



Joint Transportation Board

Notice of a Meeting, to be held in Committee Room 2 (Bad Münstereifel Room)*,
Civic Centre, Tannery Lane, Ashford, Kent TN23 1PL on Tuesday 9th September 2014 at
7.00pm

The Members of this Board are:-

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

***Please Note Venue**

Agenda

| | Page Nos. |
|---|----------------------|
| 1. Apologies/Substitutes – To receive Notification of Substitutes in accordance with Procedure Rule 1.2(iii) | |
| 2. Declarations of Interest:- To declare any interests which fall under the following categories, as explained on the attached document: | 1 |
| 1. Disclosable Pecuniary Interests (DPI) | |
| 2. Other Significant Interests (OSI) | |
| 3. Voluntary Announcements of Other Interests | |
| See Agenda Item 2 for further details | |
| 3. Minutes – To approve the Minutes of the Meeting of this Board held on the 10 th June 2014 | |
| 4. To receive any Petitions | |
| 5. Transportation, Highways & Engineering Advisory Committee – 11 th July 2014 | |
| 6. Recommendations from Disabled Persons Parking Bay Panel | |
| 7. Truck Stop Pilot Task Group and Update on Enforcement | |



8. Tracker Report

Part I – For Decision

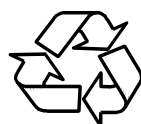
9. Formal Consultation on Traffic Regulation Order – Bluebell Road and Violet Way

Part II – For Information

10. Highway Works Programme 2014/15
 11. Update on Works to Bank Street
 12. Proposed Bus Gate at Park Farm and Accommodation Bridge over the A2070
 13. Christmas and New Year Storms and Flooding
-

DS/AEH
1st September 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 June 2014**.

Present:

Mr C Simkins (Chairman);
Cllr. Heyes (Vice-Chairman);

Cllrs. Apps, Burgess, Mrs Martin, Robey, Yeo
Mr S J G Koowaree, Mr J N Wedgbury, Mr M A Wickham

Mr K Ashby – KALC Representative

In accordance with Procedure Rule 1.2 (iii) Councillor Apps attended as Substitute Member for Councillor Feacey.

Apologies:

Cllrs. Davey, Feacey, Mr M J Angell, Mr D Smyth.

Also Present:

Cllr. Ovenden.

Toby Howe (Highway Manager – KCC), Lorna Day (Kent Parking & Enforcement Manager – KCC), Chris Hatcher (Project Manager – KCC), Sue Kinsella (Street Lighting Manager – KCC), Byron Lovell (Highway Engineer – KCC), Sheila Davison (Health, Parking & Community Safety Manager – ABC), Ray Wilkinson (Engineering Services Manager – ABC), Jo Fox (Assistant Health, Parking & Community Safety Manager – ABC), Danny Sheppard (Senior Member Services & Scrutiny Support Officer – ABC).

19 Declarations of Interest

| Councillor | Interest | Minute No. |
|------------|---|------------|
| Heyes | Made a Voluntary Announcement as he lived near the Godinton Road Bus Gate. | 28 |
| Yeo | Made a Voluntary Announcement as a member of the Transport Salaried Staff Association. | 22, 28 |
| Mr Ashby | Made a Voluntary Announcement as he owned land opposite a footpath in Kenardington that was mentioned in the report | 21 |

20 Minutes

The Senior Member Services & Scrutiny Support Officer advised that there was an error in Minute No. 355 whereby references to measurements in 'feet' should be in 'yards'.

Resolved:

That the Minutes of the Meeting of this Board held on the 11th March 2014 be approved and confirmed as a correct record subject to clarifying that references to measurements in 'feet' in Minute No. 355 'Roadside Drainage' should be in 'yards'.

21 Highway Works Programme 2014/15

The report updated Members on the identified schemes approved for construction in 2014/15. Mr Howe ran through the footway and carriageway improvement schemes in particular and gave timescales for completion.

A Member mentioned the replacement pump that was needed at the Mace Lane underpass to ensure that it could be re-opened. This was an important crossing point for many people, in particular children from the Ashford School, and its closure was also deterring people from using the Henwood car park which was losing the Council money. Mr Howe explained that the underpass would be made fit for purpose in time for the International Triathlon event, but there were no plans to permanently replace the pump due to the fact that there were three other safe crossing points in close proximity in Mace Lane and Hythe Road. The Board still considered that a permanent replacement should be made to the underpass on grounds of safety and it was agreed that a letter should be written to David Brazier, KCC Cabinet Member, accordingly.

