>Director/Head of Service:</b>	Director of Highways and Transportation, Kent County Council
<b>Decision Issues:</b>	These matters are within the authority of Kent County Council
<b>Decision:</b>	For recommendation
<b>KCC Division:</b>	<b>Ashford Rural East; Ashford Rural West</b>
<b>ABC Ward:</b>	<b>Kennington; Boughton Aluph and Eastwell</b>
<b>Summary:</b>	This report sets out the outcome of a consultation into safety improvement proposals for the A2042 Faversham Road, Ashford.
<b>Classification:</b>	THIS REPORT IS OPEN TO THE PUBLIC

**Introduction**

The Road Traffic Act 1988 (Section 39) puts a statutory duty on Highway Authorities to undertake studies into road crashes, and to take steps to both reduce and prevent them from occurring in the future.

In 2011 there were a total of 4,213 crashes on Kent's roads, resulting in injuries to 5,706 people. Keeping road users safe is one of Kent County Council's top priorities. To help achieve this, data is used (provided by the Police) to target 'crash cluster' sites, where a pattern of incidents has been identified that could be reduced or prevented by the introduction of highway engineering methods.

This process is conducted on a yearly basis. Initially, crash cluster sites are identified where in the last three years of available records, there have been six or more crashes in urban areas; and four or more in rural locations. In the annual review of 2011, eleven crashes were identified in the stretch of Faversham Road between The Towers School and Upper Vicarage Road, of which one was categorised as 'serious'.

Safety concerns had previously been raised with both Kent County Council and Kent Police by residents, in respect of this stretch of road. In response to this, the County Member for Ashford Central, Mrs Elizabeth Tweed,

authorised the installation of flashing speed signs at each end of Faversham Road.

### **Identification of potential improvements**

For further robustness, a longer period of study from the beginning of 2008 was considered. The crash data was analysed and the following key factors were identified:-

- A total of 14 collisions occurred, with 3 resulting in serious injury.
- These collisions resulted in 18 casualties (on average, 4 per year).
- 4 involved parked vehicles. One of these was categorised as 'serious', with a young pedestrian crossing from behind a parked car.
- 4 involved pedestrians not using the designated crossing points, including 3 directly outside the school, where a new controlled pedestrian crossing facility is in place.
- 2 involved right turning vehicles.
- 2 involved collisions at junctions.
- 10 occurred during the peak daytime period 8am-6pm.

Based upon this crash record, an assessment was made of the likely crash savings that could be delivered by various potential improvements and initiatives:

Speed reduction measures: The A2042 is a main arterial route into and out of Ashford. It is current KCC policy not to install traffic calming on A roads, and unfortunately there is not enough carriageway width to install traffic islands. Previous surveys had indicated that there was not a speeding issue, although some residents disputed the results, due to the positioning of the surveys. Further speed limit repeater signage is not permitted, as this road is subject to a 30mph limit by virtue of the presence of a system of street lighting. The site does not meet the strict criteria for a new speed camera; new sites are only installed with a history of speed related crashes, where crashes are categorised as either 'serious' or 'fatal', and all other possible remedial measures have been put in place first.

Parking restrictions: The crash record indicated that the presence of parked vehicles on this busy route is causing a safety issue. Three of the crashes occurred in peak times; the other was just outside of this period (6.30pm). It was observed on site that some vehicles tended to speed up on the approach to the parked areas, in order to try and 'beat' the cars coming the other way; forward visibility is very good along this road, as it is very straight. It was considered that the introduction of parking restrictions could save one crash per year.

Improvements to existing flashing sign: One of the new flashing speed signs funded by Mrs Tweed is located just to the north of The Towers School. It was noted on site that the effectiveness of this sign had been compromised by the presence of overhanging branches and vegetation, which were preventing the sign from picking up speeding vehicles and activating. It was considered that if

this was addressed, the fully working sign would help to address the crash record along this stretch of road.

Road safety education: The incidents in the vicinity of the school are of particular concern, particularly as there is now a new pedestrian crossing facility directly outside. It was considered that closer working with The Towers School, with road safety education initiatives, could help to reduce the incidents of pedestrian injuries from occurring.

Based upon the above assessment, a scheme was proposed:-

- Parking restrictions.
- Vegetation clearance for the flashing sign.
- Speed surveys, in new locations to those undertaken previously.
- The intervention of road safety education.

Funding was allocated from KCC's annual Casualty Reduction Measures (CRM) Programme for 2012/13, on the basis of the predicted crash savings. A budget of £5,000 was subsequently set aside for the scheme.

## **Consultation**

Between 28 October 2012 and 19 November 2012, a public consultation exercise was undertaken on the proposals. The proposed parking restrictions were formally advertised as a Traffic Regulation Order (TRO), under "The Kent County Council) (Various Roads, Borough of Ashford) (Waiting Restrictions and Street Parking Places) (Amendment No. 27) Order 2012", with a notice in the paper, notices on site, and letters to statutory consultees.

A consultation leaflet was prepared for nearby affected residents and may be seen in Appendix A. It was distributed to local residents within the area indicated on the plan provided in Appendix B, which also shows the proposals. Twenty seven representations were received, including two district ward councillors, the Sandyhurst Lane Residents' Association, Kent Police, Stagecoach, and a petition from the Kennington WI with 81 signatories. Full copies of all representations made will be available to view at the JTB meeting.

In overall terms there was strong objection to the provision of the proposed parking restrictions. The results of the consultation may be summarised as follows:

RESPONSE	NO. OF RESPONSES
Support	4
Marginal / neutral	4
Object	19

It should be noted that district ward councillors, the Sandyhurst Lane Residents' Association, and a petition from the Kennington WI were amongst

the objections. Stagecoach supported the proposals, because it would help improve the punctuality of the bus service.

A number of common themes and issues emerged when the consultation responses were examined in more detail. Particular attention was paid to those people who took the time to write in and register their objection to the scheme, so that their concerns could be looked at to see if anything had been overlooked in the earlier part of the investigation process. These have been summarised in the following table:

COMMENT OR CONCERN	NO. OF RESPONSES
Already a lack of parking in the area	10*
Concerns that traffic speeds will increase	10*
Negative impact on WI Hall	7*
Parked cars act as traffic calming	6
Requested traffic calming instead	4
There is not a safety problem	3

\*indicates that this concern was raised by the Kennington WI petition.

*Already a lack of parking in the area:* Parking on the highway is allowed where it will not cause obstruction to other road users (including pedestrians and cyclists). There are no "rights" to park outside your own house or even in the same road; the public highway is primarily to be used for passing and repassing. It is clear from the crash record that vehicles parked in this road are causing an obstruction, resulting in road casualties. In situations such as this, the Highway Authority has the power to introduce a TRO to control on-street parking, to ensure that there are minimal problems with traffic movements, and to improve safety for all road users. .

*Concerns that traffic speeds will increase:* This concern was anticipated in advance of the consultation; namely that more double yellow lines would encourage drivers to travel at higher speeds. Two speed surveys were installed in order to inform the debate; their locations can be seen in the plan in Appendix B. One survey was placed where parking restrictions are already in place; the other was located where parking restrictions were not in place, but were being proposed under the TRO. The outcome was:-

LOCATION	Mean	85 <sup>th</sup> ile	Mean	85 <sup>th</sup> ile
	Northbound		Southbound	
Site 1 (double yellow lines)	29.3	34.9	30.2	35.6
Site 2 (no current restrictions)	27.4	33.3	29.4	34.9

Kent Police's response was as follows:

*"With the exception of site one southbound being just over 30mph, the mean speeds at both locations are all less than the posted speed limit, therefore the data shows that the majority of traffic is complying with the current speed limit. Kent Police accept that there will be some motorists who drive at inappropriate speeds but there is no evidence to suggest that there is a higher*

*rate of speeding at this location compared to any other location in Kent, so it is reasonable to compare this site with other locations throughout the county. Kent Police appreciate that there are some areas in Kent where local residents have concerns about road safety and put forward their views on the actions they would like to see, and on occasion this is for police enforcement of speed limits. However, it is not possible to take action at all these locations and so they are prioritised to effectively use the resources available. The intervention point for enforcement by Police in a 30mph speed limit according to Association of Chief Police Officer (ACPO) guidelines is 35mph, and as the speed data shows that the majority of traffic is travelling below 30mph, Kent Police would view the enforcement of this speed limit as a low priority.”*

Kent Police do not consider that this road has a significant speeding problem, even in the sections where double yellow lines are already in place. The evidence of the surveys suggests that overall speeds may increase by 1-2mph in the new areas of double yellow lining, but that they will still fall within acceptable levels for the posted speed limit. The majority of crashes are happening during the day, when speeds are lower due to higher traffic flow and greater use of the pedestrian crossings. It is expected that speeds may slightly increase after the proposals, but that this will not impact adversely upon the recorded crash record.

*Negative impact upon WI Hall:* This was a valid concern, because the hall is a valuable resource for the local community. Some correspondents have requested that an investigation is undertaken into establishing new off-road parking for the hall, but this is outside of the remit of KCC Highways & Transportation. The impact on the hall needs to be weighed up against the negative effect on road safety that parked vehicles are having upon the road outside. A number of correspondents have queried how they will drop off elderly residents or heavy equipment to the hall, if the proposals go ahead. It should be noted that the proposals would not prevent this from happening, because limited waiting for a short period of time is permissible on double yellow lines, for the purposes of loading and unloading.

*Parked cars act as traffic calming:* Unfortunately, the recorded crash record suggests otherwise.

*Requested traffic calming instead:* It has previously been discussed that various speed reduction measures are not appropriate for a road of this nature.

*There is not a safety problem:* Unfortunately, the recorded crash record suggests otherwise.

.

## **Conclusion**

A pattern of injury crashes has been identified in Faversham Road, Ashford. Since the beginning of 2008, these crashes resulted in 18 casualties.

Parking restrictions, together with improvements to the existing flashing sign and road safety education, are projected to reduce the amount of crashes and casualties. The recommended scheme to achieve the maximum crash savings is shown in Appendix B.

An alternative option could be considered, to try and mitigate the effect on the WI Hall, whilst still having a positive impact upon improving road safety. This alternative option is shown in Appendix C. A section of new double yellow lines could be downgraded to a single yellow line, which would be in operation from Monday to Saturday, 8am to 6pm. It extends for 60 metres in the vicinity of the hall. Users of the hall could then still park nearby in the evenings and on Sundays. However because one of the parked vehicle crashes occurred outside of peak hours, and there will still be parked vehicles at certain times of the day, this scheme cannot be expected to have the same projected level of crash savings as the original proposal; for this reason, it is not the recommended option.

