



Joint Transportation Board

Notice of a Meeting, to be held in the Council Chamber, Civic Centre, Tannery Lane,
Ashford, Kent TN23 1PL on Tuesday 10th September 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 11 th June 2013 | |
| 4. Transportation, Highways & Engineering Advisory Committee – 5 th July 2013 | |
| 5. To receive any Petitions | |
| 6. Tracker Report | |
| 7. Update from Truck Stop Pilot Task Group | |



Part I – For Decision

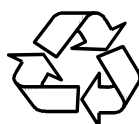
8. Disabled Persons Parking Bay Panel

Part II – For Information

9. Ongoing Maintenance of the Shared Space in Ashford (to follow)
 10. Drivers Roundabout – Update Report
 11. Bus Lane Camera Enforcement in Ashford
 12. Highway Works Programme 2013/14
 13. Ashford District Winter Plan 2013/14
 14. Pothole 'Find and Fix' Update
-

DS/AEH
2nd September 2013

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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 **11th June 2013**.

Present:

Cllr. Heyes (Chairman);
Mr J N Wedgbury (Vice-Chairman);

Cllrs. Apps, Chilton, Claughton, Davey, Feacey, Robey
Mr M J Angell, Mr S J G Koowaree, Mr C Simkins, Mr D Smyth, Mr M A Wickham.

In accordance with Procedure Rule 1.2 (iii) Councillors Apps, Chilton and Feacey attended as Substitute Members for Councillors Burgess, Yeo and Mrs Bell respectively.

Mr K Ashby – KALC Representative.

Apologies:

Cllrs. Mrs Bell, Burgess, Yeo, Mr P M Hill.

Also Present:

Cllrs. Mrs Blanford, Galpin, Sims.

Stephen Gasche (Principal Transport Planner – Rail – KCC), Toby Howe (Highway Manager East Kent – KCC Highways & Transportation), Lisa Holder (Ashford District Manager – KCC Highways & Transportation), Becky Bailey (Traffic Engineer – Member Highway Fund – KCC Highways & Transportation), Mark Carty (Head of Cultural & Project Services – ABC), Jerry Fox (Project Office Manager – ABC), Ray Wilkinson (Engineering Services Manager – ABC), Sarah Paul (Technical Administrative Assistant – ABC), Danny Sheppard (Senior Member Services & Scrutiny Support Officer – ABC).

16 Declarations of Interest

Councillor	Interest	Minute No.
Mr Ashby	Announced an 'Other Interest' as he farmed the land opposite Beckett Road, Appledore	25
Claughton	Announced an 'Other Interest' as Chairman of the Ashford Access Group which was a consultee over Shared Space	21
Feacey	Announced an 'Other Interest' as a Governor of Towers School	20

Councillor	Interest	Minute No.
Heyes	Announced an 'Other Interest' as he occasionally parked in Dexter Close.	20
	Announced an 'Other Interest' as he lived near the Godinton Road Bus Gate.	22
Mr Koowaree	Announced an 'Other Interest' as he sat on the Kent Fire Authority	20
Mr Wedgbury	Announced an 'Other Interest' as he worked for the London Fire & Rescue Service.	20

17 Minutes

Resolved:

That the Minutes of the Meeting of this Board held on the 12th March 2013 be approved and confirmed as a correct record.

18 Tracker Report

The Chairman drew Members attention to the Tracker of Decisions.

A Member mentioned the proposed traffic calming measures in Kingsnorth which had been on the tracker for nearly seven years and said he wanted to move this on as soon as possible and decide how the Section 106 money was going to be spent. Another Member concurred with this comment and said it would be important to include the ABC Ward Member and Parish Council in any discussions.

With regard to the response from East Kent Hospitals Trust concerning the car parking problems in and around the William Harvey Hospital, a Member said he was disappointed with the comment that communication with the local community 'would not be quite right at this time' and he did not understand why that could not start now. Mr Wilkinson further advised that the planning application had now been submitted to ABC.

Resolved:

That the Tracker be received and noted.

19 Update from Member Working Group on Lorry Issues

The Chairman directed Members' attention to the addendum paper which included an update from Cllr Burgess as Chairman of the new Truck Stop Pilot Task Group. Other Members who were involved with that Group gave further updates and said

that the KCC Cabinet Member for Highways had expressed his support for the work the Group was doing and expected to attend future meetings.

Resolved:

That the update be received and noted.

20 Update on Goat Lees Parking Scheme

The report detailed the results of an informal consultation conducted between 21st February and 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 had been presented with two alternative scheme types (Options 1 and 2) for comment. The Chairman directed Members' attention to the addendum paper which advised that two people had registered to speak on this matter and detailed the comments of the Ward Member who had been unable to attend the meeting and the comments of a local resident which they had asked to be tabled. The Chairman further advised that following discussions with the Leader, the final decision on this matter would be taken by the Cabinet and any outcome of tonight's meeting would be a recommendation to Cabinet.

In accordance with Procedure Rule 9.3 Mr Moore, a local resident spoke on this item. He said he was a former Head of Communications for Kent County Council and was involved in getting resident acceptance and planning permission for Kingshill Business Park at West Malling through adequate parking on the Business Park and proper standard of landscaping and environmental protection. Therefore he did know about consultation. He thought the consultation had been undertaken fairly without lobbying or mass voting, however the problems had arisen because of the sheer size of the catchment area, when the parking problem was more striking in one concentrated area. There were however figures that could not be ignored. 59% of all residents in Dunnock Road believed there was a major parking problem in the area caused by business parking, as did 87% of all respondents to the consultation. That equated to 150+ properties therefore probably 300+ voters and there was a lot of support for Option 2. Personally, he said quite often he could not get off his driveway safely because of inconsiderate and unsafe parking which was often 'nose to tail' for the full length of his road and/or obstructing pavements. This was not a problem caused by residents, the situation was fine at weekends and Bank Holidays, it was a failure of the Business Park. Therefore in his view the problem should be solved by the Business Park and not left for residents to deal with. The problem was getting worse in Dunnock Road and this would only increase when the new school opened in September. He appreciated the Cabinet would make the ultimate decision on this matter, but he hoped the Board could understand that there were very strong feelings over the issue and that strength of feeling could not be ignored.

In accordance with Procedure Rule 9.3 Mr Matthews, Chairman of Boughton Aluph and Eastwell Parish Council spoke on this item. He said he had monitored the progress of this issue during his time as Chairman and been kept up to date by residents, the Ward Member and his Vice-Chairman. He had expressed concerns to both the Chairman of this Board and the Chief Executive of ABC about the handling of this matter. He considered that this was not in line with the instructions issued at

the meetings of this Board in September and December 2012, for Officers to engage with the Ward Member, KCC Member, Parish Council and resident representatives to find a mutually agreeable solution. His Vice-Chairman had made attempts to organise a meeting to agree the modifications to the report agreed in early April so that the report could be placed to the Board with the agreement of all parties and hence properly conclude the process, but in his view these attempts had been ignored. Furthermore, with the Parish Council being a key stakeholder and supplying significant funding, he considered this was wholly inappropriate. The fact that a solution in principle should be agreed by all parties was also recorded in an email from ABC Leader Councillor Gerry Clarkson. The new report, which was not supported by the Ward Member, Parish Council or residents, was almost identical to the report to the Board in September 2012 which had been rejected as already stated. Furthermore the latest report had not been submitted to the local representatives for review or to seek agreement. It seemed clear to him that the recommendation was to choose Option 1, the Board and Cabinet would support this, therefore overriding the favoured Option 2 of the Parish Council, Ward Member and residents. He wished to state for the record that the Parish Council did not support the latest report.

The KCC Division Member for the area said that as a newly elected Member he was coming to grips with the issue but he had been briefed by his predecessor and he was aware of some of the history. In his view the real solution lay in the release of more land for parking from the landlords of the Business Park. The consultation appeared inconclusive. Option 2 was supported by some but not by all. In his view Option 2 appeared too expensive, unenforceable and could set a precedent. He hoped there could be a further discussion with the interested parties before the report came back to the Cabinet as well as potentially further discussions with the landlord.

A Member read out an additional short statement from the Ward Member who could not be present at the meeting. It re-affirmed his desire that the report be rejected to allow for further discussions between the local representatives to mutually agree an amended Option 2.

During the debate the following comments were made: -

- It was regrettable that after a considerable time looking for a solution for the parking problems at Goat Lees there did not appear to be an option on which consensus could be found.
- There was a suggestion that some of the businesses on the park were charging their employees to park and this could be one of the reasons why people were choosing to park in the nearby residential roads for free. Although there was little the Council could do to influence private businesses, this was perhaps something that could be investigated further. In any event, the point about approaching the businesses on the park regarding the possibility of releasing more land for car parking was a key one and should be taken forward. It was clear that the root cause of the problem was insufficient free and available parking for employees on the park, for whatever reason that may be. All efforts should be made to renew the dialogue with the

landlord over additional parking provision and determining what, if any, charging regimes were in place.

- There was a danger of the 'law of unintended consequences' in this case in that a proliferation of double yellow lines in this area would create a precedent for the town and would also simply push any parking problems into neighbouring streets.
- A Member said he had visited the area that morning and did not consider the parking he had witnessed to be a major problem and would certainly not cause any issues for the Emergency Services. He wondered if the main point of concern was the possibility for extra congestion at school opening and closing times when the new school opened in September.
- 75 out of 887 households and businesses consulted had voted for Option 2 compared to 54 for Option 1. The five streets north west of Trinity Road and closest to the Eureka Business Park made up five of the seven roads supporting Option 2 and made up 48 of the votes for this option. Conversely 10 of the 17 roads outside this area supported Option 1 and only two supported Option 2. The potential problem with Option 2 was that it could ease the problem for one group of residents but adversely affect a larger group of smaller housing where available on street parking was already at a minimum. The report had proposed Option 1, the safety scheme, which would protect corners, junctions, the bus route and some of the potential parking overspill from the new school.

The Head of Cultural and Project Services said that he had recently taken over responsibility for parking issues and he understood that this was a difficult and complex case where no one solution would please everybody. He said firstly he would like to stress that Officers had worked very hard to find a solution and any personal criticism was not warranted. Officers worked and acted on behalf of Members and sought to implement their wishes in good faith. He re-iterated that any recommendation made tonight would go forward to the Cabinet and there was certainly still plenty more opportunity for discussions over this matter.

Board Members said that they understood the emotive nature of the issue and the diversity of opinion, but some of the inflammatory language used by one of the speakers towards the Officer was disrespectful, unwarranted and unnecessary. At one point during the debate, following repeated requests from the Chairman for quiet in the public gallery, the Meeting was adjourned in an attempt to restore order. Eventually two individuals were asked to leave the Meeting and the meeting resumed.

Recommended:

That a formal consultation on Option 1 (Safety Scheme) be approved, subject to: -

- (i) further discussions with the relevant local representatives**

- (ii) **renewing the dialogue with the landlord at the Eureka Business Park over additional parking provision and determining what, if any, charging regimes were in place**

before the recommendation is considered by the Cabinet.

