



Joint Transportation Board

Notice of a Special Meeting, to be held in the Council Chamber, Civic Centre, Tannery Lane, Ashford, Kent TN23 1PL on Tuesday 12th March 2013 at 7.00pm

The Members of this Board are:-

Mr M A Wickham (Chairman)
Cllr. Burgess (Vice-Chairman)
Cllrs. Mrs Bell, Mrs Blanford (ex officio), Claughton, Davey, Feacey*, Heyes, Robey, Yeo
*Chairman of the Transport Forum
Mr M J Angell, Mr P M Hill, Mr R E King, Mr S J G Koowaree, Mrs E Tweed,
Mr J N Wedgbury
Mr K Ashby – KALC Ashford Area Committee

NB: Under the Council's Public Participation Scheme, members of the public can submit a petition, ask a question or speak concerning any item contained on this Agenda (Procedure Rule 9 refers)

Agenda

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Nos.

1. **Apologies/Substitutes** – To receive Notification of Substitutes in accordance with Procedure Rule 1.2(iii)
2. **Declarations of Interest (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 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/5962/2193362.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 11th December 2012 and the Special Meeting held on the 19th February 2013
4. To receive any Petitions
5. Tracker Report
6. Update from Member Working Group on Lorry Issues

Part I – For Decision

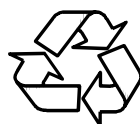
7. Joint Transportation Board Agreement and Governance
8. Willesborough Lees Highway Safety Scheme (Amendment 26) Update Report (to follow)
9. Prioritised List of Requested Parking Controls for Investigation and Possible Implementation

Part II – For Information

10. Update on Beaver Road and Godinton Road Bus Gates
 11. Drovers Roundabout – Update Report
 12. On-going Maintenance of the Shared Space Scheme in Ashford (to follow)
 13. Highway Works Programme 2012/13
 14. KCC's Street Lighting Energy Saving Project
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DS/VS
4th March 2013

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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 **11th December 2012.**

Present:

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

Cllrs. Mrs Blanford, Cloughton, Davey, Feacey, Heyes, Yeo.
Mr M J Angell, Mr P M Hill, Mr R E King, Mr S J G Koowaree, Mrs E Tweed.

Mr K Ashby – KALC Representative.

Apologies:

Cllrs. Mrs Bell, Robey, Mr J N Wedgbury.

Also Present:

Cllrs. Bell, Clokie, Link, Michael, Mortimer, Sims, Taylor.

John Farmer (Major Capital Projects Manager – KCC Highways & Transportation), Jamie Watson (Major Projects Manager – KCC H&T), Steve Darling (Traffic Engineer – KCC H&T), Toby Howe (Highway Manager East Kent – KCC H&T), Debbie Watkins (Highway Operations Assistant – KCC H&T), Paul Jackson (Head of Environmental Services – ABC), Ray Wilkinson (Engineering Services Manager – ABC), Sarah Paul (Technical Administrative Assistant – ABC), Danny Sheppard (Senior Member Services & Scrutiny Support Officer – ABC).

251 Declarations of Interest

Councillor	Interest	Minute No.
Feacey	Announced an 'Other Interest' as a Governor of Towers School.	257, 260
Mr Wickham	Announced an 'Other Interest' as Vice-Chairman of Pluckley Parish Council. He would hand over to the Vice-Chairman of the Board to Chair the discussion on parking at Pluckley Station.	258
Yeo	Announced an 'Other Interest' as President of the Transport Salaried Staffs' Association (TSSA).	

252 Minutes

A Member said that at the last meeting he raised the issue of the bus gates at both Beaver Road and Godinton Road and had requested an item on the next Agenda updating on the situation and the funding for enforcement. This had not happened and he asked when the Board was likely to receive a report. Mr Howe confirmed he would ensure an item covering this matter would be on the next Agenda in March 2013. Funding was available and there would be full details within that report.

Resolved:

That the Minutes of the Meeting of this Board held on the 11th September 2012 be approved and confirmed as a correct record.

253 Transport Forum

The Board received the report of the Chairman of the Transport Forum for the Meeting held on 16th November 2012. The Forum had received an update from KCC Transportation and discussed Eurostar; rail franchising; bus services, trains; parking charges at rural stations; taxis and the various winter preparations.

The Chairman of the Forum said he wished to raise a few points coming out of what had been an extremely constructive meeting. Firstly he wanted to apologise for the late circulation of the notes. In terms of the meeting itself the two bus gates had again been raised and it was explained funding for enforcement had been found so it was important to get this moving as soon as possible. The presentation from KCC had mentioned the 'New Ways 2 Work' initiative which could help with some of the parking problems at both the Eureka Park and the hospital to be discussed later at this meeting. A Member mentioned the boarding and alighting arrangements for disabled passengers using buses in Bank Street. He was pleased Mr Southgate at Stagecoach had offered to forge a link with Ashford Access on this matter and he would be invited to a future meeting.

Resolved:

That the report of the Chairman of the Transport Forum for the Meeting held on the 16th November 2012 be received and noted.

254 Tracker Report

The Chairman drew Members attention to the Tracker of Decisions.

Resolved:

That the Tracker be received and noted.

255 Update from Member Working Group on Lorry Issues

The Vice-Chairman of the Board provided an update on the work being undertaken by the Working Group. It was explained that a feasibility study into the options for commercially operated lorry parks had been commissioned by KCC and they were currently seeking a consultant to carry out that work. Meetings would continue over the coming months and it appeared that some progress on this whole issue was beginning to be made which was extremely welcome.

Resolved:

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

256 A28/A262 Safety Improvement Proposals

The report set 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. Following the consultation it had subsequently been decided not to proceed any further with proposals for Oak Grove Lane at this time.

In accordance with Procedure Rule 9.3 Mr Audsley of High Halden Parish Council spoke on this item. He said that firstly, the Parish Council was pleased to see the proposal to close Oak Grove Lane had been withdrawn, but they had been pressing for some sort of safety measure to be installed at the junction for six years now. However, they strongly opposed the proposals for traffic lights. Traffic lights were not needed at this junction and if Oak Grove Lane was to remain open there was even less need. There were better ways to achieve a safety solution at the junction and traffic lights would have a detrimental environmental impact on this rural area and cause unnecessary delays which would encourage people to seek out alternative routes on the back lanes and cause even more danger. The use of average speeds in the report was misleading as traffic generally drove at or under the speed limit with a small number of drivers driving quickly and skewing the figures. He said he was also concerned that the police had said they would object to the speed limit being lowered to 40mph. In his view the wider 50mph speed limit would not slow the traffic down sufficiently and not make a significant enough reduction to accident levels to be cost effective. The proposals would cause considerable inconvenience to local people and the costs would be disproportionately high. He urged the Board to reject the proposal for traffic lights and ask KCC to look at other ways to make the junction safer.

In accordance with Procedure Rule 9.3 Mr Pearson, Chairman of Tenterden Town Council's Highways Committee spoke on this item. He said that the proposed 50mph speed limit was illogical and unnecessary as mean average speeds were already well below 50mph because of the nature of the road. He said he would be interested to see the accident record of the junction before it was "improved" as in his view the previous changes had not been an improvement. The road was now narrower than previously and vehicles could not position themselves in a manner that made it

obvious where they were intending to go. The Town Council suggested an alternative solution in that all access roads to the junction should be subject to a 40mph limit. The representations against installing traffic lights at this junction had been ignored and their installation, along with the complementary street lighting either side that would be necessary, would blight the area. If traffic lights were to be pursued, could they be trialled for one month? If they worked without problems, that would be great, but there was a lot of suspicion locally that they would not and the significant sum of money could be better spent elsewhere. It would be foolhardy to blindly press ahead with such unpopular plans. He asked the Board to support the decision not to proceed with proposals for Oak Grove Lane, but to reject the unnecessary installation of traffic signals and the 50mph speed limit and for KCC to re-examine these matters.

A number of local ABC Ward Members and KCC Division Members spoke in support of the points raised by the two speakers and called for alternative traffic calming measures to traffic lights.

Mr Darling said it was important to point out that Officers had looked at a wide range of measures and in his view the current proposed safety scheme would prevent the most number of crashes happening at the junction.

The Board considered that the proposals for traffic lights were unnecessary and excessive and were likely to simply push the potential for accidents elsewhere. They supported the recommendation not to proceed any further with proposals for Oak Grove Lane at this time, but the proposals for traffic lights at the junction should be rejected. The proposals for reducing the speed limit to 50mph at this time were supported, but Officers were asked to take the whole scheme away, look at it in the round and work up a new proposal which would find favour with local residents, Parish Councils and Members. This should include alternative traffic calming measures at the junction and the possibility of installing a 40mph speed limit.

Resolved:

- That**
- (i) the decision not to proceed any further with proposals for Oak Grove Lane at this time be noted.**
 - (ii) the installation of traffic lights at the junction of the A28 and the A262 be rejected.**
 - (iii) the new 50mph speed limit for the A28 and the A262, as originally advertised under ‘The Kent County Council (Various Roads, Borough of Ashford) (20mph, 30mph, 40mph, 50mph Speed Limits and Restricted Roads) Amendment No.6 Consolidation Order 2012’ be endorsed, however, Officers should take the whole scheme away, look at it in the round and work up a new proposal which will find favour with local residents, Parish Councils and Members. This should include alternative traffic calming measures at the junction and the possibility of installing a 40mph speed limit.**

257 A2042 Faversham Road, Ashford – Proposed Waiting Restrictions

The report set out the outcome of a consultation into safety improvement proposals for the A2042 Faversham Road, Ashford.

The KCC Division Member for the area said that she was torn on the proposal as she had pushed for something to be done regarding the parking problems, but she also had to listen to the concerns of local residents. Although parking had been a problem, the road was also long and straight and there was a perception of speeding which had also been difficult to resolve. Therefore she was concerned that removing parked vehicles may actually increase the likelihood of accidents because it could encourage people to drive faster. In a way the parked vehicles did help to slow down traffic somewhat. She understood that some accidents had been attributed to the presence of parked cars but she asked if Officers could look at this scheme again. She understood it had taken up a lot of Officer time but it would take up even more if they did not get this right, and she did not think simply putting in double yellow lines was the answer. The ABC Ward Member concurred with those comments and said that double yellow lines on the Faversham Road were not the answer. Traffic did exceed the speed limit currently and that would only be increased if these restrictions were implemented.

Mr Darling explained that the proposals had been proposed with increasing safety in mind. He said he would be reluctant to class parked vehicles as 'traffic calming', particularly as parked cars had been the cause of some of the accidents in the area and obscured the view of pedestrians. There had been a pattern of similar types of accidents caused by parked cars and in his view that could be mitigated by traffic engineering. He understood the perception of speeding on this particular piece of road but speed surveys had shown that where double yellow lines were put down in an area, average speeds only rose by 1 or 2mph. It still remained his view that the proposed scheme was the best way to tackle the safety issues in Faversham Road, along with more road safety education and communication with the Towers School and this was expected to reduce the number of incidents in Faversham Road.

The Board was concerned that the aims of the scheme would not be met by the current proposals and they may in fact cause additional problems. Perhaps a reduced scheme in the vicinity of the school could be pursued at a later date but there was not support to proceed with the scheme as proposed.

Resolved:

That the Board rejects the proposal to proceed with the new parking restrictions shown in Appendix B to the report, 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'.

258 Amendment 22 (Smarden Primary School, Pittlesden (Tenterden) and Pluckley Station) Highway Safety Schemes

The report set out the results of the recent formal public consultation on the Amendment 22 Traffic Order which was made up of three different parking schemes at Smarden Primary School, Pittlesden (Tenterden) and Pluckley Rail Station, for the consideration of the Board. The Chairman advised that the Board would consider each of the three reports separately.

Smarden Primary School

No comments

Pittlesden (Tenterden)

In accordance with Procedure Rule 9.3 Mr Parsons, a local resident spoke on this item. He also tabled some photographs of the current parking problems in Pittlesden. He said he had been a resident in Pittlesden for 60 years and he had been continually raising the issue of inconsiderate and dangerous parking since 1987. Cars and large vans parked on bends and this prevented normal access to Pittlesden including for emergency vehicles. At times vehicles were actually parked across the footpaths which meant pedestrians, including children and mothers with prams had to walk out between cars and in the road. He said Members would see this in the photos. This also caused issues with visibility as the road was on a slight hill and it was not always possible to see oncoming traffic. There had also been issues for delivery drivers and people had become abusive when confronted. He said he would like to thank local Members for their support with this scheme and urged the Board to support the proposals.

Both the ABC Ward Member and KCC Division Member spoke in support of the proposals. They considered the scheme had been needed for some time. It would assist residents and only adversely affect commuters to Tenterden who were currently attempting to park for free.

Pluckley Station

The Chairman said as he was Vice-Chairman of Pluckley Parish Council he would defer to the Vice-Chairman of the Board to Chair this item.

In accordance with Procedure Rule 9.3 Mr Newman, Chairman of Pluckley Parish Council, spoke on this item. He said the Parish Council had not been supportive of the lining scheme as they did not think it would achieve the aim of making the area safer. There was a danger that it would increase traffic speeds and simply move the parking problem elsewhere. However, given that the concurrent 30mph speed limit was going ahead, the Parish Council was prepared to accept the lining. They asked for one change in that the lining did not extend as far as adjacent to the garden of The Dering Arms and hoped that Officers would agree to have further discussions with the owners of the pub. There was also support for the restrictions at Station

Approach although there perhaps needed to be further investigation as there was already hatching here which was currently ignored. He said that the Parish Council also urged the Local Authorities to continue dialogue with the rail companies in an attempt to bring down the parking charges at the Station. At present these were just exacerbating the problem.

Mr Wilkinson said he was happy to look again at the length of lining outside the pub and include the Parish Council in that dialogue. With regard to the hatching, this did need to be replaced with a proper enforceable restriction as the status of the current hatching was not clear. It had not been put down by KCC or ABC.

Recommended:

- That (i) the proposed Smarden Primary School Safety Scheme be approved for implementation.**
- (ii) the proposed Pittlesden Safety Scheme be approved for implementation.**
- (iii) the proposed Pluckley Station Scheme be approved for implementation, subject to the restrictions in the vicinity of the garden of The Dering Arms being shortened.**
- (iv) subject to consultation with The Dering Arms, the installation of edge of carriageway marking along the frontage of The Dering Arms forecourt in The Grove, Pluckley, be approved.**
- (v) 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 be approved.**

259 Willesborough Lees Highway Safety Scheme (Amendment 26) Update Report

In accordance with Procedure Rule 9.3 Mr Bailey, a local resident spoke on this item. He said that in his view tonight's meeting seemed to indicate that local Members and residents had a better idea of what was needed in terms of these schemes than some of the experts. He said that the update report was misleading and seemed to try and paint him as a 'lone voice' in the area when he spoke for many people who were opposed to the current scheme. The number of responses, although not stated in full in the report, indicated a clear rejection of the scheme yet the report gave the impression that the responses were confused. There appeared to be criticism of the pre-populated objection letters, but in his view they were not difficult to interpret and the Council should accept that there has been a total public rejection of the scheme and get together with the residents to talk about this properly. Local people felt very strongly about this and would be prepared to stage protests at the hospital if necessary. He asked the Board to halt what he called a flawed and unacceptable scheme that was not wanted by residents.

Mr Wilkinson explained that as requested by the Board in September, the Council had gone out to consultation on this scheme. Officers were struggling to interpret the response to that consultation; some responses appeared to conflict within the same return and others covered every possible permutation. They had worked with the Chairman and Vice-Chairman as well as the ABC Portfolio Holder, who had seen the returned forms, and all had agreed that this was the best way forward and it had been proposed to defer consideration until a special meeting in February 2013 rather than attempting to make assumptions. Nothing was being hidden; it was a simple case of trying to seek some extra time to seek clarification from those respondents where there was doubt over their response. There was no question of dismissing these letters, they had and would continue to be given every attention, but some of them were genuinely unclear and they were trying to be fair to everyone. There had also been further discussions with the William Harvey Hospital and Mr Wilkinson circulated copies of a letter from the Deputy Director of Estates and Facilities which explained that the hospital intended to submit a planning application for additional staff parking in the New Year. A planning consultant had been commissioned to support the Trust with its application.

The KCC Division Member for the area said he was disappointed that the Board was not in a position to make a decision this evening as this had been a longstanding problem that was getting worse. He said it was clear that a large number of people did not support the current proposals and he endeavoured to spend the time between now and February 2013 talking to residents properly and coming up with a majority view which he would support. Mr Wilkinson agreed to arrange for him to come in to the office and look at the responses.

One of ABC Ward Members said that he was pleased to hear the hospital was trying to do something to address its parking problems, but they would still be asking staff to pay to park which it appeared they were either unable or unwilling to do, so would this solve the problems? He also said that it was important to make the consultation as clear as possible and consultees needed to clearly understand all of the issues and options available.

A Member said that in her view part of the solution could lie with Stagecoach and their attempts to improve bus services to the hospital. An enhanced bus service from Kennington, to the hospital was being pursued and this could also link up with the Julie Rose Stadium and Conningbrook. She was keen to work with the hospital to provide better bus services and include their existing staff shuttle within this. In her view it was important to pursue this as part of the package along with the parking safety scheme.

Resolved:

That the report be received and noted.

260 Goat Lees Highway Safety Scheme Update Report

The report explained that at its last meeting the Board had recommended the rejection of the set of proposals for a safety scheme in Goat Lees that had been presented, and that a process to find a solution for Goat Lees be re-started. The

report outlined the progress on this process to date. Mr Wilkinson explained that a meeting had taken place between Officers, the Ward Member, County Member, ABC Portfolio Holder for the Environment and the Parish Council looking at implementing a more extensive scheme, and proposals were now awaited.

The County Member said he could confirm he had now secured Member Highway Funding to proceed with the scheme, the Parish Council had confirmed they would also provide additional funding, and he looked forward to moving this forward as quickly as possible.

The ABC Ward Member said he was also pleased this was moving forward and the emerging proposals would provide a good solution for the area. He said that the Parish Council had also agreed to fund the ongoing maintenance of the scheme and talks would continue with the businesses on the park to find more parking as the park grew.

Resolved:

That the actions outlined in the report be endorsed.

261 Highway Works Programme 2012/13

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

The Chairman said Mrs Mytton, Chairman of Bilsington Parish Council, had registered to speak on this item but had been unable to attend. Officers had received an email which outlined a number of transportation issues in the village which the Parish Council considered needed examining. The KCC Division Member was aware of the situation and outlined these issues in more detail including: - parking causing obstruction; the need for some designated parking; speeding; better signage for single lane traffic; and the need for Highway Officers to come and visit the village with Parish Councillors present. He hoped these matters could be progressed with Officers and Member Highway Funding if necessary, without the need for a petition and he would endeavour to arrange further discussions.

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

- The carriageway scheme at Crowbridge Road, Ashford between Newtown Road and the humpbacked bridge.
- The access road and new signalised access at The Warren Site B.
- The current status of the former Ashford's Future Partnership Board's delivery of Smartlink and the Ashford International Station access.

A Member said that on a general point he was concerned about the Police not appearing to be prepared to take action against dangerous drivers. The Local Authorities were in turn having to take defensive action and spend a lot of money on

schemes to try and solve the problems themselves. Surely the Councils should be trying to get the Police more involved in working in partnership and actually undertaking some positive enforcement. Another Member concurred with these comments and said that in undertaking canvassing for the recent Police & Crime Commissioner elections, speeding and dangerous drivers were one of the main themes that had been raised again and again. Ongoing enforcement was vital.

Resolved:

That the report be received and noted.

262 Drovers Roundabout

As a result of comments made at the previous meeting of this Board, John Farmer, Major Capital Projects Manager at KCC, had attended to listen to comments and answer questions. He said he recognised that there remained ongoing concern and he had read all of the comments made at previous meetings and had viewed the operation of the junction on several occasions. He thought now was a good time to review the operation of the roundabout and just over a year of operation. The junction was unusual with five dual-carriageways meeting at one point, and the fifth of these, Simone Weil Avenue, did complicate matters somewhat. The signings and road markings did seem reasonably logical and while the layout was unusual he considered that overall it had been a success. Having said that he thought there might be scope for minor adjustments to lane and destination marking to give more support to drivers and reduce any unnecessary lane changes. The rationale for louvres on a set of central lights was uncertain and it might be possible to remove them. It was understood that relatively minor changes at Junction 10 were considered a success. He recognised that despite short cycle times, there were also occasions when traffic backed up on the roundabout itself and blocked exits/entrances and although this was partly a consequence of the imposed layout of the junction he would also review the traffic signal timings. He undertook to review these three issues but there was a timing issue in that the contract with the current consultants was coming to an end in March 2013. The Board agreed it was better to wait a bit longer for the new consultant so they could take an independent look at this. Mr Farmer said he would provide an update on this to the next meeting in March, with results of the wider review coming back later in 2013.

Resolved:

That the report be received and noted and an independent review of the operation of the roundabout be programmed for 2013.

263 Maintenance of Ashford Shared Space

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

Mr Howe said there was disappointing news in that KCC had gone out to tender for an independent consultant to look into this matter and there had been no response.

KCC were now proposing to take this forward to their new consultant who would be appointed in April 2013 as they would be independent from the process and it would also be cheaper. He said he would provide an update on this to the next meeting in March, but the study would not have commenced by then as stated in the report. When commenced later in 2013 a full report on the background of the scheme would be produced along with an identification of reasons for the failing condition of the Shared Space and recommendations for remedial options.

The ABC Portfolio Holder said she was bitterly disappointed as she had originally been promised that a review on this would commence in summer 2012. She understood the reasons behind this latest delay, but the condition/maintenance of the Shared Space was letting Ashford down at present and she was hopeful this would be rectified sooner rather than later. Mr Howe assured the Board it was a high priority and it was in his interests to achieve a long term maintenance solution.

Resolved:

That the report be received and noted.

264 Date of Next Meeting

Resolved:

That an additional Special Meeting of the Joint Transportation Board take place on Tuesday 19th February 2013 at 7pm in the Council Chamber.