In terms of drainage repairs and improvements, a Member said that he was concerned that only existing grips were to be made out again ahead of next winter. He considered it was quite clear that more needed to be done. Mr Howe advised that Katie Lewis, KCC's Drainage Engineer, was on the case and was looking at where grips needed to be dug out and these would be done ahead of next winter. There would be correspondence with Parish Councils on this matter.

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

- The status of the new footway and pedestrian crossing to a housing development at Appledore Road, Kenardington.

Resolved:

That the report be received and noted and the Board send a letter to David Brazier on the Mace Lane underpass issue.

22 Transportation, Highways & Engineering Advisory Committee – 28th April 2014

Resolved:

That the Minutes of the Meeting of the Transportation, Highways & Engineering Advisory Committee held on the 28th April 2014 be received and noted.

23 Petitions

In accordance with Procedure Rule 9.1 Mr Wickham presented a petition to the Chairman. The petition contained 234 signatures from residents of Mersham calling for the closure of Kingsford Street, Mersham from Highfield Lane so that it would become a cul-de-sac. The petition explained that the current proposals for M20 Junction 10A would close Highfield Lane access to the A20, but retain the connection to Kingsford Street, directing traffic to the centre of Mersham and creating a “rat run” along what was considered a totally unsuitable narrow country lane, with no pavements. It was considered that this would be extremely hazardous for pedestrians and residents. The petition further explained that traffic to the A20, wishing to use either Junction 10 or 10A roundabouts, would be able to use Kingsford Street as a “rat run”. In addition the current plans of AXA/DMI for a proposed warehouse development at Site U19 included the upgrading of Highfield Lane to a two lane highway leading on to the single track Kingsford Street, which was considered a totally unacceptable proposal. The residents of Mersham were totally opposed to this plan and wished Kingsford Street to be closed off from Highfield Lane and asked for the petition and concerns to be raised with KCC’s Planning Committee.

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

24 Tracker Report

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

Resolved:

That the Tracker be received and noted.

25 Update from Truck Stop Pilot Task Group

Councillor Burgess gave a short update of recent activity from the Group. He advised that on the 29th May, Consultants Amey had sent a letter stating that they were undertaking a noise and air quality scoping assessment in relation to the suitability of three proposed truck stop sites for KCC; one in the Ashford Borough; one in the Shepway District; and one in the Dover District. The one in Ashford was named as the Ashford Park site area. They required a reply to this consultation by 18th June. Currently they had not progressed with any firm ideas on the future of the

Waterbrook site or any other alternative site, but they were working hard on the subject. The wheel clamping of illegally parked lorries would soon be carried out as long as there were legal parking spaces for them close by. The signs placed in the laybys on the A20 did seem to be having some effect.

A Member said that there was increasing concern about lorry parking spilling in to certain residential streets so it was important to get the new truck stops as soon as possible. Another Member said that whatever action was to be taken against illegal lorry parking, the sanctions had to be firm as she was aware of companies who ignored tickets etc and thought they were untouchable.

Mrs Fox advised that ABC and KCC Officers were working well together to find solutions on the whole issue of inappropriate lorry parking. She wanted to re-assure Members that there was a lot going on behind the scenes. There was much to do but they were aware of all of the issues and concerns. She agreed that the sanctions needed to be firmer and she asked Members to keep her informed of particular problem hotspots at parkingcustomercare@ashford.gov.uk

Resolved:

That the report be received and noted.

26 Pot Holes and Weather Damaged Roads

The report gave an update on the progress of pothole repairs and the repairs to weather damaged roads. Mr Howe explained that there had been a blitz of repairs over the spring and this would continue throughout June with the additional funding allocated by KCC and Government. To date there had been 2500 pot hole repairs in the Ashford Borough since the 1st January 2014. This number did not include surface repairs. The pot holes were identified and then scheduled by priority. The targets were 2-24 hours for emergency repairs and 28 days for non-emergency. He encouraged Members to continue to report any pot holes they were aware of to the KCC call centre.

