



Joint Transportation Board

Notice of a Meeting, to be held in the Council Chamber, Civic Centre, Tannery Lane,
Ashford, Kent TN23 1PL on Tuesday 11th March 2014 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

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| 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 10 th December 2013 | |
| 4. Transportation, Highways & Engineering Advisory Committee – 17 th January 2014 | |
| 5. To receive any Petitions | |
| 6. Disabled Persons Parking Bay Panel – 6 th February 2014 | |
| 7. Tracker Report | |
| 8. Update from Truck Stop Pilot Task Group | |



Part I – For Decision

9. Boughton Aluph Order 2014 (Goat Lees) – Highway Safety/Parking Management Scheme
10. Prioritised List of Requested Parking Controls – for Investigation and Possible Implementation

Part II – For Information

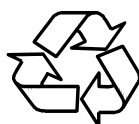
11. Bus Gate Update
12. Shared Space Remedial Works
13. Find and Fix – Weather Damage Repairs 2014
14. Highway Works Programme 2013/14
15. Roadside Drainage – Grip Clearance – “Inclement Weather Plan 2013/14”

Part III – Ordinary Decision Items

None for this Meeting

DS/AEH
3rd March 2014

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

- (a) **Disclosable Pecuniary Interests (DPI)** under the Localism Act 2011, relating to items on this agenda. The nature as well as the existence of any such interest must be declared, and the agenda item(s) to which it relates must be stated.

A Member who declares a DPI in relation to any item will need to leave the meeting for that item (unless a relevant Dispensation has been granted).

- (b) **Other Significant Interests (OSI)** under the Kent Code of Conduct as adopted by the Council on 19 July 2012, relating to items on this agenda. The nature as well as the existence of any such interest must be declared, and the agenda item(s) to which it relates must be stated.

A Member who declares an OSI in relation to any item will need to leave the meeting before the debate and vote on that item (unless a relevant Dispensation has been granted). However, prior to leaving, the Member may address the Committee in the same way that a member of the public may do so.

- (c) **Voluntary Announcements of Other Interests** not required to be disclosed under (a) and (b), i.e. announcements made for transparency reasons alone, such as:

- Membership of outside bodies that have made representations on agenda items, or
- Where a Member knows a person involved, but does not have a close association with that person, or
- Where an item would affect the well-being of a Member, relative, close associate, employer, etc. but not his/her financial position.

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

Advice to Members on Declarations of Interest:

- (a) Government Guidance on DPI is available in DCLG’s Guide for Councillors, at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/240134/Openness_and_transparency_on_personal_interests.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, with revisions adopted on 17.10.13, 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 **10th December 2013**.

Present:

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

Cllrs. Mrs Bell, Burgess, Claughton, Davey, Robey
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 Representative.

Note: Councillor Heyes and Mr Wedgbury were not present until the resumption of the meeting in public. Councillor Mrs Bell was not present for items 248-249.

Apology:

Cllr. Yeo.

Also Present:

Cllrs. Davison, Galpin, Mortimer.

Lorna Day (Kent Parking & Enforcement Manager - KCC Highways & Transportation), Lisa Holder (Ashford District Manager – KCC Highways & Transportation), Mark Carty (Head of Cultural & Project Services – ABC), Ray Wilkinson (Engineering Services Manager – ABC), Jo Fox (Assistant Health, Parking & Community Safety Manager - ABC), Jeremy Baker (Principal Solicitor Strategic Development – ABC), William Train (Technical Administrative Assistant – ABC), Danny Sheppard (Senior Member Services & Scrutiny Support Officer – ABC).

Ross Garbutt – (Contract Manager – Amey).

245 Election of Chairman

In the absence of the Chairman and Vice-Chairman the Board was advised that there was a need to elect a Chairman of the Meeting from the Members present.

Resolved:

That Councillor Claughton be elected Chairman of the Meeting.

246 Order of Business

The Chairman of the Meeting proposed a change in the order of business on the Agenda to take Item E1 next. This was seconded and agreed.

247 Exclusion of the Public

Resolved:

That pursuant to Section 100A(4) of the Local Government Act 1972, as amended, the public be excluded from the meeting during consideration of the following item, namely 'Appeal Against Refusal of Disabled Parking Bay Application – DPPB/13/16 – Lockholt Close, Ashford', as it is likely in view of the nature of the business to be transacted or the nature of the proceedings that if members of the public were present there would be disclosure of exempt information falling within paragraphs 1 and 5 of Schedule 12A of the Act, provided that the Appellants may remain in the Meeting in order to address the Board and then they must leave.

248 Appeal Against Refusal of Disabled Parking Bay Application – DPPB/13/16 – Lockholt Close, Ashford.

In accordance with Procedure Rule 9.3, the Appellant attended with her husband and he spoke in support of the appeal. Once he had finished addressing the Board, he was advised by the Chairman of the Meeting that they would be informed of the Board's decision in due course, and he and the Appellant left the Chamber.

The Chairman of the Meeting directed Members' attention to the exempt tabled papers which included a correction to the report by Officers and the comments of an objector.

Following lengthy consideration of the report, the materials supplied and the comments of the Appellant and after taking legal advice, the Board unanimously agreed the following recommendation to the Executive of Kent County Council.

Recommended:

To the Executive of Kent County Council that the decision of the Panel be upheld as follows: -

The medical evidence provided demonstrated that the Applicant's daughter qualified for the provision of a Disabled Persons Parking Bay; but taking into account the road condition, it was determined that aside from the short spans of time at which the school was subject to heavy traffic, there was no parking problem evident in the area; therefore the application be declined on the grounds of traffic management.

The Board also agreed that there should be a review of the process for deciding Disabled Persons Parking Bay applications and a report should be

brought to this Board accordingly. Members were asked to forward their thoughts on the process to the Chairman of the Board, to assist in this review.

249 Resumption of Meeting in Public

Resolved:

That the Meeting be resumed in public.

After a five minute recess to allow people to return to the Council Chamber, the Meeting was resumed in public and the Chairman of the Board took the Chair.

250 Minutes

The Tabled Paper included a letter sent by the Chairman, and the letter of response from KCC Cabinet Member David Brazier on the Drivers Roundabout which was discussed at the last Meeting.

Resolved:

That the Minutes of the Meeting of this Board held on the 10th September 2013 be approved and confirmed as a correct record.

251 Transportation, Highways & Engineering Advisory Committee – 28th October 2013

Resolved:

That the Minutes of the Meeting of the Transportation, Highways & Engineering Advisory Committee held on the 28th October 2013 be received and noted.

252 Tracker Report

The Chairman drew Members attention to the Tracker of Decisions.

In response to a question about the proposed traffic calming measures in Bluebell Road and Roman Way Park Farm and Church Hill Kingsnorth, Mr Wilkinson advised that Officers were awaiting a response from ABC's Planning Department on whether this expenditure was an appropriate use of the Section 106 money and they would keep the County Member informed of developments.

The Chairman advised that the issue of rail franchising would be discussed at the Meeting of the Transportation, Highways & Engineering Advisory Committee on the 17th January 2014.

Resolved:

That the Tracker be received and noted.

253 Update from Truck Stop Pilot Task Group

Councillor Burgess, as Chairman of the Truck Stop Pilot Task Group, gave an update on recent activity from the Group. He advised that KCC had undertaken a consultation on this matter but they had advised that they were not in a position to share the outcome with the Task Group members at this stage, which was disappointing. The Task Group had continued to study the requirements of operating a Truck Stop and the necessary enforcement procedures required to ensure that the ultimate aim was achieved. At meetings with the KCC Cabinet Member David Brazier and Anne Carruthers, all had agreed what was required – sites, funding, enforcement etc. but as the final report was not forthcoming they were only reiterating what the Task Group had been discussing for the previous year. During the time the consultation was in progress, members of the Task Group had visited the Freight Transport Association, the Road Haulage Association, the Institute of Business Ethics, and Stop 24 Truck Stop in order to gain knowledge of the requirements of running a commercial Truck Stop. At present the Task Group was looking at ways of speeding up the whole process by retaining existing and starting new Truck Stops, probably with the help of adjoining Districts, and he looked forward to being able to deliver a more constructive report at the next Board Meeting.

In response to a question Councillor Burgess advised there was no indication yet as to when the consultation report would be able to be shared by KCC.

Resolved:

That the update be received and noted.

254 Ashford Shared Space Review

KCC had commissioned Amey to undertake the Ashford Shared Space Study and the full report had been distributed to Board Members. The Study included remedial options for Bank Street and estimated costs. Ross Garbutt – Contract Manager for Amey, was present to answer questions. The tabled papers included a letter sent by the Chairman on this issue, and the letter of response from KCC Cabinet Member David Brazier.

In accordance with Procedure Rule 9.3 Mr Appelt of Atrium Chartered Surveyors attended and spoke on this item. He said that Atrium was based in Bank Street in the area of the Shared Space and he had been approached by neighbouring occupiers and property owners as there had been a lot of concern about the state of the Bank Street Shared Space. He said he understood that ABC was pressing KCC to bring the area back in to a satisfactory condition. He read excerpts from communications he had received from the Manager of Debenhams and the County Square Centre Manager which stated that the current condition of the roads and pathways in the area were devaluing the offer of the retailers. It was considered no surprise that

there were empty units in the area as no reputable business would choose a site in Bank Street in its current condition. The Manager of Debenhams had said they were not sure if they would have chosen to open there if they had known what was going to happen. Occupiers had faced considerable disruption in 2007 during the original works, with the promise of better times to come, but the area was still not fit for purpose and more remedial works, and subsequent disruption, would now be necessary. Mr Appelt said that as a commercial surveyor he had seen many businesses fold in recent years and the businesses in this area in particular had suffered for far too long. He said he considered the occupiers of the units in Bank Street should be due some sort of compensation before they saw more of them go out of business.

The item was then opened up to Members and the following responses were given to questions and comments: -

- The report had tried to cover the issue of accountability in as much detail as it could, however there was a lot of ground to cover going back a number of years. It was important to consider the two separate parts of the scheme (the old Ring Road and Bank Street). The failures identified in the report were twofold. Firstly that the idea in designing Bank Street was that the footfall would be higher and turn the area into more of a pedestrian area. The shared pathways were not designed for vehicles to be parked on them and this had unfortunately happened. Mr Garbutt considered that a potential 'quick fix' would be to better delineate between pedestrian and roadway areas in Bank Street although he was not sure how this fitted in with the original ethos of Shared Space. Secondly there had been a failure of ongoing maintenance. The high design of the materials had been the driver and this did require a high level of ongoing maintenance, but there had been no single ownership of this and no enhanced budget made available. Lessons had been learnt as a result of Ashford's experience and there had been development of new cleaning materials and methods in the last few years. Strategically it had been a good scheme but these two aspects had been the main identified failures. The advice in the report was that rather than spending too much time and resource trying to apportion blame, it would be better to rectify the problems.
- In hindsight the design of the flume had been a mistake, but it should not or would not have been envisaged that it would have been trafficked as much as it had which had obviously contributed to its failure. All three potential proposed remedial solutions mentioned either repair or replacement of the flume. The choice of the expensive lighting columns had also made them expensive to maintain or replace like for like.
- KCC were moving forward with the remedial works, and in turn the general maintenance of the Shared Space, and were committed to rectifying the problems that had been experienced. They would also continue to rectify any safety critical factors on an ongoing basis and the major remedial works would commence in the new financial year. It was hoped that a full project plan, including timings, could be submitted to the next Board Meeting in March 2014. By that time it was hoped that the issues identified for further investigation in Amey's report would have also taken place and could be

taken into account. In terms of which of the outlined remedial options would be taken forward, Mrs Holder said that KCC Officers would work with ABC on that outside of this Board. The Chairman asked that ABC Members also be involved in that process.

- In terms of compensation, it was considered that it would be difficult to apportion sufficient blame to any particular group as this had been a multi-agency project. It had also been difficult to access a full range of evidence as time had passed. Where materials had failed this was not necessarily the fault of the materials themselves as design standards had changed since the contract was let and the areas were not necessarily being used as initially envisaged. He reiterated his previous comments that in his view rather than spending too much time and resource trying to apportion blame, it would be better to rectify the problems.
- Mr Baker clarified that ABC's Legal Service had not considered the question of legal responsibility for the failures identified because ABC had not been the employer of the designers and contractors involved in the scheme. As the tenders had been sought, and contracts let, by KCC, these were matters which only KCC could consider.
- In terms of looking to the future, Members hoped that both Councils had learned lessons in terms of Project Management. As far as ABC was concerned, the Portfolio Holder for the Town Centre & Urban Economy said that they were currently pulling together a protocol to provide leadership on future projects involving ABC and he hoped this would be reported to Cabinet in spring 2014.

Members agreed that the most important thing for the future was to fix the existing problems and get the area right going forward. With regard to the summary of the remedial options put forward and the estimated costs, the Board considered there should not be a 'cheap fix' and Ashford deserved a full high quality fix. In a way Ashford might have been disadvantaged by the being the 'pioneers' for such a scheme and it was important to learn from the lessons, particularly with regard to proper ongoing maintenance arrangements.

Resolved:

That the report be received and noted.

255 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. Mrs Day advised that a pilot scheme for Kent had commenced that week in Tunbridge Wells, although this was not using static cameras as proposed for Ashford and was about enforcing bus lanes rather than purely bus gates as in Ashford. The proposed timeline was set out in the report and although there were issues to consider such as the legal agreement and

procurement, it was considered that the planned scheme commencement in June 2014 was achievable.

In response to a question Mrs Fox advised that the cameras would be connected to the existing Parking Gateway back office systems at ABC and the pictures would be taken and sent back to the Council so there was no additional training requirement. Contravention notices would be sent out by post.

Resolved:

That the report be received and noted.

256 Permanent Closure of Mace Lane Subway

The report detailed the background to the decision by Kent County Council Highways & Transportation to permanently close the subway beneath Mace Lane.

In accordance with Procedure Rule 9.3 Mr Cufley, Director of Operations at Ashford School, attended and spoke on this item. He said he wanted to give the school's position on the closure of the subway and the impact it would have on them. He had taken up his position in the summer and the status of the subway was something he had been given to investigate. At that time Toby Howe at KCC explained the reasons that it had been closed for a number of months and permanent closure had been presented as a *fait accompli*. The school was encouraged to use alternative crossings at each end of Mace Lane. This had been reluctantly accepted at the time but as a growing school with real estate on either side of Mace Lane, the safety of pupils crossing the road to use the adjacent playing fields had to be the most important consideration. As Members may know, the School had ambitious expansion plans, which included their ownership of the Flour Mills site, and they were committed to their existing location. He therefore asked the Board to lobby KCC to keep the subway open.

Mrs Holder advised that unfortunately Mr Howe could not be present at the meeting this evening, but he had been in contact with Ashford School and explained the reasons why they had decided to close the subway – problems with flooding, the increasing costs involved with replacing the pumps and maintenance of the subway, undesirable usage of the subway and the fact that there were two traffic signal controlled crossings nearby.

One of the ABC Ward Members for the area said he was dumbfounded when he had been told that the subway was to close. A very limited consultation had taken place which did not involve all local stakeholders. He quoted from the report and said that if the cost of closing the subway was likely to be similar to the cost of replacing the pumps, then the pumps should be replaced and it should be kept open. There was going to be increased footfall in and around the town and it was part of an important route for the school. The comments were echoed by two of the KCC Division Members. Ultimately the subway was already there and it was a safer crossing option. If there were concerns about anti-social behaviour, the subway could be secured by gates at certain hours, although it was generally considered that the impact of undesirable use had been overplayed.

Mr Carty advised that Ashford was currently working on a whole range of community and sporting initiatives and one of those was a major international Ironman Triathlon next summer. The aim was for the marathon element of that event to take place completely off road to minimise disruption to traffic and that particular underpass was part of the proposed route. He said it was a busy road that was only going to get busier as Ashford developed and he asked KCC to re-think this closure.

Mrs Holder said that in terms of the consultation, it was accepted that there had been an oversight in the e-mail distribution whereby a Borough Councillor had been missed, however the subway had been closed since February 2013 and the only enquiry had been received from Ashford School. With regard to the Ironman competition, she knew Mr Howe was in correspondence with the event organisers and there was time between now and next summer to plan an alternative route. She also emphasised that although the initial cost of closing the subway was likely to be similar to the cost of replacing the pumps, there were also the ongoing maintenance costs to consider and this decision had been taken with financial and value for money considerations firmly in mind. The installation of any gates would have a financial impact including the hidden cost of opening and closing the gates on a daily basis.

Resolved:

That the Board ask KCC Highways & Transportation to consider keeping the Mace Lane Subway open and installing a replacement pump in order to improve the safety and general amenity of the area.

257 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: -

- Progress with the electrical connection work for the eastern interactive warning sign at the A20/Sandyhurst Lane which was currently being delayed by UK Power.
- Whether all agreements had now been completed regarding the access road and additional parking at 12-20 Hawthorn, Appledore.
- The likely timescale for work on secondary traffic signals at Station Road/Beaver Road approaches at the Station Road/Elwick Road junction to allow all traffic to turn right from Elwick Road.
- Works at the pinch point on the Kennington Road, Willesborough which appeared to have disappeared from the programme.

A Member referred to the new cycleway/bridleway which would eventually link Pound Lane, Kingsnorth all the way to the new development at Chilmington Green. He was pleased to report that this exciting project had now commenced and that the funding was all in place for delivery.

With regard to the flooding problems at Willesborough Road, Kennington close to the bridge, Mr Wilkinson advised that ABC had agreed that KCC could temporarily discharge surface water on to nearby ABC amenity land, to allow KCC more time to design a permanent replacement highway drain.

A Member said he was pleased to note the installation of new gullies and pipework at Church Road, Ashford which would alleviate flooding outside the British Legion building and Flats.

Resolved:

That the report be received and noted.

DS

Transportation, Highways and Engineering Advisory Committee

Minutes of a Meeting of the Transportation, Highways and Engineering Advisory Committee held in the Council Chamber, Civic Centre, Tannery Lane, Ashford on the 17th January 2014.

Present:

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

Also Present:

Mike Gibson – Southeastern, Yvonne Leslie – Southern, Robert Miller – Stagecoach in East Kent, Andy Beck – KCC Highways & Transportation, Toby Butler – KCC Highways & Transportation, Stephen Gasche – Principal Transport Planner – Rail – KCC, Mark Carty – Ashford Borough Council, Ray Wilkinson – Ashford Borough Council, Danny Sheppard – Ashford Borough Council.

Apologies:

Colin Evans – KCC Passenger Transport Services, Eurostar.

286 Declarations of Interest

Councillor	Interest	Minute No.
Feacey	Announced an 'Other Interest' as Managing Director of Energyshift Ltd who worked with members of the taxi trade.	288, 290

287 Minutes

Resolved:

That the Minutes of the Industry Updates and Discussion Meeting of this Committee held on the 5th July 2013 be approved and confirmed as a correct record.

288 Traffic Congestion Points in Ashford Town Centre

The Chairman welcomed Toby Butler and Andy Beck from KCC Highways & Transportation. He said that Members had some specific questions about congestion points in the town centre. They are outlined below with the topics in question in italics and the responses in normal text.

Elwick Road/Station Road junction

A scheme had been designed to allow both lanes of traffic to turn right out of Elwick Road. The scheme included alterations to a traffic island and was expected to

proceed within the next three months. As part of this scheme the lights around the town would also need to be re-configured and the whole scheme was expected to free up space in Elwick Road.

Somerset Road turning right into North Street

There was a scheme to improve pedestrian safety here and perhaps as part of that Officers could look at the phasing of the lights if traffic was tailing back whilst waiting to make the right hand turn. The pedestrian scheme would involve moving some BT cable so could be quite costly, but it was felt it would benefit the area.

Somerset Road outside Domino's Pizza

There was a problem here with delivery vehicles stopping and taking advantage of a general exemption for loading, on the double yellow lines outside Domino's Pizza to make deliveries during peak times which blocked the whole left hand lane there and caused a lot of traffic problems. Officers acknowledged the issue. The ABC Portfolio Holder for Planning & Development said he would also look into this and see if there was anything that could be done under planning conditions.

Pedestrian Crossing Points

There were two particular crossing points (Somerset Road by the Shell Garage and Forge Lane by Lidl) where there was still huge uncertainty. People often attempted to cross when the lights were still green, either by 'taking a chance', because they were uncertain or because of some other impairment. These pedestrians then found themselves 'caught' in the middle of the road and this could be extremely dangerous. In terms of the visually impaired, a Member said it would help if audio beepers could be installed at these crossing points to improve clarity. Mr Butler referred to the previously mentioned pedestrian scheme at Somerset Road/North Street and said that the proposal was to provide a refuge island in the middle of the road near to the Shell Garage, in order to prevent people getting caught in the middle of the road when crossing. There had not been any previous reports of problems at Lidl so they would now make a point of having a look at this site. Historically there were problems with audio beepers where there were multiple crossing points in close proximity to one another.

Red light jumping

Much of the traffic congestion was exacerbated by red light jumping which seemed to have reached very high levels in Ashford. The Kent & Medway Safety Camera Partnership were keen to look at red light jumping with their cameras and this was something that could be implemented in the near future although it would require a big investment in cameras. A Member said that this was not only an issue in the town but also at other signal controlled junctions and signalised roundabouts. He referred to what was known as the 'dilemma space' where if drivers were approaching a green light they put their foot down and committed to going, regardless of whether the light then turned amber or red. He asked if roundabouts should actually have traffic lights and also about options to put speed humps on the approach to traffic lights. Mr Butler said that the 'dilemma zone' was a well-known phenomenon and it was down to individual driver behaviour – some would stop and others would not. Ultimately this would only be eradicated by enforcement. In terms of speed humps approaching lights, they had been installed in some places in Sittingbourne but it did cause gaps in the traffic and could actually worsen traffic flows and congestion.

Drovers Roundabout

Officers had previously reported on the lanes and signage at Drovers Roundabout and work was planned to change approach signage and destination markings over the next few months. There had been an independent assessment of the traffic lights and this had resulted in some minor adjustments being made, but it was a fairly small junction with limited space around it to make changes. It was continually monitored and Officers would intervene if necessary. They were happy that the initial problems experienced after the opening of the new John Lewis store had now settled down. The option of installing and allowing HGVs to use the proposed bus lanes across the central island on the roundabout was seen to simply add another point of conflict to the whole process. Officers could look at modelling something to that effect, but they did not think it would produce a benefit. Filter lanes for traffic turning left were a possibility but it was unclear how much of a benefit this would generate in relation to the amount of work required.

Lane markings at Eureka Leisure Park Roundabout

Over Christmas there had been congestion at the roundabout stretching back through Trinity Road and up to the Faversham Road. Three exit lanes were shown at the roundabout when there was only space for two cars on the roundabout and this was causing confusion. Officers agreed to have a look at this roundabout.

The Chairman thanked Mr Butler and Mr Beck for attending.

289 Rail Issues

Stephen Gasche, KCC, gave an update on various rail issues that were of interest to the Borough of Ashford.

Direct Gatwick Service

This was one of the intended outcomes from KCC's Rail Action Plan for Kent. Consultants were currently preparing a business case which should be complete by the end of February. The intention was to demonstrate the benefits of an hourly Ashford to Gatwick service to the Department for Transport so that it could be part of the 'Direct Award' franchise specification from 2018. It was dependent on the completion of the new Platform 0 at Redhill (scheduled for Christmas 2017) which would give the capacity for the train to reverse there. It was a work in progress but there was hope for a positive outcome and if agreed they were hoping that the service could start in May 2018. The journey time was expected to be 70/75 minutes. It was anticipated that such a service would be popular and help to reduce traffic on the M25. In terms of Heathrow Airport there would be a huge gain to be had from the introduction of Crossrail in London in 2019 which would provide an intersection at Farringdon and would make Ashford to Heathrow (changing at Stratford) a possibility.

Ashford Spurs

This project was part of the wider Transmanche Metro project to improve rail connections in Europe. To ensure Ashford would continue to benefit from International connections in the future, there would be a need to install new signalling on about half a mile of track that linked Ashford International Station with High Speed 1. This was to ensure compliance with the new Eurostar trains and, in

the future, Deutsche Bahn trains. This would need significant investment but there was confidence that this would be done otherwise Ashford would cease to be an International Station sometime in the 2020s and as Members knew the aims of the Transmanche Metro project was to have more frequent services from Ebbsfleet and Ashford to the continent. In terms of Eurostar, they were a commercial organisation and it was up to them whether they adopted any proposals for increased services, but it would be important for all involved to continue to lobby and demonstrate the benefits. There were many opportunities in the future to improve rail connections across Europe and encouraging more trans-European journeys to be taken by rail (not only to France and Belgium, but also connecting to Germany, Spain, Switzerland, Italy and beyond). Members considered Ashford should do all it could to be part of this.

Journey Time Improvement Scheme

There were improvements planned to reduce the journey times between Ashford and Ramsgate. The Department for Business had committed some Regional Growth Fund to go with Network Rail funding for this. The work entailed some improvements to the track and the closing or redirecting of some footpaths/bridleways, all of which would increase speed and reduce unnecessary speed restrictions on some parts of the line. This would knock eight minutes off journey times from Ashford to Ramsgate by 2019. Generally the HS1 service had already greatly improved journey times and connectivity with the Midlands/North of England. The first train out of Ashford in the morning was now 0543 which got into St Pancras at 0621 and allowed passengers to connect with onward trains. This was a huge benefit to business users in particular.

High Speed to Deal and Sandwich

An agreement had been reached between the Department for Transport and Southeastern to continue this service after the recent trial. This was pleasing as it improved connectivity around the Kent Coast and to and from Ashford.

In response to a question, the Chairman advised that representatives from Eurostar had given their apologies for this meeting but had agreed to meet with him separately to discuss the options for more Eurostar trains being able to stop at Ashford.