21 Ashford Shared Space Study

The progress report brought the Board up to date on the Ashford Shared Space Study to investigate maintenance issues. Mrs Holder advised that Amey were currently undertaking the review and this would be complete by the end of July 2013. This report summarised the findings to date, and the final report, including remedial options and costings, would be submitted to the next Board Meeting in September. She endeavoured to keep the ABC Ward Members informed on progress.

The following comments were made: -

- Board Members unanimously supported the concept of Shared Space and said that the situation was infinitely better than the old Ring Road in opening up the Town Centre.
- There had clearly been some naivety over some of the assumptions made at the start of the process and there appeared to be attempts in the report to “pass the buck” in some respects. Members had expressed concern about issues such as ongoing maintenance, the flume, the materials and the warranty situation since the start of the process and they had received assurances that everything was in order.
- Suggestions that certain things had not been done due to budget constraints at the end of the construction phase were not acceptable. Members had been constantly told that there would be money for ongoing maintenance. Additionally, the fact that the granite was not sealed was clearly a mistake and if this was a funding issue, Members should have been asked for their opinion on that at the time.
- The Design Team had not kept in regular contact since implementation and some of the suggestions made with regard to the needs of the disabled were not taken forward.
- It was important to point out that Shared Space would not be seen at its full potential and capacity until development had been completed on the opposite side of the road.
- The granite was now cracking at Godinton Road/Forge Lane and this would need to be included in the final report.
- Maintenance on immediate safety issues was still being undertaken throughout the study process, and a timescale for the remedial works

identified in the study would be agreed following the completion of the study at the end of July 2013.

Resolved:

That the report be received and noted.

22 Camera Enforcement in Ashford

The report set out the latest position with regard to the introduction of camera enforcement in Ashford. The project sought to introduce camera enforcement to replace the existing rising bollard in Beaver Road and improve compliance at the Godinton Road Bus Gate. The Officer concerned had provided the update report and would be present at the next Meeting in September with a further update. The Chairman said it was worth clarifying that ABC had yet to decide whether it wanted to take on responsibility for enforcing bus lane contraventions and that there was a question mark over whether all revenue costs would be funded by the scheme itself as stated in the report, because with a credible deterrent (fixed enforcement cameras) at the bus gates there should be little or no misuse / potential income. ABC needed to be mindful of the ongoing financial commitment.

Members broadly welcomed the report and were pleased to see an outline timetable for the tasks that needed to be completed. There was concern however that in its conclusion the report stated “depending on the value of the equipment the procurement process could lead to considerably extended timelines”. This was extremely concerning given the history of this issue and the time it had taken to get to this position. The Head of Cultural & Project Services said that if it complied with EU procurement requirements and it would speed up the process, he would be happy for ABC Officers to try and do the procurement on KCC’s behalf without any cost to them.

Resolved:

That the report be received and noted.

23 Rail Franchising – Position Statement

The Chairman had asked that the Board receive a position statement on rail franchising as an opportunity for Members to discuss the issue and raise any points of concern or other rail issues for further consideration. Mr Gasche, who was KCC’s Principal Transport Planner for Rail, was also present to give some background and answer questions.

Mr Gasche explained that the Department for Transport’s (DfT) long term plan for rail franchising, announced in March, had produced a detailed timetable for all rail franchises. The effect for Ashford was that the current Southeastern franchise had effectively been extended to June 2018 and the Southern franchise would now be incorporated in the new Thameslink franchise which was to be awarded in September 2014. There were some other key issues in the pipeline for Ashford that

he would be working on including: - working through Transport for London's proposals to take over the South East London Metro services; the retention and improvement of International Services at Ashford International; and possibilities for a direct Kent to Gatwick service (realistically around the time of the new south eastern franchise in 2018). The Chairman advised that ABC's new Transportation, Highways & Engineering Advisory Committee would be looking closely at rail issues and how they affected Ashford and in addition to franchising and the points raised by Mr Gasche, the Board considered the following issues should be pursued by the Advisory Committee: -

- The relationship between Ashford International and Ebbsfleet International and the fact the more people in Kent wanted to use Ashford for international services.
- Possibilities surrounding the new Deutsche Bahn services using Ashford International in the future.
- An examination of parking charges at rural stations and the knock on effect this had on parking in surrounding streets.
- Possibilities of providing more 'fast' services to Charing Cross which have been lost since the introduction of High Speed 1.
- The Park Farm Rail Halt.

Resolved:

That the report be received and noted and the issues raised form the basis of work on rail issues for ABC's Transportation, Highways and Engineering Advisory Committee.

24 Hamstreet Crossing

The report advised of the pleasing news from Network Rail that a bid for a footbridge at Hamstreet Station would be made to the overall £70m fund for level crossings during the period 2014-2019. Whilst this did not guarantee that the scheme would be funded, it was expected to feature highly on the national priority list. The Head of Cultural and Project Services considered it would be worthwhile to write to Network Rail to seek more details over the timescale for this matter and where Hamstreet lay in their priority list.

It was explained that a footbridge had been proposed rather than safety gates as this related to a public footpath and in terms of safety the footbridge would be preferable.

Resolved:

That the report be received and noted.

25 Highway Works Programme 2013/14

The report updated Members on the identified schemes approved for construction in 2013/14.

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

- Would an interactive warning sign still form part of the proposals for the A28/A262 junction?
- A safety issue had arisen at Stanhope Ring Road where there was a bus stop located next to a school crossing. Historically there had been many near misses but there had been a serious accident involving a young girl there recently and there was a lot of concern locally.
- Whilst it was pleasing to see the design work in progress for the traffic signal modifications at Elwick Road/Station Road, could Officers also look at Somerset Road/North Street as there were also dangerous tailbacks there.

The KALC Member advised that works to repair the embankment slip at Beckett Road Appledore would now commence on the 19th June. This had first been reported in March but had been delayed due to the need for Kent Wildlife Trust to undertake an ecological survey. To him this seemed excessive and he asked if there was anything that could be done to speed things along in the future. Mrs Holder advised that unfortunately in such a case this would not be possible.

Resolved:

That the report be received and noted.

26 Results from the Highway Tracker Survey 2012

The report informed the Board of the key results of the 2012 Resident, County Member and Parish/Town Council Highway Tracker Survey. The full survey report was published on the KCC website.

A Member said this provided a good opportunity to state how impressed he had been with the work of KCC Highways and Transportation since the weather had improved in terms of repairing potholes, resurfacing etc and he would like to place that on record. There had certainly been a substantial improvement and the relationship with Enterprise appeared to be bearing fruit.

Resolved:

That the report be received and noted.

27 Find and Fix Programme 2013

The report advised that KCC's third annual Find and Fix Programme started in January 2013 in response to the damage caused to road surfaces by winter weather and summarised the progress to date in the Ashford District

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Resolved:

That the report be received and noted.

DS

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Transportation, Highways and Engineering Advisory Committee

Minutes of a Meeting of the Transportation, Highways and Engineering Advisory Committee held in Committee Room No.2 (Bad Münstereifel Room), Civic Centre, Tannery Lane, Ashford on the **5th July 2013**

Present:

Cllr. Heyes (Chairman);
Cllr. Feacey (Vice-Chairman);
Cllrs. Burgess, Michael, Robey, Wedgbury.

Also Present:

Dutch Docherty – Stagecoach in East Kent, Sue Whybrow – Ashford Independent Taxi Drivers Association, Sarah Paul – Ashford Borough Council, William Train – Ashford Borough Council, Danny Sheppard – Ashford Borough Council.

Apologies:

Cllrs. Cloughton, Yeo, Stephen Gasche – Kent County Council, Mike Gibson – Southeastern, Yvonne Leslie – Southern.

65 Declarations of Interest

Councillor	Interest	Minute No.
Feacey	Announced an 'Other Interest' as Chairman of Energyshift Ltd who worked with members of the taxi trade.	67

66 Terms of Reference and Forward Work Programme

The Chairman opened the meeting and welcomed all those present. He said that this was the first meeting of the Transportation, Highways and Engineering Advisory Committee and accordingly he thought it would be useful for Members to have sight of the Terms of Reference and the proposed forward programme of work.

In terms of additional potential items for future meetings, Members made the following suggestions: - M20 Junctions 10 and 10A; the second Thames Crossing; Lydd and Manston airports and a potential new airport hub on the Hoo Peninsula; and arrangements for buses and taxis at Ashford International Station.

The Chairman advised that although the Committee had been set up to advise the Cabinet, it would liaise closely with the Joint Transportation Board on the majority of the issues and use that as a link with Kent County Council.

Resolved:

That subject to the comments above the Terms of Reference and Forward Work Programme for the Transportation, Highways and Engineering Advisory Committee be received and noted.

67 Industry Updates and Discussion

The Chairman said that unfortunately both of the major train operators had sent their apologies for the meeting. Both Southern and Southeastern had provided brief updates which were tabled for Members' attention. The Chairman said it was particularly regrettable that they had both missed the first meeting of the new Advisory Committee as it would be an important connection for them. There were a number of items of interest to discuss and with the new franchises looming it was in their interests to attend.

Stagecoach

Dutch Docherty explained that plans were in place for an improved C-Line Service to begin in September. There had been problems with the timetable and it was hoped that the new service would improve punctuality and allow more run-in time for drivers who had to deal with increased traffic congestion in and around the Town Centre. From the 29th July, Stagecoach would be providing new 2 and 2A Services from Rolvenden/Tenterden to Ashford to replace the existing Nu-Venture 295 Service. This would be an improved half hourly (rather than the current hourly) service and was in response to public demand. The 2 Service would be via High Halden and the 2A via Shadoxhurst. Stagecoach was also aware of phase 2 of the National Grid's overhead power line refurbishment between Sellindge and Canterbury. Part of Plain Road would be closed for four weeks from 20th July and diversions would be in place for the 10 Service.

In response to questions about the phasing of traffic lights in the town centre, Mr Docherty said that Stagecoach had experienced some problems a few months ago, particularly at Elwick Road and around the Station, but this had been looked at and it seemed to be better now. Road markings had also been an issue and there had been a number of collisions and near misses when exiting the station. The biggest area of concern though remained the lane markings at Drovers Roundabout. There had been a number of minor accidents, many involving buses and in his view there would be a serious accident there soon. Vehicles simply kept getting in the wrong lanes due to poor directional markings and were changing lanes at the last minute, quite often swooping in front of buses and one incident had seen a passenger on one of the buses break their nose and have to be taken to hospital after the driver had had to break excessively. The point had been made a number of times but he could not see how it could be overcome. There was also currently a problem of a temporary lane closure to facilitate the John Lewis work. Even minor incidents at this roundabout resulted in the town grinding to a halt. The Chairman said that a review of the whole junction was currently underway by KCC's contractors Amey and that this information would be useful when looking at the outcome of that review.