A Member said that although they might not meet the criteria of 'emergency' pot holes, there were a number appearing towards the centre of roads that were being left, but these did cause safety issues for motorcyclists, particularly at night as they may not see them. Mr Howe said that those in the middle of carriageways did tend to take a bit longer as they may need both lanes of traffic to be closed, but the point was noted.

In response to questions about why not all pot holes in an area were repaired at once, Mr Howe explained that it was generally about prioritising within budget constraints. However the issue of repairing some in a road and leaving others was a personal bug bear of his and with the extra money available if a crew were out they were now being encouraged to repair all of those marked up in an area if possible. This was a change to the previous procedure and was welcomed by the Board.

Resolved:

That the report be received and noted.

27 Safe and Sensible Street Lighting - Update

The report provided an update to Board Members on the County Council's implementation of various measures to reduce energy costs, carbon emissions and light pollution associated with its street lights, to deliver savings to support frontline services. This included both a trial switch-off of surplus lights and the introduction of part-night lighting.

A Member said that there were real mixed views on this subject. Some residents had been delighted by the changes and preferred the lights being off, whilst others had already complained. This demonstrated the difficult position Members were in. He considered this also showed that each area should be taken on its own merits and where there were concerns about crime and safety those areas should be looked at again.

There was a discussion about the two different aspects to the scheme: - the complete switch off of some surplus lights which was on a trial basis and would be reviewed after 12 months (this related to approximately 12 sites in the Borough); and the part night lighting which was now permanent and based on agreed exclusion criteria and part of KCC policy. Members expressed concern that they may not be able to call for a review of part night lighting in their area if they had particular concerns over crime and safety. County Members considered they had been given an assurance by the Leader and the Cabinet Member of KCC that in these circumstances they would have that ability. One Member in particular mentioned an email he had sent to Officers referring to his concerns about the part-night lighting in Maunsell Place, Newtown, to which he had yet to receive a response. Mrs Kinsella agreed to look in to this and ensure the Member received a response.

A Member said that as with any other issue, KCC Members could review any decision made, but it had to be based on evidence gathered over a certain period of time. He was sure that there would be a future review, but the trial had to be allowed to continue for a reasonable length of time to be able to draw proper conclusions. Another Member agreed and said that the point to note was that they were only 6 months in to a trial and it was too early to make any judgments. What was clear was that there was already a dichotomy of views with some in favour of the proposals and some seemingly against. Quite often people were resistant to change and jumped to conclusions too soon before they gave something a chance. She considered the changes needed to be allowed to run for at least a year before any judgments were made.

Mr Hatcher advised that in terms of the county wide picture, since the measures had begun in December 2013 there had been less than 1500 enquires received, which had included 110 formal complaints and only 8 from the Borough of Ashford. Although not dismissing those complaints that had been made, he considered this showed there was clearly a good level of support for the proposals.

The Board thanked Mr Hatcher for attending this meeting as they knew there was a lot of demand on his time across the county at this time.

Resolved:

That the report be received and noted.

28 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 Vice-Chairman said that this matter had been discussed on numerous occasions, over at least 11 years, and the continued delays were extremely frustrating. The money and the legislation to install the cameras were all in place. The recent development whereby KCC did not now intend to make a decision regarding bus camera enforcement until the results of a pilot currently taking place within Tunbridge Wells and due to be completed in November 2015, appeared to be a red herring. The trial at Tonbridge Wells was based on a mobile camera that occasionally visited the bus gate. This proposal was for fixed cameras so in his view the two were unrelated. He had heard the matter referred to as an enforcement issue but it more about safety. There was also the emerging issue of a third bus gate in Ashford at Park Farm. It was expected that this may prove very attractive to people willing to take a chance as it would cut a mile or five minutes off of a journey time, so enforcement had to be strong. The Board agreed to write to David Brazier, KCC Cabinet Member, expressing its concerns and re-iterating strongly that this was a matter of safety not enforcement and that the cameras should be put in place as soon as possible.

Resolved:

That the current position regarding Bus Gate Camera Enforcement be noted and the Board send a letter to David Brazier expressing its concerns and asking for the cameras to be put in place as soon as possible.

29 Somerset Road/North Street, Ashford – Pedestrian Safety Improvements

The report updated Members on the recent scheme consultation for pedestrian safety improvements at the Somerset Road/North Street junction.