290 Industry Updates and Discussion

Southeastern

Mike Gibson advised that he wanted to give sincere apologies to customers for what he referred to as “an appalling couple of months” in terms of performance for Southeastern. This had been primarily infrastructure related following major engineering work in October, a number of signal failures and then the severe weather over Christmas and the New Year. There were about 13,000 outstanding complaints and the situation had been taken up with Network Rail. The major issue going forward was the 2014 timetable consultation which closed on the 7th February 2014. The proposals had been influenced by four factors: - to provide the best possible service during the Thameslink construction work at London Bridge; to try and meet requests for service improvements raised during stakeholder meetings and

'Meet the Manager' sessions; for the timetable to deliver the same level of performance as the current timetable despite the reduction in infrastructure capacity associated with the Thameslink programme; and the need to work within Government affordability constraints while still offering the best possible service to passengers. Mr Gibson said that the proposed benefits were outlined within the papers. There had already been a number of comments, and whilst no draft timetable would please everyone, Southeastern were seeking the best solution. They welcomed all comments and suggestions from customers and stakeholders up to the 7th February.

In response to questions about faster trains up to Charing Cross, Mr Gibson explained it was a difficult situation as there were always objections from local people to any proposals to take out stops at smaller stations. People in Kent and East Sussex had historically fought hard to maintain their rail services going back to the 1960s and the Beeching Report.

The Chairman said that still quite often one of the toilets on the High Speed train was out of order. Mr Gibson said that at the start of the working day all toilets should be operational. During the course of the day they did tend to get abused and they had no alternative but to put them out of use. They did not have the facilities at St Pancras for toilet maintenance and he would look into the reason why this was the case. He asked Members to continue to give feedback on times and dates when this situation occurred. In response to a further question he advised that train toilets were regularly subject to disabled access audits.

Whilst the replacement of the lifts at Ashford International Station was welcomed, Members asked what the arrangements for disabled passengers were in the meantime. Mr Gibson advised that as part of their assisted travel service, if a station platform was inaccessible and a passenger could not be physically assisted by a member of staff to reach the platform, Southeastern would meet the cost of a taxi to the nearest accessible station.

A Member said that in light of ever increasing rail fares, one of the main complaints from customers was that they did not see a marked improvement for the increase. He asked in view of the fact that there was a lot happening and there had been improvements in service, was there more that Southeastern could be doing to get that message across to customers? Mr Gibson said that since Southeastern had taken over the franchise there were approximately 200 more services, High Speed Services, more stations with working lifts, the elimination of slam door trains, better overall facilities and before the recent bad weather, punctuality was at approximately 92%. These were huge improvements over the old Connex regime. The point on communication was well made and taken on board.

In response to a question from a Member, Mr Gibson confirmed that they were talking to the Department for Transport about offering more flexible ticketing options. For example season tickets for people who worked three days a week or outside of normal office hours and also options for some kind of smartcard like the Oyster card or the one now used by Southern.

Ray Wilkinson asked that now Southeastern's franchise had been extended to 2018 could they again look at parking charges at rural stations. There had been lots of complaints regarding Pluckley and Charing in particular where high parking charges

were deterring people from using the car parks and parking for free in nearby residential roads. Mr Gibson advised that this was a bit of a dilemma as the feeling had always been that those who used the car parks should pay for them rather than the costs being passed to all rail users. They leased the land from Network Rail and were charged at a market rate. Controlled Parking Zones around stations were an option. Members urged a sensible approach be adopted at places like Pluckley where there was no option but to drive to the Station.

Southern

Yvonne Leslie advised that in terms of performance Southern had suffered some of the same challenges as Southeastern. High winds, landslips and flooding, particularly in areas of East Sussex had had huge knock on effects. Between 23rd December and 1st January there had been 72 fallen trees and other obstructions on their lines and these had all had to be dealt with to maintain services. Despite the bad weather over Christmas and New Year Network Rail had undertaken a lot of work on infrastructure on the Brighton mainline which would ultimately improve services. Refurbishment work had also taken place to the diesel rolling stock from Ashford to Brighton which should also improve reliability. In terms of the franchise, the deadline for bids for the new Thameslink, Southern and Great Northern (TSGN) rail franchise was 24th December 2013. The announcement of the preferred bidder to operate the franchise was expected in May 2014 with the incorporation of the franchise currently operated by Southern by July 2015.

With regard to the refurbishment of the two car Ashford to Brighton diesel units, the Chairman asked if there was any possibility of extending these to four car units as this was a well-used line and they were often full from Hastings/St Leonards onwards. Mrs Leslie advised that they did have a pretty small fleet and all rolling stock was currently used to its maximum. There was currently no extra diesel rolling stock to be had. Electrification proposals elsewhere in the country may mean a cascading down in the future but there was no guarantee that would make its way to this line.

Stagecoach

Robert Miller said that the first issue he wanted to raise was the traffic congestion in and around Ashford in November and December. The reliability of services had suffered as a result with many buses running late. The E-Line service had been revised in November to take account of the opening of the new John Lewis store. There was now an hourly service from Trinity Road through to South Willesborough and a half hourly service from the Cinema to the Station, calling at John Lewis. Again there had been reliability problems due to traffic congestion and even allowing an extra 15 minutes between 4-5pm they had still initially been late and unable to keep to schedule. The problems did appear to begin at about 4pm but it was recognised that November and December were unusually busy months. The proposed improvements at Elwick Road were welcomed and would help with the timetable problems. Stagecoach had submitted a tender for the E-Line/517 service which would include Godinton Park and Repton Park. If they were awarded the contract they would look at their recent experiences and perhaps adjust running times. The improved C-Line Service was now fully operational and had added an extra 8 hours a week of running time to this route. Mr Miller also advised that Jeremy Cooper, Commercial Director at Stagecoach, had been dealing with hospitals in an attempt to

support the improvement and promotion of bus services to hospitals. With regard to Ashford, from March 2014 funding had been put in place to fund three extra vehicles providing half hourly services to the William Harvey Hospital from Park Farm, Kennington and the Station. The bus services would be promoted to anyone, but it was hoped they would be particularly attractive to staff and journey times would be designed around shift patterns at the hospital. The plans were supported by the Hospitals Trust and it was hoped there would be a good take up and that this would be a good opportunity for Ashford.

With regard to questions about the E-Line, if Stagecoach's bid was successful they would be looking closely at the timetable in order to get it right. Unreliable bus services would always lose passengers. Mr Miller said he would look into questions about the last three buses in the evening leaving Elwick Road rather than the Station, and out of date timetables at the bus stops in Carlton Road.

Members said they were delighted to hear about the proposals for the hospital. Mr Carty said there were particular opportunities with the Kennington to William Harvey service which could call at the Julie Rose Stadium and serve both the Stadium and the Conningbrook Country Park that was due to open in May. Many youngsters would be attending the new sports clubs there and there would be good opportunities to link these with a new bus service.

Mr Wilkinson said that the improved bus services to the William Harvey Hospital were part of a package of measures to improve the parking situation at the hospital. It was about encouraging a modal shift and trying to catch those people who lived closer to the hospital. As he understood it the plan was to commence the services on the 3rd March which coincided with the rise in parking charges for staff at the William Harvey and the opening of their extended car park (by 252 vehicles). It would be important to promote these new services both internally at the hospital and with the public. After all the work that had gone into this they did not want to see it fail, so perhaps some thought needed to be given to how to find the extra funding for promotion.

A Member referred to the 'health' of some of the buses and said there were often clouds of black smoke coming from the back of double deckers when they left the Station. It appeared the particular issue was with the Trident Double Decker vehicles on the B-Line. Mr Miller advised that all buses received a safety service every 21 days. Older buses were gradually being phased out because of 'low floor' requirements, and in the next few years they would all be gone, but there were still a few in circulation currently. Drivers had defect cards and were encouraged to report any problems immediately.

291 Dates of Next Meetings

Monday 28th April 2014, 7.00pm (Evening Meeting on Strategic Issues)
Friday 11th July 2014, 9.30am (Industry Updates and Discussion)

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Agenda Item No: 6
Report To: Joint Transportation Board
Date: Tuesday 11th March 2014
Report Title: Update on Disabled Persons Parking Bay Panel
Report Author: Ray Wilkinson, Engineering Services Manager



Summary:	This report details the recommendations of the Disabled Persons Parking Bay Panel regarding several contested disabled persons parking bay applications discussed at the Panel's most recent meeting.
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Key Decision: NO

Affected Wards: Victoria (Ashford) & Saxon Shore

Recommendations: **That the content of the report be noted and approved.**

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

Report Title: Update on Disabled Persons Parking Bay Panel

Purpose of the Report

1. This report details the recommendations of the Disabled Persons Parking Bay Panel regarding several contested disabled persons parking bay applications discussed at the Panel's most recent meeting.

Contested Applications

2. The Panel convened on Thursday 6th February 2014 to determine whether to approve or decline 2 applications for on-street Disabled Persons Parking Bays that had been contested during informal consultation.
3. The applicant in each case submitted evidence demonstrating that they met the criteria necessary for provision of a bay in each case, and so objections on grounds of eligibility have not been taken into consideration.

Application 1 – Victoria (Ashford) Ward

4. Objections were received to this application on various grounds; however none of the objections cited increased traffic congestion or displacement of parked vehicles as grounds for declining the application. In response to the objections received, the applicant reaffirmed their need for a disabled persons parking bay in light of increased numbers of vehicles parking in the area.
5. The Panel recommended that the application should be approved and that a Disabled Persons Parking Bay should be implemented.

Application 2 – Saxon Shore Ward

6. Objections were received to this application on various grounds principally relating to displacement of traffic into unsuitable locations and the effect that the provision would have on the parking amenity of other residents in the area. In response to the objections received the applicant reaffirmed their need for a disabled persons parking bay in light of recent changes in the normal parking arrangements within the area.
7. The Panel determined that the implementation of a Disabled Persons Parking Bay would displace vehicles into potentially dangerous locations, and recommended that the application be declined.

Contact: Ray Wilkinson, Engineering Services Manager

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ASHFORD JOINT TRANSPORT BOARD – TRACKER OF DECISIONS
Updated for the meeting on: 11.03.2014

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)	<p>RESOLVED: That</p> <p>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.</p>	<p>£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.</p> <p>At the meeting held on 10.12.13 Mr Wilkinson advised officers were awaiting a report from ABC's Planning Department on whether this expenditure was an appropriate use of S106 money & they would keep the County Member informed of developments.</p> <p>KCC has confirmed that the S106 funding was apportioned in the following manner: £15,000 towards updating street lighting equipment on Ashford Road £20,000 towards installing two Vehicle Activated signs on Ashford Road (refer to description above) £130,000 towards major resurfacing of Park Farm Road, Ashford. As part of a Countywide programme, the additional surfacing of an existing scheme of Park Farm Road, Ashford demonstrated better value for money owing to the expansion of existing proposals, which reduced mobilisation costs.</p> <p>ABC's Planning Department has certified that the S106 money was secured for a Traffic Calming Scheme "traffic calming and traffic management of the adopted public</p>

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
377 12/12/06 (cont....)				highways both within the Existing Park Farm Development and otherwise in the vicinity of the Application Site to be agreed in accordance with paragraph 3 of Part 1 of the Second Schedule generally as shown on drawing number Y221/112A attached to this Agreement at the Fifth Schedule”
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.	
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 trail.
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.	The result of the formal consultation to be considered by the JTB on 11 March 2014.

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
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.	At the meeting held on 10.12.14 The Chairman advised the issue of rail franchising would be discussed at the meeting of THEAC on 17 th January 2014.
248 10/12/13	Appeal Against Refusal of Disabled Parking Bay Application – DPPB/13/16 – Lockholt Close, Ashford	KCC	RECOMMENDED: To the Executive of KCC that the decision of the Panel be upheld as follows: The medical evidence provided demonstrated the applicant's daughter qualified for the provision of a disabled bay; but taking into account the road condition, it was determined that aside from the short spans of time when the school was subject to heavy traffic, there was no parking problem in the area & therefore the application be declined on the grounds of traffic management, The Board also agreed there should be a review of the process for deciding Disabled Persons Parking Bay applications & a report should be brought to the JTB accordingly. Members were asked to forward their thoughts on the process to the Chairman of the JTB, to assist in this review.	
249 10/12/13	Resumption of Meeting in Public	ABC	RESOLVED: That the Meeting be resumed in Public.	
250 10/12/13	Minutes – Tabled paper & letter sent by the Chairman; letter of response from Cllr David Brazier on the Drivers Roundabout	ABC	RESOLVED: That the minutes of the Meeting of this Board held on 10 th September 2013 be approved & confirmed as a correct record.	
251 10/12/13	Transportation, Highways & Engineering Advisory Committee (THEAC) – 28 th October 2013	ABC	RESOLVED: That the Minutes of the THEAC held on 28 th October 2013 be received and noted.	
253 10/12/13	Update from Truck Stop Pilot Task Group	Cllr M Burgess	RESOLVED: That the update be received and noted.	

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
254 10/12/13 & 122 10/09/13 & 21 11/06/13 & 373 12/03/13 & 263 11/12/12	Ashford Shared Space Review	Lisa Holder (KCC)	RESOLVED: That the report be received and noted.	
255 10/12/13	Camera Enforcement in Ashford	Tim Read (KCC)	RESOLVED: That the report be received and noted.	
256 10/12/13	Permanent Closure of Mace Lane Subway	Toby Howe (KCC)	RESOLVED: That the Board ask KCC Highways & Transportation to consider keeping the Mace Lane subway open & installing a replacement pump in order to improve the safety & general amenity of the area.	
257 10/12/13	Highway Works Programme 2013/14		RESOLVED: That the report be received and noted.	

Agenda Item No:

Report To: Joint Transportation Board

Date: Tuesday 11th March 2014

Report Title: Boughton Aluph Order 2014 (Goat Lees) – Highway Safety/Parking Management Scheme

Report Author: Ray Wilkinson, Engineering Services Manager



Summary:

This report details the results of formal consultation (see paragraphs 19-41 of this report) conducted between 19th December 2013 and 17th January 2014 on a proposed scheme of parking controls for certain roads within the Goat Lees residential estate, Boughton Aluph, Ashford; presenting Officer's conclusions and further recommendations.

Discussion of these results has been held between Officers and the Portfolio Holder, Divisional Member, Ward Member and representatives of the Parish Council in order to determine a mutually agreeable way forward with regard to the scheme. All parties have recognised that following the increase to the parking amenity within the Eureka Business Park site, the majority of remaining all day parking within the estate arises from a lack of visitor parking provision within the Business Park.

Officers have consulted closely with the Ward Member Councillor Winston Michael and the Boughton Aluph and Eastwell Parish Council, and a copy of a letter from the Parish Council is attached as appendix 3 to this report which accords with the recommendation to the Board.

On assessment of the representations received through consultation from residents, the Local Highway Authority's Traffic Engineer and the Police, it is the advice of Officers that the low response rate and lack of consensus provides no mandate for implementation of this scheme as proposed, and furthermore that the introduction of limited waiting restrictions would provide little benefit to the residents of the estate. The restrictions proposed for Hurst and Trinity Roads would serve a defined safety purpose and have the support of the Local Highway Authority's Traffic Engineer, the Ward Member, the Divisional Member, the Portfolio Holder and the Parish Council.

Key Decision: YES

Affected Wards: Boughton Aluph & Eastwell

Recommendations: **That the Board considers the results of the formal consultation and:**
(a) recommends implementation of the ‘No waiting at any time’ restrictions shown on Plan B (appendix 2 to this report)
(b) seeks the support of Kent County Council to implement the Traffic Regulation Order as soon as practicable in accordance with the ‘No waiting at any time’ restrictions shown on Plan B (appendix 2 to this report) for the reasons set out in this report.

Background Papers: ‘Prioritised List of Requested Parking Controls for Investigation and Possible Implementation’ report to JTB 13th March 2012, ‘Goat Lees Safety Scheme Proposals’ report to JTB 11th September 2012, ‘Goat Lees Highway Safety Scheme Update Report’ report to JTB 11th December 2012, ‘Update on Goat Lees Parking Scheme’ report to JTB 11th June 2013

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

Report Title: Boughton Aluph Order 2014 (Goat Lees) – Highway Safety/Parking Management Scheme

Purpose of the Report

1. This report details the results of formal consultation conducted between 19th December 2013 and 17th January 2014 on a proposed scheme of parking controls for certain roads within the Goat Lees residential estate, Boughton Aluph, Ashford; presenting Officer's conclusions and further recommendations.
2. This report also updates the Board on the reduction in on street parking within the estate following improvements in the parking provision on the adjacent business park and steps being taken to continue this positive trend.

Issue to be Decided

3. The Board should consider the results of the formal consultation and determine whether to recommend:
 - a) Implementation of the restrictions as shown in appendix 1 (Plan A)
 - d) Implementation of the restrictions as shown in appendix 2 (Plan B)
 - d) Implementation of alternative measures
 - c) No further action be taken

Background

4. Following concerns regarding the level of on street parking in the residential estates arising from users of the Eureka Business Park; Kent County Council's term consultant conducted an informal consultation enquiring whether residents considered there to be a parking problem in the estate and if so offering residents a choice of 2 potential schemes – Option 1 (a highway safety scheme) and Option 2 (a parking management scheme). This consultation was held between 21st February and 14th March 2013.
5. The results of the informal consultation were presented in a report to the Board on 11th June 2013, and the Board recommended to the Cabinet that formal consultation on Option 1 be approved subject to further discussions with the relevant local members and a renewal of dialogue with the landlord at the Eureka Business Park over additional parking provision and determination of what (if any) charging regimes were in place.
6. At a meeting of the Cabinet on 11th July 2013, the Leader of the Council explained that it was hoped there would be the possibility of adapting Option 1 to meet the concerns expressed in the area. The Ward Member stated that he would like to synchronise the introduction of any scheme in the area with the proposed 150 additional spaces which were intended to be provided to commercial properties within the Eureka Business Park.

7. Subsequent to the Cabinet meeting on 11th July 2013 a meeting was held to discuss possible amendments to the Option 1 scheme to create a scheme which better met the concerns expressed by residents. Following this meeting an 'Amended Option 1' was put forward for formal consultation **(appendix 1 – hereafter referred to as Plan A)**.
8. Following the conclusion of the informal consultation, the Ward Member approached the owners of the Eureka Business Park and was successful in arranging for construction of an expansion to the existing car park facilities within the site, providing a further 150 car parking spaces, of which 80 have been purchased by tenants of the Business Park and 70 have been retained for use in conjunction with Northgate House 2. Officers have been informed that the owners and tenants of the business park have future plans in place with regard to the provision of additional car parking.
9. The expanded parking facilities have reduced the level of on street parking in the residential roads, never the less concerns have been raised by the Ward Member and Parish Council representatives regarding the absence of dedicated visitor parking within the Eureka Business Park (see letter shown in appendix 3). The Portfolio Holder and JTB Vice Chair have contacted the owners of the Eureka Business Park to request the provision of 'without charge' visitor parking and the removal of certain existing restrictions within the site to further alleviate parking pressures within the residential estate. The Chief Executive and Head of Service have arranged to meet with the managing agents of the business park to seek support for further improvements.

Plan A (Appendix 1)

10. The scheme proposals put forward for formal consultation (Plan A) reflect the amendments requested and agreed by the residents, Parish Council and Ward Member.
11. Within Aylesbury, Dunnock and Muscovy Roads and Siskin and Snipe Closes Plan A comprises a combination of 'no waiting at any time' restrictions in those locations where motorists choosing to park would do so in contravention of the Highway Code and 'limited waiting' restrictions (where waiting would be prohibited from 10-11am and 2pm-3pm Monday to Friday) in all other locations. These 'limited waiting' restrictions are intended to discourage all day on street parking arising from Business Park users.
12. Plan A also includes 'No waiting at any time' restrictions in Hurst Road in the vicinity of the Goat Lees Primary School, and along the length of Trinity Road from its junction with Upper Pemberton to the existing restrictions at its junction with Jersey Close, including the junctions with Aylesbury, Hurst and Muscovy Roads, Dexter Close and Guernsey Way. Minor extensions to the existing 'no waiting at any time' restrictions at the junctions of Trinity Road with Freathy Lane and Jersey Close are also included.
13. The proposed 'no waiting' restrictions for the length of Trinity Road and Hurst Road in the vicinity of the Goat Lees Primary School are intended to address safety issues regarding potential parking of cars in these locations.

14. The Ward Member has expressed valid concerns regarding safety along Trinity Road, both in terms of vehicle speeds and unsafe parking, and is pursuing various measures to address these issues including support of community 'speed watch' initiatives, the installation of speed limit signage and the relocation of a post box to prevent unsuitable waiting on Trinity Road itself. The Divisional Member and Ward Member are also investigating the possible introduction of a pedestrian crossing on Trinity Road within the residential estate.

The Consultation

15. The consultation was conducted between 19th December 2013 and 17th January 2014. A total of 965 residential properties and 21 businesses were consulted, along with the Goat Lees Primary School and 27 statutory consultees.
16. As the scope of Plan A is reduced in comparison to the previously consulted Option 2, two different letters were drafted for consultation. Letter A, sent to those properties that may be directly affected by the proposals (a total of 354) enclosed a plan of the proposed scheme and contained an explicit request that recipients indicate in writing whether they supported the proposals as made, supported the proposals with amendment(s), or objected to the proposals.
17. Letter A was hand-delivered to 321 residential properties, 21 businesses and the Goat Lees Primary School. Letter A was sent by post to a further 9 residential properties and 1 business where hand delivery could not be completed. Letter A (with minor amendments to remove references to recipients living within the vicinity of the proposals) was also sent by post to 26 statutory consultees and hand-delivered to 1. 1 business unit was unoccupied and so no letter was delivered to this address.
18. Letter B notified recipients of the extent of the proposals but did not include a plan of the proposals or an explicit request for a response; and was sent to all properties previously consulted under the informal consultation that would not receive Letter A. This letter was hand-delivered to 615 residential properties and sent by post to a further 19 properties where hand delivery could not be completed. Due to the minimal (and in many cases absence of) restrictions proposed for the areas Letter B was sent to, Officers predicted a low to zero response rate from recipients.

The Results

19. A total of 69 responses were received to the consultation, as well as responses from 2 statutory consultees. 3 of the 69 responses were from properties in receipt of Letter B (Freathy Lane – 1, Hereford Close – 1 and Rothbrook Drive – 1) and 1 response did not provide any address details.
20. Of the remaining 65 responses, 3 constituted additional responses from two properties (2 additional responses from one household and 1 additional response from another) As the consultation letters were sent to properties rather than individual residents, and the responses 'matched' the support or objection within the other responses received from the household, these

additional responses have not been included as individual records for the purposes of determining the levels of support and objection to the proposals or the frequency of comments received. The content of these additional responses is included within in the analysis of comments (appendix 6).

Letter A responses

21. The remaining 62 responses equate to a response rate of 18% from the 353 properties in receipt of Letter A, which is surprisingly low considering the explicit request for a response made in the letter, the scope of the proposals and the response rate from these properties in the previous informal consultation.
22. 56 of these 62 responses were received from Aylesbury Road (18), Dunnock Road (18), Muscovy Road (7), Siskin Close (10) and Snipe Close (3); with the remaining responses coming from Dexter Close (4), Hurst Road (1) and Jersey Close (1).
23. Comparison of the informal consultation response rates demonstrates a lower response rate during this consultation in all but one of the five roads subject to limited waiting restrictions (Aylesbury Road - 31% down from 44%; Dunnock Road - 42% down from 56%; Muscovy Road - 25% down from 32%; Snipe Close - 23% down from 31%; Siskin Close - 37% response rate in both consultations).
24. This low response rate is difficult to reconcile with the emotive nature of the issue at hand, particularly when it is compared to the higher response rate from the informal consultation.

Low Response Rate

25. Given that letters were hand delivered successfully to 96.9% of the 987 properties identified for the consultation and other notification measures (advertising the consultation within the Kentish Express and erecting notices on site) were undertaken, it is extremely unlikely that this lack of response has arisen from a lack of awareness regarding the consultation.
26. 150 additional car parking spaces have been provided at the site, of which 80 have been leased to businesses on site (with the remaining 70 being retained for the future sale/let of Northgate House 2). There is now a general view that that the amount of 'overspill' parking has reduced to an acceptable level for the majority of properties. Due to the prohibitive nature of the restrictions in Plan A, it is likely that residents who rely on the availability of on street parking will respond in objection to the restrictions.
27. The five 'principal' roads in receipt of Letter A, being those roads subject to restriction at all points (Aylesbury, Dunnock and Muscovy Roads and Siskin and Snipe Closes) consist of largely detached properties with generous, within curtilage parking provided through garages, driveways and shared hard standings.
28. Taking into account the design of the estate, Officers feel that the most likely explanation for this low response rate is that those residents who have

adequate parking provision (i.e. sufficient space within their property curtilage to accommodate their own and visitor vehicles), and those residents who travel to work by car during the working week and thus are not at home during the proposed hours of restriction may not have responded as the proposed restrictions would have little to no impact on their own parking practices.

On street parking levels

29. To establish current levels of on street parking and the potential effects of imposing limited waiting restrictions on the five 'principal' roads, Officers conducted surveys recording the Vehicle Registration Numbers (VRNs) of all vehicles parked on and off street, visible from the highway during the proposed hours of restriction across 10 consecutive weekdays and once at night to establish the level of overspill parking following the increased parking provision within the business park site. Officers have collated and analysed this data to assess the level of non-residential parked traffic within the five roads proposed to be subject to 'limited waiting' restrictions.
30. All VRNs recorded during the night survey, and those recorded from vehicles parked within resident areas (driveways, shared hard standings) at any of the survey points are assumed to be residential vehicles. Further clarification from residents on the ownership of certain vehicles parked on street has also informed this analysis.
31. The highest instances of non-residential traffic were observed within those roads closest to the business park, where the number of non-residential vehicles parked on street in a single survey ranged between 2 and 11 within Aylesbury Road and 4 and 11 within Dunnock Road. By comparison, between 0 and 2 non-residential vehicles were observed within Muscovy Road, Siskin Close and Snipe Close over the same survey period. The highest total number of non-residential vehicles observed in a single survey was 21 across all five roads (appendix 4)
32. Further analysis of the frequency of VRNs shows the scope of the non-residential parking over the course of the survey. A total of 106 VRNs were recorded across the initial 10 days of surveying that cannot be assumed residential. 87 of these 108 (80.5%) were observed only on a single occasion. Of the remaining 21, 11 were recorded on two occasions and 4 on three occasions; resulting in 94% of recorded non-residential vehicles parking during the proposed hours of restriction on no more than 3 surveys in 10. The remaining VRNs were observed at frequencies of 4 surveys (1 VRN), 5 surveys (3 VRNs), 6 surveys (1 VRN) and 7 surveys (1 VRN) (appendix 4).
33. A subsequent survey requested by the Parish Council (carried out 9 days after the completion of the initial surveys) showed 10 non-residential vehicles within each of Aylesbury and Dunnock Roads, 1 within Snipe Close and none within Muscovy Road and Siskin Close. Of the 21 non-residential vehicles recorded, 6 had been recorded during at least 1 previous survey.
34. The majority of non-residential vehicles parked on street are shown through the surveys undertaken by officers to be principally occasional, suggesting that the increased parking provision within the Eureka Business Park has largely reduced the profile of on street parking within the residential roads to

visiting traffic, rather than regular commuter traffic. This change in the profile of on street parking has also been noted by the Ward Member and representatives of the Parish Council, and does appear to be reflected in the results of the consultation

Levels of Support and Objection – Appendix 5

35. Of the 62 responses received from recipients of letter A, 27 indicated support for the proposals as made, 21 indicated objection to the proposals and 13 indicated support with amendment. 1 response did not provide a clear indication of whether they supported or objected to the scheme.
36. In attempting to determine a definitive level of support or objection, Officers contacted all respondents that had replied indicating they supported the proposals with amendment(s), seeking clarification of their support or objection for the proposals if amendments could not be made. Clarifications were provided by all 13 in receipt of letter A, of which 6 stated they would support the proposals and 7 stated they would object to the proposals.
37. Following clarification, the results of the consultation (considering Letter A responses only) show the following response rates:
- 33 supporting (53% of responses, 9% of consultees)
 - 28 objecting (45% of responses, 8% of consultees)
 - 1 response undetermined (2% of responses, 1% of consultees)
 - 291 households not providing a response (82% of consultees).
38. An analysis of responses on a street by street basis can be seen in appendix 5 to this report.