### **Recommendation**

It is recommended that:

- Members endorse the decision to proceed with the new parking restrictions shown in Appendix B, and as originally advertised under "The Kent County Council) (Various Roads, Borough of Ashford) (Waiting Restrictions and Street Parking Places) (Amendment No. 27) Order 2012".

### **Contact Officer**

Steve Darling, Traffic Engineer, KCC Highways & Transportation



## APPENDIX A – Consultation Leaflet



### **THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF ASHFORD) (WAITING RESTRICTIONS AND STREET PARKING PLACES) (AMENDMENT No. 27) ORDER 2012**

KENT COUNTY COUNCIL proposes to make the above named Order under various sections of the Road Traffic Regulation Act 1984, the effect of which would be to introduce new waiting restrictions in the following roads:

Faversham Road, Ashford  
Broadhurst Drive, Ashford

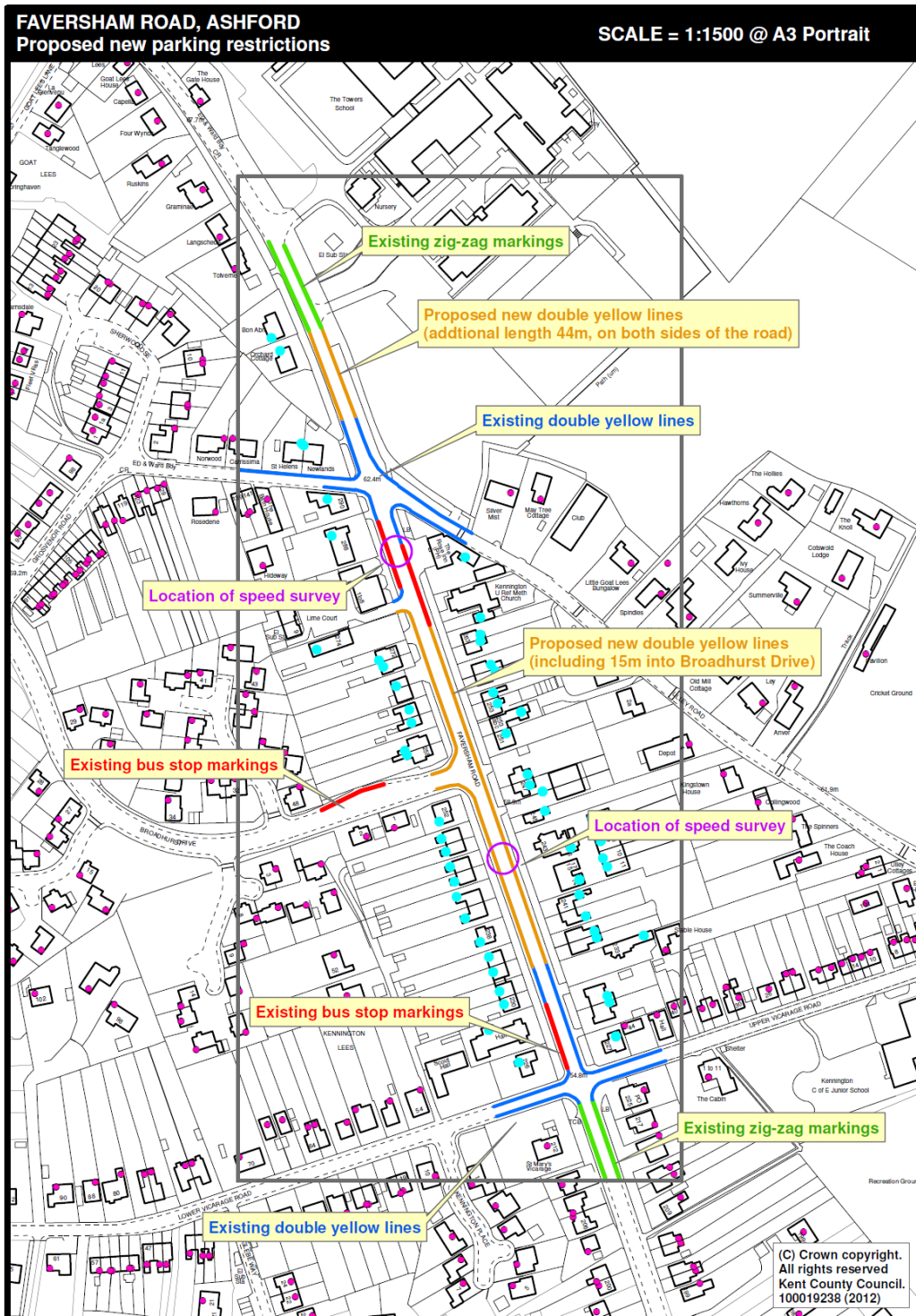
Full details are contained in the draft Order which, together with the relevant plans and a Statement of Reasons for proposing to make the Order, may be examined during normal office hours at County Hall, Maidstone, Kent, ME14 1XQ; at the offices of the Ashford Highways Depot, Javelin Way, Henwood Industrial Estate, Ashford, Kent TN24 8AD; or online at:

[www.kent.gov.uk](http://www.kent.gov.uk) > Roads and transport > Highway maintenance > Traffic regulation orders > Proposed TROs

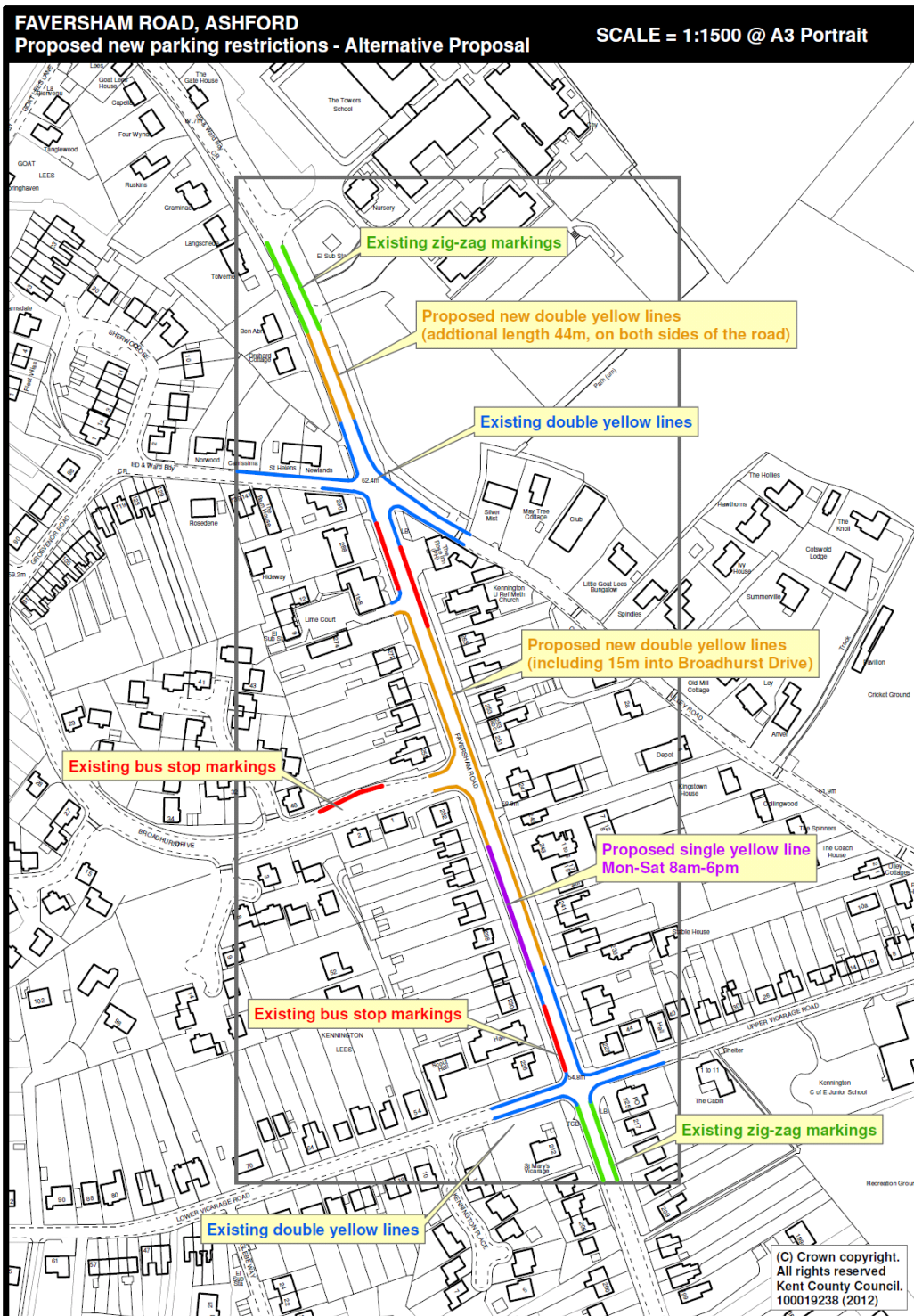
You may also view an indicative plan of the proposals, overleaf. They have been developed in response to a recorded history of crashes over the last three years of available data, where a number of incidents have involved parked vehicles and resulted in injury to persons.

Any persons wishing to support or object to the proposal should write to Steve Darling, Ashford Highways Depot, Javelin Way, Henwood Industrial Estate, Ashford, Kent, TN24 8AD or email [tro@kent.gov.uk](mailto:tro@kent.gov.uk) - quoting the name of the Order and stating their reasons, by no later than **Monday 19 November 2012**.

