



Joint Transportation Board

Notice of a Meeting, to be held in the Council Chamber, Civic Centre, Tannery Lane,
Ashford, Kent TN23 1PL on Tuesday 11th June 2013 at 7.00pm

The Members of this Board are:-

Cllr Heyes (Chairman)
Mr J N Wedgbury (Vice-Chairman)
Cllrs. Mrs Bell, Burgess, Claughton, Davey, Robey, Yeo
Mr M J Angell, Mr P M Hill, Mr S J G Koowaree, Mr C Simkins, Mr D Smyth,
Mr M A Wickham
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

- | | Page
Nos. |
|---|----------------------|
| 1. Apologies/Substitutes – To receive Notification of Substitutes in accordance with Procedure Rule 1.2(iii) | |
| 2. Declarations of Interest:- To declare any interests which fall under the following categories, as explained on the attached document: | 1 |
| 1. Disclosable Pecuniary Interests (DPI) | |
| 2. Other Significant Interests (OSI) | |
| 3. Voluntary Announcements of Other Interests | |
| See Agenda Item 2 for further details | |
| 3. Minutes – To approve the Minutes of the Meeting of this Board held on the 12 th March 2013 | |
| 4. To receive any Petitions | |
| 5. Tracker Report | |
| 6. Update from Member Working Group on Lorry Issues | |

Part I – For Decision

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| 7. Update on Goat Lees Parking Scheme | |
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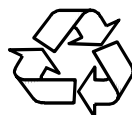


Part II – For Information

8. Ashford Shared Space Study
 9. Camera Enforcement in Ashford
 10. Rail Franchising – Southeastern and Southern
 11. Hamstreet Rail Crossing
 12. Highway Works Programme 2013/14
 13. KCC Highways Tracker Survey Results
 14. 'Find and Fix' Programme 2013
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DS/AEH
3rd June 2013

Queries concerning this agenda? Please contact Danny Sheppard:
Telephone: 01233 330349 Email: danny.sheppard@ashford.gov.uk
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Declarations of Interest (see also “Advice to Members” below)

- (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 meeting for that item (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 meeting 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 either an OSI or in some cases a DPI].

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 plus the link sent out to Members at part of the Weekly Update email on the 3rd May 2013.
- (b) The Kent Code of Conduct was adopted by the Full Council on 19 July 2012, and a copy can be found in the Constitution at <http://www.ashford.gov.uk/part-5---codes-and-protocols>
- (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.

Joint Transportation Board

Minutes of a Meeting of the Joint Transportation Board held in the Council Chamber, Civic Centre, Tannery Lane, Ashford on the **12th March 2013**.

Present:

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

Cllrs. Mrs Blanford, Claughton, Davey, Feacey, Galpin, Heyes, Robey.
Mr M J Angell, Mr P M Hill, Mr R E King, Mr S J G Koowaree, Mrs E Tweed, Mr J N Wedgbury.

In accordance with Procedure Rule 1.2 (iii) Councillor Galpin attended as Substitute Member for Councillor Mrs Bell.

Mr K Ashby – KALC Representative.

Apologies:

Cllrs. Mrs Bell, Yeo.

Also Present:

Cllrs. Michael, Mortimer, Sims.

John Burr (Director of Highways & Transportation – KCC), Behdad Haratbar (Head of Programmed Work – KCC Highways & Transportation), John Farmer (Major Capital Projects Manager – KCC Highways & Transportation), Chris Hatcher (Project Manager – KCC Highways & Transportation), Lisa Holder (Ashford District Manager – KCC Highways & Transportation), 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).

363 Declarations of Interest

Councillor	Interest	Minute No.
Claughton	Announced an 'Other Interest' as he lived near the Drovers Roundabout.	372
Heyes	Announced an 'Other Interest' as he lived near the Godinton Road Bus Gate.	371
Wedgbury	Announced an 'Other Interest' as he worked for the London Fire & Rescue Service.	369

364 Minutes

Resolved:

That the Minutes of the Meeting of this Board held on the 11th December 2012 and the Special Meeting held on the 19th February 2013 be approved and confirmed as a correct record.

365 Petitions

In accordance with Procedure Rule 9.1 Mr Wickham advised that he had been passed a petition from residents in Chilham in his Division regarding the installation of a 20mph speed limit. Mr Wickham passed the petition to Mrs Holder who would take the petition back to Kent County Council.

366 Tracker Report

The Chairman drew Members attention to the Tracker of Decisions.

Mr Wilkinson advised that following discussions with both the KCC Division Member and ABC Ward Member for the area, the Ashford On-Street Parking Review – Middle Zone 11 should be removed from the Tracker. They did not want any review to proceed unless off-street parking could be provided and the likelihood of this was extremely low.

Resolved:

That subject to the above, the Tracker be received and noted.

367 Update from Member Working Group on Lorry Issues

The Chairman advised that the Working Group was meeting the following day so there was no update to report. An update would be provided to the next Board Meeting.

368 Joint Transportation Boards – Agreement and Governance

Mr Burr introduced the report which set out the updated JTB agreement and provided flexibility for a JTB Chairman to vary the number of Parish representatives on the Board. This flexible approach had come about following a variety of requests from Districts for changes to the agreement, but a desire to not have varying agreements across the County. There were also some small administrative changes suggested to bring the agreement up to date with current practices. It was understood that the Kent Secretaries Group would be reviewing the Agreement in terms of its legalities, but endorsement of the recommendations in the paper was sought.

Members considered the current Board worked well and adding more members would only complicate matters. The Parishes knew they could feed comments through the KALC Representative, or their Local KCC or ABC Members, as could the Community Forums.

Recommended:

That the revised draft JTB agreement be approved and adopted, subject to the outcome of the Kent Secretaries review.

Resolved:

That Ashford's JTB retain the status quo re. Parish representation (i.e. one non-voting Member appointed by KALC).

369 Willesborough Lees Highway Safety Scheme

The report brought the Board up to date with the enormous amount of work that had gone into this Scheme over several months. The Board had taken the decision at its meeting of 19th February 2013 to defer decision on the Willesborough Lees Highway Safety Scheme in order to allow further discussion between the various parties with a view to agreeing some minor reductions to the proposed lengths of restriction. The report detailed the results of that discussion and presented a revised scheme to the Board.

Mrs Paul introduced the report and explained that a final meeting had been held the previous day running through the requests received and trying to arrive at a final revised scheme. Using slides, Mrs Paul ran through each of the locations where revisions had been requested and gave the rationale behind the proposals to either implement the request, implement part of the request or not go-ahead with the request and implement the proposal as it was. This information was also included within the report on a location by location basis. She said that initially this safety scheme had been designed to be light touch and target areas where issues of safety due to inappropriate parking had been raised. Therefore, there had not been a great deal of flexibility to alter the scheme without losing its original aim and integrity. She hoped that the issues they had been able to look at and in some cases amend slightly, had improved the situation and addressed some of the points raised.

In accordance with Procedure Rule 9.3 Mrs Pile, a local resident spoke on this item. She said that she lived in Blackwall Road South and the road had been blighted by overspill parking from William Harvey Hospital staff. Suggestions for single yellow lines had been rejected, but residents did not want double yellow lines, especially across their driveways. She said she had spoken to some of the staff at the hospital and it was of concern that they were being advised to use the roads of Willesborough Lees as an overspill car park. She understood that prices for annual permits for staff were increasing from £400 to £600. Many of the nurses carried drugs etc in their cars and this was a security issue for both them and others. There was already parking on the streets day and night and residents were unable to offer the spaces to visitors or use them themselves, single yellow lines would allow this.

Double yellow lines across driveways were also not favoured - could white 'dog-bone' markings be considered? She said she acknowledged the work that had gone into this scheme but asked the Board to again consider the matters she had raised.

In accordance with Procedure Rule 9.3 Mr Bailey, a local resident spoke on this item. He understood the meeting the previous day had agreed that the majority of the scheme be implemented, but there remained huge opposition locally despite the compromises that had been made. The resident's survey called for the hospital to provide a solution to this problem and if that was not possible then a single yellow line scheme should be pursued. During the consultation a large percentage of respondents had objected to double yellow lines and he considered that the scheme put forward by residents would still address the safety concerns without unnecessarily inconveniencing residents. He did not think the problems with the refuse trucks had happened for several months now. He said he was pleased with some of the changes that had been proposed but still considered it unreasonable that residents would have to live with double yellow lines 24/7, including across driveways and he was hopeful that Members would look at this again. He considered the scheme as it stood would only push the parking problems further into local streets and urged the Board not to agree it.

The comments of Mr Wratten, a local resident had also been tabled for the Board's attention.

Mr Wilkinson said that double yellow lines were only being proposed in locations where it was already unacceptable to park (around roundabouts, within 10m of junctions etc.) and to do so would cause a significant danger or obstruction (or both) to other road users. It would be wrong to remove those just to allow residents or visitors to park there rather than commuters – this was still illegal and dangerous. The proposal in front of Members now was considered the bare minimum. He also showed some pictures of the problems refuse trucks had encountered in negotiating parts of the area and the 'Autotrack' diagrams of the manoeuvres they had to make.

One of the ABC Ward Members for the area said he thanked both Officers and Members for their patience in bringing this scheme to fruition. He felt there were lessons to be learned for future consultations. The root of the parking problems remained with the hospital and this was where the responsibility to find an ultimate solution lay, particularly with regard to the amount they charged their staff to park. He also asked the Board to write to the Hospital Trust to seek confirmation that it intended to build a new car park and when it was going to do so. However, he did think some further compromises could be made with the proposed scheme such as the white 'dog-bones' across the driveways rather than double yellow lines as well as a 12 month deferral of implementation of the scheme to see if the hospital did provide extra car parking.

The KCC Division Member for the area said that as the 'paymaster' for this scheme he wanted to listen to the views of the residents and he could not ignore their objections. He proposed a one year deferral of the scheme in order to continue to place pressure on the hospital to take responsibility for this problem. It was clearly their issue to solve as there were no parking problems in the area on a Sunday for

example. He said he could not support a scheme that so many local people objected to.

The ABC Cabinet Member said that Members had spent a lot of time going through this scheme and she considered what was now proposed was a pure safety scheme which would ultimately benefit the local residents. She agreed that pressure should continue to be placed on the hospital and there should be a relatively quick review of the scheme (one year) to see the effects, but she supported immediate implementation.

Other Members said they were disappointed there had been no developments between Stagecoach and the hospital with a view to improving bus connections between the town and the site.

Mr Wilkinson said white 'dog-bones' had not been recommended as they would still allow parking where it was not appropriate. He agreed that a letter from the Board to the East Kent Hospital University Foundation Trust may be beneficial in bringing to their attention the concerns of Members and highlighting the urgency of the matter. Officers had yet to see the final package of measures or a planning application at this stage. There had been complaints from both the bus company and the waste contractor about obstructions from inappropriate parking and they could not be ignored and if any further delays to the safety scheme resulted in an accident, it would be difficult to defend. There had been numerous instances of people parking on the corners of junctions etc and the reality was that this was no longer a priority for enforcement by the Police so without lines there would be no reasonable opportunity to bring those people to task.

Resolved:

- That (i) the Board approve the revised Willesborough Lees Highway Safety Scheme for implementation.**
- (ii) the Board sent a letter to the East Kent Hospital University Foundation Trust to highlight the concerns of Members and the urgency of the parking issues.**

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

Mr Wilkinson introduced the report which presented an updated list of requested schemes for investigation and which the Board was asked to endorse. The report also detailed 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 the schemes in the agreed 2012/13 list.

In response to the queries on the individual schemes the following comments were made: -

- With regard to the Cobbs Wood Industrial Estate scheme there would be full consultation with both Ward and District Members before going out to public consultation. Officers were aware of the potential displacement issues and double yellow lines would not be excessive, only where necessary to make the area safe. Many of those locations where double yellow lines would be proposed were currently subject to single yellow line restrictions so would not result in any additional working day displacement. The scheme would also include restrictions in Loudon Way to address overspill parking.
- There was no intention to double yellow line large sections of Sir John Fogge Avenue. There was one pinch point on a kink in the road where inconsiderate parking took place as well as a need to respond to requests from the bus operator to help maintain bus access. In addition to this there were plans to introduce four formal bus stops with clearways to serve the E-Line bus service.
- The wording related to the Goat Lees scheme had been left open so as not to be too presumptuous about the decision of the Board.
- All schemes in the list were for investigation and possible implementation.
- The scheme at Tannery Lane was initially a review of the current parking restrictions and practices in the vicinity of the Sorting Office to assess whether some parking could be safely accommodated or whether there was a need to introduce a 'no loading' restriction.

Resolved:

That the proposed priority list for investigation, consultation and where subsequently agreed, implementation, be approved and adopted.

371 Beaver Road and Godinton Road Bus Gates and Bus Lane Enforcement

The report gave the background to the long running issues surrounding the two bus gates in Ashford and the possibilities going forward.

One of the Ward Members for the Godinton Road Bus Gate said that this issue had been being discussed at this Board and the Ashford Transport Forum since 2003 and this latest update report was underwhelming. He wanted to see a plan of action and for camera enforcement to be pursued as soon as possible. The other Ward Member said as far as he understood the funding was there and the legislation was in place so he could not understand why cameras could not be in place at Godinton Road this year.

Mrs Holder said she understood this was being taken forward by Officers but due to the legislation it was difficult to place an exact timescale on when an enforcement system could be in place. Mr Wilkinson said he understood there was some Political reluctance to allow District Councils to take on the enforcement of bus lanes and this

might be the cause for some of the delay. Cameras would create a deterrent and significantly reduce the amount of contraventions, but the system would not be self financing and would need some underwriting in terms of funding from KCC. Mr Burr said that he strongly refuted the suggestion that KCC were delaying the process. The legislation was extremely complicated and needed to be worked through properly, but they had shown their willingness to pilot a scheme with Tunbridge Wells Borough Council to introduce camera enforcement at a particular location, and if Ashford wanted to take this forward this was something the two Authorities could do together.

Resolved:

That KCC and ABC should work to develop a scheme for the introduction of camera enforcement of the traffic restrictions at Beaver Road and Godinton Road.

372 Drovers Roundabout

Mr Farmer attended to give an update on issues raised regarding Drovers Roundabout. He said he was limited in what he could say as the independent review which had been agreed at the December 2012 Board meeting would commence shortly after KCC's new highway consultants started work on 1st April 2013. He had, however, looked at some of the more specific issues on signals, louvres on traffic lights and the possibility for installing yellow boxes at the roundabout. The signals had been set up under the SCOOT system and were considered to be working effectively. However they were being operated under another system, MOVA, as a trial to see which was the most effective system for this junction. This was a big signal junction and would always be monitored proactively. The intention was to re-validate the signals which meant looking at the underlying foundation of the set-up in terms of approach flows and lane use distribution. It was a complicated junction with five dual carriageway arms and the layout was always a balance between a variety of constraints and so they were limited in what they could do to change things, but all efforts were being made to make the signals as efficient as they could be. He understood the frustration about the louvres and whilst some adjustments might be possible, the underlying reason was driven by safety and to avoid drivers being held on red on a preceding stop-line and seeing a green/amber signal and believing they were free to move forward. Installing yellow box junctions to prevent junction blocking would be difficult because some of the boxes would be large and this was likely to create uncertainty, hesitation and affect capacity. Mr Farmer said he knew that issues around lane and destination markings were key concerns and these would be amongst the main focuses of the independent review but would also include further investigation of the yellow box issue. The results of that would be reported back to the Board in either June or September 2013.

A Member said that the Drovers Roundabout had become a topical issue due to recent press coverage. Many correspondents had said that they would like to see the traffic lights removed but she considered this would be a backward step as she remembered how dangerous the roundabout had been to enter before they were put in and that the delays were a lot longer. The traffic was definitely moving around the roundabout a lot better now. One of the keys would be to engage with the Police to

get some improved enforcement at the roundabout as in her view the biggest single problem was motorists jumping red lights. This caused blockages and overhanging and had nothing to do with the design of the roundabout.

The ABC Cabinet Member said that the stop-start nature of the lights did cause frustration, especially in the event of an accident at or near the roundabout.

Post Meeting Note from Mr Farmer – Although we still refer to it historically as a roundabout, this was now an anomaly as it was designed and operated as a traffic signal junction.

Resolved:

That the latest update be received and noted and a further report be received following the independent review of the roundabout.

373 Ashford Shared Space - Maintenance

The report gave an update from KCC on the Ashford Shared Space study to investigate maintenance issues. The review had commenced and a progress report would be provided to the next Board Meeting in June.

Resolved:

That the report be received and noted.

374 Highway Works Programme 2012/13

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

Mrs Holder said they had not included details on the 'Find and Fix' pothole repair initiative because she wanted to give Members an up to date position statement. To date £160,000 had been committed in the Ashford Borough and 150 repair locations had already been identified. They would be undertaken in a priority order but work had got off to a slow start because of the weather. Officers were still taking suggestions and reports so if Members knew of any additional sites they were encouraged to get in touch. A Member said that whilst he knew how much work was going in to finding and repairing potholes, the recent inclement weather was only going to make the situation worse so he considered there should be a pro-active publicity campaign explaining what KCC was doing and what was and wasn't possible.

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

- Why the floodlighting in Elwick Road/Elwick Square already had to be replaced.

- The rationale behind proposing new sections of 50mph speed limit on the A28 Ashford Road at Great Chart, Bethersden and High Halden, as this seemed quite high.
- The traffic signals at the Elwick Road/Station Road junction which were still causing excessive tailbacks.
- Beckett Road, Appledore had not been resurfaced for its whole length as stated in the report and the part that hadn't was badly pot-holed. Additionally a section of the bank and ditch had collapsed back in December 2012 and there was a danger of further collapse undermining that road. It was an important diversion route but would not be able to take a lot of traffic in its current state. Work urgently needed to be done here but it was understood that the results of ecological surveys were awaited.
- When were the interactive warning signs on the A20 Sandyhurst Lane (Potters Corner) going to be installed?

A Member said that on a general point he was concerned that the new developments coming on board were creating enormous pressures on the movement of people and vehicles. He considered the Board should be more involved in advance of these developments so they were aware, informed and able to input to infrastructure needs. There needed to be a better dialogue with planners in the future.

Resolved:

That the report be received and noted.

375 A Common Sense Plan for Safe and Sensible Street Lighting

Mr Burr introduced the report which provided details of KCC's plan for safe and sensible street lighting and requested Members' views on the proposals. He explained that the proposals had come about as part of the wider budget saving initiatives from KCC Highways & Transportation and most Highway Authorities across the country had already taken some decisions on street lighting rationalisation. There were around 120,000 street lights and 30,000 lit signs/bollards in Kent and the annual energy costs for these was around £5.8m, a cost which was expected to rise in line with the rise in fuel prices. There was no legal requirement for the County Council to provide street lighting except when linked to road safety, however it had become established practice over time and almost all street lights in Kent were continually lit during the hours of darkness. There was a fitted light sensor in each column which automatically turned the lights on at dusk and turned them off at first light. Additionally, to generate the energy required to illuminate the street lights in Kent, 29,000 tonnes of CO₂ was produced and all Local Authorities were subject to the Government's Carbon Reduction Commitment. The proposals were in two parts, firstly a trial switch off of surplus lights (around 3100 across the County) and these were detailed in the report. The locations would be monitored for a period of 12 months and then a decision taken on whether to switch them on again or leave

them off permanently. This part of the proposal would save the tax payer around £150,000 and reduce carbon emission by about 1000 tonnes every year. Part two of the proposals would see part-night lighting which would involve installing a light sensor in each column with a built in timer. This would mean that the column would turn on automatically at dusk, turn off at 12:00 midnight, turn back on at 5:30am and stay on until first light. Mr Burr outlined the specific exclusion criteria to this proposal as detailed in the report.

In response to questions from Members, Mr Burr explained that the ongoing consultation was about the hours rather than the individual lights. They would be flexible on this where they could. He accepted it was one of those projects that would divide opinion but he hoped the report made the rationale clear and dispelled many of the initial fears. One of the main fears was a perception that crime may increase and that there would be more accidents, but there was no evidence of this in areas where the switch off had taken place. Both solar and LED lighting had been examined but the pay back period was often not economic. As with all emerging technologies, the costs were coming down, so it may be a longer term solution, but at the moment it would not be a cost effective option.

Resolved:

- That (i) the sites selected for the trial switching off of surplus lights be supported.**
- (iii) the exclusion criteria used for the part-night lighting initiative be supported.**
- (iv) the hours of switch off for part-night lighting be supported.**

DS

ASHFORD JOINT TRANSPORT BOARD – TRACKER OF DECISIONS
Updated for the meeting on: 11.06.13

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
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 June 2013 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
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>	i) Completed
368 12/03/13	Joint Transport Boards – Agreement and Governance	John Burr (KCC)	<p>RECOMMENDED: That the revised draft JTB agreement be approved and adopted, subject to the outcome of the Kent sectaries review.</p> <p>RESOLVED: That Ashford’s JTB retain the status quo re. Parish representation (i.e. one non-voting Member appointed by KALC)</p>	
396 12/03/13 & 332 19/02/13	Willesborough Lees Highway Safety Scheme	Ray Wilkinson (ABC)	<p>RESOLVED: That:</p> <p>i) the Board approve the revised Willesborough Lees Highway Safety Scheme for implementation.</p> <p>ii) the Board send a letter to the East Kent Hospital University Foundation Trust to highlight the concerns of Members and the urgency of the parking issues.</p>	Both completed
370 12/03/13	Prioritised List of Requested Parking Controls for Investigation and Possible Implementation	Ray Wilkinson (ABC)	<p>RESLOVED: That the proposed priority list for investigation, consultation and where subsequently agreed, implementation, be approved and adopted.</p>	

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
371 12/03/13	Beaver Road and Godinton Road Bus Gates and Bus Lane Enforcement	Andrew Westwood (KCC)	RESOLVED: That KCC and ABC should work to develop a scheme for the introduction of camera enforcement of the traffic restrictions at Beaver Road and Godinton Road.	Report to a future meeting.
372 12/03/13 & 262 11/12/12	Drovers Roundabout	John Farmer (KCC)	RESOLVED: That the latest update be received & noted & a further report be received following the independent review of the roundabout.	Post Meeting Note from John Farmer (KCC): Although we still refer to it historically as a roundabout, this was now an anomaly as it was designed & operated as a traffic signal junction. Further report to June 2013 or September 2013 meeting.
373 12/03/13 & 263 11/12/12	Ashford Shared Space – Maintenance	Toby Howe (KCC)	RESOLVED: That the report be received and noted.	Further report to June 2013 meeting.
374 12/03/13 & 261 11/12/12	Highway Works Programme 2012/13	Toby Howe (KCC)	RESOLVED: That the report be received and noted.	
375 12/03/13	A Common Sense Plan for Safe & Sensible Street Lighting	John Burr (KCC)	RESOLVED: That: i) the sites selected for the trial switching off of surplus lights be supported. iii) the exclusion criteria used for the part-night lighting initiative be supported. iv) the hours of switch off for part-night lighting be supported.	Report at the end of the trial.

