

Joint Transportation Board

Minutes of a Meeting of the Joint Transportation Board held in the Council Chamber, Civic Centre, Tannery Lane, Ashford on the **11th March 2014**.

Present:

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

Cllrs. Cloughton, Davey, Feacey, Galpin, Yeo
Mr P M Hill, Mr C Simkins, Mr M A Wickham

Mr K Ashby – KALC Representative

In accordance with Procedure Rule 1.2 (iii) Councillors Feacey and Galpin attended as Substitute Members for Councillors Robey and Burgess respectively.

Apologies:

Cllrs. Mrs Bell, Burgess, Robey, Mr M J Angell, Mr S J G Koowaree, Mr D Smyth.

Also Present:

Cllrs. Chilton, Michael, Ovenden, Sims.

Toby Howe (Highway Manager – KCC), Byron Lovell (Highway Engineer – KCC), Mark Carty (Head of Cultural & Project Services – ABC), Tracey Kerly (Head of Community & Housing – ABC), Sheila Davison (Health, Parking & Community Safety Manager – ABC), Ray Wilkinson (Engineering Services Manager – ABC), William Train (Technical Administrative Assistant – ABC), Danny Sheppard (Senior Member Services & Scrutiny Support Officer – ABC).

342 Declarations of Interest

Councillor	Interest	Minute No.
Yeo	Made a Voluntary Announcement as a member of the Transport Salaried Staff Association.	344, 351
Mr Ashby	Made a Voluntary Announcement as he owned land beside one of the ditches mentioned in the report.	355

343 Minutes

Resolved:

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

344 Transportation, Highways & Engineering Advisory Committee – 17th January 2014

Resolved:

That the Minutes of the Meeting of the Transportation, Highways & Engineering Advisory Committee held on the 17th January 2014 be received and noted.

345 Petitions

In accordance with Procedure Rule 9.1 Councillor Feacey presented a petition to the Chairman. The petition called for KCC to reconsider their trial switch off of street lights at Charing Hill (Canterbury Road A252) (Site Ref. 03003-335539) for reasons of safety. The petition asked for the trial to be changed to a Part Night Lighting Trial, which the petitioners considered was more suitable for Charing Hill.

The Chairman advised that the petition would be referred to KCC Highways & Transportation as the responsible authority.

346 Disabled Persons Parking Bay Panel – 6th February 2014

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

Resolved:

That the content of the report be noted and approved.

347 Tracker Report

The Chairman drew Members' attention to the Tracker of Decisions.

Resolved:

That the Tracker be received and noted.

348 Update from Truck Stop Pilot Task Group

The Chairman and Vice-Chairman had seen the Chairman of the Task Group's update and the Senior Member Services & Scrutiny Support Officer advised that he would include it in full within the Minutes.

The update from Councillor Burgess advised that the Task Group had remained very active since the last report to Members in December 2013. The Task Group has

reported to JTB meetings and to the Highways Committee as requested. KCC had taken over ABC's idea of a project to consult with all Districts in Kent to determine the possibility of a series of truck stops, and since that had ended they had not heard of the outcome. The Task Group had continued to look into the running of Truck Stops commercially, and into the enforcement procedures to stop the HGV's from using lay-bys, urban and rural streets, trading estates etc. To enable the Task Group to obtain this information they had interviewed the owners of Truck Stop 24 and the Ashford International Truck Stop as well as companies that relied on HGVs making timed deliveries to their factories. This provided a lot of very useful information on the requirements and habits of HGV drivers and their employers. With this information together with the knowledge acquired as referred to in their last report, the Task Group felt they were in a good position to advise on the illegal parking and on Ashford's Truck Stop situation, which was the worst in the County of Kent. The update said it was unfortunate that the KCC Cabinet Member for Transport and Environment had decided to publish their latest plans on the subject of Truck Stops in the past week or so, which totally excluded any mention of Ashford Borough, naming only Swale, Shepway and Dover District Councils.

Resolved:

That the report be received and noted.

349 Boughton Aluph Order 2014 (Goat Lees) – Highway Safety/Parking Management Scheme

Mr Wilkinson introduced the report which detailed 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. The results of the consultation had been discussed between Officers, the Portfolio Holder and all local Elected Members (including the Parish Council) in order to determine a mutually agreeable way forward with regard to the scheme. All parties had 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 arose from a lack of visitor parking provision within the Business Park. On assessment of all the representations and evidence gathered, the proposal, was to recommend implementation of Plan B (as outlined in Appendix 2 to the report).

The ABC Ward Member for the area said he would like to thank this Board and Officers for their hard work throughout this process and asked that his thanks be recorded to the local residents who did respond to the consultation and therefore help shape the outcome. The Parish Council had confirmed their support for the proposals and they were also supported by the community at large. He was pleased that additional spaces had been able to be secured within the Business Park and said that they were still working with the Park in an attempt to increase visitor parking there. He fully endorsed the proposals.