A Member said he welcomed the proposals in terms of the safety aspects however he was not entirely clear how the improvements would also increase the capacity of the junction and improve traffic flow at busy times as stated in the report. He was also concerned that human nature would mean there would always be those pedestrians who would take a risk and try to cross the whole road in one go, and the proposed addition of a central pedestrian refuge may make the road more

dangerous. Mr Howe explained that this had been taken into account, but the main concern had been to improve safety for a majority. In terms of traffic flows, at present there could be up to 42 cars queuing at the Eastern end at peak times, blocking the junction with Station Road. Traffic modelling had shown that changes to the sequencing should reduce this to a maximum of 13 cars.

One of the ABC Ward Members for the area thanked Officers for bringing this scheme forward. He said it was a difficult junction and he had personally had issues there, so he would be pleased to see this progressed.

Resolved:

That the report be received and noted.

30 Direct Rail Service to Gatwick

The report traced the history of attempts to secure a direct Kent to Gatwick Airport rail service as part of KCC's Rail Action Plan for Kent 2011. The issue had been supported by ABC Members through the Transportation, Highways & Engineering Advisory Committee however following the production of an independent business case KCC had recommended not to pursue the scheme. Whilst it had been reluctantly accepted that a direct rail service was not going to come forward, Members considered there were other options that could be taken forward to improve the service, that had not yet been examined. The report recommended supporting the suggestion of pursuing some adjustment to the timings of the existing Tonbridge to Redhill service as part of the new TSGN Franchise post July 2015.

Resolved:

That the report be received and noted and the Board support KCC's suggestion of pursuing some adjustment to the timings of the existing Tonbridge to Redhill service as part of the new TSGN Franchise post July 2015.

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 11th July 2014.

Present:

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

Also Present:

Pierre Delalande – Eurostar, Mike Gibson – Southeastern, Yvonne Leslie – Southern, Dutch Docherty – Stagecoach in East Kent, Derek Goodwin – Ashford Driving Instructors Association, Ray Wilkinson – Ashford Borough Council, Andrew Osborne – Ashford Borough Council, Jo Fox – Ashford Borough Council, Danny Sheppard – Ashford Borough Council.

Apologies:

Cllr. Yeo.

Philip Norwell – Stagecoach in East Kent.

80 Declarations of Interest

| Councillor | Interest | Minute No. |
|------------|---|------------|
| Feacey | Made a 'Voluntary Announcement' as Managing Director of Energyshift Ltd who worked with members of the taxi trade and as a Member of the Management Committee for UK LPG. | 83, 85 |

81 Minutes

Resolved:

That the Minutes of the Industry Updates and Discussion Meeting of this Committee held on the 17th January 2014 be approved and confirmed as a correct record.

82 Eurostar

The Chairman welcomed Pierre Delalande, Head of Public Affairs, Eurostar, who gave an update on the business of Eurostar and future plans that may affect Ashford and the Ashford International Station. He said that Eurostar had experienced a good 2013 however 2014 had been a little more challenging so far with increased competition from budget airlines as well as the current economic climate. In terms of

Ashford specifics, he wanted to re-iterate Eurostar's commitment to Ashford International Station and the desire to increase services and add new destinations. May 2015 would see the launch of a new direct service from London to Lyon/Avignon/Marseille which would stop at Ashford. This would provide new links from the UK direct to the South of France. More specific details on that service would follow in the coming months. There would be some immigration issues on the return portion of the journey as customers would have to disembark briefly at Lille to be processed. This was far from ideal and they would continue to look at alternative options, but current immigration laws had to be respected.

In terms of the future of Ashford International Station, Mr Delalande explained that the new Eurostar rolling stock, and all future international trains, would not be compatible with the existing signalling systems at the Station and it would therefore be essential to provide a signalling solution to ensure that the International trains continued to be able to stop at Ashford. He knew work was underway with KCC, ABC, Network Rail and High Speed 1 on the 'Ashford Spurs' project and funding was already in place for the fact finding project.

He said he was aware of the demand for more stopping services to Brussels but Eurostar was not in a position to be able to commit to that at this stage. The situation would be kept under constant review though, and discussions would continue.