East Kent Hospitals University

NHS Foundation Trust

Our Ref: FM/cc

Thursday, 25 April 2013

Councillor MA Wickham
Chairman of Ashford Joint Transportation
Board
Ashford Borough Council
Civic Centre
Tannery Lane
Ashford
Kent
TN23 1PL

**Strategic Development & Capital Planning
Business Unit
Kent and Canterbury Hospital
Ethelbert Road
Canterbury
CT1 3NG**

Tel: 
Fax: 

Email: 

Dear Councillors

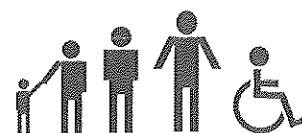
Thank you for your letter dated 11 April 2013 in which you discuss parking in and around the William Harvey Hospital. Nick Wells, Chair of East Kent Hospitals NHS Foundation Trust has asked me, as acting Chief Executive, to reply on his behalf.

You'll be aware from Council officers and recent local press coverage that the Trust is currently considering a number of recommendations, outlined in a recent Staff Parking Review. These have been discussed with your planning and environment colleagues, by Fin Murray, Deputy Director of Estates and Facilities Management, over a number of months.

As part of the review and in order to conclude the process, we have begun a more detailed engagement, with staff, for a period of two months; this will see the review concluding at the end of May 2013. Our obligation to develop plans, having considered the potential impact to our staff, has taken significant time, but clearly it's in everyone's interests to ensure a robust review takes place.

Having said this, we have been clear with staff that the Trust intends to submit planning applications, to relevant authorities, whilst the engagement process is underway. We have therefore commissioned Lee Evans, planning consultants, to prepare a planning application, to be submitted to Ashford Borough Council at the beginning of May 2013. We will then be in a position to begin work on site, subject to the final outcome of the review and planning consent. I can confirm that the capital required has been made available by the Trust.

We share your view that communication with the local community would be beneficial, however as you'll appreciate, we do not think that doing that at this time would be quite right. Our communications team will continue to review the best



Putting patients first

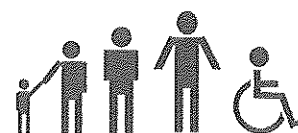
method and best overall time, to share the hospital plans with both staff and local residents and in doing so be mindful of both groups.

I do hope that this letter helps address the concerns you raise as Chair of the Joint Transport Board.

Yours sincerely



Finbarr Murray
Deputy Director of Estates and Facilities



Putting patients first

Agenda Item No: 7
Report To: The Joint Transportation Board
Date: Tuesday 11th June 2013
Report Title: Update on Goat Lees Parking Scheme
Report Author: Ray Wilkinson, Engineering Services



Summary: This report details the results of an informal consultation conducted between 21st February – 15th March 2013 seeking residents' views on parking issues in the area and whether they wished to see a parking scheme introduced to address these issues. Residents were presented with 2 alternative scheme types (Options 1 and 2) for comment.

Key Decision: YES

Affected Wards: Boughton Aluph & Eastwell, Bockhanger and Kennington

Recommendations: **The Board be asked to:-
Consider the responses received to the recent informal consultation and approve a formal consultation on Option 1 (Safety Scheme)**

Financial Implications: Option 1 - funded by ABC from Parking surplus account
Option 2 (over and above cost of Option 1) – funded by KCC Divisional Member (Member Highway Fund) / ABC Ward Member (Ward Member Community Grant Scheme) / Boughton Aluph & Eastwell Parish Council. Funding to include a commuted sum to cover the extra ongoing maintenance costs.

Background Papers: 'Prioritised List of Requested Parking Controls for Investigation and Possible Implementation' report to JTB 13th March 2012, 'Goat Lees Safety Scheme Proposals' report to JTB 11th September 2012, Goat Lees Highway Safety Scheme Update Report' report to JTB 11th December 2012

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

Report Title: Update on Goat Lees Parking Scheme

Purpose of the Report

1. This report details the results of an informal consultation conducted between 21st February – 15th March 2013 seeking residents' views on parking issues in the area and whether they wished to see a parking scheme introduced to address these issues. Residents were presented with 2 alternative scheme types (Options 1 and 2) for comment.

Issue to be Decided

2. Whether to introduce Option 1 (a highway safety scheme to address unsafe / obstructive parking in those residential roads adjacent to the Eureka Business Park), Option 2 (a parking management scheme to discourage all day parking within a 750 metre radius of the Eureka Business Park) or take no further action.

Background

3. In 2010, following complaints from residents, the Ward Member at time requested the investigation of parking issues stemming from commuter parking overspill from the Eureka Business Park in Aylesbury Road, Dunnock Road, Hurst Road, Muscovy Road, Siskin Close and Snipe Close. A survey was subsequently conducted in February / March 2011 in order to ascertain the frequency of dangerous / obstructive parking and the ratio of resident to non-resident on-street parking.
4. The survey results failed to provide evidence of a significant problem, the total volume of vehicles parked on-street was found to be well within the safe capacity of the roads and only 2 vehicles (over the course of 4 beat surveys) were found to be parked in an unsuitable location. As a result no restrictions were proposed.
5. Following further concerns from residents however, the current (post April 2011 election) Ward Member, with the backing of the Parish Council requested that the issue be re-examined.
6. The Goat Lees Safety Scheme was subsequently added to the Prioritised Scheme List (as Priority No. 6) approved by the Board in March 2012. A report was therefore presented to the Board in September 2012 outlining a proposed highway safety scheme (double yellow lines around junctions, bends and around pinch points) requesting permission to commence formal public consultation.
7. Both the Ward and District Members however requested the scheme be deferred on the grounds that the proposals did not go far enough – specifically

that a parking management rather than a highway safety scheme was necessary. In view of these representations, the Board took the decision to reject the report and request that the scheme formulation process be restarted.

8. At a meeting on 14th November 2012 between Boughton Aluph Parish Council, the Ward Member, Divisional Member, Portfolio Holder for Environment, Deputy Leader and ABC officers, it was agreed that the Divisional Member would look into identifying funding to enable KCC to progress a more extensive scheme.
9. Subsequent to this it was agreed that KCC's term consultant (using Member Highway Funding) would conduct an informal consultation enquiring whether residents consider there to be a parking problem and if so offering them a choice of 2 potential schemes – Option 1 (a highway safety scheme similar to the originally proposed scheme) and Option 2 (a more extensive parking management scheme).

The Proposed Schemes

Option 1 (Highway Safety Scheme)

10. Option 1 consists of double yellow lines around junctions, bends and pinch points in those locations where motorists are likely to be tempted to park in contravention of the Highway Code. These locations include:
 - Those roads closest to Eureka Business Park
 - Roads around the new Goat Lees Primary School
 - Specific locations identified by the bus operator on the 'C Line' route as obstruction hotspots
 - Those roads where overspill parking from The Towers School takes place
11. This scheme is not intended to prevent a particular user group from parking, but simply to prevent parking in locations where it may cause a danger or obstruction. As such this represents the least onerous of the two options.

Option 2 (Parking Management Scheme)

12. Option 2 consists of a combination of double yellow lines in all locations unsuitable for parking (around junctions, bends etc) and single yellow lines (subject to a 'no waiting' restriction between 10-11am & 2pm-3pm Mon-Fri) elsewhere. The extent of the scheme (based on 750 metres walking distance from Eureka Business Park) is considerably greater than Option 1 because the extent of vehicle displacement will be greater (the restrictions are more onerous) necessitating a more extensive scheme to avoid simply moving the issue to outlying streets. The extent of the double yellow lines within the scheme area is also greater than in Option 1 because all locations are subject to some form of restriction – single yellow lines cannot be used in locations where the Highway Code states parking should not take place and must therefore be subject to double yellow lines.

13. This scheme is intended to discourage all day on-street parking in addition to preventing parking in those locations where it would cause a danger or obstruction.

The Consultation

14. The consultation was conducted between 21st February – 15th March 2013. A total of 877 residential properties and approximately 10 businesses were consulted along with 10 statutory consultees.
15. Letters to residents and businesses were hand delivered while those to statutory consultees were sent by post. The letter (see Appendix 1) asked the recipient whether they felt overspill parking from the Eureka Business Park to be a problem in the area and if so whether they would support the introduction of either Option 1 or Option 2 schemes.
16. In addition to the official consultation it is understood that the Ward Member and Parish Council arranged a series of public meeting to discuss the issue with residents.

The Area

17. The area covered by the consultation contains a range of different development styles and ages. Those properties to the north-west of Trinity Road (particularly those roads closest to the Eureka Business Park) generally consist of family homes with generous within curtilage parking provision. Properties to the south-east of Trinity Road however generally possess less dedicated parking, with many properties relying on a combination of parking in remote garage / parking courts and shared on-street provision. As such there is considerable variance road by road in the dependence the residents have on the availability of on-street parking both for their own use and that of their visitors.
18. This issue is most graphically exemplified in those roads with shared squares. In these locations it has been necessary within Option 2 to formalise parking with the marking of individual parking bays on the highway. The formalised layout varies from current informal arrangements, allowing the accommodation of fewer vehicles because of the need to meet with standard parking requirements.
19. Not only does on-street demand from residents vary across the consultation area, but so too does demand from other user groups. The most obvious of these is the on-street demand at the beginning and end of the school day which is anticipated with the opening of the Goat Lees Primary School accessed off Hurst Road and with pedestrian access from Angus Drive, Alderney Way and Rothbrook Drive.
20. Another source of parking demand within the area is the Towers School & Sixth Form located on Faversham Road. Some overspill parking consisting of both school drop off / pick up and all day parking takes place in those roads at the north-eastern extremity of the consultation area (Freathy Lane, Jersey Close and Friesian Way).

Results

Response Rate

21. A total of 176 responses were received to the consultation from the 887 residents and businesses consulted representing a response rate of 20%. Given the nature of the issue and proposals this rate is surprisingly low.
22. The rate of response varied considerably over the area consulted from as high as 59% (Dunnock Road – 24 responses from 41 properties) to as low as 3 % (Bloomsbury Way – 1 response from 38 properties, Portland Close – 1 response from 35 properties & Rothbrook Drive – 1 response from 31 properties). The highest response rates (6 of the 7 roads with over 30%) can be found in those roads closest to the Eureka Business Park in which the original investigation in 2011 took place (Aylesbury Road, Dunnock Road, Hurst Road, Muscovy Road, Siskin Close and Snipe Close) which have an average response rate of 42% (89 responses from 213 properties).
23. This differential in the rate of response by road is liable to reflect the variance in strength of feeling over the issue of overspill commuter parking. Unfortunately this does create a somewhat unbalanced picture when looking at consultation totals across all roads – particularly given that various other factors

Is there a Parking Problem?

24. In respect to the tick box question posed on whether overspill parking from the Eureka Business Park caused a problem in the Goat Lees area, the responses received were overwhelmingly positive with a total of 152 of 174 (87%) respondees agreeing that there was a problem. It must be borne in mind however that there is likely to be a considerably higher response rate among those households who consider there to be a problem than those who do not simply because people are more likely to take the time to respond on an issue on which they feel strongly – those ticking 'yes' represent only 17% of all those consulted.
25. Another point to bear in mind when considering the responses received to this question is that the question asked whether the recipient considered there to be a problem in Goat Lees, not in their specific road or locale.

Option Preferences

26. The letter provided a tick box for recipients to indicate their support for Option 1 or Option 2, however it has been necessary to interpret these with reference to the comments received because many respondees stated that their support for one or other option was subject to stipulated amendments. For the purposes of collation the responses for both Option 1 and Option 2 have therefore been divided into 'as proposed', 'with location specific amendment' and 'with major amendment' with the addition of 'neither option necessary',

'unclear if any restrictions wanted' and 'alternative scheme wanted' categories.

27. A total of 54 (31% of respondees / 6% of those consulted) recipients indicated that they supported Option 1 as proposed while 75 (42% of respondees / 8% of those consulted) registered their support for Option 2 as proposed (full details can be found in Appendix 2). Once again however, individuals supporting neither option are liable to be under represented in the results because those not concerned with overspill parking are less likely to complete and return the reply slip provided.
28. There is considerable variation in the level of support for the 2 options when examined at a road by road level. Of the 22 roads consulted a total of 10 registered a preference for Option 1 (as proposed), 7 for Option 2 (as proposed), 2 for Option 2 with major amendment (most frequently involving the replacement of a single yellow line restriction with residents only parking), 1 for Option 2 with location specific amendment, 1 for an alternative scheme, 1 for neither scheme and 1 tied between Option 1 and 2 as proposed.
29. The results also indicated strong grouping of support by location. Support for Option 2 (as proposed) in particular was centred around the 5 roads closest to the Eureka Business Park north-west of Trinity Road (i.e. Aylesbury Road, Dunnock Road, Muscovy Road, Siskin Close and Snipe Close). These roads make up 5 of the 7 with majority support for this option and represent a total of 48 of the 75 responses supporting the introduction of Option 2 as proposed across the whole consultation area.

Comments Received

30. A wide variety of comments were received during the consultation, details of which can be found in Appendix 3. Below is a list of those most commonly received comments, which again vary considerably on a road by road basis (see Appendix 3 for full details):
 - (22 No.) 'There is a problem with dangerous / obstructive parking in my road / area'
 - (20 No.) 'Option 2 would have a negative impact on residents' parking amenity'
 - (19 No.) 'Location specific request / comment (see Appendix 4 for details)'
 - (15 No.) 'Sufficient parking should have been provided at the business park'
 - (14 No.) 'Scheme has been long awaited / the problem has been present for some years'
 - (13 No.) 'There is no problem with commuter parking in my road / area'
 - (11 No.) 'Want residents' permit bays instead of yellow lines'
 - (9 No.) 'The problem should be addressed directly with the business park'
 - (7 No.) 'Concerned opening of the Goat Lees Primary School will create / exacerbate parking issues'
 - (6 No.) 'Option 2 would displace vehicles into my road / area'
 - (5 No.) 'I would object to any restrictions in my road / area'

Response from Kent Police

31. A response from Kent Police was received to the consultation in which they stated;

“Option 1. Safety Scheme

Kent Police would support this option and in general terms we expect the following;

- The application meets the necessary criteria
- The introduction of prohibition of waiting complies in all respect with TSRGD 2002
- If being used for corner protection the prohibition of waiting restriction is for a 24 hour period and extends for a distance of at least 10 metres from any junction. Thus preventing vehicles mistakenly parking during the hours of darkness and contravening provisions of the Roads Vehicles Lighting Regulations 1994
- The introduction of such measures will not leave the Police with the task of carrying out constant enforcement issues such as obstruction by transferring the problem to other areas
- The safety of other road users is not compromised by the introduction of these measures

Civil Parking Enforcement will require your Authority to ensure resources are available to enforce this proposal

Option 2. Parking Management Scheme

Kent Police would not support this option as this would place unnecessary restrictions on parking for residents as well as visitors to the area.

Response from Kent Fire & Rescue

32. Kent Fire & Rescue made the following comment on the consultation;

“Notwithstanding and recognising the future development of the area, a well managed Option 1 would be our preferred options as this time.”

Conclusion

33. The results of the consultation are complex and indicate a wide range of views and parking needs among residents. Unfortunately a certain level of confusion over parking and waiting restrictions and how they apply creates further difficulty when interpreting the results into a meaningful format.
34. While there is relatively strong support among Aylesbury Road, Dunnock Road, Muscovy Road, Siskin Close and Snipe Close residents for a parking management scheme this trend is not borne out in those roads further afield from Eureka Business Park where residents’ parking amenity is generally considerably lower and the negative impacts associated with a parking management scheme are therefore likely to be felt more keenly.
35. The displacement of vehicles resulting from the introduction of a parking management scheme means that the introduction of a smaller scale scheme

(i.e. in those roads supporting its introduction) would simply not be feasible. All long stay on-street parking would be displaced into those roads on the periphery of the scheme where residents' demand for on-street parking is generally greater and the displaced vehicles are therefore likely to cause a more significant issue than in their current location.

36. It is therefore the recommendation of this report that Option 1 be taken forward to formal consultation. This scheme will address dangerous and obstructive parking in those roads closest to Eureka Business Park (while also addressing similar bus route and school parking issues elsewhere) without wholesale removal of all day on-street parking facilities. In addition the introduction of a less onerous scheme leaves the option to introduce more restrictions at a later date should they prove necessary.

Portfolio Holder's Views

37. To be provided at the meeting.

Contact: Ray Wilkinson, Engineering Services Manager

Email: ray.wilkinson@ashford.gov.uk

Kent County Council has been made aware of a reported parking problem in residential streets in the Goat Lees area of Ashford. The reports are that staff from the Eureka Business Park regularly use surrounding streets to park during the working week resulting in parking congestion and unsafe parking practices. Boughton Aluph Parish Council, supported by the local borough councillor, wishes to promote a scheme to introduce area-wide parking restrictions to address this issue. This informal consultation, funded by KCC, is intended to seek residents' views on whether you consider this to be a problem and, if so, which measure(s) you would support being implemented to address it.

The options

If you consider parking to be a problem in this area, there are 2 solutions which are being offered to residents, the details of which are shown on the enclosed plans. Both options have different implications for residents.

Option 1. Safety Scheme

This scheme would consist of a small amount of double yellow line restrictions in those locations where parking would cause a danger or obstruction to other road users – e.g. around junctions, on bends etc. The scheme would extend only to those roads where parking by business park staff is known to take place at the current time, where parent parking is anticipated around the new Goat Lees Primary School, and where the bus operator has identified a specific obstruction issue caused by parked vehicles. This scheme is intended as a 'light touch' approach, and restrictions are therefore only proposed in those locations where the Highway Code dictates that parking should not take place but where there is considered to be significant risk of motorists parking. The double yellow lines therefore act as a visual reminder to motorists and enable Ashford Borough Council's Civil Enforcement Officers to enforce the restrictions should it be necessary. This scheme leaves all other kerb space unrestricted, allowing for a maximum of parking flexibility.

Option 2. Parking Management Scheme

This scheme would extend over all roads generally within 750 metres walking distance of the Eureka Business Park. It would consist of double yellow line restrictions in all locations unsuitable for parking (around junctions, bends etc.) and a single yellow line restriction operational from 10am to 11am and 2pm to 3pm Monday to Friday elsewhere. This scheme is intended not only to address parking in locations where to do so would cause a danger or obstruction to other road users but also to discourage commuter / long stay parking in those locations which are suitable for parking. 750 metres is considered a far enough walking distance to discourage displacement of parked vehicles beyond the limits of the restrictions.

Tear-off return form on other side
Continued overleaf

Types of parking restriction explained

Double yellow lines

Double yellow line restrictions mean you cannot park at any time of day. There are however some exemptions to the restriction, these include stopping to load and unload goods and to drop off and pick up passengers. In addition blue badge holders may park for up to 3 hours on a double yellow line where necessary when displaying their blue badge and parking disc.

Single yellow lines

Single yellow line restrictions are similar to double yellow lines but only apply at certain times or on certain days of the week. The times / days at which the restriction applies will be displayed on a sign plate nearby. The single yellow lines discussed in the above proposed options would operate from 10am to 11am and 2pm to 3pm Monday to Friday. This means that no one (neither residents or commuters) can park on the single yellow lines during these times unless they meet with one of the exemptions (e.g. they are actively loading or unloading the vehicle, are picking up passengers or are parked for less than 3 hours and are displaying a blue badge and parking disc).

The consultation process

You are invited to register your opinion by filling out the questionnaire below and posting or e-mailing it back to us.

Please note that direct, individual responses will not be sent out in response to each questionnaire. At the end of the consultation all responses received will be collated and the results analysed. A report on the feedback will then be compiled and the scheme which has the support of local residents, will be taken forward to formal public consultation. If this consultation proves to be inconclusive, the results will be reported to the Ashford Joint Transportation Board for a decision on which option shall be proceeded with.

More information

For a more detailed view of the consultation drawings, to see how the different options affect you, please go to www.kent.gov.uk/roads_and_transport/highway_improvements/consultations/current_consultations or the Boughton Aluph Parish Council (P.C.) website. The P.C. will also hold a number of local public briefings at which full size drawings will be available to view but will not form part of the consultation process. The P.C. is notifying residents separately to give you details of the meetings.

Consultation Questionnaire

Please let us know your thoughts on parking in Goat Lees by filling in the form and either posting it back to us or using the email address below. **Please note returns with no address will not be counted**

.....✂.....

Do you consider parking by staff from Eureka Business Park in residential streets in Goat Lees to be a problem? [please tick YES or NO]

<input type="checkbox"/>	Yes	Any comments
<input type="checkbox"/>	No	

If Yes, which of the following would you support?

tick	Option 1 (safety scheme)
	Option 2 (parking management)

Name:

Address:

.....

.....

Returns of Consultation Questionnaire

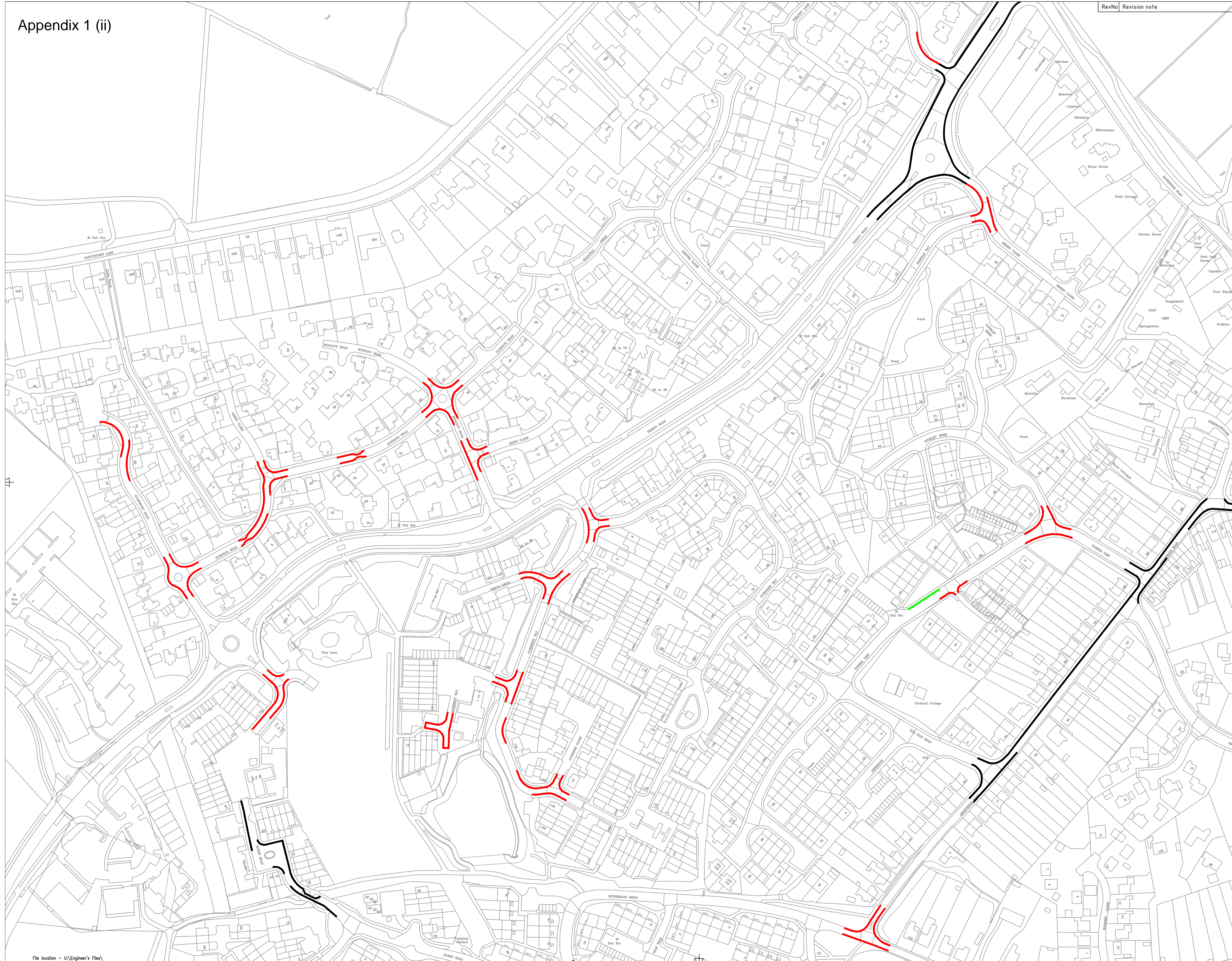
Please return this form by one of the following methods:

By Post: Send to Katie Clarke, KCC Highways, Miller House, Lower Stone Street, Maidstone. ME15 6GB.