DS

Queries concerning these Minutes? Please contact Danny Sheppard:
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Joint Transportation Board

Minutes of a Special Meeting of the Joint Transportation Board held in the Council Chamber, Civic Centre, Tannery Lane, Ashford on the **19th February 2013**

Present:

Mr M A Wickham (Chairman);

Cllr. Burgess (Vice-Chairman);

Cllrs. Mrs Bell, Mrs Blanford, Davey, Feacey, Heyes.

Mr M J Angell, Mr P M Hill, Mr S J G Koowaree, Mr J N Wedgbury.

Mr K Ashby – KALC Ashford Area Committee.

Apologies:

Cllrs. Claughton, Robey, Mrs E Tweed.

Also Present:

Cllrs. Michael, Mortimer, Sims.

Lisa Holder (District Highway Manager Ashford – KCC Highways & Transportation), Paul Jackson (Head of Environmental Services – ABC), Ray Wilkinson (Engineering Services Manager – ABC), Sarah Paul (Technical Administrative Assistant – ABC), Kirsty Liddell (Member Services and Scrutiny Support Officer – ABC).

325 Declarations of Interest

Councillor	Interest	Minute No.
Mrs Blanford	Announced an 'Other Interest' as a resident of Pluckley.	331
Davey	Announced an 'Other Interest' as a governor of Willesborough Infants School.	330
Mortimer	Announced an 'Other Interest' as he knew some of the objectors to the scheme as it was within his Ward.	332
Sims	Announced an 'Other Interest' as he was a governor of Downs View Infant School.	329
Mr J N Wedgbury	Announced an 'Other Interest' as a member of the London Fire and Rescue Service.	330

Mr M A Wickham Announced an 'Other Interest' as a resident of 331
Pluckley.

326 Petitions

In accordance with Procedure Rule 9.1 Councillor Sims advised that he wished to present a petition regarding the installation of a zebra crossing on Faversham Road in the vicinity of the Co-operative Store.

Councillor Sims then presented the petition to the Chairman of the Board. The Chairman advised that he would pass the petition to Mrs Holder who would take the petition back to Kent County Council.

327 Local Parking Schemes

The Chairman of the Board advised that prior to the proposed Highway Safety Schemes being debated, Officers would give an overview of the law and what could and could not be done in relation to parking schemes.

Mrs Paul advised that parking restrictions should be the exception rather than the rule. The Highway Code provided clear guidance on where parking should and should not take place. Motorists generally followed the Highway Code and employed their own judgement in assessing the suitability of a potential parking space. Where there was heavy competition for parking however there was a tendency for people to be tempted to use unsuitable locations to park their vehicle.

The Road Traffic Act 1984 set out the reasons for which a traffic order may be made;

- For avoiding danger to persons or other traffic using the road to which the order relates or any other road
- From preventing the likelihood of any such danger arising
- For preventing damage to the road or buildings on or near it
- For facilitating the passage of vehicular traffic on the road
- For preserving or improving the amenities of an area by prohibiting or restricting the use on a road or roads in that area of heavy commercial vehicles

Parking schemes could be divided into two types, highway safety schemes and parking management schemes. Highway safety schemes were the most commonly used form of scheme and were designed to deal with unsafe/obstructive parking practices. These schemes generally employed 'no waiting at any time' restrictions but could also include other forms of restriction such as 'school keep clear' markings.

Parking management schemes also dealt with unsafe/obstructive parking but were designed in addition to provide a particular user group with greater opportunity to find a parking space. Such schemes were only proposed in areas where there was significant competition between different user groups and where one or more of those groups had no other option but to find parking on-street in the area (e.g. in residential areas where the majority of residents had no off-street parking facility).

These schemes generally consisted of 'no waiting at any time' restrictions in those locations unsuitable for parking and time limited bays (with optional residents' exemption permits) elsewhere.

The use of 'no waiting at any time' restrictions within highway safety schemes followed specific criteria in line with the Highway Code. Lines should therefore be provided; within 10 metres of a junction (15 metres for a major junction), on bends, the brow of hills, across pedestrian crossing points, on roads that were less than 4.8 metres wide and where parking would significantly impede the free flow of traffic.

In response to questions from Members Mrs Paul advised that the legislation did not allow for the use of waiting restrictions specifically to protect private driveways. White access markings could be used; however these were just advisory and were administered by Kent County Council. It would be difficult to justify the use of yellow lines to protect driveways.

In response to further questions from Members Mr Wilkinson advised that yellow lines were used to protect junctions. White access markings had to be justified; they were usually used where there were habitual parking problems. The applicant paid for the markings and they were not enforced by Civil Enforcement Officers.

328 Aldington Primary School – Highway Safety Scheme

The report set out the scheme, which had been requested to address unsafe and obstructive parking practices at the beginning and end of the school day in the vicinity of Aldington Primary School. The proposed scheme consisted of 'School Keep Clear' markings to protect the crossing point and informal white access markings to discourage parking across the school vehicular accesses and shared vehicular access serving 1 – 12 Goldwell Houses. The scheme was to be funded from the District Member's Highway Member Fund.

Consultation had taken place between 3rd and 25th January 2013, with a notice being placed in the newspaper, copies of the notice erected on site and 38 properties in the immediate vicinity had received letters detailing the proposals. Only one representation had been received. The representation acknowledged that the proposals were a positive step forward but requested various additional works including the hard paving of a section of verge, footway lighting and the introduction of 'residents only' parking. With the exception of the 'residents only' parking the requested additional works fell outside the remit of the scheme. There were no grounds for the introduction of a 'residents only' scheme as this would be a poor use of publicly maintained road space, with the bays likely to remain empty for long periods of time. Residents had vehicular access to the rear of their properties for parking so were not reliant on on-street parking and such a scheme would be difficult to enforce and could cause problems for visitors, trades people etc.

Resolved:

That the scheme be approved for implementation.

329 Downs View Infant & Kennington Junior Schools – Highway Safety Scheme

The report set out the scheme, which had been requested to address dangerous and obstructive parking practices taking place at the beginning and end of the school day. The proposed scheme consisted of 'no waiting at any time' restrictions to be installed in the following locations in the vicinity of the schools; within 10 metres of junctions, where the road was too narrow to accommodate parking on one side, where the road was too narrow to accommodate parking on both sides (and where this practice took place) and where passing places were necessary.

Consultation had taken place between 3rd and 25th January 2013, with a notice being placed in the newspaper, copies of the notice erected on site and 142 properties in the immediate vicinity had received letters detailing the proposals. A total of 14 individual representations had been received, with a petition submitted by the Treasurer of St Mary's Church containing 46 signatories.

Following the consultation Officers had visited the site again and proposed that there be a reduction of the length of the 'no waiting at any time' restriction outside St.Mary's Church.

In accordance with Procedure Rule 9.3 Mr Thompsett, the Vice-Chairman of the Parochial Church Council, spoke on this item. He was pleased to hear that the Officers were proposing a reduction in the length of the 'no waiting at any time' restriction along Church Road. The Church itself was well used, with events taking place outside of school hours, which resulted in a large number of vehicles parking in the vicinity. A lot of the parish were elderly and so it was vital that users could park close to the Church. It was important to protect the junctions however he was pleased that the reduction had been proposed as this would allow for additional parking spaces along the church wall.

The ABC Ward Member acknowledged the concerted attempted to resolve this issue. The problem was further impacted by a lack of parking for staff at both the schools. Half the staff of the Downs View Infant School were forced to park on-street due to a lack of on-site parking facilities. It was important to ensure that there were not too many restrictions placed along Church Road as it was an area that was heavily used outside of school hours. There were concerns that parking problems could be pushed further afield if the restrictions were too onerous. There were a number of disabled parents that regularly struggled to drop their children off at Downs View Infant School due to unsafe parking; he therefore proposed that double yellow lines be installed at the entrance to the School. He questioned whether safety barriers could be installed in front of both Schools to stop young children running into the road.

The ABC Ward Member went on to say that the scheme did not appear to address the issue of the large number of vehicle movements, including coaches, generated by the Hockey Club. Of particular concern was the narrow section of Ball Lane north-east of its junction with Church Road.

In respect of the safety barriers, Mrs Holder advised that she would take this matter back to KCC for discussion.

Mr Wilkinson advised that there was a build out outside Downs View Infant School that created a pinch point. This could be removed and re-instated as carriageway to increase the available on-street parking although this would obviously fall outside the remit of the current scheme, being a KCC function. Any additional double yellow lines would have to be subject to a separate consultation. There had been a number of proposals put forward during the consultation process, such as the extension of the current one-way system, the provision of a footpath in Church Road and the construction of a public car park in the locale these would all be relayed to the appropriate department.

The Chairman, who was also the KCC Division Member, advised that he was pleased with the scheme as put forward by Officers. Many discussions had taken place regarding the ongoing problem in the area and he was happy with the reduction in the length of the section of the 'no waiting at any time' restriction along Church Road from the junction with Ball Lane.

In response to questions from the Board, Mr Wilkinson advised that it was illegal to park at junctions at any time. The problems experienced in the area were not restricted to the Schools nor just Monday to Friday. Should the scheme be approved, a post implementation review would be carried out once the scheme had settled in.

Resolved:

- That**
- (i) the scheme be approved for implementation subject to the reduction of the length of the section of 'no waiting at any time' restriction extending south along Church Road from its junction with Ball Lane in line with the point at which the carriageway attains a width of 4.8 metres.**
 - (ii) subject to post-implementation review of the scheme, a separate consultation be held on the introduction of a length of 'no waiting at any time' restriction on both sides of the carriageway along the section of Church Road between its junctions with Studio Close and Ulley Road/The Street where the road width is less than 4.8 metres.**

330 Willesborough Infant & Junior Schools – Highway Safety Scheme

The report set out the scheme, which had been requested to address dangerous and obstructive parking practices taking place at the beginning and end of the school day. The proposed scheme consisted of 'no waiting at any time' restrictions around junctions, bends and where passing places were necessary in roads within easy walking distance of the Willesborough Infant and Junior Schools.

Consultation had taken place between 3rd and 25th January 2013, with a notice being placed in the newspaper, copies of the notice erected on site and 386 properties in the immediate vicinity had received letters detailing the proposals. A total of 31 representations had been received. 8 of the representations made reference to the scheme detrimentally impacting upon residents. The proposed scheme would only protect areas where parking should not take place, such as around junctions and on bends in the road. Enforcement action would be undertaken, with Civil Enforcement Officers patrolling the area as needed.

The ABC Ward Member advised that she supported the scheme and had received many supportive comments from residents regarding the proposals.

In response to questions from the Board, Mr Wilkinson advised that the proposed 'no waiting at any time' restrictions in Highfield Road, Ripley Road, Collard Road and Luckhurst Road were intended to discourage unsafe parking on bends and around junctions, where it was illegal to park. The properties in these roads also had off-road parking and garages so did not rely on on-street parking. A large proportion of on-street parking would be retained and it was therefore not anticipated that there would be an opportunity created for vehicles to speed in Highfield Road at the beginning and end of the school day.

The KCC Division Member supported the scheme and advised the Board that he had committed funding from his Member Fund for the installation of a flashing 'School' warning light.

Resolved:

That the scheme be approved for implementation.

In accordance with Procedure Rule 15.5 Mr J N Wedgbury requested that it be recorded that he voted against the implementation of the scheme.

331 Pluckley Station – Highway Safety Scheme Extension

The report set out the scheme, which consisted of a 'no waiting at any time' restriction to protect the corner at the junction of The Grove and Station Approach in addition to the previously agreed restrictions laid out in the Pluckley Station Highway Safety Scheme (JTB 13th Dec 2012).

Consultation had taken place between 3rd and 25th January 2013, with a notice being placed in the newspaper, copies of the notice erected on site and 23 properties in the immediate vicinity had received letters detailing the proposals. A total of 3 representations had been received.

The ABC Ward Member supported the scheme and advised the Board that it had the full support of the Parish Council.

Resolved:

That the scheme be approved for implementation.

332 Willesborough Lees – Highway Safety Scheme

In accordance with Procedure Rule 9.3 Mr Bailey, a local resident spoke on this item. He felt that the report was little more than smoke and mirrors, nothing had changed. In his opinion the report was inaccurate; a large majority of residents had rejected the scheme. His assessment of the figures had shown that the ratio of objectors was 5:1. The report appeared to confuse the issue and covered up the fact that residents objected to the scheme. Should the proposed scheme be implemented it would only result in the problem being moved elsewhere. It would be a PR disaster for the Council and he felt that there should be a moratorium period and the William Harvey Hospital should attempt to resolve this issue by providing more parking on their site. He urged the Board to reject the scheme and support local residents.

Mrs Paul advised the Board that the proposed scheme was part of a wider scheme being developed by the William Harvey Hospital, Kent County Council, the Borough Council and the bus companies. Consultation had taken place between 18th October and 9th November 2012, with a notice being placed in the newspaper, copies of the notice erected on site and 474 properties in the immediate vicinity had received letters detailing the proposals. A total of 64 representations had been received from 60 households, with a further 60 pre-populated letters from 50 households. These representations contained a variety of comments with the most common being that it was the responsibility of the Hospital Trust to provide staff parking. The highway safety scheme was one of a number of solutions being explored. The Hospital Trust would be submitting a planning application to extend the current staff car park, if approved this would remove the current waiting list and hopefully help alleviate parking issues currently experienced in the area. All residents that had responded via a pre-populated letter had been written to for further clarification. Of the 60 people written to, only 19 responses had been received with 13 reiterating their objection to the scheme and 4 in support, a breakdown of these responses was contained at appendix 5 to the report. Mrs Paul also confirmed that 24% of those households consulted responded to the consultation. The majority of properties in the area had off-street parking and it would be extremely difficult to justify a parking management scheme. It was therefore recommended that the highway safety scheme be implemented. The Board could write to the Head of Planning and Development and request that a legal agreement be entered into with the Hospital Trust should planning permission be granted for an extension to the staff car park for further measures to be implemented should the extension to the staff car park not ameliorate parking issues in the area.

One of the ABC Ward Members advised the Board that residents opposed the scheme. He had tried to facilitate a meeting between the residents, Officers and the KCC Division Member, however ABC Officers had declined. He suggested that a modified scheme be considered.

Mr Wilkinson advised that a modified scheme could only be considered if it were a reduced scheme; it could not be extended without further consultation.

The KCC Division Member felt that the scheme had not been accepted by residents and it was important to listen to what they wanted. He felt that he could not support the proposal.

Mr Wilkinson advised that he had been asked to look at the implementation of a highway safety scheme by the KCC Division Member and KCC Officers. This scheme did not differ from the other highway safety schemes already considered by the Board that evening. The scheme would prevent parking on junctions, narrow roads and on roundabouts. He understood that residents had requested more onerous restrictions be implemented however there was insufficient justification for the introduction of such a scheme. There had however been a number of instances of obstructive parking in the area with dustcarts unable to access areas and buses being delayed. The proposed scheme would help to manage the worst of the problems and would be reviewed after one year.

Members of the Board were concerned about the level of objections received by residents.

Mr Wilkinson advised that the scheme would not prevent parking in its entirety; it would only prevent parking in areas where it was illegal and unsafe to park. Officers were satisfied with the analysis of the representations.

An ABC Member felt it was important to bear in mind that this was a highway safety scheme and should be welcomed. The scheme would be assessed in a year and amendments could be made if required. She urged the Board to press on with the scheme.

Members of the Board questioned whether amendments could be made to the scheme following further discussions between the ABC Ward Member and Officers.

Mr Wilkinson advised that the item could be deferred to the next meeting of the Board pending further discussions with the Chairman and Vice-Chairman of the Board, Officers, and the ABC Ward Member and KCC Division Member.

Resolved:

That the scheme be deferred to the March Meeting of the Joint Transportation Board to allow for further discussions to be held with the Chairman and Vice-Chairman of the Board, Officers, and the ABC Ward Member and KCC Division Member.

ASHFORD JOINT TRANSPORT BOARD – TRACKER OF DECISIONS
Updated for the meeting on: 12.03.13

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

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
116 11/09/12	Goat Lees Safety Scheme Proposals	Ray Wilkinson (ABC)	RESOLVED: That the proposed safety scheme be rejected and the process to find a solution for Goat Lee be re-started.	Update report submitted on 11/12/12 (min 260). Further update planned for 12 March meeting.
256 11/12/12	A28/A262 Safety Improvement Proposals	Steven Darling (KCC)	RESOLVED: That: (i) the decision not to proceed any further with proposals for Oak Grove Lane at this time be noted. (ii) the installation of traffic at the junction of the A28 and the A262 be rejected (iii) the new 50mph speed limit for the A28 & the A262, as originally advertised under 'The Kent County Council (Various Roads, Borough of Ashford) (20mph, 30mph, 40mph, 50mph Speed Limits and Restricted Roads) Amendment No. 6 Consolidation Order 2012' be endorsed, however, officers should take the whole scheme away, look at it in the round and work up a new proposal which will find favour with local residents, Parish Councils & Members. This should include traffic calming measures at the junction and the possibility of installing a 40mph speed limit.	Further report planned for the June 2013 meeting.
257 11/12/12	A2042 Faversham Road, Ashford – Proposed Waiting Restrictions	Steven Darling (KCC)	RESOLVED: That the Board rejects the proposal to proceed with the new parking restrictions shown in Appendix B to the report , 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'.	Revised proposals planned for a future JTB.

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
258 11/12/12	Amendment 22 (Smarden Primary School, Pittlesden (Tenterden) and Pluckley Station) Highway Safety Schemes	Ray Wilkinson (ABC)	RESOLVED: That: (i) the proposed Smarden Primary School Safety Scheme be approved for implementation. (ii) the proposed Pittlesden Safety Scheme be approved for implementation. (iii) the proposed Pluckley Station Scheme be approved for implementation, subject to the restriction in the vicinity of the garden of The Dering Arms being shortened. (iv) Subject to consultation with The Dering Arms, the installation of edge of carriageway marking along the frontage of the Dearing Arms forecourt in the Grove, Pluckley, be approved. (v) 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 be approved.	Reported to the special JTB held 19.02.13.
261 11/12/12	Highway Works Programme 2012/13	Toby Howe (KCC)	RESOLVED: That the report be received and noted.	
262 11/12/12	Drovers Roundabout	John Farmer (KCC)	RESOLVED: That the report be received and noted and an independent review of the operation of the roundabout be programmed for 2013.	Update report proposed for 12 March 2013 meeting.
263 11/12/12	Maintenance of Ashford Shared Space	Toby Howe (KCC)	RESOLVED: That the report be received and noted.	Update report proposed for 12 March 2013 meeting.
326 19/03/13	Petition		Councillor Sims presented a petition regarding the installation of a zebra crossing on Faversham Road in the vicinity of the co-operative stores. The Chairman received the petition and advised that he would pass the petition to Mr Holder who would take it back to KCC.	
328 19/02/13	Aldington Primary School – Highway Safety Scheme	Ray Wilkinson (ABC)	RESOLVED: That the scheme be approved for implementation.	

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
329 19/02/13	Downs View Infant & Kennington Junior Schools – Highway Safety Scheme	Ray Wilkinson (ABC)	<p>RESOLVED: That:</p> <p>i) The Scheme be approved for implementation subject to the reduction of the length of the section of “no waiting at any time” restriction extending south along Church Road from its junction with Ball Lane in line with the point at which the carriageway attains a width of 4.8 meters.</p> <p>ii) Subject to post-implementation review of the scheme, a separate consultation be held on the introduction of a length of “no waiting at any time” restriction on both sides of the carriageway along the section of Church Road between its junctions with Studio Close and Ulley Road/ The Street where the road width is less than 4.8 metres.</p>	
330 19/02/13	Willesborough Infant & Junior Schools – Highway Safety Scheme		<p>RESOLVED: That the scheme be approved for implementation.</p>	
331 19/02/13	Pluckley Station – Highway Safety Scheme Extension		<p>RESOLVED: That the scheme be approved for implementation.</p>	
332 19/02/13	Willesborough Lees – Highway Safety Scheme		<p>RESLOVED: That the scheme be deferred to the March meeting of the Joint Transportation Board to allow for further discussions to be held with the Chairman and Vice-Chairman, Officers and the ABC Ward Member and KCC Division Member.</p>	

To: Ashford Joint Transportation Board
By: David Hall Future Highways Manager
Date: 12th March 2013
Subject: Joint Transportation Boards Agreement and Governance
Classification: Decision

Summary: This attached report sets out the updated JTB agreement and provides flexibility for a JTB chairman to vary the number of Parish representatives on the Board.

1. Background

The Joint Transportation Boards Agreement and Governance Report (attached) was discussed at the Environment Highways and Waste (EH&W) Cabinet Committee meeting held on the 10th January 2013. The recommendations therein were fully endorsed by the Committee.

2. Recommendations

Members of the JTB are now asked to endorse the recommendations in the Cabinet Committee report. Once this has been done the recommendations will be referred to the Cabinet Member for him to ratify the decision.

The Chairman and Vice-Chairman of Ashford's Joint Transportation Board have considered the recommendation and have themselves recommended that: -

- (i) the revised draft JTB agreement be approved and adopted.**
- (ii) Ashford's JTB retain the status quo re. Parish representation (i.e. one non-voting Member appointed by KALC).**

Contact officer: David Hall
Tel: 08458 247800

From: Cabinet Member – Environment, Highways & Waste
John Burr - Director of Highways & Transportation

To: Environment, Highways & Waste Cabinet Committee

Date: 10 January 2013

Subject: Joint Transportation Boards Agreement and Governance

Classification: Unrestricted

Summary:

A report covering the up-dating of the JTB Agreement and allowing Parish representatives a voting right was considered by Members at the November meeting of this Committee.

Members expressed their opposition to Parishes being given voting rights, as requested by the Kent Association of Parish Councils, and asked officers to reconsider this matter.

This report seeks authority to up-date the current JTB agreement and to provide flexibility for a JTB Chairman to vary the number of Parish representatives. There is no proposal to give voting rights to the Kent Association of Local Councils.

Recommendations:

- i) Members consider the revised draft JTB agreement
- ii) Members consider delegated authority for the JTB chairmen to vary the number of Parish representatives attending a JTB meeting
- iii) Members views will be reported to the Cabinet Member for Environment, Highways and Waste for his consideration and decision before being reported back to JTBS.