Comments received – Appendix 6

39. The comments received during the consultation were varied, and full details of these (and Officers' assessment) can be seen in appendix 5 to this report, however the most frequently made comments are listed below:
- 'Residents' exemption permits should be issued' (21 responses)
 - 'Proposals would negatively affect residents/visitors parking amenity' (21 responses)
 - 'Business Park should increase capacity/solve issue with overspill parking' (11 responses)
 - Location specific amendment request/query regarding extent of lines (9 responses)
 - 'Problem is longstanding/scheme is overdue' (9 responses)
 - 'Scheme may/will displace traffic to other areas' (7 responses)
 - 'Overspill parking has reduced/is not a problem' (6 responses)
 - 'Scheme will improve safety' (6 responses)
 - 'Lines/signs will be unsightly/unattractive' (6 responses)
 - 'Use of double yellow lines incorrect' (6 responses)
 - 'Scheme will provide benefit to estate' (5 responses)
40. The most frequently made comments relate to the effect of Plan A on the parking amenity of residents and their visitors, and the request for an

exemption (permit) scheme to allow residents to park on street during the hours of restriction proposed under Plan A.

41. The creation of a residents' exemption permit scheme to allow circumventing of the limited waiting restrictions under Plan A is difficult to justify, as all properties within the roads subject to limited waiting restrictions have access to private off street parking (through a driveway, garage, shared hard standing or combination) as an alternative to on street parking, which would limit the uptake of permits in the scheme area.

Response from Kent Police

42. "Kent Police would not support this proposal as it may place unnecessary restrictions on parking for residents as well as visitors to the area.

In general terms we would expect the following for any prohibition of waiting proposals:

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

Civil Parking Enforcement will require your authority to ensure resources are available to enforce this proposal."

Response from Kent County Council

43. "An examination of the injury crash record for the whole area affected by the proposals has shown that there has been one sole incident in the last three years, and that this incident was not of a type that could have been addressed by additional parking restrictions. As such, these restrictions would not qualify under current County Council criteria as a highway safety scheme, and that the installation of new restrictions are primarily being justified on other grounds.

One of the County Council's main priorities is to support economic growth. The restrictions for Trinity Road and directly adjacent to the school are supported, on the basis that they will assist traffic flow and help ease congestion on a main arterial route i.e. the A251.

The single yellow line restrictions in the residential roads appear to be seeking to address a parking amenity issue, rather than safety. However you have confirmed that this area does not meet the criteria for a residents parking permit scheme. Yellow lines should only be used for safety and traffic flow,

and therefore their use here is inappropriate. It is acknowledged that the double yellow line restrictions in the residential roads are seeking to reinforce the Highway Code. However this situation is no different to many other similar housing estates, and it is noted that this is a relatively new estate with adequate off-street parking provision. The introduction of additional restrictions cannot be justified through a recorded history of crashes, and may create new parking problems in adjacent areas, where currently none exist.”

Conclusion

44. Discussion of these results has been held between Officers and the Portfolio Holder, Divisional Member, Ward Member and representatives of the Parish Council in order to determine a mutually agreeable way forward with regard to the scheme. All parties have recognised that following the increase to the parking amenity within the Eureka Business Park site, the majority of all day parking within the estate arises from a lack of visitor parking provision within the Business Park.
45. Section 1 of the Road Traffic Regulation Act (1984) permits the making of a Traffic Regulation Order, but requires that an order only be made:
 - for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
 - for preventing damage to the road or to any building on or near the road, or
 - for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
 - for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
 - (without prejudice to the generality of the paragraph above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
 - for preserving or improving the amenities of the area through which the road runs, or
 - for any of the purposes specified in paragraphs (a) to (c) of section 87 of the Environment Act 1995 (air quality).
46. Section 122 of the RTRA (1984) confers a specific duty on the authority to exercise its powers for the purposes of securing ‘the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway’. In accordance with these statutes, the Board must be satisfied that the introduction of any restrictions would satisfy the criteria specified under section 1 and the duty conferred under section 122 of the RTRA (1984).
47. The results of the consultation do not provide a consensus among residents regarding either the desire or the need for the scheme; however it is clear that the principal concern for those residents providing responses to the consultation is the preservation of the on street parking amenity within the proposed scheme area. The ‘no waiting at any time’ restrictions proposed within the estate would prevent vehicle parking in locations defined as

unsuitable under the Highway Code, and so would not unnecessarily limit the safe on street parking amenity of residents.

48. On assessment of the representations received through consultation from residents, the Local Highway Authority's Traffic Engineer and the Police, it is the advice of Officers that the low response rate and lack of consensus provides no mandate for implementation of this scheme as proposed, and furthermore that the introduction of limited waiting restrictions would provide little benefit to the residents of the estate. The restrictions proposed for Hurst and Trinity Roads would serve a defined and precise safety scheme and have the support of the Local Highway Authority's Traffic Engineer, the Ward Member, the Divisional Member, the Portfolio Holder and the Parish Council.

Officer's Recommendation

49. It is the recommendation of Officers that the Board should approve implementation of the 'no waiting at any time' restrictions as shown in appendix 2, as these would serve a defined safety purpose through prohibiting parking in unsuitable locations within the residential streets, Trinity Road and in the vicinity of the Goat Lees Primary School; and reject the proposals shown in appendix 1 as these would unreasonably impinge on the parking amenity of residents.

Contact: Ray Wilkinson, Engineering Services Manager

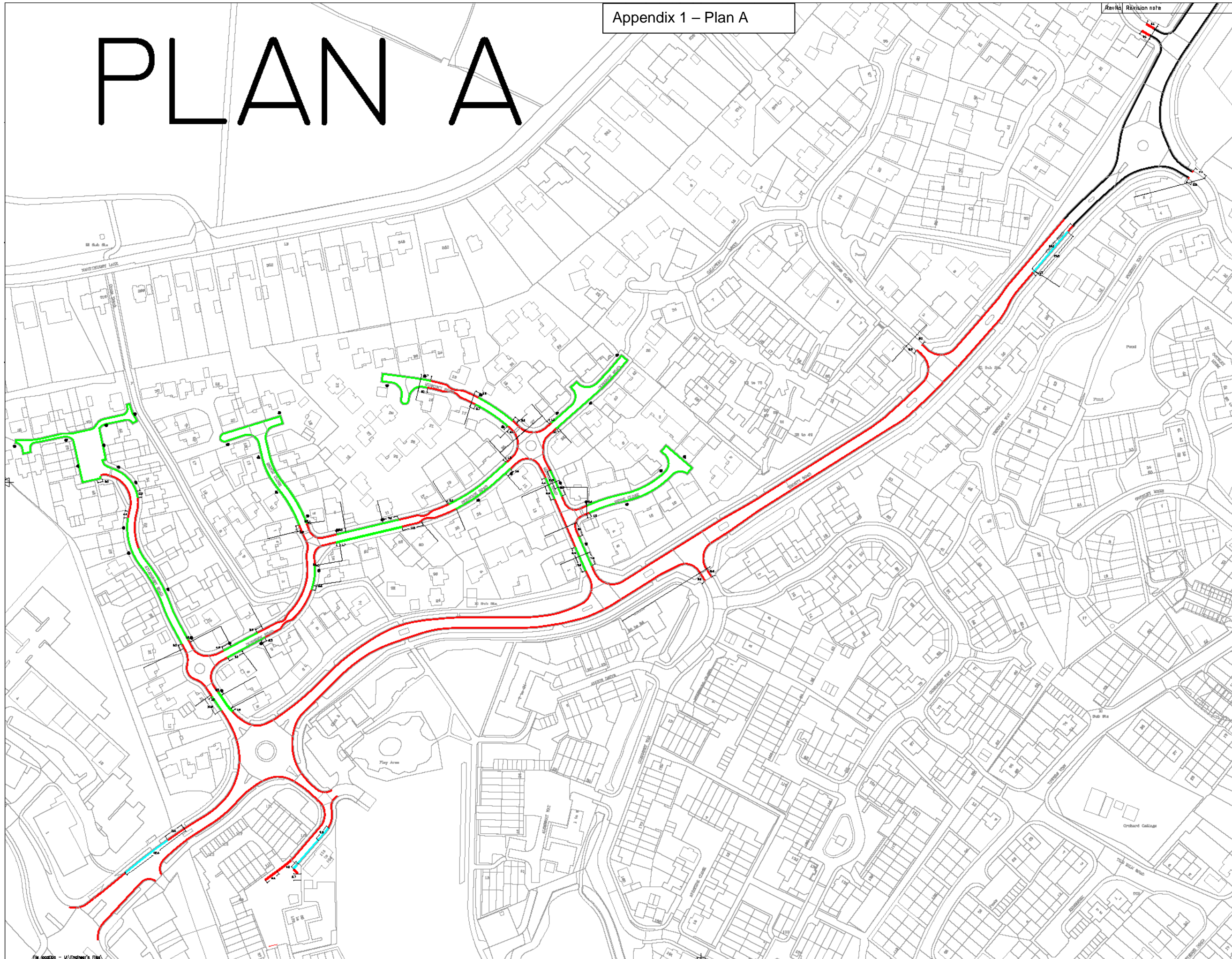
Email: ray.wilkinson@ashford.gov.uk

PLAN A

Appendix 1 – Plan A

Rev/No Revision note

Date Signature Checked



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

KEY

PROPOSED NO WAITING AT ANY TIME	
PROPOSED NO WAITING BETWEEN SPECIFIED HOURS	
EXISTING NO WAITING AT ANY TIME	
PROPOSED BUS STOP CLEARWAY	
EXISTING BUS STOP CLEARWAY	
PROPOSED SIGN PLATE	

ASHFORD BOROUGH COUNCIL
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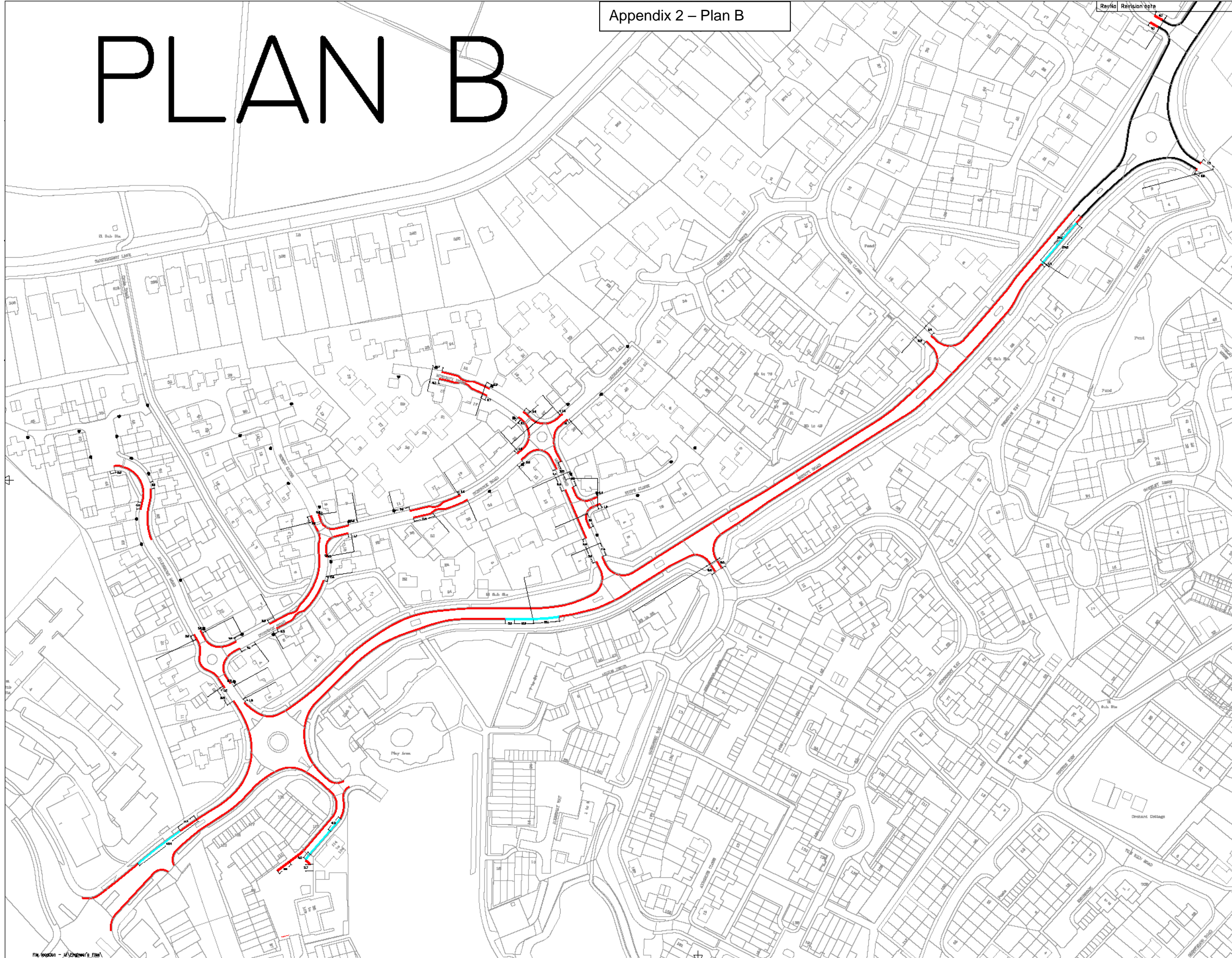
PROJECT
 GOAT LEES, BOUGHTON ALUPH, ASHFORD SCHEME

DRAWING
 PROPOSED WAITING RESTRICTIONS

SCALE: 1/1000	PAPER SIZE: A1
DRAWN: R.J.W.	DATE: DEC 2013
CHECKED: [Signature]	REV: A

BOUGHTON ALUPH 2014/01

PLAN B



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

KEY

PROPOSED NO WAITING AT ANY TIME	
PROPOSED NO WAITING BETWEEN SPECIFIED HOURS	
EXISTING NO WAITING AT ANY TIME	
PROPOSED BUS STOP CLEARWAY	
EXISTING BUS STOP CLEARWAY	
PROPOSED SIGN PLATE	

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TITLE
 GOAT LEES, BOUGHTON ALUPH, ASHFORD SCHEME

DATE
 PROPOSED WAITING RESTRICTIONS

SCALE
 1/1000

PAPER SIZE
 A1

DRAWN
 R.J.W.

DATE
 DEC 2013

REV.
 BOUGHTON ALUPH 2014/01

**BOUGHTON ALUPH & EASTWELL
PARISH COUNCIL**

Huckleberry House, Boarmans Lane, Brookland, Kent, TN29 9QU

Dear Ms Alexander,

Re Goat Lees Parking Consultation

At the Parish Council meeting on 17th February, the results of the recent parking consultation and the meeting held with Ashford Borough Council and Cllr John Ley on 5th February, were discussed.

It was noted by the Parish Council that there was marginal support amongst those responding for the proposed traffic restrictions. In the light of this and with a recent improvement in residents parking, (apart from issues which tend to arise when training days are being held on the industrial park), it was felt by the Parish Council that providing there was a commitment to trying to improve visitor parking, that parking restrictions should not be applied.

It was noted that Ashford Borough Council would be writing to the owners of the industrial park to try to improve visitor parking arrangements and this is welcomed by the Parish Council.

It was recommended by members, that double yellow lines be applied to Trinity Road and Hurst Road, and for reasons of safety that they also be considered for the bottom of Aylesbury Road by the roundabout, where parked cars can cause vehicles to be exiting Dunnock Road to be unsighted.

It is hoped that with a spirit of co-operation amongst all parties that improvement in residents parking can be achieved, although the Parish Council does of course reserve the right to revisit this, should there be any deterioration in parking conditions in the future, or no apparent action having been taken in say the next 18 months.

Yours sincerely,

Martin Hopkins
Parish Clerk

For and on behalf of Boughton Aluph and Eastwell Parish Council

Appendix 4 – Vehicle Survey results

Non-residential vehicles recorded on street during proposed hours of restriction

	21/01/14	22/01/14	23/01/14	24/01/14	27/01/14	28/01/14	29/01/14	30/01/14	31/01/14	03/02/14	Average
Aylesbury	8	7	5	2	7	10	11	7	9	7	7.3
Dunnock	7	6	7	4	5	9	5	11	8	5	6.7
Muscovy	1	0	1	2	0	1	0	0	1	1	0.7
Siskin	0	1	1	0	0	1	1	0	0	0	0.4
Snipe	0	0	0	0	0	0	0	0	0	0	0
Total	16	14	14	8	12	21	17	18	18	13	15.1

Recurring VRNs

Occurrences	Aylesbury	Dunnock	Muscovy	Siskin	Snipe	Total	Percentage
1	36	44	5	2	0	87	80.5%
2	3	6	1	1	0	11	10.1%
3	2	2	0	0	0	4	3.7%
4	1	0	0	0	0	1	0.9%
5	2	1	0	0	0	3	2.7%
6	1	0	0	0	0	1	0.9%
7	1	0	0	0	0	1	0.9%
8	0	0	0	0	0	0	0%
9	0	0	0	0	0	0	0%
10	0	0	0	0	0	0	0%
Total	46	53	6	3	0	108	100%

Appendix 5 – Levels of support and objection

Initial response records – Letter A

Street	Support			Support with Amend			Object			Total	
	No.	% response	% consult	No.	% response	% consult	No.	% response	% consult	No.	% consulted
Aylesbury Road*	8	44%	14%	2	11%	3%	7	39%	12%	18	31%
Dunnock Road	8	42%	19%	5	26%	12%	5	26%	12%	18	44%
Muscovy Road	4	57%	14%	1	14%	4%	2	29%	7%	7	25%
Siskin Close	3	30%	11%	2	20%	7%	5	50%	19%	10	37%
Snipe Close	2	67%	15%				1	33%	8%	3	23%
Dexter Close	2	50%	6%	1	25%	3%	1	25%	3%	4	12%
Hurst Road				1	100%	0.8%				1	0.8%
Jersey Close				1	100%	4%				1	4%

* 1 response did not provide any indication of support/amend/object

Clarified response records - Letter A

Street	Support			Object			Not clarified / No indication			Did not respond	
	No.	% response	% consult	No.	% response	% consult	No.	% response	% consult	No.	% consult
Aylesbury Road	9	50%	15%	8	44%	14%	1	6%	1.6%		
Dunnock Road	9	50%	21%	9	50%	21%					
Muscovy Road	4	57%	14%	3	43%	11%					
Siskin Close	4	40%	15%	6	60%	22%					
Snipe Close	2	67%	15%	1	33%	8%					
Dexter Close	3	75%	9%	1	25%	3%					
Hurst Road	1	100%	0.8%								
Jersey Close	1	100%	4%								
Totals	33	9.3%	9.3%	28	7.9%	7.9%	1	0.2%	0.2%	291	82.4%

Appendix 6 – Comments analysis

COMMENTS RECEIVED

Response from	Comments received	Officer's assessment
Aylesbury Road	No comments	
Aylesbury Road	<p>I currently live at ■■■ Aylesbury road and as much as we have all suffered with terrible parking problems over the last few years and something desperately needs to be done about this , i feel that the council should provide enough parking before these premises are allowed to be built, and why should we as residents suffer with restricted parking , when i bought my property we had none of these problems, but what I'm very concerned if the scheme goes ahead there is a small area at the front of my property that will be left for a space which is enough for a car to park, if this happens when we exit our drive way and someone is parked there we will have to come out on to the on coming traffic to get round it. I think this will be an obstruction and be really quite dangerous .</p>	<p>An increase to the parking capacity at the Eureka Business Park site has now been completed and opened, and several businesses on the site have purchased additional spaces within the extended car park.</p> <p>Any on street parking can be viewed as an obstruction, however as parking in this location would not prevent the free flow of traffic along the road and would not intrude within 10 metres of either junction (Aylesbury Road/Trinity Road and Aylesbury Road/Dunnock Road), there is little justification to prohibit waiting in this location.</p>
Aylesbury Road	<p>I live at ■■■ Aylesbury Road and have a two car drive , garage and a front garden which we have converted to hard standing. My issue is the inconsiderate parking of others on the estate. I am a mum with kid's of school age and feel that our lives are being endangered trying to get off of our drive onto Aylesbury Road of a morning in particular. There are always vehicles parked to the left of the access. This not only blocks my</p>	<p>Any on street parking can be viewed as an obstruction, however as parking in this location would not prevent the free flow of traffic along the road and would not intrude within 10 metres of either junction (Aylesbury Road/Trinity Road and Aylesbury Road/Dunnock Road), there is</p>

	<p>viewpoint but doesn't allow me enough time to exit safely before an irate 'office worker' speeds off the roundabout from Dunnock or Trinity Roads in their desperation to find the elusive parking space!! I feel it only to be a matter of time before there is an accident here either to a driver or a pedestrian. We also, on occasion have had offenders trying to squeeze a whole car into half a space, thinking nothing of leaving their back end overhanging our drive so we have to slalom round to get out onto the road.</p> <p>I think the most frustrating thing is that when you drive past the purpose built car parks there are always plenty of empty spaces. One could argue that these people are not from the offices but they are as they are all dressed in office attire and wearing 'ID' badges around their necks which you don't need to go to the local shop!!!</p> <p>Therefore I support the proposal as it stands and look forward to it's implication.</p>	<p>little justification to prohibit waiting in this location.</p> <p>Obstructive parking can be enforced against by the police in the absence of formalised restrictions, and such instances should be reported to the police non-emergency number accordingly.</p> <p>It is intended that these restrictions will result in an increased uptake of parking on the business park site, particularly among 'all day' workers who may choose to park on the unrestricted streets adjacent to the Eureka Business Park.</p>
Aylesbury Road	<p>We support the proposal with the amendment that all properties be issued with Resident Parking Permits thus allowing resident parking through the prohibited times.</p> <p><i>would certainly support the proposed restrictions should the amendment not be possible.</i></p>	<p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption</p>

		<p>permit scheme for the area being self-funding is therefore minimal.</p>
<p>Aylesbury Road</p>	<p>We object to the proposed parking restrictions as we frequently have visitors to our house and feel that we should be able to park outside our own house as we pay our council tax. It is not out fault that the offices were built without adequate parking facilities and feel that we are being penalised for it. The office workers should be the ones penalised not the residents. If parking permits are suggested we are happy to accept them but would not be prepared to pay for them. They shouldn't have to be necessary as we pay enough for the privilege of living in our own house!</p>	<p>Parking on a publicly adopted highway is permissible only through the consent of the local highway authority. Ownership of a property does not confer a right to park on the public highway adjacent to that property.</p> <p>An increase to the parking capacity at the Eureka Business Park site has now been completed and opened, and several businesses on the site have purchased additional spaces within the extended car park.</p> <p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p>

Aylesbury Road	We have suffered five years of commercial parking in our residential roads. It is now time for either this scheme to be adopted or the residents will have to fight on for better protection from ABC planning.	<p>Aylesbury Road is a public street, and residents do not have an inherent right above other user groups to park on street. The aim of a parking scheme must be to balance the needs of various user groups against the available parking supply; and in the case of Aylesbury Road all residents have access to private, off street parking as an alternative to parking on street. The wholesale prohibition of non-residential parking within an area is not a measure that makes optimal use of the parking amenity of an area or one that can be justified under the relevant legislation (The Road Traffic Regulation Act 1984).</p> <p>Planning concerns should be addressed to the appropriate Planning and Development Officers, and are not the subject of this consultation.</p>
Aylesbury Road	My house is on the bend in Aylesbury Road and the parking we get here is very bad. I am an ex Kent fireman having served 30 years in the job and I know that at times a fire appliance couldn't have maneuvered between these parked vehicles. Consequently a fire situation at the top of any road could be	Parking on a bend is prohibited under rule 243 of the Highway Code. In accordance with this rule, the scheme proposals include a 'no waiting' prohibition for the bend in question.