By Email: Email your responses to MHF@kent.gov.uk Please put **"GOAT LEES PARKING CONSULTATION"** in the subject box **and include your address. If possible please scan your completed form and attach to the e-mail.**

The deadline for responses is **Friday 15 March 2013.**

Our project reference: MHF-12-AS-56



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

KEY

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

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

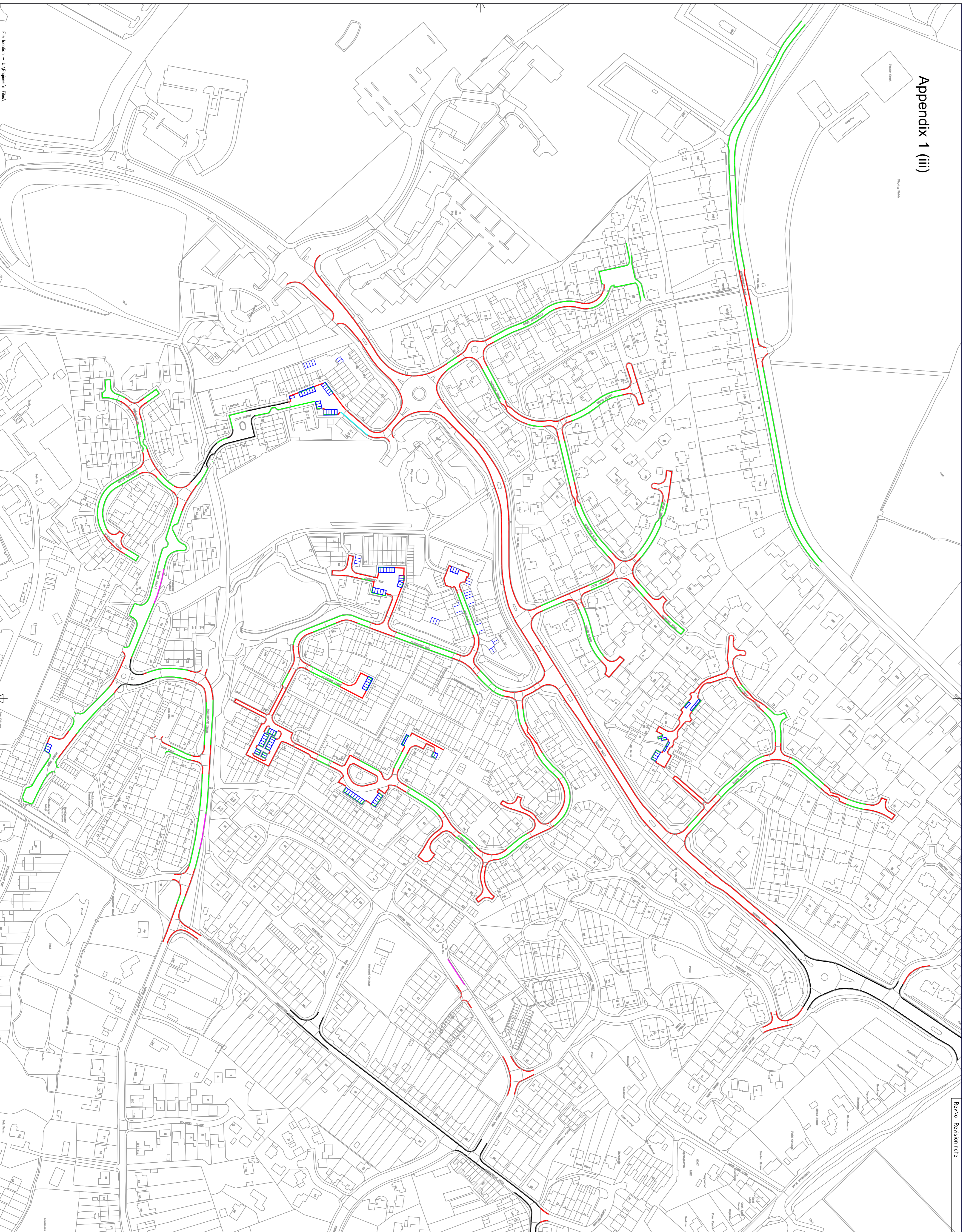
PROJECT
 GOAT LEES, ASHFORD
 HIGHWAY SAFETY SCHEME

DRG/TITLE
 EXTENT OF PROPOSED RESTRICTIONS

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

Appendix 1 (iii)

Revised Plan



Rev/No

Revision note

Date

Signature/Checked

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

KEY

PROPOSED NO WAITING AT ANY TIME —

PROPOSED NO WAITING BETWEEN SPECIFIED HOURS —

EXISTING NO WAITING AT ANY TIME —

PROPOSED BUS STOP CLEARWAY —

EXISTING BUS STOP CLEARWAY —

ASHFORD
BOROUGH COUNCIL
HEAD OF ENVIRONMENTAL SERVICES
Civic Centre, Tanners Lane, Ashford, Kent, TN23 1PL
Tel: 0233 331111 Fax: 0233 645554

PROJECT
GOAT LEES, ASHFORD
PARKING SCHEME

DIRECTION
EXTENT OF PROPOSED RESTRICTIONS
OPTION 2

SCALE 1:1500
DRAWN R. J. W. DATE FEB 2013
CHECKED A. J. REV.
PROJECT GOAT LEES 15

Plan location - V:\Spartan's Final

Scheme Option Preferences

Appendix 2

Road		Is there a parking problem?		Scheme Option Preference											
		Yes	No	Total Consultees	Total Responses	Neither option necessary	Unclear if any restrictions wanted	Want alternative scheme	Problem should be solved without introduction of restrictions	Support Option 1 as proposed	Support Option 1 with location specific amendment	Support Option 1 with major amendment	Support Option 2 as proposed	Support Option 2 with location specific amendment	Support Option 2 with major amendment
Alderney Way	No.	2	3	30	5	0	0	0	0	4	0	0	1	0	0
	% of respondees	40%	60%	N/A	N/A	0%	0%	0%	0%	80%	0%	0%	20%	0%	0%
	% of consultees	7%	10%	N/A	17%	0%	0%	0%	0%	13%	0%	0%	3%	0%	0%
Angus Drive	No.	2	1	36	3	0	0	0	0	0	0	0	2	1	0
	% of respondees	67%	33%	N/A	N/A	0%	0%	0%	0%	0%	0%	0%	67%	33%	0%
	% of consultees	6%	3%	N/A	8%	0%	0%	0%	0%	0%	0%	0%	6%	1%	0%
Aylesbury Road	No.	25	1	60	26	1	0	0	0	4	0	0	19	1	1
	% of respondees	96%	4%	N/A	N/A	4%	0%	0%	0%	15%	0%	0%	73%	4%	4%
	% of consultees	42%	2%	N/A	43%	2%	0%	0%	0%	7%	0%	0%	32%	2%	2%
Ayrshire Close	No.	4	1	19	5	1	0	0	0	1	0	0	1	0	2
	% of respondees	80%	20%	N/A	N/A	20%	0%	0%	0%	20%	0%	0%	20%	0%	40%
	% of consultees	21%	5%	N/A	26%	5%	0%	0%	0%	5%	0%	0%	5%	0%	11%

Road		Is there a parking problem?		Scheme Option Preference											
		Yes	No	Total Consultees	Total Responses	Neither option necessary	Unclear if any restrictions wanted	Want alternative scheme	Problem should be solved without introduction of restrictions	Support Option 1 as proposed	Support Option 1 with location specific amendment	Support Option 1 with major amendment	Support Option 2 as proposed	Support Option 2 with location specific amendment	Support Option 2 with major amendment
Bloomsbury Way	No.	1	0	38	1	0	0	0	0	0	0	0	0	1	0
	% of respondees	100%	0%	N/A	N/A	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%
	% of consultees	3%	0%	N/A	3%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%
Bockhanger Lane	No.	1	3	15	4	0	0	0	0	3	0	0	1	0	0
	% of respondees	25%	75%	N/A	N/A	0%	0%	0%	0%	75%	0%	0%	25%	0%	0%
	% of consultees	7%	20%	N/A	27%	0%	0%	0%	0%	20%	0%	0%	7%	0%	0%
Dale Walk	No.	1	1	21	2	0	0	0	0	1	0	0	1	0	0
	% of respondees	50%	50%	N/A	N/A	0%	0%	0%	0%	50%	0%	0%	50%	0%	0%
	% of consultees	5%	5%	N/A	10%	0%	0%	0%	0%	5%	0%	0%	5%	0%	0%

Road		Is there a parking problem?		Scheme Option Preference											
		Yes	No	Total Consultees	Total Responses	Neither option necessary	Unclear if any restrictions wanted	Want alternative scheme	Problem should be solved without introduction of restrictions	Support Option 1 as proposed	Support Option 1 with location specific amendment	Support Option 1 with major amendment	Support Option 2 as proposed	Support Option 2 with location specific amendment	Support Option 2 with major amendment
Dexter Close	No.	6	0	33	6	0	0	0	0	1	0	0	1	1	3
	% of respondees	100%	0%	N/A	N/A	0%	0%	0%	0%	17%	0%	0%	17%	17%	50%
	% of consultees	18%	0%	N/A	18%	0%	0%	0%	0%	3%	0%	0%	3%	3%	9%
Dunnock Road	No.	22	2	41	24	1	0	1	0	3	2	0	15	2	0
	% of respondees	92%	8%	N/A	N/A	4%	0%	4%	0%	12%	8%	0%	62%	8%	0%
	% of consultees	54%	5%	N/A	59%	2%	0%	2%	0%	7%	5%	0%	37%	5%	0%
Eureka Park	No.	1	1	10	2	0	0	0	0	2	0	0	0	0	0
	% of respondees	50%	50%	N/A	N/A	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%
	% of consultees	10%	10%	N/A	?	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%
Freathy Lane	No.	6	0	53	6	0	0	0	0	4	0	0	2	0	0
	% of respondees	100%	0%	N/A	N/A	0%	0%	0%	0%	67%	0%	0%	33%	0%	0%
	% of consultees	11%	0%	N/A	11%	0%	0%	0%	0%	8%	0%	0%	4%	0%	0%

Road		Is there a parking problem?		Scheme Option Preference											
		Yes	No	Total Consultees	Total Responses	Neither option necessary	Unclear if any restrictions wanted	Want alternative scheme	Problem should be solved without introduction of restrictions	Support Option 1 as proposed	Support Option 1 with location specific amendment	Support Option 1 with major amendment	Support Option 2 as proposed	Support Option 2 with location specific amendment	Support Option 2 with major amendment
Friesian Way	No.	3	1	36	4	0	0	1	0	2	0	0	1	0	0
	% of respondees	75%	25%	N/A	N/A	0%	0%	25%	0%	50%	0%	0%	25%	0%	0%
	% of consultees	8%	3%	N/A	11%	0%	0%	3%	0%	6%	0%	0%	3%	0%	0%
Galloway Drive	No.	13	1	63	14	1	0	0	2	4	1	1	2	1	2
	% of respondees	93%	7%	N/A	N/A	7%	0%	0%	14%	29%	7%	7%	14%	7%	14%
	% of consultees	21%	2%	N/A	22%	2%	0%	0%	3%	6%	2%	2%	3%	2%	3%
Guernsey Way	No.	14	2	191	16	2	0	0	0	7	1	0	6	0	0
	% of respondees	88%	12%	N/A	N/A	13%	0%	0%	0%	44%	6%	0%	38%	0%	0%
	% of consultees	7%	1%	N/A	8%	1%	0%	0%	0%	4%	1%	0%	3%	0%	0%
Hereford Close	No.	0	2	13	2	1	0	1	0	0	0	0	0	0	0
	% of respondees	0%	100%	N/A	N/A	50%	0%	50%	0%	0%	0%	0%	0%	0%	0%
	% of consultees	0%	15%	N/A	15%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%

Road		Is there a parking problem?		Scheme Option Preference											
		Yes	No	Total Consultees	Total Responses	Neither option necessary	Unclear if any restrictions wanted	Want alternative scheme	Problem should be solved without introduction of restrictions	Support Option 1 as proposed	Support Option 1 with location specific amendment	Support Option 1 with major amendment	Support Option 2 as proposed	Support Option 2 with location specific amendment	Support Option 2 with major amendment
Hurst Road	No.	13	3	44	16	0	0	0	0	9	0	1	5	0	1
	% of respondees	81%	19%	N/A	N/A	0%	0%	0%	0%	56%	0%	6%	31%	0%	6%
	% of consultees	30%	7%	N/A	36%	0%	0%	0%	0%	20%	0%	2%	11%	0%	2%
Jersey Close	No.	6	0	21	7	0	0	0	1	6	0	0	0	0	0
	% of respondees	86%	0%	N/A	N/A	0%	0%	0%	14%	86%	0%	0%	0%	0%	0%
	% of consultees	29%	0%	N/A	33%	0%	0%	0%	5%	29%	0%	0%	0%	0%	0%
Muscovy Road	No.	9	0	28	9	0	0	0	0	0	0	0	7	1	1
	% of respondees	100%	0%	N/A	N/A	0%	0%	0%	0%	0%	0%	0%	78%	11%	11%
	% of consultees	32%	0%	N/A	32%	0%	0%	0%	0%	0%	0%	0%	25%	4%	4%
Portland Close	No.	1	0	35	1	0	0	0	0	0	0	0	1	0	0
	% of respondees	100%	0%	N/A	N/A	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
	% of consultees	3%	0%	N/A	3%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%

Road		Is there a parking problem?		Scheme Option Preference											
		Yes	No	Total Consultees	Total Responses	Neither option necessary	Unclear if any restrictions wanted	Want alternative scheme	Problem should be solved without introduction of restrictions	Support Option 1 as proposed	Support Option 1 with location specific amendment	Support Option 1 with major amendment	Support Option 2 as proposed	Support Option 2 with location specific amendment	Support Option 2 with major amendment
Rothbrook Drive	No.	1	0	31	1	0	1	0	0	0	0	0	0	0	0
	% of respondees	100%	0%	N/A	N/A	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%
	% of consultees	3%	0%	N/A	3%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%
Sandyhurst Lane	No.	5	0	29	5	0	0	0	0	2	0	0	1	1	1
	% of respondees	100%	0%	N/A	N/A	0%	0%	0%	0%	40%	0%	0%	20%	20%	20%
	% of consultees	17%	0%	N/A	17%	0%	0%	0%	0%	7%	0%	0%	3%	3%	3%
Siskin Close	No.	10	0	27	10	0	0	0	0	0	2	1	4	1	2
	% of respondees	100%	0%	N/A	N/A	0%	0%	0%	0%	0%	20%	10%	40%	10%	20%
	% of consultees	37%	0%	N/A	37%	0%	0%	0%	0%	0%	7%	4%	15%	4%	7%
Snipe Close	No.	4	0	13	4	0	0	0	0	0	0	0	3	0	1
	% of respondees	100%	0%	N/A	N/A	0%	0%	0%	0%	0%	0%	0%	75%	0%	25%
	% of consultees	31%	0%	N/A	31%	0%	0%	0%	0%	0%	0%	0%	23%	0%	8%

Road		Is there a parking problem?		Scheme Option Preference												
		Yes	No	Total Consultees	Total Responses	Neither option necessary	Unclear if any restrictions wanted	Want alternative scheme	Problem should be solved without introduction of restrictions	Support Option 1 as proposed	Support Option 1 with location specific amendment	Support Option 1 with major amendment	Support Option 2 as proposed	Support Option 2 with location specific amendment	Support Option 2 with major amendment	
n/a / unknown	No.	2	0	N/A	3	0	0	0	0	0	1	0	0	2	0	0
	% of respondees	67%	0%	N/A	N/A	0%	0%	0%	0%	0%	33%	0%	0%	67%	0%	0%
	% of consultees	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	No.	152	22	887	176	7	1	3	3	54	6	3	75	10	14	
	% of respondees	87%	13%	N/A	N/A	4%	1%	2%	2%	31%	3%	2%	42%	6%	8%	
	% of consultees	17%	2%	N/A	20%	1%	0%	0%	0%	6%	1%	0%	8%	1%	2%	

Key:

Neither option necessary – Neither option ticked. Either ‘no problem’ ticked or comments indicate do not believe any restrictions to be necessary (in one instance Option 2 was ticked but comments indicated that respondee would prefer no restrictions so included in count)

Unclear if any restrictions wanted – No option ticked. Comments are unclear whether would like any restrictions or not.

Want alternative scheme – Neither option ticked but comments indicate would like an alternative scheme introduced (e.g. residents only / residents permit scheme)

Problem should be solved without introduction of restrictions – Neither option ticked. Comments indicate that respondee believes there is a problem but that this should be tackled without the introduction of restrictions (e.g. provision of more parking at the Eureka Site / improved public transport links)

Support Option 1 as proposed – Ticked Option 1. Comments do not specifically state that support is subject to amendment

Support Option 1 with location specific amendment – Ticked Option 1 but comments request amendment of proposed scheme at a specific location (e.g. extension / reduction in length of double yellow line, introduction of new section of double yellow line)
(in one instance no option was ticked but comments stated supported Option 1 with a location specific amendment so included in count)

Support Option 1 with major amendment – Ticked Option 1 but comments request either changes to the type of restriction proposed or changes in lengths of restriction at multiple locations (e.g. addition of ‘residents only’ restrictions)

Support Option 2 as proposed – Ticked Option 2. Comments do not specifically state that support is subject to amendment

Support Option 2 with location specific amendment – Ticked Option 2 but comments request amendment of proposed scheme at a specific location (e.g. change of section of double yellow line to single yellow line)

Support Option 2 with major amendment - Ticked Option 2 but comments request either changes to the type of restriction proposed or changes in lengths of restriction at multiple locations (e.g. addition of ‘residents only’ restrictions)

Comments Received

Appendix 3

Comment	Aldernay Way	Angus Drive	Aylesbury Road	Ayreshire Close	Bloomsbury Lane	Bockhanger Lane	Dale Walk	Dexter Close	Dunnoch Road	Eureka Park	Freathy Lane	Friesian Way	Galloway Drive	Guersey Way	Hereford Close	Hurst Road	Jersey Close	Muscovy Road	Portland Close	Rothbrook Drive	Sandyhurst Lane	Siskin Close	Snipe Close	n/a / unknown	Total
Scheme has been long awaited / problem has been present for some years	0	0	1	2	0	0	0	3	0	0	0	0	2	0	0	1	0	1	0	0	1	2	1	0	14
Option 1 is not a solution, it is just enforcing the Highway Code	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Option 1 will displace vehicles into nearby roads / locations	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	3
Option 1 will be ignored by motorists – not enough CEOs to enforce it	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Under Option 2 double yellow lines should be extended further around junctions	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Option 2 should be extended further	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Option 2 needs to address unsuitable parking by residents as well	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Want Option 2 but with fewer double yellow lines	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1

Comment	Aldernay Way	Angus Drive	Aylesbury Road	Ayreshire Close	Bloomsbury Lane	Bockhanger Lane	Dale Walk	Dexter Close	Dunnoch Road	Eureka Park	Freathy Lane	Friesian Way	Galloway Dr	Guersey Way	Hereford Close	Hurst Road	Jersey Close	Muscovy Road	Portland Close	Rothbrook Drive	Sandyhurst Lane	Siskin Close	Snipe Close	n/a / unknown	Total
Option 2 would have a negative impact on residents' parking amenity	2	0	0	1	0	0	0	1	3	0	0	0	5	2	1	3	1	0	0	0	0	1	0	0	20
Option 2 is unfair to residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Option 2 will cause more nuisance / dangerous parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
There's no justification for Option 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Option 2 would have a detrimental effect on house prices	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Option 2 would displace vehicles into my road/area	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	6
If Option 2 is chosen would like it extended to include my road/area	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
Want residents' permit bays instead of yellow lines	0	0	0	1	0	0	0	2	0	0	0	1	0	0	1	2	0	2	0	0	1	1	0	0	11
Want residents' parking without marked bays	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Comment	Aldernay Way	Angus Drive	Aylesbury Road	Ayreshire Close	Bloomsbury Lane	Bockhanger Lane	Dale Walk	Dexter Close	Dunnoch Road	Eureka Park	Freathy Lane	Friesian Way	Galloway Dr	Guersey Way	Hereford Close	Hurst Road	Jersey Close	Muscovy Road	Portland Close	Rothbrook Drive	Sandyhurst Lane	Siskin Close	Snipe Close	n/a / unknown	Total
Want permit system combined with double yellow lines as per Option 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Want parking ban on commercial vehicles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Would object to the introduction of any restrictions in my road/ area	0	0	0	1	0	0	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	5
Agree safety restrictions are required	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
My concern is unsafe parking	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
The problem should be addressed directly with the Business Park	1	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	9
Charges for parking on the Business Park should be dropped	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
The Business Park should be forced to provide more parking and remove yellow lines on the estate roads before being allowed to build any more units	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4

Comment	Aldernay Way	Angus Drive	Aylesbury Road	Ayreshire Close	Bloomsbury Lane	Bockhanger Lane	Dale Walk	Dexter Close	Dunnoch Road	Eureka Park	Freathy Lane	Friesian Way	Galloway Dr	Guersey Way	Hereford Close	Hurst Road	Jersey Close	Muscovy Road	Portland Close	Rothbrook Drive	Sandyhurst Lane	Siskin Close	Snipe Close	n/a / unknown	Total	
Sufficient parking should have been provided at the Business Park	0	0	3	0	0	0	0	1	4	0	0	0	1	0	0	3	1	1	0	0	0	0	0	0	1	15
The Business Park has ignored the problem, hopefully this will force them into action and the scheme can then be relaxed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
Commuters / businesses should be supported & viable parking / transport options provided	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Business Park expansion will exacerbate the situation	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Commuters leave their litter	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Regular enforcement patrols will have to be carried out to ensure adherence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Want an allocated space outside my house	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Restrictions should be included in all block paved areas	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Comment	Aldernay Way	Angus Drive	Aylesbury Road	Ayreshire Close	Bloomsbury Lane	Bockhanger Lane	Dale Walk	Dexter Close	Dunnoch Road	Eureka Park	Freathy Lane	Friesian Way	Galloway Dr	Guersey Way	Hereford Close	Hurst Road	Jersey Close	Muscovy Road	Portland Close	Rothbrook Drive	Sandyhurst Lane	Siskin Close	Snipe Close	n/a / unknown	Total
Concerned opening of the school may create / exacerbate parking issues	1	1	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	1	0	0	0	0	7
Hope sufficient parking is to be provided for Goat Lees Primary School	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
School traffic causes dangerous / obstructive parking in my road / area	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Don't want other people parking outside my home	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Parking outside my house creates inauspicious feng shui and is therefore discriminatory and detrimental to my quality of life	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Want double yellow lines outside my house	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Don't want double yellow lines outside my house	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3
Want the whole road restricted with double yellow lines	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1