1. Introduction

A Joint Transportation Board (JTB) provides the mechanism for discussing highway and transport issues relating to a district area. The JTB is an advisory board and does not have decision making powers. Member representatives from the County Council, District Council and a Parish Council representative make up the constitution of the Board. The Parish representative may speak but has no voting rights.

There is an agreement in place with each District/Borough Council which governs the constitution of the JTB. This Agreement dates back to 2005 and is, in part, out of date. In tandem, a number of JTBS have requested a variation to the Agreement to allow additional Parish Council representatives to attend.

This is a discussion paper inviting Members to give their views on the revised draft JTB Agreement attached in appendix 1.

2. Revised Draft JTB Agreement

County Council officers have produced a draft revised agreement which was presented to the JTB Chairs and Vice Chairs on 20th September 2012 and can be viewed in appendix one.

As well as up-dating the terminology of the Agreement to reflect up to date governance, the key changes can be viewed in paragraphs 2.3, 8.1 and 8.2.

Paragraph 2.3 encapsulates the request from some JTBS to allow additional Parish Council representatives to attend the JTB. Rather than drawing up separate Agreements for each District Council area, it is considered better to have one Agreement that provides the Chairman with some flexibility on this point.

Paragraphs 8.1 and 8.2 cover and further clarify referrals from JTBS which will be considered by the Cabinet Member for Environment Highways and Waste.

3. County Council Governance

Together with the revision of the JTB Agreement, the County Council has reviewed its governance of the JTBS and is proposing to attach a form to all reports which require a recommendation to the County Council. This form will be signed off by the Director of Highways and Transportation or approved deputy ie Service Heads. As covered in paragraph 8.2, the County Council will normally act in accordance with the views or advice of the JTB except where the matter is a clear departure from policy. In this event, the matter will be referred to the Cabinet Member for Environment Highways and Waste for discussion with the Chairman/Vice Chairman before a decision is confirmed. Confirmation of approvals will be reported back to the next meeting of the JTB. In the event of the Cabinet Member not approving a JTB recommendation, this will be notified to the Chairman in writing with the appropriate reason. This will be reported to the next meeting of the JTB.

4. Moving Forward

The outcome of this discussion will be considered by the County Council's Cabinet. Once agreed with the Chairman and Vice Chairman of the JTB, it should then be individually ratified by each District Council through its own agreed constitution. A report will then be provided for each JTB confirming the revision to the Agreement and clarifying the Parish representation issue with the formal outcome. It is then anticipated that each District Council will enter into a revised Agreement with the County Council to reflect the changes approved.

5. Recommendations

i) Members consider the revised draft JTB agreement

ii) Members consider delegated authority for the JTB chairmen to vary the number of Parish representatives attending a JTB meeting

iii) Members views will be reported to the Cabinet Member for Environment, Highways and Waste for his consideration and decision before being reported back to JTBs.

Contact Information

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DRAFT

DATED

2012

THE KENT COUNTY COUNCIL (1)

- and -

[] BOROUGH/DISTRICT COUNCIL (2)

**AGREEMENT FOR JOINT TRANSPORTATION BOARD
DISTRICT/BOROUGH**

Director of Governance & Law
Kent County Council
County Hall
Maidstone
Kent. ME14 1XQ

Ref: Rummins/26109/JTB 10.08.2012
Fax No. 01622 694402
DX No: 123693 MAIDSTONE 6
Tel: 01622 694484 (Direct Dialling)
Engrossment date:

KCC OBLIGATIONS

7. KCC has established and will maintain during the currency of this Agreement the arrangements for the JTB as set out in the First Schedule

JOINT TRANSPORTATION BOARD FUNCTIONS

8. The JTB will advise the Council's and the KCC's executives as set out in the First Schedule

MISCELLANEOUS

9. The parties acknowledge that the committee structure of KCC and/or the Council may change which may result in consequential changes to this Agreement
10. This Agreement shall be known as the JTB Agreement [2012]
11. Nothing in this Agreement shall create a legal partnership between the parties and save as may be specifically provided in this Agreement neither party shall be or hold itself out as or permit itself to be held out as:-
 - (a) the agent of the other; or
 - (b) entitled to pledge the credit of the other; or
 - (c) entitled to incur any other obligations or make any promise or representation on behalf of the other

REVIEW

12. This Agreement may be reviewed at the instigation of Kent & Medway Joint Chief Executive Group and amended by agreement between the parties if necessary as a consequence of any review
13. This Agreement may be terminated by either party on six months written notice addressed to the relevant Chief Executive or head of paid service of the relevant Council

THE FIRST SCHEDULE
JOINT TRANSPORTATION BOARD

- 1.1 A JTB will be established by the KCC and the Council
- 1.2 Each party shall be responsible for their own costs incurred in the operation of the JTB
- 1.3 The JTB shall be a non statutory forum

MEMBERSHIP

- 2.1 JTB Membership will comprise all the KCC local Members for divisions in the Council's area an equal number of Members appointed by the Council and a representative of the Parish and Town Councils within the District. The Council may appoint substitutes for its Members
- 2.2 The Parish and Town Council representatives will be nominated by the Area Committee of The Kent Association of Local Councils (KALC) or other representative body of Parish Councils within the District if this provides a more complete representation a substitute Member may also be nominated. The Parish or Town Council representative may speak but may neither vote nor propose a motion nor an amendment
- 2.3 Subject to the agreement of the Chairman, additional representatives from Parish/Town Councils may attend but may neither vote nor propose a motion nor an amendment.
- 2.4 Any KCC cabinet Member responsible for transportation functions, or KCC local Member, the Chairman of the KCC or Council Member who is a relevant portfolio holder may place a relevant item as defined by paragraph 5 of the First Schedule on the agenda and/or attend and speak to any meeting of the JTB but may not vote nor propose a motion nor an amendment (unless voting Members of the JTB)
- 2.5 The Chairman of any Parish or Town Council within the area of the Council (or a Parish Councillor of that Parish nominated by him/her) may attend any meeting to speak with the permission of the Chairman on any item on the agenda of particular relevant to that Parish

CHAIRMAN

3. In alternate years a Member of KCC (who is a Member of the JTB) will chair the JTB and a Council Member (who is a Member of the JTB) will

be Vice-Chairman of the JTB and then a Member of the Council will chair the JTB and a KCC Member will be Vice-Chairman of the JTB and so on following on the arrangements which existing in the year before this agreement came into force. The Chairman and Vice-Chairman will be appointed by the respective Councils as they may determine within their constitutional arrangements. The Chairman and Vice-Chairman of the JTB will take office at the first meeting of the JTB following the Annual Meetings of both Councils each year

MEETINGS

- 4.1 The JTB will generally meet four times a year on dates and at times and venues to be specified by the Council in accordance with its normal arrangements in consultation with the KCC
- 4.2 The quorum for a meeting shall be four comprising at least two voting Members present from each of KCC and the Council
- 4.3 Subject to the procedural rules in Clauses 2,3 and 4.2 above taking precedence the Council's procedural rules shall apply to JTB meetings as if they were Council committees
- 4.4 The JTB will be clerked by an officer of the Council. Copies of all papers shall be sent to the Monitoring Officers of both Councils who may attend and speak at any meeting (or instead each Monitoring Officer may arrange for a substitute officer to speak on her/his behalf)
- 4.5 The Access to Information principles shall be applied to the JTB as if it were a Council committee

TERMS OF REFERENCE

- 5.1 The JTB will consider:
 - (i) capital and revenue funded works programmes
 - (ii) Traffic Regulation Orders
 - (iii) street management proposals and will provide advice on these matters to the relevant Executive as appropriate
 - (iv) Public Transport Operations
- 5.2 The JTB to advise and recommend in relation to:
 - (i) strategic parking and waiting restriction issues
 - (ii) petitions received in relation to parking and waiting restriction issues
 - (iii) street nameplates

- (iv) street naming and numbering
 - (v) street seats and furniture on the highway including bus shelters and will provide advice on these matters to the relevant Executive as appropriate
 - (vi) Council street lighting schemes on highways
- 5.3 Be a forum for consultation between the KCC and the Council on policies plans and strategies related to highways road traffic and public transport
- 5.4 Review the progress and out-turn of works
- 5.5 Recommend and advise on the prioritisation of bids for future programmes of work
- 5.6 Receive reports on highways and transportation needs within the District
- 5.7 The JTB will advise on such transportation matters that it considers relevant that are not within the above Terms of Reference or the Terms of Reference of any other committee of the Council, subject to the approval of the Chairman

CABINET COMMITTEE

- 6.1 A Cabinet Committee of either Council can require the Member of that Council holding the office of Chairman or Vice-Chairman of JTB to attend and be asked questions subject to the provisions of the constitution of KCC or the Council whichever is relevant
- 6.2 The Cabinet Committee of either Council can request (but not compel) Members of the other Council who serve on the JTB and officers employed by the other Council who report to the JTB to attend and be asked questions
- 6.3 The Cabinet Committees of both Councils will abide by the protocol on inter-authority co-operation on overview and scrutiny agreed by the former Kent Association of Local Authorities and appended as Appendix 1 to this Schedule

LOCAL MEMBER AND PARISH CONSULTATION

7. The local Members of both the KCC and the Council and the Parish or Town Council(s) will be consulted on any relevant scheme proposals

(other than routine operational maintenance of the highway) within the scope of this Agreement

REFERRAL

- 8.1 Subject to the agreement of the JTB Chairman, if any JTB Member wishes and item to be further considered he/she may ask for it to be referred to KCC's Cabinet Member for Environment, Highways and Waste where the matter will be further discussed prior to a decision by the Cabinet Member
- 8.2 The KCC Executive will normally act in accordance with the advice or views of the JTB. If the Executive is minded to act otherwise, no decision will be taken until after a discussion with KCC's Cabinet Member for Environment, Highways and Waste at which the Chairman and Vice-Chairman of the JTB may attend and speak

THE SECOND SCHEDULE
DEFINITIONS

“1972 Act”	the Local Government Act 1972
“Act”	the Highways Act 1980
“Agreement”	these terms and conditions together with the Schedule
“Highways”	shall have the meaning prescribed by Section 328 of the Act and the terms highway network shall be construed accordingly
“KCC – local Member”	the Member for the County Council electoral divisions within the Council’s area
“Member”	the elected Member’s of KCC or the Council as the case may be
“Cabinet Committee”	the KCC body which advises the KCC Cabinet or Cabinet Portfolio Holder on highway matters or in the case of the District Council the []
“Kent & Medway Joint Chief Executives Group”	the group of Chief Executive Officers of the Kent County Council the twelve District Councils in Kent and Medway Council

APPENDIX 1
SCRUTINY – INTER AUTHORITY CO-OPERATION

AIM OF PROTOCOL

1. To ensure relevant Cabinet Committees of all Kent Local Authorities can review issues of community interest effectively and with efficient use of all local authority staff resources

PRINCIPLES

2. All authorities should be supported in considering issues of community wellbeing wider than the responsibilities of their Councils
3. Authorities should work together to maximise the exchange of information and views, minimise bureaucracy and make best use of the time of Members and officers of local and other Authorities

PROCEDURES

4. Authorities should seek to exchange information or programmes and results of reviews
5. If a relevant Cabinet Committee wishes to review an issue in which another Authority has a statutory role or in which evidence from the officers of another Authority would be helpful, it should consult with that Authority about:-
 - (a) the purpose of the review
 - (b) the areas of interest to the other Authority
 - (c) the input that can be given by Members of officers of the other Authority
6. Consideration should be given to whether the issue is more appropriately discussed in another forum, for example a joint committee, or whether there is scope for joint action including the co-opting of Members of the other Authority onto the relevant Cabinet Committee for the purpose of the review
7. Where a proposal is subject to a public consultation process, scrutiny is most helpful if conducted as part of that process eg: allowing any findings and recommendations to be available in time to influence the final decision

8. Subject to such prior consultation, Authorities will seek to respond positively to requests for information or for a Member or officer to attend meetings of the relevant Cabinet Committees or for information
9. While it is ultimately for each Authority to decide whom it considers that most appropriate person(s) to speak on its behalf to a relevant Cabinet Committee, consideration will be given to meeting specific requests
10. Dates and times of Member and officer attendance at a relevant Cabinet Committee meeting should be agreed with them
11. Each Authority will nominate a contact officer for the operation of these procedures

EXECUTED as a Deed by KCC and the Council the day and year first before
written

THE COMMON SEAL of THE KENT
COUNTY COUNCIL was hereunto
affixed to this Deed in the presence of:-

Authorised signatory

THE COMMON SEAL of
COUNCIL was hereunto affixed to this
Deed in the presence of:-

Authorised Signatory

Agenda Item No:

Report To: The Joint Transportation Board

Date: Tuesday 12th March 2013

Report Title: Willesborough Lees Highway Safety Scheme

Report Author: Ray Wilkinson (01233) 330299



Summary: The Board took the decision at its meeting of 19th February 2013 to defer decision on the Willesborough Lees Highway Safety Scheme to this meeting in order to allow further discussion between the various parties with a view to agreeing some minor reductions to the proposed lengths of restriction.
This report details the results of this discussion and presents a revised scheme for the consideration of the Board.

Key Decision: YES

Affected Wards: North Willesborough & Highfield Wards

Recommendations: **The Board be asked to:-
Approve the revised Willesborough Lees Highway Safety Scheme for implementation**

Background Papers: 'Willesborough Lees Highway Safety Scheme' report to JTB 19th February 2013, minutes of JTB 19th February 2013
'Willesborough Lees Highway Safety Scheme (Amendment 26) Update Report' report to JTB 13th December 2012, minutes of JTB 13th December 2012
'Willesborough Lees Safety Scheme Proposals' report to JTB 11th September 2012, minutes of JTB 11th September 2012
Prioritised List of Requested Parking Controls for Investigation and Possible Implementation' report to JTB 13th March 2012, minutes of JTB 13th March 2013

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

Report Title: Willesborough Lees Highway Safety Scheme

Purpose of the Report

1. The Board took the decision at its meeting of 19th February 2013 to defer decision on the Willesborough Lees Highway Safety Scheme to this meeting in order to allow further discussion between the various parties with a view to agreeing some minor reductions to the proposed lengths of restriction.
2. This report details the results of this discussion and presents a revised scheme for the consideration of the Board.

Issue to be Decided

3. The Board is asked to consider the revised Willesborough Lees Highway Safety Scheme and decide whether to approve the scheme for implementation or reject the scheme.

Background

4. In 2006 a limited waiting scheme with optional residents' exemption permits was introduced in those roads within 500 metres of the William Harvey Hospital in response to parking congestion issues resulting from overspill parking from the site. The affected roads were regularly subject to dangerous and obstructive parking practices due to the competition for space. The majority of properties within the scheme area also do not have off-street parking and residents were therefore forced to compete with commuters for on-street parking.
5. The scheme proved successful and overspill parking issues were effectively eliminated. Unfortunately however the issues began to re-emerge some years later in those roads on the periphery of the original scheme.
6. The majority of properties in the newly affected roads have off-street parking provision and therefore do not have to compete directly with commuters for parking space. However dangerous and obstructive parking practices have become increasingly prevalent issues.
7. A highway safety scheme was therefore proposed and included in the 'Prioritised List of Requested Parking Controls for Investigation and Possible Implementation' report to the Board on 13th March 2012. The scheme was subsequently agreed as priority No. 5 on the scheduled list of schemes for investigation and potential implementation.
8. A set of proposals were consequently formulated and presented to the Board on 11th September 2012 where it was agreed the proposals would be taken forward to formal public consultation.

9. Consultation took place in autumn 2012. Due to some concerns over the interpretation of certain pre-populated letters submitted during the consultation period, a holding report was submitted to the Board on 13th December 2012 to allow time to seek further clarification from those residents.
10. A full report detailing all representations received was subsequently presented to the Board at the meeting of 19th February 2013. Following a statement from the Ward Member that they had attended a meeting with residents and that there were a small number of reductions to the proposed restrictions requested that would make the scheme acceptable, the Board undertook to defer decision to allow further discussion to take place on these requests to come back to this meeting of the Board.

Requests from Local Action Group

11. Initial discussion with the Ward Member indicated that the requests received had come from a local action group, headed by a local resident. It was intimated at the last meeting of the Board that the requests consisted of the reduction / removal of a total of 3 lengths of restriction. The action group however provided a list of lengths of restriction grouped into 19 localised areas, of which requests for reduction / removal of lengths of restriction were made in 12 of these areas (a total of 28 lengths of restriction).
12. Copies of the documents provided by the action group can be found in the appendices. These documents consist of a table detailing the requests by location, a plan (divided in 2 for inclusion in this report) indicating the position of each numbered location, and 3 local plans indicating sections where reductions to the restrictions are requested. No information however was provided on who the action group represents, who was consulted in the 'extended consultation' referred to or how this consultation was conducted.

Discussion on the Requests

13. All requests included on the submitted list were discussed at a meeting with the Board Chair, Vice Chair, Portfolio Holder and Ward Member where Members considered and decided upon each request in order to form a revised scheme.
14. Details of the requests and the decision made at the above meeting are discussed below.

No 4. Silverhill Road / Abbey Way

15. At this location the restriction proposed on the eastern side of Silverhill Road was requested to be reduced from its southern end back to a point in line with the common boundary of Nos. 45 & 47 Silverhill Road.
16. This length of restriction was included in the proposals in order to protect the eastern side of the roundabout and the pinch point to the south and as such the location is not suitable for parking. Any parking around the pinch point would create an obstruction and similarly parking on the roundabout would

cause a danger. Under the rules of the Highway Code parking should not take place in either of these locations. The introduction of these restrictions therefore simply acts to highlight this existing rule and allow Civil Enforcement Officers to take enforcement action rather than leaving the matter with the Police only. To leave this location unrestricted while restrictions are placed adjacent would effectively suggest to motorists that this was a suitable location in which to park.

17. The meeting took the decision to refuse this request and leave the restriction

No. 5 Fountains Close / Abbey Way

18. The request was made at this location that all protection around the junction of Fountains Close and Abbey Way be removed and the restrictions extending west along Abbey Way from its junction with Silverhill Road be reduced on both sides to a point approximately in line with the common boundary of No. 2 Abbey Way and No. 48 Silverhill Road.
19. The restriction around the junction of Abbey Way and Fountains Close is obviously intended to protect sightlines around the junction. The Highway Codes states that no parking should take place within 10 metres of the junction – the dimensions on which this protection is based.
20. The length of restriction in Abbey Way extending from its junction with Silverhill Road consists of a combination of junction protection and protection around the chicane (where parking would cause an obstruction).
21. The length of 'no waiting at any time' restriction on the southern side of the carriageway between the Fountain Close junction protection and the chicane protection was included because the road is of insufficient width to accommodate parking on both sides.
22. Following discussion at the meeting it was agreed that the section of restriction in Abbey Way on the southern side of the carriageway extending between the 10 metre Fountains Close junction protection and a point in line with the western extent of the verge fronting Nos. 1 & 3 be removed allowing motorists to decide on which side of the carriageway to park.

No. 6 Thornton Close / Abbey Way

23. The action group requested that this section of restrictions be entirely removed.
24. This area of restriction is intended to protect the roundabout (where the Highway Code states parking must not take place) and the junction of Abbey Way and Thornton Close.
25. The meeting agreed that due to observed parking issues around the junction / roundabout it was necessary to retain these restrictions although the restriction on the both sides of Thornton Close could be slightly reduced to provide only the 10 metre minimum protection (these lengths of line were previously proposed at a slightly longer length to bring them in line with the end of the footway).

No. 7 Romsey Close / Abbey Way

26. The request was made for the removal of this section of restrictions.
27. These restrictions were proposed to provide protection around the junction of Abbey Way and Romsey Close, in line with the Highway Code.
28. The meeting agreed that because the junction was situated at the far end of the Abbey Way estate and therefore was less liable to problem parking, these restrictions would be removed from the scheme.

No. 8 Waltham Close / Abbey Way

29. As above, the request was made for the full removal of this section of restrictions from the proposed scheme.
30. Similar to the previous set of restrictions (No. 7) these lengths of 'no waiting at any time' restriction were designed to provide 10 metre protection around the junction of Abbey Way and Waltham Close.
31. The meeting agreed that due to the location of the restrictions at the extremity of the scheme area and the comparatively low levels of commuter parking this section of restrictions could be removed.

No. 9 Wilson Close (Inner)

32. It was requested that the section of restriction on the southern side of the carriageway of the main arm of Wilson Close be removed and the length extending west on the northern side be reduced to a point approximately in line with the common boundary of Nos. 18 and 19. In addition it was requested that the lengths of restriction on both sides extending into the stub arm of Wilson Close be reduced to a point south of the southern building line of No. 7.
33. This set of restrictions are intended to provide (10 metre) protection around the junction. It is of particular importance that this junction is kept free of parking in order to ensure that large vehicles are able to manoeuvre. Due to parking in the turning head at the end of Wilson Close (in which no restrictions are proposed), large vehicles must back up and use the junction to turn. This location presents a regular issue for the refuse truck when attempting to access the close and on a number of occasions staff have been forced to collect bags on foot due to the inability to manoeuvre the vehicle along the road.
34. The meeting decided to reject the request and retain the section of restriction.

No. 10 Wilson Close (Entrance)

35. It was requested that the restriction on the southern side of the carriageway be reduced to a point approximately in line with the western building line of the garage of No. 25.

36. This section of restriction consists of junction protection with an additional extension on the southern side of the carriageway (as per the request of a local resident) to ensure vehicles do not park diagonally opposite one another creating a chicane and preventing large vehicles from passing.
37. The meeting agreed that the restriction on the southern side of the carriageway be shortened to a point in line with the restriction on the northern side of the carriageway to provide junction protection only).

No. 15 Hythe Road (Lower)

38. The action group requested that the whole section of restrictions be removed.
39. This section of restrictions consists of 10 metre junction protection around the western junction of Hythe Road (main arm) and Hythe Road (service road).
40. The meeting agreed that given the severe parking issues experienced in the location (compounded by the narrowness of the road), these restrictions were necessary and would therefore remain in the scheme.

No. 16 Hythe Road (Junction)

41. It was requested that the full section of restrictions be removed.
42. This section of restrictions constitutes a combination of junction protection and protection one side of the carriageway where parking regularly takes place on both sides causing an obstruction.
43. The meeting agreed the necessity of these restrictions and the request was rejected.