Resolved:

- That (i) the 'No waiting at any time' restrictions shown on Plan B (Appendix 2 to the report) be implemented.**
- (ii) the Board 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 the report) for the reasons set out in the report.**

350 Prioritised List of Requested Parking Controls – for Investigation and Possible Implementation

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

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

- Whilst Cobbs Wood Industrial Estate being the number 1 priority on the list was welcomed, there was still concern about Loudon Way and the obstructive parking there. There was also concern about displaced parking from the Estate, including a number of lorries, being pushed into residential areas. These were important issues to be conscious of. Mr Wilkinson said that there would be a meeting with the Quality Bus Partnership that coming Friday where the plans for Cobbs Wood Industrial Estate would be discussed.
- The safety and traffic congestion scheme at Downs View Infant and Kennington Junior Schools had been completed, however there were now issues with displaced traffic further down Ball Lane which was causing congestion and bad feeling amongst individuals. Mr Wilkinson said they would certainly need to look at this area again as Stagecoach were intending to run a new bus service that way and there was concern about the proliferation of on street parking potentially obstructing the buses.
- With regard to the proposed scheme to improve safety and alleviate nuisance parking at St Teresa's Close and Heathfield Road, the local Ward Member was concerned that the safety elements were not emphasised as strongly as they could be. He had been lobbied by the Police, the Registered Social Landlord and residents about this issue and if there was a way of speeding implementation up by way of Member Grant Funding he would be happy to help and he was sure the KCC Member would be too.

- A Member asked about Oaks Road, Tenterden which he considered was a very simple but important removal of two spaces to improve sight lines and pedestrian safety. He was therefore concerned that this had taken so long to come forward. Mr Wilkinson said that progress with these schemes had been slow this year as they had got held by the protracted dialogue over the Goat Lees scheme. The level of consultation necessary for such schemes was the same regardless of size, but they were hoping to roll out a number of related issues in Tenterden together in one consultation to obtain best value.
- It was suggested that Thomson Road, Eurogate Business Park be added to the list due to an emerging issue of obstructive parking since recent changes to the use of the office buildings there.
- With regard to the completed scheme at John Wallis Academy, this had improved parking practices in the location at the beginning and end of the school day, but it had pushed the problem further down Stanhope Road and now people were parking on a sharp turn and blocking the road at peak times.
- A Member said he was pleased to see the safety and traffic congestion schemes at various locations in Wye had moved up the list, but asked if the Parish Council had been consulted as there appeared to be a little confusion over what had actually been proposed. Mr Wilkinson confirmed this had been discussed with representatives from the Parish Council and it would now need to be discussed with both the County and Borough Member to ensure it was what they wanted.
- Unsuitable parking at St Stephens Walk surgery was an issue, but there was always available parking at the back and people chose not to use it and park unsafely at the front because it was closer to the main doors. This was unfortunately human nature but the proposed safety restrictions were an attempt to resolve this.
- Obstruction of buses was a big issue. There were several schemes on the list where it was considered possible that bus services may be lost if quick solutions could not be found. It was important that this was borne in mind.

Resolved:

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

351 Bus Gate Camera Enforcement

The report set out the latest position with regard to the introduction of camera enforcement in Ashford. The project sought to introduce camera enforcement to replace the existing rising bollard in Beaver Road and improve compliance at the Godinton Road Bus Gate. The Health, Parking & Community Safety Manager drew particular attention to the legal issues surrounding the agency agreement and the financial issues in the report. She said that whilst there was a commitment from ABC

to proceed with this project, there was real concern and ABC would not be signing the agreement at this stage because of uncertainty over these issues. The signing of the agreement was fundamental to the success of the scheme. Until the detailed legal and financial arrangements were clear, no further work could be undertaken towards implementation.

A Member said he had been horrified when he read this report. The Council had now been discussing this matter for at least 12 years. The Godinton Road Bus Gate was now obsolete as new taxis could not get fobs for it and the Beaver Road bollard had been both abused and unreliable for well over a decade. He said that with the capital budget available and the developer funding from CTRL there should be a sum of £145,000 available for this project and he was sure that would address some of the financial issues. He considered there was an element of intransience in the negotiations between ABC and KCC on this matter and common sense and goodwill needed to prevail. It should not be forgotten that ABC had often helped out KCC when highway projects had overrun or overspent in the past.

The Board said they were happy to support the recommendations in the report but there was agreement that the wording needed to be a bit stronger. Authority was therefore delegated to the Chairman to supply final wording.