	<p>disastrous. The double yellow lines proposed for Aylesbury Road which cross my drive entrance are perfectly OK with me. Although a new car park has opened up for the nearby offices we are still getting cars parked in the road.</p>	<p>Increased uptake of the expanded car park facility at the Eureka Business Park will take place over time, particularly for occasional users of the park. Concerns have been raised by the Ward Member and Parish Council regarding the lack of visitor parking facilities within the Eureka Business Park, which the Portfolio Holder, Ward Member and Officers are seeking to address with the owners of the Eureka Business Park.</p>
<p>Aylesbury Road</p>	<p>I would like to lodge my objections to the proposed parking changes within Aylesbury Road.</p> <p>When I purchased my property in June 2013 parking was one of the main factors. There was a space on my driveway and unrestricted parking for any friends, family and tradesmen visiting my property.</p> <p>At that time I was not aware that the estate is used by my office workers as a free parking site.</p> <p>For yellow lines to be painted within the estate is penalising the residents for an issue that is not caused by them. This is wholly unacceptable and the problem of the non residents parking should be addressed first before painting yellow lines and as a result severely impacting on myself and my neighbours.</p>	<p>An increase to the parking capacity at the Eureka Business Park site has now been completed and opened, and several businesses on the site have purchased additional spaces within the extended car park. Increased uptake of the expanded car park facility at the Eureka Business Park will take place over time, particularly for occasional users of the park. Concerns have been raised by the Ward Member and Parish Council regarding the lack of visitor parking facilities within the Eureka Business Park, which the Portfolio Holder, Ward Member and Officers are seeking to address with the owners of the Eureka Business Park.</p>

	<p>I urge you to reconsider yellow lines in the first instance and introduce a residents only parking scheme between the hours of 8 and 18:00. This would then alleviate the problem of the office workers parking within the estate without penalising the residents.</p> <p>I along with many other people within the affected area require more than one vehicle. Once the yellow lines are in place this would mean my second vehicle would have to search for an unrestricted area to park, further increasing congestion and quite possible bringing conflict with other residents who have to do the same thing.</p>	<p>Aylesbury Road is a public street, and residents do not have an inherent right above other user groups to park on street. The aim of a parking scheme must be to balance the needs of various user groups against the available parking supply; and in the case of Aylesbury Road all residents have access to private, off street parking as an alternative to parking on street. The wholesale prohibition of non-residential parking within an area is not a measure that makes optimal use of the parking amenity of an area or one that can be justified under the relevant legislation (The Road Traffic Regulation Act 1984).</p>
Aylesbury Road	<p>I am wholly opposed to the proposal on the grounds there is no problem with parking in the estate. There are a very small number of cars that park in the estate due to overspill from the Eureka Business Park and certainly not enough to warrant the expense and time from the council on the implementation and subsequent management of the proposed parking scheme this would be an irresponsible waste of time, money and resources.</p>	<p>The allocation of resources with regard to management of the scheme will be proportional to the level of contravention and subject to the demands of other areas within the borough as a whole.</p>
Aylesbury Road	<p>I can confirm that I support the recent parking proposals stated in the formal consultation. I believe that without these restrictions, parking problems will persist as the business park</p>	<p>Aylesbury Road is a public street, and residents do not have an inherent right to parking on street above other user</p>

	<p>further expands in the future. It is also clear that any future development not only needs to provide permanent employee parking on the business park but also needs to cater for free visitor parking for all of the offices and businesses based on the site.</p> <p>Currently there is no parking facility for Sales representatives, service engineers, business meetings etc., and this needs to be addressed.</p> <p>For this park and other similar out of town facilities to be successfully integrated into the community they must be self-contained.</p> <p>It would not be acceptable by the business park owners for surrounding residents to use or impose themselves on the business park and its facilities, and likewise it is therefore unacceptable for customers and employees of the business park to impact and impose themselves on the surrounding residents and their facilities.</p> <p>Our council has failed to properly recognise this – an unacceptable situation considering they pay for expert advice in terms of employing planning professionals – and having made such a mistake should not make future mistakes. The Council has hidden behind government parking guidelines – which were only guidelines blaming a labour government. AGAIN THIS IS JUST AN EXCUSE BY A TORY CONTROLLED COUNCIL and</p>	<p>groups. The aim of a parking scheme must be to balance the needs of various user groups against the available parking supply; and in the case of Aylesbury Road all residents have access to private, off street parking as an alternative to parking on street. The wholesale prohibition of non-residential parking within an area is not a measure that makes optimal use of the parking amenity of an area or one that can be justified under the relevant legislation (The Road Traffic Regulation Act 1984)</p> <p>Planning concerns should be addressed to the appropriate Planning and Development Officers, and are not the subject of this consultation.</p>
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	<p>it is the type of party politics rubbish we do not need. Only a fool doesn't learn and repeats mistakes. I hope our Councillors and planning experts are not fools – this remains to be seen, as the jury is out on the John Lewis car park which again seems clearly under provided for as I am led to believe employees have to park elsewhere than in the customer car park. Again if true, where is elsewhere – outside somebody's house?</p> <p>Not good again - poor planning. Furthermore the access to this site by a major junction was causing congestion in the busy Xmas shopping period – again it appears poor planning by our experts seems to be in question. This must be addressed by our elected representatives. We must demand better for the town which is becoming a shambles.</p> <p>I would be ashamed if I was the leader of this Council, and I am sure privately the cabinet must be.</p>	
Aylesbury Road	<p>I wish to forward my objections to the Proposed Scheme of Parking Controls in Goat Lees Residential Estate, Ashford, Kent. I am the Owner of No. [REDACTED] Aylesbury Road and feel that the proposed scheme of double and single yellow lines is not the solution. I fully embraced the Eureka Park office development as it benefits the economic climate for the area, however it appears that the residents are now being penalized for this. Surely it would be in the best interest to provide a bespoke parking area on the Eureka Park development for the employees as there are numerous Companies locally to support this as they are profiting from our inconvenience. My house is</p>	<p>An increase to the parking capacity at the Eureka Business Park site has now been completed and opened, and several businesses on the site have purchased additional spaces within the extended car park. Increased uptake of the expanded car park facility at the Eureka Business Park will take place over time, particularly for occasional users of the park.</p>

	<p>situated within a small secluded courtyard that has never experienced illegal parking. The residents of the area take pride in the estate and the proposed introduction of yellow lines would deface the area and would be totally unnecessary. My objections are to no yellow lines and my amendments are to provide a bespoke parking area on the Eureka development for the employees.</p>	
Aylesbury Road	No comments	
Aylesbury Road	<p>I'm writing to you to express my objection to proposition of placing restrictions on parking on Aylesbury Road, Kennington, Ashford. I personally think that the idea is very unfair and harmful to residents. When I decided to move to this area one of the reasons was to have quick access to M20 motorway as I'm working as Flight Attendant and quite often I am on 90minutes stand by duty call out. Not mentioning the fact that I've got two small children under age of 5.</p> <p>We do have more than one car in our household (like most of our neighbours). We do have one car port but the other cars are parked in front of our house. If the proposed restriction will be in place I will be unable to park my car on my street or any other road on the Kennington estate for that matter. This will severely affect my work (I can not be late to work when called out on 90 minutes stand by as this will effect with dismissal). I also refuse to have any additional costs of trying to find a parking place, which probably will be far away from my house. I strongly disagree with the idea offered by local council as I do not agree with the thought of when restriction would be in place to be forced to change my car, job or to have any additional costs. This</p>	<p>The proposed restrictions will only affect Aylesbury, Dunnock and Muscovy Roads and Siskin and Snipe Closes in full, the remainder of the Goat Lees estate will be subject to minimal or no restriction and so on street parking in these areas will be unaffected.</p> <p>Aylesbury Road is a public street, and residents do not have an inherent right to parking on street above other user groups. The aim of a parking scheme must be to balance the needs of various user groups against the available parking supply; and in the case of Aylesbury Road all residents have access to private, off street parking as an alternative to parking on street. The wholesale prohibition of non-residential parking within an area is not a measure that makes optimal use of</p>

	<p>will cause a severe disruption to my life and would force me to look for other place to live - which I refuse to do as I'm settled here and happy, got local new school that my child might attend soon, plus quick access to motorway to get to work. I would rather have option of restriction of having a parking space that I'm happy to pay for, or have parking restriction for residents only. The option that is proposed to residents now is very harming. It doesn't allow for any visitors or family to come over as there will be no space to park as yellow lines will be in place. Above all I refuse to be forced to change my life by council's parking restrictions, or to be fined for parking as there's no other option offered to local residents. Therefore in simple words I do object to current council proposal.</p>	<p>the parking amenity of an area or one that can be justified under the relevant legislation (The Road Traffic Regulation Act 1984).</p>
Aylesbury Road	<p>I am writing this e mail to object to the proposed parking restrictions, as a resident on the estate I need to be able to park when I want to.</p> <p>It seems to me that the correct solution is to increase the parking spaces at the offices where they need them?</p> <p>Double yellow lines on our estate seem so wrong! Single yellows on the bends and doubles on the straights seem strange to me.</p> <p>If you persist and these restrictions are still to be enforced, then we as residents would need a number of permits for both visitors & tradesmen allowing parking all day.</p>	<p>An increase to the parking capacity at the Eureka Business Park site has now been completed and opened, and several businesses on the site have purchased additional spaces within the extended car park. Increased uptake of the expanded car park facility at the Eureka Business Park will take place over time, particularly for occasional users of the park.</p> <p>The double yellow lines proposed as part of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so.</p>
Aylesbury Road	<p>I live in Aylesbury Road and whilst I have my own drive way,</p>	<p>Any on street parking can be viewed as</p>

	<p>parking can be an issue during the week for those further down the road and a hazard to negotiate also due to inconsiderate parking.</p> <p>I fully support the double yellow lines, and also believe the area between the two roundabouts should be double yellow all the way. Many times I find myself on the wrong side of the road to pass a parked vehicle only to be confronted by an oncoming vehicle which appears out of Dunnock Road. I believe double yellow lines are needed for safety.</p> <p>I would prefer not to have a time prohibited by the single yellow lines but cannot see a way around it other than providing adequate parking elsewhere for the office worker of course.</p>	<p>an obstruction, however as parking in this location would not prevent the free flow of traffic along the road and would not intrude within 10 metres of either junction (Aylesbury Road/Trinity Road and Aylesbury Road/Dunnock Road), there is little justification to prohibit waiting in this location.</p> <p>An increase to the parking capacity at the Eureka Business Park site has now been completed and opened, and several businesses on the site have purchased additional spaces within the extended car park. Increased uptake of the expanded car park facility at the Eureka Business Park will take place over time, particularly for occasional users of the park.</p>
Aylesbury Road	<p>The proposal will further blight those residents worse affected by the poor ability of some drivers to park sensibly, as well as affect those that have been lucky enough, up until now, to have avoided the impact of the overflow parking.</p> <p>If common sense cannot stop drivers from parking across access roads, driveways, bends and junctions then some parking restriction is obviously required, however, to stop all residents from parking at some periods of the day is unworkable and unnecessary.</p>	<p>Within the scheme proposals it is necessary to denote the full lengths of kerbs as being subject to either a 'limited waiting' or 'no waiting' restriction, as to leave any kerb (even a property access dropped kerb) free of restrictions would effectively condone parking in this location.</p> <p>Any on street parking can be viewed as</p>

	<p>In addition to propose parking restrictions on areas of Aylesbury Road, that are purely property access driveways is ludicrous. There is not a parking issue in these areas and could not be as the access is only as wide as a single vehicle.</p> <p>I find it incredible that the worst area of parking, between the Trinity Road and Dunnock Road roundabouts is proposed to stay as single yellow line. Parking along this stretch of road means that anyone accessing Aylesbury Road has to do so on the wrong side of the road and often comes "face to face" with a vehicle leaving Dunnock Road. My understanding of the highway code is that parking within 32 feet of a junction was not permitted and caused an obstruction. It would surprise me if there was little more than a few inches of free space when measuring 32 feet from each of the roundabouts.</p> <p>Finally, if parking restrictions are to be put into place, does there have to be so many signs? There are approx. 40 shown on the proposed plans, many of which are at the ends of cul-de-sac's.</p>	<p>an obstruction, however as parking in this location would not prevent the free flow of traffic along the road and would not intrude within 10 metres of either junction (Aylesbury Road/Trinity Road and Aylesbury Road/Dunnock Road), there is little justification to prohibit waiting in this location.</p> <p>As the 'limited waiting' restriction does not apply at all times, it is necessary to erect sign plates denoting the times and days at which the restriction applies within 15 metres of the start and end of each length of restriction, and at 60 metre intervals. Where possible lamp columns which fall within suitable locations would be used for mounting of the plates so as to minimise the increased levels of street clutter.</p>
Aylesbury Road	<p>I support the proposals with amendments for tenants, I am at work most days but if there is a day when I'm not at work I want a permit to park in the square I don't see why I should be handed a parking fine for parking outside my own home, I use my parking space along side my house to park my mothers car because she is disabled and needs her car when she is in the UK</p>	<p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits.</p>

	<i>I would support the proposal of the restriction with the residents exception scheme I require. my worst nightmare is parking fines. I wouldn't support the proposals if residents exemption permits were not permitted</i>	The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.
Aylesbury Road	<p>I can confirm that I support the proposals in the formal consultation to introduce two one hour controlled parking restrictions Monday to Friday.</p> <p>I am quite frankly disgusted with our council and planners that they have allowed for such a poorly planned business park to have such an impact on our lives, not only with the parking but the general aesthetics. There is no facility for visitor parking. There is no landscaping in the way of raised earth bunds and dense shrubbery behind the houses in Aylesbury Road to reduce noise and to disguise the impact of the business park. This could also be said for Trinity Road. It looks like a bolt on rather than an integrated solution. Brake brothers is good example of how this business park should have been developed.</p> <p>It is extremely worrying that the park is only 12% complete. Trinity Road was never designed as a link road and again is the result of poor planning and a short sighted approach. I have been here 11 years only to watch our planners make a mess of every thing they do. Surely we can do better!</p>	Planning concerns should be addressed to the appropriate Planning and Development Officers, and are not the subject of this consultation.
Dunnock Road	Please bring in the proposals as outlined as fast as possible and end over 10 years of misery caused by the parasite parking of workers from the Eureka Business Park for the residents, council tax payers and voters of Dunnock Road etc. Failing that ensure ■■■ and ■■■ Dunnock Road can exit their drives without	Dunnock Road is a public street, and residents do not have an inherent right to parking on street above other user groups. The aim of a parking scheme must be to balance the needs of various

	<p>having to mount the pavement to avoid cars parked all day directly opposite our drives.</p> <p>The parasite parkers now have a purpose built car park on-site which they and their employers choose to ignore and it therefore remains half empty and further inflames the considerable existing tensions between Goat Lees residents and the employees.</p> <p>I also understand residents of Aylesbury Road have been mailed by business park employees threatening that residents will lose their roadside and visitor parking if the proposals are allowed and urging them to object. Thirty seconds thought would, of course, reveal THE RESIDENTS DO NOT HAVE ROADSIDE OR VISITOR PARKING NOW FOR EVERY WORKING DAY DUE TO THE PARASITE PARKING OF BUSINESS PARK EMPLOYEES.</p> <p>Another example of the provocative attitude of Business Park companies and/or the employees is that they seem to be able to park elsewhere including the shops car park or indeed on site temporarily during the periods of consultation and then flood back when it is over. This has happened before.</p> <p>Personally we often cannot exit our drive without great difficulty and mounting the pavement because vehicles as big as people carriers and on occasions a full size safari land rover have been dumped for the day directly opposite our shared drive entrance</p>	<p>user groups against the available parking supply; and in the case of Dunnock Road all residents have access to private, off street parking as an alternative to parking on street. The wholesale prohibition of non-residential parking within an area is not a measure that makes optimal use of the parking amenity of an area or one that can be justified under the relevant legislation (The Road Traffic Regulation Act 1984).</p> <p>The mailing in question does not provide any misinformation regarding the scheme and would appear to be generated by a resident rather than from the business park.</p> <p>Officers have conducted surveys of parked cars following the end of the consultation period and have observed relatively low levels of non-residential traffic parking in the streets in question.</p> <p>There are a considerable number of shared driveway accesses in the estate, and whilst parking acts opposite these have been observed, officers are not of</p>
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	<p>with number [REDACTED] Dunnock Road - the only one of its type on the estate. Our daughter and grandchildren often have to park over 200 yards away when they visit due to the clogged up parking of business park people. The business parkers are readily identified, particularly Verifone employees, the main transgressors, by their security tags and regular times of arrival in the morning.</p> <p>For all these reasons and many more it is time to bring in restrictions and end your residents misery once and for all.</p>	<p>the opinion that parking in this location would prevent vehicles from accessing or egressing the driveways. There is no prohibition within the Highway Code to prevent parking opposite a property access.</p>
Dunnock Road	<p>This letter/email is to confirm that we are in favour of parking restrictions in Dunnock, Aylesbury, Hurst, and Muscovy Roads and both Siskin and Snipe Closes. This would include single yellow lines with prohibited parking from 10.00 to 11.00 and again in the afternoon between 14.00 and 15.00, Monday to Friday. We also support double yellow lines as outlined in your letter dated 19th December 2013 and double yellow lines on all pinch points to prevent any parking at all times. We at numbers [REDACTED] and [REDACTED] Dunnock Road have a particular problem. As the only two houses in Dunnock Road with a shared drive and with a pinch point on the opposite side of the road, entering and exiting our drives with a car parked on the pinch point is not only very difficult but also dangerous.</p> <p>The responsibility for car parking for employees rests with the Businesses at Upper Pemberton. It is not the responsibility of local residents. Adequate parking should have been provided when the offices were built and should be free for all employees. The</p>	<p>There are a considerable number of shared driveway accesses in the estate, and whilst parking acts opposite these have been observed, officers are not of the opinion that parking in this location would prevent vehicles from accessing or egressing the driveways. There is no prohibition within the Highway Code to prevent parking opposite a property access.</p> <p>The mailing in question does not provide any misinformation regarding the scheme and would appear to be generated by a resident rather than from the business park.</p> <p>Officers have conducted surveys of</p>

	<p>300 spaces on site are not fully utilised because employees don't want to pay and can park in our streets for free.</p> <p>Unlike the roads adjacent to the town centre where parking is limited to 2 hours, Business park employees arrived at 8.30 am and remain until 5.30 – 6.00 pm. This means friends and relatives of residents have nowhere to park. The same applies to tradesmen. If I need a plumber or gas engineer perhaps I should ask him to come by bus or train.</p> <p>It appears that a dirty tricks campaign is being mounted by one particular Business from upper Pemberton. Some residents in Aylesbury Road have had a flyer posted through their doors warning that residents will lose street parking for their visitors 7 days a week should the restrictions go ahead.</p> <p>I would also bring to your attention that there has been a noticeable reduction in parking in our streets since it became known that there would be a consultation. Yet another example of dirty tricks from the Business park.</p> <p>In closing I must emphasise that OUR STREETS MUST NOT BE USED AS A FREE ALL DAY CAR PARK FOR THE BENEFIT OF THE COMPANIES ON THE BUSINESS PARK WHICH IS DETREMENTAL TO LOCAL RESIDENTS.</p>	<p>parked cars following the end of the consultation period and have observed relatively low levels of non-residential traffic parking in the streets in question.</p> <p>Dunnock Road is a public street, and residents do not have an inherent right to parking on street above other user groups. The aim of a parking scheme must be to balance the needs of various user groups against the available parking supply; and in the case of Dunnock Road all residents have access to private, off street parking as an alternative to parking on street. The wholesale prohibition of non-residential parking within an area is not a measure that makes optimal use of the parking amenity of an area or one that can be justified under the relevant legislation (The Road Traffic Regulation Act 1984).</p>
Dunnock Road	No comments	
Dunnock Road	I write with regard to the above proposed parking scheme option to combat the over-spill parking from Eureka Business Park	The double yellow lines proposed as part of this scheme serve a necessary safety

	<p>within the estate.</p> <p>Unfortunately, I detest the thought of having any form of yellow lines in a residential estate, as I feel that residents and those affiliated with them should have the freedom to park near their home without any restrictions.</p> <p>Nonetheless, since the construction of the Business Park adjacent, all residents in the area have been blighted with the amount of vehicles that park in the residential area for work purposes and therefore I support the proposal with amendments.</p> <p>The amendments I would like to make are as follows, I firmly believe that a main road should always have double yellow lines and agree that they should run the entire length of Trinity Road. However, I believe that the entire residential area (Aylesbury, Dunnock, Hurst and Muscovy Roads and Siskin and Snipe Closes) should have nothing more than single yellow lines.</p> <p>I feel that this would be an adequate deterrent to stop workers and prevent mass parking within the residential area. I agree with the proposed times of prohibition of 10am to 11am and 2pm and 3pm, however only for Monday to Friday. I would also like the option of having residential exemptions to the rules should fellow residents in the event of a holiday or any unforeseen circumstance have no alternative but to leave their vehicle outside of their property and contravening the proposed times.</p>	<p>purpose by prohibiting parking in locations where it would be unsafe to do so.</p> <p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p> <p>Planning concerns should be addressed to the appropriate Planning and Development Officers, and are not the subject of this consultation.</p>
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	<p>To whom it may concern I hope that in future all business parks and complexes are built with adequate parking facilities to prevent this from happening again.</p> <p><i>If the amendments are not possible unfortunately, I would object to the proposals.</i></p>	
Dunnock Road	<p>The stretch of road where I have lived since my house was built in 2001 is particularly important to me and it has literally been used as a car park for some time. It has been dangerous exiting our drive (to nos. ■■■, ■■■, and ■■■ Dunnock Road) and with most houses having both double garages and double driveways the proposed controls would be most welcome.</p>	<p>Dunnock Road is a public street, and residents do not have an inherent right to parking on street above other user groups. The aim of a parking scheme must be to balance the needs of various user groups against the available parking supply; and in the case of Dunnock Road all residents have access to private, off street parking as an alternative to parking on street. The wholesale prohibition of non-residential parking within an area is not a measure that makes optimal use of the parking amenity of an area or one that can be justified under the relevant legislation (The Road Traffic Regulation Act 1984).</p>
Dunnock Road	<p>As a resident in Dunnock Road Kennington I am concerned at the proposals to put double yellow lines in my road . I am aware that there has been an issue with parking from the local offices , although I am not aware of anyone blocking residents on their</p>	<p>The limited waiting restrictions proposed as part of this scheme would only be in effect from 10am to 11am and 2pm to 3pm Monday to Friday, and so would not</p>

drives. There have been some inconsiderate drivers that have parked near to drop kerbs and too close on roundabouts but I'm sure these could have been dealt with, as you would with anyone who parked in a dangerous manner. My main concern is by putting down the parking restrictions - whilst solving one problem you are creating another. What about the families who have more than one car and a drive that is only big enough for one? What about when households have workmen on site gas engineers, plumbers and other trades? and for me what is a real concern is what when I have my family visit? I have 3 children who live away - often they will visit at weekend. Currently when they visit with the grandchildren they park across the road, this will not be able to happen with the changes. Looking at the plans for the area I live there is only room for 2 cars on the limited parking single yellow lines with a further possible 2/3 places further down road. These places will cater for 15 dwellings in before overflow from others. I am aware of one household that has older children that will require 3 places on regular basis this will mean we will have to go looking for alternative parking and will be like the current office workings scrambling for a place. and possibly causing others inconvenience !!! The irony is we may then have to park in the office spaces as we will have no where to park in our road !!! A suggestion would be that the parking is restricted during the day, But reverts back to how it has been for the length of time I have lived here (10 years) evenings and weekends. Is it correct that where there are green lines both sides of the road this will enable the restricted parking on both sides? will this not cause

affect the parking amenity of residents or visitors at weekends.

Whilst the roads in question are (with the possible exception of the Aylesbury Road Square) only wide enough to support parking on one side, it was determined that the scheme should not dictate on which side of the road motorists may or may not park.

The double yellow lines proposed as part of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so.