No. 17 Hythe Road (Upper)

44. It was requested that this section of restriction be removed.
45. This restriction prevents parking on both sides of the carriageway along a short section of narrowing where parking regularly takes place causing an obstruction.
46. The meeting declined the request and agreed that the restriction be retained.

No. 18 Hythe Road (Turning Area)

47. The action group requested that the western extent of the restriction on the southern side of the carriageway be reduced to a point in line with the eastern property boundary of No. 470.
48. This section of restriction is designed to protect the turning head to enable large vehicles to turn. The 10 metre standard protection had its termination point half way across the driveway of No. 470 and was extended slightly to protect the whole driveway.

49. The meeting agreed the restriction on the southern side be shortened slightly in line with the 10 metre protection point.

No. 19 Lacton Way (Turning Area)

50. It was requested that the restriction be removed.
51. This restriction is intended to protect the turning head thereby allowing large vehicles to turn 180 degrees in order to exit.
52. The meeting agreed the importance of the turning head protection and that the restriction should be retained.

Agreed Changes to the Scheme

53. In summary the agreed changes to the scheme are as follows;
- Removal of a section of restriction in Abbey Close on the southern side of the carriageway between a point 10 metres east of the junction of Fountains Close and a point line with the western extent of the verge fronting Nos. 1 & 3 Abbey Way
 - Reduction in the eastern extent of the restriction in Abbey Way on the northern side of the carriageway opposite its junction with Fountains Way to a point 10 metres east of its junction with Fountains Way
 - Reduction of the northern extent of the restriction in Thornton Close on both sides to a point 10 metres north of its junction with Abbey Way
 - Removal of junction protection around junction of Abbey Way and Romsey Close
 - Removal of junction protection around junction of Abbey Way and Waltham Close
 - Reduction in eastern extent of the restriction on southern side of carriageway of Wilson Close extending from junction with Kennington Road to a point 15 metres east of its junction with Kennington Road
 - Reduction in the western extent of the restriction on the southern side of the carriageway of Hythe Road extending from its eastern extremity to a point 10 metres west of the turning head.

Conclusion

54. Due to the nature of the scheme (i.e. a 'light touch' safety scheme) there are few reductions which can be made to the proposals without compromising the scheme's integrity.
55. Those locations in which restrictions are proposed are unsuitable for parking and to do so would cause a significant danger or obstruction (or both) to other road users. As such these locations are equally unsuitable for parking by residents, visitors and commuters alike.

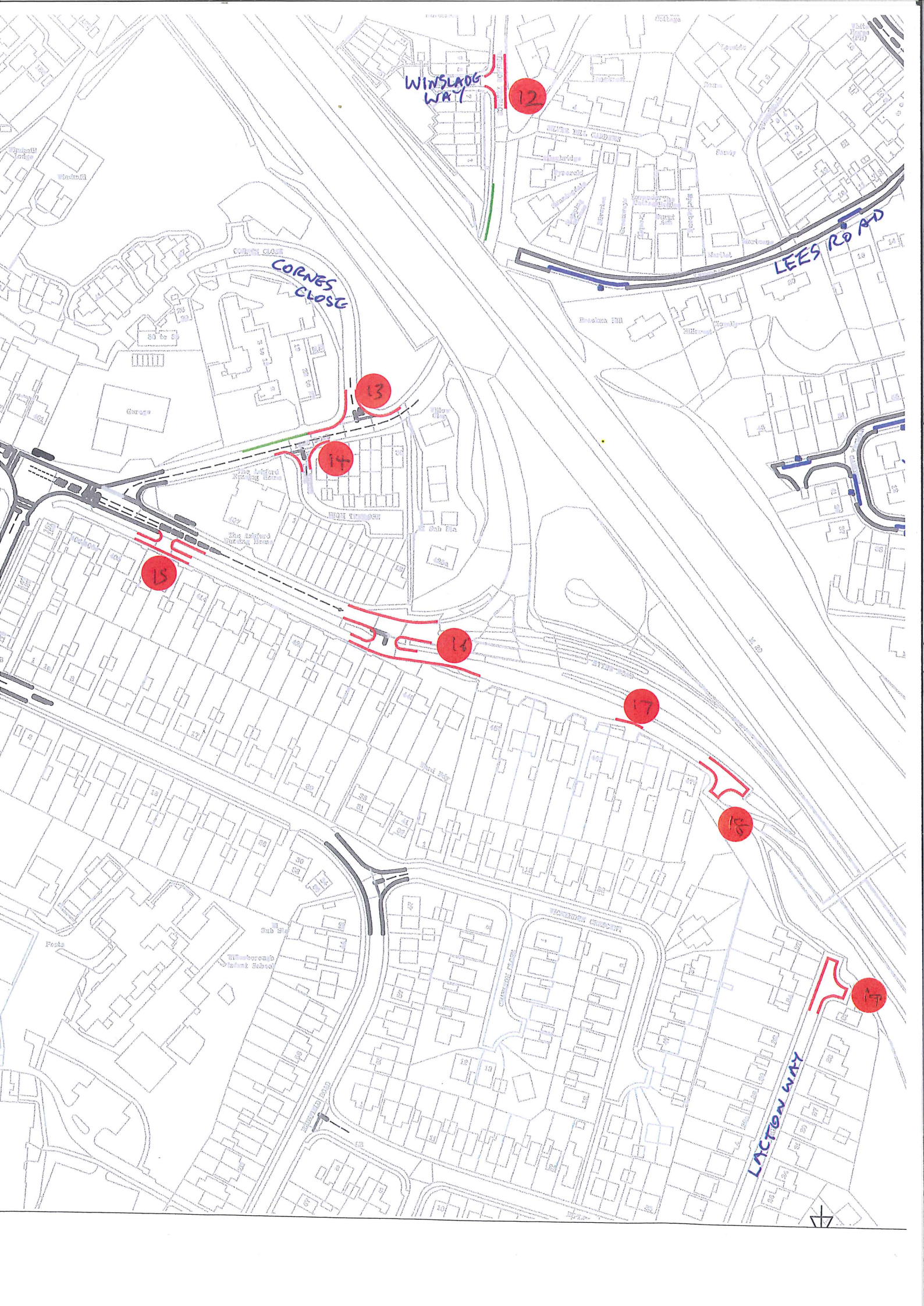
Portfolio Holder's Views

56. To provided at the meeting

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WINSLADG WAY

12

CORNES CLOSE

13

14

15

16

17

18

LACTON WAY

19



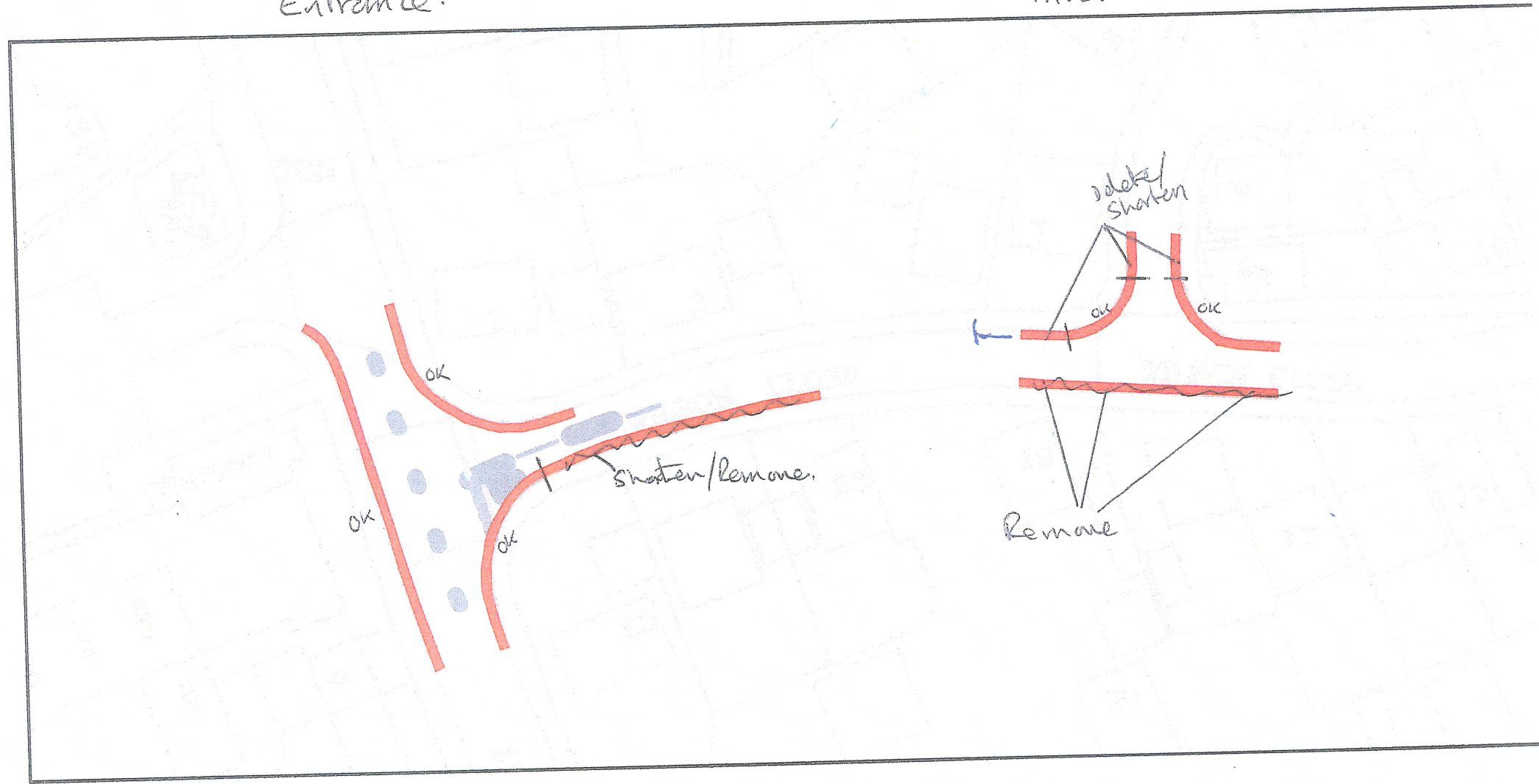
No 5 Abbey Way
Fountains Close

No 4
Silverhill / Abbey Way

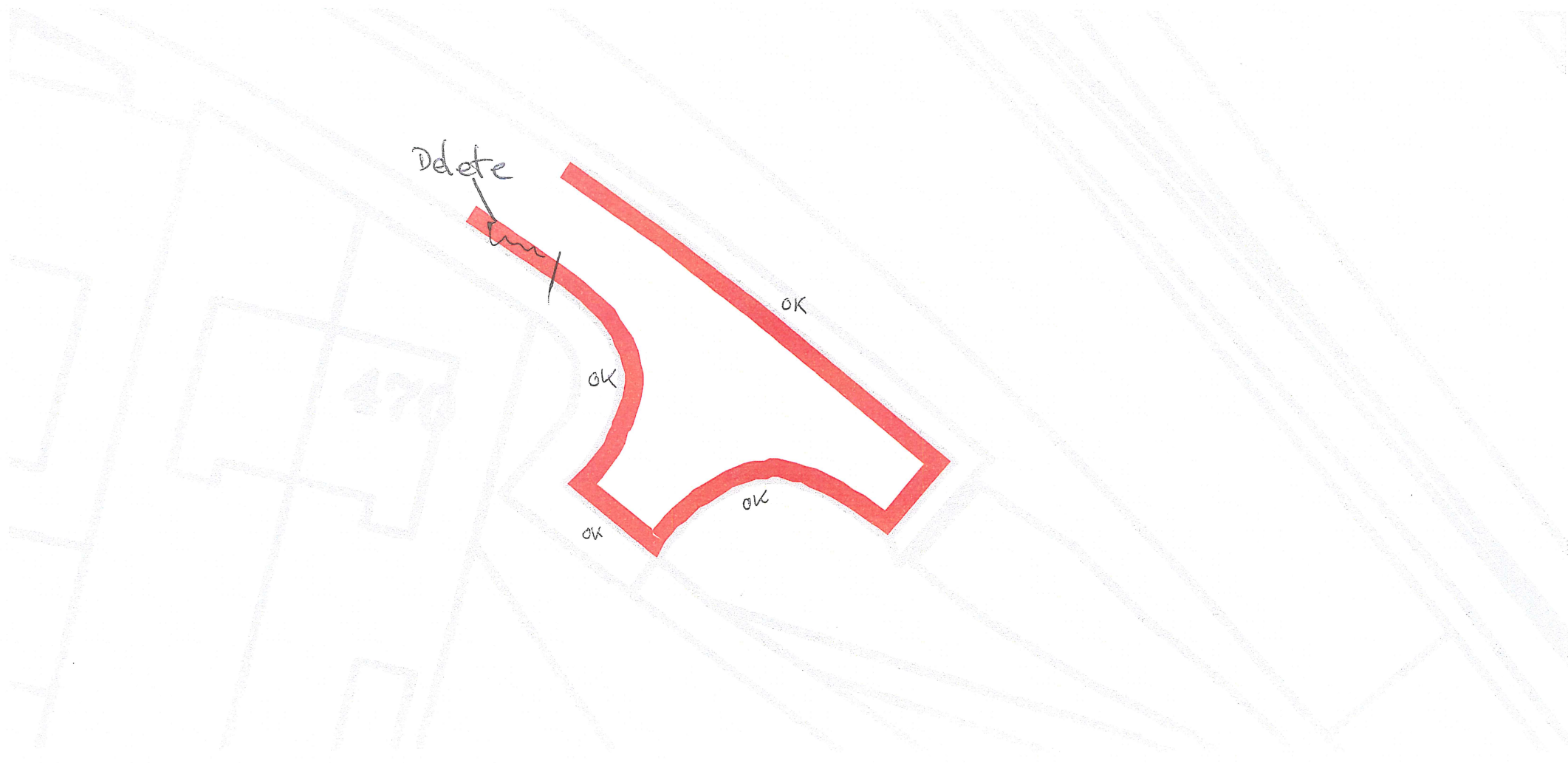


No 10
Wilson Close
Entrance.

No 9.
Wilson Close
Inner



No 18 Hylthe Rd Turning Area



Agenda Item No: 9
Report To: Joint Transportation Board
Date: Tuesday 12th March 2013
Report Title: Prioritised List of Requested Parking Controls for Investigation and Possible Implementation
Report Author: Ray Wilkinson, Engineering Services Manager



Summary: This report presents an updated list of requested schemes for investigation which the Board is asked to endorse. The report also details the methodology employed for assessing scheme requests and determining priority status within the list as well as providing an update on progress made on all schemes in the agreed 2012/13 list.

Key Decision: NO

Affected Wards: All

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

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

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

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

Purpose of the Report

1. This report presents an updated list of requested schemes for investigation which the Board is asked to endorse. The report also details the methodology employed for assessing scheme requests and determining priority status within the list as well as providing an update on progress made on all schemes in the agreed 2012/13 list.

Issue to be Decided

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

Background

3. A large number of requests for parking controls are received each year from a variety of sources including, residents, County and Borough Members, Parish Councils, bus operators, businesses and the emergency services. Given the finite availability of resources it is therefore important to develop a fair and logical method by which to prioritise these requests.
4. Following the introduction of a scheme priority list last year (agreed by the Board at the meeting of 13th March 2012), the current list has guided the scheme work over the 2012/13 year. The list has subsequently been updated to reflect the completion of schemes, new scheme requests and any changes in the circumstances relating to requested schemes to form a 2013/14 scheme priority list for the Board's consideration.
5. Any scheme requests received after the finalisation of the 2013/14 list will be recorded for inclusion on the following year's list unless they are of an emergency nature – i.e. are the subject of a formal notification from Kent Police or concern a crash site as recorded on the crash data base relating to dangerous parking practices. This process not only ensures that scheme requests are dealt with fairly and logically but it also avoid the delays commonly experienced as a result of extended dialogues between Officers and requestees throughout the year on when newly proposed schemes might be implemented.
6. It should however be borne in mind that the proposed list represents simply an order of priority, not a project programme. The nature of these schemes is such that it is impossible to reliably determine the involvement required for a particular scheme prior to its instigation. Not only may the complexity and scope of the proposals vary considerably between schemes, but external factors such as the level of support / objection received from residents,

statutory consultees and local bodies also has a major impact on the involvement required. In an average year (based on current staff resource) it can be anticipated that somewhere in the region of 10 schemes may be progressed to implementation but this is obviously subject to substantial variation.

Types of Scheme

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

parking management) are however generally carried out by the District Councils however in order to ensure consistency, particularly in relation to the traffic orders themselves.

Staff Resource

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

Funding Sources

15. Unfortunately sources of funding are limited. ABC's Engineering Services is not allocated a regular budget specifically for new schemes (although limited funding may be available from the parking surplus account) and those scheme requests received from KCC are generally funded through one of three sources:
 - The crash remedial budget (this budget is limited, relates strictly to safety restrictions in locations with a personal injury crash history and is awarded on a priority points basis);
 - The Member Highway Fund scheme (all County Members are provided with a £25,000 discretionary fund for local highway schemes which might not otherwise be prioritised sufficiently highly to attract funding from the main budget)
 - The Integrated Transport Packages scheme (this is administered by KCC's Public Transport team and relates to the introduction of bus stop clearways and similar schemes only).
16. In respect of ABC Ward Member promoted schemes, last year saw the introduction of the ABC Ward Members' Community Grant scheme providing ABC Members with circa £2,500 discretionary spend for local schemes. The application of this grant scheme covers a relatively broad spectrum which may include contributions toward parking schemes subject to them providing a clear community benefit.
17. Although the majority of schemes are funded from one of the five above sources other outside bodies may also provide funding, these include;
 - Parish Councils may choose to provide funding for a scheme
 - Businesses may provide funding to address a parking problem affecting them directly
 - Planning Obligations may also provide a source of funding for certain schemes.

Prioritisation Methodology

18. Allocation of resources is always difficult; more so when those resources are extremely limited. The scheme priority list was devised as a result of the large number of parking control scheme requests received each year and the difficulty of finding a way to assess, prioritise and implement them which is both fair and proportionate, as well as being understood by all those involved in requesting them.

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

- **Safety Implications**

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

- **Compliance with Legislation and National Guidance**

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

- **Improvement to the Highway Amenity**

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

- **Supporting Sustainable Transport**

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

- **Delivering Corporate Objectives**

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

- **Risk of Unintended Consequences**

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

- **Value for money**

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

- **Likely Success of the Scheme**

Does the scheme have the support of the local Parish Council / Ward Member / County Member? Is the scheme likely to encounter significant opposition at the formal consultation stage requiring the scheme to be abandoned?

- **Availability of Funding**

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

- **Can the Scheme be Combined?**

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

Schemes Agreed for Implementation / Completed in 2012/13

20. A total of 9 schemes were either agreed for implementation or fully completed in 2012/13. In addition 2 schemes on the 2012/13 list have subsequently been withdrawn following investigation. Full details of the schemes and their current status can be found below.

Victoria Road & Leacon Road (Completed)

21. Following the opening of the new 'Victoria Way' scheme (providing a through route between Beaver Road and Brookfield Road), the bus operator introduced a revised bus route to provide shorter journey times between Singleton and the town centre. The operator therefore requested the introduction of a total of 6 bus stops with bus stop clearways and bus borders to serve the new section of the route. The introduction of the bus stop clearways were subject to informal consultation with the nearby properties and subsequently implemented in April 2012.

Henwood Industrial Estate (Completed)

22. This scheme was requested to address unsafe and unsuitable parking practices on the estate, particularly obstruction of commercial vehicles accessing units on the estate, obstruction of the footway and parking on junctions and bends. This scheme was funded from the KCC's crash remedial budget. The scheme was taken to consultation in September 2011 and subsequently received approval, subject to resolution of concerns over the displacement of commuter parking, at a special meeting of the JTB held in October 2011. An update report was taken to the December 2011 JTB meeting and it was agreed that, subject to a review of charges in the Henwood P&D Car Park (to be agreed by Cabinet), the proposals be implemented.
23. A set of revised parking charges (a reduction from £1.00ph to £0.80ph and equivalent reduction in all day and season ticket prices) was subsequently been agreed by Cabinet. The revised charges and safety scheme were therefore implemented in April 2012 and a post implementation review carried out. The results of the review were presented to the Board on 11th September 2011 and the scheme was agreed for sign off.

Pittlesden, Tenterden (Awaiting implementation)

24. This scheme was intended to address inconsiderate and unsafe parking by residents and commuters – primarily obstructive parking and parking on the green fronting Nos. 3-9. Pittlesden lies adjacent to Tenterden High Street attracting significant numbers of commuters looking for free all day parking. In addition the properties have relatively few off-street parking facilities and the

configuration of the road does not lend itself to extensive parking. As a result on-street parking demand significantly outstrips the availability of suitable parking.

25. The scheme was proposed in combination with works to convert a section of the green to a lay-by area to provide parking. The scheme was consulted on in autumn 2012 and subsequently approved by the Board at the meeting of 11th December 2012. The scheme will therefore be implemented shortly.

Station Road, Pluckley (Awaiting implementation)

26. Those roads in the immediate vicinity of Station Road, Pluckley were identified for a safety scheme due to concerns over unsafe and obstructive parking practices around the station associated with commuter parking. A Form 1214 (also known as pink peril) was received by the Police formally advising of the need for action at this site.
27. A scheme was subsequently formulated and taken to formal consultation in autumn 2012 and the results reported to the Board at their meeting of 11th December 2012. In light of concerns from the publican of The Dering Arms over the impact of the proposals on on-street parking availability for patrons the Board requested that Officers speak to the publican of The Dering Arms to agree a slight reduction in the extent of the proposed junction protection on the northern side of The Grove extending from its junction with Station Road. In addition in response to the request from a number of residents for additional restrictions around the corner at the junction of Station Approach and The Grove, Officers were asked to carry out a separate consultation on the additional length of restriction. This consultation has now taken place and the results taken to a special meeting of the Board on 19th February 2013 where the scheme was agreed for implementation. The scheme (including the additional section of corner protection) is therefore due for implementation shortly following discussion with the publican of The Dering Arms.