APPENDIX B – Plan of Proposals and Extent of Leaflet Drop  
(NB: The Towers School was included)



# APPENDIX C – Alternative Proposal



**Agenda Item No:** 10

**Report To:** Joint Transportation Board

**Date:** Tuesday 11<sup>th</sup> December 2012

**Report Title:** Amendment 22 (Smarden Primary School, Pittlesden, Tenterden & Pluckley Station) Highway Safety Schemes

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



**Summary:** This report sets out the results of the recent formal public consultation on the Amendment 22 Traffic Order which is made up of 3 different parking schemes at Smarden Primary School, Pittlesden (Tenterden) and Pluckley Rail Station for the consideration of the Board

**Key Decision:** YES

**Affected Wards:** Weald North, Tenterden North & Weald Central

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

- 1. Approve the proposed Smarden Primary School Safety Scheme for implementation**
- 2. Approve the proposed Pittlesden Safety Scheme for implementation**
- 3. Approve the proposed Pluckley Station Safety Scheme for implementation**
- 4. Approve, subject to consultation with The Dering Arms PH, the installation of edge of carriageway marking along the frontage of The Dering Arms forecourt in The Grove, Pluckley**
- 5. Approve a formal consultation on the potential introduction of 'no waiting at any time' restrictions to protect the corner at the junction of The Grove and Station Approach, Pluckley**

**Financial Implications:** Funding to be provided from a combination of Kent Member Highway Funds and KCC's Crash Remedial budget

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## **Report Title: Amendment 22 (Smarden Primary School, Pittlesden, Tenterden & Pluckley Station) Highway Safety Schemes**

### **Purpose of the Report**

1. This report sets out the results of the recent formal public consultation on the Amendment 22 Traffic Order which is made up of 3 different parking schemes at Smarden Primary School, Pittlesden (Tenterden) and Pluckley Rail Station for the consideration of the Board.

### **Issue to be Decided**

2. The Board is asked to decide whether to:
  - Approve the Amendment 22 traffic order to be made as proposed;
  - Approve the traffic order subject to the removal of one or more restrictions;
  - Approve the traffic order and request consultation on additional restrictions;
  - Reject the traffic order;
  - Reject the traffic order and request consultation on a revised scheme

### **Background**

3. The 3 schemes contained within Amendment 22 are all KCC funded, with Pittlesden and Smarden Primary School schemes being funded from their respective Member Highway Funds and Pluckley Rail Station scheme being funded from the safety budget.

### **Consultation Methodology**

4. Consultation on Amendment 22 took place between 18<sup>th</sup> October and 9<sup>th</sup> November 2012. A notice of intention was placed in the local newspapers and copies were erected along the lengths of all roads affected for the duration of the consultation.
5. Letters detailing the proposals, where to access further information and how to make a representation and enclosing a colour plan were sent to all households and businesses in the vicinity of the proposals. In addition all relevant Ward Members, District Members and Parish / Town Councils were notified of the proposals and consultation and provided with copies of the notice and plans.
6. Full deposit document packs (consisting of copies of the Notice of Intention, Statement of Reasons, Proposed Traffic Order, Plans, relevant reports, minutes and existing traffic orders) were made available for the duration of the

consultation at Ashford Gateway Plus, Tenterden Gateway, Sessions House and in electronic format on Ashford Borough Council's website.

### **Smarden Primary School Scheme (extension)**

7. In 2011 a safety scheme was introduced consisting of a combination of 'no waiting at any time' protection and the formalisation and modification of existing school keep clear markings. The scheme was requested by the Parish Council and funded by the KCC District Member. Following discussion with the Parish Council 'no waiting' restrictions were not included around the junction of Green Lane and Pluckley Road.
8. Following implementation of the scheme however safety issues began to emerge in respect to parking around the junction. A second request was therefore made to extend the now existing scheme to protect the junction. This additional junction protection was therefore included in the proposed Amendment 22 traffic order.

### **Consultation Results**

9. A single representation was received in relation to this scheme which supported the introduction of the restrictions, stating that since the implementation of the original scheme displaced vehicles had taken to parking around the junction of Green Lane and Pluckley Road. This parking was very dangerous, particularly around school pick up / drop off times when it was at its worst.

### **Pittlesden, Tenterden Safety Scheme**

10. These parking restrictions were proposed as part of a larger Kent Member Highway Funded scheme including conversion of a section of the eastern green into a lay-by area (now completed) to provide more safe parking and discourage obstructive parking. The parking restrictions proposed are intended to control parking in the vicinity of the newly installed lay-by area ensuring that obstructive / dangerous parking does not take place.
11. Parking demand in Pittlesden is very high due to a combination of factors. The close proximity of the road to Tenterden town centre makes it a popular place for commuters (town centre workers) to park. In addition the properties in Pittlesden are relatively high density and many do not have within curtilage parking. Although there is a garage block within Pittlesden available for rent, some households remain entirely dependant on on-street parking.
12. Within the Tenterden & St Michaels Parking Review, Pittlesden was identified as part of Zone 1A where a 2 hour limited waiting scheme with optional residents & visitors exemption permits was proposed. This would limit the waiting period in all locations where it was safe to park to 2 hours between 8am – 10pm Monday to Saturday. All locations where parking would cause a danger or obstruction would be restricted with the use of double yellow lines. This scheme was however shelved following objection from Tenterden &

District Chamber of Commerce and Tenterden Town Council until such time as an additional town centre car park were made available.

## **Consultation Results**

13. A total of 4 representations were received in response to the Pittlesden consultation. These representations may be divided into two areas of concern detailed below.

### Loss of parking along southern edge of the green

14. The first concern raised accounts for 3 of the representations, all of which were received from residents of Park View Terrace. These representations concern the section of proposed restriction located along the southern side of the green, opposite Park View Terrace. Their concern was that this section of restriction would effectively mean the loss of parking spaces currently utilised by Park View Terrace residents.
15. This length of kerb line has a double yellow line restriction proposed along its length because once 10 metre protection around the junctions of the main arm with the arm serving Nos. 3-10 Pittlesden and the main loop arm, has been allowed for there is insufficient remaining kerb space between the two to accommodate a single car length. The Highway Code stipulates that parking should not take place within 10 metres of a junction (Rule 243; DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space). This is in order not only to maintain sight lines but to ensure that there is sufficient space for vehicles to manoeuvre.

### Impact on a resident blue badge holder

16. The second concern was raised by a resident of a property located on the main loop arm facing the northern end of the green. The resident was concerned that the proposed restrictions across the property's frontage would prevent parking in the vicinity of their home and given the limited mobility of one of the householders would prove to be extremely problematic.
17. Discussion is currently underway between ABC's Customer Homes & Property Services (the property owner), the Ward Member and Tenterden Town Council regarding the potential provision of a dropped kerb in front of the property to serve the already existing hard standing in the front garden.
18. The resident subsequently confirmed that should an off-street parking facility be provided they would no longer be concerned by the proposed restrictions.

## **Pluckley Station Safety Scheme**

19. The Pluckley Station safety scheme was initiated following receipt of a 1412a form (also known as a 'pink peril') from Kent Police highlighting their concerns regarding unsafe parking practices around the Station Road humpback rail bridge and the junction of Station Road and Station Approach / The Grove.

20. A site meeting was subsequently held between Kent Police, South-Eastern Trains, Kent County Council Highways & Transportation and Ashford Borough Council Engineering Services. At the site meeting the options were discussed and a set of proposals formulated and agreed.
21. The South-Eastern Trains representative explained that a review of all their rural station car parks had recently taken place with a view to adjusting their tariffs to better reflect user demand. A formula was applied to all car parks with a minimum percentage usage figure below which the tariff was to be reduced and a maximum percentage usage figure above which the tariff was to be raised. The review of the Pluckley Station car park had found that although usage was between the two percentage figures set and it was therefore not intended to vary parking charges. Furthermore the results found sufficient capacity remained available to absorb any vehicles displaced by the introduction of on-street parking restrictions without the need to expand the car park.
22. The meeting therefore agreed a set of 'no waiting at any time' restrictions to address the unsafe / obstructive parking issues.
23. These proposals were subsequently taken to a meeting with the Parish Council before being taken to formal public consultation.
24. In combination with these proposals KCC has proposed the introduction of a 30mph speed limit to include the section of Station Road concerned. This proposal was put forward at the request of the Parish Council and the consultation held concurrent with the consultation on the proposed parking restrictions. No objections were received to the speed limit consultation and it is therefore understood the KCC intend to go forward with implementation.

### **Consultation Results**

25. A total of 9 representations were received in relation to the consultation. 8 representations requested that the restrictions be extended further while 1 representation requested that the proposed restrictions be reduced.

#### Extension of restrictions in Station Road

26. Of those representations requesting the proposed restrictions be extended, 7 asked that the double yellow lines be extended further north along Station Road. The reasons for these requests included concerns that vehicles parked along this section of the road regularly mounted the kerb and represented a danger to pedestrians who are forced to walk around the vehicles in the carriageway, that further vehicles would be displaced to this area and cause a danger around the junction of Station Road and Chambers Green Road and that displaced vehicles would obstruct the accesses to Station Garage.
27. While it is appreciated that parking on Station Road between its junctions with The Grove and Chamber Green Road is not ideal, this length is not considered to present the same degree of safety concerns as those areas covered by the proposals. This section of the road is both straight and flat.



28. In addition it is anticipated that while some motorists currently parking in the area where restrictions are proposed may choose to move further north along the road, others are likely to choose to park in the car park or choose alternative means of transport to the station rather than incur the extra walking distance.
29. The provision of restrictions on this section of road would significantly reduce the amount of available on-street parking which would not only impact on commuters (and the rail station) but also on local businesses and residents.

#### Corner protection in The Grove / Station Approach

30. Three of the representations requested restrictions around the corner at the junction of The Grove and Station Approach (opp. the property known as 'Woodland'). The form of the restrictions requested varied including double yellow lines, relining of the existing hatch markings and installation of a 'no parking' sign. All 3 respondents were concerned with the regular parking of vehicles on the corner where they obstructed large vehicles exiting The Grove and residents accessing their driveways opposite. There was also concern that the introduction of restrictions elsewhere would exacerbate the problem unless this location was addressed as well.
31. This corner consists of a section of verge fronted by a hatched area intended to protect sight lines. While parking at this location is currently considered to be 'nuisance' parking rather than a serious safety issue, it is possible that with the introduction of the proposed restrictions this location will become more intensively parked. If the issue does develop this would be most effectively addressed with the use of double yellow lines which would prohibit both parking on the carriageway and the adopted verge behind.

#### Protection of area fronting the forecourt, The Grove

32. One of the representations requested that the restrictions in Station Approach around its junction with Station Road be extended on the northern side of the carriageway across the forecourt of the Dering Arms to discourage vehicles which currently park partially within the forecourt extending out into the carriageway.
33. This area would however be difficult to enforce. The lack of contrast between the adopted highway and privately maintained forecourt would be likely to create confusion in respect to the extent of surface to which the restrictions applied. This confusion would make any restriction extremely difficult to enforce and would potentially discourage users from parking on the forecourt at all. The introduction of an edge of carriageway marking may however help ease the problem by highlighting to forecourt users the extent of the forecourt (albeit not making the adoption status of the forecourt area clear). Although this would not be enforceable it would encourage users to park within the forecourt area and not impinge onto the carriageway.