Resolved:

- That (i) the Board asks that the implementation of camera enforcement of bus gates should get top priority, using the £110,000 capital funding available in the budget with the additional £35,000 available to initiate setup costs for the equipment at the site, funded by Rail Link Engineering under the conditions negotiated as part of the additional highway works associated with the Channel Tunnel Rail Link.**
- (ii) the Board stress that it is of paramount importance that the relevant officers of ABC and KCC work together with great urgency towards an appropriate solution.**

352 Shared Space Remedial Works

Mr Howe apologised for not submitting a paper in advance but he gave a verbal update to the Board.

He said that further to previous concerns raised at this Board the work had in effect been split in to two – the ongoing remedial works around the whole ring road and the specific project for Bank Street.

The project for Bank Street had been passed to the Resurfacing Team for design and delivery. Two project managers, Byron Lovell and Jon Bumstead, had been appointed and would have full responsibility for the scheme's delivery. Initial assessments of Bank Street and the surrounding area had been carried out and the project would concentrate on the replacement of the fluted channel in Bank Street. Alternative surface water drainage channels had been investigated and a number of

potential designs were being considered. Once a suitable system had been chosen, this would be communicated to Members accordingly along with the suggested design changes to accommodate the new drainage system. Discussions were being held in relation to resourcing. Roadworks co-ordination was also being consulted for appropriate delivery times. In terms of future action Mr Howe advised that the scheme would be agreed and designed in its entirety between March and May 2014. They would continue to liaise internally to agree a delivery date, but this was anticipated to follow the summer holidays to minimise the impact on the local businesses and community. They would continue to liaise with local Members and businesses throughout the design process. The approximate timetable was: -

- Alternative drainage channels examined to replace the existing – March to May 2014.
- Engage with contractor to discuss resourcing – March to April 2014.
- Liaison with roadwork co-ordinator for delivery times – March to May 2014.
- Anticipated delivery time following the summer holidays – September to October 2014.
- Engage with local businesses and community – Ongoing.

As previously stated although Bank Street would be the focus, there would also be ongoing maintenance and remedial works around the whole area. There would be an opportunity for Members to have a joint walking tour with a Highway Inspector to identify issues. The Board said they would like to accept this offer for as soon as possible.

In response to questions Mr Howe assured that Members would be consulted on the design and that consultation with traders in the area would continue throughout the process.

Resolved:

That the update be received and noted.

353 Find and Fix – Weather Damage Repairs 2014

The report provided details of action being taken by KCC Highways & Transportation to repair the road damage caused by the recent severe weather and flooding. Mr Howe advised that an addition £3m had been identified for repair work, with £500,000 being spent during March 2014 and the remaining £2.5m by the end of May. This included 32 additional crews across the County and working at weekends. The Government had also that week announced additional funding for this and Kent would be bidding for its fair share. It was anticipated that any extra work would take place before the summer holidays.

Mr Ashby said there seemed to have been a lot of trouble this year caused by bad drainage management, which he would come to later in the meeting, but he referred to a particular example where a blocked drain on the B2067 had not been cleared and it had erupted twice in two months. Mr Howe said there had been minimal

investment in capital drainage works in recent years, but KCC was aware of the problems and would be looking to significantly increase that funding going forward.

Resolved:

That the report be received and noted.

354 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: -

- The outstanding remedial works to the footway along the frontage of the Ashford International Hotel, Simone Weil Avenue.
- The requirements for machine access that were preventing surface dressing at Sly Corner, Kenardington.
- It was anticipated that there would be a full report to the next Board meeting on KCC's trial switch off of street lights.
- The status of the eastern interactive warning sign electrical connection work at the A20/Sandyhurst Lane.

Resolved:

That the report be received and noted.

355 Roadside Drainage

The Addendum Paper advised that Mr Ashby, the KALC Representative had asked for this item to be added to the Agenda. He said that with reference to KCC Highways publication "Inclement Weather Plan 2013/14", Paragraph 6.3 stated that grips would be cleared annually between September and November and each area Drainage Engineer would be responsible for arranging a programme of grip clearance in their area. He sought an explanation as to why this had been ignored in the Ashford Borough? He also circulated emails from several Parish Councils with examples of neglected ditches, non-existent grips and eroded road edges.

Mr Howe advised that the Plan referred to permanent grips rather than the additional ones outlined within the examples given. There had also been additional problems this year where people had cleared out ditches and left their spoil on the side of the road, causing extra flooding. Mr Ashby considered there were areas where it was patently obvious that grips needed to be cut out and this could be done easily and quickly with tractor mounted machinery. He also referred to a recent blockage of a 500 foot piece of pipe where engineers had cleared a blockage 30 foot down, but not

used the same opportunity to clear blockages further down the same piece of pipework. There appeared to be a lack of communication between Highway Stewards and the Drainage team and similar problems kept re-occurring. Mr Howe said he would pass the individual examples referred to by Mr Ashby on to the Drainage Team for a response.

The Board agreed to invite Katie Lewis, KCC Highways Drainage Manager, to the forthcoming ABC session on flooding on 27th March.

Resolved:

That the report be received and noted.

DS