Willesborough Infants & Juniors Schools (Awaiting implementation)

28. This scheme is intended to address unsafe / unsuitable parking at the beginning and end of the school day. At present significant parking issues are experienced both in Highfield Road and Church Road extending out from the school accesses. Problems experienced in these locations include unsafe parking around junctions and bends, obstruction of crossing points, and traffic congestion.
29. The scheme was taken to formal consultation in January 2013 and subsequently approved for implementation at the special meeting of the Board on 19th February 2013. This work is to be funded through the Member Highway Fund scheme

Downs View Infant & Kennington Junior Schools (Awaiting implementation)

30. This scheme was requested by both the Borough and County Member and is intended to address unsafe / unsuitable parking at the beginning and end of the school day. Current parking practices around both schools result in obstruction of traffic flow, dangerous parking around junctions and parking on the footway. The scheme will rationalise existing parking and crossing controls to improve the availability of suitable parking as well as address parking in unsuitable locations.
31. The scheme was taken to formal consultation in January 2013 and subsequently approved for implementation, subject to a slight reduction in the length of proposed restriction in Church Road extending south from its junction with Ball Lane, at the special meeting of the Board on 19th February 2013. This work is to be funded through the Member Highway Fund scheme

Aldington Primary School (Awaiting implementation)

32. This scheme was requested in order to address unsafe parking practices around the school at the beginning and end of the school day. At present an advisory only 'school keep clear' marking is located outside the school; however this does not meet DfT specifications. A scheme was therefore proposed to improve crossing facilities outside the school and also to address problems relating to the obstruction of adjacent accesses. The scheme has now been out to formal consultation and was approved by the Board for implementation at their special meeting of 19th February 2013. The traffic order is therefore to be made and the scheme implemented shortly. This scheme is funded through the Member Highway Fund scheme.

Smarden Primary School Extension (Awaiting implementation)

33. This scheme was requested subsequent to the introduction of the original safety scheme in October 2011. The extension consists of the addition of 'no waiting at any time' restrictions around the junction of Green Lane and Pluckley Road to protect the junction. The scheme was consulted on in autumn 2012 and subsequently approved by the Board at the meeting of 11th December 2012. The scheme will therefore be implemented shortly.

Arlington (Awaiting implementation)

34. This scheme was requested to address unsafe parking practices around Arlington junctions with Boxley and Brookfield Road resulting from a combination of demand from residents and pub / take away patrons. The scheme was funded from the Kent Highway Member Fund and due to time constraints the consultation process was carried out by KCC's term consultant. The order is now in the process of being made and will be implemented shortly.

John Wallis Academy (Awaiting implementation)

35. This scheme was a KCC Member Highway Funded scheme intended to address unsafe parking practices at the beginning and end of the school day, consisting of a combination of 'no waiting at any time' and 'school keep clear' restrictions. Due to time constraints the consultation process was carried out by KCC's term consultant. The order is now in the process of being made and will be implemented shortly.

Administrative Amendment (Awaiting implementation)

36. This scheme consisted of various administrative changes to the existing parking and waiting traffic order (as amended) in order to address a number of outstanding anomalies and update certain references within the order to enable more effective enforcement of existing restrictions. The amendment was requested by ABC's Parking Services. Consultation was completed without objection and the order is currently awaiting implementation.

Leacon Lane, Charing (Partially implemented)

37. This scheme was requested to address unsafe parking practices around the junction of Leacon Lane Ashford Road (A20) lay-by. The scheme was funded from the Kent Highway Member Fund and due to time constraints the scheme design and consultation was carried out by KCC's term consultant. Following implementation a request was received for an extension to the restrictions. This was therefore combined with some administrative amendments to the previous traffic order in a replacement order produced by ABC. This revised order is currently being formally consulted upon by KCC's term consultant.

Faversham Road (Scheme rejected by the Board)

38. This scheme request was generated in response to a personal injury crash history at the site and was carried out by KCC's Traffic Engineer. The scheme consisted of the introduction of 'no waiting at any time' restrictions to prevent parking in unsuitable locations. The traffic order itself was drafted by ABC's Engineering Services. The scheme was taken to formal consultation in autumn 2012 but due to a number of objections to the scheme was subsequently rejected by the Board at their meeting of 11th December 2012. It is understood that a revised scheme is due to be presented to the Board at this meeting.

North School, Willesborough (No longer required)

39. This scheme was intended to address unsafe / unsuitable parking at the beginning and end of the school day and was to be funded through the Member Highway Fund scheme. Following investigation however it was concluded that the suggested restrictions would not offer a material benefit to road users and the decision was therefore taken to withdraw the scheme request.

Bybrook Road (No longer required)

40. This scheme consisted of a request to relocate a bus stop. The bus stop is located on a bend which prevents the bus from pulling in fully flush with the kerb. Due to the relatively narrow carriageway width, the rear of the bus thereby created an obstruction when waiting at the stop. This issue was however subsequently resolved by localised widening of the highway thereby removing the need to relocate the bus stop and clearway.

The Schemes: What, Why & How?

41. Based on the above assessment criteria, the proposed prioritised list consists of a total of 29 schemes detailed below.

Cobbs Wood Industrial Estate (Priority No. 1)

42. This scheme is proposed in order to address unsafe and unsuitable parking practices on the Cobbs Wood estate. There is a record of personal injury crashes on the estate. At present the estate is subject to a number of sections of single yellow line which have been in-situ since sometime before 2000. The location and extent of the current restrictions require review however, due to inconsistencies in their positioning. In addition the use of single yellow lines effectively indicates to motorists that parking in these locations is acceptable outside of the working day. This is not the case in many of the locations where single yellow lines are currently employed - around junctions, bends and where the road is too narrow to safely accommodate parking. The Highway Code specifically stipulates that parking should not take place in these locations at any time. The single yellow line restrictions have also proved difficult to enforce because motorists regularly remove the sign plates making the lines unenforceable. The scheme will therefore require these lines to be replaced with double yellow lines.
43. In addition to the need to address the current unsuitable use of single yellow lines, the new waste transfer unit is due to open in early July which will see a significant increase in the number of large vehicle movements on the estate. It is therefore important that the proposed scheme ensures the ease of access for waste transfer and refuse vehicles to the waste transfer unit's access.
44. Following a request made via the Quality Bus Partnership, it is also intended to include safety restrictions in Loudon Way between and including its junctions with Chart Road and East Lodge Road to address overspill parking from the estate into the residential area.
45. The scheme is to be partly funded by KCC's crash remedial budget.

Willesborough Lees (Priority No. 2)

46. This safety scheme was proposed as part of a larger multi-agency approach to tackling transport and commuter parking problems affecting the William Harvey Hospital and surrounding residential roads. A controlled parking zone

was implemented across a 500m radius of the hospital in 2007 in order to tackle dangerous and unsuitable parking and also to provide residents with greater opportunities to find parking in the vicinity of their homes. Since that time however there is evidence that commuter parking has extended beyond this zone and has now become a problem in residential roads on the periphery of the existing controlled parking zone.

47. The scheme was approved for consultation by the Board at the meeting of 11th September 2012 and taken to formal consultation in Autumn 2012, unfortunately however a number of responses received in the form of a pre-populated response sheet disseminated by a local action group proved difficult to interpret and it was therefore necessary to write back to the respondees seeking clarification. As a result a holding report was provided to the Board at its meeting of 11th December 2012 and a full report detailing the results and analysis of the consultation was presented at the special meeting of 19th February 2013. In view of concerns expressed by the Ward Member, the Board took the decision to defer a decision and request that Officers in the interim met with the Ward Member to discuss the reduction / removal of 3 lengths of proposed restrictions requested by residents. The results of this discussion will therefore be presented to the Board at this meeting (12th March 2013) in a separate report for consideration.

Consolidation Order (Priority No. 3)

48. This scheme does not constitute the introduction of new or removal of existing restrictions but instead relates to the administrative management of restrictions. In order to ensure that enforcement functions can be carried out effectively and to avoid potential administrative errors in writing new traffic orders it is necessary to regularly consolidate all amendments in a new consolidated order. Once the traffic orders for those schemes agreed and currently awaiting implementation have been sealed there will be a total of 29 amendment orders to the current consolidation order (last consolidated in 2007). Given the large number of current amendments the need to consolidate all restrictions is now urgent in order to ensure that all existing restrictions may be effectively enforced.

Goat Lees (Priority No. 4)

49. This scheme is intended to address current unsuitable parking practices in residential roads resulting from commuter parking generated by the nearby Eureka Business Park. Although a parking survey carried out early in 2011 found little evidence of unsafe / obstructive parking practices, reports from residents, the Parish Council and Ward Member have all stated that the parking situation has deteriorated and requires intervention to discourage dangerous parking practices. The Parish Council has offered to fund this scheme from its precept.
50. A proposed highway safety scheme was taken to the Board at the meeting of 19th September 2012 consisting of 'no waiting at any time' restrictions on junctions, bends and pinch points in those roads immediately affected by overspill parking. Due to opposition from the Ward Member and Parish

Council however the decision was taken to reject the scheme and request that Officers recommence the process to find a solution to the parking issues.

51. A meeting was subsequently held between Officers, the Portfolio Holder, the Deputy Leader, the Ward Member, County Member and Parish Council to find a solution. In this and subsequent meetings it was agreed that a parking management scheme would be formulated and KCC's term consultant would carry out an informal consultation offering residents a choice of scheme options. The results would then be used to inform a decision on whether a scheme should be progressed to formal consultation, and if so what form it should take. The informal consultation is currently underway and it is anticipated that results of this consultation will be presented to the Board at the June 2013 meeting.

Bridge Street & Bramble Lane, Wye (Priority No. 5)

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

O/S The Vine PH, High Street, Tenterden (Priority No. 6)

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

High Street, Tenterden (Priority No. 7)

54. A request has been received from ABC's Licensing Dept for a review of the restrictions currently governing those parking bays on which Tenterden's Friday street market takes place. At present the 1 hour limited waiting bays (in the High Street) are suspended on Friday mornings between 6am – 10am. This prevents vehicles parking in the bays before the market vendors have had the opportunity to set up their stalls. After 10am those bays not utilised by stalls then become available for parking once again. It has been suggested that there may be an opportunity to bring forward the end of the termination period to allow public use of those bays not occupied by market stalls slightly earlier without impacting on the stall holders themselves.
55. In addition, the market has recently been consolidated into a more compact format freeing up a number of parking bays at its south-western extremity.

The Friday morning suspension can therefore be removed from these bays, freeing them up for public use. This work is to be funded by ABC's Licensing Dept budget. Given the high demand for on-street parking in the area, the optimisation of available on-street bays will benefit town centre businesses.

Sir John Fogge Avenue (Priority No. 8)

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

Repton Avenue & Sir Bernard Paget Avenue (Priority No. 9)

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

Bluebell Road & Violet Way, Park Farm West (Priority No. 10)

58. The restrictions in Violet Way have been requested by the developer, while those in Bluebell Road have been requested by the bus operator. Both requests are in order to address obstructive parking issues. Subject to the resolution of current issues around the upgrade / adoption of the accommodation bridge over the Hamstreet Bypass / Ashford to Hastings railway line there are plans to extend the existing Park Farm bus service to serve the new development to the north-east of the Hamstreet Bypass / Ashford to Hastings railway line as well as the earlier development to the south-west. This revised route will eventually extend along Bluebell Road (currently under construction), linking the two developments to Bad Mustereifel Road. Prior to full completion, however, the bus operator intends to operate an interim route which will also include use of the bus bridge over the A2070 where unsuitable parking currently takes place.
59. The developer has already implemented private restrictions (double yellow lines enforced privately) to address the parking problems in Violet Way; however it is important that a formal scheme is implemented.

Various Locations – Bus Routes (Priority No. 11)

60. This scheme consists of safety restrictions in a variety of locations in order to address congestion issues impacting on bus services and the introduction of bus stop clearways (in tandem with bus boarders) at those stops within the

Borough where they have yet to be introduced. The introduction of these restrictions were outlined in the 'Bus Strategy for Ashford (2006)' as actions for KCC. However due to funding issues much of the work identified remains outstanding.

Parking Zones D, E, F & G (Priority No. 12)

61. These zones all consist of controlled parking zones with limited waiting bays and optional exemption permits available to residents, their visitors, and in some zones businesses. At present the limited waiting bays are subject to a 2 hour limited waiting period with no return to the row of bays within 4 hours. In some locations this has resulted in certain individuals regularly moving their vehicle every 2 hours between rows of bays in order to avoid the restriction. This obviously defeats the spirit of the restriction which is intended to free up bays for short stay use and for the benefit of permit holders. This also creates a large volume of vehicle movements during the course of the day.
62. It is therefore proposed to amend the 'no return' restriction to 'no return to the zone' in order to close this loophole and free up the bays for their intended use.

St Teresas Close & Heathfield Road (Priority No. 13)

63. A scheme has been requested in these roads in order to address the current unsafe / nuisance parking taking place as a result of high parking demand generated by town centre commuters. A source of funding for this work has not yet been identified.

Fairview (Priority No. 14)

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

High Street, Charing (Priority No. 15)

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

The Street, Great Chart (Priority No. 16)

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

Star Road and Mill Court estates (Zones 6 & 7) (Priority No. 17)

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

High Street, Biddenden (Priority No. 18)

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

St Stephens Walk (Priority No. 19)

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

Chilham Square (Priority No. 20)

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

Various locations – ‘School Keep Clear’ markings (Priority No. 21)

71. This is a new scheme for the 2013/14 prioritised scheme list. KCC has proposed a review of all school crossing points with a view to formalising existing advisory ‘school keep clear’ markings and introducing new markings where necessary to provide greater safety around school crossing points.
72. The formalisation of ‘school keep clear’ markings (i.e. their inclusion in a traffic order) allows ABC’s Civil Enforcement Officers to issue penalty charge

notices to any vehicles parking in contravention of the restriction. Advisory markings cannot be enforced and therefore their deterrent effect is more limited.

73. There are currently a significant number of historical advisory 'school keep clear' markings in the Borough. These markings require review before formalisation to ensure that they are both necessary and optimally located. In addition other locations currently without 'school keep clear' markings may benefit from their introduction. This scheme would therefore require a comprehensive review of all school sites.
74. A funding source for this scheme has yet to be confirmed.

Tannery Lane, Ashford (Priority No. 22)

75. This is a new scheme for the 2013/14 prioritised scheme list. This scheme has been requested by ABC's Parking Services due to on-going parking issues around the Royal Mail Sorting Office located in Tannery Lane. There is currently no off-street parking provision for customers picking up parcels resulting in significant demand for on-street parking. It is therefore proposed to review current parking restrictions in the vicinity of the Sorting Office to assess whether some parking may be safely accommodated and either installing a length of limited waiting bays or a 'no loading' restriction accordingly.

Hamstreet Primary School (Priority No. 23)

76. This is a new scheme for the 2013/14 prioritised scheme list. A request has been received from the Ward Member and Parish Council for an investigation into the potential provision of safety restrictions in the vicinity of Hamstreet Primary School. At present there are regular issues of unsafe and obstructive parking in the vicinity of the school at the beginning of the school day including reports of parking on junctions and on both sides of the road (where the carriageway is of insufficient width).
77. A funding source for this scheme has yet to be identified.

Bilsington Cross Roads (Priority No. 24)

78. This is a new scheme for the 2013/14 prioritised scheme list. The request has been received from the Parish Council for the introduction of junction protection around the Bilsington Cross Roads to address current unsafe and obstructive parking practices.
79. A funding source for this scheme has yet to be identified.

Ellingham Industrial Estate (Priority No. 25)

80. This is a new scheme for the 2013/14 prioritised scheme list and follows complaints from tenants of the estate regarding obstruction issues created by long distance lorry drivers laying over on the estate. The majority of these complaints concern the obstruction of delivery vehicles attempting to access the units.
81. A sub-group of the Board is currently investigating lorry parking issues within the Borough with a view to seeking a solution in the form of affordable lorry parking facilities. At present, many long distance lorry drivers lay over on industrial estates or in lay by areas due to the lack of alternative facilities. The introduction of restrictions is therefore likely to simply displace the vehicles to other, potentially less suitable locations such as residential estates. It is therefore intended to investigate the potential introduction of restrictions only once the JTB sub-group has had the opportunity to attempt to address the current lack of facilities.

A20, Charing, Hothfield & Westwell (Priority No. 26)

82. This scheme has been requested in order to tackle nuisance parking currently taking place in a number of lay-bys along the A20. This nuisance parking is the result of long distance lorry drivers laying over in these lay-bys and depositing refuse - including human waste. In addition there have also been complaints from nearby residents regarding noise issues, specifically generator noise from refrigerated vehicles.
83. This scheme has been moved down the priority list from its position in the 2012/13 list (Priority No. 22) because as discussed above a sub-group of the JTB is currently working to address the current lack of suitable lorry parking facilities and this will therefore give the group the opportunity to progress its aims prior to the introduction of restrictions.

The Street, Appledore (Priority No. 27)

84. This scheme has been requested by the Parish Council and Ward Member to address unsafe and obstructive parking practices on The Street, Appledore and around its junction with Court Lodge Road. In addition it is understood that discussion is underway between the parties concerned regarding the potential provision of an off-street parking facility access off Court Lodge Road to accommodate those vehicles displaced by the safety scheme.

Adams Drive, Billington Grove & Drummond Grove (Priority No. 28)

85. Developer funding has been set aside for the investigation of potential parking issues and the implementation of parking restrictions as necessary on this new estate.

Kings Avenue (former Ashford Hospital Site) (Priority No. 29)

86. Developer funding has been set aside for the investigation of potential parking issues and the implementation of parking restrictions as necessary on this new estate.

Conclusion

87. As can be seen from the above a wide variety of scheme requests are received each year from various bodies dealing with a range of parking issues. 14 of the 20 schemes have been requested either wholly or partly on safety grounds, and 13 because of traffic congestion. It is understandable that people who live or work in these areas are concerned to ensure that parking schemes are developed and that they have the 'comfort' of knowing if, and when, they will be implemented.
88. As we have stated earlier, due to the limited resources available it is simply not possible to address all these schemes in any given year. It would, therefore, appear to be vital that a logical, fair and transparent method of handling these requests is applied. This not only ensures that best value is achieved but also that those requesting the schemes can see that their schemes have been properly and objectively assessed and that everyone has been dealt with even-handedly.
89. The Prioritised Scheme List (Appendix 1) has been formulated using the above criteria and the Board is therefore asked to endorse this list for application.

Portfolio Holder's Views

90. To be provided verbally at the meeting.

Contact: Ray Wilkinson (01233) 330299

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Appendix 1

2013/14 Priority No.	2012/13 Priority No.	Location	Description	Requested by	Funding Source	Scheme Type	Responsibility	Current Status
	2	Victoria Road & Leacon Road	Introduction of 6 bus stops and bus stop clearways to serve revised route.	Bus operator	KCC Public Transport	Traffic congestion	KCC	Completed
	3	Henwood Industrial Estate	Safety scheme to address unsafe / suitable parking by workers / visitors on the estate	Local businesses	KCC Crash Remedial budget	Safety & nuisance parking	KCC	Completed
	20	Pittlesden, Tenterden	Safety restrictions to address unsafe / unsuitable parking by residents & commuters	County & Borough Members	KCC Member Highway Fund	Traffic congestion	KCC	Approved for implementation
	1	Station Road, Pluckley	Safety restrictions to address dangerous parking either side of the humpback bridge highlighted by the police (who have issued a formal notification)	Police	KCC Crash Remedial budget	Safety	KCC	Approved for implementation
	7	Willesborough Junior School	Safety restrictions to control unsafe parking at the beginning and end of the school day	Ward Member	KCC Member Highway Fund	Safety & traffic congestion	KCC	Approved for implementation
	8	Downs View School & Kennington Juniors	Safety restrictions to control unsafe parking at the beginning and end of the school day	County & Borough Members	KCC Member Highway Fund	Safety & traffic congestion	KCC	Approved for implementation
	9	Aldington Primary School	Safety restrictions around Aldington Primary School to address dangerous parking practices at the beginning and end of the school day	County Member	KCC Member Highway Fund	Safety	KCC	Approved for implementation
		Smarden Primary School	Minor extension to the safety restrictions implemented in 2011 around Smarden Primary School to address dangerous parking practices at the beginning and end of the school day.	Parish Council	KCC Crash Remedial budget	Safety & nuisance parking	KCC	Approved for implementation
		Arlington, Ashford	Safety restrictions to address unsafe / unsuitable parking by residents & pub / take away patrons	County Member	KCC Member Highway Fund	Safety & nuisance parking	KCC	Approved for implementation
		John Wallis Academy	Safety restrictions around John Wallis Academy to address dangerous parking practices at the beginning and end of the school day	County Member	KCC Member Highway Fund	Safety & traffic congestion	KCC	Approved for implementation
		N/A	Administrative changes to the existing traffic order (as amended) to address various minor anomalies	Parking Services	ABC Engineering Services / Parking Services	Administrative only	ABC	Approved for implementation

2013/14 Priority No.	2012/13 Priority No.	Location	Description	Requested by	Funding Source	Scheme Type	Responsibility	Current Status
		Leacon Lane, Charing	Safety restrictions to address unsafe / unsuitable parking around the junction of Leacon Lane & Maidstone Road lay by	County Member	KCC Member Highway Fund	Safety & nuisance parking	KCC	Partially implemented
		Faversham Road, Ashford	Safety restrictions to address unsafe / unsuitable parking	CRM	KCC Crash Remedial budget	Safety & traffic congestion	KCC	Rejected by the Board
	10	North School	Safety restrictions to control unsafe parking at the beginning and end of the school day	County Member	KCC Member Highway Fund	Safety & traffic congestion	KCC	No longer required
	13	Bybrook Road	Relocation of bus stop	County Member	KCC Member Highway Fund	Traffic congestion	KCC	No longer required
1	4	Cobbs Wood Industrial Estate	Safety scheme to address unsafe / suitable parking by workers / visitors on the estate	KCC	KCC Crash Remedial budget	Safety & nuisance parking	KCC	Scheme design underway
2	5	Willesborough Lees	Safety scheme around periphery of existing Zone F limited waiting scheme to control parking generated by William Harvey Hospital	County Member	KCC Member Highway Fund	Safety & nuisance parking	KCC	JTB decision following consultation deferred to March JTB
3		N/A	Consolidation of all existing on-street traffic regulation orders	Parking Services	ABC Engineering Services / Parking Services	Administrative only	ABC	
4	6	Goat Lees	Safety restrictions or parking management scheme to address commuter parking issues	Borough Member & Parish Council	KCC Member Highway Fund, Borough Member Fund & Parish Council	Safety & nuisance parking / parking management	KCC	Informal consultation currently being held on 2 scheme options
5	11	Bridge Street & Bramble Lane, Wye	Safety restrictions - specifically to address unsafe parking in Bramble Lane (on a bend) and obstructive parking on Bridge Street which is currently affecting the bus route	Ward Member	?	Safety & traffic congestion	KCC	
6	15	O/S The Vine PH, High Street, Tenterden	Alterations to the bus stop configuration o/s The Vine PH to accommodate bus layovers	QBP	KCC Public Transport	Traffic congestion	KCC	