	<p>difficulties for access as currently people only park on one side of the road . With reduced parking in the road this may lead to double parking and cause more of a hazard . With these concerns we do not support your proposals</p>	
Dunnock Road	No comments	
Dunnock Road	<p>Firstly I would like to say that I support the proposals but with amendments. I do-not agree with double yellow lines where waiting would be prohibited at all times. This inconveniences the residents who particularly at weekends have friends/family visiting and require to park in Dunnock Road. My driveway is shared by 3 houses Nos ■■■, ■■■ & ■■■ and there is only so much room to park cars outside of our homes without inconveniencing one of my neighbours, to avoid this I request friends/family to park on the main Dunnock Road. The single yellow line with waiting prohibited at certain times (weekdays only) is my preferred option. Also I do not like the idea of a painted yellow line in the road, this looks unsightly, could a parking metre which issues a ticket be introduced instead?</p> <p><i>I do –not support any case which includes either double yellow or single yellow lines painted onto the road</i></p>	<p>The double yellow lines proposed as part of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so.</p> <p>The installation of a parking meter would still require the introduction of lines denoting where motorists may and may not park. With the short hours of restriction and low volume of transient traffic, it is extremely unlikely that any pay and display parking in this area would be self-funding.</p>
Dunnock Road	<p>As a member of a household living in Dunnock Road, I am apposed to any plan of this type. Since the expansion of the office car park, parking has significantly improved and the number of staff parking around these roads has dramatically decreased. Therefore I do not see any further action required. The plans are not showing any consideration for the households that live on this development of 2/3/4 bedroom houses,</p>	<p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and</p>

	<p>especially those few, like ours that have 3 driving adults living there with only space for one car on the drive. If the plans were to take place I believe it would be necessary that parking permits become available for the local residents, as I was under the belief that this plan was to stop non residents from parking in these roads, and not the households that live here.</p> <p><i>Additional comments:</i></p> <p>Having been a resident of Dunnock Road for 14 years since the properties were first built I have never really had a problem with parking. If there has to be parking restrictions then residents should have some sort of parking permit during weekdays and restrictions should be lifted at the weekends</p> <p>Having lived in Dunnock Road for 14 years, and NEVER, until two years ago experiencing any problems in parking our vehicles, VERY STRONGLY oppose the parking restrictions that have been proposed, in and around our neighbourhood. It is hard enough to park on our drive as we only have room for one car let alone coping with DOUBLE YELLOW LINES.</p>	<p>would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p> <p>The double yellow lines proposed as part of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so.</p>
Dunnock Road	<p>We are writing to object about the proposal for double & single yellow lines within our immediate residential area.</p> <p>From the plan provided we will have DOUBLE yellow lines outside, opposite and along from our house. In addition to this there will be the single yellow lines elsewhere.</p>	<p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and</p>

	<p>The double yellow lines make the parking situation outside our house far, far worse than they are now. We as residents are going to be heavily penalised under this scheme.</p> <p>Currently we can park outside our house as it is the access to our driveway and is the width of 2 cars. Under this scheme we will have nowhere to park on the road outside our house 24 hours a day 7 days a week as it will have double yellow lines. How is that not a far worse situation than now?</p> <p>When we then have visitors Monday-Friday between the 2 time periods quoted where are they going to park ??????</p> <p>We went to the consultation last year and at the time we went, residential parking permits were a favoured option. The group there agreed we would rather pay for a book of permits for visitors than have this proposal.</p> <p>We cannot see how these proposals aid anyone and the double yellow lines for us will cause a much bigger problem than currently exists.</p> <p>We can't believe, having lived here from the beginning in 2001, that we will not be able to park outside our own house.</p> <p>We hope that you will take notice of our concerns and change this proposal.</p>	<p>would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p> <p>The double yellow lines proposed as part of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so.</p> <p>Parking on a publicly adopted highway is permissible only through the consent of the local highway authority. Ownership of a property does not confer a right to park on the public highway adjacent to that property.</p>
Dunnock Road	No comments	

<p>Dunnock Road</p>	<p>We support the proposal with amendments. The proposed areas for 'no waiting at any time' seem sensible and will stop inconsiderate and dangerous parking and we agree with these.</p> <p>However, although we agree that the proposed 'no waiting between specified hours' will help resolve the situation we do feel that it unfairly penalises the residents and their visitors. For example, when our elderly family visit for the day we are not exactly sure what they are supposed to do with their car for two hours of the day.</p> <p>It is extremely unfortunate that this situation arises through no fault of the local residents (it is due to local planning policy administered by Ashford Borough Council by not requiring developers to provide enough parking spaces - green travel plans are fictional and based on ideal scenarios and do not represent real life) and we should in no way have to suffer with the solution.</p> <p>Therefore the only way we could support the proposal in full is if residents were provided with permits, perhaps 1 or 2 per household that could be used by visitors to enable them to park during the restricted hours.</p> <p><i>On balance I would have to say that we would 'Object' to the proposals if the ammendments we're not made</i></p>	<p>Planning concerns should be addressed to the appropriate Planning and Development Officers, and are not the subject of this consultation.</p> <p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p>
<p>Dunnock Road</p>	<p>I would like to register my objection to the new parking restrictions due to be implemented in the Trinity Road area.</p>	<p>The creation of a residents' exemption permit scheme is difficult to justify as all</p>

	<p>Whilst I acknowledge that there is a problem with the local office workers using our residential streets for parking and in principal I support the planned restrictions, us as residents surely need to be given one permit per household for daytime visitors. I live in Dunnock Road and if you take us as an example we have two cars in the family which are on the drive. I work from home a couple of days a week. My wife works part time but walks to work and one day a week my mother-in-law drives to us from Canterbury to look after my son whilst my wife works. If it is a day I am working from home she leaves her car outside the house on the road. If the proposed restrictions are implemented and we aren't given a permit where will she park ?? Last Friday we had Ashvale fencing come round to replace a fence panel. We were both at home. Under the new restrictions what would we have done if they had come round during the restricted hours ??</p>	<p>properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p>
Dunnock Road	No comments	
Dunnock Road	<p>Ultimately, whilst we see the need to manage parking arrangements in light of the existing and future commercial development in the Lower Pemberton, Upper Pemberton and Trinity Road Area, a balance does need to be struck between preservation of the local area and local residents' amenities and the need for jobs and commercial development in the locale.</p> <p>We do believe that a pro-active approach to parking management should mean that both objectives are achieved; adequate parking facilities would have to be incorporated into any development strategy by necessity as a result of appropriate</p>	<p>Planning concerns should be addressed to the appropriate Planning and Development Officers, and are not the subject of this consultation.</p> <p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme</p>

	<p>parking management measures being implemented on the surrounding roads.</p> <p>In Mr [REDACTED]'s letter, the consultation provides three possible responses; to support the proposal as made, to support the proposal with amendments, or, to object to the proposal. We would like to support the proposal with amendments, namely the use of resident permits or visitor vouchers so as not to restrict local residents' use of their properties (please see below).</p> <p>The obvious basis for this decision is that future parking in the area clearly needs to be managed and controlled. We do not therefore object to the proposal wholesale. That said, in its current format, the proposal made will undoubtedly restrict local residents' ability to use their property in the manner they purchased it and it may dramatically affect the locale. One of the major factors we considered when we purchased our property was to ensure parking was not restricted and was not an issue and that we were free to invite guests as and when we please. We know other residents have retired parents visiting or other family members, particularly during school holiday periods. The housing market currently means children often remain at home with their parents for much longer periods of time, meaning the number of cars in the average household has increased. Whilst we support the idea of parking control, we would oppose the proposal in its current form on the basis that residents and their guests (or even trades people) would also have to abide by</p>	<p>would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p>
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the restrictions during the specified restricted hours.

The obvious solution therefore appears to us to implement the restrictions but to afford local residents the opportunity to obtain parking permits/visitor vouchers so that any vehicle displaying a permit/voucher would be exempt from the intended parking restrictions during the specified hours. We could see it logical that each household affected would be provided with a set number of permits or visitor vouchers each year and, if households wished to use more than a prescribed allocation, they could apply for more from the Local Authority.

Combining implementation of the proposal with the issue of parking permits/visitor vouchers to residents would clearly eliminate the problems associated with congestion and commuter parking arising from the (ongoing) commercial developments but would enable residents who purchased their properties on the basis they could have visitors or park in the area they live at any time, would still be able to do so provided a permit/visitor voucher was displayed. We think it also worth pointing out that the interests of those residents who support the proposal in its current form would not be prejudiced in any way if the proposal was amended to allow for the use of resident permits/visitor vouchers.

We do not consider our response contentious and firmly believe it can only serve to strike the balance between managing and controlling parking in the area whilst also preserving residents' use and enjoyment of their properties without unnecessary interference.

	<p><i>We would object to the proposal being implemented if it could not be implemented with the amendment we previously proposed</i></p>	
Dunnock Road	<p>Distance <u>BETWEEN</u> roundabouts Trinity Rd -> Aylesbury/Dunnock should be ALL <u>double</u> yellow lined. This is the most dangerous 'turn left' on the estate (Dunnock -> Aylesbury) due to parked cars. Rest of Plan -> 'About time!'</p> <p><i>Fully in favour of proposed restrictions</i></p>	<p>Any on street parking can be viewed as an obstruction, however as parking in this location would not prevent the free flow of traffic along the road and would not intrude within 10 metres of either junction (Aylesbury Road/Trinity Road and Aylesbury Road/Dunnock Road), there is little justification to prohibit waiting in this location.</p>
Dunnock Road	<p>I FULLY SUPPORT your proposed scheme of parking controls in Goat Lees Residential Estate, Ashford.</p> <p>You should also note that any residents objecting to the scheme on the basis that they can't park in the road outside their own house for the two hour restrictions proposed should not be allowed to do that anyway under the terms of their deeds. Any objections on this basis must therefore be declared null and void</p> <p><i>Additional Comments:</i></p> <p>I fully support the proposed scheme of parking controls in Goat Lees Residential Estate, Ashford.</p>	<p>Any restrictions governing on street parking included within the deeds for a property by the developer will cease to be valid once the road in question has been adopted into the public highway network. All the roads within the Goat Lees estate have been adopted by Kent County Council (the local highway authority) and as such the only restrictions precluding residents from parking on street within the estate are those accounted for under a Traffic Regulation Order.</p>
Dunnock Road	<p>As a resident of Dunnock Road I OBJECT to the proposed</p>	<p>The creation of a residents' exemption</p>

	<p>yellow lines. The lines the council are proposing are not only restricting the office workers but also us as residents, the residents family and residents guests.</p> <p>I put forward that all residents be exempt to allow us to park outside or near our houses. This can be done through a ticket that is to be displayed in residents or residents guests cars.</p>	<p>permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p>
Muscovy Road	<p>I am writing to express my concerns over the proposed restrictions on the Parking, outside our house. Will residents receive parking permits to allow family, friends, etc, to visit our dwellings in the restricted parking areas?? I understand that you are trying to stop the over parking on our streets, but this is causing a lot of concern to many people. We would support the scheme, only if residents were issued with permits to put on their windscreens, when family, friends, and tradesmen, etc, we're visiting, without fear of a parking fine.</p> <p><i>We would object to the proposed scheme if the amendment was not included. We are both retired, and we are home most of the day, we have parking on our drive, for our two vehicles, so if we have a visitor, or workman etc, at our home, where would they park in the restricted times, without getting parking fines?</i></p>	<p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p>
Muscovy Road	<p>Although not stated in the letter, details found on line confirm that the proposed restrictions where single yellow lines are</p>	<p>As the scheme proposals are designed to curb overspill parking from the business</p>

	<p>marked will apply at the specified times only Mon-Fri which is an important factor for us.</p>	<p>park, the limited waiting restrictions would serve little benefit at weekends.</p>
<p>Muscovy Road</p>	<p>My reasons for objecting are as follows:- 1. Residents are being penalised because of the apparent lack of parking at Eureka Business Park. The issue should be solved by those businesses, not by the residents of this area. 2. Visitors to my house will have nowhere to park. My two children and my partner who all have cars and live in separate locations visit regularly during weekdays and weekends, frequently at the same time and frequently for more than one day - where will they park? My driveway has space for two cars. Aside from my own car (& another that I own in the garage) that leaves potentially two other cars with nowhere safe at all to park. I have marked on the plan where visitors currently park (the area where it is intended to put double yellow lines). The lesser restricted areas (also marked on the plan) are not a safe place to park and obviously do not solve the issue of disallowing stays of longer than a few hours. 3. Other residents in the cul de sac of Muscovy Road also very regularly have visitors - your plans will make it impossible for visitors to park anywhere. 4. The area that we invested in and reside in was designed to allow a certain amount of safe parking - your scheme completely removes this right of the residents. 5. These restrictions are highly likely to effect the value of our properties - I would not purchase a property with such restrictions in place. Will Council Tax be reduced? 6. Of lesser importance but none the less an issue is that the painting of various yellow lines along our streets will be unsightly. Additionally, I do not understand why, if this ridiculous</p>	<p>All residents of Muscovy Road have access to private, off street parking as an alternative to parking on street. As on street parking is possible only by licence of the local highway authority, it cannot be considered part of an individual household's amenity.</p> <p>The double yellow lines proposed as part of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so.</p> <p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p> <p>Planning concerns should be addressed</p>

	<p>plan proceeds, that it is necessary to insert double yellow lines to the side of my property rather than single yellow lines - what will that achieve apart from huge inconvenience to residents? Surely the only way forward is to stop any further development of Eureka Business Park until ample parking is provided on-site and to insist that more parking is made available on-site by those already in residence. When planning permission was granted to these developments was parking not a consideration? The extremely obvious resolve to this perceived problem is to issue parking permits to residents and have temporary permits made available to their visitors. This should be funded by revenue from parking fines and / or the council tax revenue from the businesses at Eureka Park. To avoid the possibility of these temporary permits being "given" to non-visitors each household could be restricted to 3 permits per weekday. At the very very least you must consider limiting any proposed parking restrictions to Mondays through to Fridays excluding Bank holidays. At least then we shall be able to welcome visitors in the evening and at weekends. If given the choice between your proposal and no action being taken then I would definitely prefer that no action was taken and thereby retain the basic privilege of being able to welcome visitors who happen to own a car at any given time. The area's around my property that are to be designated limited waiting are both junctions and pinch points and parking in these areas will cause considerable hazard to pedestrians and to other road users. The area where double yellow lines are planned are perfectly safe to park and are at the widest points of the street.</p>	<p>to the appropriate Planning and Development Officers, and are not the subject of this consultation.</p> <p>As the scheme proposals are designed to curb overspill parking from the business park, the limited waiting restrictions would serve little benefit at weekends.</p>
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	<p>If visitors to the estate park on the limited waiting areas they will be parking on corners and, according to the plans, over the access road and driveways to house numbers 19 through to 29! (this is the area I have highlighted as a dangerous area to park on the pdf attached to my original email). An on-site inspection of these areas which show that it is virtually impossible to park a vehicle beside the curb due to the curvature of the road. Any vehicle parked here will be protruding at an angle into the road.</p> <p>Is it possible that the plans are in fact incorrect and the restrictions have been reversed? It would be far more logical for the corners to be double yellow and the side of the property to be limited waiting.</p> <p>It is very clear when looking at the previous proposals that the outcome, or proposed plan, has moved away from the initial objective, has become confused, and instead will create greater problems (particularly concerning road safety) than those perceived to currently exist.</p>	
Muscovy Road	<p>We OBJECT to the proposal.</p> <p>reasons:</p> <ul style="list-style-type: none"> i) Excessive and inappropriate Double Yellow Lines ii) Lack of a Residents Parking Sceme 	<p>The double yellow lines proposed as part of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so.</p> <p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to</p>

		private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.
Muscovy Road	No comments	
Muscovy Road	No comments	
Muscovy Road	No comments	
Siskin Close	I would note that for the single yellow line areas some policing will be required to make the changes effective, especially in the early days. Other than that I think this is a very positive step and will hopefully improve the safety and improve the standard of life on the estate.	The allocation of resources with regard to management of the scheme will be proportional to the level of contravention and subject to the demands of other areas within the borough as a whole.
Siskin Close	<p>I write to object strongly to the proposed parking restrictions on the Goat Lees residential estate on the grounds that the proposals are not meeting residents' needs nor are they tackling the root cause of the problem.</p> <p>The root cause of the parking issues around the Goat Lees estate is office workers using our streets for free parking - note it is not necessarily overspill parking - but it is free. The solution should be to ensure that sufficient parking is made available to employees on site at the business park - if necessary by the businesses occupying the office premises to fund the parking permits for the on- site car parks themselves. Some of the office</p>	<p>All residents of Siskin Close have access to private, off street parking as an alternative to parking on street. As on street parking is possible only by licence of the local highway authority, it cannot be considered part of an individual household's amenity.</p> <p>The comments received during the previous informal consultation, as well as resident feedback to the Ward Councillor and Parish Council, have been taken into</p>

	<p>occupiers pay for employee parking, others don't. There was never a problem before the offices became occupied. One of the largest office occupiers, Verifone, has recently purchased additional parking spaces so that all permanent staff now have a space on site, and they are now following up on space for temporary employees. The problem stems from the office development, not from residents of the estate.</p> <p>The area impacted by the proposals is a residential estate and was designed as such. It is reasonable to expect that occupiers (the 'customers' of the proposals) will themselves need to park on street in the same way they have done for the past 10 years, and that their visitors will also need to park on street. I need to park on the street as our driveway is not big enough for my car (and we are quite unique as we do actually use the garage to house a car rather than for general storage). I will continue to need to park on the street in the same place I have done for over 5 years - my car will not disappear when I am at home, and I may be at home on some weekdays and should not be made to feel like a criminal for parking in a safe location outside my own home. Imposing restrictions on the residents themselves is simply unfair and unnecessary, and could be deemed a violation of our human rights. The properties were purchased as residential properties with on-street parking available - this was part of the original planning consent for the development. Is a reduction in council tax going to be forthcoming to compensate for the reduction in residential amenity that would be the direct result of the proposed scheme? No other similar housing estates</p>	<p>consideration in the design of the scheme proposed in this consultation. To implement the scheme now proposed without consultation would be to act in breach of the powers granted under the Road Traffic Regulation Act (1984), and should objection be received to the scheme the reports of the consultation will need to be reported to the Joint Transportation Board for review.</p> <p>The highlighted comments refer to properties to the south-east of Trinity Road which are (with the exception of a small part of Hurst Road and key junctions with Trinity Road) not subject to restriction under these proposals. The point made by this passage of the informal consultation report further expands on the relative 'need' for on street parking taken in context of the amount of private off street parking each property has access to in the area.</p> <p>This scheme addresses traffic congestion arising from overspill business parking within the roads in question, and does not focus on planning matters, which should</p>
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	<p>in Ashford have such parking restrictions so why blight this estate, both visually and practically? If we are unique in having this problem, then we need a unique solution.</p> <p>The recommendations and decisions that have lead up to this consultation have been done behind closed doors without direct input from the general residential population . There are no public records of any discussions that have taken place other than the original informal consultation, and individual households have not actually been asked for their views on different solutions. Furthermore, the small group of residents that debated various options were not a statistically significant representation of the estate population, and neither do they have the authority to inflict their preferences on the larger population. This was borne out in the conclusions of the informal consultation. I have voiced my concerns on the proposals that were reviewed in the informal consultation directly and requested that residents have exemption or parking permits but this has not even been offered. Why not? I know I am not alone in asking for this as I have heard and read the same idea from other people on the estate.</p> <p>Residents are, in effect, being presented with a 'fait accompli' and have been told 'this is all going ahead'. Many are under the impression that this formal consultation is merely a token gesture and that decisions have already been made. The informal consultation had a low response rate (20%) which indicates there is relatively little support for any scheme of</p>	<p>be addressed to the relevant planning officers.</p> <p>The double yellow lines proposed as part of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so.</p> <p>The references to unallocated parking within the Manual for Streets refer most commonly to not allocating specific on street or shared parking court spaces to specific properties in order that visiting traffic can take advantage of empty spaces within an area. The most pertinent references to flexibility deal with use of spaces by multiple user groups - not limiting use to a single user group. Principally, it should be noted that the Manual for Streets is a planning document intended to aid in the design of streets and parking provision, and not intended to govern parking management in existing developments.</p> <p>Displacement is a consequence of any parking scheme which will prevent parking in locations previously used, although the</p>
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	<p>restrictions. The informal consultation report, does, however state a key fact:</p> <p><i>17. The area covered by the consultation contains a range of different development styles and ages. Those properties to the north-west of Trinity Road (particularly those roads closest to the Eureka Business Park) generally consist of family homes with generous within curtilage parking provision. Properties to the south-east of Trinity Road however generally possess less dedicated parking, with many properties relying on a combination of parking in remote garage / parking courts and shared on-street provision. As such there is considerable variance road by road in the dependence the residents have on the availability of on-street parking both for their own use and that of their visitors.</i></p> <p>If on street parking is no longer available to residents, will the council now revoke planning consents where on plot parking has been allowed to be converted into residential space? These were allowed because street parking was available to residents yet obviously this will no longer be the case in the areas where restrictions would be imposed. Will ABC also review it's own Residential Parking SPD accordingly? Has this even been referenced?</p> <p>Infrastructure has been put in place to cope with the increased volume of traffic in the area (Junction 9 and Drivers roundabout widenings), yet the same cars now need to disappear when they</p>	<p>key factor is where this displacement will occur. It is the intention that implementing the proposals within the five roads in question will push business park users to their on-site parking rather than adjacent streets, due to the increased distance between parking place and end destination.</p> <p>The wholesale prohibition of non-residential parking within an area is not a measure that makes optimal use of the parking amenity of an area or one that can be justified under the relevant legislation (The Road Traffic Regulation Act 1984).</p> <p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p>
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arrive home! This is and will remain a residential estate yet this key fact is being overlooked. Constricting parking provision at the point of trip origin is not the solution for residents.

In the case of Siskin Close, a significant area which is currently now used by residents for parking their own vehicles, where Siskin Close joins Dunnock Road, will have double yellow lines imposed under this proposal (see plan excerpt below, note the amount of red lines at the end of Siskin Close and Dunnock Road). The result of this will be displaced parking - the residents' cars won't disappear when they arrive home! This will therefore have a knock-on impact on other parts of Siskin Close, Dunnock Road and Muscovy Road. The parking by residents of their vehicles in this area has not caused any problems at all - after all they live there and know whose car is whose, so park considerately.

The Department for Transport Manual for Streets states that we 'need to optimise the role of the street for the purposes of unallocated, flexible car parking' which makes these restrictive proposals even more disappointing.

'8.3.5 Local planning authorities will need to consider carefully what is an appropriate level of car parking provision. In particular, under-provision may be unattractive to some potential occupiers and could, over time, result in the conversion of front gardens to parking areas (see box). This can cause significant loss of visual quality and increase rainwater run-off, which works

The reduction in scope of the scheme from the informal consultation reflects the observed effects of overspill parking as reported through the consultation responses received.

against the need to combat climate change. It is important to be aware that many disabled people are reliant on the use of the private car for personal mobility. Ideally, therefore, layouts should be able to accommodate parking provision for Blue Badge holders.

Car parking provision for new homes CABE research found that car parking remains a significant issue for residents and house buyers. Many people feel that the design for a new residential development should accommodate typical levels of car ownership and that the level of parking in new developments is often inadequate for residents' and visitors' demands. There was a general feeling among buyers of new homes that apparent attempts to restrict parking in order to curb car ownership were unrealistic and had little or no impact on the number of cars a household would require or acquire. (DFT Manual for Streets).

The need for residential parking is also reflected in ABC's own Residential Parking SPD, note the reference to 'sensible rebalancing of space' and that the street is a 'flexible resource which can help reconcile differences in parking needs over time and which will be complementary to allocated provision':

1.4 Thirdly, to ensure that the role of streets as places that can accommodate parking is maximised. As a generality, residential environments are being created at a higher density than in previous eras. Surface parking can take up valuable surface space within a scheme, particularly in the middle ground of the

density spectrum (typically 30-70 dwellings per hectare) where basement/undercroft parking can be economically unviable. Providing an unallocated parking resource as part of street design helps reduce land take for parking against a background of needing to use land efficiently. This flexible resource can help reconcile differences in parking needs over time between households and will be complimentary to allocated provision. This approach is not one that dictates the need for more space; moreover, it is about the sensible rebalancing of space.

The most practical solution to the problem would be to have resident exemption or parking permits, with sufficient available for each property to include both occupants and visitors, so that the residential amenity of the property occupiers is not negatively impacted.

I have seen acknowledgement from ABC that the proposed restrictions 'may displace additional vehicles which cannot be parked within the curtilage of a property at the stated times' - translated into real life this means residents would need to nip outside at 9.59 and move their car further up the estate to park outside someone else's house, maybe Dexter Close as that's the nearest unrestricted street -and thus create another problem!! How crazy is that? Referring to displacement may sound nicely neutral but the reality is anything but that. Or are we now going to have a genie provided to each household by ABC so we can make our cars vanish in a puff of smoke when the clock reaches 10am?

Having residential/guest exemption from the restrictions would mean that Eureka business park occupiers would not be allowed to park on the residential streets, but residents themselves and their visitors would. So this would impact those who shouldn't be parking on the residential streets, but not have a negative impact on the residents themselves. We appear to be in a unique situation here, so we need a unique solution, not to be told that permits 'are generally limited to one per household without off street parking'. Reality-check time - we need a customer-focused solution, that meets residents needs and achieves the overall objective of eliminating 'free' parking by office workers.

I note that these proposals cover a reduced area from the previous informal consultation. Surely this now creates a significant risk of overspill from the affected area as well as displacement of residents' vehicles into the neighbouring streets, such as Galloway Drive, Dexter Close and Sandyhurst Lane? Why not have the same restrictions across the whole area, but with resident exemptions throughout? There are footpaths between Galloway Drive, Sandyhurst Lane and Muscovy Road, which would be a very easy walking route for office occupants to use if they wanted to park there instead and walk through to the office site.