#### Reduction in length / onerousness of proposed restrictions

34. One of the representations expressed concerns over the impact of the proposed restrictions on The Dering Arms PH located in The Grove. It was

their view that the introduction of the proposed restrictions would make it difficult for customers to find parking. The objector therefore suggested that double yellow lines be restricted to Station Road for approximately 100 metres either side of the humpback bridge (the northern extent would therefore terminate at the southern junction with The Grove) while the remainder of the proposed restriction be converted to a single yellow line operational 8am-12 noon.

35. The proposed restrictions are for safety purposes only rather than for parking management. As such none of the locations where restrictions are proposed are considered to be safe for parking at any time. The restrictions in the vicinity of the junction of Station Road and The Grove are necessary to ensure clear sight lines and avoid obstruction. They provide the minimum 10 metre protection as specified in the Highway Code. Were a single yellow line to be implemented in this location it would not only fail to prevent parking outside its hours of operation but would also effectively condone parking at these times.

## **Conclusion**

36. It is the recommendation of officers that all three schemes be taken forward for implementation. In addition it is recommended, in respect of the Pluckley Station Safety Scheme that;
- Subject to discussion with The Dering Arms PH, a white edge of carriageway marking be installed in The Grove on the northern side fronting The Dering Arms forecourt.
  - A separate consultation be held on the potential implementation of 'no waiting at any time' restrictions to protect the corner at the junction of The Grove and Station Approach

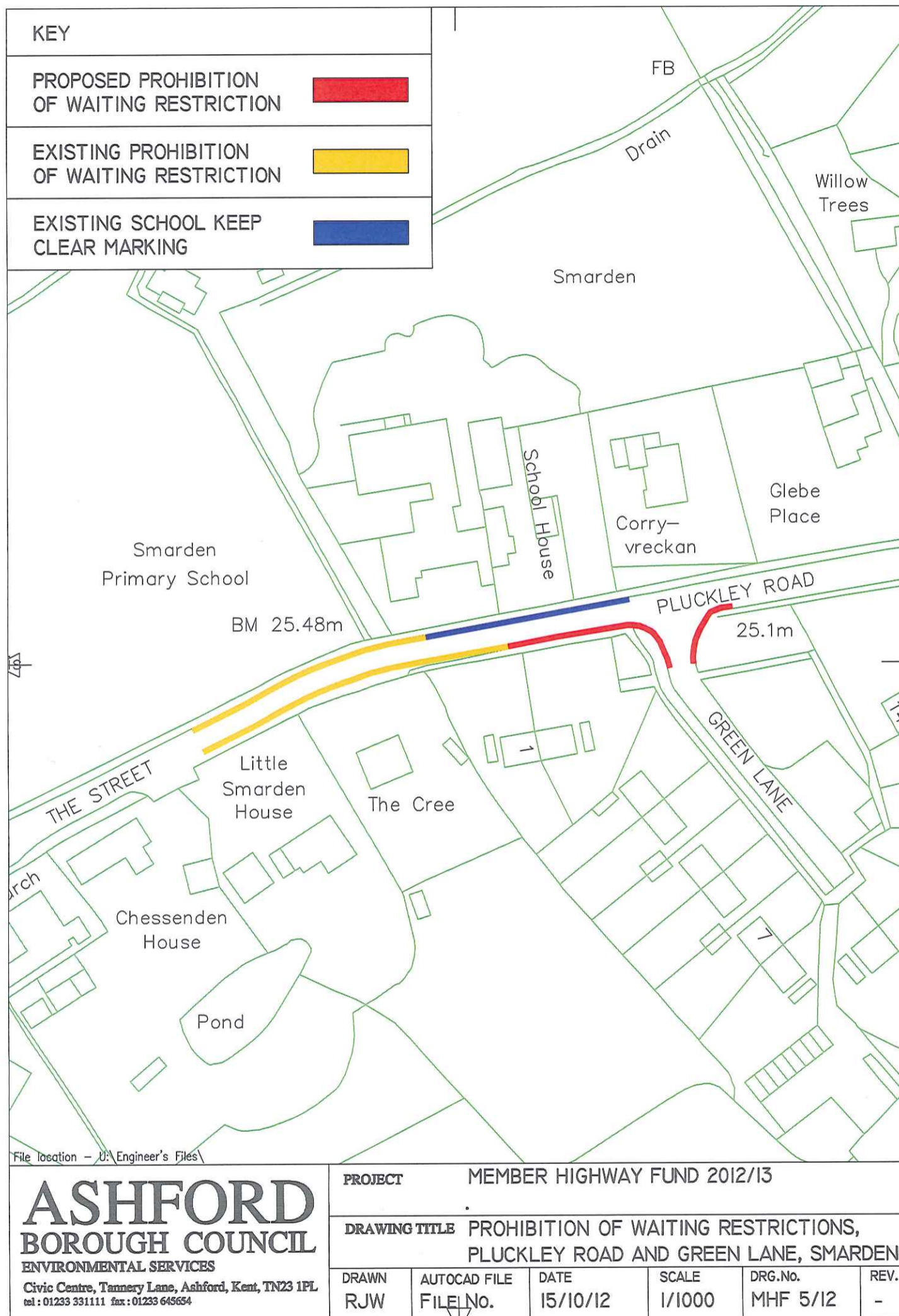
## **Portfolio Holder's Views**

37. The Portfolio Holder's views were unavailable at the time of publication but will be provided verbally at the meeting.

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# Appendix 1a

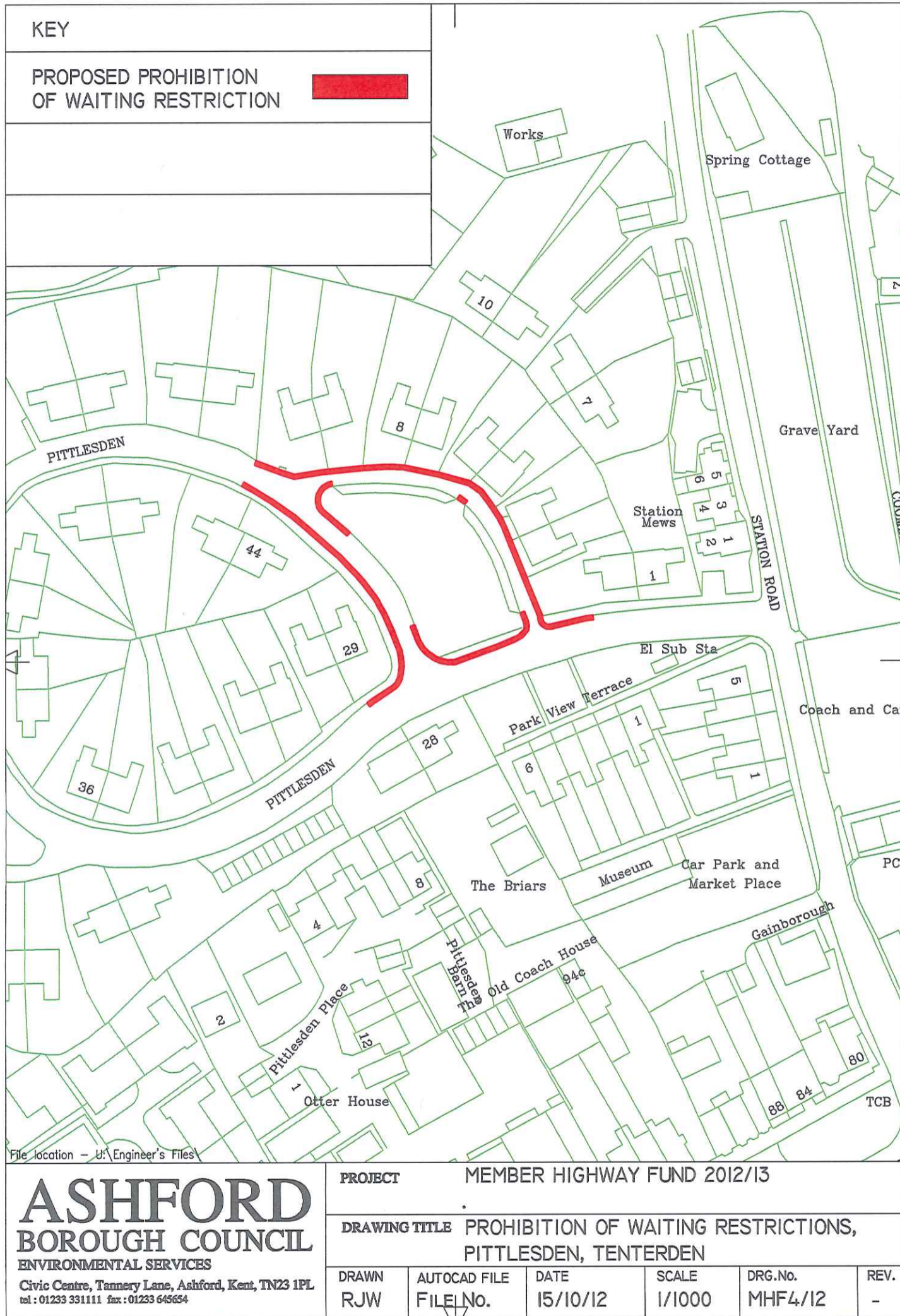


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**Smarden Representations**

Ref.	Representation	Officer Comments
Am22/SmarSch/01	<p>I would just like to say I am very much for the extension of the 'Double yellow lines' opposite Smarden Primary School and at the end of Green Lane Smarden.</p> <p>I live at 10 Green Lane Smarden and since the first parking restrictions were put in place the road has become very unsafe and I requested that the lines were extended to include opposite the School and slightly round Green Lane as many cars are parked in both these locations making driving conditions very unsafe, especially at school drop off and pick up times.</p> <p>I feel this is the safest option and any loss of parking should not be an issue when Parents can park at The Charter Hall car park and walk to school, which would take approximately 5 minutes, ensuring that Children arrive safely.</p>	<p>This representation obviously supports the proposals and view of Officers.</p>