The expansion of the 517 bus service to include Repton Park was ready to commence but Stagecoach were waiting for the completion and opening of the link road. The Vice-Chairman said he would put Stagecoach in contact with the

contractor. Mr Docherty also agreed to talk to the responsible officer regarding out of date E-Line timetables at the Waitrose and Carlton Road bus stops.

A Member said there were a number of parking problems in Hurst Road which were only likely to get worse when the new primary school opened in September. There were plans for yellow lines and moving the bus stop and he asked if Stagecoach had been consulted. Mrs Paul advised that there had been initial discussions and double yellow lines at pinch points in Hurst Road had been proposed. Mr Docherty said he had not been involved yet, but he knew that there would be problems if the bus stop was not moved. They did already have problems getting the buses through Reed Crescent, Kingsnorth at school changeover times and had stopped trying to do so as a result. He said that double yellow lines and parents dropping children off at school did not mix. They were simply ignored which led to buses getting stuck and in his view there needed to be more pro-active enforcement. A Member said it would be worth speaking to the KCC Member for the area (Hurst Road) as he did have a small pot of money which could be used for mitigating some of the problems.

Taxis

Sue Whybrow said that the taxi trade had been relieved at the recent revocation of a licence of a dishonest driver. There had however been disappointment at the way the story had been covered in the local press which had been misleading and cast the trade in a bad light. They had written to the newspaper to complain but this had been completely ignored. There had also been a negative letter in the newspaper about taxis using the Godinton Road Bus Gate. She asked if the Council could be more pro-active in promoting the taxi trade and disputing misleading and biased reporting as it did influence public opinion and the trade was often misunderstood. In other matters she said that the Beaver Road Bus Gate was currently working well which was pleasing, however there were still problems in and around the Station. Inconsiderate parking by private cars was bottlenecking the area for all users, particularly taxis and buses, and it was causing lengthy delays. Signage definitely needed to be improved. These comments were supported by Mr Docherty. Mrs Whybrow said she was also concerned about Government changes to the CRB check requirements for private hire drivers.

In terms of the CRB check the Vice-Chairman advised that the new system would simply allow applicants a chance to review the results of the CRB check before it was sent to the Council. He saw this as advantageous for applicants.

With regard to recent reporting in the local newspaper the Committee advised Mrs Whybrow to write to the Editor if she felt her complaints were being ignored.

The Committee said they agreed with the comments about the Station and were concerned that the problem would only get worse with the potential additional train services. This was why they had added it to their forward work programme.

68 Dates of Next Meetings

The Chairman advised that the next Meeting of the Committee would be an evening meeting in October 2013 to discuss strategic issues. The date would be confirmed shortly. The next Meeting of the Committee in this form (Industry Updates and Discussion) would be Friday 17th January 2014 at 9.30am. He asked all representatives to note the date in their diaries.

DS

ASHFORD JOINT TRANSPORT BOARD – TRACKER OF DECISIONS
Updated for the meeting on: 10.09.13

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.	Andy Corcoran (KCC)	RESOLVED: That 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 (KCC)	RESOLVED: That 4. the above Orders be reviewed one year after implementation.	
256 11/12/12	A28/A262 Safety Improvement Proposals	Steve 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 lights 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.	Revised proposals planned for a future JTB.

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
257 11/12/12	A2042 Faversham Road, Ashford – Proposed Waiting Restrictions	Steve 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.
329 19/02/13	Downs View Infant & Kennington Junior Schools – Highway Safety Scheme	Ray Wilkinson (ABC)	RESOLVED: That: 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.	
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.

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
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.
19 11/06/13	Update from Member Working Group on Lorry Issues	Cllr Burgess (ABC)	RESOLVED: That the update be received & noted.	
20 11/06/13 & 260 11/12/12 & 116 11/09/12	Update on Goat Lees Parking Scheme	Ray Wilkinson (ABC)	RESOLVED: That a formal consultation on Option 1 (Safety Scheme) be approved, subject to: - i) further discussions with the relevant local representatives ii) renewing the dialogue with the landlord at Eureka Business Park over additional parking provision and determining what, if any, charging regimes were in place before the recommendation is considered by the Cabinet.	
21 11/06/13 & 373 12/03/13 & 263 11/12/12	Ashford Shared Space Study – progress report	Lisa Holder (KCC)	RESOLVED: That the report be received and noted.	
22 11/06/13	Camera Enforcement in Ashford	Tim Read (KCC)	RESOLVED: That the report be received and noted.	
23 11/06/13	Rail Franchising – Position Statement	Stephen Gasche (KCC)	RESOLVED: That the report be received and noted and the issues raised form the basis of work on rail issues for ABC's Transportation, Highways and Engineering Advisory Committee.	
24 11/06/13	Hamstreet Crossing	Cllr Burgess (KCC)	RESOLVED: That the report be received and noted.	

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
25 11/06/13	Highway Works Programme 2013/14	Toby Howe/Lisa Holder (KCC)	RESOLVED: That the report be received and noted.	
26 11/06/13	Results from the Highway Tracker Survey 2012	David Beaver (KCC)	RESOLVED: That the report be received and noted.	
27 11/06/13	Find and Fix Programme 2013	Lisa Holder (KCC)	RESOLVED: That the report be received and noted.	

Agenda Item No: 8
Report To: Joint Transportation Board
Date: Tuesday 10th September 2013
Report Title: Nomination of a Member for the Disabled Persons Parking Bay Panel
Report Author: Ray Wilkinson, Engineering Services manager



Summary:	This report presents details of the Board Chairman's nomination for a third voting Member of the Panel to decide on contested disabled persons parking bay applications.
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Key Decision: NO

Affected Wards: All

Recommendations: **That the Board consider and approve the Chairman's nomination of Councillor Mrs Clair Bell to act as the third voting member of the Panel.**

Background Papers: 'Resolution of Objections Received to Proposed Disabled Person's Parking Bays during Informal Consultation' report to Joint Transportation Board, Tuesday 14th September 2010; Minutes of Joint Transportation Board, Tuesday 14th September 2010;

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

Purpose of the Report

1. This report presents details of the Board Chairman's nomination of a third voting Member of the Panel to decide on contested Disabled Persons Parking Bay applications.

Issue to be Decided

2. That the Board consider and approve the Chairman's nomination of Councillor Mrs Clair Bell to be the third voting Member of the Panel.

Background

3. The Council currently provide a service by which individuals with disabilities who meet specific criteria can submit an application for a Disabled Persons Parking Bay to be installed on-street in close proximity to their home. The processing of these applications requires informal consultation, and resolution by Members where objections to bay provision are received that cannot be addressed satisfactorily by officers.
4. On 14th September 2010 a report was submitted to the Board requesting that a procedure be introduced whereby a Panel comprised of the Board Chair, Vice Chair and relevant Ward Member may be convened to decide upon applications contested during informal consultation. It was agreed by the Board that the procedure be put into place with the Panel consisting of the Board Chair, Vice Chair and Portfolio Holder for the Environment, with the relevant Ward Member invited to attend in a non-voting capacity.

Panel Members

5. Following changes in the Cabinet, Councillor Heyes now performs a dual role as Joint Transportation Board Chairman and the relevant Portfolio Holder, and accordingly a third voting Member of the Panel is sought. Councillor Heyes has nominated Councillor Mrs Clair Bell as the third voting Member of the Panel. With the Board's approval, the Members comprising the Panel shall therefore be Councillor Heyes, Mr Wedgbury and Councillor Mrs Bell; with the Ward Member relevant to each contested application invited to attend in a non-voting capacity.

Conclusion

6. The approval of the Chairman's nomination will enable the Panel to convene and resolve the applications presently contested.

Portfolio Holder's Views

7. To be provided at the meeting.

Contact: Ray Wilkinson (01233) 330299

Email: ray.wilkinson@ashford.gov.uk

Joint Transportation Board

10th September 2013

Drovers Roundabout - Update

At its meeting on the 12th March 2013 the Board received an update on Drovers Roundabout from John Farmer, Major Capital Projects Manager at KCC.

At that meeting he advised that the requested independent review of the Drovers Roundabout would commence shortly after KCC's new highway consultants (Amey) 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 the most effective system was for this junction. This was a big signal junction and would always be monitored proactively. The intention was to revalidate 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. The review would also include further investigation of the yellow box issue. The results of that will be reported back to the Board on 10th September 2013.

John Farmer will be present at the Meeting to update Members on the outcome of the review and answer questions.

To: Ashford Joint Transportation Board
By: Tim Read - Head of Transportation
Date: September 2013
Subject: Bus Lane 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 latest progress is:-

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

- Agree new Agency Agreement
 - The new agreement was delayed following issues with the pilot scheme agreement, but this has now been sent to Ashford legal team for their comment.
- Implement new Traffic Regulation Orders
 - June to September – Details have been passed to Ashford Borough Council of example TRO's as they will be arranging for the implementation of the order
- Design and implement scheme details (signing& lining)
 - Work has started on the design lead by the KCC Intelligent Transport Systems (ITS) team and currently still on track for completion by the end of October 2013
- Procurement of equipment
 - Ashford District has provided the details of the information they have on equipment that can be used. This is being assessed and depending on the indicated value it is hoped that it will be below the procurement threshold so a formal tender does not have to be issued. This would extend the project timelines if that was the case. KCC do have to follow the authority's procurement guidelines. It is hope that the value for the project is below £50,000 in which case 3 quotations can be sought. Ashford Borough have indicated that they wish KCC to carry out the procurement as they will own the equipment
- Communications campaign
 - Planned October to December 2013

- Scheme implementation
 - A more realistic implementation date is now January/February 2014 to allow time for the procurement and obtaining 3 quotations

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 pilot 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

To: Ashford Joint Transportation Board

By: KCC Highways and Transportation

Date: 10th September 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 and Safety Schemes – see Appendix E

Public Rights of Way – see Appendix F

Bridge Works – see Appendix G

Matters arising from Highway Works Programme 11th June 2013 – see Appendix H

Conclusion

1. This report is for Members information.

Contact Officers:

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

Toby Howe Operations)	Highway Manager (East and Acting Head of Service
Lisa Holder	Ashford District Manager
Neil Tree	Carriageway Surface Treatment
Russell Boorman	Carriageway Machine Surfacing
Wendy Boustead	Footway Improvement Team Leader
Katie Lewis	Drainage Manager
Sue Kinsella	Street Lighting Manager
Toby Butler	Intelligent Transport Systems Manager
Steve Darling	Transportation, and Safety Schemes
Andrew Hutchinson	PROW
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 - <i>Contact Officer Neil Tree</i>			
Micro Asphalt Schemes			
Road Name	Parish	Extent of Works	Current Status
Sly Corner	Kenardington	From its junction with Bench Hill to its junction with Appledore Road	Delayed due to investigation necessary to find an engineering solution
Station Road	Appledore	From the Level Crossing to the Village Gateway	Completed
Reading Street	Tenterden	From Redhill Bridge to the Garden Centre	Completed
Kenardington Road	Woodchurch	From the Village Gateway to the Rare Breeds Centre	Completed
Brissenden Green Lane	Bethersden	From its junction with Standard Lane to Heather Farm	Completed
Bowl Road	Charing	From its junction with Charing Hill to its junction with Warren Street	Completed
Stonebridge Green Road	Egerton	From its junction with Iden Lane to its junction with Malt House Farm	Completed
Hart Hill	Charing	From its junction with Maidstone Road to Four Winds	Completed
Forgefield	Bethersden	From its junction with Church Hill for the entire length	Completed
Woodchurch Road	Tenterden	From the Village Gateway to its junction with Preston Hill Lane	Completed
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	Completed
Rushbrook	Pluckley	From its junction with Station Road to its junction with Malmain's Road	Completed
Vitters Oak Lane	Great Chart with Singleton	From its junction with Goldwell Lane to its junction with Old Surrenden Manor Road	Completed
Mundy Bois Lane	Pluckley	From its junction with Mundy Bois Road to its junction with Bell Lane	Completed
Malmain's Road	Pluckley	From its junction with Station Road to its junction with Surrenden Road	Completed
Etchden Road	Bethersden	From its junction with Park Lane to its junction with Bears Lane	Completed
Brisley Lane	Ruckinge	From its junction with Stone Cross Road to its junction with Ashford Road	Completed
Mockbeggar Lane	Benenden	From its junction with Goddards Green Road to its junction with Cranbrook Road	Completed
Lower Ensden Road	Chilham	From its junction with Selling Road to its junction with Lower Lees Road	Completed
Park Lane	Charing	From its junction with Hunger Hatch Lane to its junction with Pivington Lane	Completed
Lewd Lane	Smarden	From its junction with Bell Lane to Mount Pleasant Farm	Completed
Moor Lane	Appledore	From its junction with Woodchurch Road to New Bridge	Completed
Norton Lane	Bethersden	From its junction with Pluckley Road to its junction with Wissenden Lane	Completed
Ham Mill Lane	Warehorne	From its junction with Ashford Road to its junction with Cuckolds Lane	Completed

Coopers Lane	Mersham	From its junction with Roman Road to its junction with Chequer Tree Farm Road	Completed
Priory Road	Bilsington	From its junction with Frith Road to its junction with Bonnington Road	Completed
Southenay Lane	Brabourne	From its junction with Fiddling Lane to its junction with Stone Hill	Completed
Surrenden Road	Pluckley	From its junction with Swan Lane to its junction with Pluckley Road	Completed
Malthouse Lane	Warehorne	From its junction with Woodchurch Road to its junction with Warehorne Road	Completed
Wootton Lane	Charing	From its junction with Westwell Lane to its junction with Maidstone Road	Completed
Bond Lane	Kingsnorth	From its junction with Ashford Road to its junction with Church Hill	Completed
Roman Road	Aldington	From its junction with Postling Green to Upper Park Farm	Completed
Maytham Road	Rolvenden	From its junction with Pix's Lane to its junction with Frog's Lane	Completed
Bonnington Road	Bilsington	From its junction with Priory Road to its junction with Bonnington Cross	Completed
Poplar Road	Wittersham	From its junction with Coombelands to its junction with Kingsgate Lane	Completed
Canterbury Road	Brabourne	From Junction of Stowting Hill to its junction with Scots Lane	Completed
Purchase Lane	Great Chart with Singleton	From its junction with Goldwell Lane to its junction with Vitters Oak Lane	Completed
Gill Lane	Mersham	From its junction with Roman Road to its junction with Chequer Tree Farm Road	Completed
Machine Resurfacing – Contact Officer Russell Boorman			
Road Name	Parish	Extent of Works	Current Status

Bad Munstereifel Road	Kingsnorth	From the Cloverleaf interchange to the Romney Marsh Road roundabout	Completed
Brookfield Road/Chart Road	Ashford	Matalan Roundabout	Completed
Footway Improvement - <i>Contact Officer Wendy Boustead</i>			
Road Name	Parish	Extent and Description of Works	Current Status
A20 Ashford Road	Charing	Between No1 Moat Park House and Charing Crematorium - Replacement of asphalt surface damaged by vegetation growth	Completed
BybrookRoad	Kennington	To the front of property numbers 65 to 75, 77-91, adjacent number 111 and in front of properties 113-123, 161-167 and 177-183 – Replacement of asphalt surface and installation of wooden bollards	On site (Member Highway Fund Scheme KCC Member Jim Wedgebury)
Waterside	Willesborough	Whole Length – Replacement of asphalt surface and kerbs	Completed

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - <i>Contact Officer Katie Lewis</i>			
Road Name	Parish	Description of Works	Current Status
Place Lane	Woodchurch	New drainage chamber and headwall	Works Completed
Ashford Road	Bethersden	New gullies and ditching work	Works Completed 29/04/13
Hythe Road	Mersham	Installation of new drainage system and soakaways	Works to be carried out Autumn 2013
Hamstreet Road	Shadoxhurst	Installation of new gullies and chambers	Works to be carried out Autumn 2013
The Street	Brabourne	Installation of kerbing to protect highway Assets	Works to be carried out Autumn 2013
Willesborough Road	Kennington	Redirections of drainage system	In talks with ABC

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	MAAL023	OUTSIDE 48-49 ON FOOTPATH	Column and lantern installed awaiting service connection
ALFRED ROAD	MAAL024	OUTSIDE 38-39 ON FOOTPATH	Column and lantern installed awaiting service connection
ALFRED ROAD	MAAL027	REAR OF 13 IN PARKING AREA	Column and lantern installed awaiting service connection
ARLINGTON	MABA010	ON F/P BEHIND FLATS 13-29	Column and lantern installed awaiting service connection
ELM PLACE	MEAU001	REAR OF 10 IN GARAGE AREA	Column and lantern installed awaiting service connection
ELM PLACE	MEAU002	OUTSIDE 7 ON FOOTPATH	Column and lantern installed awaiting service connection
ELM PLACE	MEAU003	ADJACENT 4 ON FOOTPATH	Column and lantern installed awaiting service connection
HAWKS WAY	MHBK006	BETWEEN 8-9 ON FOOTPATH	Column and lantern installed awaiting service connection
HARDY CLOSE	MHEZ004	ADJACENT 7	Column and lantern installed awaiting service connection
HARDY CLOSE	MHEZ005	ADJACENT 8	Column and lantern installed awaiting service connection
NEWTOWN GREEN	MNAT006	OUTSIDE 36 ON FOOTPATH	Column and lantern installed awaiting service connection
NEWTOWN GREEN	MNAT009	OUTSIDE 62 ON FOOTPATH	Column and lantern installed awaiting

			service connection
NEWTOWN GREEN	MNAT010	SIDE OF 66 ON FOOTPATH	Column and lantern installed awaiting service connection
WATERMEAD CLOSE	MWAR005	OUTSIDE 16 ON FOOTPATH	Column and lantern installed awaiting service connection
WEST STREET	MWBI101	REAR OF 9 KIPLING ROAD	Column and lantern installed awaiting service connection
ALFRED ROAD	MAAL014	REAR OF 34 ON ROADWAY	Column installed awaiting lantern and service connection
ARLINGTON	MABA008	OUTSIDE 40	Column installed awaiting lantern and service connection
ARLINGTON	MABA015	SIDE OF 74	Column installed awaiting lantern and service connection
ARLINGTON	MABA018	OUTSIDE 82	Column installed awaiting lantern and service connection
AUSTIN ROAD	MABW008	JUNCTION HAMPDEN ROAD LHS	Column installed awaiting lantern and service connection
BARGATES	MBAM002	OUTSIDE 6-7	Column installed awaiting lantern and service connection
BELMONT PLACE	MBBP002	SIDE OF 26 STIRLING ROAD	Column installed awaiting lantern and service connection
BENSTED	MBBT004	ADJACENT 24	Column installed awaiting lantern and service connection
BROOKFIELD COURT	MBEZ005	SIDE OF 16 GORSE MEAD, AT ENT TO C/PARK	Column installed awaiting lantern and service connection
BUCKSFORD LANE	MBFE013	ADJACENT 62 ON FOOTPATH	Column installed awaiting lantern and service connection
BULLEID PLACE	MBFJ001	JUNCTION STIRLING ROAD REAR OF 2	Column installed awaiting lantern and service connection
BULLEID PLACE	MBFJ002	OUTSIDE 6-7	Column installed awaiting lantern and service connection
BUTT FIELD ROAD	MBHJ008	OUTSIDE 7	Column installed awaiting lantern and service connection

BUTT FIELD ROAD	MBHJ012	OUTSIDE 16	Column installed awaiting lantern and service connection
CHURCHFIELD WAY	MCDZ003	OPPOSITE WHITEWAYS	Column installed awaiting lantern and service connection
CHURCHFIELD WAY	MCDZ013	OUTSIDE GREGORY COURT	Column installed awaiting lantern and service connection
CLAYGATE	MCED003	OUTSIDE 19	Column installed awaiting lantern and service connection
CLEVES WAY	MCEG003	OUTSIDE 8	Column installed awaiting lantern and service connection
CUCKOO LANE	MCGX012	SIDE OF 89 HAWKS WAY	Column installed awaiting lantern and service connection
CUCKOO LANE	MCGX013	OPPOSITE JUNCTION HAWKS WAY	Column installed awaiting lantern and service connection
CUCKOO LANE	MCGX014	JUNCTION HAWKS WAY LHS	Column installed awaiting lantern and service connection
CUCKOO LANE	MCGX018	JUNCTION FALCON WAY RHS	Column installed awaiting lantern and service connection
CUCKOO LANE	MCGX019	OPPOSITE JW FALCON WAY	Column installed awaiting lantern and service connection
FALCON WAY	MFAB005	OUTSIDE 62	Column installed awaiting lantern and service connection
FALCON WAY	MFAB011	OPPOSITE 58	Column installed awaiting lantern and service connection
FALCON WAY	MFAB012	OUTSIDE 52/53	Column installed awaiting lantern and service connection
FOSTALL GREEN	MFBE004	OUTSIDE 18	Column installed awaiting lantern and service connection
FOSTALL GREEN	MFBE006	OUTSIDE 22	Column installed awaiting lantern and service connection
HAWKS WAY	MHBK001	OPPOSITE 2	Column installed awaiting lantern and service connection
HAWKS WAY	MHBK002	OUTSIDE 75	Column installed