I would suggest that members of the Engineering Services team, along with Joint Transportation Board, have a site visit to

	<p>Siskin Close at 10am on a weekday, under simulated conditions so they experience first hand the impact of the proposals:</p> <ul style="list-style-type: none"> - This means there will be no parking on site, just as it would also be for residents. - They should either use public transport (E line or C line buses, or park in the neighbouring streets where restrictions won't be imposed, eg Dexter Close, Sandyhurst Lane - use the footpath link as mentioned above). - The meeting point would be mid way up Siskin Close, outside no. 13 where the notice of these proposals is displayed. - Living the proposals in the same way the residents would be impacted by them is the best way to appreciate the situation - if the representatives aren't prepared to do this then their opinion simply won't be valid. <p>As the 'customer' of the proposals, I urge you to tackle the root cause of the problem, not the symptom, and then join it up with your own planning policies. This proposal is the equivalent of using a sledgehammer to crack a nut - it is vastly inappropriate and will have a negative impact on the very people it was meant to benefit.</p>	
Siskin Close	<p>Broadly, I support the proposed restrictions. On-street parking from the adjacent developments has increased significantly over the past few years and shows no signs of slowing. Quite apart from the problems this causes for residents and visitors finding their own places to park, inconsiderate parking makes it difficult for deliveries and for pedestrians to cross the road or use the</p>	<p>Whilst the roads in question are (with the possible exception of the Aylesbury Road Square) only wide enough to support parking on one side, it was determined that the scheme should not dictate on which side of the road motorists may or</p>

	<p>pavements safely. On one occasion, cars parked at the entrance to Siskin Close prevented an ambulance from entering the street and a casualty had to be wheeled down the middle of the road on a trolley.</p> <p>This brings me onto my only reservation about the proposed restrictions. It is proposed that the whole of Siskin Close (except for a small area at the entrance) be single-yellow lines. It is often the case that motorists park on both sides of the road, with cars staggered so as to form a kind of chicane. It is precisely this which causes difficulty for large vehicles, and it will not be prevented by the proposed restrictions. Further, it is not proposed to protect the turning circle at the head of the close, nor the area opposite the entrance to the shared driveway near the entrance to the close. Parking opposite this driveway prevents large vehicles from entering or leaving that roadway.</p> <p>I suggest, therefore, that double yellow lines be imposed along the whole of the even-numbered (east) side of Siskin Close, and around the head of the close, until they are level with the western edge of the main part of the road. This would keep parking to one side of the road, and protect the turning circle without unduly restricting parking. You will note that it would prevent me from parking outside my own house so I hope that it is obvious that I propose this from the wider good rather than out of self-interest.</p> <p><i>I would still support the proposal if the amendment were not</i></p>	may not park.
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	<i>possible</i>	
Siskin Close	<p>My family object to the proposed parking restrictions for the Goat Lees estate as these do not benefit residents. The proposals are a restrictive solution not a constructive one. They do not seem to have taken residents needs into account at all, even though I have given input and requested resident exemptions. This is a housing estate so residents and their guests need to be able to park on the streets at any time of day. The estate was designed so that street parking was available and many households rely on street parking in addition to their own driveways. It is quite usual for guests and people visiting for work reasons (eg gas service, sky installations), to park along our streets and this doesn't cause a problem at all. This is a normal part of life, not something that should or can be timetabled around parking restrictions. We residents should not be subject to restrictions - we are the innocent householders who have done nothing wrong. The problem parking comes from office workers who <u>chose</u> to park on our estate because it is free to them, rather than use their on-site car park which is payable. Many residents, including myself, do not work 'conventional' office hours so need to be at home during the hours the scheme will restrict parking. I sometimes need to park my vehicle on the street outside my own home, where it does not create a problem, and should be able to continue to do so. This is where I live. My daughter attends Goat Lees Primary School and I sometimes attend school functions, which also occur during the proposed times that parking restrictions would be in effect. Surely I should be allowed to park outside my own</p>	<p>Parking on a publicly adopted highway is permissible only through the consent of the local highway authority. Ownership of a property does not confer a right to park on the public highway adjacent to that property.</p> <p>Displacement is a consequence of any parking scheme which will prevent parking in locations previously used, although the key factor is where this displacement will occur. It is the intention that implementing the proposals within the five roads in question will push business park users to their on-site parking rather than adjacent streets, due to the increased distance between parking place and end destination.</p> <p>The double yellow lines proposed as part of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so.</p> <p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to</p>

	<p>home so that I can walk to the primary school to be at her school events? Under the proposed restrictions I wouldn't be allowed to do so! How completely ridiculous! There is a significant area of double yellow lines proposed near my street and at the moment this is used by residents for parking along one side of the road. Where are they supposed to park if double yellow lines are introduced as proposed? Their cars (and parking needs in general) won't disappear by magic when they arrive home! The yellow lines will in effect create parking pressures on other areas of the estate where there are currently no problems. Far from addressing the actual cause of the parking problems, the parking scheme will have a significant adverse effect on the people who live on the estate. the only way to have the right effect is to have a scheme which caters for residents' needs, by having exemptions for residents and their guests. The proposed scheme does not do this so is not acceptable at all. There appears to be a complete lack of joined up thinking in all of this. The parking issues are a direct result of the office development itself; they are not related to the residents of the estate, we are the victims of the problem! Please ensure the proposed scheme is thrown out - it is completely unacceptable.</p>	<p>limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p>
Siskin Close	<ol style="list-style-type: none"> 1. In the areas you propose to put double lines, the people INCLUDING RESIDENTS who currently park in those areas will start to park in the nearby single line areas such as Siskin close. So we will be more congested than at present. 2. I do not believe that a significant amount of cars currently parking on the road are non residents. 3. I have recently bought this house. I would not have bought it if 	<p>The double yellow lines proposed as part of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so.</p> <p>The creation of a residents' exemption permit scheme is difficult to justify as all</p>

	<p>i had known the council wanted to dictate when my friends could visit/park.</p> <p>4. The block paved close is attractive. It will be spoilt by yellow lines.</p> <p>5. If you have to do something (I don't think there is a problem, but..) you should issue free residents parking permits. Whomever proposed this I find hard to believe actually lives here. It should be up to the residents to decide.</p>	<p>properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p>
Siskin Close	<p>My family are residents of Siskin Close in Kennington. We have recently received the notifications in relation to the proposed parking controls on the Goat Lees residential estate.</p> <p>Whilst we are supportive of the overall reasons for parking restrictions to be in place, to minimise the overspill of required parking from the Eureka Business Park, we are opposed to the restrictions that are also being placed on residents in relation to both single and double yellow lines. Many of the properties on the estate have minimal off road parking and therefore on road parking is required. This requirement is increased when family and friends visit etc.</p> <p>In short, on road parking for residents is necessary at all times of the day and night, where both double yellow lines and single yellow lines are proposed, and therefore we formally object to this proposal.</p>	<p>The double yellow lines proposed as part of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so.</p> <p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p>

	As an alternative, is there an option for residents to be exempt from the parking proposal perhaps through a parking permit system?	
Siskin Close	<p>I support the proposed parking scheme with amendments.</p> <p>I would suggest residents be allowed one or two parking permits to allow for their second vehicles or visitors to be able to park during the restricted times.</p> <p>The real issue here is employees of the local businesses parking in our streets not the residents themselves.</p> <p>The real issue here is employees of the local businesses parking in our streets not the residents themselves.</p> <p><i>I would have to object if the proposal will restrict residents to only one vehicle per household as most of the homes on siskin close only have off street parking for one car.</i></p>	The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.
Siskin Close	No comments	
Siskin Close	No comments	
Siskin Close	i brought my house which only has parking for one car .need road to park other cars .it seem so obvious that the council cocked up and need to put in more parking around offices .or give residents parking permits	The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits.

		The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.
Snipe Close	I am writing to register my support for the proposed Goat Lees parking scheme. I live in Snipe Close and also work locally (although not in the new offices causing the parking problems) so regularly see first hand how the current arrangements are affecting residents here.	
Snipe Close	No comments	
Snipe Close	Residents should be exempt and be issued with permits as our household has three cars and will be unable to park at our property. Trusting you will consider issuing permits for residents. With respect we have more than two vehicles in our household as there are four adults. Where should we park the other vehicles between the hours that are restricted? Having spoken to neighbours we are at a loss to understand why resident parking is not permitted? my mother lives in Norwood gardens and she has a resident parking permit and also has off road parking!!!	The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.

ADDITIONAL COMMENTS

Response from	Comments received	Officer's assessment
Dexter Close	<p>We mostly support the proposal for double yellow lines in some parts of the Goat Lees estate plus single lines preventing all day commuter parking in much of the estate. We propose an amendment for Dexter Close. The current proposal for double yellow lines in Trinity Road will result in parents parking in Dexter Close at school closing time. The restricted parking near the offices may push all day parking up to Dexter Close. When cars park in Dexter Close between the vehicular accesses to numbers 1-8 and 10 Dexter Close and Trinity Road any car turning left into Dexter Close is at risk of driving into the back of a vehicle parked on the left or into the front of a car leaving Dexter Close and driving round a vehicle parked on the other side. We propose that the very short double yellow lines at the entrance to Dexter Close be extended ideally to the vehicular accesses to numbers 1-8 and 10. As a compromise the double yellow lines should extend at least as far as the front elevations of the garage to number 2 Dexter Close.</p> <p><i>On balance, we would support the restrictions. (if the amendment requested could not be made)</i></p>	Any on street parking can be viewed as an obstruction, however as parking in this location would not prevent the free flow of traffic along the road and would not intrude within 10 metres of the Trinity Road/Dexter Close junction, there is little justification to prohibit waiting in this location.
Dexter Close	We support the proposal but have concern that the business parking may shift to Galloway Drive and Dexter Close since there is a short footpath to connect these roads to Dunnock Road. We trust the parking restriction will be extended to these roads should this occur.	Any extension to the scheme to include additional streets at a later date would be subject to further scheme design and consultation.
Dexter Close	<p>1 There is an error on your plan as there is a second bus top on Trinity Road that does not appear on the plan.</p> <p>2 The letter addressed to me was postcode [REDACTED]. I live at</p>	The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to

	<p>██████████!</p> <p>3 As things stand I would object to the proposal unless point 4 is addressed.</p> <p>4 No mention is made of what provision you are making for visitors to residents. Example. The grandparents are coming to stay for 3 days. On day 2 the family are all going out for the day so are unable to move the car. Is some disc or permit being given to affected residents? You cannot expect visitors to have to rush out and move the car for an hour.</p> <p>5 If point 2 is not taken into consideration then you are penalising the residents over Eureka Park and these people bought their homes in good faith and I expect those directly involved will vote against the proposal.</p> <p>6 This problem has arisen because of a lack of forethought by Ashford Borough Council when granting planning permission for construction of the business park. It is no good saying use public transport as people come from various towns to work there.</p> <p>7 Any further planning must have sensible provision for parking on Eureka Park. Short term parking for people who attend for meetings and daily parking. I appreciate any charge for said parking is out of your hands but stipulation needs to be made in any future discussions.</p>	<p>private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p> <p>Planning concerns should be addressed to the appropriate Planning and Development Officers, and are not the subject of this consultation.</p>
Dexter Close	No comments	
Freathy Lane	<p>May I say we welcome these proposed parking controls as we have noticed since being here what a problem careless parking has created. At the junction of Freathy Lane with Trinity Road, for example, we experience daily problems as vehicles park at</p>	<p>This scheme addresses traffic congestion arising from overspill business parking within Aylesbury, Dunnock and Muscovy Roads and Siskin and Snipe Closes.</p>

	<p>the entrance to Freathy Lane dropping off and waiting to collect children from the nearby Towers School. Freathy Lane is a narrow estate road ,single track with passing places and turning bays, and this practice creates real safety concerns including access for emergency vehicles. We are pleased to see that it is proposed to extend the current no parking restrictions at the entrance to the estate , although I have to say the current double yellow lines are ignored by many car users. The only concern we would have with the proposals would be that vehicles may park further down Freathy Lane and as the road is mainly single Track this may create problems elsewhere . Consequently we wondered whether it would be worth considering applying double yellow (no parking) restrictions in the various passing places and Turning bays to prevent parking in these areas. As a principle perhaps this could apply to other estate roads in the vicinity.</p>	<p>Observations have not borne out a need for restrictions within Freathy Lane beyond those already in place. Any extension to the scheme to include additional streets at a later date would be subject to further scheme design and consultation.</p>
Hereford Close	<p>I am concerned that the map available on the consultation site does not include the restriction details that you talk about in your letter. i.e. junctions of Dexter Close and Guernsey Way and Trinity Road. Please could you update this information.</p> <p>I am extremely concerned on the amount of restricted parking and the distance it covers. Have the NHS and other businesses on Eureka park now negotiated further parking spaces that have become available? Is this just the start I wonder and how far will these restrictions advance on the other side of the road. What was the outcome with regard to Guernsey Way?</p>	<p>The plan on the consultation site shows the full extent of restrictions proposed as part of this scheme, which are minimal for the roads to the south-east of Trinity Road.</p> <p>An increase to the parking capacity at the Eureka Business Park site has now been completed and opened, and several businesses on the site have purchased additional spaces within the extended car park. Increased uptake of the expanded car park facility at the Eureka Business Park will take place over time, particularly for occasional users of the park.</p>
Hurst Road	<p>I am writing to confirm my support for the proposal with one</p>	<p>The double yellow lines proposed as part</p>

minor amendment.

I live at ■■■ Hurst Road (■■■■■■■■■■). Under the current proposal 109 and 111 are the only houses with double yellow (no waiting at any time) lines directly outside their properties. I do not believe I am being disingenuous in questioning why the lines have been stretched beyond the archway standing past 111. I can see no valid safety reason why the lines could not stop at the archway. As it stands these two properties are the only houses affected across the whole immediate complex, incorporating many residential properties. All other residents will be able to continue to park outside their properties as they have always historically done. In stark contrast, I have two young children, under the new scheme i will have to park over 75 yards from my front door. This in my opinion presents a greater risk to my children who will have to walk along a busy thoroughfare regularly populated by large vehicles, including a busy bus service.

In summary, I propose this minor amendment in order to ensure parity among all local residents, to maintain a safe environment for my children and simply because I can perceive no valid reason, safety or practical, why the yellow lines need to stretch past the archway.

I am in principle in support of the proposed implementation of parking restrictions. I do though maintain my caveat – that I do not believe that the double yellow lines need to extend to outside 109 Hurst Road. As outlined in my previous email, this seems profoundly unfair, unnecessary and simply means my young children will have to negotiate a 75yard walk alongside and crossing traffic.

of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so. In this specific case, the double yellow lines are designed to prohibit parking in a location which would impede the free flow of traffic (including public service vehicles) through Hurst Road.

<p>Jersey Close</p>	<p>I would just like to notify you that we Support the proposal but would like to see the yellow line on the entrance to Jersey Close extended up to the entrance of Frisian Way as this is a narrow point in the road and with cars parked opposite the entrance to my drive I can not enter or exit during school dropping off and pick up times.</p> <p><i>I will support the proposed restrictions.</i></p>	<p>This scheme addresses traffic congestion arising from overspill business parking within Aylesbury, Dunnock and Muscovy Roads and Siskin and Snipe Closes. Observations have not borne out a need for restrictions within Jersey Close beyond those already in place. Any extension to the scheme to include additional streets at a later date would be subject to further scheme design and consultation.</p> <p>Any on street parking can be viewed as an obstruction, however as parking in this location would not prevent the free flow of traffic along the road and would not intrude within 10 metres of the junction of Jersey Close/Trinity Road there is little justification to prohibit waiting in this location.</p> <p>There is no prohibition within the Highway Code to prevent parking opposite a property access.</p>
<p>Rothbrook Drive</p>	<p>my suggestion is to allow free parking all day in back of houses 26 - 22 in Rothbrook Drive to allow those people to park next to their homes and avoiding their parking elsewhere</p> <p>End of Hurst Road comes to end of Rothbrook Drive. 5 houses with addresses 21-26,Rothbrook Drive have their back gardens with gates along Hurst Hurst Road.</p>	<p>No restrictions are proposed in this location as part of these proposals, and the distance between this point and the limit of the proposed scheme means that displacement of traffic to Rothbrook Drive from the scheme area is very unlikely.</p>

	<p>They park they cars behind their houses in Hurst Rd because:</p> <ul style="list-style-type: none"> -they can see them from they houses -that is the quickest way to curry shopping home -that is where they put their rubbish for collection <p>Therefore it makes sense not to put any parking restrictions there .</p> <p>I have not notice any additional cars (not belonging to our local residents) parked in this area.</p> <p>I worry that restrictions in Hurst Rd will cause problems in 'our' parking in front of houses 27-31 Rothbrook Drive, which is allready full.</p>	
<p>No address details provided</p>	<p>I am a resident on Goat Lees and I am not in favour of the single yellow lines being placed on the residential roads, unless residents will be given visitors permits in order to allow visitors to be able to park during the restricted times. I feel very strongly that it is not the residents fault that planning permission was given to the eureka business park without adequate parking facilities being a condition and therefore residents on the neighbouring residential site are now inconvenienced.</p>	<p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p> <p>Planning concerns should be addressed to the appropriate Planning and Development Officers, and are not the subject of this consultation.</p>

Agenda Item No: 10
Report To: Joint Transportation Board
Date: Tuesday 11th March 2014
Report Title: Prioritised List of Requested Parking Controls for Investigation and Possible Implementation
Report Author: Ray Wilkinson, Engineering Services Manager



Summary: This report presents an updated list of requested schemes for investigation which the Board is asked to endorse. The report also details the methodology employed for assessing scheme requests and determining priority status within the list as well as providing an update on progress made on all schemes in the agreed 2013/14 list.

Key Decision: NO

Affected Wards: All

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

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

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

Purpose of the Report

1. This report presents an updated list of requested schemes for investigation which the Board is asked to endorse. The report also details the methodology employed for assessing scheme requests and determining priority status within the list as well as providing an update on progress made on all schemes in the agreed 2013/14 list.

Issue to be Decided

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

Background

3. A large number of requests for parking controls are received each year from a variety of sources including, residents, County and Borough Members, Parish Councils, bus operators, businesses and the emergency services. Given the finite availability of resources it is therefore important to develop a fair and logical method by which to prioritise these requests.
4. Following agreement by the Board at its meeting of 12th March 2013, the current list has guided the scheme work over the 2013/14 year. The list has subsequently been updated to reflect the completion of schemes, new scheme requests and any changes in the circumstances relating to requested schemes to form a 2014/15 scheme priority list for the Board's consideration.
5. Any scheme requests received after the finalisation of the 2014/15 list will be recorded for inclusion on the following year's list unless they are of an emergency nature – i.e. are the subject of a formal notification from Kent Police or concern a crash site as recorded on the crash data base relating to dangerous parking practices. This process not only ensures that scheme requests are dealt with fairly and logically but it also avoid the delays commonly experienced as a result of extended dialogues between Officers and requesters throughout the year on when newly proposed schemes might be implemented.
6. It should however be borne in mind that the proposed list represents simply an order of priority, not a project programme. The nature of these schemes is such that it is impossible to reliably determine the involvement required for a particular scheme prior to its instigation. Not only may the complexity and scope of the proposals vary considerably between schemes, but external factors such as the level of support / objection received from residents, statutory consultees and local bodies also has a major impact on the involvement required. In an average year (based on current staff resource) it can be anticipated that somewhere in the region of 10 schemes may be

progressed to implementation but this is obviously subject to substantial variation.

Types of Scheme

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

Staff Resource

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

Funding Sources

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

Prioritisation Methodology

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

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

- **Safety Implications**

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

- **Compliance with Legislation and National Guidance**

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

- **Improvement to the Highway Amenity**

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

- **Supporting Sustainable Transport**

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

- **Delivering Corporate Objectives**

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

- **Risk of Unintended Consequences**

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

- **Value for money**

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

- **Likely Success of the Scheme**

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

- **Availability of Funding**

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

- **Can the Scheme be Combined?**

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

Schemes Agreed for Implementation / Completed in 2013/14

20. 11 schemes were fully implemented in 2013/14; however the Goat Lees scheme has represented a significant commitment of the Engineering Services team over the past year to the detriment of other scheme work. Informal consultation on two options for the Goat Lees scheme was held immediately prior to the presentation of last year's Prioritised List, with officers carrying out analysis of these results and presented these to the Board at its meeting of 11th June 2013. Further to this officers have conducted a further formal consultation on a revised scheme and analysed these results for presentation to the Board at this meeting.
21. Progress has been made on the design of several schemes contained in the 2013/14 list and it is hoped that these schemes will be progressed to consultation shortly. Full details of the schemes and their current status can be found below.

Pittlesden, Tenterden (Completed)

22. This scheme was intended to address inconsiderate and unsafe parking by residents and commuters – primarily obstructive parking and parking on the green fronting Nos. 3-9. Pittlesden lies adjacent to Tenterden High Street attracting significant numbers of commuters looking for free all day parking. In addition the properties have relatively few off-street parking facilities and the configuration of the road does not lend itself to extensive parking. As a result on-street parking demand significantly outstrips the availability of suitable parking.
23. The scheme was proposed in combination with works to convert a section of the green to a lay-by area to provide parking. The scheme was consulted on in autumn 2012 and subsequently approved by the Board at the meeting of 11th December 2012.

Station Road, Pluckley (Completed)

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

to a special meeting of the Board on 19th February 2013 where the scheme was agreed for implementation.

Willesborough Infants & Juniors Schools (Completed)

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

Downs View Infant & Kennington Junior Schools (Completed)

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

Aldington Primary School (Completed)

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

Smarden Primary School Extension (Completed)

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

Arlington (Completed)

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

John Wallis Academy (Completed)

33. This scheme was a KCC Member Highway Funded scheme intended to address unsafe parking practices at the beginning and end of the school day, consisting of a combination of 'no waiting at any time' and 'school keep clear' restrictions. Due to time constraints the consultation process was carried out by KCC's term consultant.

Administrative Amendment (Completed)

34. This scheme consisted of various administrative changes to the existing parking and waiting traffic order (as amended) in order to address a number of outstanding anomalies and update certain references within the order to enable more effective enforcement of existing restrictions. The amendment was requested by ABC's Parking Services.

Leacon Lane, Charing (Completed)

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

Faversham Road (Scheme rejected by the Board)

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

Willesborough Lees (Completed)

37. This safety scheme was proposed as part of a larger multi-agency approach to tackling transport and commuter parking problems affecting the William Harvey Hospital and surrounding residential roads. A controlled parking zone was implemented across a 500m radius of the hospital in 2007 in order to tackle dangerous and unsuitable parking and also to provide residents with greater opportunities to find parking in the vicinity of their homes. Since that

time however there is evidence that commuter parking has extended beyond this zone and has now become a problem in residential roads on the periphery of the existing controlled parking zone.

38. The scheme was approved for consultation by the Board at the meeting of 11th September 2012 and taken to formal consultation in Autumn 2012, unfortunately however a number of responses received in the form of a pre-populated response sheet disseminated by a local action group proved difficult to interpret and it was therefore necessary to write back to the respondees seeking clarification. As a result a holding report was provided to the Board at its meeting of 11th December 2012 and a full report detailing the results and analysis of the consultation was presented at the special meeting of 19th February 2013. In view of concerns expressed by the Ward Member, the Board took the decision to defer a decision and a meeting was subsequently held with the Board Chair, Vice Chair, Portfolio Holder and Ward Member to discuss revisions to the scheme. A report on the revised scheme was presented to the Board at its meeting of 12th March 2013, and implementation was recommended.
39. The safety scheme has now been implemented and extensions to the parking within the William Harvey Hospital, which will allow for the release of more staff parking permits, are due to be completed in April 2014. EKHUFT have also approached the bus operator with funding to provide for new bus services connecting the Hospital with Kennington, Park Farm and the town centre which are due to commence in April 2014.

North School, Willesborough (No longer required)

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

Bybrook Road (No longer required)

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

The Schemes: What, Why & How?

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

Cobbs Wood Industrial Estate (Priority No. 1)

43. This scheme is proposed in order to address unsafe and unsuitable parking practices on the Cobbs Wood estate. There is a record of personal injury

crashes on the estate. At present the estate is subject to a number of sections of single yellow line which have been in-situ since sometime before 2000. The location and extent of the current restrictions require review however, due to inconsistencies in their positioning. In addition the use of single yellow lines effectively indicates to motorists that parking in these locations is acceptable outside of the working day. This is not the case in many of the locations where single yellow lines are currently employed - around junctions, bends and where the road is too narrow to safely accommodate parking. The Highway Code specifically stipulates that parking should not take place in these locations at any time. The single yellow line restrictions have also proved difficult to enforce because motorists regularly remove the sign plates making the lines unenforceable. The scheme will therefore require these lines to be replaced with double yellow lines.

44. Following a request made via the Quality Bus Partnership, it is also intended to include safety restrictions in Loudon Way between and including its junctions with Chart Road and East Lodge Road to address overspill parking from the estate into the residential area. The design of this scheme is currently underway.
45. The scheme is to be partly funded by KCC's crash remedial budget.

Consolidation Order (Priority No. 2)

46. This scheme does not constitute the introduction of new or removal of existing restrictions but instead relates to the administrative management of restrictions. In order to ensure that enforcement functions can be carried out effectively and to avoid potential administrative errors in writing new traffic orders it is necessary to regularly consolidate all amendments in a new consolidated order. Once the traffic orders for those schemes agreed and currently awaiting implementation have been sealed there will be a total of 29 amendment orders to the current consolidation order (last consolidated in 2007). Given the large number of current amendments the need to consolidate all restrictions is now urgent in order to ensure that all existing restrictions may be effectively enforced.
47. The drafting of the consolidation order has been completed, and it is due to be put out to consultation in March 2014.

Goat Lees (Priority No. 3)

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

overspill parking. Due to opposition from the Ward Member and Parish Council however the decision was taken to reject the scheme and request that Officers recommence the process to find a solution to the parking issues.

50. A meeting was subsequently held between Officers, the Portfolio Holder, the Deputy Leader, the Ward Member, County Member and Parish Council to find a solution. In this and subsequent meetings it was agreed that a parking management scheme would be formulated and KCC's term consultant would carry out an informal consultation offering residents a choice of scheme options. The informal consultation was completed on 14th March 2013 and a report detailing the results was presented to the Board at its meeting of 11th June 2013. The Board took the decision to approve formal consultation on a Safety Scheme for the area subject to further discussions with the relevant local Members, Parish Council and the landlord at the Eureka Business Park.
51. Formal consultation on an amended scheme took place between 19th December 2013 and 17th January 2014, and a report on the results of this consultation is due to be presented to the Board at this meeting.

Various Locations, Wye (Priority No. 4)

52. This scheme addresses several discrete issues. In Bridge Street there are currently obstructive parking problems which are impacting on the bus service. The bus operator has expressed concern and stated that without resolution they will have to re-evaluate the viability of the route. In Bramble Lane there is a safety issue concerning regular parking around the junction with Havillands Place, the access of the Station car park, and the nearby bend.
53. Issues have also been noted regarding obstructive parking on Churchfield Way, the entrance to Stonegate and the Church Street/Churchfield Way junction; and it is intended to include measures for these areas within the scheme. Wye Parish Council have set aside funding for this scheme.

Bluebell Road & Violet Way, Park Farm West (Priority No. 5)

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

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

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

High Street & Oaks Road, Tenterden (Priority No. 7)

57. A request has been received from ABC's Licensing Dept for a review of the restrictions currently governing those parking bays on which Tenterden's Friday street market takes place. At present the 1 hour limited waiting bays (in the High Street) are suspended on Friday mornings between 6am – 10am. This prevents vehicles parking in the bays before the market vendors have had the opportunity to set up their stalls. After 10am those bays not utilised by stalls then become available for parking once again. It has been suggested that there may be an opportunity to bring forward the end of the termination period to allow public use of those bays not occupied by market stalls slightly earlier without impacting on the stall holders themselves.
58. In addition, the market has recently been consolidated into a more compact format freeing up a number of parking bays at its south-western extremity. The Friday morning suspension can therefore be removed from these bays, freeing them up for public use. This work is to be funded by ABC's Licensing Dept budget. Given the high demand for on-street parking in the area, the optimisation of available on-street bays will benefit town centre businesses.
59. A request has also been received from Tenterden Town Council for the existing waiting restrictions on the southern side of the High Street between Bridewell Lane and the William Caxton Pub to be amended and apply between 8am and 6pm for seven days as opposed to the current six day restriction in order to prevent obstructive parking in this location on Sundays.
60. The removal of certain parking bays on Oaks Road has also been requested by the County Member in order to enhance the safety of pedestrians crossing Oaks Road in the vicinity of The Fairings.

Sir John Fogge Avenue (Priority No. 8)

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

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

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

Parking Zones D, E, F & G (Priority No. 10)

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

Various Locations – Bus Routes (Priority No. 11)

65. This scheme consists of safety restrictions in a variety of locations in order to address congestion issues impacting on bus services and the introduction of bus stop clearways (in tandem with bus boarders) at those stops within the Borough where they have yet to be introduced. The introduction of these restrictions were outlined in the 'Bus Strategy for Ashford (2006)' as actions for KCC. However due to funding issues much of the work identified remains outstanding.

Various Locations – Refuse collection issues (Priority No. 12)

66. This is a new scheme request for 2014/15. The waste contractor has requested the investigation and possible implementation of restrictions in various locations throughout the borough to address instances of obstructive parking which prevent refuse collections from resident properties since the introduction of the new waste collection service.
67. Dependent on location, it may be possible for certain locations to be combined with other schemes in the Prioritised List of Requested Parking Controls for Investigation and Possible Implementation.
68. A source of funding for this scheme is yet to be identified.