# Appendix 2a



**Pittlesden Representations**

Ref.	Representation	Officer Comments
Am22/Pittl/01	<p>I am a Council tenant. I live at ** Pittlesden, Tenterden. I am writing to you about the proposed 'No waiting' restrictions you are putting in on Pittlesden estate. The no waiting zone goes the whole length of my house. Where am I supposed to park – my wife is disabled, she has ***** and has to get about on a mobility scooter. She is a vulnerable tenant who you have cut off access to her own home as she can't even park outside her own house. Please tell us where do we park. This whole episode is affecting my wife's health. Please get back to me as soon as possible.</p>	<p>Discussion is currently underway between ABC's Customer Homes &amp; Property Services, the Ward Member and Tenterden Town Council regarding the potential implementation of a dropped kerb to serve the existing hard standing. The family have therefore indicated that with the provision of an off-street parking facility they are not opposed to the restrictions.</p>
Am22/Pittl/02	<p>We agree that yellow lines on the corners surrounding the green would prevent people parking in appropriately and avoid limiting access for emergency vehicles etc. However we would like to raise an objection to the proposed yellow lines on the piece of road opposite Parkview Terrace. As residents of the terrace, we know that when parking is not available on that side of the road (for example when recent road repairs were taking place) the impact is that people park outside of our houses instead, making it harder for us to park near our houses.</p> <p>In general, while these proposals are designed to limit congestion, they do nothing to address the fact that the congestion is caused by non-residents using the area as free parking during the day. 5 of the 6 properties in</p>	<p>As discussed in the report, there is insufficient space to accommodate parking along the southern kerb line of the green without allowing parking within 10 metres of one or both junctions.</p> <p>It should also be remembered that the highway is a publicly maintained facility, the primary function of which is the facilitation of movement along its network, and as such there is no right to park directly outside your home. The previous proposals referred to are the Tenterden &amp; St Michaels Parking Review 2007 proposals. Under these proposals Pittlesden would have been part of a controlled parking zone with 2 hour limited waiting (operational between 8am-10pm Mon-Sat) bays in those locations where it is safe to park and 'no waiting at any time' restrictions in all other locations. Residents would</p>

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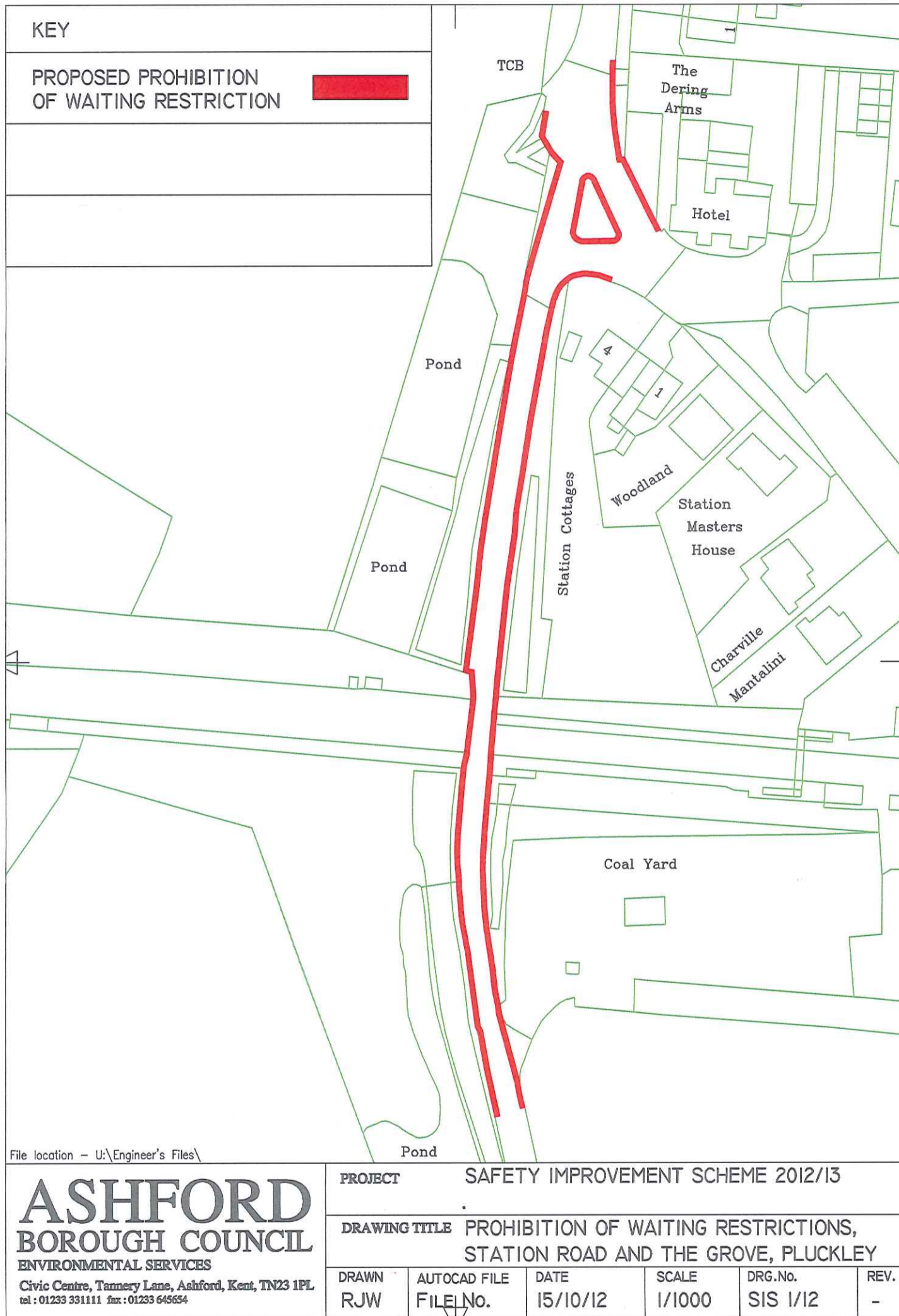
	<p>Parkview Terrace do not have driveways or garages, unlike many of the Pittlesden houses. We are therefore particularly affected by congestion. Since the additional car parking spaces have been introduced, we have not seen any reduction in congestion, it has simply meant that more non-residents are able to park here.</p> <p>We welcomed previous proposals to introduce residents parking permits and would appreciate an update as to whether these proposals are still under consideration.</p>	<p>have had the option to apply for an annual exemption permit (and purchase daily visitor exemption permits) to the 2 hour restriction. Following formal consultation the decision was however taken by the Board at its meeting of 11<sup>th</sup> December 2007 to shelve the scheme until such time as an additional public town centre car park were made available due to concerns raised by Tenterden &amp; District Chamber of Commerce and Tenterden Town Council over the displacement of commuters.</p>
Am22/Pittl/03	<p>Whilst we acknowledge that the additional parking adjacent to the green has addressed the issue of parking in unsuitable locations on the narrow roads which run round three sides of the green I do not consider that the introduction of double yellow lines will benefit either the local community or visitors to the town.</p> <p>We would disagree with the assertion in your letter heading that this is a “safety scheme”. In the thirteen years that we have lived in Pittlesden, we are not aware of any accident having occurred and our neighbours of even longer standing in the area confirm that in their experience there have been no road traffic accidents other than the very smallest of dented bumpers for many years. Indeed, one could argue that the presence of parked vehicles on both sides of the road actually slows traffic speeds and makes drivers ever more vigilant (as it does in the town-centre driving scheme in Ashford).</p> <p>We have no objection to the current parking situation in Pittlesden and clearly, the full scheme as proposed will severely restrict residents’ parking, particularly adjacent</p>	<p>The restrictions proposed in the scheme protect only those locations in which the Highway Code states motorists should not park (i.e. within 10 metres or opposite of a junction and where the road is too narrow). Although there is no recent history of personal injury crashes on Kent County Council’s Crash Database, there are regular examples of obstruction.</p>

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	<p>to the green fronting Park View Terrace. This particular stretch of the road is useful for local workers and small commercial vehicles on weekdays; visitors to the town and to the railway at weekends and residents in the evenings.</p> <p>Since the road here is not narrow, parking does not cause congestion and may we therefore suggest a compromise: that double yellow are not introduced for the short stretch of approximately 15 metres running along the top of the green fronting 5-6 Park View Terrace and that unrestricted parking is retained.</p>	
Am22/Pittl/04	<p>While I support the proposal to put yellow lines around the corners, I am wondering why you intend to prohibit parking along the entire top of the green. The dust cart drives through every week and if you increase the width you will probably also increase the speed at which vehicles enter and leave the estate, plus you are removing 2 parking spaces and there are relatively few families who have only one car per household.</p>	<p>As discussed above provision of the minimum 10 metre junction protection does not leave sufficient kerb length between the junctions to accommodate any parking. In respect to the suggestion that the removal of parking at this location will increase traffic speeds, it should be remembered that parking on the other side (south) of the carriageway will remain unrestricted.</p>



Appendix 3a



**Pluckley Representations**

Ref.	Representation	Officer Comments
Am22/PlucStn/01	<p>I have received the drawing for the intended road safety scheme.</p> <p>Whilst I recognise that something has to be done about the commuters, abandoning their cars all along the road causing some obstruction.</p> <p>I feel that yellow lines restricting parking throughout the day, a little harsh.</p> <p>There is some up-side to the parking, as the congestion slows the traffic to a crawl ! Therefore making any incident a minor problem.</p> <p>The main danger is the railway bridge, as now the parking has crept to near the top creating a potential disaster.</p> <p>Can the lines not run just, say 100 yds either side of the bridge ? This will leave the ' traffic calming' parking in place ! Whilst clearing the hazard.</p> <p>Also by removing the parking in the area, as intended. This, no doubt will just push the cars further up the road to the Chambers Green Road junction,- not a lot better or safer !</p> <p>I am mostly concerned about the intention to yellow line the western boundary of my property, The Dering Arms.</p> <p>This will restrict parking for my guests and customers once my parking spaces are full, leaving them to either pay £4.50 to park in the station OR move on to another establishment.</p>	<p>As discussed in the report, the restrictions were agreed on site with Kent Police and Kent County Council following formal notification by the police of their concerns regarding the danger posed by the current parking situation.</p> <p>The introduction of double yellow lines in Station Road for 100 yards on either side of the humpback bridge would mean their northern extent would terminate in line with Station Road's southern junction of The Grove. This would not only leave the junction unprotected but, by the close proximity of the unprotected junction to the restricted section of carriageway would indicate to motorists that this was a suitable location for parking.</p> <p>In respect to the displacement of vehicles to locations further north along Station Road, it is anticipated that the displaced vehicles will be accommodated without extending as far north as the Chambers Green Road junction.</p> <p>Regarding the proposed restrictions around the junction of The Grove / Station Road, these extend only the minimum 10 metres around the junction where the Highway Code states parking should not take place. Parking around this junction currently causes issues not only in respect to sight lines around the junction but also obstruction in respect to larger vehicles. Not only did the police highlight parking</p>