			awaiting lantern and service connection
HAWKS WAY	MHBK008	OPPOSITE 74	Column installed awaiting lantern and service connection
HAWKS WAY	MHBK009	OUTSIDE 72-73	Column installed awaiting lantern and service connection
HAWKS WAY	MHBK010	SIDE OF 17	Column installed awaiting lantern and service connection
HAWKS WAY	MHBK012	ADJACENT 52	Column installed awaiting lantern and service connection
HAWKS WAY	MHBK015	OPPOSITE 49	Column installed awaiting lantern and service connection
HIGHFIELD ROAD	MHCK021	OUTSIDE 120	Column installed awaiting lantern and service connection
HIGHFIELD ROAD	MHCK024	OUTSIDE 115	Column installed awaiting lantern and service connection
HIGHFIELD ROAD	MHCK026	OUTSIDE 123 RHS	Column installed awaiting lantern and service connection
HOMESTEAD	MHEN002	ADJACENT 7	Column installed awaiting lantern and service connection
KINGFISHER CLOSE	MKBM010	OUTSIDE 19	Column installed awaiting lantern and service connection
LANGNEY DRIVE	MLAE002	AT 2ND COLUMN FROM STANHOPE ROAD	Column installed awaiting lantern and service connection
LANGNEY DRIVE	MLAE003	AT 3RD COLUMN FROM STANHOPE ROAD	Column installed awaiting lantern and service connection
LANGNEY DRIVE	MLAE006	JUNCTION WASHFORD FARM ROAD RHS	Column installed awaiting lantern and service connection
LANGNEY DRIVE	MLAE007	OPPOSITE JUNCTION BARGATES	Column installed awaiting lantern and service connection
LANGNEY DRIVE	MLAE009	OPPOSITE JUNCTION CHARMINSTER	Column installed awaiting lantern and service connection
LANGNEY DRIVE	MLAE015	OUTSIDE 13	Column installed awaiting lantern and

			service connection
LANGNEY DRIVE	MLAE017	OUTSIDE 24	Column installed awaiting lantern and service connection
LANGNEY DRIVE	MLAE018	OPPOSITE 28	Column installed awaiting lantern and service connection
LANGNEY DRIVE	MLAE019	OPPOSITE JUNCTION WESTMOORS	Column installed awaiting lantern and service connection
LITTLE CHEQUERS	MLBD008	ADJACENT 149	Column installed awaiting lantern and service connection
LITTLE CHEQUERS	MLBD019	OUTSIDE 118	Column installed awaiting lantern and service connection
LITTLE KNOLL	MLBI002	OPPOSITE JUNCTION HARPER ROAD	Column installed awaiting lantern and service connection
LOUDON WAY	MLBZ006	REAR OF J/W EAST LODGE ROAD	Column installed awaiting lantern and service connection
LOUDON WAY	MLBZ009	REAR OF CYPRESS AVENUE LHS	Column installed awaiting lantern and service connection
MALLARDS	MMEI004	OUTSIDE 1 LHS	Column installed awaiting lantern and service connection
NEWTOWN GREEN	MNAT002	OPPOSITE FLATS 11-14	Column installed awaiting lantern and service connection
NINE ACRES	MNAV006	ADJACENT 34 RHS	Column installed awaiting lantern and service connection
NINE ACRES	MNAV007	OUTSIDE 40	Column installed awaiting lantern and service connection
NINE ACRES	MNAV008	SIDE OF 21	Column installed awaiting lantern and service connection
NOAKES MEADOW	MNAX005	OUTSIDE 49-51	Column installed awaiting lantern and service connection
NOAKES MEADOW	MNAX008	OPPOSITE 67	Column installed awaiting lantern and service connection
NOAKES MEADOW	MNAX010	OPPOSITE 81-83	Column installed awaiting lantern and service connection

NOAKES MEADOW	MNAX012	OUTSIDE 91, AT START OF FOOTPATH	Column installed awaiting lantern and service connection
SPRINGWOOD CLOSE	MSCY003	SIDE OF 2	Column installed awaiting lantern and service connection
SPRINGWOOD DRIVE	MSCZ017	REAR OF J/W CYPRESS AVENUE	Column installed awaiting lantern and service connection
SPRINGWOOD DRIVE	MSCZ021	REAR OF 46	Column installed awaiting lantern and service connection
SPRINGWOOD DRIVE	MSCZ025	REAR OF 69	Column installed awaiting lantern and service connection
WOODLANDS ROAD	MWDI002	OUTSIDE 8	Column installed awaiting lantern and service connection
CHARMINSTER	MCHG003	OUTSIDE 14-15	Aug-13
CHARMINSTER	MCHG004	BETWEEN 7-8 ON FOOTPATH	Aug-13
CHARMINSTER	MCHG005	SIDE OF 14 ON FOOTPATH	Aug-13
CHARMINSTER	MCHG006	REAR OF 17 ON FOOTPATH	Aug-13
CHARMINSTER	MCHG007	SIDE OF 13 ON FOOTPATH	Aug-13
COLLINGBOURNE	MCHH001	OPPOSITE 15	Aug-13
COLLINGBOURNE	MCHH003	BETWEEN 4-5 ON FOOTPATH	Aug-13
CORNWALLIS CLOSE	MCHO003	OUTSIDE 7	Aug-13
DOWN COURT	MDAP001	OUTSIDE 1	Aug-13
DOWN COURT	MDAP002	OUTSIDE 12	Aug-13
DRUM LANE	MDBE002	OPPOSITE TRANSPORT HOUSE RHS	Aug-13
DRUM LANE	MDBE003	ADJACENT TRANSPORT HOUSE LHS	Aug-13
DRAKE ROAD	MDBF013	OUTSIDE 32	Aug-13
EAST HILL	MEAE010	OUTSIDE PREP- SCHOOL	Aug-13
EGGRINGE	MEBH001	OUTSIDE 1	Aug-13
ALLEN FIELD	MAAM002	OPPOSITE JUNCTION BARNETT FIELD	Sep-13
ALLEN FIELD	MAAM003	OUTSIDE 14	Sep-13
APSLEY STREET	MAAV002	OUTSIDE 39	Sep-13
APSLEY STREET	MAAV004	ADJACENT 3 LHS	Sep-13

APSLEY STREET	MAAV005	SIDE OF 36/38 ELWICK ROAD	Sep-13
ARAGON CLOSE	MAAW003	OUTSIDE 7-9	Sep-13
AYLESFORD PLACE	MABZ002	OPPOSITE SIDE OF 5 LHS	Sep-13
BARGATES	MBAM004	REAR OF 6 ON FOOTPATH	Sep-13
BEAVER LANE	MBBE006	ADJACENT 139	Sep-13
BEAVER LANE	MBBE007	OPPOSITE 157	Sep-13
BEAVER LANE	MBBE010	OUTSIDE 173	Sep-13
BEAVER LANE	MBBE011	OUTSIDE 154	Sep-13
BEAVER LANE	MBBE020	OUTSIDE 259	Sep-13
BEAVER LANE	MBBE022	OUTSIDE 212	Sep-13
BEAVER LANE	MBBE023	OPPOSITE 216-218	Sep-13
BEAVER LANE	MBBE033	REAR OF 307 ON FOOTPATH	Sep-13
BELMONT ROAD	MBBQ002	OUTSIDE COMMUNITY CENTRE	Sep-13
BRENTWOOD	MBEH001	OUTSIDE 1	Sep-13
BRENTWOOD	MBEH002	ADJACENT 19	Sep-13
BRIDGE ROAD	MBEM005	SIDE OF 5TH L/C IN ROAD FROM J/W CARLTON ROAD	Sep-13
BRUNSWICK ROAD	MBFA014	SIDE OF PLUMB CENTRE RHS	Sep-13
BRUNSWICK ROAD	MBFA017	SIDE OF BUS DEPOT LHS	Sep-13
BRUNSWICK ROAD	MBFA018	SIDE OF UNIT 3 ST GEORGES BUSINESS CENTRE	Sep-13
BRUNSWICK ROAD	MBFA019	SIDE OF DESTRA ST GEORGES BUSINESS CENTRE	Sep-13
BRUNSWICK ROAD	MBFA020	SIDE OF UNIT 6 ST GEORGES BUSINESS CENTRE	Sep-13
BRUNSWICK ROAD	MBFA021	SIDE OF NEWAY & EYRE	Sep-13
BRUNSWICK ROAD	MBFA032	SIDE OF MPT HOUSE RHS	Sep-13
BRUNSWICK ROAD	MBFA035	SIDE OF GAMBLE RAIL	Sep-13
BULLEID PLACE	MBFJ004	OUTSIDE 17 ON FOOTPATH	Sep-13
BUSHY ROYDS	MBFR002	OUTSIDE 23	Sep-13
BEAVER LANE	MBFV005	OPPOSITE 23	Sep-13
BEAVER LANE	MBFV008	OUTSIDE 29-31	Sep-13
BEAVER LANE	MBFV011	OUTSIDE 49 OFFICE	Sep-13

BEAVER LANE	MBFV012	OPPOSITE 57	Sep-13
SINGLETON HILL	MBGP003	JUNCTION THE BULRUSHES RHS	Sep-13
BARNBERRY CLOSE	MBHC004	SIDE OF 14	Sep-13
BROADMEAD	MBHD001	OUTSIDE 20-21	Sep-13
BROADMEAD	MBHD002	OUTSIDE 20-21	Sep-13
BUTT FIELD ROAD	MBHJ009	OPPOSITE J/W BISHOPS GREEN	Sep-13
CHURCHFIELD WAY	MCDZ011	OUTSIDE 12	Sep-13
COURT WURTIN	MCFC002	OPPOSITE REAR OF 48-49 IN SERVICE ROAD	Sep-13
COURT WURTIN	MCFC005	OUTSIDE 33 (WILLIAM HILL)	Sep-13
CUDWORTH ROAD	MCGB023	REAR OF 39 TURNER CLOSE	Sep-13
CHURCH ROAD	MCGF004	OUTSIDE 122	Sep-13
CHURCH ROAD	MCGF010	OUTSIDE 70	Sep-13
CHURCH ROAD	MCGF011	OUTSIDE 57	Sep-13
CHURCH ROAD	MCGF012	OUTSIDE 51	Sep-13
CHURCH ROAD	MCGF016	JUNCTION OSBORNE ROAD	Sep-13
CUCKOO LANE	MCGX004	OUTSIDE 20 ON FOOTPATH	Sep-13
CUCKOO LANE	MCGX005	OUTSIDE 10 ON FOOTPATH	Sep-13
CUCKOO LANE	MCGX006	OUTSIDE 32	Sep-13
CUCKOO LANE	MCGX024	SIDE OF 75 HOLMWOOD ROAD	Sep-13
CAXTON CLOSE	MCHA001	OUTSIDE FLATS 10/23	Sep-13
FOSTER ROAD	MFCG010	AT 10TH L/C FROM J/W BARREY ROAD	Sep-13
FOLEY CLOSE	MFCH006	OUTSIDE 17/18	Sep-13
GREEN LANE	MGBU006	OUTSIDE 11	Sep-13
GODINTON ROAD	MGCH004	OUTSIDE 124/126	Sep-13
GREENCROFT	MGCO004	OUTSIDE 12	Sep-13
HARPER ROAD	MHBB001	SIDE OF FLATS 1-17 (ODDS) LITTLE KNOLL	Sep-13
HARPER ROAD	MHBB004	OUTSIDE 31 RHS	Sep-13
HARPER ROAD	MHBB005	OUTSIDE 19-21	Sep-13
HAWKS WAY	MHBK014	OUTSIDE 22	Sep-13
HOUSEFIELD	MHDG004	OUTSIDE 16	Sep-13
HOLDENHURST	MHEM002	OUTSIDE 18	Sep-13
HOLDENHURST	MHEM003	OUTSIDE 7	Sep-13
HARVEST WAY	MHER005	SIDE OF 18/20	Sep-13
HARVEST WAY	MHER008	ADJACENT 17	Sep-13
HARVEST WAY	MHER012	OUTSIDE 21	Sep-13