2013/14 Priority No.	2012/13 Priority No.	Location	Description	Requested by	Funding Source	Scheme Type	Responsibility	Current Status
7	25	High Street, Tenterden	Alterations to the restrictions relating to the Friday street market	ABC Licensing Dept	ABC Licensing Dept	Parking management	ABC	To be combined with The Vine PH scheme. Brief extended to remove the Friday 6 -10am waiting restriction between The Vine Inn and Natwest Bank following the part relocation of the stall market
8	14	Sir John Fogge Ave	Introduction of restrictions to help maintain bus access	Bus operator	KCC Public Transport	Traffic congestion	KCC	
9	19	Repton Avenue & Sir Bernard Paget Avenue	Safety scheme to address unsafe / unsuitable parking around the Waitrose Store generated by shoppers / residents	Waitrose Store	?	Traffic congestion	KCC	
10	16	Bluebell Road & Violet Way, Park Farm West	Introduction of restrictions to help maintain bus access in Bluebell Road and avoid general traffic congestion in Violet Way	Developer / Bus operator	Developer & KCC Public Transport	Traffic congestion	KCC	
11	12	Various locations	Safety restrictions to address bottlenecks on town centre bus routes as identified in the Bus Quality Partnership 'Quick wins'	QBP	KCC Public Transport	Traffic congestion	KCC	
12		Parking Zones D, E, F & G	Revisions to parking zones D, E, F & G to replace 'no return to parking space' with 'no return to zone' restriction in parking bays	Parking Services	ABC Engineering Services / Parking Services	Parking management	ABC	To be carried out after the consolidation order and before St Teresas Close and Heathfield Road
13	23	St Teresas Close & Heathfield Road	Safety scheme around periphery of existing Zone E limited waiting scheme to control parking generated by the town centre	Ward Member	?	Safety & nuisance parking	KCC	
14	17	Fairview	Safety restrictions to control unsuitable parking by residents obstructing bus route and access to fire paths	Borough Member / Bus operator / Management Company	?	Traffic congestion	KCC	
15	18	High Street, Charing	Safety restrictions at junctions with School Road and Old Ashford Road. Also limited waiting parking bays in part of High Street to encourage turnover	Parish Council	?	Traffic congestion & parking management	KCC / ABC	

2013/14 Priority No.	2012/13 Priority No.	Location	Description	Requested by	Funding Source	Scheme Type	Responsibility	Current Status
16	21	The Street, Great Chart	Safety restrictions to create passing places at intervals along one side of the carriageway	Ward Member & Parish Council	?	Traffic congestion & safety	KCC	
17	24	Star Road and Mill Court estates (Zones 6 & 7)	Safety restrictions or controlled parking zone to address commuter parking issues	Borough Member	?	Safety & nuisance parking / parking management	KCC / ABC	
18	26	High Street, Biddenden	Review of existing restrictions with a view to reducing their extent to better accommodate shoppers seeking on-street parking	Borough Member	?	Rationalisation of existing restrictions	KCC	
19	27	St Stephens Walk	Safety restrictions to address unsuitable parking around the Surgery	Ward Member	?	Nuisance parking	KCC	
20	28	Chilham Square	Restrictions to manage parking on the Square to balance the needs of residents, visitors and businesses	Parish Council	Chilham Future Delivery Board	Parking management	ABC	
21		Various throughout the Borough	Investigate new and review existing 'school keep clear' markings	?	?	Safety	KCC	
22		Tannery Lane, Ashford	Review of potential parking provision in the vicinity of Ashford Royal Mail Sorting Office	Parking Services	ABC Engineering Services / Parking Services	Parking management	ABC	
23		Hamstreet Primary School	Safety restrictions to control unsafe parking at the beginning and end of the school day	Parish Council / Ward Member	?	Safety & traffic congestion	KCC	
24		Bilsington Cross Roads	Introduction of junction protection	Parish Council	?	Safety	KCC	
25		Ellingham Industrial Estate	Investigation of current unsafe / unsuitable parking practices	Tenant	?	Safety & traffic congestion	KCC	
26	22	A20 Charing, Hothfield & Westwell	Overnight weight restriction in various laybys to control overnight lorry parking	County Member / Residents / Parish Council	KCC Member Highway Fund / ?	Nuisance parking	ABC	Awaiting outcome of JTB Overnight Lorry Parking Sub Group
27		The Street, Appledore	Safety restrictions to control unsafe parking	Parish Council / Ward Member	?	Safety & traffic congestion		
28	29	Adams Drive, Billington Grove & Drummond Grove	Investigate potential parking issues and implement restrictions as necessary	Planning Obligation	Developer funded	Safety & traffic congestion / traffic management	KCC / ABC	

2013/14 Priority No.	2012/13 Priority No.	Location	Description	Requested by	Funding Source	Scheme Type	Responsibility	Current Status
29		Kings Avenue (former Ashford Hospital Site)	Review of level of on-street parking with a view to implementing parking controls as necessary	Planning Obligation	Developer funded	Safety / parking management	KCC/ABC	

To: Ashford Joint Transportation Board
By: Andrew Westwood Traffic Manager
Date: 12 March 2013
Subject: Beaver Road Bus Gate and Bus Lane Enforcement
Classification: Information only

Summary:

Ashford Traffic Restrictions

The current restrictions in operation in Beaver Road and Goddington Road were placed to ensure that cars are unable to use these routes as short cuts in moving around Ashford. They both have different methods of discouraging abuse, but also have both had particular issues. The Police do not see enforcement of traffic restrictions as a priority and therefore provide little support in stopping offending vehicles.

Existing Rising Bollard in Beaver Road

The automatic rising bollard in Beaver Road has been in place for a considerable number of years and was upgraded during 2009. It comprises two separate systems; the hydraulic mechanism to raise and lower the bollard and the authorised vehicle tag readers.

During 2011 a fault with the vehicle detection system appeared and was unable to be repaired due to spare equipment being unavailable and parts obsolete. A new method of allowing authorised users to activate the barrier was investigated, procured and installed in November 2011 using above ground sensors. New tags were also purchased and distributed to bus companies, taxi drivers and the emergency services.

Initially there were compatibility issues with the detection system and bollard control mechanism. Following resolution of these issues, it became apparent the layout of the scheme is not suited to the new method of detection and modifications were made. During further testing it became clear that some tags were incorrectly installed in vehicles and a particular type of bus windscreen was blocking signal. Again, further changes were made at the site both to the sensor locations and control systems.

Throughout this period the bollard remained in a retracted position to allow free flow of authorised vehicles along Beaver Road. This led to an increase in abuse of the facility by other road users so the Police were requested to provide some enforcement support which was not forthcoming.

In November 2012 the system was reactivated and closely monitored to ensure faults were rectified promptly. Whilst the bollard is now operational, there are still ongoing reliability issues due to the layout of the site and safety features that exist within the system. It is unlikely that with the existing arrangement there will be a wholly reliable restriction.

Camera Enforcement

The legislation to enforce moving traffic offences was included in the Traffic Management Act 2004, but the enabling legislation although promised has not been enacted so the original intention to enforce traffic restrictions using cameras has not been possible. There is a public perception that camera enforcement is a revenue generator and for this reason camera enforcement will only be allowed where there are clear benefits such as road safety. It has become clear that the current methods deployed in Ashford of using rising bollards and traffic signals are not working and are suffering from drivers abusing the restrictions. It is felt that the abuse of these restrictions is increasing the possibility of crashes occurring.

It is recognised that the current schemes do have road safety benefits in restricting these routes and encourage modal shift by assisting bus journey reliability.

The council is currently working with Tunbridge Wells Borough Council on a pilot scheme in the county to introduce camera enforcement at a particular location for safety reasons. This does require significant changes to the actual restrictions in place and development of new traffic orders that enable the enforcement to occur. A new agency agreement is also required to enable the county to delegate these powers to the Borough or District involved. This scheme uses different powers, the Transport Act 2000, and the subsequent enabling legislation.

After a full review of the implications in terms of the current safety risk it is considered that camera enforcement would be possible at the two sites in Ashford.

Recommendations

It is recommended that the county council and Borough Council work to develop a scheme for the introduction of enforcement of the traffic restrictions at Beaver Road and Godington Road.

Background documents:

Appendices

Contact officer: Andrew Westwood
Tel: 08458 247800

Joint Transportation Board

12th March 2013

Drovers Roundabout - Update

At the last Meeting on 11th December 2012 the Board received an update on Drovers Roundabout from John Farmer, Major Capital Projects Manager at KCC, who attended to listen to comments and answer questions.

He undertook to review issues of lane and destination marking, the rationale for louvres on a set of central lights and traffic signal timings. It was recognised that there was a timing issue in that the contract with the current consultants was coming to an end in March 2013. The Board therefore agreed it was better to wait a bit longer for the new consultant to be employed so that they could take an independent look at the issues surrounding the roundabout. Mr Farmer said he would provide an update on the three particular issues above to this meeting, with results of the wider review coming back later in 2013.

John Farmer from KCC will be present at the Meeting to update Members and to listen to any concerns and answer questions.

To: Ashford Joint Transportation Board
By: Lisa Holder – District Manager, Ashford
Date: 12th March 2013
Subject: Ashford Shared Space
Classification: For information

Summary: An update from KCC on the Ashford Shared Space Study to investigate maintenance issues.

At the December 2013 JTB, KCC reported that the tendering process to select a consultant to conduct the study into the maintenance issues of the Shared Space was underway with selection of the consultant to be completed by January 7th 2013. However, as no expressions of interest were received, the most expedient course of action was for the investigation to be carried out by Amey, KCC's new Technical and Environment Services Consultancy (TESC). Whilst the new TESC contract does not commence until 1st April 2013, Amey has already started the Shared Space study.

The study will establish the cause(s) of deterioration, damage of materials used and associated maintenance and cleaning issues that have arisen since the scheme's completion.

Amey has carried out an initial site visit and will be meeting with relevant parties in the coming weeks, including Ashford Borough Council Officers, to identify the maintenance issues. This will include a further detailed site visit with key individuals there to understand fully their concerns to quantify and categorise the current condition of assets on the ground, including position and extent of any problems along the entire length of the scheme.

The study will incorporate

- Design review – to understand the design and specification of materials used on the scheme along with any maintenance considerations
- Construction review – to ascertain how the scheme was delivered on the ground and whether materials were laid and constructed appropriately and in accordance with design specifications.
- Maintenance and cleaning review – to understand how the assets have been maintained and cleaned since scheme delivery
- Identification of remedial options
- Consideration of the defects identified on site, the review of the design and construction records, and if possible identify any areas where future operation and maintenance issues may arise
- Identify a range of options to rectify the historic and potential problems identified with the scheme.

A progress report will be provided at the next JTB in June 2013.

Contact Officer:

Lisa Holder 08458 247 800 highways@kent.gov.uk

To: Ashford Joint Transportation Board
By: KCC Highways and Transportation
Date: 12th March 2013
Subject: Highway Works Programme 2012/13

Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2012/13

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2012/13

Footway and Carriageway Improvement Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Transportation, PROW and Safety Schemes – see Appendix D

Bridge Works – See Appendix E

Conclusion

1. This report is for Members information.

Contact Officers:

The following contact officers can be contacted on **0845 8247 800**

Toby Howe	Highway Manager (East)
Lisa Holder	Ashford District Manager
Mary Gillett	Resurfacing Manager
Sue Kinsella	Street Lighting Manager
Katie Lewis	Drainage Manager
Tony Ambrose	Structures Manager

Appendix A – Footway and Carriageway Improvement Schemes

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged and the residents will be informed by a letter drop to their homes.

Surface Treatments - Contact Officer Neil Tree			
Micro Asphalt Schemes			
Road Name	Parish	Extent of Works	Current Status
Sandyhurst Lane	Boughton Aluph/Ashford	Whole Length	Completed
A20 Maidstone Road	Ashford	From its junction with Old Road to opposite Orchard Heights	Programmed to start 23/03/2013 for 1 day
Park Road	Ashford	From its junction with Faversham Road to its junction with Tudor Byway	Completed
Church Lane	Aldington	Whole Length	Completed
Lower Vicarage Road	Ashford	From its junction with Faversham Road to its junction with Grosvenor Rd	Completed
Church Road	Smeeth	From its junction with The Ridgeway to its junction with the A20	Programmed to start 15/3/13 - 18/3/13
Churchfield Way	Wye	From its junction with Church Street to its junction with Bridge Street	To be Programmed
Ashford Road	Bilsington / Mersham	From its junction with Brockmans Lane to its junction with Stone Cross Road	Completed
Steeds Lane	Kingsnorth	From its junction with Stumble Lane for its entire length	Completed
Newchurch Road	Bilsington / Newchurch	From its junction with Honey Wood Lane to its junction with Ashford/Shepway Boundary	Programmed to start 17/4/13 for 3 days
Bethersden Road	Great Chart/Bethersden	From outside Old Surenden Manor to its junction with Pimphurst	Completed
Church Hill	High Halden	From its junction with A28 Ashford Rd to its junction with Harbourne Lane and Woodchurch Road	Completed
Bethersden Road	Great Chart/Bethersden	From its junction with Pluckley Road to the culvert at River Beult	Completed

Goldwell Lane	Great Chart	From its junction with Vitters Oak Lane to its junction with Ninn Lane	Completed
Sandyhurst Lane	Boughton Aluph/Ashford	Whole Length	Completed
Bond Road	Ashford	From its junction with William Road to its junction with Jemmett Road	Completed
Victoria Crescent	Ashford	Whole Length	Completed
George Street	Ashford	Whole Length	Completed
Kent Ave	Ashford	Whole length	Programmed to start 24/03/2013 for 1 day
Sturges Road	Ashford	Whole length	Programmed to start 23/3/13 - 24/3/13
High Halden Road	Biddenden	From its junction with A262 Biddenden Road to its junction with Bush Lane	Programmed to start 25/3/13 - 28/3/13
Surface Dressing Schemes			
Road Name	Parish	Extent of Works	Current Status
Faversham Road	Ashford	From its junction with A28 Canterbury Road to its junction with The Street near Towers School	Completed
Coldbridge Lane	Egerton	From its junction with Pemples Cross to its junction with Colebridge Farm	Completed
South Hill	Hastingleigh	From its junction with The Street Hastingleigh to its junction with New Barn Rd	Completed
Manor Pound Lane	Brabourne	From its junction with Canterbury Road to its junction with Crow Corner	Completed
Canterbury Rd	Ashford	From its junction with A251 Faversham Road to its junction with A2070 Willesborough Road	Completed
Hythe Road	Smeeth	From its junction with Bockham Lane to outside Smeeth House	Completed
Hythe Road	Smeeth	From outside Smeeth House to the boundary near Bob Fisher garage	Completed
Pilgrims Way	Brabourne	From its junction with Weekes Lane to its junction with Kingsmill Down	Completed

Canterbury Road	Brabourne	From its junction with Pound Lane to its junction with Stock Lane	Completed
Blind Lane	Mersham	From its junction with Church Road to its junction with Kingsford Street	Completed
Brockmans Lane	Kingsnorth	From its junction with Finn Farm Road to its junction with Frith Road	Completed
Woodchurch Road	Shadoxhurst	From its junction with Church Lane to its junction with Plurenden Road	Completed
Capel Road	Orlestone	From its junction with Hamstreet Road to its junction with Brisley Lane, including section of Stone Cross Road	Completed
Dynes Lane	Orlestone	From its junction with Capel Road to its junction with Ashford Rd Bilsington	Completed
Coldbridge Lane	Egerton	From its junction with Pemples Cross to outside Colebridge Farm	Completed
Mundy Bois Lane	Pluckley	From its junction with Rockhill Road to its junction with The Pinnock	Completed
Tile Lodge Road / Charing Heath Road	Charing	From its junction with A20 to its junction with Egerton Road	Completed
Frittenden Road	Biddenden	From its junction with A274 Headcorn Road to its junction with A262 Sissinghurst Rd	Completed
Moons Green	Wittersham	From its junction with Wittersham Road to its junction with Swan Street	Completed
Stocks Road	Wittersham	From its junction with Coombe Lands to its junction with Acton Lane	Completed
Beckett Road	Appledore	Whole Length	Completed
Halden Lane	Rolvenden	A28 Tenderden Road to Frogs Hole Lane	Completed
Bishopsden Road	Benenden	Frogs Hole Lane to Tenderden Road	Completed
Machine Resurfacing – Contact Officer Russell Boorman			
Road Name	Parish	Extent of Works	Current Status
Chart Road	Ashford	From its junction with Carlton Road to its junction with Hilton Road	Completed

Hythe Road	Ashford	From its junction with Tesco Roundabout to the Pilgrims Hospice	Completed
Romney Marsh Road/ Bad Munstereifel Road	Kingsnorth	Roundabout area	Programmed to start 04/03/13 - 7/03/13
Chart Road/Tithe Barn Lane,	Great Chart	Roundabout area	Completed
Chart Road/Templer Way,	Ashford	Roundabout area	Programmed to start 08/03/13 - 11/03/13
Hythe Road,	Ashford	Approach to Church Road Traffic Signals	Completed
Romney Marsh Road/ Park Farm,	Kingsnorth	Roundabout area	Programmed to start 09/03/2013 for 1 day
Crowbridge Road,	Ashford	From its junction with Newtown Road to the Humpbacked Bridge	Programmed to start 12/03/13 - 3/03/13
Chart Road at Loudon Way,	Ashford	Area approaching traffic light controlled junction	Programmed to start 14/03/13 - 2/03/13
Hunter Avenue	Ashford	From its junction with Twelve Acres to the cul-de-sac end & into Bentley Road	Completed
Hinxhill Road	Ashford	From its junction with The Street to the rear emergency access to William Harvey Hospital	Completed
Ashford Road	Hamstreet	From Hamstreet Primary School to its junction with B2067	Programmed 20/03/13 - 21/03/13
Greenside	High Halden	Whole Length	Programmed to start 29/04/13 - 30/04/13
Knoll Lane	Ashford	From its junction with Brookfield Lane to it junction with Tithe Barn Lane	Completed
Church Road	Tenterden	Whole Length	Programmed to start 22/03/2013 for 1 day
Golden Square	Tenterden	Whole Length	Programmed to start 25/03/13 - 26/03/13
Footway Improvement - Contact Officer Wendy Boustead			
Road Name	Parish	Extent and Description of Works	Current Status

A20 Charing, Phase 3	Charing	Ashford bound from the bus stop to its junction with Wicken Lane – Replacing asphalt surface	Works Complete
East Cross/ High Street	Tenterden	From the hairdressers to outside of Potters Store – Relaying blockwork	Works Programmed April 2013 (2012/13 budget)
Hythe Road,	Ashford	From Pilgrims Hospice to its junction with Bockham Lane – Replacing asphalt surface	Works Complete

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - <i>Contact Officer Katie Lewis</i>			
Road Name	Parish	Description of Works	Current Status
Place Lane	Woodchurch	New drainage chamber and headwall	On site on 27/02/2013 for 3 weeks
Ashford Road	Bethersden	New gullies and ditching work	Works programmed to start 04/03/2013 for 3 weeks

Appendix C – Street Lighting

The structural testing programme in Ashford will be completed by the end of March 2013, and columns will be replaced from April 2013 onwards.

Lantern Replacement Scheme - The columns below currently have orange lights, these will be replaced with much more efficient white LED lights.

Street Lighting Lantern Replacement – <i>Contact Officer Sue Kinsella</i>			
Road Name	Column Ref	Location	Status
Ashford Road, Kingsnorth	MREX001	J/W Forestall Meadow Roundabout	Replacement by end of March 2013
Ashford Road, Kingsnorth	MREX002	J/W Forestall Meadow Roundabout	Replacement by end of March 2013
Ashford Road, Kingsnorth	MREX003	J/W Forestall Meadow Roundabout	Replacement by end of March 2013
Ashford Road, Kingsnorth	MREX004	J/W Forestall Meadow Roundabout	Replacement by end of March 2013
Ashford Road, Kingsnorth	MREX005	J/W Forestall Meadow Roundabout	Replacement by end of March 2013
Ashford Road, Kingsnorth	MREX006	J/W Forestall Meadow Roundabout	Replacement by end of March 2013
Ashford Road, Kingsnorth	MREX007	J/W Forestall Meadow Roundabout	Replacement by end of March 2013
Ashford Road, Kingsnorth	MREX008	J/W Forestall Meadow Roundabout	Replacement by end of March 2013
Ashford Road, Kingsnorth	MABO005	O/S Chewton Lodge	Replacement by end of March 2013
Ashford Road, Kingsnorth	MABO006	Opp Rumwood	Replacement by end of March 2013
Ashford Road, Kingsnorth	MABO007	O/S Gattridge	Replacement by end of

			March 2013
Ashford Road, Kingsnorth	MABO008	O/S The Meadows	Replacement by end of March 2013
Ashford Road, Kingsnorth	MABO009	O/S Iona	Replacement by end of March 2013
Ashford Road, Kingsnorth	MABO010	O/S Shalimar	Replacement by end of March 2013
Ashford Road, Kingsnorth	MABO011	O/S Leeoak	Replacement by end of March 2013
Ashford Road, Kingsnorth	MABO012	O/S Chapel	Replacement by end of March 2013
Ashford Road, Kingsnorth	MABO013	Opp Casita	Replacement by end of March 2013
Ashford Road, Kingsnorth	MABO014	Adj j/w Pound Lane RHS	Replacement by end of March 2013
Ashford Road, Kingsnorth	MABO015	j/w Church Hill LHS	Replacement by end of March 2013
Ashford Road, Kingsnorth	MABO016	j/w Church Hill RHS	Replacement by end of March 2013

Floodlight Replacement Scheme - The columns below currently have lanterns which have failed frequently, these will be replaced with much more efficient white LED floodlights.