Comment	Alderney Way	Angus Drive	Aylesbury Road	Ayrshire Close	Bloomsbury Way	Bockhanger Lane	Dale Walk	Dexter Close	Dunnoch Road	Eureka Park	Freathy Lane	Friesian Way	Galloway Dr	Guernsey Way	Hereford Close	Hurst Road	Jersey Close	Muscovy Road	Portland Close	Rothbrook Drive	Sandyhurst Lane	Siskin Close	Snipe Close	n/a / unknown	Total
Parking interferes with road sweeping / drain clearance	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Have difficulty parking outside our house due to commuter parking	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Commuters make it difficult / impossible to get on and off driveways	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
Commuters have no consideration for residents / other road users	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
There is a problem with dangerous / obstructive parking in my road / area	0	0	6	0	0	0	1	0	8	0	1	0	1	3	0	0	0	0	0	0	0	1	1	0	22
While appreciate the need to support local business, parking is inconsiderate and dangerous	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Commuters park in my road	0	0	1	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4
Commuter parking is a problem	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3
There are lots of young children in the street and cars looking for a space pose a danger	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Comment	Aldernay Way	Angus Drive	Aylesbury Road	Ayreshire Close	Bloomsbury Way	Bockhanger Lane	Dale Walk	Dexter Close	Dunnoch Road	Eureka Park	Freatthy Lane	Friesian Way	Galloway Dr	Guersey Way	Hereford Close	Hurst Road	Jersey Close	Muscovy Road	Portland Close	Rothbrook Drive	Sandyhurst Lane	Siskin Close	Snipe Close	n/a / unknown	Total
Parked cars are not causing a problem	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
Issue with trade vehicles causing an obstruction	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
There is no problem with commuter parking in my road / area	2	0	0	3	0	2	0	0	1	0	0	0	2	2	0	0	0	0	0	0	1	0	0	0	13
No parking problem currently but concerned one will develop as office worker numbers increase	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
Parking problems are only occasional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2
Inconsiderate parking by residents is a problem	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
Location specific request / comment	0	0	0	0	0	0	0	3	3	0	0	0	4	0	0	3	0	1	0	0	0	1	0	0	15*
Appreciate may be need for restrictions close to business park but don't want them as far as my road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Want 20mph speed restriction	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

* plus 2 comments relating to Eureka Place & 2 comments relating to Trinity Road

Location Specific Comments

Appendix 4

Road	Com ment No.	Comment Received	Officer Comment
Dexter Close	1	<p>The double yellow lines in Dexter Close at its junction with Trinity Road should be extended beyond the speed hump since the roads leading to houses 2 - 10 and houses 1 to 5 require unobstructed passage.</p> <p>The use of double yellow lines at the ends of Siskin, Muscovy, Snipe, and Dexter will create considerable problems for residents as it compresses vehicles into a smaller space for parking - where are they meant to go? There can be no justification to place double yellow lines at these places and they should be replaced with single yellow lines.</p>	<p>The stub arm serving Nos. 1,3 & 5, is protected with 10 metre junction protection ensuring access is not obstructed. Similarly the location of the shared driveway opposite (serving Nos. 2-10 evens) means that it is similarly protected by this junction protection.</p> <p>In view of the parking pressure from residents and their visitors in nearby Galloway Drive where properties generally have considerably less off-street parking provision, it is important to maintain as much suitable on-street parking as possible.</p> <p>Single yellow lines cannot be used in these turning heads because to do so would effectively condone parking in these locations outside the hours of operation. It is necessary to protect the turning heads in order to ensure that large vehicles are able to turn. Although such vehicles can be expected to reverse for short distances, the Kent Design Guide recommends a maximum distance of 60 metres.</p>
	2	<p>Additionally parking between 1 and 2 Dexter Close is dangerous for cars both leaving and entering Dexter Close.</p>	<p>The junction protection provided consists of 15 metres around the junction with Trinity Road (a major junction) and 10 metres around the junction of the stub arm (a minor junction) in line with the requirements of the Highway Code (which stipulates a minimum of 10 metres). These dimensions for major and minor junction protection have been adopted throughout the scheme and represent commonly used standards across the Borough.</p> <p>Given the relatively wide road width (which exceeds the</p>

			<p>standard requirement for parking on one side) and the straight nature of this section of the road, double yellow lines are considered to be unnecessarily onerous. Although double yellow lines could have been used to dictate on which side of the carriageway parking takes place, it was considered preferable to maintain the flexibility of allowing motorists to choose on which side to park.</p>
3		<p>Having studied the maps and looked at where the double yellow lines finish and the single yellow lines start on and after junctions, I am concerned that the double yellow lines do not extend far enough beyond a junction, I refer in particular to the location of my own property in Dexter Close (properties included in mini close 2, 4, 6, 8 & 10). Double yellow lines are suggested on the junction as you turn into Dexter Close but then quickly become single yellow lines, that is fine for roads that do not have driveways or mini closes off them virtually immediately as soon as you turn into the road, this is the case for my property. My concern is that I do not think that the double yellow lines extend far enough beyond the junction or down the road and I feel that if the single lines are implemented where currently suggested then the residents of the mini close I live in will not be able to turn out of our drive onto Dexter Close in a conventional way as there will be cars potentially parked either side of the road obstructing the end of the driveway. Neither will cars be able to drive in or out of the road and certainly emergency vehicles will not be able to get into the road either. Also I feel this will make it very difficult to see cars turning into Dexter Close off Trinity Road with cars parked either side of the road therefore making it very unsafe. This may mean that the junction is deemed safe but it could potentially cause an issue with safety in Dexter Close, I am sure there are many, many more examples of the type of housing/mini close set up around the area that will have the same potential issue. In conclusion, I feel that the positioning and continuation of</p>	<p>The junction protection provided consists of 15 metres around the junction with Trinity Road (a major junction) and 10 metres around the junction of the stub arm (a minor junction) in line with the requirements of the Highway Code (which stipulates a minimum of 10 metres). These dimensions for major and minor junction protection have been adopted throughout the scheme and represent commonly used standards across the Borough.</p> <p>In respect to accessing the stub arm (serving Nos. 1, 3 & 5), as mentioned this is protected with 10 metre junction protection ensuring access is not obstructed. Similarly the location of the shared driveway opposite means that it is similarly protected by this junction protection.</p> <p>Given the relatively wide road width (which exceeds the standard requirement for parking on one side) and the straight nature of this section of the road, double yellow lines are considered to be unnecessarily onerous. Although double yellow lines could have been used to dictate on which side of the carriageway parking takes place, it was considered preferable to maintain the flexibility of allowing motorists to choose on which side to park.</p>

		<p>the double yellow lines needs to be looked at as I do believe that if these are not extended to reflect the situation that applies to houses off the main road for example in Dexter Close then there could be issues with motorist and pedestrian safety.</p>	
Dunnock Road	1	<p>I have a technical question no-one seems able to answer because drawings seen so far are not detailed enough. We have a road safety "pinch point" outside our home at 2 Dunnock Road which the proposed schemes rightly indicate will be covered by double yellow. A critical question is how far that double yellow extends back towards the drive and dropped kerb of number 1 Dunnock Road on the north side of the road?</p> <p>All residents of numbers 2,4 and 1 would be happy and indeed relieved - I have checked with them all - to see the double yellow fully extended to the edge of the drive of number 1 so that:-</p> <p>A. A safe passing place would be provided for cars negotiating the pinch point.</p> <p>B. The extended double yellow would prevent a parked vehicle constantly overhanging either the "pinch point" double yellow or the dropped kerb of number 1's drive. As I type this a business park vehicle is parked in this space and considerably overhanging a white mark daubed on the pavement that is possibly something to do with the possible limit of the double yellow?</p> <p>C. The extended double yellow would enable both numbers 2 and 4 Dunnock Road cars to get off their respective drives safely. Currently to avoid a parked vehicle I have to either mount the full kerbed pavement or have to negotiate the parked vehicle in totally the opposite direction to that I intend to go and turn round up the road! This is to avoid a normal car, sadly there is sometimes a larger than normal 4x4 or a Jeep, both from the business park and both all day parkers. If there was to be a parking gap left between the pinch point</p>	<p>The legislation governing the use of parking and waiting restrictions contains no provision for the use of double yellow line restrictions to protect private accesses. In addition the proposed double yellow lines around the pinch point allow vehicles to wait on the north-eastern approach to the pinch point negating the need for similar restrictions on the south-western approach.</p>

		<p>double yellow and the drive of number 1 it would be a tight one and lead to constant calls to parking wardens etc because the offending parked vehicle is partly on the proposed double yellow or the dropped kerb of the drive to No 1 or both and is blocking safe exits from the drives of 1,2 and 4 Dunnock.</p> <p>I hope this makes sense. We are really talking about just under five metres of kerb, though technically less as current parked cars squeeze up over the temporary white mark right on top of the pinch point to try and avoid sitting right on top of the drop kerb of number 1's drive and totally blocking the view of vehicles exiting the drive.</p>	
	2	Intolerable. We need double yellow line opposite drives of 2 and 4 Dunnock to stop business park 4x4s blocking our drives. This would stop cars overhanging proposed double yellow lines and dropped kerb drive of number 1 Dunnock	The legislation governing the use of parking and waiting restrictions contains no provision for the use of double yellow line restrictions to protect private accesses.
	3	Because 2 & 4 Dunnock Road are the only houses on this development with a linked garage/drive, it is extremely difficult to exit our drive when a car is parked next to the pinch point on the opposite side of the road. We have to pull off the drive fully before being able to turn. This is very difficult with a car parked on the opposite side of the road next to the pinch point and leaves us vulnerable to damaging other cars. Likewise coming onto the drive in these circumstances is difficult. Therefore the double yellow lines adjacent to the pinch point opposite 2&4 Dunnock Road need to extend fully from the pinch point to the drive of 1.	The legislation governing the use of parking and waiting restrictions contains no provision for the use of double yellow line restrictions to protect private accesses.
Galloway Drive	1	The end of Galloway is a complex of flats and affordable housing and there are insufficient off road spaces so residents are forced to park on the road. The extensive nature of the double yellow lines proposed for Galloway is impractical and should be replaced with single yellow lines.	Unfortunately the relatively narrow road width, combined with turning heads and junctions makes the majority of Galloway Drive unsuitable for parking. The use of single yellow lines in these locations would effectively condone parking outside the hours of operation in contravention of the Highway Code.
	2	Junction of Dexter Close and Galloway Drive is a danger when cars park - you cannot see round bends etc. Please consider double lines or making this a "no waiting at any	Although junction protection was included at this location in the Option 2 scheme which is both more extensive and where due to the nature of the scheme it is necessary to identify all

		time" for safety reasons.	locations unsuitable for parking with the use of double yellow lines, this was considered unnecessary in the Option 1 scheme. The Option 1 scheme is intended to provide a minimalist approach, with double yellow lines proposed only in those locations which are not only unsuitable for parking (as dictated by the Highway Code) but where there is a significant risk of parking regularly taking place.
3	Option 2 comes with a proviso: this is that Galloway Drive is a single yellow lined area and not a double yellow lined as shown on the diagram, also allowing the residents to monitor the parking situation and not the use of enforcement officers as the locals know vehicle ownership and will have a better knowledge of what cars to report that belong to business users of Eureka Park. Allowing car parking in Galloway Drive also will act as a deterrent to speed (like it presently does) and thus makes the road a safer area for pedestrians to traverse as there are no footpaths. If this could not be so then I would have to indicate option 1 as the way forward.	<p>Unfortunately the relatively narrow road width, combined with turning heads and junctions makes the majority of Galloway Drive unsuitable for parking. The use of single yellow lines in these locations would effectively condone parking outside the hours of operation in contravention of the Highway Code.</p> <p>Similarly enforcement of parking and waiting restrictions by residents cannot be condoned and would have no legal basis. Any parking and waiting restrictions on the publicly adopted highway apply to all users and cannot be enforced selectively.</p>	
4	I have put up for many years with the rubbish truck drive driving over the grass in from of my House as the road narrows. I have collected evidence that this has happened even when no cars are parked in the turning into my road. The problem here is not the parking of office workers, instead it is the narrow road and waste ground as you turn toward the entrance to my house, to the side of number 34 and in front of 91, and 89. The waste ground opposite is ugly not maintained and could easily be widened to ensure we could park safety in this spot as we have nowhere else to go. Number 34 is planting a large boarder in the grass by their wall and my children have to walk on the road and you cannot push a pushchair down this strip of ground you have to walk on the road. So the widening of this section would cost a great deal less than it would to paint double yellow lines in this area and then enforce it. Even a single yellow line and no parking between certain time would be unhelpful if I wanted to have	<p>The issue regarding over-running by the refuse truck has been reported to ABC's Street Scene & Open Spaces team for investigation, however the road width exceeds 3.0 metres at its narrowest and should therefore be negotiable by large vehicles as long as there are no parked vehicles obstructing its approach.</p> <p>Any widening of the carriageway would obviously fall outside the remit off this consultation / scheme, however the request has been forward to KCC for their consideration.</p> <p>Similarly the issue of private planting of the verge area has been passed to KCC for their information. However the road is designed as a shared surface and the verge areas are not intended to be dedicated to pedestrian use.</p> <p>Lastly the issue of maintenance of the verge areas and</p>	

		<p>visitors and they would have to park in Dexter close and walk a long way round...</p> <p>...I do hope you could consult with me and hopefully widen this bit of Galloway drive as the waste ground is ugly and used for fly tipping of unwanted rubbish (it could be easily widened and many of the problems would be solved) as stated above the parked cars are not the reason the rubbish truck drives over the grass it is instead because of the sharp angle and I have watched on so many occasions trucks and delivery lorries drive over the grass with no cars parked</p>	<p>associated fly tipping has been forwarded to ABC's Street Scene & Open Spaces team who are responsible for maintenance on behalf of KCC.</p>
Hurst Road	1	<p>If the entrance to the new school is just off the roundabout at the top of Hurst Road then really they should not be able to pick up there at all as it will cause absolute chaos!</p>	<p>Both Options 1 & 2 include double yellow line protection in this section of Hurst Road to discourage parking.</p>
	2	<p>More parking spaces need to be added to the Hurst Road square At the other end of Hurst Road the proposed double yellow lines are impractical, in particular around the parking area, and should be replaced with single yellow lines or the road turned into a resident permit area.</p>	<p>The parking bays proposed under Option 2 must conform to parking standards (bay dimensions, access etc.) to ensure that they are safe and fit for purpose. The proposed layout has been designed to optimise the number of bays – it is unfortunately not possible to accommodate any additional spaces while complying with parking and highway standards. The current informal parking arrangement provides considerably more flexibility because the bays are not marked out, allowing for example smaller cars to fit in spaces which would not necessarily accommodate a formal standard sized parking bay.</p>
	3	<p>We object to the red lines outside 7-8 Hurst Road. We have lived here for 36 years with no problems in turning. See Winston on this. May we suggest the following 1. Erect residential only parking signs in cul-de-sac end of Hurst Road if Option 1 goes ahead. 2. We the above will be hoping that no red lines outside our houses so that we can pay £25 to continue parking all day long as we have more rights than Trinity. Plus two of us, myself included, deliver Kennington Forum newsletters free of charge.</p>	<p>The double yellow lines proposed under Option 2 at this location are necessary to maintain the turning area to avoid forcing large vehicles to reverse excessive distances. The decision was taken to provide a turning area at this location rather than at the terminus of the road in order to maximise parking and also to minimise disruption to current parking practices which appear to favour parking in the cul-de-sac end of the road above the turning head opposite Nos. 7 & 8.</p> <p>Unfortunately the unusual configuration of the carriageway</p>

			<p>does not allow for the safe accommodation of much parking.</p> <p>In respect to the suggested erection of 'no parking' signs as part of Option 1, such signs are not legally recognised and would not be enforceable.</p> <p>Lastly it is assumed that the reference to a £25 charge to park all day relates to the limited waiting schemes which have been implemented in some locations around the town centre. Such a scheme has not been proposed in Goat Lees however were such a scheme to be considered bays could still not be provided in the location requested because it remains unsuitable for parking.</p>
Eureka Place	1	I also believe they use the car park by the "one stop shop" as well	This parking area is privately managed and therefore falls outside the remit of this consultation.
	2	There are several parking spaces behind medical centre! Never used! If parking is restricted between specified times it's unfair on residents who have no garage i.e. Guernsey Way etc.	This parking area is privately managed and therefore falls outside the remit of this consultation.
Guernsey Way	1	As a household we would like to support Option 1 (safety scheme). I would also like to add that yellow lines would also be preferable to be extended up round the corner to the outside of 35 Guernsey Way. An awful lot of vehicles park on this corner and it is blind to drivers when the vehicles are parked there. I have many times seen cars almost collide at this corner because of this reason. Also as it was identified by KCC that when it snows it is one of the badly affected roads in the borough, I have also witnessed during the icy periods that cars often get stuck on this corner in the slippery conditions due to the parked cars and can cause a considerable problem. I hope you will take my view on board.	This section of Guernsey Road was not included in the Option 1 scheme (although double yellow lines were proposed along the inside of the bend in the Option 2 scheme) because it was not considered necessary to extend restrictions this far into the estate.
Muscovy	1	Do NOT want double yellow lines at the top of Muscovy -	The double yellow lines proposed around the turning head of

Road		restricted is ok. This is our only visitor parking!	Muscovy Road in the Option 2 scheme are necessary because the alternative use of a single yellow line would effectively condone parking outside the hours of restriction. It is important to ensure that a turning area is maintained sufficient to allow large vehicles to manoeuvre in order to avoid forcing them to reverse the full length of the road.
Siskin Close	1	In Option 2 Siskin Close the end where the double yellow lines curve round needs to be capped and not curved around. Please contact me if you need further clarification.	<p>Under Option 2 double yellow lines have been proposed around the turning head to ensure large vehicles are not forced to back down the full length of the road on exiting.</p> <p>It is necessary that the length of restrictions protects the 'T' junction of the turning head in order to enable the vehicles to manoeuvre either right or left.</p>
Trinity Road	1	I support Option 1 but with the addition of double yellow lines along the section of Trinity Road nearest the school site - otherwise parents will park or pick up from Trinity Road out of convenience as the school access road will become congested at the school's small turning point. Without double yellow lines along this part of Trinity Road cars will get parked there - at the moment if someone even stops to post a letter at the post-box near the footpath it creates very significant hazard on Trinity Road, as pedestrian islands create additional barriers on the highway. So, as has been done at the top end of Trinity Road near the Towers School, there needs to be double yellow lines along this section of Trinity Road but that should be the extent of them. It is inevitable the parents will park along residential roads for school drop off and pick up, but this will be a very short lived phenomenon and can be managed (look at the village of Wye which has a larger school where the majority of children travel by car, but where parking can be achieved without resorting to double yellow lines everywhere and without impacting residential parking provision).	<p>Restrictions have not been proposed in Trinity Road as part of Option 1 because the nature of the road itself makes it clear to motorists that it is unsuitable for parking – this is borne out by the current lack of parking along its length. In those locations where restrictions are not present, motorists rely on their own judgement to decide whether a location is suitable for parking. If double yellow lines were to be introduced along the section adjacent to the Goat Lees Primary School site but not elsewhere along its length this would effectively suggest to motorists that those locations without restrictions have been deemed suitable for parking.</p> <p>Under the Option 2 scheme where it has been necessary to delineate all sections of kerb space as either suitable or unsuitable for parking it has been necessary to propose double yellow lines along the whole length of Trinity Road within the scheme area. This does however have considerable maintenance implications due both to the long length of carriageway concerned and the fact that it is heavily trafficked and would therefore require a very regular maintenance regime to deal with the rate of wear.</p>
	2	I support Option 1 but would recommend that double yellow	Restrictions have not been proposed in Trinity Road as part

	<p>lines are introduced along the section of Trinity Road nearest the school site - otherwise parents will park or pick up from Trinity Road out of convenience due to congestion in the very small access road into the school turning point. If there are no double yellow lines along this part of Trinity Road then people will park there - at the moment if someone even stops to post a letter at the post-box near the footpath it creates a very significant hazard on Trinity Road. So, as has been done at the top of Trinity Road near the Towers School, there does need to be double yellow lines along this section of Trinity Road but that should be the extent of them.</p>	<p>of Option 1 because the nature of the road itself makes it clear to motorists that it is unsuitable for parking – this is borne out by the current lack of parking along its length. In those locations where restrictions are not present, motorists rely on their own judgement to decide whether a location is suitable for parking. If double yellow lines were to be introduced along the section adjacent to the Goat Lees Primary School site but not elsewhere along its length this would effectively suggest to motorists that those locations without restrictions have been deemed suitable for parking.</p> <p>Under the Option 2 scheme where it has been necessary to delineate all sections of kerb space as either suitable or unsuitable for parking it has been necessary to propose double yellow lines along the whole length of Trinity Road within the scheme area. This does however have considerable maintenance implications due both to the long length of carriageway concerned and the fact that it is heavily trafficked and would therefore require a very regular maintenance regime to deal with the rate of wear.</p>
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To: Ashford Joint Transportation Board
By: Lisa Holder
Date: 11th June 2013
Subject: Ashford Shared Space Study
Classification: For information

Summary A progress report on the Ashford Shared Space Study to investigate maintenance issues.

Kent County Council commissioned Amey in April 2013 to independently examine the design, construction and maintenance of the scheme to identify the issues contributing to the defects and how they were caused. The study will identify feasible options to remediate the defects and prevent future recurrence with associated costs. This report summarises Amey's findings to date through consultation with stakeholders, review of documentation, review of the design and construction processes, review of maintenance and cleansing schedules, detailed site visits. The Study is due to be completed at the end of June 2013.

The original client team comprised multiple partners including Ashford's Future Delivery Board, Ashford Borough Council and Kent County Council with support from development agencies English Partnerships and SEEDA. The client team embraced the concept of the shared space as an opportunity for an innovative and exemplar public realm scheme using high quality materials and public artwork.

Extensive documentary evidence has been reviewed during this Study to contribute to the understanding of the complexity of the Shared Space Scheme development and the design decisions. At the time there were no examples in the UK to learn from but, since opening, the concept has spread to many other towns and cities. The interpretation of the shared space philosophy still has contextual differences between the traffic and pedestrian areas provided by the paving finishes, but the implications of unrestrained vehicle access over the pedestrian areas, especially by delivery vehicles, may not have been fully understood.

The design review has identified that there are a number of areas where assumptions were made that with hindsight may be considered optimistic or have proved incorrect; this is particularly true of Bank Street's east footway. The assumption about the number and type of vehicles unloading has proved incorrect, as has the expectation that vehicles would use the loading bays provided. Delivery drivers appear to use the full width and length of the footway to unload except where they are physically prevented from doing so; there is also evidence of ad-hoc parking on the footway.

The assumptions made have led to the adoption of a relatively light form of construction; however loading was not the only factor that was, or needed, to be considered. The form of construction was also based on a desire to ensure the continuing aesthetic appearance of the scheme by providing a construction that could be easily reinstated following works by utility companies.