JILLIAN WAY	MJAF006	SIDE OF 27 THE RISE	Sep-13
KILN FIELD	MKAG002	OUTSIDE 2	Sep-13
KINGSNORTH ROAD	MKAS005	OUTSIDE 58	Sep-13
KINGSNORTH ROAD	MKAS014	OUTSIDE 111	Sep-13
KINGSNORTH ROAD	MKAS018	OUTSIDE 151/153	Sep-13
KINGSNORTH ROAD	MKAS026	OUTSIDE 209	Sep-13
KINGSNORTH ROAD	MKAS028	OUTSIDE 226A	Sep-13
KINGSNORTH ROAD	MKAS033	OPPOSITE J/W MILL BANK ROAD	Sep-13
KNOLL LANE	MKBE022	OPPOSITE JUNCTION BUTT FIELD ROAD	Sep-13
KNOLL LANE	MKBE030	OPPOSITE JUNCTION HARVEST WAY	Sep-13
LANGHOLM ROAD	MLAD010	OUTSIDE 1	Sep-13
LANGNEY DRIVE	MLAE013	OUTSIDE 10	Sep-13
LANGNEY DRIVE	MLAE021	OUTSIDE 42	Sep-13
LANGNEY DRIVE	MLAE023	OPPOSITE JUNCTION GREENCROFT	Sep-13
LANGNEY DRIVE	MLAE027	OUTSIDE 19	Sep-13
LANGNEY DRIVE	MLAE030	OUTSIDE 31	Sep-13
LANGNEY DRIVE	MLAE031	JUNCTION CUCKOO LANE	Sep-13
LONGBRIDGE	MLBR017	SIDE OF 15	Sep-13
LOUDON WAY	MLBZ004	REAR OF S/O 40 LIME CLOSE	Sep-13
LOUDON WAY	MLBZ008	REAR OF J/W EAST LODGE ROAD LHS	Sep-13
LOUDON WAY	MLBZ019	REAR OF J/W LOUDON COURT	Sep-13
LOUDON WAY	MLBZ022	REAR OF THE NEW CHIMNEYS P/H RHS	Sep-13
LONG BEECH	MLCK003	OUTSIDE 7	Sep-13
LAKEMEAD	MLCS009	OUTSIDE 18	Sep-13
LAKEMEAD	MLCS012	SIDE OF 73	Sep-13
LANGDALE	MLCT003	OUTSIDE 1 RHS	Sep-13
MABLEDON AVENUE	MMAA010	ADJACENT 76/78	Sep-13
MACE LANE	MMAB006	OPPOSITE J/W KIWK FIT GARAGE	Sep-13
MACE LANE	MMAB014	JUNCTION EAST HILL RHS	Sep-13
MAUNSELL PLACE	MMAV003	REAR OF 18	Sep-13
MAUNSELL PLACE	MMAV010	OUTSIDE 17 ON FOOTPATH	Sep-13
MOUNTBATTEN WAY	MMDS003	OUTSIDE 5	Sep-13
NEW STREET	MNAN018	OUTSIDE 70	Sep-13
NEW STREET	MNAN019	OUTSIDE 56/58 P/H	Sep-13
NEWTOWN GREEN	MNAT007	REAR OF 35 ON	Sep-13

		FOOTPATH	
NORTH STREET	MNBM005	ADJACENT SHELL PETROL GARAGE	Sep-13
NEWLANDS	MNBN002	OUTSIDE 34	Sep-13
OLD POND ROAD	MOAP004	REAR OF 15 HARPER ROAD IN PARKING AREA	Sep-13
OLD POND ROAD	MOAP005	R/O 8-10	Sep-13
OLD POND ROAD	MOAP006	ADJACENT 20 ON FOOTPATH	Oct-13
OAKENPOLE	MOBH004	ON F/P R/O 7	Oct-13
PARK PLACE	MPAF001	JUNCTION BEAVER ROAD	Oct-13
PARK PLACE	MPAF003	REAR OF 18	Oct-13
POUND FIELD WALK	MPDQ004	ON F/P R/O 147 MANORFIELD	Oct-13
PENN HILL	MPDV003	OUTSIDE 19	Oct-13
POSTLING	MPDY001	OUTSIDE 4/5	Oct-13
REGENTS PLACE	MRAO001	OPPOSITE 4	Oct-13
SOMERSET ROAD	MRAW003	AT 2ND PAST NEW STREET EAST BOUND	Oct-13
SOMERSET ROAD	MRAW006	AT 4TH FROM NEW STREET EAST BOUND	Oct-13
SOMERSET ROAD	MRAW008	AT 5TH FROM NEW STREET EAST BOUND	Oct-13
SOMERSET ROAD	MRAW010	AT 6TH FROM NEW STREET EAST BOUND	Oct-13
SOMERSET ROAD	MRAW013	AT 3RD FROM NORTH STREET WEST BOUND	Oct-13
SOMERSET ROAD	MRAW014	AT 9TH FROM NEW STREET EAST BOUND	Oct-13
SOMERSET ROAD	MRAW015	AT 2ND FROM NORTH STREET WEST BOUND	Oct-13
SOMERSET ROAD	MRAW016	O/S GARAGE ENTRANCE	Oct-13
RIPLEY ROAD	MRAX006	OPPOSITE 28	Oct-13
SPELDHURST CLOSE	MSCR042	OUTSIDE 103 ON FOOTPATH	Oct-13
SPELDHURST CLOSE	MSCR045	OUTSIDE 116 ON F/P	Oct-13
SPELDHURST CLOSE	MSCR046	R/O 120-121 ON ROAD	Oct-13
SPRINGWOOD CLOSE	MSCY005	OUTSIDE 10	Oct-13
SPRINGWOOD CLOSE	MSCY006	OUTSIDE 15	Oct-13
ST ANNES ROAD	MSDC001	JUNCTION BEAVER LANE	Oct-13
ST ANNES ROAD	MSDC003	JNC ST STEPHENS	Oct-13

		WALK	
STANHOPE ROAD	MSDK004	OPPOSITE S/O SCHOOL PLAYING FIELD	Oct-13
STANHOPE ROAD	MSDK007	JNC EASTRY CLOSE LHS	Oct-13
STANHOPE ROAD	MSDK009	OUTSIDE 14 EASTRY CLOSE	Oct-13
STANHOPE ROAD	MSDK013	OPPOSITE J/W NETBALL LEAGUE ENTRANCE	Oct-13
STANHOPE ROAD	MSDK014	JUNCTION CRUNDALE CLOSE RHS	Oct-13
STANHOPE ROAD	MSDK017	OPPOSITE STANHOPE COURT	Oct-13
STANHOPE ROAD	MSDK020	JUNCTION OTTERDEN CLOSE RHS	Oct-13
STANHOPE ROAD	MSDK022	JUNCTION OTTERDEN CLOSE LHS	Oct-13
STANHOPE ROAD	MSDK024	OPPOSITE ADJ FLATS 3/13 OTTERDEN CLOSE LHS	Oct-13
STANHOPE ROAD	MSDK039	SIDE OF 57 FRITTENDEN CLOSE	Oct-13
STANHOPE ROAD	MSDK048	OPPOSITE J/W BRENCHLEY CLOSE	Oct-13
STANHOPE ROAD	MSDK050	SIDE OF 20 SUMMERHILL	Oct-13
STANHOPE ROAD	MSDK051	OPPOSITE S/O FLATS 86/124 LEAVELAND CLOSE	Oct-13
STANHOPE ROAD	MSDK060	SIDE OF 153 LEAVELAND CLOSE	Oct-13
STANHOPE ROAD	MSDK061	OPPOSITE S/O 153 LEAVELAND CLOSE	Oct-13
STANHOPE ROAD	MSDK062	SIDE OF 1 LEAVELAND CLOSE	Oct-13
STANHOPE ROAD	MSDK064	OPPOSITE J/W ATHOL ROAD	Oct-13
STANHOPE ROAD	MSDK069	OPPOSITE J/W LUDDENHAM CLOSE	Oct-13
STANHOPE ROAD	MSDK070	SIDE OF 1 LUDDENHAM CLOSE	Oct-13
STANHOPE ROAD	MSDK071	OPPOSITE 9/10 LUDDENHAM CLOSE	Oct-13
STANHOPE ROAD	MSDK073	OPPOSITE J/W LYNSTEAD CLOSE	Oct-13
STANHOPE ROAD	MSDK075	OPPOSITE 9 LYNSTED CLOSE	Oct-13

STANHOPE ROAD	MSDK076	JUNCTION ST STEPHENS WALK LHS	Oct-13
STANHOPE ROAD	MSDK079	OPPOSITE 6/7 SHELDWICH CLOSE	Oct-13
STANHOPE ROAD	MSDK095	AT 1ST L/C FROM S/O 165 KINGSNORTH ROAD	Oct-13
STIRLING ROAD	MSDY007	REAR OF 14 ON FOOTPATH	Oct-13
SILVER HILL ROAD	MSFC001	ADJACENT M20 BRIDGE	Oct-13
ST BENETS WAY	MSFG001	JUNCTION TURNER AVENUE	Oct-13
SWAFFER WAY	MSJB010	JUNCTION RUSSETT CLOSE	Oct-13
TANNERY LANE	MTAD002	OUTSIDE POST BOXES	Oct-13
TITHE BARN LANE	MTCB022	REAR OF 13 HAYMAKERS LANE	Oct-13
TOURNAY CLOSE	MTCF002	OUTSIDE 2	Oct-13
TWELVE ACRES	MTCU010	OUTSIDE 45-47 IN PARKING AREA	Oct-13
THE COPSE	MTDS003	REAR OF 7 LHS	Oct-13
THE LINK	MTDU002	OUTSIDE 6-8	Oct-13
THE LINK	MTDU003	OUTSIDE 13-15	Oct-13
THE LINK	MTDU004	SIDE OF 42 WEAVERS WAY	Oct-13
THE STREET	MTEL003	OUTSIDE 7	Oct-13
CYCLEPATH FROM MACE LN TO HENWOOD	MUEZ023	AT 24TH L/C ON FOOTPATH FROM MACE LANE	Oct-13
FPTH FROM HUNTER AVENUE TO BREADLANDS RO	MUFE002	AT 2ND ON F/P TO BREADLANDS CLOSE	Oct-13
VICARAGE LANE	MVAB006	JUNCTION STATION ROAD	Oct-13
WASHFORD FARM ROAD	MWAK004	OPPOSITE JUNCTION SOUTHBOURNE	Oct-13
WASHFORD FARM ROAD	MWAK006	OPPOSITE 44	Oct-13
WASHFORD FARM ROAD	MWAK009	OPPOSITE 43	Oct-13
WASHFORD FARM ROAD	MWAK015	OPPOSITE 65	Oct-13
WASHFORD FARM ROAD	MWAK020	OPPOSITE JUNCTION BRENTWOOD	Oct-13
WEAVERS WAY	MWBB001	SIDE OF 61 HOLMWOOD ROAD	Oct-13
WEAVERS WAY	MWBB003	OUTSIDE 42-44	Oct-13