Street Lighting Lantern Replacement – Contact Officer Sue Kinsella			
Road Name	Column Ref	Location	Status
Elwick Road	MEAX001	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX002	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX003	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX004	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX005	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX006	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX007	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX008	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX009	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX010	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX011	Ellwick Sq	Replacement by end of March 2013

Elwick Road	MEAX012	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX013	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX014	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX015	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX016	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX017	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX018	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX019	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX020	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX021	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX022	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX023	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX024	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX025	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX026	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX027	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX028	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX029	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX030	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX031	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX032	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX033	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX034	Ellwick Sq	Replacement by end of March 2013
Elwick Road	MEAX035	Ellwick Sq	Replacement by end of March 2013

Appendix D – Transportation, PROW and safety schemes

Appendix D1 – Local Transport Plan Funded Schemes

The Traffic Schemes Team is implementing a number of schemes within the Ashford District, in order to meet Kent County Council's strategic targets (for example, addressing traffic congestion, or improving road safety). Casualty Reduction Measures (CRMs) have been identified to address a known history of personal injury crashes; for Members' information, these are specifically highlighted with an asterisk:

Local Transport Plan Funded Schemes – <i>Contact Officer Steve Darling</i>			
Road Name	Parish	Description of Works	Current Status
Smartlink - Ashford International Station access	Ashford	Support of former Ashford's Future Partnership Board for delivery of Smartlink scheme	Traffic surveys undertaken; Design work in progress
Ashford QBP - Public transport infrastructure		A, B, C and E-line: New bus poles, flags, timetable cases, clearways with raised kerb boarders.	Programmed for completion by end of March 2013 (weather dependent).
A28 / A262 junction*	High Halden	Junction improvement and lower speed limit	Revised proposals being developed
A28 / Somerset Road*	Ashford	Traffic signal modifications	Traffic surveys planned March 2013
A252 Faversham Road / Wye Road*	Boughton Aluph	Signing and lining improvements	Works programmed March 2013
A2042 Faversham Road*	Ashford	Safety improvements	Revised proposals being developed

A28 Chart Road / Hilton Road*	Ashford	Surfacing improvements	Works programmed March 2013
A20 / The Ridgeway*	Smeeth	Signing and lining improvements	Design work in progress; carryover to 2013/14
A28 Ashford Road*	Great Chart, Bethersden & High Halden	New sections of 50mph speed limit	Consultation complete, design work in progress; carryover to 2013/14
Hamstreet Road*	Shadoxhurst	Signing, lining and road stud improvements	Design in progress; carryover to 2013/14
A20 / Sandyhurst Lane (Potters Corner)*	Ashford, Westwell & Hothfield	Interactive warning signs	Design work in progress; carryover to 2013/14
Tenterden Road / Cranbrook Road*	Biddenden	Signing and lining improvements	Scheme complete
A252 / Bagham Lane*	Chilham	Junction improvement	Traffic surveys planned February / March 2013
Crowbridge Road*	Ashford	Signing and lining improvements	Design complete; carryover to 2013/14

Appendix D2 – PUBLIC RIGHTS OF WAY

Public Rights Of Way – Contact Officer Andrew Hutchinson			
Road Name	Parish	Description of Works	Current Status
Bockhanger Lane,	Ashford	Creation of new PROW linking to Eureka Leisure Park	Scheduled for March 2013 continuing into new financial year
A27 & AU7	Ashford	Footpath and bridleway construct tarmac surface	Scheme subject to delivery of Bockhanger Lane (above)
Pound Lane	Kingsnorth	Provide new cycleway/bridleway	Early land owner negotiations
AE51 & AE18	Godmersham/Chilham	Upgraded footpath to Bridleway to provide surfaced Cycle route between Ashford – Canterbury. Phase 2	Works in progress, external funding secured

Appendix D3 – Developer Funded Works

Developer Funded Works (Section 278 Works)			
Road Name	Parish	Description of Works	Current Status
Stanhope	Ashford	Regeneration scheme / New road layout	Remedial works in progress
Trinity Road	Ashford	New road layout	In maintenance
A20 Roundabout	Ashford	Toucan	Remedial work in progress
Templar Way	Ashford	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	Ashford	Left turn slip	In design stage – Works currently postponed by Developer until 2013
John Wallace Academy (Christchurch School) to Park Farm	Ashford	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	Ashford	Access Road/New Signalised Access	In design Stage – no progress made by Developer.
Warren Lane	Ashford	BUPA care Home	Now Adopted
Chart Road	Ashford	Junction Improvements	Technical approval underway.
Goat Lees School	Ashford	New Entrance	Technical Approval has been granted waiting on signing of agreement.
Missenden Lane	Ashford	New Entrance	Technical Approval Granted – Works to commence in Feb 2103.
CCL Foster Road	Ashford	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	Kingsnorth	Relocation of junction	Works completed waiting on stage 3 safety audit and remedial works.
Tescos Park Farm	Kingsnorth	Provision of a Puffin Crossing on Moat Field Meadow.	Works complete in Maintenance

Appendix E – Bridge Works

Bridge Works – Contact Officer Tony Ambrose			
Road Name	Parish	Description of Works	Current Status
A20, Westwell Leacon	Charing	North of railway bridge, installing new safety barrier on west side	Works completed 15/2/13

1.1 Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

Contact: Toby Howe/ Lisa Holder 08458 247 800

To: Ashford Joint Transportation Board
By: Behdad Haratbar – Head of Programmed Work
Date: 12 March 2013
Subject: A Common Sense Plan for Safe and Sensible Street Lighting
Classification: For Decision

Summary: This provides details of the County Council's plan for safe and sensible street lighting and requests Members' views on the proposals.

Introduction

1. There are around 120,000 street lights and 30,000 lit signs/bollards in Kent. The annual energy cost for these is around £5.8m, a cost which is expected to rise in line with the rise in fossil fuel prices.
2. There isn't a legal requirement for the County Council to provide street lighting except when linked to road safety. However it has become established practice over time and almost all street lights in Kent are continually lit during the hours of darkness. There is a fitted light sensor in each column which automatically turns the lights on at dusk and turns them off at first light.
3. The Government's Carbon Reduction Commitment requires councils to publish their greenhouse gas emissions, including CO₂. To generate the energy to illuminate the street lights in Kent produces 29,000 tonnes of CO₂. Although it has not been a requirement to pay for carbon credits, this is likely to change and some form of levy linked to carbon emission is likely to be introduced thus increasing the cost of energy even further.
4. The aim is to target wasted energy whilst ensuring that we maintain community and road safety. We have been working with Kent Police to make sure that these issues are considered very carefully and that vulnerable sites are excluded from the proposals.
5. The challenge of rising energy costs, carbon emissions and light pollution were among the key factors in developing a new approach. This led to the approval of the policy of reducing energy consumption.

What we have done so far

6. A number of initiatives have been completed that reduced energy consumption delivering an annual saving of £130k. These are;

- Upgrades – 6,500 inefficient mercury lamps as well as 3,441 failing lamps have been replaced with energy efficient units.
- Trimming – The photocell in 13,000 lamps has been reset to reduce burning time (lights come on later at dusk and going off earlier at dawn). All new columns have these photocells as standard.
- Dimming – New lanterns have been fitted to 500 columns to dim the wattage at pre-determined times to reduce energy consumption.

What we plan to do

7. It was always acknowledged that significant work would need to be done to meet the challenge of escalating cost of energy, carbon emissions and intense light pollution.
8. Further work on this front led to the identification of measures to significantly reduce energy consumption. These are proposed to be delivered in two phases; Trial Switch Off of Surplus Lights (Phase 1) and conversion of a significant number of lights to Part Night Lighting (Phase 2). These measures, when fully implemented, will reduce the annual energy bill and carbon emission significantly, by around £900,000 and 5,000 tonnes respectively.

Phase 1 -Trial Switch off of Surplus Lights

9. In the past, the extent of street lighting went far beyond the required needs; around 3,100 street lights have been identified where lighting is considered not necessary. If these schemes were being designed today these lights would not be installed. These are far in excess of the normal lighting standards and have a disproportionate maintenance cost due to their locations. These are generally located on roads leading to or out of local settlements.
10. We propose to switch these lights off for a trial period of 12 months. Site specific risk assessments and a safety audit for each road has been carried out to make sure that we only switch off lights that are not needed. Crime levels and road safety will be monitored at each site throughout the trial period and lighting columns on sites being adversely affected will be switched back on. Lighting columns on unaffected sites will be reviewed at the end of the trial period to determine whether action needs to be taken. Lights within settlements will be retained.
11. Switching off these lights will save the tax payer around £150,000 and reduce our carbon emission by about 1,000 tonnes every year.
12. A list of these lights and a plan of each site within the Ashford Borough is shown in Appendices A and B respectively. The works will be undertaken on a District by District basis and, is due to commence in early summer 2013. The programme of switching off surplus columns will take

approximately 2 months to complete. The specific dates for the trial switch off in the Ashford Borough will be notified to Members nearer the time. Signs informing of the trial switch off will be erected at each site.

Phase 2 - Part-night lighting

13. This proposal involves installing a light sensor in each column which has a built in timer. This means that the column would turn on automatically at dusk, turn off at 12.00 midnight, turn back on at a 05.30a.m and stay on until first light. Apart from switching off and removing the columns, this is the most effective way of saving energy, very much like a householder turning off lights at night when going to bed.
14. This would apply to two categories of roads; minor roads (which include residential, industrial estates and rural roads) and high speed roads. There are around 70,000 street lights in these roads which could be changed to part-night lighting and could result in a reduction of up to 15% in the annual energy bill, around £750,000, and reduce carbon emission by around 4,000 tonnes every year
15. Here too, community safety will be paramount, before any street lights are changed to part night, risk assessments will be carried out to make sure that it will not have an adverse impact on the locality.
16. Some may consider that implementing part-night lighting might lead to increases in road accidents, antisocial behaviour and an increased fear of crime. The implementation of part night lighting by other Local Authorities however has shown that this is not the case as sites where streetlights have been dimmed or switched off traffic accidents and crime have not increased. This fear is based on perception rather than actual data. As with the trial switching off proposals, (Phase 1), Kent County Council's aim is to target the wasted energy whilst ensuring we maintain safety and help reduce crime.
17. The programme for conversion to part night lighting is at a much earlier stage as we need to consult with interested parties, including residents and the police, about the hours of switch off and whether any further criteria needs to be considered.

Exclusion Criteria

18. The approach proposed in Kent is similar to other local authorities. Locations for this energy saving initiative will be considered suitable for inclusion unless they meet one or more of the exclusion criteria listed below
 - Main routes and locations with a significant night-time traffic record between 12.00 midnight and 05.30am.
 - Town centres.

- Areas identified by the Police as having an existing record of crime or having the potential for increased crime levels if the street lighting is changed.
- Areas with sheltered housing and other residences accommodating vulnerable people.
- Areas with operational emergency services site including hospitals and nursing homes.
- Formal pedestrian crossings, subways and enclosed footpaths and alleyways where one end links to a road that is lit all night.
- Where road safety measures are on place in the highway, such as roundabouts, central carriageways islands, chicanes, speed humps, etc.
- Roads that have local authority CCTV or Police surveillance equipment.
- Sites with existing or with potential road safety concerns.

Recommendations

- I. Members are asked to consider each site selected for the trial switching off of surplus lights and suggest any local information that may help officers to determine how to proceed with each location.
- II. Members' are asked to consider the exclusion criteria used for the Part-night Lighting initiative and suggest any changes.
- III. Members views are sought on the hours of switch off for Part Night Lighting.

Contact Officers:

Sue Kinsella Street Lighting Manager
 Tel: 08458 247 800
 Email: sue.kinsella@kent.gov.uk

Chris Hatcher Project Manager
 Tel: 08458 247 800
 Email: chris.hatcher@kent.gov.uk

APPENDIX A

APPENDIX B

A Common Sense Plan for Safe and Sensible Street Lighting

Report to Spring JTB's

Appendix A

SURPLUS COLUMNS TO BE SWITCHED OFF		
DISTRICT: ASHFORD		
Road Name	Column Ref No	Location
Charing Hill	MCBL001	in verge rear of footway
	MCBL002	in verge rear of footway
	MCBL003	in verge rear of footway
	MCBL004	in verge rear of footway
	MCBL005	in verge rear of footway
	MCBL006	in verge rear of footway
	MCBL007	Rear of Footway
	MCBL008	in verge rear of footway
	MCBL009	in verge rear of footway
	MCBL010	Rear of Footway
	MCBL011	Rear of Footway
	MCBL012	in verge rear of footway
	MCBL013	in verge rear of footway
	MCBL014	Rear of Footway
	MCBL015	Rear of Footway
	MCBL016	in verge rear of footway
	MCBL017	Rear of Footway
	MCBL018	in verge rear of footway
	MCBL024	Rear of Footway
	MCBL025	Rear of Footway
MCBL026	in verge rear of footway	
Romney Marsh Road	MRDA005	Verge
	MRDA006	Verge
	MRDA007	Verge
	MRDA008	Verge
	MRDA009	Verge
	MRDA010	Verge
	MRDA011	Verge
	MRDA012	Verge
	MRDA013	Verge
	MRDA014	Verge
	MRDA015	Verge
	MRDA016	Verge
	MRDA017	Verge
	MRDA018	Verge
	MRDA019	Verge
	MRDA020	Verge
	MRDA021	Verge
	MRDA022	Verge
	MRDA023	Verge
	MRDA024	Verge
	MRDA025	Verge
	MRDA026	Verge
	MRDA027	Verge
	MRDA028	Verge

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Romney Marsh Road	MRDA034	in verge rear of footway
	MRDA035	in verge rear of footway
	MRDA036	in verge rear of footway
	MRDA037	in verge rear of footway
	MRDA038	in verge rear of footway
	MRDA039	in verge rear of footway
	MRDA040	in verge rear of footway
	MRDA041	in verge rear of footway
	MRDA042	in verge rear of footway
	MRDA043	in verge rear of footway
	MRDA044	in verge rear of footway
	MRDA045	in verge rear of footway
	MRDA046	in verge rear of footway
	MRDA047	in verge rear of footway
	MRDA048	in verge rear of footway
	MRDA049	in verge rear of footway
	MRDA050	in verge rear of footway
	MRDA051	in verge rear of footway
	MRDA052	in verge rear of footway
	MRDA053	in verge rear of footway
MRDA054	in verge rear of footway	
MRDA055	in verge rear of footway	
MRDA056	in verge rear of footway	
MRDA057	in verge rear of footway	
MRDA058	in verge rear of footway	
Romney Marsh Road	MRDD048	Verge
	MRDD049	in verge rear of footway
	MRDD050	Verge
	MRDD051	in verge rear of footway
	MRDD052	Verge
	MRDD053	in verge rear of footway
	MRDD054	Verge
	MRDD055	in verge rear of footway
	MRDD056	Verge
	MRDD057	in verge rear of footway
MRDD058	Verge	
MRDD059	in verge rear of footway	
Romney Marsh Road	MRCY004	Verge
	MRCY005	Verge
	MRCY006	Verge
	MRCY007	Verge
	MRCY008	Verge
	MRCY009	Verge
	MRCY010	Verge
Romney Marsh Road	MRCY017	Verge
	MRCY018	Verge
	MRCY019	Verge
	MRCY020	Verge
	MRCY021	Verge
	MRCY022	Verge

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Romney Marsh Road	MRCY023	Verge
A20 Maidstone Road, Ashford	MMAF050	Verge
	MMAF051	Verge
A20 Maidstone Road, Tutthill / Hothfield	MUAA101	in verge rear of footway
	MUAA102	Verge
	MUAA103	Verge
	MUAA104	in verge rear of footway
	MUAA105	Verge
	MUAA106	in verge rear of footway
	MUAA107	Verge
	MUAA108	Verge
	MUAA109	Verge
	MUAA110	Verge
	MUAA111	Verge
	MUAA112	Verge
	MUAA113	Verge
	MUAA114	rear of footway
	MUAA115	Verge
	MUAA116	Verge
	MUAA117	Verge
	MUAA118	Verge
	MUAA119	Verge
	MUAA120	Verge
	MUAA121	Verge
	MUAA122	in verge rear of footway
	MUAA123	in verge rear of footway
	MUAA124	in verge rear of footway
	MUAA125	in verge rear of footway
	MUAA126	in verge rear of footway
	MUAA127	in verge rear of footway
	MUAA128	Verge
MUAA129	Verge	
MUAA130	Verge	
MUAA131	Verge	
MUAA132	Verge	
MUAA133	Verge	
MUAA134	Verge	
MUAA135	Verge	
MUAA136	Verge	
MUAA137	Verge	
MUAA138	Verge	
MUAA139	in verge rear of footway	
MUAA140	in verge rear of footway	
MUAA141	Verge	
MUAA142	Verge	
MUAA143	Verge	
MUAA144	Verge	
MUAA145	Verge	
MUAA146	Verge	
MUAA147	Verge	
MUAA148	Verge	

A Common Sense Plan for Safe and Sensible Street Lighting

Report to Spring JTB's

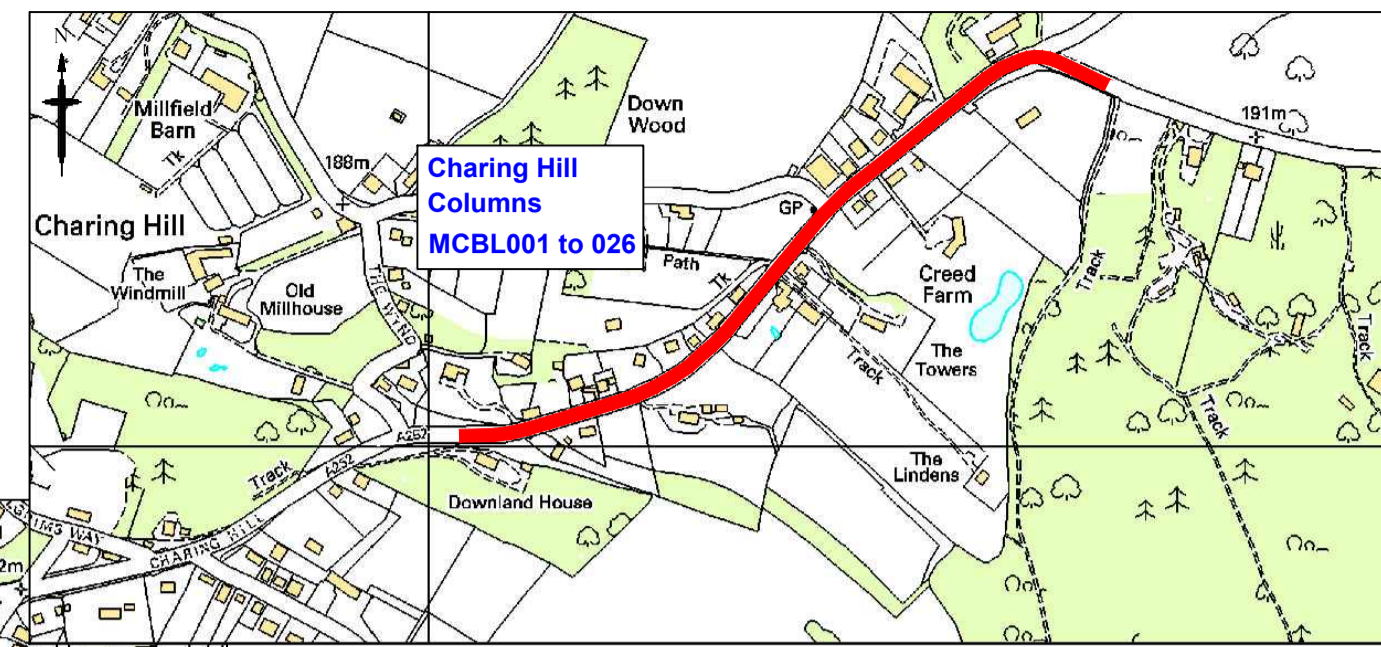
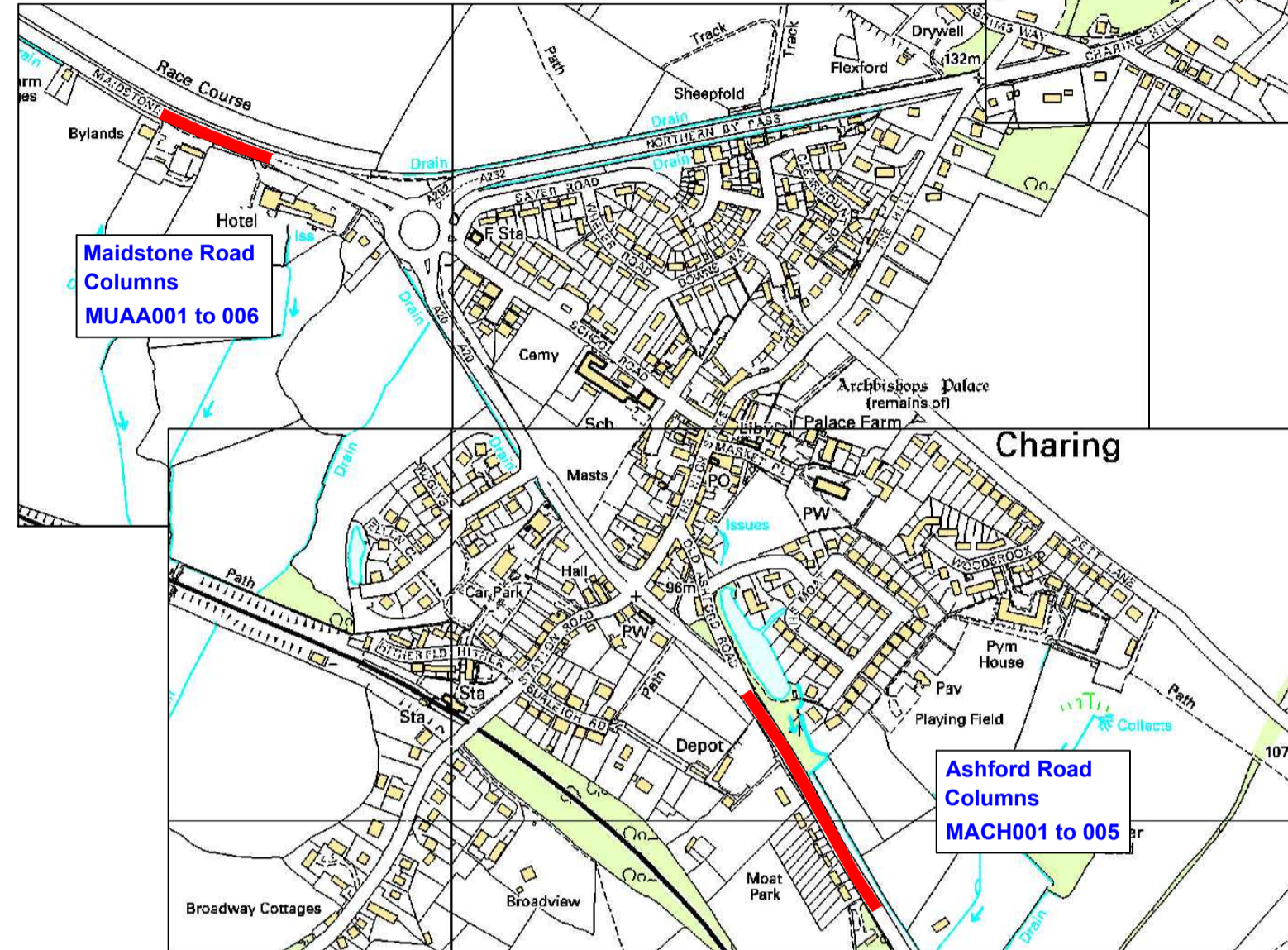
Appendix A