The Chairman then opened discussion up to the Committee and the following points were made:

- The direct service to the south of France was welcomed. It was considered that any competition for the airlines was a good thing. It would be important to get the price point right though. It was accepted that baseline costs and journey times would be higher by rail, but rail did have the advantage in terms of convenience.
- There was demand for more stopping services at Ashford to Lille/Brussels, but also to Paris.
- Journey times on the E320 trains to Amsterdam would be constrained somewhat by infrastructure on part of the track in Northern France. The estimated time from London to Amsterdam was 4 hours, but the timetables were still being devised and he would be able to report more details in the future.
- Members considered Ashford was a much better and more convenient location for Kent's international rail passengers than Ebbsfleet and that any new or expanded services should be focussing on Ashford International rather than Ebbsfleet International. Mr Delalande said he was aware of the viewpoints around this and re-iterated that Eurostar was committed to both stations. Their research indicated that Ebbsfleet generated more business use and Ashford more leisure use. It also demonstrated that there were not large numbers of commuters in Kent travelling 'the wrong way' to Ebbsfleet to connect with European bound services. Eurostar was a commercial company and if there were markets to exploit, they would certainly be interested.

- There were some ticketing offers such as £89/£99 per person return and children for £1, but perhaps these could be advertised better. The trains to both Paris and Brussels operated at a high seat occupancy level and the newer trains would provide for an additional 220 seats per journey.
- Eurostar did keep up to date with developments in the various locations and the commercial team was aware of emerging issues such as the Commercial Quarter and extension of the Designer Village in Ashford. These considerations would ensure that thinking around services was not static.

The Committee thanked Mr Delalande for attending the meeting and giving such a useful update. His time was greatly appreciated and both sides agreed to stay in contact.

83 Road Junctions in and around Ashford

Derek Goodwin of the Ashford Driving Instructors Association advised that he had raised some concerns about two particular road junctions – Canterbury Road/Simone Weil Avenue, and Brookfield Road/Leacon Road as well as a number of worn out road markings. The issues were similar in that they both involved right turns which he considered were dangerous and/or confusing for motorists. KCC Officers had been unable to attend the meeting but had submitted a response in writing that had been included within the Agenda.

Mr Goodwin said that for many years he had been confused by the responses of KCC Highways. The Association had highlighted many issues over the years, which had initially been rebuffed by KCC, but then attended to at a later date, or left and still caused confusion. The generally accepted view seemed to be that a road situation was safe if there were no reported incidents, but this of course did not take into account near misses or incidents that were not reported. He said it also did not take into account the knock on effect of other junctions and driver stress, which in his view was just as important. Mr Goodwin considered the most troubling part of KCC's response had been the comment that "any confusion with signal operation at this junction can only be attributed to driver behaviour." He found this statement insulting and it appeared to be an avoidance of corporate responsibility similar to asking homeowners to cut back their hedges due to visibility problems, when there were hundreds of junctions and roundabouts in Ashford with restricted views as a result of public hedges and grasses not being regularly cut by KCC. He was also confused by the response from KCC regarding worn out road markings and could not understand why they would not be repainted until somebody had reported them via KCC's website. Surely their staff were using the same roads as everybody else and could notice the worn out lines themselves.

With the aid of photographs, Mr Goodwin gave a short presentation explaining the issues at the two junctions in question as he saw them. At Canterbury Road/Simone Weil Avenue a sensor had been removed from the centre of the road beyond the stop line for the lights. Therefore if you were waiting in this area to turn right (i.e. beyond the stop line) and the lights turned red, it was still possible for vehicles coming from the town to filter into Simone Weil Avenue (they were seeing a green filter light) and into the path of vehicles now turning right. KCC did not accept that this could happen, but he assured that it was possible and was putting vehicles into conflict. With regard to Brookfield Road/Leacon Road, the road markings here were

very confusing and did not actually help the situation. When turning right, were motorists supposed to stay in the left hand lane until the last minute, or use the hatching? Quite often two vehicles arrived at the junction, both wishing to turn right but each choosing a different one of the two options. There was also potential conflict with traffic on the other side of the road turning left. In his view a right hand filter lane could quite easily be provided at this junction. He was unsure what to advise his pupils about this junction and he had spoken about this matter with Driving Examiners who were also unclear. He therefore did not now use that junction at all. KCC's response had again been similar in that they did not accept any fault with this junction. There was also confusion about the camera on this junction as it was supposed to detect right turning vehicles but now appeared to be facing the other way.

The Committee advised that they shared Mr Goodwin's concerns over the ambiguity and agreed to write a letter to KCC making these points and calling for site inspections to take place.