The relationship between Flume artwork and the loading bays in Bank Street is an issue. The loading bays are rectangular in plan and are long enough to allow vehicles to enter, and leave, without overrunning the adjacent footway construction. If the loading bay were kerbed, or with some other physical feature protecting the ends this would work well and there would be little risk of over run. However, it is natural for drivers to pull off the carriageway before the start of the bay, over running a triangle of footway, and leave in the same way. These triangles of footway are not strengthened or intended to be overrun. Similarly with no physical restraint at the rear of the loading bay delivery drivers easily over run the footway to the rear.

Since the opening of the shared space in 2008, repairs have been necessary to elements of the hard landscaping, especially the high quality granite paving in Bank Street. Effective cleaning of the granite paving has been prevented by the sand bedding they are laid on to facilitate maintenance of buried utility services. To a large extent these issues are the consequence of decisions taken during the design phase with regard to surfacing materials, construction details and vehicle access. The granite pavers were laid on a sand bedding to facilitate maintenance works by utility contractors for buried utility services, so that removal and restoration of the pavers is straightforward. If the granite pavers are bedded on cement mortar it is likely that they will be damaged by utility works. There have been no utility works affecting the granite pavers since the completion of the works in Bank Street, so the benefit of the sand bedding has not been realised so far.

It was accepted by the client team during the design phase that an enhanced maintenance regime would be necessary for the high quality materials used in the public realm to protect the capital investment in the town centre. However, in practice, budget restrictions on highway maintenance due to significant funding reductions must be recognised.

A review of the design development indicates that the engineering of the pavement was conducted with professional care. A great deal of effort was expended in preparing construction details for the various materials and for the interfaces between these materials. The details are adequate and have proved so on site. These assumptions were not made arbitrarily, but after deliberate consideration and including attention to the best form of construction for the long term maintenance of the project.

Cleaning the town centre is the responsibility of ABC, but difficulties have been experienced since the opening of the Shared Space Scheme with proper cleaning of the granite paving that is used in the predominant pedestrian areas. A sealant was not applied to the granite paving due to the budget constraints at the end of the construction phase

Remedial Considerations

Costing of potential options has yet to be completed at this interim stage of the Shared Space Study.

The Ring Road: The number of defects recorded in the hard landscaping around the Ring Road is not considered to be significant for a paved scheme with the amount of traffic it carries. Drainage provisions could be inadequate in some areas and a drainage study would identify where additional collection points may be required. An increased drainage maintenance regime may be necessary for slot drains. The majority of other defects are considered to be an inevitable consequence of wear and tear that can be expected on a predominantly block paved highway.

Bank Street: Although it was considered at an early stage whether Bank Street should become a purely pedestrian area, it was decided that it should remain open to one-way traffic for at least the next 5 years until alternative provision could be found for access by buses and delivery vehicles. Options to be considered include making Bank Street into a fully pedestrianised area because the existing materials and paving construction are not sufficiently robust throughout for vehicles to share the whole space. An effective alternative to a purely pedestrian area would be to restrict access to public transport vehicles only to resolve the problem of vehicle damage to the granite pavers on the east side of Bank Street, where the unloading bay is universally ignored by delivery drivers. If restricting delivery vehicles is not achievable then physical barriers between the carriageway and the pedestrian areas is an option to prevent parking on the granite pavers.

Granite Cleansing: Attempts to cleanse ingrained grease staining from the granite pavers has not been successful to date despite deep steam cleaning by the granite supplier and also application of sealant to the darker granite which should have masked the remaining stains but was ineffective. Several remedial options are suggested and include: trialling of a new specialist cleansing product to remove deep oil stains; replacement of the worst affected pavers; application of impregnators as durability is greater than that of sealants and impregnation should increase resistance to the granite to absorptions of stains; to cleanse the paving effectively the sand jointing need to be stabilised by relaying of pavers with much tighter joints than previously to prevent wash out – the decision of whether to use sand or cement mortar bedding would be subject to a risk assessment on the extent and frequency of any utility maintenance works. Elsewhere where grease staining is less evident a less rigorous treatment and cleaning regime may be sufficient.

Conclusions

Extensive documentary evidence has been reviewed during this Study to contribute to the understanding of the complexity of the Shared Space Scheme development and the design decisions. It is evident that there were many parties involved in the planning and design decisions. It would be difficult to draw a clear conclusion that any person or organisation was responsible for a decision without the support of others. Indicators are that the creativity of the client team resulted in a focus on aesthetics in comparison to the practical use and maintenance considerations. However, despite the precedence of aesthetics in the scheme development, the detailed design of the engineering was found to have been undertaken with due care. Appropriate construction details were developed for the various materials and for the interfaces between these materials. Some decisions about paving the area of Bank Street can be seen with hindsight to have been optimistic or incorrect. However they were not made arbitrarily, but after deliberate consideration and attention to the best form of construction for the long term maintenance of the project. The positioning of a complex piece of pavement artwork in Bank Street within the loading bays was an oversight in the overall scheme design. Responsibility for this decision has not been attributable to any individual.

The Ashford Shared Space scheme is an innovative and high quality public realm landscaping scheme, which was the intention of the client team. It has also put Ashford 'on the map' and removed the effect of the ring road 'collar' constricting the town centre. Since its completion in November 2008, The Ashford Ring Road Shared Space Scheme has been successful in terms of its aims to reduce speeds and the number of recorded collisions as well as improving the street scene in this area.

Contact Officer: Lisa Holder
Tel: 08458 247 800

To: Ashford Joint Transportation Board
By: Tim Read - Head of Transportation
Date: 11th June 2013
Subject: Camera Enforcement in Ashford
Classification: For information

Summary:

This report sets out the latest position with regard to the introduction of camera enforcement in Ashford. The project seeks to introduce camera enforcement to replace the existing rising bollard in Beaver Road and improve compliance at the Godinton Road Bus Gate.

The project to introduce camera enforcement in Ashford has started following a joint project meeting between County Council and Ashford officers. This meeting has set up a working group that will work to deliver the project. Funding for the scheme has been identified and will be coming from a developer contribution. The capital budget available is £110,000 to design and install a scheme. All revenue costs will be funded by the scheme itself.

The County Council is already working with Tunbridge Wells Borough Council to introduce camera enforcement in the Borough. This is a pilot project to establish what processes and changes need to be implemented to meet the required legislation. It is intended that this work will then be used for other areas of the county that wish to introduce camera enforcement. A standard model agreement has been developed and has been approved. The Traffic Regulation Orders specifically for installing camera enforcement have been agreed and assessed by the KCC legal team. The new signing and lining scheme will be installed in the summer. The code of practice and communications campaign has still to be agreed.

While the Tunbridge Wells pilot scheme is being progressed it has been agreed to start the development of the Ashford scheme. A lot of the work underway in the pilot will be used on the Ashford scheme where possible.

To introduce enforcement the following outline tasks need to be completed:-

- Agree new Agency Agreement
 - June to September
- Implement new Traffic Regulation Orders
 - June to September
- Design and implement scheme details (signing& lining)
 - June to November
- Procurement of equipment
 - July to September
- Communications campaign
 - October to December
- Scheme implementation
 - November to December

The timelines are an initial assessment of the time it will take to implement the scheme, but they are liable to change as the scheme progresses. The actual detailed design of the scheme could require an extension as the requirements of the Ashford project are very different to the Tunbridge Wells scheme. It should be noted that a significant issue will be how the equipment is to be procured as an agreement still needs to be reached on who the is the procuring authority. Depending on the value of the equipment the procurement process could lead to considerably extended timelines.

Contact Officer: Andrew Westwood
Contact Number: 08458 247 800

Joint Transportation Board

11th June 2013

Rail Franchising – Position Statement

The Chairman has asked that the Board receive a position statement on rail franchising as an opportunity for Board Members to discuss this issue and raise any points of concern for further consideration.

On the 26th March 2013 the Transport Secretary, Patrick McLoughlin MP, announced the Department for Transport's (DfT) long term plan for rail franchising. This was issued in response to a review by Richard Brown which uncovered serious failings in the DfT's franchise procurement process following the problems with the Inter-City West Coast bidding process. The announcement stated that the plan was designed to drive improvements to rail services, deliver on major infrastructure projects and put passengers at the heart of a revitalised rail franchising system. The aim was to provide long term certainty to the market and support the delivery of the Government's £9.4billion rail investment strategy for 2014-2019. A detailed timetable for all rail franchises over the next eight years was published and, taking into account the recommendations of the Brown review, the new programme for rail franchising would deliver no more than three to four competitions per year and stagger the two principal Inter-City franchises (West Coast and East Coast) so that they would not be let at the same point in the economic cycle. In order to roll out the programme and stagger future competitions and franchise start dates, it was considered necessary to exercise a mixture of contractual extensions and direct award contracts with current operators. This included Southeastern where the franchise had been due to expire in April 2014, but has firstly been extended to October 2014, and is extremely likely to be further extended until June 2018.

With regard to the current Southern franchise, this expires in July 2015 and a revised invitation to tender will be issued to existing short-listed bidders this summer. This would be a management style contract due to the level of investment and change on the route during the latter stages of the Thameslink project.

Therefore, now that the future situation of local rail services and the two franchises that affect Ashford is a little clearer, and with the Southeastern franchise at least seemingly set fair for the next five years, it would seem a good time for Members to raise any points of concern or clarification that they would like to make. It is also worth noting other issues which this Board and Officers are keen to take forward or examine further: -

- An examination of parking charges at rural stations and the knock on effect this has on parking in surrounding streets.

- Suggestions that, in the future, parts of the Kent-London Metro services could be transferred to Transport for London and the impact this may have locally.
- Suggestions that, in the future, Local Authorities may be able to take on rail franchises themselves.
- The Ashford International 'spur' and signalling issues at Ashford which need to be addressed to continue to allow international trains to use the station in the medium/long term future.
- Possibilities for a direct Kent to Gatwick Service (potentially via Ashford, Tonbridge and Redhill) when the Southern contract came up for renewal in 2015. This was discussed at the Transport Forum on 18th November 2011 and the Forum wrote a letter in support.

It is intended that the Council's new Transport, Highways & Engineering Advisory Committee, which will also be chaired by Councillor Bernard Heyes, will take these, and other matters related to rail, forward. The new Advisory Committee would be the Council's liaison and interface with transport providers and attempt to co-ordinate a seamless and effective system locally, nationally and internationally.

The Board is encouraged to give their views on the matter of rail franchising and other rail related matters and raise any issues they would like the new Transport, Highways & Engineering Advisory Committee to pursue.

Joint Transportation Board

11th June 2013

Hamstreet Crossing

At its meeting on the 13th March 2012 the Board discussed the Public Right of Way crossing at Hamstreet Station and the fact that it was one of the few left in the country with no safety gates or stop lights. The issue had been raised by one of the Ward Members as there had been at least one near miss and there was concern that the situation was 'an accident waiting to happen'. A letter was sent to Network Rail and copied to Southern Railways and KCC Public Rights of Way asking about the future plans for upgrading the crossing and Members were promised to be kept informed of any responses received. Local Members also kept the issue 'live' in the local press etc.

The issue was discussed further at the Ashford Transport Forum meeting on the 16th November 2012 when it was confirmed that the crossing was being investigated by Network Rail. At this stage Stephen Gasche of KCC advised that there were plans to improve the crossing but it would not be on the scale of the improvements at Elsenham as sight lines up and down the line were good and it was a public footpath.

Network Rail has now advised the following: -

"Hamstreet Station – Public Crossing – A survey of the public crossing at Hamstreet Station has been completed with a view to submitting a bid for a footbridge at this location to Network Rail's £70m fund for level crossing closures during their Control Period 5, which covers the period 2014 – 2019. While this does not guarantee that the scheme will be funded, it is expected to feature highly on the national priority list."

The Board is asked to note the positive news from Network Rail

To: Ashford Joint Transportation Board
By: KCC Highways and Transportation
Date: 11th June 2013
Subject: Highway Works Programme 2013/14
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2013/14

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2013/14

Footway and Carriageway Improvement Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Developer Funded Works – see Appendix D

Transportation, PROW and Safety Schemes – see Appendix E

Public Rights of Way – see Appendix F

Bridge Works – see Appendix G

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
Neil Tree	Carriageway Surface Treatment
Russell Boorman	Carriageway Machine Surfacing
Wendy Bousted	Footway Improvement Team Leader
Katie Lewis	Drainage Manager
Sue Kinsella	Street Lighting Manager
Toby Butler	Intelligent Transport Systems Manager
Richard Heaps/Andrew Hutchinson	Transportation, PROW and Safety Schemes
Tony Ambrose	Structures Manager
Bob White	Developer Funded Works

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
A20 Maidstone Road	Ashford	From its junction with Old Road to opposite Orchard Heights	Completed
Church Road	Smeeth	From its junction with The Ridgeway to its junction with the A20	Completed
Newchurch Road	Bilsington / Newchurch	From its junction with Honey Wood Lane to its junction with Ashford/Shepway Boundary	Completed
Kent Ave	Ashford	Whole length	Completed
Sturges Road	Ashford	Whole length	Completed
High Halden Road	Biddenden	From its junction with A262 Biddenden Road to its junction with Bush Lane	Completed
Gill Lane	Mersham	From its junction with Roman Road to its junction with Chequer Tree Farm Road	To be Programmed
Sly Corner	Kenardington	From its junction with Bench Hill to its junction with Appledore Road	To be programmed
Purchase Lane	Great Chart with Singleton	From its junction with Goldwell Lane to its junction with Vitters Oak Lane	To be programmed
Station Road	Appledore	From the Level Crossing to the Village Gateway	Programmed for 20/06/13 – 26/06/13
Benenden Road	Rolvenden	From its junction with High Street to its junction with Stepneyford Lane	Completed
Reading Street	Tenterden	From Redhill Bridge to the Garden Centre	Programmed for 29/06/13 – 30/06/13
Kenardington Road	Woodchurch	From the Village Gateway to the Rare Breeds Centre	Programmed for 26/06/13 – 28/06/13
Brissenden Green Lane	Bethersden	From its junction with Standard Lane to Heather Farm	Programmed for 16/06/13 for 1 day
Bowl Road	Charing	From its junction with Charing Hill to its junction with Warren Street	Programmed for 11/06/13 – 13/06/13

Stonebridge Green Road	Egerton	From its junction with Iden Lane to its junction with Malt House Farm	Programmed for 14/06/13 – 15/06/13
Hart Hill	Charing	From its junction with Maidstone Road to Four Winds	Programmed for 07/06/13 – 10/06/13
Forgefield	Bethersden	From its junction with Church Hill for the entire length	Programmed for 16/06/13 for 1 day
Woodchurch Road	Tenterden	From the Village Gateway to its junction with Preston Hill Lane	Programmed for 17/06/13 – 19/06/13

Surface Dressing Schemes

Road Name	Parish	Extent of Works	Current Status
Haycross Lane	Woodchurch	From its junction with Brook Street to its junction with Susans Hill	Programmed to start 14/06/13 for 1 day
Rushbrook	Pluckley	From its junction with Station Road to its junction with Malmaims Road	Programmed to start 17/06/13 for 1 day
Vitters Oak Lane	Great Chart with Singleton	From its junction with Goldwell Lane to its junction with Old Surrenden Manor Road	Programmed to start 18/06/13 for 1 day
Mundy Bois Lane	Pluckley	From its junction with Mundy Bois Road to its junction with Bell Lane	Programmed to start 14/06/13 for 1 day
Malmaims Road	Pluckley	From its junction with Station Road to its junction with Surrenden Road	Programmed to start 17/06/13 for 1 day
Etchden Road	Bethersden	From its junction with Park Lane to its junction with Bears Lane	Programmed to start 17/06/13 -18/06/13
Brisley Lane	Ruckinge	From its junction with Stone Cross Road to its junction with Ashford Road	Programmed to start 12/06/13 for 1 day
Mockbeggar Lane	Benenden	From its junction with Goddards Green Road to its junction with Cranbrook Road	Programmed to start 14/06/13 for 1 day
Lower Ensden Road	Chilham	From its junction with Selling Road to its junction with Lower Lees Road	Programmed to start 01/06/13 for 1 day
Park Lane	Charing	From its junction with Hunger Hatch Lane to its junction with Pivington Lane	Programmed to start 17/06/13 for 1 day
Lewd Lane	Smarden	From its junction with Bell Lane to Mount Pleasant Farm	Programmed to start 14/06/13 for 1 day
Moor Lane	Appledore	From its junction with Woodchurch Road to New Bridge	Programmed for 13/06/13 - 14/06/13
Norton Lane	Bethersden	From its junction with Pluckley Road to its junction with Wissenden Lane	Programmed to start 17/06/13 for 1 day
Ham Mill Lane	Warehorne	From its junction with Ashford Road to its junction with Cuckolds Lane	Programmed to start 13/06/13 for 1 day

Coopers Lane	Mersham	From its junction with Roman Road to its junction with Chequer Tree Farm Road	Programmed to start 12/06/13 for 1 day
Priory Road	Bilsington	From its junction with Frith Road to its junction with Bonnington Road	Programmed for 11/06/13 - 12/06/13
Southenay Lane	Brabourne	From its junction with Fiddling Lane to its junction with Stone Hill	Programmed to start 11/06/13 for 1 day
Surrenden Road	Pluckley	From its junction with Swan Lane to its junction with Pluckley Road	Programmed to start 17/06/13 for 1 day
Malthouse Lane	Warehorne	From its junction with Woodchurch Road to its junction with Warehorne Road	Programmed to start 13/06/13 for 1 day
Wootton Lane	Charing	From its junction with Westwell Lane to its junction with Maidstone Road	Programmed to start 17/06/13 for 1 day
Bond Lane	Kingsnorth	From its junction with Ashford Road to its junction with Church Hill	Programmed for 12/06/13 - 13/06/13
Roman Road	Aldington	From its junction with Postling Green to Upper Park Farm	Programmed to start 11/06/13 for 1 day
Maytham Road	Rolvenden	From its junction with Pix's Lane to its junction with Frog's Lane	Programmed to start 14/06/13 for 1 day
Bonnington Road	Bilsington	From its junction with Priory Road to its junction with Bonnington Cross	Programmed to start 11/06/13 for 1 day
Poplar Road	Wittersham	From its junction with Coombelands to its junction with Kingsgate Lane	Programmed to start 14/06/13 for 1 day
Canterbury Road	Brabourne	From Junction of Stowting Hill to its junction with Scots Lane	Programmed for 22/06/13 -23/06/2013

Machine Resurfacing – Contact Officer Russell Boorman

Road Name	Parish	Extent of Works	Current Status
Romney Marsh Road/ Bad Munstereifel Road	Kingsnorth	Roundabout area	Completed
Chart Road/Templer Way,	Ashford	Roundabout area	Completed
Romney Marsh Road/ Park Farm,	Kingsnorth	Roundabout area	Completed
Crowbridge Road,	Ashford	From its junction with Newtown Road to the Humpbacked Bridge	Completed
Chart Road at Loudon Way,	Ashford	Area approaching traffic light controlled junction	Completed
Ashford Road	Hamstreet	From Hamstreet Primary School to its junction with B2067	Completed

Greenside	High Halden	Whole Length	Completed
Church Road	Tenterden	Whole Length	Completed
Golden Square	Tenterden	Whole Length	Completed
Bad Munstereifel Road	Kingsnorth	From the Cloverleaf interchange to the Romney Marsh Road roundabout	To be programmed Summer/Autumn 2013
Brookfield Road/Chart Road	Ashford	Matalan Roundabout	To be programmed Summer/Autumn 2013
Footway Improvement - <i>Contact Officer Wendy Boustead</i>			
Road Name	Parish	Extent and Description of Works	Current Status
East Cross/ High Street	Tenterden	From the hairdressers to outside of Potters Store – Relaying blockwork	Completed
Waterside	Willesborough	Whole Length – Replacement of asphalt surface and kerbs	Programmed to start 28 th May 2013 for four weeks

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - Contact Officer Katie Lewis			
Road Name	Parish	Description of Works	Current Status
Hythe Road	Mersham	Installation of soakaway and gullies	Scheme identified and being designed
Knockwood Lane	Molash	Installation of two soakaways and gullies	Works Complete April 2013
A28 Rolvenden Hill	Rolvenden	Installation of additional gully and catchpits	Scheme identified and being designed

Appendix C – Street Lighting

The following columns are being replaced as they have been identified as high risk during structural testing. Work is programmed to be completed by the end of November 2014.