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	<p>This I feel is unfair and harmful to my business, where we are all trying to keep ahead in these tough times. Especially now when the changing economy has hit small local businesses pretty hard !</p> <p>It would also help if the Railway reduced the parking fees considerably, but I guess pigs will fly first !</p> <p>My proposal would be that;--</p> <p>Surely there must be other options, maybe restricted parking around the junction, say 8am till midday. This would prevent the commuters leaving their cars all day ! But still allow some gentle sensible parking further up the road and would not affect my business. Also to double yellow line either side the bridge, say 100 yds, to prevent a potential accident.</p> <p>The parking problem aside, having no chance of a station car park with sensible charges, we don't want to loose the commuters and face the possibility of the station closing !</p> <p>There is still the old coal yard on the south side of the track, empty and unused for 20 years ! This has been the ideal spot for a car park but there seems to be too many objections regarding access. Surely some sort of traffic light control could sort this ? What a waste of space !</p>	<p>around this junction in their 1412a form to the Highway Authority but it has also been the subject of numerous complaints from local residents.</p> <p>The introduction of a single yellow line restriction as suggested would only solve the problem only for a few hours a day and would also effectively condone parking on the junction outside the hours of operation. Obviously the kerb side within 10 metres of a junction is an unsafe place to park at any time of day by any user group (e.g. commuters, patrons etc).</p> <p>As discussed in the main body of the report, South-Eastern recently carried out a review of all their rural station car parks and found that there was currently sufficient spare capacity within their existing car park at Pluckley but that usage was sufficiently high that it did not qualify for a reduction in tariffs to encourage greater custom.</p> <p>In respect to the suggested development of an additional car park on the old coal yard south of the railway line, it is unclear whom it is envisioned would provide and manage the facility should it be possible to overcome any access issues. As mentioned above South-Eastern Trains are currently satisfied that they have sufficient spare capacity within their existing car park to accommodate any foreseeable increase in demand.</p>
Am22/PlucStn/02	<p>Ref. Proposed prohibition of waiting restriction in Station Road. This needs to go past our garage (<i>Station Garage</i>) and the houses on both sides. Otherwise they will be parking outside our garage and</p>	<p>The proposals represent a safety scheme only rather than a parking management scheme and therefore protect only those locations where parking would cause a danger or obstruction. It is unclear from the</p>

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	<p>there will be no room for customers to park.</p>	<p>representation whether the concerns relate to commuters using on-street spaces which would otherwise be available to customers or whether commuter vehicles obstructing the businesses accesses is the concern. In the case of the former, it is unclear how the extension of the double yellow lines would help – obviously no one would then be able to park outside the Garage. In the case of the latter should obstruction of accesses become an issue this would be best dealt with by an application to Kent County Council for a white access marking which are designed for this kind of issue.</p>
<p>Am22/PlucStn/03</p>	<p>I am in agreement with your scheme for the vicinity of Pluckley Station. The only problem I have with it is the semi circular area I have indicated on your map (<i>corner at junction of The Grove / Station Approach</i>). This is full of cars week days for commuters, making it difficult for myself and Woodlands to reverse out of our drives. Also the No Through Road, the other side of it does not have visibility of traffic coming from the Station and lorries trying to get through to the coalyard. When they park three cars on a small area, some four wheel drives, it is impossible - no thought for us. I and other neighbours call the police regularly. Please could we have a 'No Parking' sign on the grass area behind it. The area has barred lines people seem to be confused as to what they mean. So it is regularly occupied.</p>	<p>This would appear at present to be more of a nuisance parking issue rather than a significant safety concern and was not identified either by Kent Police in their 1412a form or at the multi-agency site meeting at which the proposals were agreed. Should however this be found to be an issue (there is a risk the issue may be exacerbated by the displacement of vehicles from other locations) this would be most effectively dealt with by the introduction of double yellow lines around the corner. Such restrictions would have to be implemented with the permission of the train operator however because to fully cover the whole corner the restrictions would have to extend slightly onto railway maintained road.</p>

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<p>Am22/PlucStn/04</p>	<p>As a resident in Chambers Green Road and a co-owner to the Coal Business in Pluckley Station, I'm disappointed that the waiting restrictions do not go as far as the junction with Chambers Green Road. The offending vehicles will just move further up Station Road and my walk to work and back will be just as dangerous. The amount of large vehicles delivering to the Coal Yard and the large tractors working from FGS (Stanford Bridge) the road needs to be completely clear.</p>	<p>As discussed in the main body of the report, the while parking on the section of Station Road between its junctions with The Grove and Chambers Green Road is not ideal, it represents a considerably safer location (being both straight and relatively level) than those where the restrictions are proposed. It is anticipated that the displaced vehicles will not extend as far at Chambers Green Road junction and will therefore not cause similar safety concerns here as are currently the case around the junction of The Grove and Station Road.</p>
<p>Am22/PlucStn/05</p>	<p>With regards to parking restrictions, I believe that whilst they will improve safety over the railway bridge, as they do not extend sufficiently far north, they will only serve to make the area immediately North of the Dering Arms Public House more dangerous for the following reasons ;</p> <p>1- The cars that would other wise have parked in the restricted area will simply move North, there will be increased density of parking outside Station Garage, New Dering Lodge, Dering St Mary and on the Western Verges all the way up to Chambers Green Road.</p> <p>2- Nearly all pedestrian access to the Station is from the North. Most people walk from the village down Station Road to the Station. These pedestrians will have to encounter increased density of parking approaching / leaving the station from / to the North.</p>	<p>As discussed in the main body of the report, the while parking on the section of Station Road between its junctions with The Grove and Chambers Green Road is not ideal, it represents a considerably safer location (being both straight and relatively level) than those where the restrictions are proposed.</p> <p>Preventing any parking in this area would be likely to have a detrimental effect on the rail station, local businesses, residents' visitors and tradespeople. If the proposals are approved for implementation however a standard review will be carried out following installation of the restrictions in order to identify any potential issues.</p>

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	<p>There are no footpaths in this area and the cars park close into the grass verges forcing pedestrians to walk in the road. I regularly see families with pushchairs weaving in and out of parked cars trying to negotiate their way from the station dodging oncoming traffic.</p> <p>3- Cars wishing to access/ egress New Dering Lodge, Dering St Mary, Dering Close, and Station Garage have to pull out into a 60mph road around densely parked cars in the verge. This is not only very dangerous now, but with the increased density of parking that will be caused by the proposal in this area, will become a significant risk, exacerbated by the presence of pedestrians walking between the parked cars. I believe that to address the safety issues in the area, the introduction of parking restrictions must extend at least 110m North of the Dering Arms. This would go beyond the position of Dering Close. Combined with a similar extent of a 30mph scheme would provide far better protection for pedestrians, local residents, and road users. The risk of the introduction of the proposed scheme is that the already bad situation North of the Dering Arms Pub will become far worse.</p>	
Am22/PlucStn/06	<p>We are writing to say that we wholeheartedly endorse the scheme proposed for the introduction of double yellow lines near Pluckley Station. The safety issues arising from the use of the neighbouring roads for parking by commuters has been a concern of ours for a number of years. There is a significant risk to</p>	<p>Parking in the location in which the additional restrictions are requested are not considered to represent a significant danger or obstruction. While it is understood that parking here is not ideal, the issue is not considered to be sufficient to justify its inclusion in the current scheme. It must be borne in mind that</p>

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	<p>pedestrians from having to walk in the middle of road to skirt round the cars parked on the approach to the station and on the bridge over the railway line. There is also a risk to motorists having to pull out into the junction to see round the parked cars. Frequently there is congestion in the area because the cars parked on the bridge reduce the road width to a single lane. In addition, because large vehicles are forced to drive on the verge while crossing the bridge, there is damage to the verge and to the hedge. As the amount of space available for parking will be reduced, we would urge you to consider extending the double yellow lines along the east side of Station Road up to Dering Close so that commuters do not park between the drives on this section of road as this would add considerably to congestion and be an inconvenience to residents.</p>	<p>the proposed restrictions are intended to deal solely with dangerous / obstructive parking rather than nuisance parking. Parking restrictions are not the 'norm' as should only be introduced where considered necessary.</p>
<p>Am22/PlucStn/07</p>	<p>Firstly I should like to say that I appreciate that the matter of safety in this area is being addressed. The danger to all who use this stretch of road is of great concern, as the number of motorists parking on the verges, along with the volume of traffic, has increased considerably recently.</p> <p>I see, from the plan you sent, the extent of the proposed double yellow lines and I understand that the proposed 30mph restriction will extend from Dering Close north of the railway line to New House Lane on the south side.</p> <p>At present, on weekdays, there are often cars parked nose to tail on the verge up to 16 metres from the entrance of Fairlight which usually reduces the width of</p>	<p>A number of surveys were conducted during the formulation of proposals. The survey in which the most vehicles were recorded (Mon 11<sup>th</sup> Jun, 9:30-10:00am) indicated a total of 31 vehicles parking in locations where restrictions are proposed. There remained however sufficient on-street space to the north of the proposals (extending toward Chambers Green Road) to safely accommodate approximately 10 vehicles and an additional 19 empty spaces in the Station Car Park. Combined with the anticipated move of some commuters toward alternative modes of transport (e.g. cycling, walking, car share, kiss &amp; ride etc) it is believed that even on days of particularly heavy demand there will be sufficient space to accommodate</p>

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	<p>the road, depending on the size of the vehicle, to a single track.</p> <p>Currently there are approximately 25 empty spaces in the station car park and up to 50 cars parked outside this area. If 25 of these were to park in the paying area this would leave 25 needing to park on the roadside, from Dering Arms up towards Fairlight (and beyond?). This area is not covered by your proposals and, i think, constitutes a continuing danger to all road users here. I use this road frequently as a car driver, cyclist and pedestrian, as do my family, some of whom have a baby buggy and small children to manoeuvre round the parked cars – a difficult and sometimes very frightening operation.</p> <p>I feel that the speed of traffic travelling south towards the station needs to be reduced before the junction with Chambers Green Road where the hazard of parked cars begins. Cheap, or free, off-road parking would, I'm sure, be welcomed, though!</p>	<p>all vehicles. Should demand increase sufficiently there may also be opportunity for the rail operator to extend their car park to increase capacity.</p> <p>In respect to the section of Station Road where restrictions are not proposed, as discussed this section, while not ideal, represents a considerably safer area for parking than those sections covered by the proposals where parking currently takes place. It is important that parking is maintained where feasible to minimise any impact on commuters, local businesses and residents &amp; their visitors.</p>
Am22/PlucStn/08	<p>We write further to your letter of 17th October concerning the proposed introduction of a no waiting restriction / double yellow lines in the vicinity of Pluckley Station and would like to put on record our full support for the proposals. Indeed we feel the lines could have been extended further, at least beyond Station Garage as we are concerned that the area in front of Dering Terrace will become treacherous once commuters start parking there (as they will undoubtedly will once yellow lines in the immediate area of the station are implemented).</p>	<p>The area fronting Dering Terrace has not been included in the proposals because, while not an ideal location for parking, it does not represent the same level of concern in terms of potential danger / obstruction as those locations within the scheme; this section of road is relatively straight and level. The scheme will however be reviewed following implementation and any issues in the vicinity of the restrictions identified for action as necessary. In respect of the request for the renewal of the hatched area and introduction of 'no parking' signage</p>