WEAVERS WAY	MWBB007	OUTSIDE 43	Oct-13
WEAVERS WAY	MWBB009	OUTSIDE 25	Oct-13
WEAVERS WAY	MWBB010	OUTSIDE 13-15	Oct-13
WEAVERS WAY	MWBB012	SIDE OF 19 HOLMWOOD ROAD	Oct-13
WELLESLEY ROAD	MWBE004	ADJACENT J/W MACE LANE	Oct-13
WELLESLEY ROAD	MWBE011	JUNCTION PARK STREET LHS	Oct-13
WELLESLEY ROAD	MWBE012	OPPOSITE J/W PARK STREET LHS	Oct-13
WIVENHOE	MWCW002	OUTSIDE 12	Oct-13
WOODSIDE	MWEE001	JUNCTION LANGNEY DRIVE	Oct-13
WESTBOURNE	MWEH002	OUTSIDE 8	Oct-13
WESTBOURNE	MWEH003	OUTSIDE 12	Oct-13
WEST MOORS	MWEI001	SIDE OF 34 LANGNEY DRIVE	Oct-13
WOODLANDS VIEW	MWER001	OPPOSITE S/O 1	Oct-13
YEOMANS SQUARE	MYAD001	OUTSIDE 2	Oct-13
BROOKFIELD ROAD	MBFU037	OPPOSITE J/W CROSS STILE	Oct-13
SISSINGHURST ROAD	MSBQ002	OPP J/W CHULKHURST	Oct-13
SISSINGHURST ROAD	MSBQ003	JUN CHULKHURST LHS	Oct-13
MAIDSTONE ROAD	MUAA035	ADJ J/W OLD ASHFORD ROAD LHS	Oct-13
CANTERBURY ROAD	MCAK041	JNC BYBROOK ROAD RHS	Nov-13
CANTERBURY ROAD	MCAK074	OUTSIDE 251	Nov-13
CANTERBURY ROAD	MCAK076	OUTSIDE 267	Nov-13
HYTHE ROAD	MHDU031	OPPOSITE 277/279	Nov-13
HYTHE ROAD	MHDU052	OPPOSITE 412/414	Nov-13
HYTHE ROAD	MHDU056	OPPOSITE 442	Nov-13
KENNINGTON ROAD	MKAC012	OUTSIDE 1 YEOMAN GARDENS	Nov-13
KENNINGTON ROAD	MKAC018	ADJACENT J/W WILLIAM HARVEY ENTRY LHS	Nov-13
KENNINGTON ROAD	MKAC021	O/S 3 BEAVER COTTAGE	Nov-13
KENNINGTON ROAD	MKAC022	OPP J/W SANDY LANE	Nov-13
KENNINGTON ROAD	MKAC030	OPPOSITE J/W WILSON CLOSE	Nov-13
MACE LANE	MMAB010	OPP J/W MACE IND EST	Nov-13

MAGAZINE ROAD	MMAC019	REAR OF 13 THE WEALD	Nov-13
MAIDSTONE ROAD	MMDK001	OUTSIDE 13	Nov-13
MAIDSTONE ROAD	MMDK004	OUTSIDE 33	Nov-13
MAIDSTONE ROAD	MMDK005	OUTSIDE 39	Nov-13
MAIDSTONE ROAD	MMDK019	OPP J/W CHART ROAD	Nov-13
THE STREET	4576	OPP 59, F/PATH TO M20 BRIDGE	Nov-13
ALFRED ROAD	MAAL014	REAR OF 34 ON ROADWAY	Nov-13
ALFRED ROAD	MAAL023	OUTSIDE 48-49 ON FOOTPATH	Nov-13
ALFRED ROAD	MAAL024	OUTSIDE 38-39 ON FOOTPATH	Nov-13
ALFRED ROAD	MAAL027	R/O 13 IN PARKING AREA	Nov-13
ALLEN FIELD	MAAM002	OPP JNC BARNETT FIELD	Nov-13
ALLEN FIELD	MAAM003	OUTSIDE 14	Nov-13
APSLEY STREET	MAAV002	OUTSIDE 39	Nov-13
APSLEY STREET	MAAV004	ADJACENT 3 LHS	Nov-13
APSLEY STREET	MAAV005	S/O 36/38 ELWICK ROAD	Nov-13
ARAGON CLOSE	MAAW003	OUTSIDE 7-9	Nov-13
ARLINGTON	MABA008	OUTSIDE 40	Nov-13
ARLINGTON	MABA010	ON F/P BEHIND FLATS 13-29	Nov-13
ARLINGTON	MABA015	SIDE OF 74	Nov-13

Appendix D – Developer Funded Works

Developer Funded Works (Section 278 Works)			
Road Name	Parish	Description of Works	Current Status
Park Farm		To facilitate a bus service over the accommodation bridge structure at Park Farm.	Progressing with scheme design.
A2070 Kennington Road	Willesborough	Widening of carriageway	Topographical survey completed progressing with horizontal and vertical design.

Appendix E – Transportation 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
A28 / Somerset Road*	Ashford	Modifications to traffic signals to improve pedestrian safety, in the form of staggered crossings	Design work in progress. This includes a thorough assessment of the impact upon network performance
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	Signing, lining & changes to existing interactive sign	Following initial consultation, the scheme design is currently being revised
A28 Ashford Road*	Great Chart, Bethersden & High Halden	50mph speed limits	Works substantially complete; minor items outstanding
Hamstreet Road*	Shadoxhurst	Signing, lining & road stud improvements	Works ordered, planned for Sept/October
A20 / Sandyhurst Lane*	Westwell / Hothfield	Interactive warning signs on approaches to crossroads	Works ordered, planned for Sept/October (subject to electrical connection work)
A252 / Bagham Lane*	Chilham	Signing, lining & high friction surfacing	Works ordered, planned for Sept/October. Police enforcement requested for 'no left turn' into Bagham Lane from A28
A28 / A262 junction*	High Halden / Tenterden	Interactive warning signs and lower speed limit	Revised scheme being prepared for public consultation in September

A28 Ashford Rd (Bull Bridge)*	Bethersden	Signing & lining improvements	Signing and lining works ordered. Drainage works have been completed.
A2042 Station Rd / Elwick Rd*	Ashford	Secondary traffic signals for Station Road / Beaver Road approaches. Lane changes to allow all traffic to turn right from Elwick Road	Design work in progress
A20 Charing Crematorium (eastbound c/way)*	Charing	Resurfacing, lining and road stud improvements	Works complete
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; implementation planned for October

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	Currently under construction
A27 & AU7	Ashford	Footpath and bridleway construct tarmac surface	Currently under construction
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	Complete

Appendix G – Bridge Works

Bridge Works – <i>Contact Officer Tony Ambrose</i>			
Road Name	Parish	Description of Works	Current Status
Beckett Road	Appledore	Repair to embankment slip that has encroached to the edge of the road.	Completed

**Appendix (H) – Matters Arising from Highways Works Programme, 11th June
JTB**

Matters Arising	
Issue Raised	KCC Response
Would an interactive warning sign still form a part of the proposals for the A28/A262 junction?	Interactive warning signs will form part of the proposals
A safety issue had arisen at Stanhope Ring Road where there was a bus stop located next to a school crossing. Historically there had been many near misses but there had been a serious accident involving a young girl there recently and there was a lot of concern locally.	The police crash investigators did not highlight the highway layout as a contributory factor to the serious incident of February 2013 involving the young girl. This bus stop was existing and works carried out were refreshing line markings and re-profiling of a small section of the grass island to allow room for buses to exit the bus stop and. All residents and shop owners including the school were informed of the works in advance and there were no concerns raised.

<p>Whilst it was pleasing to see the design work in progress for the traffic signal modifications at Elwick Road/Station Road, could Officers also look at Somerset Road/North Street as there were also dangerous tailbacks there?</p>	<p>This junction has been looked at many times to try and relieve queues, along with the junction of Somerset Road and Mace Lane, as it experiences mini peaks of traffic. Queues build up on a particular approach for a couple of cycles then dissipate and reappear on an opposing approach during both morning and evening peaks, but with no predictable pattern. This is in contrast to traffic patterns experienced elsewhere in the county, where they are predictable and can be mitigated using a range of traffic management tools. The unpredictable nature of this junction means that reactive systems used elsewhere in Kent to provide coordination of traffic movements are unable to cope with the random conditions experienced at these sites. As the junctions are set to run local plans, there is limited coordination between sites on this section of the ring road and queues can occur, although we do not regard them as dangerous. These queues were deemed to be acceptable in comparison to the congestion and delays caused compared to when a more reactive traffic system is used to control the signals. These junctions also have a very high pedestrian usage and when the junctions were redesigned as part of the Ring Road scheme they include pedestrian phases that stop all traffic movements. Whilst this is friendlier to pedestrians as no traffic is moving, this does make the junction less efficient for traffic. The junction timings have been adjusted as far possible with the current layouts, and the delays experienced at this junction are inevitable with the current traffic conditions and physical layout. To reduce the queues further would require the junction geometry to be altered to allow “walk with traffic” staggered pedestrian phases to be added which run at the same time as certain traffic movements. This would increase the traffic capacity. KCC is looking at the possibility of ‘walk with traffic’ pedestrian facilities for North Street / Somerset Rd primarily as a response to a safety issue, but are hopeful that it will have traffic flow benefits too.</p>
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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



Winter Service Handbook

2013/14

Ashford District



Winter Service Handbook for Ashford District

Contents

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

This handbook supplements Kent County Council Highways and Transportation's Winter Service Policy Statement which is endorsed and adopted by Kent County Council's (KCC) Environment, Highways and Waste Policy Overview and Scrutiny Committee (EHW POSC) – see **Appendix 1**.

2. Winter service procedure

The winter service operational period 2013-14 will run from 18 October 2013 to 25 April 2014.

Routine salting decisions for primary and secondary route precautionary salting activities across Kent are managed by a dedicated team of senior staff acting as Winter Duty Officers (WDO). The WDOs are also responsible for producing the Kent Road Weather Forecast every day and for issuing weather updates as required.