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Column Ref	Location	Status
			Work Programmed to Start
ALFRED ROAD	MAAL014	REAR OF 34 ON ROADWAY	August 2013
ALFRED ROAD	MAAL023	OUTSIDE 48-49 ON FOOTPATH	August 2013
ALFRED ROAD	MAAL024	OUTSIDE 38-39 ON FOOTPATH	August 2013
ALFRED ROAD	MAAL027	REAR OF 13 IN PARKING AREA	August 2013
ALLEN FIELD	MAAM002	OPPOSITE JUNCTION BARNETT FIELD	August 2013
ALLEN FIELD	MAAM003	OUTSIDE 14	August 2013
APSLEY STREET	MAAV002	OUTSIDE 39	August 2013
APSLEY STREET	MAAV004	ADJACENT 3 LHS	August 2013
APSLEY STREET	MAAV005	SIDE OF 36/38 ELWICK ROAD	August 2013
ARAGON CLOSE	MAAW003	OUTSIDE 7-9	August 2013
ARLINGTON	MABA008	OUTSIDE 40	August 2013
ARLINGTON	MABA010	ON F/P BEHIND FLATS 13-29	August 2013

ARLINGTON	MABA015	SIDE OF 74	August 2013
ARLINGTON	MABA018	OUTSIDE 82	August 2013
AUSTIN ROAD	MABW008	JUNCTION HAMPDEN ROAD LHS	August 2013
AYLESFORD PLACE	MABZ002	OPPOSITE SIDE OF 5 LHS	August 2013
BARGATES	MBAM002	OUTSIDE 6-7	August 2013
BARGATES	MBAM004	REAR OF 6 ON FOOTPATH	August 2013
BEAVER LANE	MBBE006	ADJACENT 139	August 2013
BEAVER LANE	MBBE007	OPPOSITE 157	August 2013
BEAVER LANE	MBBE010	OUTSIDE 173	August 2013
BEAVER LANE	MBBE011	OUTSIDE 154	August 2013
BEAVER LANE	MBBE020	OUTSIDE 259	August 2013
BEAVER LANE	MBBE022	OUTSIDE 212	August 2013
BEAVER LANE	MBBE023	OPPOSITE 216-218	August 2013
BEAVER LANE	MBBE033	REAR OF 307 ON FOOTPATH	August 2013
BELMONT PLACE	MBBP002	SIDE OF 26 STIRLING ROAD	August 2013
BELMONT ROAD	MBBQ002	OUTSIDE COMMUNITY CENTRE	August 2013
BENSTED	MBBT004	ADJACENT 24	August 2013
BRENTWOOD	MBEH001	OUTSIDE 1	August 2013
BRENTWOOD	MBEH002	ADJACENT 19	August 2013
BRIDGE ROAD	MBEM005	SIDE OF 5TH L/C IN ROAD FROM J/W CARLTON ROAD	August 2013
BROOKFIELD COURT	MBEZ005	SIDE OF 16 GORSE MEAD, AT ENT TO C/PARK	August 2013
BRUNSWICK ROAD	MBFA014	SIDE OF PLUMB CENTRE RHS	August 2013
BRUNSWICK ROAD	MBFA017	SIDE OF BUS DEPOT LHS	August 2013
BRUNSWICK ROAD	MBFA018	SIDE OF UNIT 3 ST GEORGES BUSINESS CENTRE	August 2013
BRUNSWICK ROAD	MBFA019	SIDE OF DESTRA ST GEORGES BUSINESS CENTRE	August 2013
BRUNSWICK ROAD	MBFA020	SIDE OF UNIT 6 ST GEORGES BUSINESS CENTRE	August 2013
BRUNSWICK ROAD	MBFA021	SIDE OF NEWWEY & EYRE	August 2013
BRUNSWICK ROAD	MBFA032	SIDE OF MPT HOUSE RHS	August 2013
BRUNSWICK ROAD	MBFA035	SIDE OF GAMBLE RAIL	August 2013
BUCKSFORD LANE	MBFE013	ADJACENT 62 ON FOOTPATH	August 2013
BULLEID PLACE	MBFJ001	JUNCTION STIRLING ROAD REAR OF 2	August 2013
BULLEID PLACE	MBFJ002	OUTSIDE 6-7	August 2013
BULLEID PLACE	MBFJ004	OUTSIDE 17 ON FOOTPATH	August 2013
BUSHY ROYDS	MBFR002	OUTSIDE 23	August 2013
BEAVER LANE	MBFV005	OPPOSITE 23	August 2013
BEAVER LANE	MBFV008	OUTSIDE 29-31	August 2013
BEAVER LANE	MBFV011	OUTSIDE 49 OFFICE	August 2013
BEAVER LANE	MBFV012	OPPOSITE 57	August 2013

SINGLETON HILL	MBGP003	JUNCTION THE BULRUSHES RHS	August 2013
BARNBERRY CLOSE	MBHC004	SIDE OF 14	August 2013
BROADMEAD	MBHD001	OUTSIDE 20-21	August 2013
BROADMEAD	MBHD002	OUTSIDE 20-21	August 2013
BUTT FIELD ROAD	MBHJ008	OUTSIDE 7	August 2013
BUTT FIELD ROAD	MBHJ009	OPPOSITE J/W BISHOPS GREEN	August 2013
BUTT FIELD ROAD	MBHJ012	OUTSIDE 16	August 2013
CHURCHFIELD WAY	MCDZ003	OPPOSITE WHITEWAYS	August 2013
CHURCHFIELD WAY	MCDZ011	OUTSIDE 12	August 2013
CHURCHFIELD WAY	MCDZ013	OUTSIDE GREGORY COURT	August 2013
CLAYGATE	MCED003	OUTSIDE 19	August 2013
CLEVES WAY	MCEG003	OUTSIDE 8	August 2013
COURT WURTIN	MCFC002	OPPOSITE REAR OF 48-49 IN SERVICE ROAD	August 2013
COURT WURTIN	MCFC005	OUTSIDE 33 (WILLIAM HILL)	August 2013
CUDWORTH ROAD	MCGB023	REAR OF 39 TURNER CLOSE	August 2013
CHURCH ROAD	MCGF004	OUTSIDE 122	August 2013
CHURCH ROAD	MCGF010	OUTSIDE 70	August 2013
CHURCH ROAD	MCGF011	OUTSIDE 57	August 2013
CHURCH ROAD	MCGF012	OUTSIDE 51	August 2013
CHURCH ROAD	MCGF016	JUNCTION OSBORNE ROAD	August 2013
CUCKOO LANE	MCGX004	OUTSIDE 20 ON FOOTPATH	August 2013
CUCKOO LANE	MCGX005	OUTSIDE 10 ON FOOTPATH	August 2013
CUCKOO LANE	MCGX006	OUTSIDE 32	August 2013
CUCKOO LANE	MCGX012	SIDE OF 89 HAWKS WAY	August 2013
CUCKOO LANE	MCGX013	OPPOSITE JUNCTION HAWKS WAY	August 2013
CUCKOO LANE	MCGX014	JUNCTION HAWKS WAY LHS	August 2013
CUCKOO LANE	MCGX018	JUNCTION FALCON WAY RHS	August 2013
CUCKOO LANE	MCGX019	OPPOSITE J/W FALCON WAY	August 2013
CUCKOO LANE	MCGX024	SIDE OF 75 HOLMWOOD ROAD	August 2013
CAXTON CLOSE	MCHA001	OUTSIDE FLATS 10/23	August 2013
CHARMINSTER	MCHG003	OUTSIDE 14-15	August 2013
CHARMINSTER	MCHG004	BETWEEN 7-8 ON FOOTPATH	August 2013
CHARMINSTER	MCHG005	SIDE OF 14 ON FOOTPATH	August 2013
CHARMINSTER	MCHG006	REAR OF 17 ON FOOTPATH	August 2013
CHARMINSTER	MCHG007	SIDE OF 13 ON FOOTPATH	August 2013
COLLINGBOURNE	MCHH001	OPPOSITE 15	August 2013
COLLINGBOURNE	MCHH003	BETWEEN 4-5 ON FOOTPATH	August 2013
CORNWALLIS CLOSE	MCHO003	OUTSIDE 7	August 2013
DOWN COURT	MDAP001	OUTSIDE 1	August 2013
DOWN COURT	MDAP002	OUTSIDE 12	August 2013
DRUM LANE	MDBE002	OPPOSITE TRANSPORT	August 2013

		HOUSE RHS	
DRUM LANE	MDBE003	ADJACENT TRANSPORT HOUSE LHS	August 2013
DRAKE ROAD	MDBF013	OUTSIDE 32	August 2013
EAST HILL	MEAE010	OUTSIDE PREP-SCHOOL	August 2013
ELM PLACE	MEAU001	REAR OF 10 IN GARAGE AREA	August 2013
ELM PLACE	MEAU002	OUTSIDE 7 ON FOOTPATH	August 2013
ELM PLACE	MEAU003	ADJACENT 4 ON FOOTPATH	August 2013
EGGRINGE	MEBH001	OUTSIDE 1	August 2013
FALCON WAY	MFAB005	OUTSIDE 62	September 2013
FALCON WAY	MFAB011	OPPOSITE 58	September 2013
FALCON WAY	MFAB012	OUTSIDE 52/53	September 2013
FOSTALL GREEN	MFBE004	OUTSIDE 18	September 2013
FOSTALL GREEN	MFBE006	OUTSIDE 22	September 2013
FOSTER ROAD	MFCG010	AT 10TH L/C FROM J/W BARREY ROAD	September 2013
FOLEY CLOSE	MFCH006	OUTSIDE 17/18	September 2013
GREEN LANE	MGBU006	OUTSIDE 11	September 2013
GODINTON ROAD	MGCH004	OUTSIDE 124/126	September 2013
GREENCROFT	MGCO004	OUTSIDE 12	September 2013
HARPER ROAD	MHBB001	SIDE OF FLATS 1-17 (ODDS) LITTLE KNOLL	September 2013
HARPER ROAD	MHBB004	OUTSIDE 31 RHS	September 2013
HARPER ROAD	MHBB005	OUTSIDE 19-21	September 2013
HAWKS WAY	MHBK001	OPPOSITE 2	September 2013
HAWKS WAY	MHBK002	OUTSIDE 75	September 2013
HAWKS WAY	MHBK006	BETWEEN 8-9 ON FOOTPATH	September 2013
HAWKS WAY	MHBK008	OPPOSITE 74	September 2013
HAWKS WAY	MHBK009	OUTSIDE 72-73	September 2013
HAWKS WAY	MHBK010	SIDE OF 17	September 2013
HAWKS WAY	MHBK012	ADJACENT 52	September 2013
HAWKS WAY	MHBK014	OUTSIDE 22	September 2013
HAWKS WAY	MHBK015	OPPOSITE 49	September 2013
HIGHFIELD ROAD	MHCK021	OUTSIDE 120	September 2013
HIGHFIELD ROAD	MHCK024	OUTSIDE 115	September 2013
HIGHFIELD ROAD	MHCK026	OUTSIDE 123 RHS	September 2013
HOUSEFIELD	MHDG004	OUTSIDE 16	September 2013
HOLDENHURST	MHEM002	OUTSIDE 18	September 2013
HOLDENHURST	MHEM003	OUTSIDE 7	September 2013
HOMESTEAD	MHEN002	ADJACENT 7	September 2013
HARVEST WAY	MHER005	SIDE OF 18/20	September 2013
HARVEST WAY	MHER008	ADJACENT 17	September 2013
HARVEST WAY	MHER012	OUTSIDE 21	September 2013
HARDY CLOSE	MHEZ004	ADJACENT 7	September 2013
HARDY CLOSE	MHEZ005	ADJACENT 8	September 2013

JILLIAN WAY	MJAF006	SIDE OF 27 THE RISE	September 2013
KILN FIELD	MKAG002	OUTSIDE 2	September 2013
KINGSNORTH ROAD	MKAS005	OUTSIDE 58	September 2013
KINGSNORTH ROAD	MKAS014	OUTSIDE 111	September 2013
KINGSNORTH ROAD	MKAS018	OUTSIDE 151/153	September 2013
KINGSNORTH ROAD	MKAS026	OUTSIDE 209	September 2013
KINGSNORTH ROAD	MKAS028	OUTSIDE 226A	September 2013
KINGSNORTH ROAD	MKAS033	OPPOSITE J/W MILL BANK ROAD	September 2013
KNOLL LANE	MKBE022	OPPOSITE JUNCTION BUTT FIELD ROAD	September 2013
KNOLL LANE	MKBE030	OPPOSITE JUNCTION HARVEST WAY	September 2013
KINGFISHER CLOSE	MKBM010	OUTSIDE 19	September 2013
LANGHOLM ROAD	MLAD010	OUTSIDE 1	September 2013
LANGNEY DRIVE	MLAE002	AT 2ND COLUMN FROM STANHOPE ROAD	September 2013
LANGNEY DRIVE	MLAE003	AT 3RD COLUMN FROM STANHOPE ROAD	September 2013
LANGNEY DRIVE	MLAE006	JUNCTION WASHFORD FARM ROAD RHS	September 2013
LANGNEY DRIVE	MLAE007	OPPOSITE JUNCTION BARGATES	September 2013
LANGNEY DRIVE	MLAE009	OPPOSITE JUNCTION CHARMINSTER	September 2013
LANGNEY DRIVE	MLAE013	OUTSIDE 10	September 2013
LANGNEY DRIVE	MLAE015	OUTSIDE 13	September 2013
LANGNEY DRIVE	MLAE017	OUTSIDE 24	September 2013
LANGNEY DRIVE	MLAE018	OPPOSITE 28	September 2013
LANGNEY DRIVE	MLAE019	OPPOSITE JUNCTION WESTMOORS	September 2013
LANGNEY DRIVE	MLAE021	OUTSIDE 42	September 2013
LANGNEY DRIVE	MLAE023	OPPOSITE JUNCTION GREENCROFT	September 2013
LANGNEY DRIVE	MLAE027	OUTSIDE 19	September 2013
LANGNEY DRIVE	MLAE030	OUTSIDE 31	September 2013
LANGNEY DRIVE	MLAE031	JUNCTION CUCKOO LANE	September 2013
LITTLE CHEQUERS	MLBD008	ADJACENT 149	September 2013
LITTLE CHEQUERS	MLBD019	OUTSIDE 118	September 2013
LITTLE KNOLL	MLBI002	OPPOSITE JUNCTION HARPER ROAD	September 2013
LONGBRIDGE	MLBR017	SIDE OF 15	September 2013
LOUDON WAY	MLBZ004	REAR OF S/O 40 LIME CLOSE	September 2013
LOUDON WAY	MLBZ006	REAR OF J/W EAST LODGE ROAD	September 2013
LOUDON WAY	MLBZ008	REAR OF J/W EAST LODGE ROAD LHS	September 2013
LOUDON WAY	MLBZ009	REAR OF CYPRESS AVENUE	September 2013

		LHS	
LOUDON WAY	MLBZ019	REAR OF J/W LOUDON COURT	September 2013
LOUDON WAY	MLBZ022	REAR OF THE NEW CHIMNEYS P/H RHS	September 2013
LONG BEECH	MLCK003	OUTSIDE 7	September 2013
LAKEMEAD	MLCS009	OUTSIDE 18	September 2013
LAKEMEAD	MLCS012	SIDE OF 73	September 2013
LANGDALE	MLCT003	OUTSIDE 1 RHS	September 2013
MABLEDON AVENUE	MMAA010	ADJACENT 76/78	September 2013
MACE LANE	MMAB006	OPPOSITE J/W KIWK FIT GARAGE	September 2013
MACE LANE	MMAB014	JUNCTION EAST HILL RHS	September 2013
MAUNSELL PLACE	MMAV003	REAR OF 18	September 2013
MAUNSELL PLACE	MMAV010	OUTSIDE 17 ON FOOTPATH	September 2013
MOUNTBATTEN WAY	MMDS003	OUTSIDE 5	September 2013
MALLARDS	MMEI004	OUTSIDE 1 LHS	September 2013
NEW STREET	MNAN018	OUTSIDE 70	September 2013
NEW STREET	MNAN019	OUTSIDE 56/58 P/H	September 2013
NEWTOWN GREEN	MNAT002	OPPOSITE FLATS 11-14	September 2013
NEWTOWN GREEN	MNAT006	OUTSIDE 36 ON FOOTPATH	September 2013
NEWTOWN GREEN	MNAT007	REAR OF 35 ON FOOTPATH	September 2013
NEWTOWN GREEN	MNAT009	OUTSIDE 62 ON FOOTPATH	September 2013
NEWTOWN GREEN	MNAT010	SIDE OF 66 ON FOOTPATH	September 2013
NINE ACRES	MNAV006	ADJACENT 34 RHS	September 2013
NINE ACRES	MNAV007	OUTSIDE 40	September 2013
NINE ACRES	MNAV008	SIDE OF 21	September 2013
NOAKES MEADOW	MNAX005	OUTSIDE 49-51	September 2013
NOAKES MEADOW	MNAX008	OPPOSITE 67	September 2013
NOAKES MEADOW	MNAX010	OPPOSITE 81-83	September 2013
NOAKES MEADOW	MNAX012	OUTSIDE 91, AT START OF FOOTPATH	September 2013
NORTH STREET	MNBM005	ADJACENT SHELL PETROL GARAGE	September 2013
NEWLANDS	MNBN002	OUTSIDE 34	September 2013
OLD POND ROAD	MOAP004	REAR OF 15 HARPER ROAD IN PARKING AREA	September 2013
OLD POND ROAD	MOAP005	REAR OF 8-10 IN PARKING AREA	September 2013
OLD POND ROAD	MOAP006	ADJACENT 20 ON FOOTPATH	October 2013
OAKENPOLE	MOBH004	ON F/P R/O 7	October 2013
PARK PLACE	MPAF001	JUNCTION BEAVER ROAD	October 2013
PARK PLACE	MPAF003	REAR OF 18	October 2013
POUND FIELD WALK	MPDQ004	ON F/P R/O 147 MANORFIELD	October 2013
PENN HILL	MPDV003	OUTSIDE 19	October 2013

POSTLING	MPDY001	OUTSIDE 4/5	October 2013
REGENTS PLACE	MRAO001	OPPOSITE 4	October 2013
SOMERSET ROAD	MRAW003	AT 2ND PAST NEW STREET EAST BOUND	October 2013
SOMERSET ROAD	MRAW006	AT 4TH FROM NEW STREET EAST BOUND	October 2013
SOMERSET ROAD	MRAW008	AT 5TH FROM NEW STREET EAST BOUND	October 2013
SOMERSET ROAD	MRAW010	AT 6TH FROM NEW STREET EAST BOUND	October 2013
SOMERSET ROAD	MRAW013	AT 3RD FROM NORTH STREET WEST BOUND	October 2013
SOMERSET ROAD	MRAW014	AT 9TH FROM NEW STREET EAST BOUND	October 2013
SOMERSET ROAD	MRAW015	AT 2ND FROM NORTH STREET WEST BOUND	October 2013
SOMERSET ROAD	MRAW016	OUTSIDE GARAGE ENTRANCE	October 2013
RIPLEY ROAD	MRAO006	OPPOSITE 28	October 2013
SPELDHURST CLOSE	MSCR042	OUTSIDE 103 ON FOOTPATH	October 2013
SPELDHURST CLOSE	MSCR045	OUTSIDE 116 ON FOOTPATH	October 2013
SPELDHURST CLOSE	MSCR046	REAR OF 120-121 ON ROAD	October 2013
SPRINGWOOD CLOSE	MSCY003	SIDE OF 2	October 2013
SPRINGWOOD CLOSE	MSCY005	OUTSIDE 10	October 2013
SPRINGWOOD CLOSE	MSCY006	OUTSIDE 15	October 2013
SPRINGWOOD DRIVE	MSCZ017	REAR OF J/W CYPRESS AVENUE	October 2013
SPRINGWOOD DRIVE	MSCZ021	REAR OF 46	October 2013
SPRINGWOOD DRIVE	MSCZ025	REAR OF 69	October 2013
ST ANNES ROAD	MSDC001	JUNCTION BEAVER LANE	October 2013
ST ANNES ROAD	MSDC003	JUNCTION ST STEPHENS WALK	October 2013
STANHOPE ROAD	MSDK004	OPPOSITE S/O SCHOOL PLAYING FIELD	October 2013
STANHOPE ROAD	MSDK007	JUNCTION EASTRY CLOSE LHS	October 2013
STANHOPE ROAD	MSDK009	OUTSIDE 14 EASTRY CLOSE	October 2013
STANHOPE ROAD	MSDK013	OPPOSITE J/W NETBALL LEAGUE ENTRANCE	October 2013
STANHOPE ROAD	MSDK014	JUNCTION CRUNDALE CLOSE RHS	October 2013
STANHOPE ROAD	MSDK017	OPPOSITE STANHOPE COURT	October 2013
STANHOPE ROAD	MSDK020	JUNCTION OTTERDEN CLOSE RHS	October 2013
STANHOPE ROAD	MSDK022	JUNCTION OTTERDEN CLOSE LHS	October 2013
STANHOPE ROAD	MSDK024	OPPOSITE ADJ FLATS 3/13 OTTERDEN CLOSE LHS	October 2013

STANHOPE ROAD	MSDK039	SIDE OF 57 FRITTENDEN CLOSE	October 2013
STANHOPE ROAD	MSDK048	OPPOSITE J/W BRENCHLEY CLOSE	October 2013
STANHOPE ROAD	MSDK050	SIDE OF 20 SUMMERHILL	October 2013
STANHOPE ROAD	MSDK051	OPPOSITE S/O FLATS 86/124 LEAVELAND CLOSE	October 2013
STANHOPE ROAD	MSDK060	SIDE OF 153 LEAVELAND CLOSE	October 2013
STANHOPE ROAD	MSDK061	OPPOSITE S/O 153 LEAVELAND CLOSE	October 2013
STANHOPE ROAD	MSDK062	SIDE OF 1 LEAVELAND CLOSE	October 2013
STANHOPE ROAD	MSDK064	OPPOSITE J/W ATHOL ROAD	October 2013
STANHOPE ROAD	MSDK069	OPPOSITE J/W LUDDENHAM CLOSE	October 2013
STANHOPE ROAD	MSDK070	SIDE OF 1 LUDDENHAM CLOSE	October 2013
STANHOPE ROAD	MSDK071	OPPOSITE 9/10 LUDDENHAM CLOSE	October 2013
STANHOPE ROAD	MSDK073	OPPOSITE J/W LYNSTEAD CLOSE	October 2013
STANHOPE ROAD	MSDK075	OPPOSITE 9 LYNSTED CLOSE	October 2013
STANHOPE ROAD	MSDK076	JUNCTION ST STEPHENS WALK LHS	October 2013
STANHOPE ROAD	MSDK079	OPPOSITE 6/7 SHELDWICH CLOSE	October 2013
STANHOPE ROAD	MSDK095	AT 1ST L/C FROM S/O 165 KINGSNORTH ROAD	October 2013
STIRLING ROAD	MSDY007	REAR OF 14 ON FOOTPATH	October 2013
SILVER HILL ROAD	MSFC001	ADJACENT M20 BRIDGE	October 2013
ST BENETS WAY	MSFG001	JUNCTION TURNER AVENUE	October 2013
SWAFFER WAY	MSJB010	JUNCTION RUSSETT CLOSE	October 2013
TANNERY LANE	MTAD002	OUTSIDE POST BOXES	October 2013
TITHE BARN LANE	MTCB022	REAR OF 13 HAYMAKERS LANE	October 2013
TOURNAY CLOSE	MTCF002	OUTSIDE 2	October 2013
TWELVE ACRES	MTCU010	OUTSIDE 45-47 IN PARKING AREA	October 2013
THE COPSE	MTDS003	REAR OF 7 LHS	October 2013
THE LINK	MTDU002	OUTSIDE 6-8	October 2013
THE LINK	MTDU003	OUTSIDE 13-15	October 2013
THE LINK	MTDU004	SIDE OF 42 WEAVERS WAY	October 2013
THE STREET	MTEL003	OUTSIDE 7	October 2013
CYCLEPATH FROM MACE LN TO HENWOOD	MUEZ023	AT 24TH L/C ON FOOTPATH FROM MACE LANE	October 2013
FPTH FROM HUNTER AVENUE TO BREADLANDS RO	MUFE002	AT 2ND ON F/P TO BREADLANDS CLOSE	October 2013

VICARAGE LANE	MVAB006	JUNCTION STATION ROAD	October 2013
WASHFORD FARM ROAD	MWAK004	OPPOSITE JUNCTION SOUTHBOURNE	October 2013
WASHFORD FARM ROAD	MWAK006	OPPOSITE 44	October 2013
WASHFORD FARM ROAD	MWAK009	OPPOSITE 43	October 2013
WASHFORD FARM ROAD	MWAK015	OPPOSITE 65	October 2013
WASHFORD FARM ROAD	MWAK020	OPPOSITE JUNCTION BRENTWOOD	October 2013
WATERMEAD CLOSE	MWAR005	OUTSIDE 16 ON FOOTPATH	October 2013
WEAVERS WAY	MWBB001	SIDE OF 61 HOLMWOOD ROAD	October 2013
WEAVERS WAY	MWBB003	OUTSIDE 42-44	October 2013
WEAVERS WAY	MWBB007	OUTSIDE 43	October 2013
WEAVERS WAY	MWBB009	OUTSIDE 25	October 2013
WEAVERS WAY	MWBB010	OUTSIDE 13-15	October 2013
WEAVERS WAY	MWBB012	SIDE OF 19 HOLMWOOD ROAD	October 2013
WELLESLEY ROAD	MWBE004	ADJACENT J/W MACE LANE	October 2013
WELLESLEY ROAD	MWBE011	JUNCTION PARK STREET LHS	October 2013
WELLESLEY ROAD	MWBE012	OPPOSITE J/W PARK STREET LHS	October 2013
WIVENHOE	MWCW002	OUTSIDE 12	October 2013
WOODLANDS ROAD	MWDI002	OUTSIDE 8	October 2013
WOODSIDE	MWEE001	JUNCTION LANGNEY DRIVE	October 2013
WESTBOURNE	MWEH002	OUTSIDE 8	October 2013
WESTBOURNE	MWEH003	OUTSIDE 12	October 2013
WEST MOORS	MWEI001	SIDE OF 34 LANGNEY DRIVE	October 2013
WOODLANDS VIEW	MWER001	OPPOSITE S/O 1	October 2013
YEOMANS SQUARE	MYAD001	OUTSIDE 2	October 2013
BROOKFIELD ROAD	MBFU037	OPPOSITE J/W CROSS STILE	October 2013
SISSINGHURST ROAD	MSBQ002	OPPOSITE J/W CHULKHURST	October 2013
SISSINGHURST ROAD	MSBQ003	JUNCTION CHULKHURST LHS	October 2013
MAIDSTONE ROAD	MUAA035	ADJACENT J/W OLD ASHFORD ROAD LHS	October 2013
WEST STREET	MWBI101	REAR OF 9 KIPLING ROAD	October 2013
CANTERBURY ROAD	MCAK041	JUNCTION BYBROOK ROAD RHS	November 2013
CANTERBURY ROAD	MCAK074	OUTSIDE 251	November 2013
CANTERBURY ROAD	MCAK076	OUTSIDE 267	November 2013
HYPHE ROAD	MHDU031	OPPOSITE 277/279	November 2013
HYPHE ROAD	MHDU052	OPPOSITE 412/414	November 2013
HYPHE ROAD	MHDU056	OPPOSITE 442	November 2013
KENNINGTON ROAD	MKAC012	OUTSIDE 1 YEOMAN GARDENS	November 2013
KENNINGTON ROAD	MKAC018	ADJACENT J/W WILLIAM HARVEY ENTRY LHS	November 2013
KENNINGTON ROAD	MKAC021	OUTSIDE 3 BEAVER COTTAGE	November 2013