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	<p>We have lived close to Pluckley Station for 13 years and although there were some problems with parking when we first moved here, the situation has deteriorated significantly over the past 5 years so that the whole area has become extremely dangerous for local pedestrians, cyclists, horse riders and car drivers. Although we accept that there are not enough car parking spaces at the station for all who park locally, we believe that there are sufficient that people do not need to park dangerously. We would point out the following hazards which exist at present;</p> <ul style="list-style-type: none"><li>- Due to the cars parked almost up to the summit of the station bridge, walking safely over the bridge in the direction of Bethersden is almost impossible as pedestrians are forced to walk on the wrong side of the road with cars coming up behind them. Walking in the opposite direction is equally hazardous as cars coming towards pedestrians have no where to go to avoid them due to the cars parked opposite.</li><li>- -The large numbers of tractors, many of which are wide and long and which travel very fast in both directions to and from Stanford Bridge make the situation even more dangerous.</li><li>- A number of local school children cycle to and from the station and they have complained that cars can only just avoid them due to parked cars</li><li>- Visibility when leaving The Grove / Pluckley Station is appalling at present. If turning left,</li></ul>	<p>at the corner of The Grove and Station Approach, as discussed in the main body of the report if deemed necessary this would be most effectively dealt with by the introduction of 'no waiting at any time' restrictions rather than hatching / signage.</p>
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	<p>cars have to pull out without being able to see if cars are coming towards them on the wrong side of the road (due to the cars parked all the way up to the bridge). The situation is made even worse by the fact that cars park all the way up to the junction of The Grove so that exiting cars are on the wrong side of the road to start with.</p> <ul style="list-style-type: none"><li>- When exiting right towards Pluckley village, there are usually several cars parked right round the junction onto Station Road so that it is impossible to see if any cars are coming (and cars coming from the bridge direction are on the wrong side making it difficult to edge out gradually). The situation is usually made worse by the number of commuters who are clearly late for trains and who come at speed into Pluckley Station approach.</li></ul> <p>We are also aware of a number of minor accidents that have taken place in the vicinity recently including “whole wings” of cars being dragged off and wing mirrors broken. We are keen to make sure that the dangerous parking does not lead to a bad accident or a pedestrian or cyclist being injured.</p> <p>Finally we would also like to request that the “yellow hatched” area marked on the attached plan (<i>corner at junction of The Grove / Station Approach</i>) is renewed and that a sign is put up warning that parking is not permitted. The yellow markings were painted around 10 years ago to prevent commuters parking there and</p>	
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	<p>blocking the visibility for vehicles exiting The Grove alongside The Dering Arms. This worked well for some years and deterred people from parking there but the lines have faded and there are now regularly 2 to 3 cars parked there all day. A number of local residents (including ourselves) have complained to the local police on several occasions about the practice as it is impossible to see cars coming from the station to the left as the parked cars completely obstruct the view. Despite the lines the police have informed us that they are unable to enforce the apparent “no parking” restriction as there is no sign point out that parking is prohibited. We would therefore be very grateful if this could be considered as part of the safety scheme, including the renewal of the yellow hatched area and a no parking sign.</p>	
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**Agenda Item No:** 11  
**Report To:** Joint Transportation Board  
**Date:** Tuesday 11<sup>th</sup> December 2012  
**Report Title:** Willesborough Lees Highway Safety Scheme (Amendment 26) Update Report  
**Report Author:** Ray Wilkinson (01233) 330299



<b>Summary:</b>	This report outlines the progress on the formal public consultation on the Willesborough Lees Safety Scheme since the Board's meeting of 11 <sup>th</sup> September 2012 at which it was agreed that the consultation take place.
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**Key Decision:** NO

**Affected Wards:** North Willesborough, Highfield

**Recommendations:** **The Board be asked to:-  
Consider and note the content of the report.**

**Background Papers:** 'Willesborough Lees Safety Scheme Proposals' report to Joint Transportation Board 11<sup>th</sup> September 2012, minutes of Joint Transportation Board 11<sup>th</sup> September 2012

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

## **Report Title: Willesborough Lees Highway Safety Scheme (Amendment 26) Update Report**

### **Purpose of the Report**

1. This report outlines the progress on the formal public consultation on the Willesborough Lees Safety Scheme since the Board's meeting of 11<sup>th</sup> September 2012 at which it was agreed that consultation take place.

### **The Consultation**

2. Following the decision of the Board on 11<sup>th</sup> September 2012, a formal public consultation was held between 18<sup>th</sup> October and 9<sup>th</sup> November. A notice announcing the intention to make a traffic order was placed in the local KM newspaper detailing where the deposit documents could be found and how to make a representation. Copies of the notice were also placed in all affected roads and all residents / businesses in the vicinity of the proposals (a total of 465) were written to explaining the scheme and consultation process.
3. The deposit documents (copies of the notice of intention, statement of reasons, plan, proposed traffic order, relevant existing traffic orders and JTB report and minutes) were made available in hard copy format at Ashford Gateway Plus and Sessions House, Maidstone and in electronic format on the Ashford Borough Council website.

### **Consultation Responses**

4. During the consultation a total of 59 pre-populated objection letters were received in addition to the individual email / letter responses. It is understood that a local resident disseminated these pre-populated letters across the scheme area. The pre-populated letter was addressed to Ashford Borough Council and contained sections for the recipient to fill out their name and address and sign and date the letter. The body of the letter consisted of a list of reasons for objection and a second list composed of preferred alternative restrictions (each presumably for the recipient to ring / tick / cross through as appropriate) and finally a section for any additional comments.
5. Analysis of the pre-populated letters found that many are difficult to interpret because they either contain conflicting statements, the correspondent appears to have misunderstood the proposals or to have been confused over what different types of restriction mean. A total of 29 of the respondees did not tick / ring / cross through or annotate any of the options relating to either the reasons for objection or preferred alternatives.
6. In addition there also appears to have been some confusion among residents over the pre-populated objection letter and alternative proposals put forward

by a local resident and the proposals and formal public consultation held by ABC.

7. In order to ensure that the views of all respondees are fully understood Officers are therefore in the process of writing to all those who have submitted a response requiring some clarification.

### **Other Progress Made**

8. In addition to the above discussed consultation, 2 meetings have been held between Officers and East Kent Hospitals University NHS Foundation Trust since the last meeting of the Board in September. These meetings have proved to be extremely positive and it is anticipated that further details will be made available for update at the meeting.

### **Next Step**

9. Due to the additional time required in order to clarify some of the responses received, it is intended to present a report to the Board with a full analysis of responses received for decision at a special meeting in February 2012.

### **Conclusion**

10. As discussed above, Officers are currently working to resolve any confusion in respect to the representations received during the recent formal consultation on the Willesborough Lees Safety Scheme. The results of the consultation will then be presented to the special meeting of the Board in February 2013 for decision.

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

11. The Portfolio Holder's views were not available at the time of publication and will therefore be provided verbally at the meeting.

**Contact:** Ray Wilkinson (01233) 330299

**Email:** ray.wilkinson@ashford.gov.uk

**Agenda Item No:** 12  
**Report To:** Joint Transportation Board  
**Date:** Tuesday 11<sup>th</sup> December 2012  
**Report Title:** Goat Lees Highway Safety Scheme Update Report  
**Report Author:** Ray Wilkinson, Engineering Services Manager



<b>Summary:</b>	At the meeting of 11 <sup>th</sup> September 2012, the Board recommended the rejection of the set of proposals for a safety scheme in Goat Lees presented and that the process to find a solution for Goat Lees be re-started. This report outlines the progress on this process to date.
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**Key Decision:** NO

**Affected Wards:** Boughton Aluph & Eastwell

**Recommendations:** **The Board be asked to:-  
Consider the report and endorse the actions outlined.**

**Background Papers:** 'Goat Lees Safety Scheme Proposals' report of 11<sup>th</sup> September 2012 to Joint Transportation Board, minutes of Joint Transportation Board meeting 11<sup>th</sup> September 2012

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

## **Report Title: Goat Lees Highway Safety Scheme Update Report**

### **Purpose of the Report**

1. This report is intended to provide an update on the progress made since the last meeting of the Board on the formulation of a set of proposals to address current parking problems experienced in the Goat Lees area.

### **Background**

2. On 11<sup>th</sup> September 2012 a report was presented to the Board on a set of proposals to address parking issues experienced in the Goat Lees area. The proposed scheme consisted of double yellow line restrictions on junctions, bends and around pinch points. The report asked that the Board approve the proposals to be taken to formal public consultation.
3. The ABC Ward Member and KCC District Member requested that the scheme be deferred due to concerns that the proposals did not go far enough. In addition a resident and the Parish Council Chair both spoke to the meeting. Following a brief the Board agreed that due to the many areas of disagreement, the report be rejected rather than deferred and the process re-started.

### **Progress to Date**

4. A meeting was held with the Parish Council, ABC Ward Member, KCC District Member and ABC Portfolio Holder and Deputy Leader on 14<sup>th</sup> November 2012 in order to discuss their concerns and come up with a mutually acceptable scheme.
5. It was agreed that the KCC District Member would seek funding for the formulation / implementation of a more extensive scheme while the Parish Council would fund maintenance of the additional restrictions should the scheme be approved for implementation.
6. It was also agreed that the Parish Council and Ward Member would hold further discussion with residents regarding the potential extent of the scheme which would then be fed back to Officers.
7. Subject to funding approval and further feedback from residents it is intended that a new agreed scheme will be taken to formal public consultation as soon as possible. Should any objections be received to this scheme they will then be reported to the next available meeting of the Board.