(A20) Maidstone Road, Tutthill / Hothfield	MUAA149	Verge	
	MUAA150	Verge	
	MUAA151	Verge	
	MUAA152	Verge	
	MUAA153	in verge rear of footway	
	MUAA154	in verge rear of footway	
	MUAA155	Verge	
	MUAA156	in verge rear of footway	
Templer way	MTFT005	in verge rear of footway	
	MTFT006	in verge rear of footway	
	MTFT007	in verge rear of footway	
	MTFT008	in verge rear of footway	
	MTFT009	in verge rear of footway	
	MTFT010	in verge rear of footway	
A20 Ashford Road, Charing	MACH001	in verge rear of footway	
	MACH002	in verge rear of footway	
	MACH003	rear of footway	
	MACH004	in verge rear of footway	
	MACH005	rear of footway	
A20 Maidstone Road, Charing	MUAA001	Verge	
	MUAA002	rear of footway	
	MUAA003	Verge	
	MUAA004	in verge rear of footway	
	MUAA005	In verge rear of footway	
	MUAA006	in verge rear of footway	
Trinity Road	MTFH004	Verge	
	MTFH005	in verge rear of footway	
	MTFH008	in verge rear of footway	
	MTFH009	in verge rear of footway	
Trinity Road	MTFJ004	Verge	
	MTFJ005	Verge	
	MTFJ006	Verge	
	MTFJ007	Verge	
	MTFJ008	Footway/Cycleway	
	MTFJ009	Verge	
	MTFJ010	Verge	
	MTFJ011	Footway/Cycleway	
	MTFJ012	Verge	
	MTFJ013	Verge	
	Hoxton Close. Ashford	MHEX005	Verge

KEY

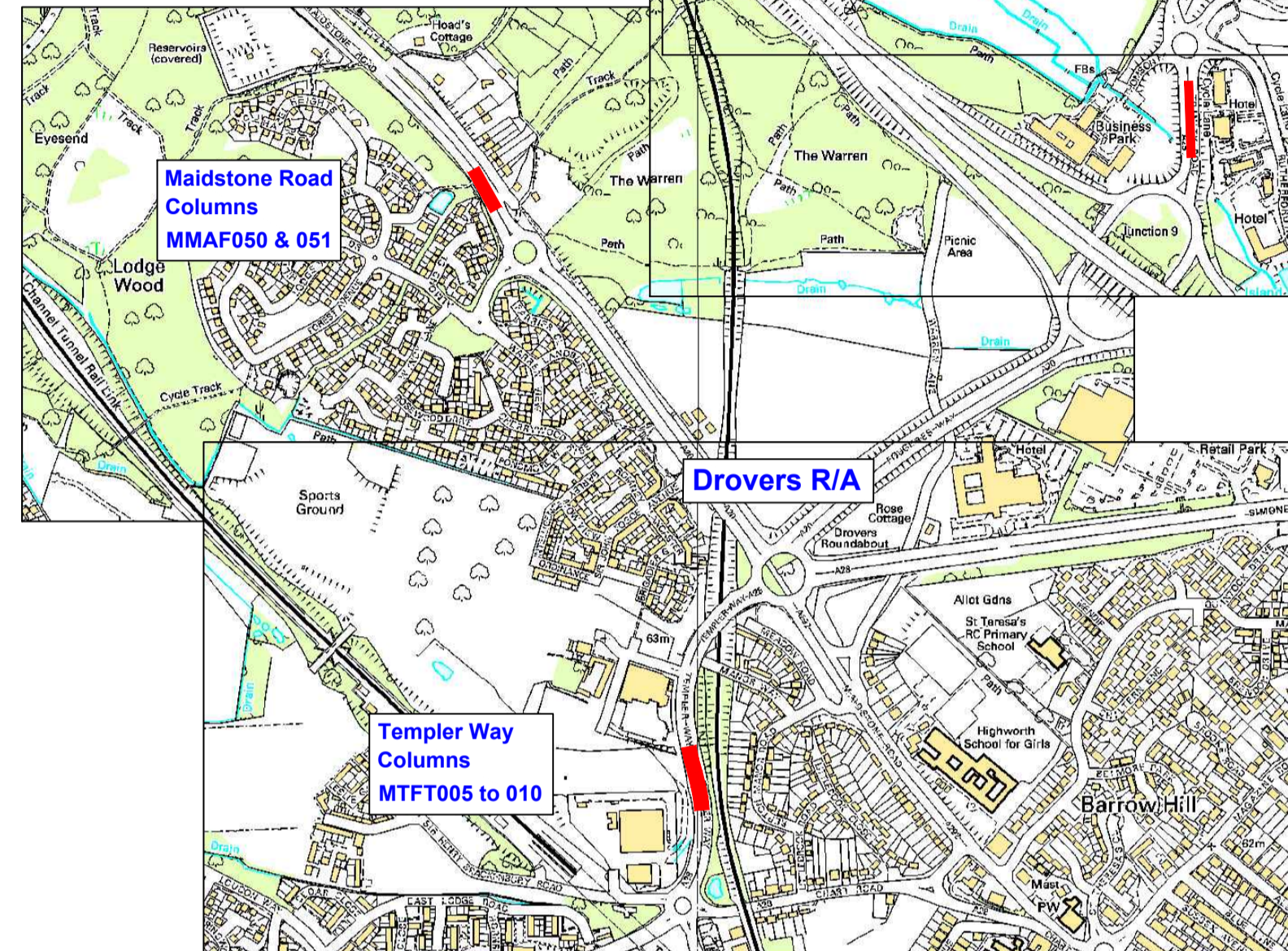
- █ Extent of Columns to be switched off.
- MTFH004 Column Ref No. of columns to be switched off.

A20 Maidstone Road. Charing

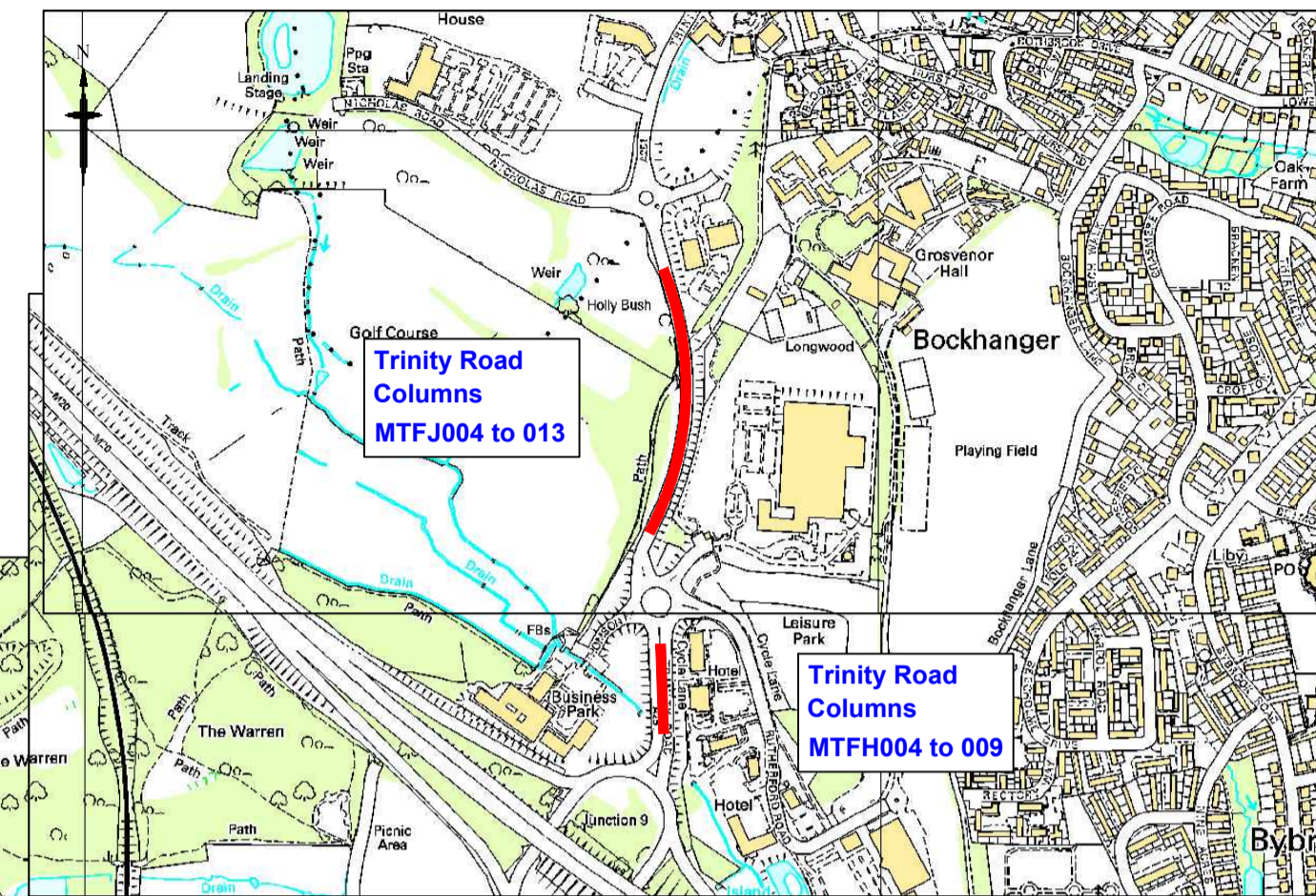


Charing Hill

A20 Maidstone Road Ashford

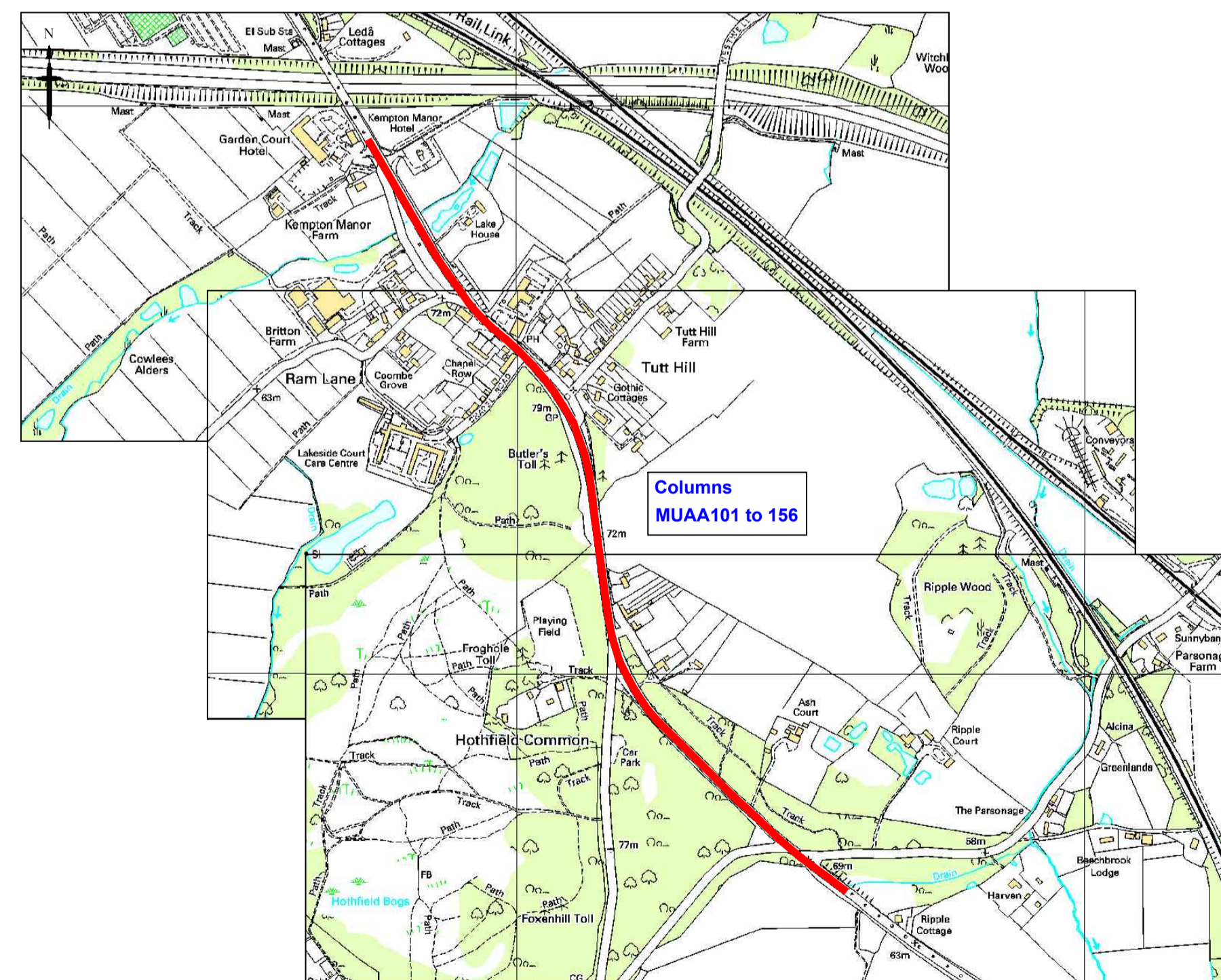
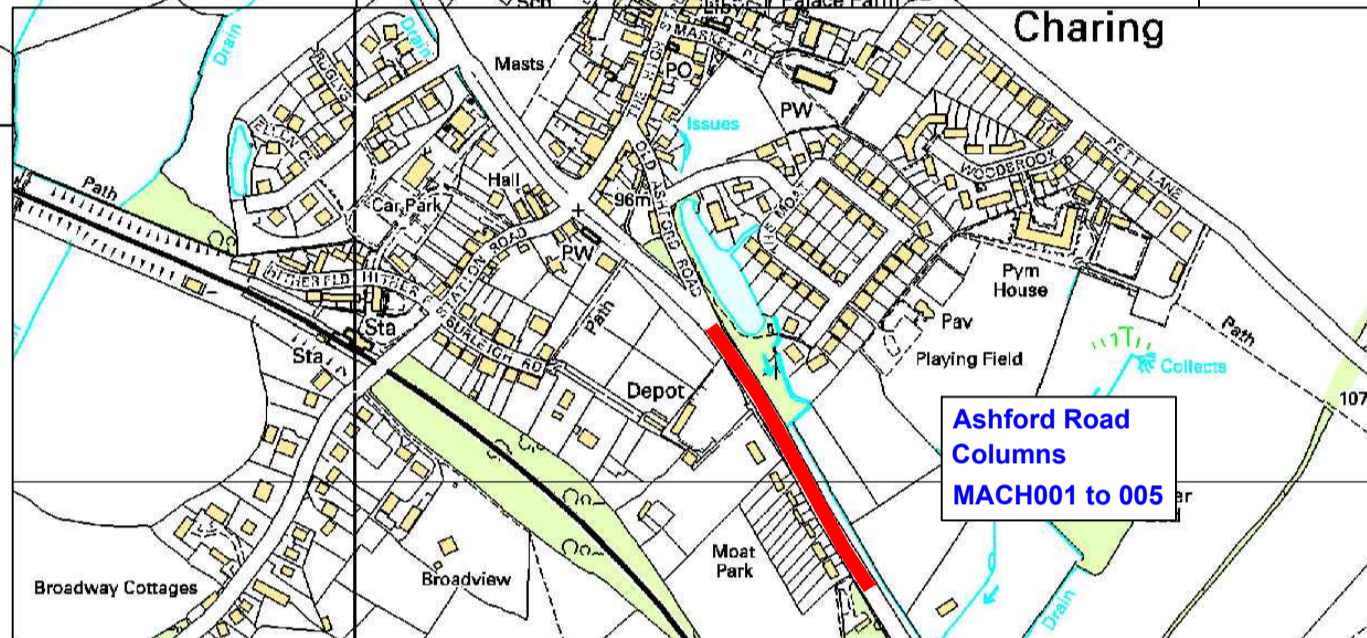


Templer Way

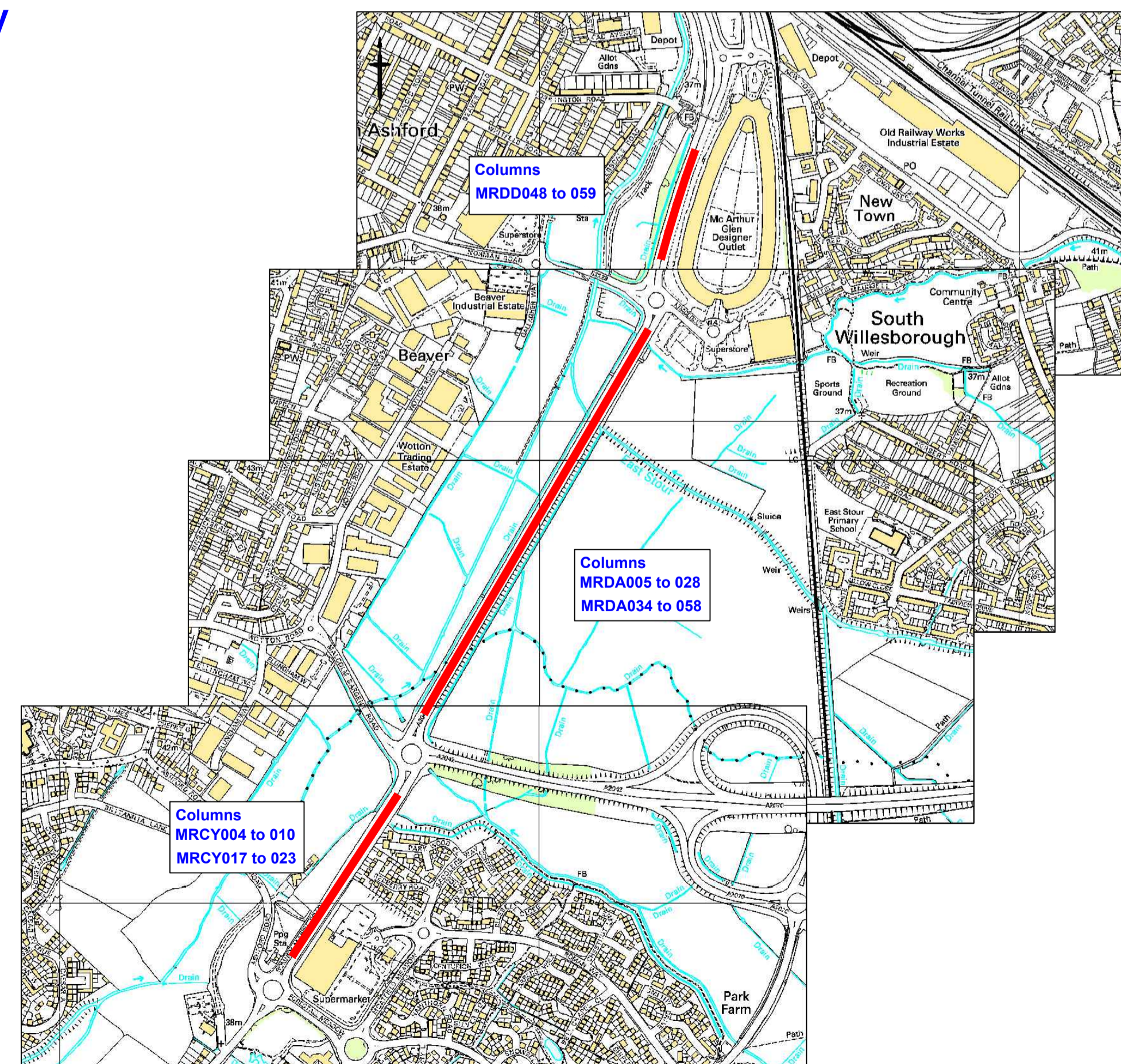


Trinity Road

Ashford Road. Charing



A20 Maidstone Road, Tutt Hill/Hothfield



Romney Marsh Road

ASHFORD

1	22.01.2013	Notes changed to indicate switch off	HC	CH	CH
0	03.12.2012		HC	CH	CH
Rev	Revision Date	Purpose of revision	Drawn	Checked	Approved



Kent County Council
Ashford Highway Depot, Javelin Way,
Ashford, Kent, TN24 8AD
Tel: 08458 247 800

Project
Safe and Sensible Street Lighting
Phase 1
Trial Switch Off of Surplus Lights

Drawing title
Location Plan - Ashford District

Drawing status
For Consultation

Scale
Not to Scale Do not scale

Drawing number
KCC/HL/ESP/Ashford/01 1

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.