A Member mentioned another junction – New Street in to Somerset Road, and asked if the left hand turn here could be a permanent green as it did not appear to conflict with other traffic. Mr Wilkinson said that as he understood it, this was because of the pedestrian crossing and the exit from Edinburgh Road. Members agreed to ask if it would be possible to allow drivers to at least proceed to the next set of lights here though.

Resolved:

That the Chairman write to KCC expressing the Committee's concerns about the Canterbury Road/Simone Weil Avenue, Brookfield Road/Leacon Road and New Street/Somerset Road junctions.

84 Lorry Parking Update

Cllr Burgess, Chairman of the Truck Stop Pilot Task Group, said he did not have too much to add to his update to the Joint Transportation Board (JTB) on 10th June. He understood there may be some developments in terms of bringing the Task Group under the wing of either the JTB or this Committee in the future, but he did not have full details at this stage. The whole issue of lorry parks was now really in KCC's hands in terms of identifying potential sites. Mrs Fox said that from the Borough Council's point of view, they were being pro-active and working well with KCC to find solutions on the whole issue of inappropriate lorry parking. They were helping to devise a parking enforcement framework for HGVs that could be rolled out across all parking enforcement authorities across Kent. However, the issues were not always around illegal parking but anti-social behaviour too. There was a lot going on behind the scenes, including joint work with the police, and any future initiatives would take the form of pilots so they could examine the effect of any changes made.

With regard to the anti-social behaviour issues, a Member said that HGVs should be fitted with on board toilet facilities in the same way as touring caravans. He considered a campaign to change the law in this area would make a substantial improvement to the situation. This was perhaps an issue to raise with Government.

85 Industry Updates and Discussion

Stagecoach

Dutch Docherty said he was pleased to report that bus usage in the Ashford Borough had increased by 3.9% in 2013/14 compared to the previous year, reaching a total of nearly 3.4 million passengers, compared to just 1.9 million in 2004/05. In the quarter to 30th June 2014 passenger numbers had continue to rise - 3.8% up on the previous quarter.

There had been a successful start to the new H and K Lines which had been launched in partnership with East Kent Hospitals Trust. It always took time to build up new routes and change people's travel habits, but it was gaining momentum and customer satisfaction appeared to be high. They were expecting a gradual increase over the four years of their agreement with the Trust so that the routes would become self-supporting in that time.

Mr Docherty said that they were looking forward to the long awaited extension of buses in to both Park Farm East and Godinton/Repton Parks. The continued delays in terms of planning obligations were disappointing and he was unsure how much closer they were to being in a position to commence. It was frustrating as Stagecoach was ready to go and wanted to get in to these areas as quickly as possible. A Member said that as he understood it the main reason for the delays was to do with issues surrounding the Bus Gates. At Park Farm East a new Bus Gate was proposed and for safety reasons it would be very important to get that piece of infrastructure right from day one and he asked if Stagecoach could join the Borough Council in putting pressure on KCC for proper camera enforcement of Bus Gates. Mr Docherty said he agreed that the Bus Gates would need monitoring and enforcement and the existing systems in Ashford were the most misused he had come across. Perhaps there was a need for Stagecoach to become more involved at the planning stage of these developments. Jeremy Cooper of Stagecoach had already agreed to send a letter to KCC on this issue.

Stagecoach were undertaking two ticket promotions for the summer – offering a bundle of five day tickets for the price of four on smartcards, and off-peak return tickets at buy one get one half price when two were purchased together. Their Family Day Explorer ticket for the Ashford area had also been very popular since its launch in 2012. East Kent would be hosting a Stagecoach pilot scheme in which vehicle location information was sent from the ticket machines to provide real time information which would assist both customers using smartphones etc. and the drivers and control centres. This would build on the work already underway using Twitter which had been successful.

Towers School would be bringing its finishing time forward from September which would allow Stagecoach to use some buses for both Towers and the town centre schools. This would in turn release other buses to operate extra journeys to Kennington and Park Farm between 1530 and 1630 where there were currently some gaps in the timetable on school days and which customers had often asked them to address.