KENNINGTON ROAD	MKAC022	OPPOSITE J/W SANDY LANE	November 2013
KENNINGTON ROAD	MKAC030	OPPOSITE J/W WILSON CLOSE	November 2013
MACE LANE	MMAB010	OPPOSITE J/W MACE IND EST	November 2013
MAGAZINE ROAD	MMAC019	REAR OF 13 THE WEALD	November 2013
MAIDSTONE ROAD	MMDK001	OUTSIDE 13	November 2013
MAIDSTONE ROAD	MMDK004	OUTSIDE 33	November 2013
MAIDSTONE ROAD	MMDK005	OUTSIDE 39	November 2013
MAIDSTONE ROAD	MMDK019	OPPOSITE J/W CHART ROAD	November 2013
THE STREET	4576	OPPOSITE 59, F/PATH TO M20 BRIDGE	November 2013
ALFRED ROAD	MAAL014	REAR OF 34 ON ROADWAY	November 2013
ALFRED ROAD	MAAL023	OUTSIDE 48-49 ON FOOTPATH	November 2013
ALFRED ROAD	MAAL024	OUTSIDE 38-39 ON FOOTPATH	November 2013
ALFRED ROAD	MAAL027	REAR OF 13 IN PARKING AREA	November 2013
ALLEN FIELD	MAAM002	OPPOSITE JUNCTION BARNETT FIELD	November 2013
ALLEN FIELD	MAAM003	OUTSIDE 14	November 2013
APSLEY STREET	MAAV002	OUTSIDE 39	November 2013
APSLEY STREET	MAAV004	ADJACENT 3 LHS	November 2013
APSLEY STREET	MAAV005	SIDE OF 36/38 ELWICK ROAD	November 2013
ARAGON CLOSE	MAAW003	OUTSIDE 7-9	November 2013
ARLINGTON	MABA008	OUTSIDE 40	November 2013
ARLINGTON	MABA010	ON F/P BEHIND FLATS 13-29	November 2013
ARLINGTON	MABA015	SIDE OF 74	November 2013

Appendix D – 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 – Transportation, PROW and safety 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 - Contact Officer Steve Darling			
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
A28 / Somerset Road*	Ashford	Modifications to signals to improve pedestrian safety	Design work in progress
Ashford QBP - public transport infrastructure	District wide	New bus poles, flags, timetable cases, clearways, raised kerb boarders	Design work in progress - improvements to route nos. 1 & 2
A2042 Faversham Road (Trinity Rd to– The Pasture)*	Ashford / Boughton Aluph	Parking restrictions and warning signs	Following initial consultation, the scheme design is currently being revised
A28 Ashford Road*	Great Chart, Bethersden & High Halden	50mph speed limits	Works programmed for May / June 2013
Hamstreet Road*	Shadoxhurst	Signing, lining & road stud improvements	Design work complete; works being programmed
A20 / Sandyhurst Lane*	Westwell / Hothfield	Interactive warning signs on approaches to crossroads	Design work in progress
A252 / Bagham Lane*	Chilham	Junction improvement	Design work in progress
A28 / A262 junction*	High Halden / Tenterden	Interactive warning signs and lower speed limit	Revised scheme being prepared for public consultation

A28 Ashford Rd (Bull Bridge)*	Bethersden	Signing & lining improvements	Design work in progress
A2042 Station Rd / Elwick Rd*	Ashford	Traffic signal modifications	Design work in progress
A20 Charing Crematorium (eastbound c/way)*	Charing	Resurfacing, lining and road stud improvements	Design work in progress
A2042 Romney Marsh Rd / Bad Munstereifel Rd*	Kingsnorth	Signing improvements	Design work in progress
B2080 Reading St / Ebony Rd*	Tenterden	Junction improvement	Design work in progress

Appendix F – 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 G – Bridge Works

Bridge Works – Contact Officer Tony Ambrose			
Road Name	Parish	Description of Works	Current Status
Beckett Road	Appledore	Repair to embankment slip that has encroached to the edge of the road.	Works to occur in June.

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

JTB 12th March 2013 - KCC Response to Questions Raised

Paper	Issue Raised	KCC Reponse
Highway Works Programme 2012/13	Why does the floodlighting in Elwick Road/Square already have to be replaced?	These will be replaced with a more efficient white LED floodlights to overcome issue of lanterns which have failed frequently.
Highway Works Programme 2012/13	The traffic signals at Elwick Road Station Road junction which were still causing excessive tailbacks.	There is a proposal to modify to the junction that will allow both lanes to turn right out of Elwick Road. This will require some changes to the islands to allow this. Timescales cannot be confirmed at this stage. Currently, the junction is running at its maximum cycle time of 150 seconds, to give this stage any additional time would mean the time would need to be taken away from somewhere else. This would have undesirable consequences to the other arms and also the junction of Romney Marsh Road, Beaver Road, which is tightly linked to this junction.
Highway Works Programme 2012/13	Beckett Road, Appledore: 1) had not been resurfaced as a whole as stated in the report. 2) Additionally a section of the bank and ditch had collapsed back in December and there was a danger of further collapse undermining that road. It was an important diversion route but would not be able to take a lot of traffic in its current state. Work urgently need to be done here but it was understood that the results of the ecological surveys were awaited.	1) Extent of surface dressing works were from Rhee Wall to Beckett Bridge. 2) Remedial works to the collapsed bank are due to start on 28th May subject to no restrictions from the pending Protected Species Survey report.
Highway Works Programme 2012/13	What is the rationale behind proposing new sections of 50 mph speed limit on A28 Ashford Road at Great Chart, Bethersden and High Halden as this seemed high?	New speed limits should be evidence-led, self-explaining, and seek to reinforce people's assessment of what is a safe speed to travel. They should always encourage self-compliance, and take into account the following key factors: history of collisions; road geometry and engineering; road function; composition of road users; existing traffic speeds; and road environment. Current guidance for rural single carriageway roads suggests that 50mph speed limits can be considered for lower quality A and B Roads that have a relatively high number of bends, junctions or accesses. They can also be considered where mean speeds are below 50mph, so that a lower limit does not interfere with traffic flow. New 40mph speed limits should only be considered where there are many bends, junctions and accesses, substantial development, where there is a strong environmental or landscape reason, and where there are considerable numbers of vulnerable road users. The sections under consideration for a lower speed limit for the sections of the A28 at Great Chart, Bethersden and High Halden were considered to fall more into the category of a 50mph speed limit.
Highway Works Programme 2012/13	When are the interactive warning signs on the A20 Sandyhurst Lane (Potters Corner) going to be installed?	Funding for this scheme has been safeguarded and carried over into the new financial year 2013/14. The siting of an interactive sign on the approach to the junction from Ashford has proven to be quite challenging. The technicalities are being resolved and a revised proposal should soon be available to share with local members and parish councils.

Agenda Item 13

By: David Beaver, Commercial Manager

To: **Ashford Joint Transportation Board**

Subject: **Results from the Highway Tracker Survey 2012**

Classification: Unrestricted

Summary: Inform Joint Transportation Boards of the key results of the 2012 Resident, County Member and Parish/Town Council Highway Tracker Survey. The full survey report is published on the KCC website.

Introduction

1. Satisfaction surveys, to gauge perception of the highway service have been carried out since 1987. The 2012 survey was undertaken between November and December 2012 and sought views from residents, County Members and Parish/Town Councils.
2. An independent market research company called BMG was used to undertake the specialist face to face survey work with residents. All other survey work was undertaken by H&T staff.
3. A summary of the results are presented in this report. This information will be used by the Director and Divisional Management team to identify actions to help improve service delivery.
4. A total of 1,211 face to face interviews were carried out on a representative sample of Kent residents with approximately 100 interviews in each of the twelve Districts, reflecting the age, gender and economic status.
5. In addition to residents views the same survey questions were asked of all County and Parish/Town Councils. A total of 40 County Members responded (a response rate of 48%) and for Parish/Town Councils a total of 152 completed the survey (a response rate of 50%). Response rates are down a little on last year (Member 54% and Parish/Town Council 54%).
6. The questionnaire comprised 30 questions, ranging from satisfaction with the condition of roads, pavements, streetlights and local bus and train services through to views on congestion, safety cameras, Member Highway Fund and the Parish Annual Meeting.

The 2012 survey results

7. To ensure independence in the analysis of the survey results the independent market research company (BMG) was also commissioned to identify key issues emerging from the three stakeholder groups. The graphs in the following appendix present the results as % satisfied (green line) and % dissatisfied (red line). Results will not add up to 100% as respondents are also offered a neither satisfied or dissatisfied option if they have no strong positive or negative views. Across all stakeholder groups BMG identified the following points;
- a) Only 14% of residents have reported a highway problem in the last 12 months and this is similar to previous years whilst the awareness of the KCC highways 08458 247 800 number has increased from 21% to 39%.
 - b) The combined results, when an average is taken from the County Member, Parish/Town Council and Residents groups, suggest that satisfaction with road, pavement and streetlighting has remained broadly the same as last year despite the reduction in maintenance budget.
 - c) Similarly for customer service where information has been requested or a problem reported the combined results show a 60% satisfaction level and similar to last year despite the budget pressures on the highway service.
 - d) The overall improvement in perception of the service amongst Parish/Town Councils and County Members continues and builds on the benefits of closer liaison with the District Managers and Stewards
 - e) Of all road types Country Lanes and Town Centres remains the biggest area of concern across all three groups.
 - f) When asked about the top highway priority in their area the top issue for residents was 'repairing roads' (34%), then 'reducing congestion' (21%) then a gap between the next priorities of 'repairing pavements' (10%) and 'reducing speeds' (9%).
 - g) Residents who have used the KCC website or Twitter show a 93% satisfaction rating suggesting that those who know of this channel value the information being provided. However awareness of this information is low at 22% and usage of it lower at 5%.
 - h) Whilst overall there were 55% of residents who felt that congestion impacts on their journeys to work some hot spots appeared to be Ashford (73%), Tunbridge Wells (67%) and Maidstone (66%). Whilst in Sevenoaks only 32% felt that their working day journeys were adversely affected by congestion.
 - i) In relation to public transport 60% of bus users were satisfied with their local services (same as last year) and 68% of train users (up

from 67% last year). Those dissatisfied with bus services stated that 'infrequent service' (47%) and 'cost of fares' (35%) as the main reason. For train users the 'cost of fares' (62%) and 'infrequent service' (24%) were the main two areas of concern.

- j) There appears to be more to do around green travel as only 31% consider KCC does enough to support residents in making greener travel choices (36% last year) with 64% stating they have not taken any steps in the last 12 months to travel in a greener way (12% used the bus more and 11% have walked more).
- k) Almost 60% of residents agree that Safety Cameras are helping to make roads safer across Kent and 55% were aware that the cameras are also used to enforce mobile phone and seat belt use.

- 8. Examples of some of the main results included in the full report are set out in Appendix 1. Figures 1-4 show the combined County Members, Residents and Parish/Town Councils satisfaction results for Roads, Pavements and Streetlights and Satisfaction with Service Received. Figures 5 to 7 set out resident satisfaction results with roads, pavements and streetlights. Figures 8-10 show the results from Parish Councils and Figures 11-13 for County Members.

Conclusions from the Director of Highways and Transportation

- 9. Overall the results show a steady trend when set against the difficult financial position local authorities find themselves in.
- 10. Clearly there is always room for improvement and the Highways and Transportation Division is continuing to develop its service delivery ethos and focus on delivering ever improving outcomes for our ultimate customers, the public of Kent. The contents of this report and the year by year tracking profile it provides continues to be helpful in helping us shape our future actions and improvement plans and as such is greatly valued.

Further Information

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

Background Documents: None

Other Useful Information: Highways & Transportation Highway Tracker Survey 2012
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Author Contact Details

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

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☎ 0845 8247 800

Appendix 1

Results from the Highway Tracker Survey 2012

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

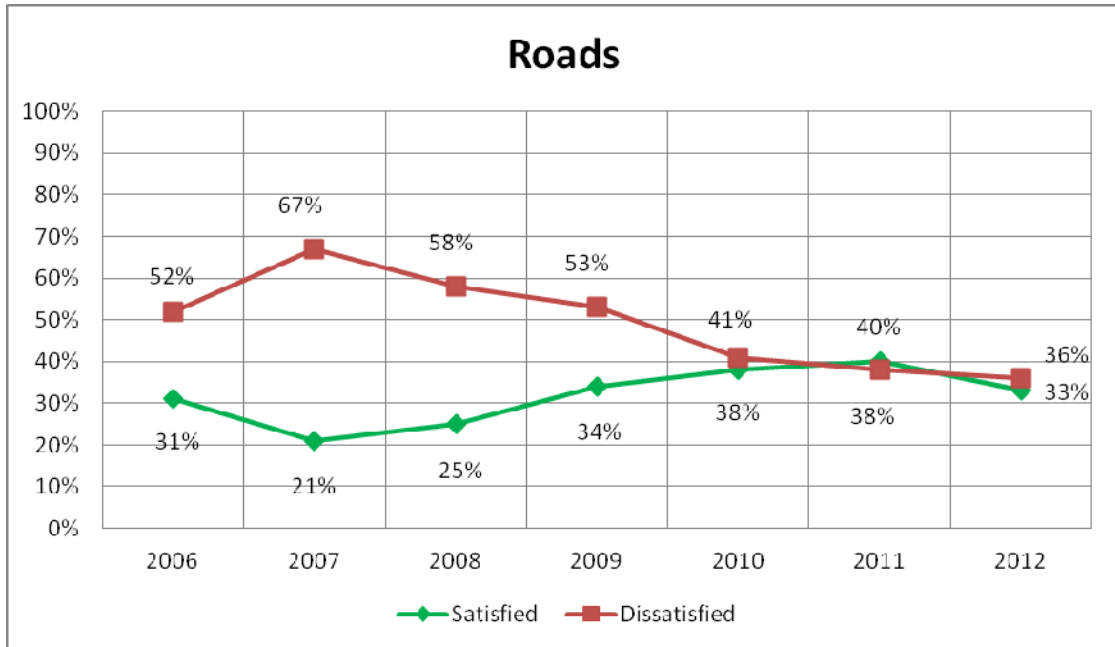


Figure 2 - Combined Average Results - Satisfaction with the condition of pavements in the local area – year-on-year comparison (average of residents, County Members & Parish/Town Councils)

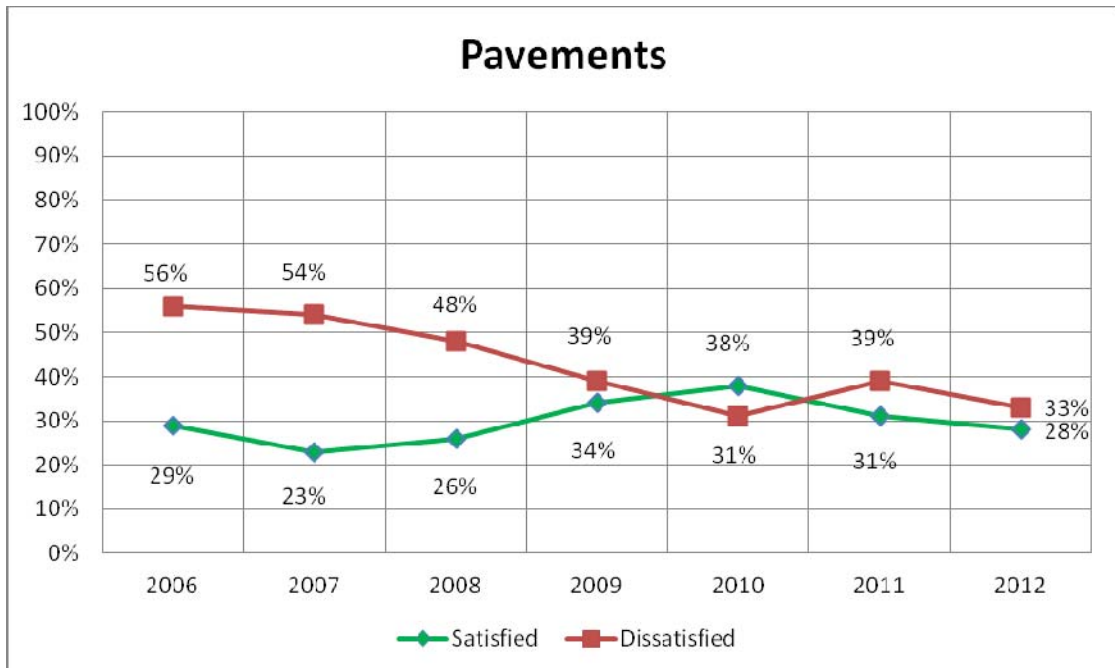


Figure 3 - Combined Average Results - overall satisfaction with the condition of street lighting in the local area – year-on-year comparison (average of residents, County Members & Parish/Town Councils)

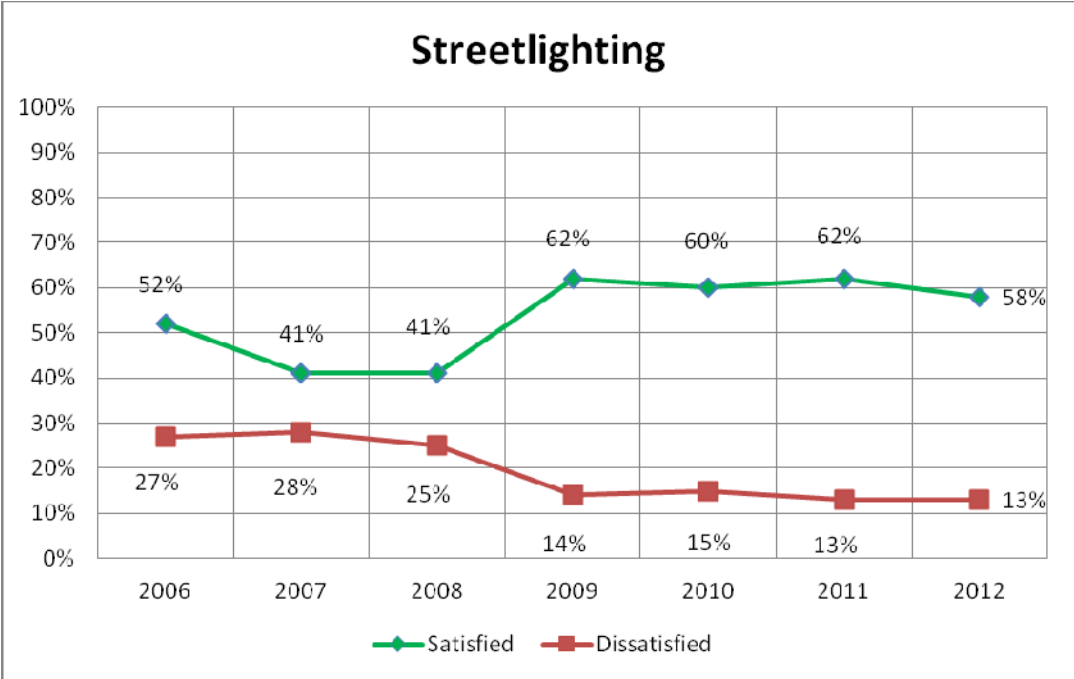


Figure 4 - Combined Average Results - overall satisfaction with the service received when asking for information or reporting a problem – year-on-year comparison (average of residents, County Members & Parish/Town Councils)

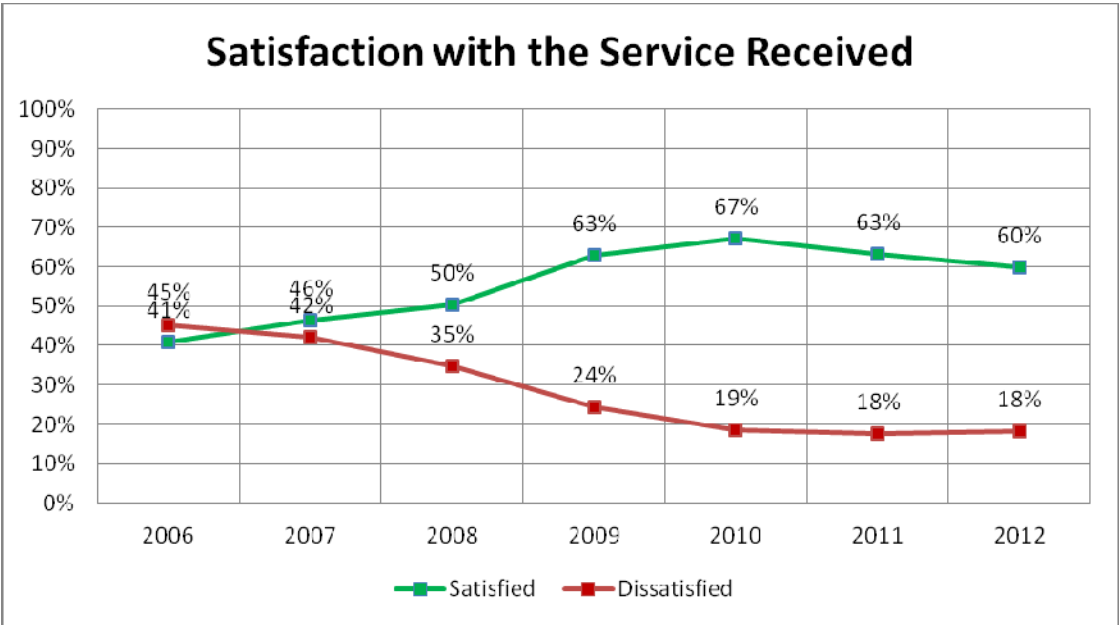


Figure 5 -Residents - Satisfaction with the condition of roads in the local area – year-on-year comparison