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

69. A scheme has been requested in these roads in order to address the current unsafe / nuisance parking taking place as a result of high parking demand

generated by town centre commuters. A source of funding for this work has not yet been identified.

Various locations, Tenterden (Priority No. 14)

70. This is a new scheme request for 2014/15, and has been received from the Ward Member for Tenterden North to address unsafe / nuisance parking in residential streets surrounding the High Street. The Ward Member has suggested revisiting the proposals put forward in the 2007 Tenterden and St. Michaels Parking Review, as the affected streets fall within Zone 1 as identified in this review. A source of funding for this work has yet to be identified.

Fairview (Priority No. 15)

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

High Street, Charing (Priority No. 16)

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

The Street, Great Chart (Priority No. 17)

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

Star Road and Mill Court estates (Zones 6 & 7) (Priority No. 18)

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

Godfrey Walk and Surrounding Streets (Zone 10) (Priority No.19)

75. This is a new scheme request for 2014/15, and has been received from the Ward Member for either a safety or parking management scheme to address commuter parking issues in this area generated by Ashford International Rail Station and town centre commuters. A source of funding for this scheme has yet to be identified.

High Street, Biddenden (Priority No. 20)

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

St Stephens Walk (Priority No. 21)

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

Chilham Square (Priority No. 22)

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

Various locations – ‘School Keep Clear’ markings (Priority No. 23)

79. KCC has proposed a review of all school crossing points with a view to formalising existing advisory ‘school keep clear’ markings and introducing new markings where necessary to provide greater safety around school crossing points.
80. The formalisation of ‘school keep clear’ markings (i.e. their inclusion in a traffic order) allows ABC’s Civil Enforcement Officers to issue penalty charge notices to any vehicles parking in contravention of the restriction. Advisory markings cannot be enforced and therefore their deterrent effect is more limited.
81. There are currently a significant number of historical advisory ‘school keep clear’ markings in the Borough. These markings require review before formalisation to ensure that they are both necessary and optimally located. In addition other locations currently without ‘school keep clear’ markings may benefit from their introduction. This scheme would therefore require a comprehensive review of all school sites. A funding source for this scheme has yet to be confirmed.

Tannery Lane, Ashford (Priority No. 24)

82. This scheme has been requested by ABC’s Parking Services due to on-going parking issues around the Royal Mail Sorting Office located in Tannery Lane. There is currently no off-street parking provision for customers picking up parcels resulting in significant demand for on-street parking. It is therefore

proposed to review current parking restrictions in the vicinity of the Sorting Office to assess whether some parking may be safely accommodated and either installing a length of limited waiting bays or a 'no loading' restriction accordingly.

Hamstreet Primary School (Priority No. 25)

83. A request has been received from the Ward Member and Parish Council for an investigation into the potential provision of safety restrictions in the vicinity of Hamstreet Primary School. At present there are regular issues of unsafe and obstructive parking in the vicinity of the school at the beginning of the school day including reports of parking on junctions and on both sides of the road (where the carriageway is off insufficient width). The Ward Member has said they would be prepared to provide funding for this scheme.

Bilsington Cross Roads (Priority No. 26)

84. The request has been received from the Parish Council for the introduction of junction protection around the Bilsington Cross Roads to address current unsafe and obstructive parking practices. A funding source for this scheme has yet to be identified.

Ellingham Industrial Estate (Priority No. 27)

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

A20, Charing, Hothfield & Westwell (Priority No. 28)

87. This scheme has been requested in order to tackle nuisance parking currently taking place in a number of lay-bys along the A20. This nuisance parking is the result of long distance lorry drivers laying over in these lay-bys and depositing refuse - including human waste. In addition there have also been complaints from nearby residents regarding noise issues, specifically generator noise from refrigerated vehicles.

The Street, Appledore (Priority No. 29)

88. This scheme has been requested by the Parish Council and Ward Member to address unsafe and obstructive parking practices on The Street, Appledore and around its junction with Court Lodge Road. In addition it is understood

that discussion is underway between the parties concerned regarding the potential provision of an off-street parking facility access off Court Lodge Road to accommodate those vehicles displaced by the safety scheme.

Adams Drive, Billington Grove & Drummond Grove (Priority No. 30)

89. Developer funding has been set aside for the investigation of potential parking issues and the implementation of parking restrictions as necessary on this new estate. The developer funding must be handed back if it remains unspent by 24th October 2017.

Kings Avenue (former Ashford Hospital Site) (Priority No. 31)

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

Conclusion

91. As can be seen from the above a wide variety of scheme requests are received each year from various bodies dealing with a range of parking issues. 15 of the 31 schemes have been requested either wholly or partly on safety grounds, and 14 because of traffic congestion. It is understandable that people who live or work in these areas are concerned to ensure that parking schemes are developed and that they have the 'comfort' of knowing if, and when, they will be implemented.
92. As we have stated earlier, due to the limited resources available it is simply not possible to address all these schemes in any given year. It would, therefore, appear to be vital that a logical, fair and transparent method of handling these requests is applied. This not only ensures that best value is achieved but also that those requesting the schemes can see that their schemes have been properly and objectively assessed and that everyone has been dealt with even-handedly.
93. The Prioritised Scheme List (Appendix 1) has been formulated using the above criteria and the Board is therefore asked to endorse this list for application.

Portfolio Holder's Views

94. To be provided at the meeting.

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Appendix 1

2014/1 5 Priority	2013/1 4 Priority No.	Location	Description	Requested by	Funding Source	Scheme Type	Responsibility	Current Status
		Pittlesden, Tenterden	Safety restrictions to address unsafe / unsuitable parking by residents & commuters	County & Borough Members	KCC Member Highway Fund	Traffic congestion	KCC	Completed
		Station Road, Pluckley	Safety restrictions to address dangerous parking either side of the humpback bridge highlighted by the police (who have issued a formal notification)	Police	KCC Crash Remedial budget	Safety	KCC	Completed
		Willesborough Junior School	Safety restrictions to control unsafe parking at the beginning and end of the school day	Ward Member	KCC Member Highway Fund	Safety & traffic congestion	KCC	Completed
		Downs View School & Kennington Juniors	Safety restrictions to control unsafe parking at the beginning and end of the school day	County & Borough Members	KCC Member Highway Fund	Safety & traffic congestion	KCC	Completed
		Aldington Primary School	Safety restrictions around Aldington Primary School to address dangerous parking practices at the beginning and end of the school day	County Member	KCC Member Highway Fund	Safety	KCC	Completed
		Smarden Primary School	Minor extension to the safety restrictions implemented in 2011 around Smarden Primary School to address dangerous parking practices at the beginning and end of the school day.	Parish Council	KCC Crash Remedial budget	Safety & nuisance parking	KCC	Completed
		Arlington, Ashford	Safety restrictions to address unsafe / unsuitable parking by residents & pub / take away patrons	County Member	KCC Member Highway Fund	Safety & nuisance parking	KCC	Completed

		John Wallis Academy	Safety restrictions around John Wallis Academy to address dangerous parking practices at the beginning and end of the school day	County Member	KCC Member Highway Fund	Safety & traffic congestion	KCC	Completed
		N/A	Administrative changes to the existing traffic order (as amended) to address various minor anomalies	Parking Services	ABC Engineering Services / Parking Services	Administrative only	ABC	Completed
		Leacon Lane, Charing	Safety restrictions to address unsafe / unsuitable parking around the junction of Leacon Lane & Maidstone Road lay by	County Member	KCC Member Highway Fund	Safety & nuisance parking	KCC	Completed
		Faversham Road, Ashford	Safety restrictions to address unsafe / unsuitable parking	CRM	KCC Crash Remedial budget	Safety & traffic congestion	KCC	Rejected by the Board
	2	Willesborough Lees	Safety scheme around periphery of existing Zone F limited waiting scheme to control parking generated by William Harvey Hospital	County Member	KCC Member Highway Fund	Safety & nuisance parking	KCC	Safety scheme has been implemented, extension to the car park due for completion and improved bus links due to commence early April 2014
		North School	Safety restrictions to control unsafe parking at the beginning and end of the school day	County Member	KCC Member Highway Fund	Safety & traffic congestion	KCC	No longer required
		Bybrook Road	Relocation of bus stop	County Member	KCC Member Highway Fund	Traffic congestion	KCC	No longer required
1	1	Cobbs Wood Industrial Estate	Safety scheme to address unsafe / suitable parking by workers / visitors on the estate	KCC	KCC Crash Remedial budget	Safety & nuisance parking	KCC	Scheme design underway
2	3	N/A	Consolidation of all existing on-street traffic regulation orders	Parking Services	ABC Engineering Services / Parking Services	Administrative only	ABC	Out to consultation in March 2014

3	4	Goat Lees	Safety restrictions or parking management scheme to address commuter parking issues	Borough Member & Parish Council	KCC Member Highway Fund, Borough Member Fund & Parish Council	Safety & nuisance parking / parking management	KCC	Formal consultation completed - results of formal consultation to be considered by JTB 11th March 2014
4	5	Wye - Various Locations	Safety restrictions to address unsafe and obstructive parking in various locations within Wye	Previous Ward Member / Parish Council / Bus Operator	Parish Council	Safety & traffic congestion	KCC	Revised to include additional areas affected by obstructive parking
5	10	Bluebell Road & Violet Way, Park Farm West	Introduction of restrictions to help maintain bus access in Bluebell Road and avoid general traffic congestion in Violet Way	Developer / Bus operator	Developer & KCC Public Transport	Traffic congestion	KCC	Scheme design underway
6	6	O/S The Vine PH, High Street, Tenterden	Alterations to the bus stop configuration o/s The Vine PH to accommodate bus layovers	QBP	KCC Public Transport	Traffic congestion	KCC	
7	7	High Street & Oaks Road, Tenterden	Alterations to the restrictions relating to the Friday street market; alterations to the days of restriction on the High Street between Bridewell Lane and The William Caxton PH; Removal of certain parking bays in the vicinity of The Fairings, Oaks Road to enhance pedestrian safety	ABC Licensing Dept / Town Council / Borough Member	ABC Licensing Dept	Parking management	ABC	To be combined with The Vine PH scheme. Brief extended to remove the Friday 6 -10am waiting restriction between The Vine Inn and Natwest Bank following the part relocation of the stall market
8	8	Sir John Fogge Ave	Introduction of restrictions to help maintain bus access	Bus operator	KCC Transport Integration	Traffic congestion	KCC	Scheme design underway
9	9	Repton Avenue & Sir Bernard Paget Avenue	Safety scheme to address unsafe / unsuitable parking around the Waitrose Store generated by shoppers / residents	Waitrose Store	?	Traffic congestion	KCC	Scheme design underway
10	12	Parking Zones D, E, F & G	Revisions to parking zones D, E, F & G to replace 'no return to parking space' with 'no return to zone' restriction in parking bays	Parking Services	ABC Engineering Services / Parking Services	Parking management	ABC	To be carried out after the consolidation order and before St Teresas Close and Healthfield Road

11	11	Various locations	Safety restrictions to address bottlenecks on town centre bus routes as identified in the Bus Quality Partnership	QBP	KCC Public Transport	Traffic congestion	KCC	
12		Various throughout the Borough	Investigate possible restrictions to address service issues for refuse vehicles as identified by the borough waste contractor	Waste contractor	?	Safety & traffic congestion	KCC	
13	13	St Teresas Close & Heathfield Road	Safety scheme around periphery of existing Zone E limited waiting scheme to control parking generated by the town centre	Ward Member	?	Safety & nuisance parking	KCC	
14		Various Locations, Tenterden	Safety restrictions to address unsafe and nuisance parking practices in streets on the periphery of the High Street (Zone 1)	Ward Member	?	Safety & nuisance parking	KCC	
15	14	Fairview	Safety restrictions to control unsuitable parking by residents obstructing bus route and access to fire paths	Borough Member / Bus operator / Management Company	?	Traffic congestion	KCC	
16	15	High Street, Charing	Safety restrictions at junctions with School Road and Old Ashford Road. Also limited waiting parking bays in part of High Street to encourage turnover	Parish Council	?	Traffic congestion & parking management	KCC / ABC	
17	16	The Street, Great Chart	Safety restrictions to create passing places at intervals along one side of the carriageway	Ward Member & Parish Council	?	Traffic congestion & safety	KCC	
18	17	Star Road and Mill Court estates (Zones 6 & 7)	Safety restrictions or controlled parking zone to address commuter parking issues	Borough Member	?	Safety & nuisance parking / parking management	KCC / ABC	
19		Godfrey Walk and surrounding streets (Zone 10)	Safety restrictions or controlled parking zone to address commuter parking issues	Ward Member	?	Safety & nuisance parking / parking management	KCC / ABC	

20	18	High Street, Biddenden	Review of existing restrictions with a view to reducing their extent to better accommodate shoppers seeking on-street parking	Borough Member	?	Rationalisation of existing restrictions	KCC	
21	19	St Stephens Walk	Safety restrictions to address unsuitable parking around the Surgery	Ward Member	?	Nuisance parking	KCC	
22	20	Chilham Square	Restrictions to manage parking on the Square to balance the needs of residents, visitors and businesses	Parish Council	Chilham Future Delivery Board	Parking management	ABC	
23	21	Various throughout the Borough	Investigate new and review existing 'school keep clear' markings	?	?	Safety	KCC	
24	22	Tannery Lane, Ashford	Review of potential parking provision in the vicinity of Ashford Royal Mail Sorting Office	Parking Services	ABC Engineering Services / Parking Services	Parking management	ABC	
25	23	Hamstreet Primary School	Safety restrictions to control unsafe parking at the beginning and end of the school day	Parish Council / Ward Member	Member Fund	Safety & traffic congestion	KCC	
26	24	Bilsington Cross Roads	Introduction of junction protection	Parish Council	?	Safety	KCC	
27	25	Ellingham Industrial Estate	Investigation of current unsafe / unsuitable parking practices	Tenant	?	Safety & traffic congestion	KCC	
28	26	A20 Charing, Hothfield & Westwell	Overnight weight restriction in various laybys to control overnight lorry parking	County Member / Residents / Parish Council	KCC Member Highway Fund / ?	Nuisance parking	ABC	Awaiting outcome of JTB Overnight Lorry Parking Sub Group
29	27	The Street, Appledore	Safety restrictions to control unsafe parking	Parish Council / Ward Member	?	Safety & traffic congestion		
30	28	Adams Drive, Billington Grove & Drummond Grove	Investigate potential parking issues and implement restrictions as necessary	Planning Obligation	Developer funded	Safety & traffic congestion / traffic management	KCC / ABC	
31	29	Kings Avenue (former Ashford Hospital Site)	Review of level of on-street parking with a view to implementing parking controls as necessary	Planning Obligation	Developer funded	Safety / parking management	KCC/ABC	

Agenda Item No: 11

Report To: Joint Transportation Board

Date: 11th March 2014

Report Title: **Bus Gate Camera Enforcement**

Report Author: Sheila Davison Health, Parking & Community Safety Manager



Summary:	Report setting 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.
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Key Decision: YES

Affected Wards: Beaver and Godinton

Recommendations: **The Board is asked to consider the current position and be asked to:-**

- 1. Indicate continued support for the introduction of Bus Gate Camera Enforcement within the Borough of Ashford.**
- 2. Support relevant officers of Ashford Borough Council and KCC to continue working towards an appropriate solution.**

Policy Overview: Corporate Plan: Focus 2013-15

Financial Implications: Funding for the scheme has been identified and will come from a developer contribution. The capital budget available is £110,000 to design and install a scheme. It is not believed that the revenue costs will be fully funded by the scheme and this is a significant concern.

Risk Assessment There are both financial and legal risks associated with the project. These are highlighted within the report.

Equalities Impact Assessment To be undertaken as part of the schemes development.

Other Material Implications: None

Exemption Clauses: Not applicable

**Background
Papers:**

None

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Report Title: Bus Gate Camera Enforcement

Purpose of the Report

1. Previous reports submitted to the Joint Transportation Board (JTB) have outlined the tasks and indicative timetable for implementing Bus Gate Camera Enforcement. While many of the technical aspects relevant to this project are not in dispute, concerns have been raised in relation to the draft KCC agreement. This has to be signed in order for the scheme to be introduced.
2. The purpose of this report is to present to Members of the JTB the areas of concern.

Issue to be Decided

3. Members are asked to consider the issues addressed within this report and indicate continued support for the introduction of Bus Gate Camera Enforcement within the Borough of Ashford.
4. Members are asked to give their support to relevant officers of Ashford Borough Council and KCC to continue working towards an appropriate solution.

Background

5. This is a complex scheme involving numerous legal, financial and technical issues. The key steps towards successful implementation are as follows:
 - I. Sign the new agency agreement taking on responsibility for bus lane enforcement from KCC
 - II. Implement new Traffic Regulation Orders
 - III. Design and implement scheme details including signing and lining.
 - IV. Procurement of equipment which involves a tendering process by KCC
 - V. Communication campaign
 - VI. Scheme implementation
6. Step one is fundamental to the success of this scheme. Until the detailed legal and finance arrangements are clear no further work can be undertaken towards implementation.
7. At the December 2013 JTB meeting it was reported that the new agreement, as drafted by KCC, had been referred to Ashford's legal team for consideration.

Agreement & Financial Issues

8. The following issues have been raised in relation to the agreement:
 - I. The agreement is based on full cost recovery for the Borough Council. The fact that a high level of compliance is likely (and indeed an objective for introducing the scheme) means that it is totally unrealistic to achieve this position. As presently drafted the agreement only permits the Borough Council to retain 5% of the penalty fees over an above the administration costs. If the surplus income from penalty fees is zero, the Borough Council will get 5% of nothing.
 - II. The agreement is in effect open ended. While there are only two bus gates within Ashford at present, additional bus gates are planned. This could increase administration costs for the Borough Council and yet there is no mechanism to address any escalation in costs.
 - III. In taking on board bus gate enforcement the Borough Council also assumes liability for bus lane enforcement. This could be an additional enforcement burden for the Borough Council.
 - IV. There is no exit clause or strategy.
 - V. There are no performance indicators. Should for example KCC wish to leave the agreement at the end of the two year period, the Borough Council would have on-going costs e.g. software support and maintenance. There would also be staffing implications for those working in this area.
9. The following financial issues have also been raised:
 - I. While the initial capital costs are being covered by KCC, there are costs that will be borne by the Borough Council. These include purchasing additional back office software likely to be in the order of £14,000, on-going support and maintenance including upgrades (the cost of which has yet to be determined, tribunal fees (and tribunal potential costs if awarded where any decision isn't upheld) and most significantly the cost of staff involved in administering the various systems. It should be noted that the evidence captured by the camera has to be reviewed by a qualified civil enforcement officer. It is acknowledged that there is likely to be a high level of compliance, however, there will undoubtedly be fixed revenue (as yet undefined) costs associated with the on-going operation of the service.
 - II. As procurement of the system is being undertaken by KCC, the Borough Council is unclear at this point in time as to exactly what the costs are.
 - III. As previously stated, funding for the scheme has been identified and will come from a developer contribution linked to Godinton Road. The capital budget available is £110,000 to design and install a scheme. KCC are also responsible for funding the ongoing costs for the maintenance of all equipment. The problem is assumption that the revenue costs associated with the ongoing 'back office' system software and staffing costs to deal with the penalty notices will be funded by the Borough Council through the surplus generated. This we believe may not be possible.

- IV. The agreement indicates that both parties must have regard to the need to avoid a holding fund incurring any deficit in any one financial year. It is believed that a deficit will be incurred.

Risk Assessment

Financial

10. As indicated above, the financial risks are for the Borough Council as yet unquantified. They are also not future proofed in terms of development of the scheme as new bus gates are introduced.

Other risks

11. As part of this scheme, the Borough Council takes immediate responsibility for enforcement of the bus lane in Canterbury Road. This and future bus lanes will be unsuitable for static camera enforcement. They would require the presence of a civil enforcement officer and clearly this will deflect from other enforcement duties unless additional staff are employed.
12. In addition to the financial and legal risks there is a concern that the Government is reviewing the use of cameras for traffic offences. There is a possibility that camera use could become unlawful. The government initially raised the prospect of an outright ban in a consultation launched last December, after a report by the Transport Committee of MPs highlighted widespread abuse of the technology. While recent media articles suggest that the roads minister now conceded the camera enforcement can be a “useful tool” in some circumstances (such as outside schools) this remains an area of concern

Equalities Impact Assessment

13. To be undertaken as part of the schemes development.

Other Options Considered

14. Responsibility for maintaining and enforcing the current bus gates sits with KCC and Kent Police. The Borough Council does not have to enter into the agreement and the current arrangements can continue as now. The Borough Council has to question why it wants to take over the enforcement responsibility especially in the context of acquiring significant additional liabilities and costs.
15. The Godinton Road bus gate was originally installed with the intention that it would be enforced at a later date using camera enforcement operated by KCC. This remains an option.

Consultation

16. The subject of bus gate camera enforcement has received considerable media attention over recent years. Evidence from the Portfolio Holder suggests that this is a particular concern for local residents.

17. The project has required and will continue to require significant partnership working to deliver a successful scheme. There is agreement amongst officers that technically and operationally the proposals are sound. The agreement and costs are the sticking point.
18. As a result of the concerns outlined within this report, the Leader of Ashford Borough Council has written to the Leader of KCC advising that due to the legal and financial issues the agreement will not be signed.

Implications Assessment

19. The report addresses financial and legal issues. In addition to the civil enforcement officer evidence reviews, it is believed that an additional administrative support will be necessary within the Parking Team in order to provide this service.
20. It should be noted that the purpose of the bus gate is to ensure efficient running of the bus service and therefore this project has both social and environmental benefits. The fact that drivers attempt to tailgate authorised users of the bus gate also means that this project has public safety implications.

Handling

21. Future handling will depend upon the response from KCC.

Conclusion

22. While there is considerable support for actual scheme being proposed and a belief that technically it is a sensible decision, the significant risks identified, however, need to be resolved. It is hoped that this can happen while not underestimating the challenge involved.

Portfolio Holder's Views

23. I believe that bus gate camera enforcement in Ashford is essential and the only way forward. I'm extremely concerned about the problems that this proposal is encountering, in particular the ones identified in this report. There seems to be an element of intransience in the negotiations between ABC and KCC on this matter. I am of the view that if common sense prevails these problems could be overcome quite easily. The bus gates in Ashford have been abused for over a decade and it is imperative that they are enforced with cameras forthwith. **Cllr Bernard Heyes - Portfolio Holder for Transport, Highways and Engineering**

Contact: Sheila Davison, Jo Fox

Email: sheila.davison@ashford.gov.uk
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From: Andrew Loosemore
Head of Highway Operations

To: Joint Transportation Board

Date: 11th March 2014

Subject: Find and Fix - Weather Damage Repairs 2014

Classification: Unrestricted

Summary:

This report provides details of action being taken by Highways and Transportation to repair the road damage caused by the recent severe weather and flooding.

Recommendation:

Members are asked to note the contents of this report.

1. Introduction

The recent extremely wet weather which has been ongoing since the St. Jude storm in October 2013 which continued through Christmas and January 2014 has led to flooding in many parts of the county. The highway network has suffered damage to the road surface and it's sub-structure with culverts and other drainage systems becoming blocked and silted. Some of the county's main roads have experienced weeks of flooding and many communities have been badly affected by the floods resulting in evacuations for some residents.

Following one of the wettest years recorded and the wettest January on record, an increase in road damage was inevitable. Highways and Transportation have therefore prepared for a Find and Fix repair blitz by developing an in-house process with the term contractor to run a weather damage programme engaging additional support from local sub-contractors.

Local Highway Operations teams will identify priority areas and mark up works that need to be done and these will be passed to the contractor. Additional resources have been put in place and work will be completed as soon as possible and as the weather permits. The continuing heavy rainfall severely

hampers works as saturated roads many with standing and running water are unable to receive a permanent repair.

2. Budget

KCC has identified an additional £2.5 million for this work and this will supplement existing funds already allocated for patching works.

The programme of works is on-going and Enterprise, our Highways Maintenance service provider has augmented their own workforce with local contractors. In total five local companies are providing additional teams county wide that are now engaged in and dedicated to delivering the weather damage repair programme.

3. Quality Repairs

We always aim to complete a first-time permanent repair by saw-cutting around the damaged road surface, clearing out the old material, sealing the edges and repairing 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.

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 and in roads which are saturated or have running water, we may 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 to remove the danger and then schedule in a full permanent repair to be carried out as soon as possible thereafter.

It should be noted however, that first time permanent repairs always remain the first choice repair process where it is suitable and practical to do so.