Mr Docherty referred to the changes made to the Freedom Pass by KCC. It would now be known as the Kent Young Persons Travel Pass and the cost would increase

to £100 for six months or £200 for a year. He understood this had not been popular, along with the decision to limit use to before 7pm. Stagecoach were currently finalising detailed arrangements with KCC, but they were going to offer children with the pass the option of buying a 'plus' ticket for an extra £50 per annum (including August), or £25 for six months, which would enable them to travel in the evenings and at weekends. Holders of the free statutory scholar passes could continue to pay £100 for travel during the evenings, weekends and school holidays, just as they currently did through the Freedom scheme.

In conclusion he said that traffic congestion in Ashford continued to be of grave concern. Mr Docherty had been working in Ashford for three and half years now and continued to hear the same comments about congestion and if anything it seemed to be getting worse and he simply could not run buses on time in parts of Ashford. The situation was so bad that they were withdrawing the E-Line from John Lewis on journeys towards Ashford, because of the time penalty comparative to the number of users. They had previously added additional running time to the E-Line timetable last autumn to combat this, but it was already seriously delayed again. It was very disappointing that the planned bus priorities around the Drovers roundabout were never implemented and as a result they were unable to provide reliable journey times and buses remained a poor option for commuters in Eureka Park, further exacerbating the traffic congestion problem. This was not considered acceptable for Stagecoach or its customers. Looking ahead to the Chilmington Green development, it looked likely that similar mistakes were being made at the planning stage where priority measures as part of a Smartlink system had been dropped, which he considered would leave bus provision in Chilmington Green as a "dead duck".

A Member asked if Stagecoach still had any plans to run the occasional C-Line service via the Highfield Estate. Mr Docherty said he would go back to the commercial team and try to find an answer.

In response to questions about traffic congestion and areas where Stagecoach may like to see additional double yellow lines etc, Mr Wilkinson explained that through the Quality Bus Partnership meetings a package of 'quick wins' had been agreed in terms of parking restrictions that could be implemented and Stagecoach had identified areas as part of that list. It was on the list of parking controls to be implemented and it was hoped that this would move up the priority list in the coming year.

The issue of the lane markings at the Drovers Roundabout was again mentioned. There were still a number of near misses involving buses on the roundabout, with traffic getting in to the wrong lane and swerving across lanes at the last moment. Mr Goodwin considered one solution could be to make the island of the roundabout smaller which would in turn allow the lanes to be widened and wondered if this had been suggested.

Southern

Yvonne Leslie advised that the main development since the last meeting had been the successful bid from Southern's parent company Govia to win the Thameslink Southern Great Northern (TSGN) franchise. The mobilisation team had been preparing to take on the Thameslink services from First Capital Connect in September, and the current Southern Services would be incorporated in July 2015.

Therefore, it would be business as usual for the Ashford routes for the next year with a lot of focus on the Thameslink project and the rebuilding programme at London Bridge. Network Rail would be undertaking major engineering work around London Bridge in late August as part of this, and the amended timetable information had been included with the Agenda papers and there was a lot of pro-active communication work going on to promote this.

The Chairman asked if there was yet any possibility of extending the two car Ashford to Brighton diesel units to four car units as it remained such a well-used service and they were often full from Hastings/St Leonards onwards. Mrs Leslie advised that there was still no additional diesel rolling stock available and no more was being made. Electrification proposals elsewhere in the country may mean a cascading down in the future but it appeared that this was already earmarked for other areas.

Southeastern

Mike Gibson advised that Southeastern's new timetable from January 2015 was now available to view on their website. The HS1 service from Ashford had been maintained with some enhancements. As with any timetable it was impossible to please everyone, but it had been worked up following a long period of consultation and working within Government affordability constraints while still offering the best possible service to passengers. He explained that there had been an erroneous report in the Kentish Express stating that there would be a fast service from Ashford International to Cannon Street and he was afraid that would not be the case. He was unsure where that information had come from, but that had been set straight with that particular newspaper.

The National Rail Passenger survey results had been extremely poor for Southeastern with overall satisfaction rates dropping from 84% to 72% in a six month period. Mr Gibson explained that there had been a number of infrastructure problems during the spring when the survey had been undertaken so the results were understandable to some extent. Network Rail did recognise the scale of the problem caused by issues such as maintenance, tree felling, overrunning engineering works, landslips, faulty signalling etc. but Southeastern had felt it necessary to refer Network Rail to the Office of Rail Regulation. The Chairman said that the survey results were disappointing and actually placed Southeastern as the lowest satisfaction rating in the country, whilst having the most expensive tickets. He said he still did not understand why ticket prices were so high. Another Member said that despite paying a premium price he often had to stand on HS1 Services at peak times and wondered if there were opportunities to increase the number of carriages. Mr Gibson said that the fares were set by Government and were based on their desire to pass on the increases in rail infrastructure costs from the tax payer (by way of subsidy) to the customer (by way of ticket prices). Additionally, anticipated private sector funding for the railways had not come to fruition. In terms of HS1 he said he would have a look at the customer numbers at peak times.