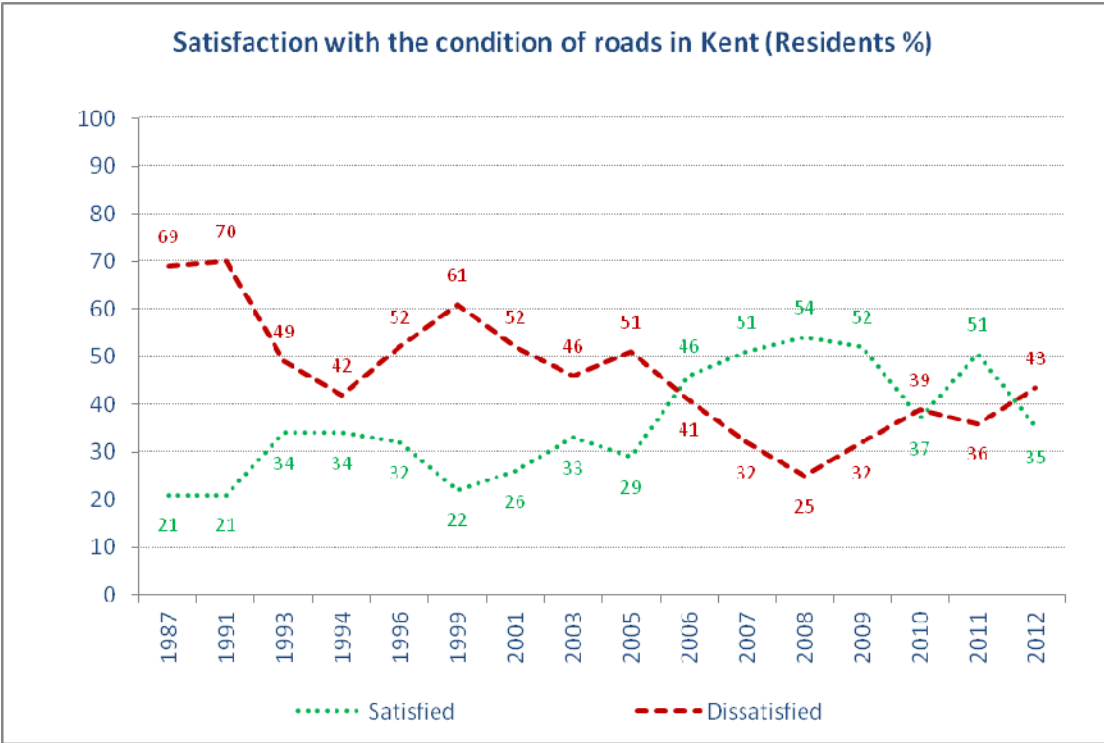


Figure 6 - Residents - Satisfaction with the condition of pavements in the local area – year-on-year comparison

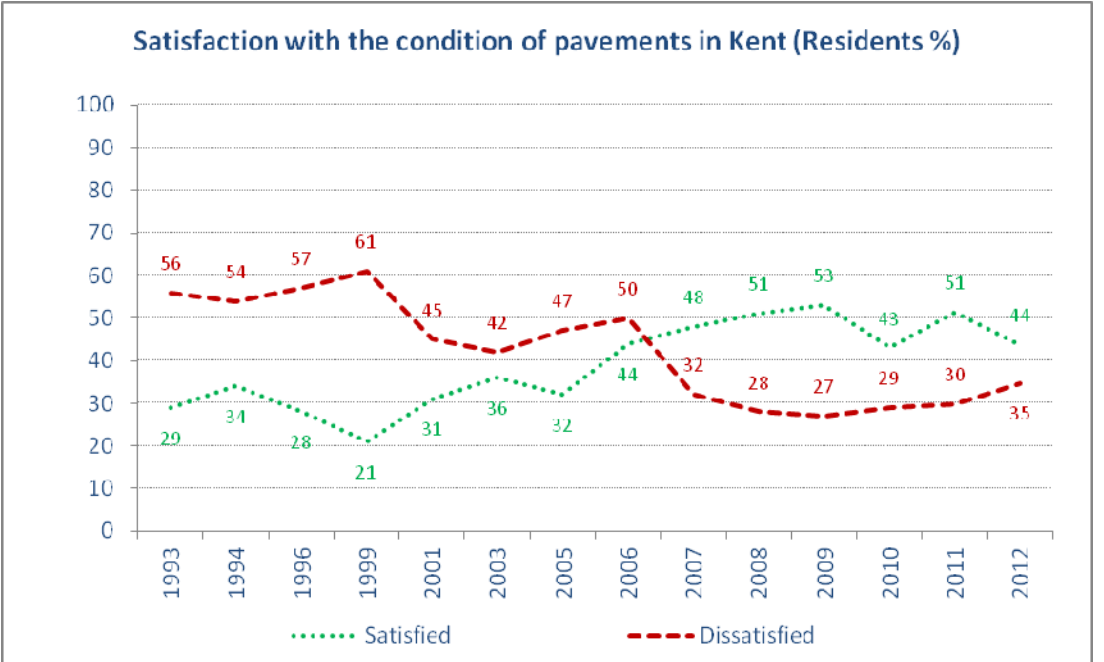


Figure 7 - Residents - overall satisfaction with the condition of street lighting in the local area – year-on-year comparison

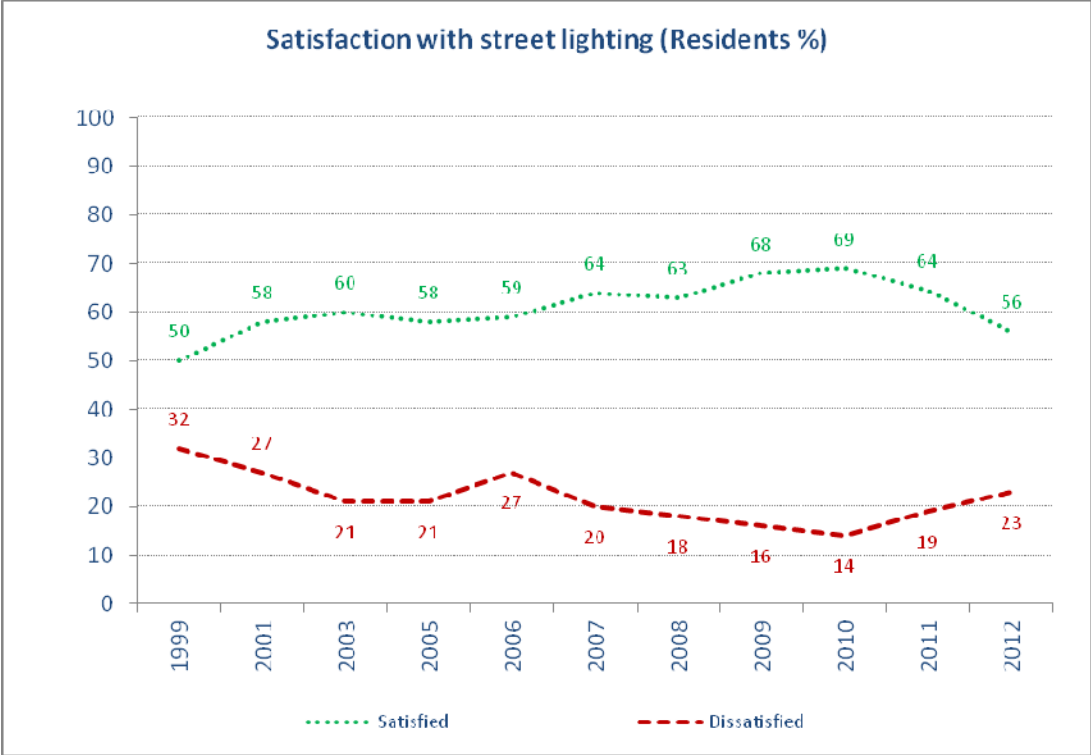


Figure 8 –Parish/Town Councils - Satisfaction with the condition of roads in the local area – year-on-year comparison

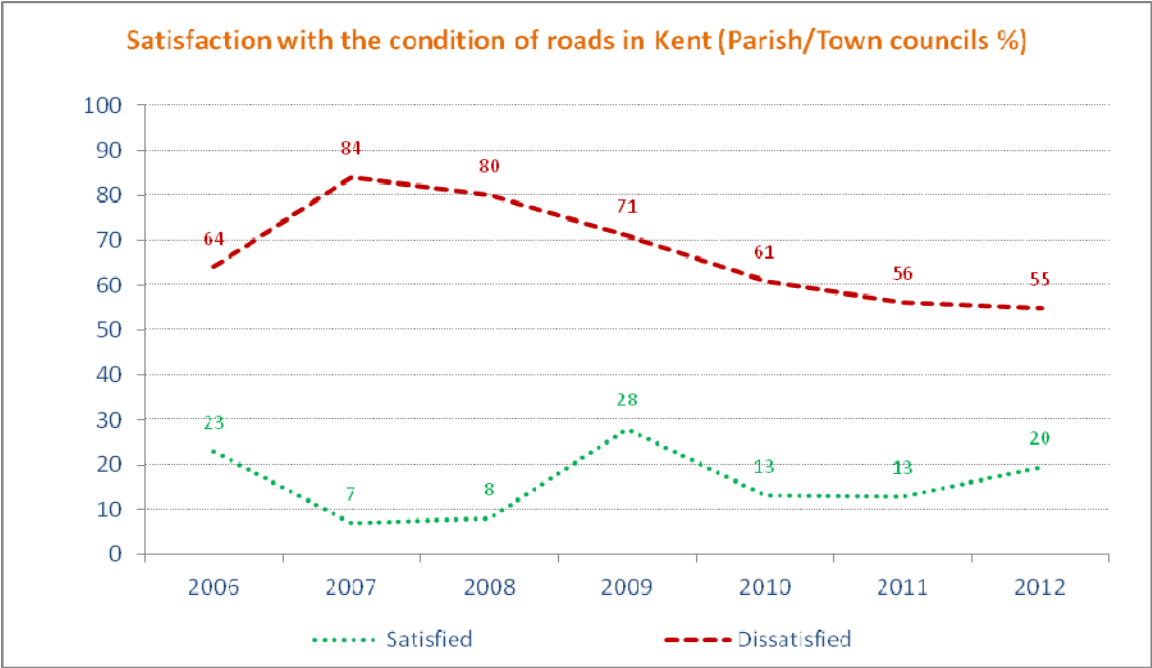


Figure 9 - Parish/Town Councils - Satisfaction with the condition of pavements in the local area – year-on-year comparison

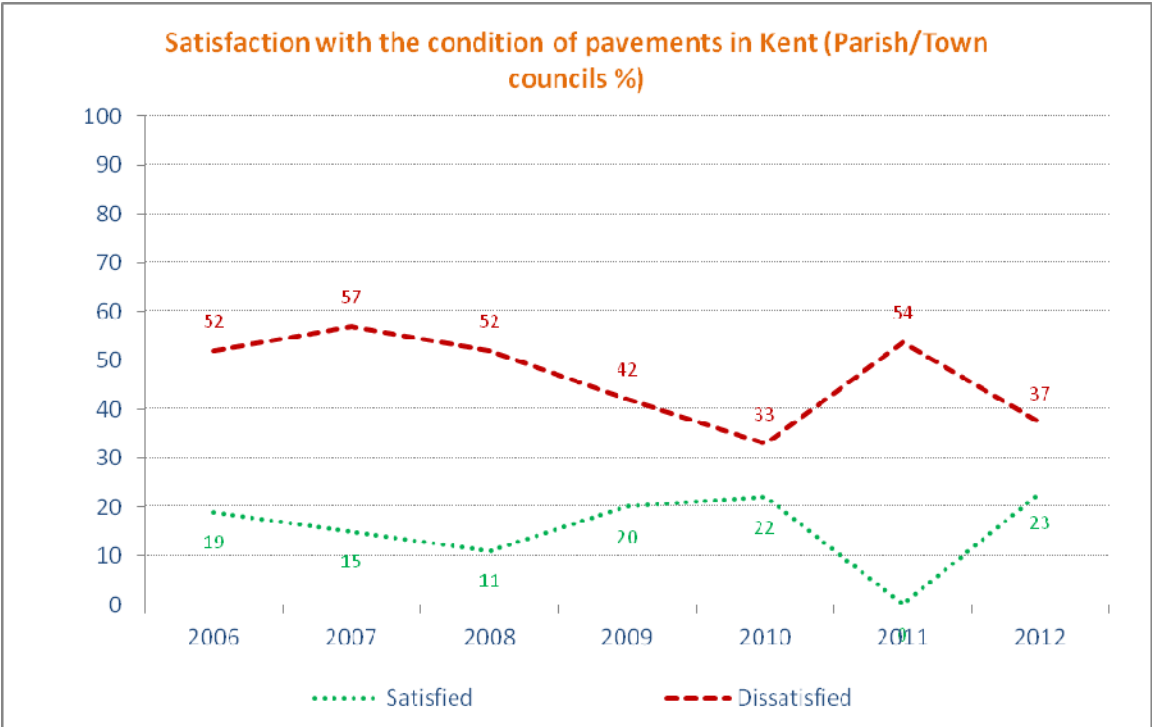


Figure 10 - Parish/Town Councils - overall satisfaction with the condition of street lighting in the local area – year-on-year comparison

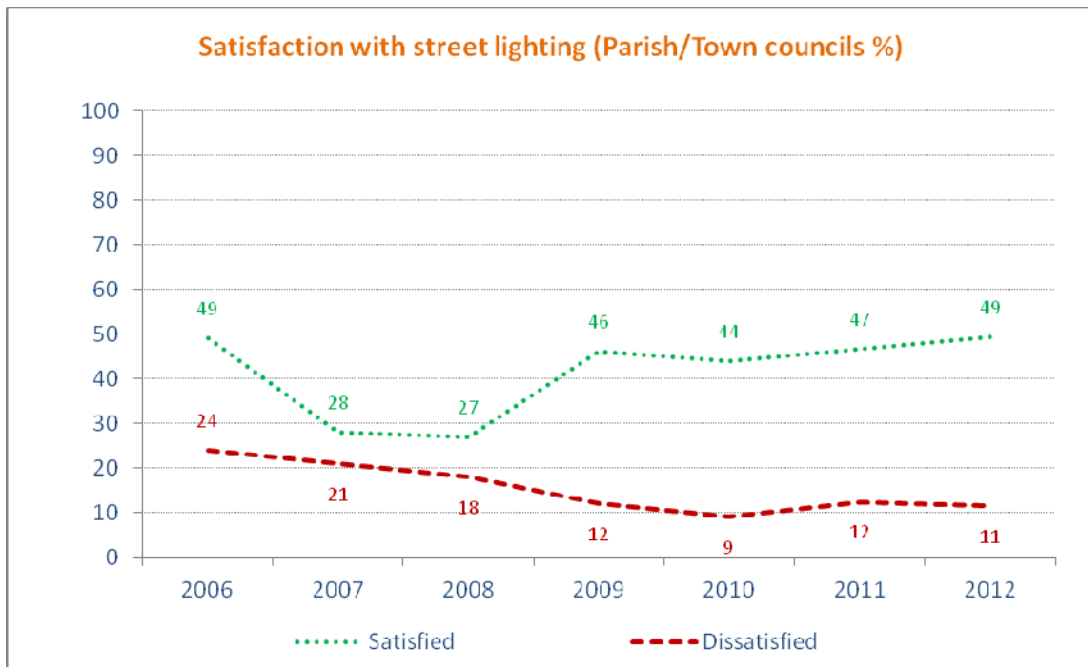


Figure 11 –County Members - Satisfaction with the condition of roads in the local area – year-on-year comparison

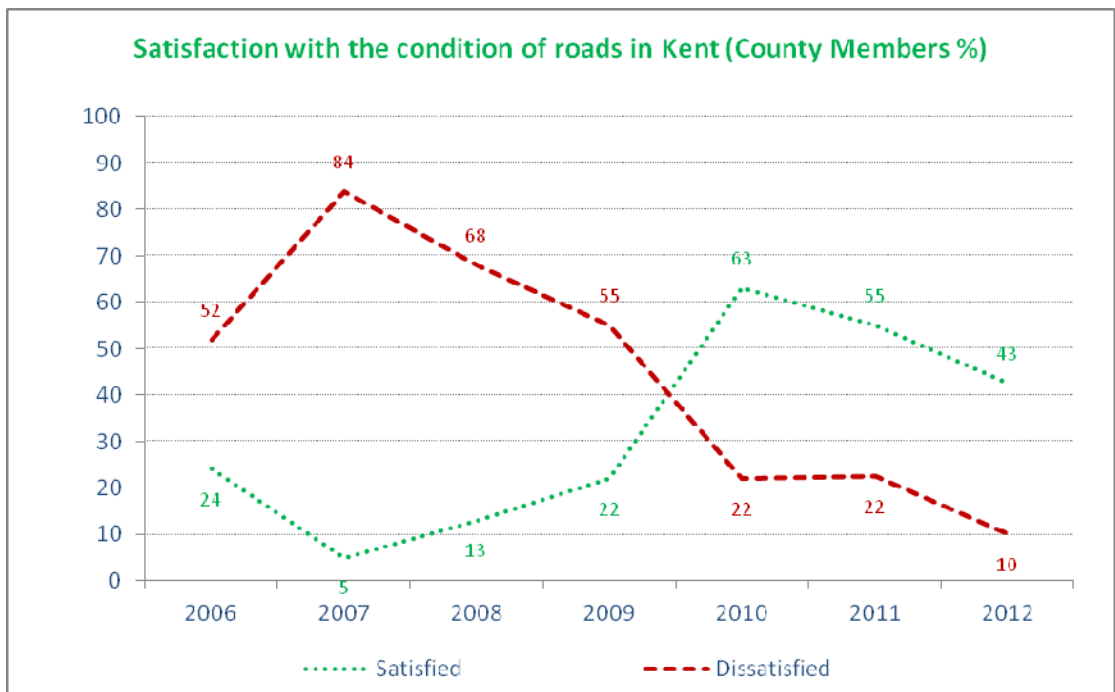


Figure 12 - County Members - Satisfaction with the condition of pavements in the local area – year-on-year comparison

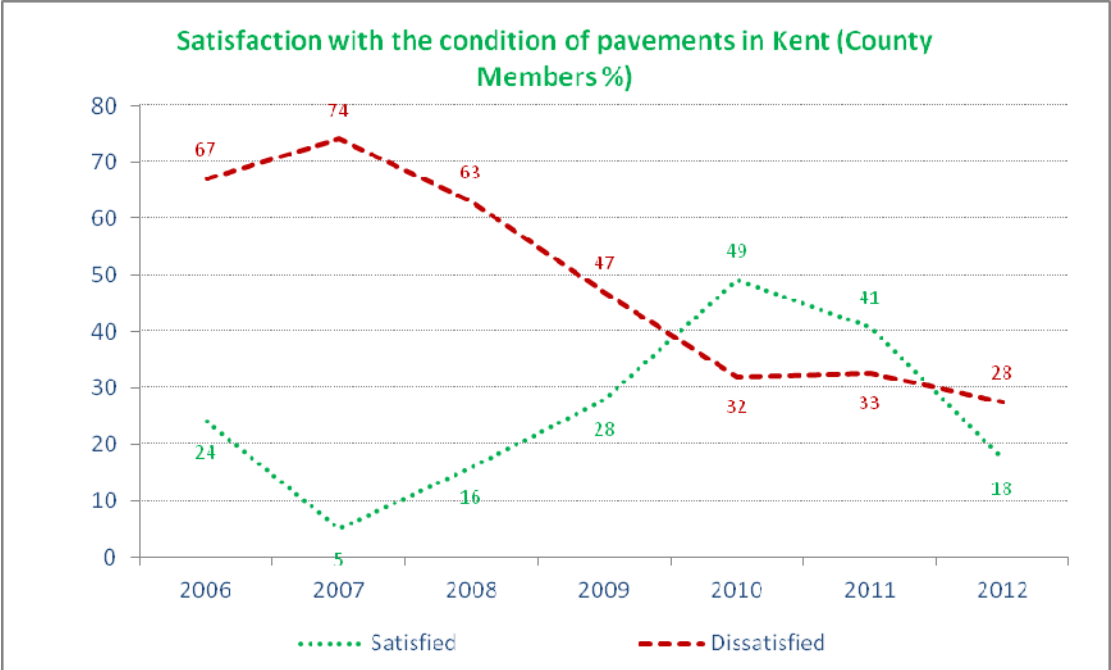
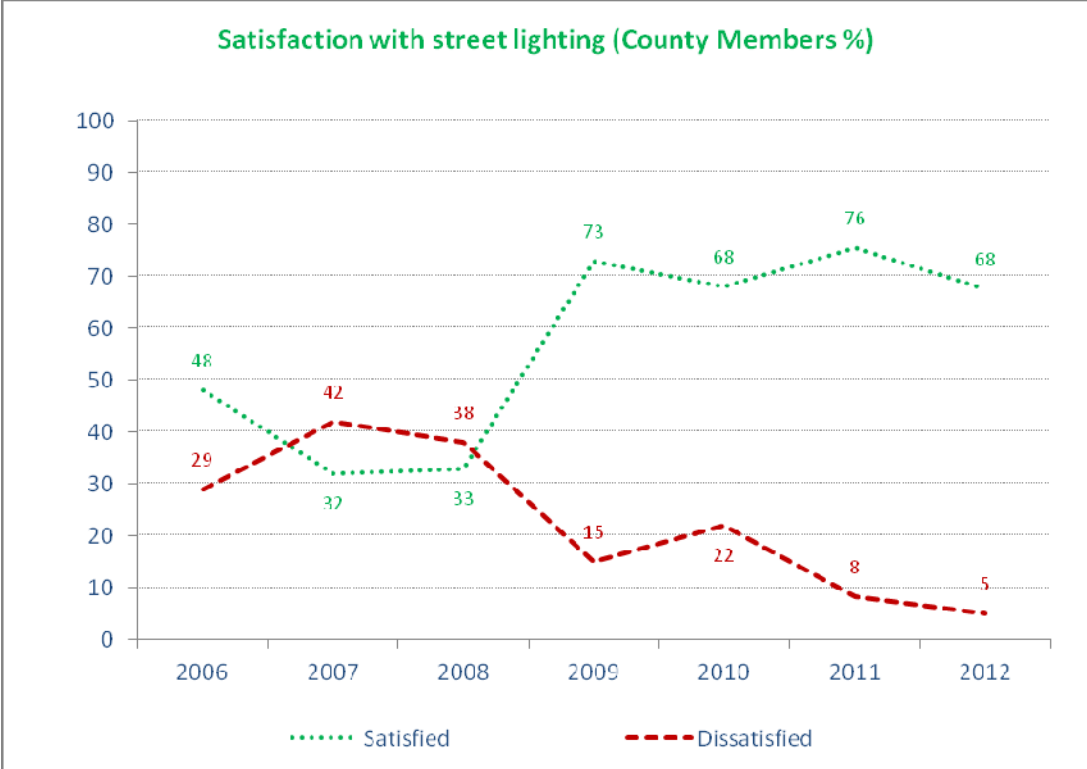


Figure 13 - County Members - overall satisfaction with the condition of street lighting in the local area – year-on-year comparison



To: Ashford Joint Transportation Board

By: Lisa Holder

Date: 11th June 2013

Subject: Find and Fix Programme 2013

Classification: For information

Summary Kent County Council's third annual Find and Fix Programme started in January 2013 in response to the damage caused to road surfaces by winter weather. This report summarises the progress to date in the Ashford District.

Since February 2013, over 170 roads have been identified as sites for Find and Fix in the Ashford District representing a spend commitment to date of £240,900.

As of 31st May 2013, repairs have been carried out on 120 of those roads representing a total spend of £186,000.

Weather permitting, it is anticipated that the programme will be completed in Ashford by mid July 2013.

Contact Officer: Lisa Holder
Tel: 08458 247 800