## **Conclusion**

8. The formulation of a new scheme is now underway and once details have been finalised and agreed by all parties it is intended to take the new proposals to formal public consultation. Once completed any objections will then be presented to the Board for decision.

## **Portfolio Holder's Views**

9. The Portfolio Holder's views are not available at the time of publishing but will be provided verbally at the meeting.

**Contact:** Ray Wilkinson (01233) 330299

**Email:** [ray.wilkinson@ashford.gov.uk](mailto:ray.wilkinson@ashford.gov.uk)

## ASHFORD JOINT TRANSPORTATION BOARD 11th December 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

### 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

### Conclusion

4. This report is for Members' information.

**Contact Officers:**

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

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

### **APPENDIX A1 – Micro Asphalt**

<b>Location</b>	<b>Description</b>	<b>Status</b>
Steeds Lane, Kingsnorth	Jct with Stumble Lane to End (No Through Road)	Completed September 2012
Park Road, Ashford	Jct with Faversham Road to Jct with Tudor Byway	Completed September 2012
Ashford Road, Cheesmans Green	Between Jct with Chequer Tree Farm Road to Jct with Stone Cross Road	Completed September 2012
Sandyhurst Lane, Boughton Aluph/Ashford	Whole Length	Completed October 2012
Goldwell Lane, Great Chart	Vitters Oak Lane-Ninn Lane	Completed October 2012
A20 Maidstone Road, Ashford	Old Road/Layby opposite Orchard Heights, set back behind trees	To be programmed Spring 2013
Church Road, Smeeth	The Ridgeway to the A20	To be programmed Spring 2013
Churchfield Way, Wye	Church St. to Bridge St.	To be programmed Spring 2013
Newchurch Road, Bilsington/Newchurch	Jct with Honey Wood Lane to Ashford/Shepway boundary	To be programmed Spring 2013
Greenside, High Halden	Whole Length	To be programmed Spring 2013
Kent Ave, Ashford	Whole Length	To be programmed Spring 2013
Sturges Road, Ashford	Whole Length	To be programmed Spring 2013
High Halden Road, Dashmonden	200m either side of the junction with Cot Lane	To be programmed Spring 2013

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

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

<b>Location</b>	<b>Description</b>	<b>Status</b>
Chart Road, Ashford	Carlton Road to Hilton Road	Completed
Hythe Road, Ashford	Tesco Roundabout to Pilgrims Hospice	Completed
Romney Marsh Road/ Bad Munsterefel,	Roundabout area	To be programmed Spring 2013

Kingsnorth		
Chart Road/Tithe Barn Lane, Great Chart	Roundabout area	Completed
Chart Road/Templer Way, Ashford	Roundabout area	To be programmed Spring 2013
Hythe Road, Ashford	Approach too Church Road Traffic Signals	Completed
Great Chart Bypass/Brookfield Road, Great Chart	Roundabout area and start of bypass.	To be programmed Spring 2013
Romney Marsh Road/Park Farm, Kingsnorth	Roundabout area	To be programmed Spring 2013
Crowbridge Road, Ashford	Newtown Road to Humpbacked Bridge	To be programmed Spring 2013
Chart Road at Loudon Way, Ashford	Area approaching traffic light controlled junction	To be programmed Spring 2013

## APPENDIX B2 – FOOTWAY SCHEMES

Location	Description	Status
A20 Charing, Phase 3	Footway reconstruction	Works Complete
East Cross/ High Street Tenterden	Footway reconstruction	Works Programmed 18 Feb 2013
Hythe Road, Ashford	From Pilgrims Hospice to Bockham Lane	Works Complete

## 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

- All highway assets are being tested for electrical safety, work has started in mid November, expected to be completed by March 2013.
- Structural integrity testing of light column only is ongoing.
- Traffic island refurbishment work has been completed.

- Illuminated signs upgrade is ongoing, replacement LED light sources have been delivered, ready to be fitted in due course, work is being programmed.
- Floodlight conversion work is awaiting for delivery of fittings.

#### **APPENDIX B4- DRAINAGE MAINTENACE 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](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	Soakaways will not work in this area. Will be taking levels to see where we can discharge the water too.
Henwood Ind Est	Installation of pumping station	£20,000	Sorting out land easements and legal fees. Works to be completed before end of financial year.
Broad Street, Braborune	Installation of new drainage system to deal with water flooding road.	£12,000	Works to be completed by 30/11/12.
Church Road, Mersham	Installation of kerbing and additional drainage to stop businesses from flooding	£4,000	Works Now Complete
Church Lane, Molash	Borehole investigation to find resolution for long term flooding issue	£2,000	Borehole to be carried out 26/11/12

#### **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	Traffic surveys undertaken; Design work in progress
Ashford QBP - Public	A, B, C and E-line: New bus	£75,000	50% of sites

transport infrastructure	poles, flags, timetable cases, clearways with raised kerb boarders.		ordered and/or installed; 50% being designed
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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	See separate report to this Board
A28 / Somerset Road, Ashford	Traffic signal modifications	Initial investigations underway
A251 Faversham Road / Wye Road, Boughton Aluph	Signing improvements	Works programmed December 2012
A2042 Faversham Road, Ashford	New waiting restrictions	See separate report to this Board
A28 Chart Road / Hilton Road, Ashford	Surfacing improvements	Works programmed March 2013
A20 / The Ridgeway, Smeeth	Signing and lining improvements	Design work in progress
A28 Ashford Road, between Great Chart and High Halden	New sections of 50mph speed limit	Consultation complete
Hamstreet Road, near Shadoxhurst	Signing, lining and road stud improvements	Design work in progress
A20 / Sandyhurst Lane, Ashford	Interactive warning signs	Design work in progress
Tenterden Road / Cranbook Road, near Biddenden	Signing and lining improvements	Works programmed December 2012
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
Bockhanger Lane, Ashford	Creation of new PROW linking to Eureka Leisure Park		Scheduled for 2012/13. consultation completed, scheme supported by public. Agreements drafted and with ABC. Lighting installed & operational.
A27 & AU7 Ashford NCP	Footpath and bridleway construct	£9100	Scheme subject to delivery of Bockhanger Lane (above)

	tarmac surface		
Kingsnorth	New multi user route creation	£70,000	Complete (£50,000 s106 & £18,000 Sustrans & member funding).
AE21, Chilham	Repairs to footpath	£6,250	complete
AT176A, Kennardington	Repairs to Byway Surface	£12,400	complete

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

Location	Description	Status
Stanhope, Ashford	Regeneration scheme / New road layout	Remedial works in progress
Trinity Road, Ashford	New road layout	In maintenance
A20 Roundabout	Toucan	Remedial work in progress
Templar Way	New signalised access	Remedial work in progress
Latitude Walk, Ashford	Environmental improvements – East Street	Now 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 2013
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	Now Adopted
Chart Road, Ashford	Junction Improvements	Technical approval underway.
Goat Lees School	New Entrance	Technical Approval has been granted waiting on signing of agreement.
Missenden Lane	New Entrance	Technical Approval Granted – Works to commence in Feb 2103.
CCL Foster Road	New Junction arrangement	Technical Audits being carried out



Little Hook Farm, Charing	New Junction	In design stage – no progress recently made by developer
Old Iron Work, Ashford Road, Kingsnorth	Relocation of junction	Works completed waiting on stage 3 safety audit and remedial works.
Tescos Park Farm	Provision of a Puffin Crossing on Moat Field Meadow.	Works complete in Maintenance

## **APPENDIX D – OTHER WORKS**

### **APPENDIX D1 – BRIDGE WORKS**

<b>Location</b>	<b>Description</b>	<b>Status</b>
D1290 Longrope Wood, Ashford	Culvert Replacement	Next Year
A20 Ashford Road, Charing over Railway	850 Westwell Leacon Bridge – Structural repair work and safety fencing.	Works on going. Completion estimated end of Feb.

## **Joint Transportation Board**

**11<sup>th</sup> December 2012**

### **Drovers Roundabout - Update**

At the last Meeting on 11<sup>th</sup> September 2012 the Board received an update report almost a year on from the formal completion of the Drovers Roundabout Scheme. Whilst the scheme had been a success in terms of its stated aims, and the Board on the whole welcomed and supported the outcome of the scheme, there were still a number of smaller issues that needed to be addressed. These are outlined below

- There were still issues with the layout of the roundabout. Chief in this was that some of the lane markings were still wrong and this was dangerous. A Meeting had taken place on site with Ms Holder recently and it was hoped that she had gotten a feel for the problems that had been raised.
- The Ashford Driving Instructors Association had highlighted a number of issues of concern about the roundabout and a copy of their comments was given to Ms Holder. There did appear to be elements of the roundabout that were still dangerous and it was important to consider these points and put them right.
- On the whole the traffic did flow well around the roundabout and the anticipated congestion had not happened so that was a positive point.
- The phasing of the lights did sometimes cause issues with traffic backed up on the roundabout itself and overhanging entrances/exits. Some of the lights were also difficult to see at times because of their 'slatted' design.
- There was quite a bit of red light jumping (2 or 3 cars at a time) but unfortunately that seemed to be common across Ashford as a whole.
- An update was requested for the December Meeting of the Board with John Farmer from KCC in attendance. If he could not make the 11<sup>th</sup> December date, perhaps the meeting could be moved to a date when he was available?

**As a result of these comments, John Farmer from KCC will be present at the Meeting and able to listen to Members concerns and answer questions. A fuller Update Report can then be submitted to the March 2013 Meeting of the Board.**

## ASHFORD JOINT TRANSPORTATION BOARD TUESDAY 11<sup>th</sup> December 2012

<b>Subject:</b>	<b>Ashford Ring Road Shared Space Scheme</b>
<b>Director/Head of Service:</b>	Director of Kent County Council, Highways and Transportation
<b>Decision:</b>	Non- Key
<b>Ward/Division:</b>	<b>All</b>
<b>Summary:</b>	An update from KCC on the Ashford Ring Road, Shared Space Scheme
<b>To Recommend:</b>	<b>FOR INFORMATION</b>
<b>Classification:</b>	THIS REPORT IS OPEN TO THE PUBLIC

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### **Introduction**

1 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 tendering process will be completed by 7<sup>th</sup> January and the study will start on 1<sup>st</sup> February 2013 and be completed by 31<sup>st</sup> March 2013. The outcome will be a report to identify reasons for the failing condition of the Shared Space and recommendations for remedial options.

### **Conclusion and Recommendation**

That Members note the content of the report

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Contact Officers:

Lisa Holder 08458 247800 [highways@kent.gov.uk](mailto:highways@kent.gov.uk)