Contact details

Lisa Holder – Ashford District Manager
03000 418181

To: Ashford Joint Transportation Board

By: KCC Highways and Transportation

Date: 11th March 20014

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 & Safety Schemes – see Appendix E

Public Rights of Way – see Appendix F

Bridge Works – see Appendix G

Matters arising from Highway Works Programme – see Appendix H

Conclusion

1. This report is for Members information.

Contact Officers:

The following contact officers can be contacted on **03000 418181**

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
Melvyn Twycross
Tony Ambrose
Bob White

Transportation, and Safety Schemes
PROW
Structures Manager
Developer Funded Works

Appendix A – Footway and Carriageway Improvement Schemes

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

Surface Treatments - Contact Officer Neil Tree			
Micro Asphalt Schemes			
Road Name	Parish	Extent of Works	Current Status
Squids Gate Lane	Challock	A252 Canterbury Road to Gliding Club	Programmed to start Spring 2014
Pot Kiln Lane & High Halden Road	Bethersden	Bull Lane to Bush Lane	Programmed to start Spring 2014
Spot House Lane & School Hill	Woodchurch & Warehorne	Woodchurch Road to Coldblow	Programmed to start Spring 2014
Sole Street	Crundale	Olantigh Road to Failisle Farm	Programmed to start Spring 2014
Earlsworth Road	Ashford	Cudworth Road to Primary School	Programmed to start Spring 2014
Bridge Street & Upper Bridge Street	Wye	Churchfield Way to Scotton Street	Programmed to start Spring 2014
Churchfield Way & High Street	Wye	Bridge Street to Upper Bridge Street	Programmed to start Spring 2014
Surface Dressing Schemes			
Road Name	Parish	Extent of Works	Current Status
Frith Road & Roman Road	Aldington	Priory Road to Bank Road	Programmed to start Spring 2014
Cranbrook Road	Tenterden	Millpond Lane to A28 Rolvenden Road	Programmed to start Spring 2014
Blackwall Road	Wittersham	30mph Gateway to River Rother	Programmed to start Spring 2014
Withersdane	Wye	Whole Length	Programmed to start Spring 2014

White Hill	Boughton Aluph	A28 Canterbury Road to A251 Faversham Road	Programmed to start Spring 2014
Plurenden Road	Woodchurch	Bethersden Road to Redbrook Street	Programmed to start Spring 2014
Station Road	Pluckley	30mph Gateway to Railway bridge	Programmed to start Spring 2014
Tally Ho Road	Shadoxhurst	Magpie Hall Road to Hornash Lane	Programmed to start Spring 2014
The Ridgeway	Smeeth	A20 Hythe Road to Church Road	Programmed to start Spring 2014
Bethersden Road & Front Road	Woodchurch	Back Lane to Plurenden Road	Programmed to start Spring 2014
Sissinghurst Road & High Street	Biddenden	Glebelands to Hareplain Road	Programmed to start Spring 2014
New Cut Road	Chilham	A252 Maidstone Road to Selling Road	Programmed to start Spring 2014
Warehorne Road & Kennardington Road	Warehorne	The Street to The Rare Breeds Centre	Programmed to start Spring 2014
Tenterden Road	Rolvenden	Regent Street to Mounts Lane	Programmed to start Spring 2014
Magpie Hall Road & Chilmington Green Road	Kingsnorth & Great Chart	C648 Ashford Road to A28 Ashford Road	Programmed to start Spring 2014
Brook Street	Woodchurch	30mph Gateway to Preston Hill Lane	Programmed to start Spring 2014
Faversham Road	Challock	Sandyhurst Lane to Challock Roundabout	Programmed to start Spring 2014

Machine Resurfacing – Contact Officer *Russell Boorman*

Road Name	Parish	Extent of Works	Current Status
Bell Lane	Smarden	Jnt Mundy Bois to Park Farm House	Programmed to start Summer/Autumn 2014
Buck Street	Challock	50m Approach to A252 Roundabout	Programmed to start Summer/Autumn 2014
A28 Ashford Road	Bethersden	Forge Hill to Bull Lane	Programmed to start

			Summer/Autumn 2014
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Footway Improvement - <i>Contact Officer Wendy Boustead</i>			
Road Name	Parish	Extent and Description of Works	Current Status
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	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
Hythe Road	Mersham	Installation of new drainage system and soakaways	Works delayed due to weather. Will be rescheduled for the new financial year
Willesborough Road	Kennington	Redirections of drainage system	Temporary Works completed. Full design to be submitted to ABC in Spring.

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 February 2014.

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 February 2014.

Street Lighting Column Replacement – <i>Contact Officer Sue Kinsella</i>			
Road Name	Column Ref	Location	Status
ALLEN FIELD	MAAM002	OPP JNC BARNETT FIELD	MARCH 2014
ARLINGTON	MABA018	OUTSIDE 82	MARCH 2014
AYLESFORD PLACE	MABZ002	OPPOSITE SIDE OF 5 LHS	MARCH 2014
BROOKFIELD COURT	MBEZ005	SIDE OF 16 GORSE MEAD, AT ENT TO C/PARK	MARCH 2014
BRUNSWICK ROAD	MBFA020	SIDE OF UNIT 6 ST GEORGES BUSINESS CENTRE	MARCH 2014
BRUNSWICK ROAD	MBFA032	SIDE OF MPT HOUSE RHS	MARCH 2014
BULLEID PLACE	MBFJ002	OUTSIDE 6-7	MARCH 2014
BUSHY ROYDS	MBFR002	OUTSIDE 23	MARCH 2014
BROOKFIELD ROAD	MBFU037	OPPOSITE J/W CROSS STILE	MARCH 2014
SINGLETON HILL	MBGP003	JUNCTION THE BULRUSHES RHS	MARCH 2014
COURT WURTIN	MCFC002	OPPOSITE REAR OF 48-49 IN SERVICE ROAD	MARCH 2014
CHURCH ROAD	MCGF004	OUTSIDE 122	MARCH 2014
CHURCH ROAD	MCGF010	OUTSIDE 70	MARCH 2014
CHURCH ROAD	MCGF008	OPP 136	MARCH 2014
CHURCH ROAD	MCGF002	OPP 136	MARCH 2014
CAXTON CLOSE	MCHA001	OUTSIDE FLATS 10/23	MARCH 2014
DRUM LANE	MDBE002	OPPOSITE TRANSPORT HOUSE RHS	MARCH 2014
DRUM LANE	MDBE003	ADJACENT TRANSPORT HOUSE LHS	MARCH 2014
DRUM LANE	MDBE002	OPP TRASNPORT HOUSE	MARCH 2014
EAST HILL	MEAE010	OUTSIDE PREP-SCHOOL	MARCH 2014
FOSTER ROAD	MFCG010	AT 10TH L/C FROM J/W BARREY ROAD	MARCH 2014
FOSTER ROAD	MFCG004	AT 10TH L/C FROM J/W	MARCH 2014

		BARREY ROAD	
FOSTER ROAD	MFCG002	AT 10TH L/C FROM J/W BARREY ROAD	MARCH 2014
GREEN LANE	MGBU006	OUTSIDE 11	MARCH 2014
GODINTON ROAD	MGCH004	OUTSIDE 124/126	MARCH 2014
HAWKS WAY	MHBK006	BETWEEN 8-9 ON FOOTPATH	MARCH 2014
HAWKS WAY	MHBK010	SIDE OF 17	MARCH 2014
HYTHER ROAD	MHDU031	OPPOSITE 277/279	MARCH 2014
HYTHER ROAD	MHDU037	OPPOSITE 330	MARCH 2014
HYTHER ROAD	MHDU052	OPPOSITE 412/414	MARCH 2014
HYTHER ROAD	MHDU056	OPPOSITE 442	MARCH 2014
KENNINGTON ROAD	MKAC012	OUTSIDE 1 YEOMAN GARDENS	MARCH 2014
KENNINGTON ROAD	MKAC018	ADJACENT J/W WILLIAM HARVEY ENTRY LHS	MARCH 2014
KENNINGTON ROAD	MKAC021	O/S 3 BEAVER COTTAGE	MARCH 2014
KENNINGTON ROAD	MKAC022	OPP J/W SANDY LANE	MARCH 2014
KENNINGTON ROAD	MKAC030	OPPOSITE J/W WILSON CLOSE	MARCH 2014
KINGSNORTH ROAD	MKAS005	OUTSIDE 58	MARCH 2014
KINGSNORTH ROAD	MKAS014	OUTSIDE 111	MARCH 2014
KINGSNORTH ROAD	MKAS018	OUTSIDE 151/153	MARCH 2014
KINGSNORTH ROAD	MKAS026	OUTSIDE 209	MARCH 2014
KINGSNORTH ROAD	MKAS028	OUTSIDE 226A	MARCH 2014
KINGSNORTH ROAD	MKAS033	OPPOSITE J/W MILL BANK ROAD	MARCH 2014
KNOLL LANE	MKBE022	OPPOSITE JUNCTION BUTT FIELD ROAD	MARCH 2014
KNOLL LANE	MKBE030	OPPOSITE JUNCTION HARVEST WAY	MARCH 2014
KINGFISHER CLOSE	MKBM010	OUTSIDE 19	MARCH 2014
KINGFISHER CLOSE	MKBM005	OUTSIDE 3	MARCH 2014
KINGFISHER CLOSE	MKBM003	OPP SIDE OF 3	MARCH 2014
LANGHOLM ROAD	MLAD010	OUTSIDE 1	MARCH 2014
LANGNEY DRIVE	MLAE006	JUNCTION WASHFORD FARM ROAD RHS	MARCH 2014
LANGNEY DRIVE	MLAE013	OUTSIDE 10	MARCH 2014
MACE LANE	MMAB006	OPPOSITE J/W KIWK FIT GARAGE	MARCH 2014
MACE LANE	MMAB010	OPP J/W MACE IND EST	MARCH 2014
MACE LANE	MMAB014	JUNCTION EAST HILL RHS	MARCH 2014
MAGAZINE ROAD	MMAC019	REAR OF 13 THE WEALD	MARCH 2014
MAIDSTONE ROAD	MMDK001	OUTSIDE 13	MARCH 2014
MAIDSTONE ROAD	MMDK004	OUTSIDE 33	MARCH 2014

MAIDSTONE ROAD	MMDK005	OUTSIDE 39	MARCH 2014
MAIDSTONE ROAD	MMDK019	OPP J/W CHART ROAD	MARCH 2014
NEW STREET	MNAN018	OUTSIDE 70	MARCH 2014
NEW STREET	MNAN019	OUTSIDE 56/58 P/H	MARCH 2014
NEWTOWN GREEN	MNAT002	OPPOSITE FLATS 11-14	MARCH 2014
NORTH STREET	MNBM005	ADJACENT SHELL PETROL GARAGE	MARCH 2014
PARK PLACE	MPAF001	JUNCTION BEAVER ROAD	MARCH 2014
PARK PLACE	MPAF003	REAR OF 18	MARCH 2014
POUND FIELD WALK	MPDQ004	ON F/P R/O 147 MANORFIELD	MARCH 2014
SOMERSET ROAD	MRAW003	AT 2ND PAST NEW STREET EAST BOUND	MARCH 2014
SOMERSET ROAD	MRAW006	AT 4TH FROM NEW STREET EAST BOUND	MARCH 2014
SOMERSET ROAD	MRAW008	AT 5TH FROM NEW STREET EAST BOUND	MARCH 2014
SOMERSET ROAD	MRAW010	AT 6TH FROM NEW STREET EAST BOUND	MARCH 2014
SOMERSET ROAD	MRAW013	AT 3RD FROM NORTH STREET WEST BOUND	MARCH 2014
SOMERSET ROAD	MRAW014	AT 9TH FROM NEW STREET EAST BOUND	MARCH 2014
SOMERSET ROAD	MRAW015	AT 2ND FROM NORTH STREET WEST BOUND	MARCH 2014
SOMERSET ROAD	MRAW016	O/S GARAGE ENTRANCE	MARCH 2014
SISSINGHURST ROAD	MSBQ002	OPP J/W CHULKHURST	MARCH 2014
SISSINGHURST ROAD	MSBQ003	JUN CHULKHURST LHS	MARCH 2014
SPRINGWOOD CLOSE	MSCY003	SIDE OF 2	MARCH 2014
SWAFFER WAY	MSJB010	JUNCTION RUSSETT CLOSE	MARCH 2014
TANNERY LANE	MTAD002	OUTSIDE POST BOXES	MARCH 2014
TITHE BARN LANE	MTCB022	REAR OF 13 HAYMAKERS LANE	MARCH 2014
TWELVE ACRES	MTCU010	OUTSIDE 45-47 IN PARKING AREA	MARCH 2014
MAIDSTONE ROAD	MUAA035	ADJ J/W OLD ASHFORD ROAD LHS	MARCH 2014
CYCLEPATH FROM MACE LN TO HENWOOD	MUEZ023	AT 24TH L/C ON FOOTPATH FROM MACE LANE	MARCH 2014
FPTH FROM HUNTER AVENUE TO BREADLANDS	MUFE002	AT 2ND ON F/P TO BREADLANDS CLOSE	MARCH 2014
VICARAGE LANE	MVAB006	JUNCTION STATION ROAD	MARCH 2014
WELLESLEY ROAD	MWBE004	ADJACENT J/W MACE LANE	MARCH 2014
WELLESLEY ROAD	MWBE011	JUNCTION PARK STREET	MARCH 2014

		LHS	
WELLESLEY ROAD	MWBE012	OPPOSITE J/W PARK ST. LHS	MARCH 2014
WOODSIDE	MWEE001	JUNCTION LANGNEY DRIVE	MARCH 2014
BRAMBLE CLOSE	MBHM002	OUTSIDE 4	MARCH 2014
BROADHURST DRIVE	MBHI013	OPP ADJ S/O 34	MARCH 2014
BROOKFIELD ROAD	MBFY025	J/W CLOCKHOUSE RHS	MARCH 2014
BROOKFIELD ROAD	MBFU028	O/S 95/97	MARCH 2014
BROOKFIELD ROAD	MBFU056	J/W BEAVER LANE	MARCH 2014
BROOKFIELD ROAD	MBFU057	J/W BEAVER LANE	MARCH 2014
BEAVER LANE	MBBE053	O/S OAKLEIGH HOUSE	MARCH 2014
BEAVER LANE	MBBE013	OUTSIDE 209	MARCH 2014
BEAVER LANE	MBFV014	OPP 71	MARCH 2014
BEAVER LANE	MBFV016	OUTSIDE 94	MARCH 2014
BEAVER LANE	MBFV017	OUTSIDE 209	MARCH 2014
CANTERBURY ROAD	MCCA002	BTW GATESIDE AND THE OLD MILL PH	MARCH 2014
CHARING HILL	MCBL023	J/W B2077	MARCH 2014
CHART ROAD	MCBO041	J/W HOLTON ROAD	MARCH 2014
CHART ROAD	MCBO069	J/W BROOKFIELD ROAD R- A-B	MARCH 2014
CHART ROAD	MCBO071	J/W BROOKFIELD ROAD R- A-B	MARCH 2014
CHURCHFIELD WAY	MCDZ002	O/S BRIDGE COTTAGE	MARCH 2014
CORNWALLIS	MCHO001	OUTSIDE 1	MARCH 2014
CORNWALLIS	MCHO002	OUTSIDE 8	MARCH 2014
CORNWALLIS	MCHO004	SIDE OF 5	MARCH 2014
CUCKOO LANE	MCGX013	OPP J/W HAWKS WAY	MARCH 2014
DRAKE ROAD	MDBF002	OUTSIDE 6	MARCH 2014
DRAKE ROAD	MDBF004	OUTSIDE 12	MARCH 2014
DRAKE ROAD	MDBF015	J/W CORNWALLIS CLOSE LHS	MARCH 2014
EDINBURGH ROAD	MEAP006	OPP J/W NCP CAR PARK	MARCH 2014
EVANS ROAD	MEBE003	OUTSIDE 9	MARCH 2014
EVANS ROAD	MEBE004	OUTSIDE 22	MARCH 2014
EVANS ROAD	MEBE005	OUTSIDE 23	MARCH 2014
EVANS ROAD	MEBE013	OUTSIDE OPP J/W DRAKE ROAD	MARCH 2014
EVANS ROAD	MEBE006	OUTSIDE 24	MARCH 2014
GOTELEY MERE	MGBI002	OUTSIDE 7	MARCH 2014
GREAT CHART BY PASS	MGBR006	J/W TITHE BARN LANE R- A-B	MARCH 2014
HIGH STREET	MHCF003	OUTSIDE 5/7	MARCH 2014
HIGHFIELD ROAD	MHCK003	OUTSIDE 112	MARCH 2014

HIGHFIELD ROAD	MHCK018	SIDE OF 1 JULIEN PLACE	MARCH 2014
HIGHFIELD ROAD	MHCK019	OPP J/W JULIEN PLACE	MARCH 2014
JULLIAN WAY	MJAF006	SIDE OF 27	MARCH 2014
JULIEN PLACE	MJAJ001	OUTSIDE 2	MARCH 2014
KENNINGTON ROAD	MKAC050	OPP 99	MARCH 2014
KENNINGTON ROAD	MKAC051	ADJ 99 LHS	MARCH 2014
KENNINGTON ROAD	OUTSIDE	OUTSIDE 94	MARCH 2014
LITTLE CHEQUERS	MLBD007	SIDE OF FLATS 20/27	MARCH 2014
LITTLE CHEQUERS	MLBD025	OPP SIDE OF 114	MARCH 2014
LITTLE CHEQUERS	MLBD030	OUTSIDE 61/62	MARCH 2014
LITTLE KNOLL	MLBI004	SIDE OF 27	MARCH 2014
MILLBANK ROAD	MMDA001	J/W KINGSNORTH ROAD	MARCH 2014
MUSGROVE	MMCZ008	OUTSIDE 18	MARCH 2014
PARK STREET	MPAJ004	OPP CHARTER HOUSE LHS	MARCH 2014
PARK STREET	MPAJ009	OPP REAR OFF 32 NORTH STREET	MARCH 2014
PARK STREET	MPAJ017	ADJ WILKINSON RHS	MARCH 2014
PARK STREET	MPAJ019	OUTSIDE CHARTER HOUSE RHS	MARCH 2014
ROYDS ROAD	MRBW008	OUTSIDE 76	MARCH 2014
STANHOPE ROAD	MSDK095	1 ST FROM S/O 165 KINGSNORTH ROAD	MARCH 2014
TOWERS VIEW	MTCG002	OUTSIDE 2	MARCH 2014
TOWERS VIEW	MTCG011	OUTSIDE 35	MARCH 2014
TOWERS VIEW	MTCG012	OUTSIDE 86	MARCH 2014
TOWERS VIEW	MTCG013	OUTSIDE 49	MARCH 2014
TOWERS VIEW	MTCG014	OUTSIDE 92	MARCH 2014
TOWERS VIEW	MTCG015	OUTSIDE 100/102	MARCH 2014
TRINITY ROAD	MTFI001	J/W RUTHERFORD ROAD R-A-B	MARCH 2014
TRINITY ROAD	MTFI002	J/W RUTHERFORD ROAD R-A-B	MARCH 2014
UPPER QUEENS ROAD	MQAE006	OUTSIDE 61	MARCH 2014
UPPER QUEENS ROAD	MQAE007	OUTSIDE 50/52	MARCH 2014
UPPER QUEENS ROAD	MQAE008	OUTSIDE 75	MARCH 2014
UPPER QUEENS ROAD	MQAE010	J/W CANTERBURY ROAD	MARCH 2014
UPPER QUEENS ROAD	MQAE011	OUTSIDE LOWER HAYESBANK	MARCH 2014
UPPER QUEENS ROAD	MQAE015	OUTSIDE 98/100	MARCH 2014
UPPER QUEENS ROAD	MQAE016	OUTSIDE 129/131	MARCH 2014
UPPER QUEENS ROAD	MQAE017	OUTSIDE 114/116	MARCH 2014
UPPER QUEENS ROAD	MQAE018	OUTSIDE 139	MARCH 2014
VICTORIA PARK	MVAM007	7 TH FROM EAST OF FOUNTAIN NORTH	MARCH 2014
WEST STREET	MWBI008	3 RD FROM J/W REGENTS	MARCH 2014

		PLACE SOUTH BOUND	
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Appendix D – Developer Funded Works

Developer Funded Works (Section 278 Works)			
Road Name	Parish	Description of Works	Current Status
Warren Site B - Fougeres Way	Ashford	New Traffic Signals and entrance to John Lewis	Works Complete and in maintenance period
Newtown - former railway site	Newtown, Ashford	New controlled pedestrian crossing and construction of site entrance	Design still in Technical Approval Process
CCL Label site, Foster Road	Sevington	New arrangements to access	Works Complete and in maintenance period
Missenden, Kingsnorth Road	Kingsnorth	New access to proposed housing development	Works due to commence March 2014
Goat Lees School, Hurst Road	Kennington	New access to school parking area	Works Complete and in maintenance period
A28 Chart Road, Brunswick Road Junction	Godington	Rearrange junction alignment	Works Complete and in maintenance period
Sotherton Road	Willesborough	Amendments to the parking area	Works have commenced due to the completed by the end of March 2014.
Knoll Lane	Singleton	Access on to new development and relocation of pedestrian crossing point	Technical accepted and works to commence in March 2014.
Farrow Court	Stanhope	New footway and relocation of pedestrian crossing facilities	Footway works are nearly complete and the relocation of the pedestrian crossing to commence once Section 50 License has been granted to allow works on the highway. Due to start March 2014.
Simone Weil Avenue	Ashford	Footway works to be completed along the frontage of the Ashford International Hotel	Works complete and Practical completion certificate has been issued. There are remedial works outstanding.

12-20 Hawthorn	Appledore	New arrangement to access road providing additional parking	Works have commenced on site.
Mill Road	Bethersden	Footway works along the frontage to tie in with the existing footway.	In technical accepted and waiting for a start date.
Chalk Avenue	Tenterden	New Access to development	works complete and part 1 certificate has been issued.
Ashford Road	Chilham	New Development Access and Pedestrian Crossing	This is not technically accepted yet, however works to commence late March 2014.
Cudworth Road	Willesborough	New access to development	Received 18/2/14 – working through the submission.
Warren Site A, Ashford Road	Boughton Aluph	Access to be updated for new housing development	Waiting for start date but works are commencing on site.
Old Abattoir Site	Albington	New access	Works are continuing on site but no date given for the new junction off Roman Road
Wesley School Road	Singleton	Change of road alignment to introduce on street parking	In technical audit stage.

Appendix E – Transportation and Safety Schemes

Appendix E1 – Local Transport Plan Funded (Named 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			
Scheme Name	Parish	Description of Works	Current Status
A2042 North Street / A292 Somerset Road*	Ashford	Modifications to traffic signals to improve pedestrian safety, in the form of staggered crossings	Design work in progress: impact assessment upon network performance, cost of relocating public utility services. Carryover to 14/15
Ashford QBP - public transport infrastructure	District wide	New bus poles, flags, timetable cases, clearways, raised kerb boarders	Survey work complete. Routes 1 & 2 improvements programmed March 2014.
A2042 Faversham Road (Trinity Rd to—The Pasture)*	Ashford / Boughton Aluph	Signing, lining & alterations to existing interactive sign	Interactive sign installed November 2013. Signing & lining scheme programmed for March 2014
A28 Ashford Road*	Great Chart, Bethersden & High Halden	50mph speed limits	Works complete June 2013
Hamstreet Road*	Shadoxhurst	Signing, lining & road stud improvements	Works complete October 2013
A20 / Sandhurst Lane*	Westwell / Hothfield	Interactive warning signs on approaches to crossroads	Western sign fully functional. Eastern sign electrical connection work programmed Feb/March 2014
A252 / Bagham Lane*	Chilham	Signing, lining & high friction surfacing	Works complete October 2013
A28 Ashford Rd (Bull Bridge)*	Bethersden	Signing & lining improvements	Works complete September 2013

A28 / A262 junction*	High Halden / Tenterden	Interactive warning signs, lower speed limits, weight limit for Oak Grove Lane	Speed limit and weight restriction programmed February 2014. Interactive sign programmed April/May 2014
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	Detailed design complete – works being programmed for April/May 2014
A20 Charing Crematorium (eastbound c/way)*	Charing	Resurfacing, lining and road stud improvements	Works complete June 2013
A2042 Romney Marsh Rd / Bad Munstereifel Rd*	Kingsnorth	Signing improvements	Design work in progress, carryover to 2014/15
B2080 Reading St / Ebony Rd*	Tenterden	Junction improvement	Works complete November 2013

Appendix F – Public Rights Of Way

Public Rights of Way – Contact Officer Melvyn Twycross			
Path No	Parish	Description of Works	Current Status
AE36 (NDW)	Godmersham	Surface repairs to byway	Quotations received but commencement of works is weather dependent
AU33	Ashford	Surface repairs to footpath	Complete
AE79	Challock/ Molash	Surface repairs to byway	Decision pending on whether work will proceed in this financial year
	Ashford	Construction of Conningbrook section of Ashford to Wye cycle track	Works in progress. Completion anticipated by 31/03/2014

Appendix G – Bridge Works

Bridge Works – <i>Contact Officer Tony Ambrose</i>			
Road Name	Parish	Description of Works	Current Status
No Works Planned			

Appendix H – Member Highway Fund programme update for the Ashford District.

Member Highway Fund programme update for the Ashford District.

Member Highway Fund programme update for the Ashford District.

The following schemes are those which have been approved for funding by both the relevant Member and by John Burr, Director of Highways. It lists schemes that are; at consultation stage, due to be programmed or recently built onsite and is up to date as of 21st February 2014.

The details below are for Highway Schemes only and does not detail contributions Members have made to other groups such as Parish Councils.

More detail on their schemes, including schemes not listed below that are currently under investigation, can be accessed by each Member via the online database or by contacting their Member Highway Fund Officer.

Jim Wedgbury

Scheme	Cost	Status
Bybrook Road, Kennington – Footway Improvements	£21,250	Works complete

Mike Hill

Scheme	Cost	Status
Oaks Road, Tenterden – Pedestrian crossing improvements	£1299	Works complete

Charlie Simkins

Scheme	Cost	Status
Goldwyn School Signs	£650	Works complete

Mike Angell

Scheme	Cost	Status
Hamstreet Village Gateway	£2860	Works complete
Bethersden Road, Woodchurch – Pedestrian crossing improvements	£2590	Works complete

George Koowaree

Scheme	Cost	Status
Kingsnorth Road, Ashford – Pedestrian crossing and junction improvements	£20,450	Awaiting programme date

Appendix (I) – Matters Arising from Highways Works Programme,

Matters Arising	
Issue Raised	KCC Response
Why were improvements planned for the B2080 Reading Street/Ebony Road junction? There appeared to be nothing wrong with the current junction?	This was identified as a crash cluster during the annual crash cluster review. Loss of control incidents on the bend. This scheme was planned for November 2013, but has been delayed by the weather. Unless there is a dry spell, it may need to wait until the spring 2014.
Were the interactive warning signs on the approach to the A20/Sandyhurst Lane crossroads completed September/October 2013?	The western sign has been installed, and, as it is solar powered, it is fully functional. The eastern sign has also been installed, but as there is a lot of tree cover, it couldn't have a solar panel. KCC is awaiting approval from UKPN for the electrical connection.
As part of the A28/A292 junction scheme, are there still plans to close off one end of Oak Grove Lane?	No, this proposal was dropped after the JTB meeting of December 2012. The revised proposal for Oak Grove Lane is (a) 30mph speed limit (b) 7.5t weight limit (c) tightening of junction entry at western end. These proposals received a favourable reception at public consultation and are in the process of being progressed.
Stanhope Road, Stanhope	A Member funded traffic survey is being carried out as part of the investigation process to determine the suitability or not of the location for a zebra crossing. If the survey results show that the speed of traffic is 35mph or below then a zebra crossing is feasible and a proposal will go out to consultation.
Sly Corner, Kenardington	Surfacing dressing is not an option due to the limited width of the lane being inadequate for machine access. The extensive patching that has been carried out recently is currently a sufficient solution for the site.

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: Lisa Holder 03000 418181