During normal working hours, the District Manager and Operations Engineer for Ashford will manage local action in Winter Service snow/ice emergencies excluding primary and secondary salting route decisions (see above). The Standby Officer will assume control out of hours, seeking advice as appropriate from the Winter Duty Officer and District Manager as appropriate. The District Manager will also ensure that adequate support is provided to Standby Officers out of hours in emergency situations and that a suitable handover briefing takes place at the start and end of the normal working day if needed. See Appendix 2 for personnel roles in winter service.

- 2.1 The Standby Officer will be responsible for all the actions below out of hours. Assistance will be given but the ultimate responsibility will be with the Standby Officer.
- 2.2 Immediately after 1400 hours daily the weather forecast/information will be available on email/telephone on 01622 221077. (Update forecasts may be available at 2130 hours each day, or when issued.)
- 2.3 **Instructing and recording actions out of hours** – In the event that additional actions are needed out of hours, Standby Officers will contact the Enterprise Duty Supervisor by phone. If, in the opinion of the Standby Officer, or on a site check, different/additional action is taken to that recommended by the Winter Duty Officer (WDO), the Standby Officer will inform the WDO. Enterprise will be informed directly by the WDO of the main salting action. Standby Officers will also record any additional local action taken on the Winter Service action sheet (attached as **Appendix 3**). These Action Sheets will be emailed during the next working day to Enterprise; this will confirm the action that was/is needed. Standby Officers are to provide as much detail as possible on the form. The Action Sheet should also be copied by email to the Hub, District Manager and Highway Manager. The Hub will ensure that a WAMS order is

raised as soon as practicable. The Hub will save the form in the designated folder on the KCC Highways IT system.

- 2.4 At weekends/bank holidays the winter forecast/action will be sent out at 1400 hours or soon thereafter. In the event that a forecast is not received the Standby Officer will phone the KCC forecast on 01622 221077 to receive forecast and instructions and/or contact the WDO.
- 2.5 If there are any changes, i.e. rain, contact the Enterprise Winter Duty Supervisor as soon as possible to cancel/amend the instruction and inform the WDO.
- 2.5 A snow/ice emergency can only be declared by a Highway Manager (HM). In the event of a snow/ice emergency being declared by the HM, strategic action should be considered, i.e. opening an Emergency Room and calling in other staff etc.
- 2.6 In a declared snow emergency the priorities are primary routes followed by secondary routes. It is unlikely that any other actions, save safety critical issues, will be taken initially until KCC Highways is on top of keeping primary and secondary routes clear. All requests for additional salt bins (save those from County Members under the Member Highway Fund scheme) will be rejected and will instead be considered during the following Summer. Similarly, salting routes will not be reviewed or changed until the following Summer. Any requests to spot salt locations will be sifted to identify any that are priorities to visit and assess. Given the volume of requests, those that relate to residential areas are unlikely to be visited until resources allow. It is expected that the Contact Centre and Hub staff will be able to resolve most enquiries by referring to the Winter Service Policy Statement attached at **Appendix 1**.

3. KCC Information

Ashford Highways Operations Team

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

Senior Managers

John Burr	Director of Highways and Transportation
Carol Valentine	Highway Manager – West Kent
Toby Howe	Highway Manager – East Kent

KCC contact centre

0300 333 5539

4. Farmer Snow Plough Agreements.

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

A table showing the farmers who have agreed to carry out snow clearance and the areas they cover are attached at **Appendix 4**

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

A note and maps indicating priority pedestrian areas and routes including bridges and underpasses for hand clearance and salting, either using Enterprise operatives or Ashford Borough Council operatives during snow emergencies is attached at **Appendix 5**.

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

A list of snow clearing priorities is attached at **Appendix 6**. Their inclusion does not guarantee that action will be taken at these locations as primary routes and secondary routes will always be actioned first.

7. Plans of primary and secondary routes

Maps showing the primary and secondary salting routes are attached at **Appendix 7**. Most bus routes will be covered by these routes but not all.

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

Attached at **Appendix 8** is a list of known wet spots. Enterprise are to hand salt these locations whenever a salting of secondary routes is instructed and on an ad-hoc basis as instructed by the District Manager and Operations Engineer.

9. Salt bin locations

See attached list at **Appendix 9**. These will be periodically checked and restocked. The Winter Service Policy Statement and Plan at **Appendix 1** sets out the procedures for deploying additional salt bins. During the Winter period, no additional salt bins will be deployed (unless funded through the Members' Highways Fund). Any other requests/locations will be considered during the following Summer.

10. Standby Officers

The Standby Officer rota is attached at **Appendix 10**.

11. Senior Duty Officer Rota

The Senior Duty Officer rota is attached at ***Appendix 11.***

12. Enterprise Out of Hours Rota

Enterprise's Out of Hours rota is attached at ***Appendix 12.***

13. KCC Highways and Transportation Winter Duty Officer Rota

KCC Highways and Transportation Winter Duty Officer Rota is at ***Appendix 13.***

From: David Brazier, Cabinet Member – Transport & Environment
John Burr – Director of Highways & Transportation

To: Environment, Highways & Waste Cabinet Committee

Date: 19 June 2013

Subject: Pothole Find and Fix Update

Classification: Unrestricted

Summary:

This report provides an update on the progress with the Find and Fix programme, which is tackling the pothole damage caused by the severe winter weather.

Recommendation:

Members are asked to note the contents of this report.

1. Introduction

Potholes form when water gets into cracks in the road then freezes, making the crack bigger and creating a hole. When cars then drive over it, the hole gets bigger and deeper.

Following one of the wettest years and coldest winters recorded, an increase in potholes was inevitable. Highways and Transportation therefore prepared for a pothole blitz by developing an in-house process with the term contractor to run a find and fix programme with support from local sub-contractors.

Local Highway Operations teams identify priority areas and our contractor Enterprise carries out the works with the flexibility to repair all that is required in the road and adjacent roads while they are there i.e. “find and fix”.

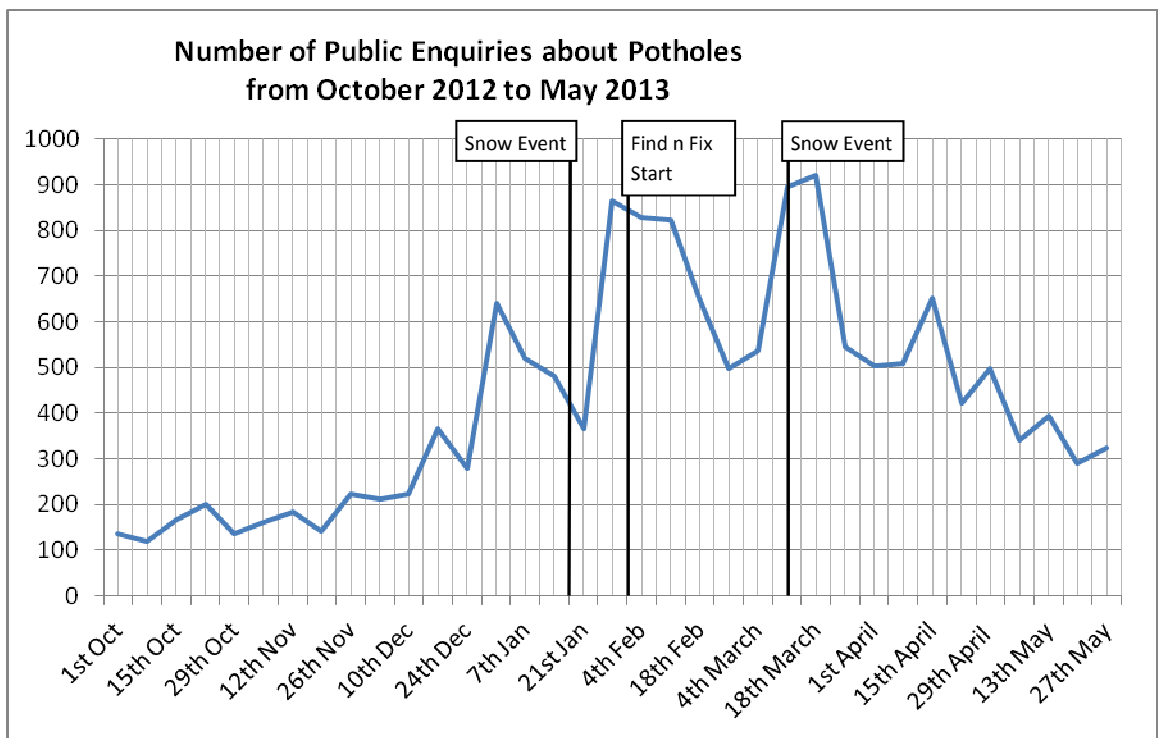
2. Progress

The programme of works is ongoing and Enterprise has almost doubled the number of crews out fixing the County’s roads with an additional 30 local sub-contractors dedicated to the Find and Fix programme.

At the time of drafting this report, a total of 1823 find and fix jobs had been ordered and 1041 of these had been completed. In most cases, one job equals one road and it is estimated that more than 20,000 potholes have been fixed across the county since the programme began.

We record the number of public enquiries received each week relating to potholes and this is a good county-wide indicator of state of pothole damage. Although pothole enquiry numbers have been high this year, there are 50% fewer than in 2010/11. This indicates that the Council's investment in previous Find and Fix programmes followed by carefully prioritised resurfacing and surface treatment programmes has paid off. As well as the Find and Fix work, this year will include another round of resurfacing and surface treatment schemes to further protect our network from future winter damage.

The graph below compares pothole enquiry levels over the last two years. It shows that enquiry numbers peaked after the second heavy snowfall in March and are now falling to more normal levels. This demonstrates that the Find and Fix programme has been successful. Consequently, the number of new jobs being identified is reducing significantly but the additional resources will be retained until all jobs are finished, which is expected to be by the end of July.



3. Quality Repairs

We always aim to complete a first-time permanent repair by saw-cutting a small section of the road around the hole, clearing out the old material, sealing the sides and filling it with new hot tarmac, which is rolled and compacted to provide a strong level and water-tight finish as it cools. If a road has lots of potholes we may need to complete a larger “patch” in the same way or resurface the whole section of road with specialist machinery to provide a satisfactory long-lasting repair.

With so much more work being carried out at the moment, we have increased supervision resource to help maintain quality control.

The time and care needed to carry out a quality permanent repair often means we need to close a lane or the whole road and this takes time to plan. For emergency potholes, we therefore sometimes need to make an instant repair by quickly filling the hole without all the preparations described above. We do this to make the road safe straightaway and then schedule in a full permanent repair to be carried out as soon as possible after.

4. Bold Steps for Kent and Policy Framework

Maintaining a safe and reliable highway network is vital to provide access to KCC services for all and to support a healthy economy.

5. Financial implications

- (1) An additional £1.2M of funding was provided and spent on the pothole Find and Fix programme at the end of last financial year.
- (2) A further £1.2M has been spent on the programme this financial year against a current total estimated spend for 2013/14 of £3M.

6. Recommendations

Members are asked to note the contents of this report.

Contact details

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