In terms of ticketing, Mr Gibson advised that Southeastern were running a number of '2 For 1' entry deals to Kent's attractions over the summer when travelling by train, as well as the usual 'weekender' and 'kids for a quid' deals. The Chairman asked if there could be more offers for passengers travelling to London rather than the other way. Mr Gibson advised they would like to increase offers however their peak market was already at capacity so there was only room for growth on the off-peak services.

They had put forward a number of ideas to the Department for Transport (DfT) for more flexible ticketing (smartcards, off-peak season tickets, part time worker season tickets etc.) and they were looking at the whole principle of what they charged off-peak. In terms of tourist destinations, they were being pushed by the Kent attractions to bring people in to Kent and Sussex from London.

In response to a question about Wi-Fi, Mr Gibson advised that there was a national programme to put Wi-Fi on trains which would be funded by fines levied on Network Rail for poor performance. The date for this was 'to be confirmed' but would be set by the DfT.

A Member said that he had travelled to London by train since 1975 and the journey time on the standard line had increased from just over one hour then, to nearly an hour and a half now. He understood that this was a result of penalties being introduced for trains arriving 5 minutes or more late, and the train companies extending timetables to give themselves more flexibility. He wondered if there could be a re-examining of this and if faster trains to London could again run on the normal line. Mr Gibson said there were a number of factors to take into account. Customer numbers had risen by 50% in the last 10-15 years and to meet demand since Southeastern had taken over the franchise they had put on approximately 200 more services (as had colleague operators like Southern). The down side was that infrastructure had not expanded at the same rate and as a result trains had to travel slightly slower than previously thus increasing journey times. Also, population growth meant that there was far more pressure to stop at the smaller rural stations. There were always objections from local people to any proposals to take out stops at smaller stations and 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 targets that had been introduced by Government in the early 1990s had been a good incentive to operators and provided certainty to passengers, but it was true to say that they had resulted in an element of 'timetable padding'.

Ray Wilkinson asked if there had been any progress on reducing the parking charges at Pluckley Station. The level of commuter parking on the nearby residential roads was still high and people were not using station car park. A 24/7 Controlled Parking Zone had already been introduced in the immediate area around the station, but this had simply pushed the problems further down the road. Mr Gibson said he would look into this and if the car park was underused they could perhaps look at reducing charges.

86 Dates of Next Meetings

Monday 27th October 2014, 7.00pm (Evening Meeting on Strategic Issues)
Friday 16th January 2015, 9.30am (Industry Updates and Discussion)

DS

Queries concerning these minutes? Please contact Danny Sheppard:
Telephone: 01233 330349 Email: danny.sheppard@ashford.gov.uk
Agendas, Reports and Minutes are available on: www.ashford.gov.uk/committees

Councillor B J D Heyes
Cabinet Member for Transportation, Highways and Engineering
Godinton (Ashford) Ward
7 Kings Avenue, Ashford, Kent, TN23 1LU



ASHFORD
BOROUGH COUNCIL

Civic Centre
Tannery Lane
Ashford, Kent
TN23 1PL
(01233) 331111
www.ashford.gov.uk
Twitter: @ashfordcouncil

Mr S Darling
KCC Highways & Transportation
Ashford Highway Depot
Javelin Way
Ashford
Kent, TN24 8AD

21st July 2014

Dear Steve

Transportation Highways & Engineering Advisory Committee (THEAC) – Junctions in and around Ashford.

As you know at our meeting on 11th July 2014, the THEAC considered an item from Derek Goodwin of the Ashford Driving Instructors Association on road junctions in and around Ashford. Firstly, thank you for providing a written response to his initial concerns. However, I must admit after listening to Derek at the Meeting, I do share some of the concerns he continues to have.

I know you have been made aware of the two main issues of concern: - the Canterbury Road/Simone Weil Avenue and Brookfield Road/Leacon Road junctions; so I will not repeat these in any great detail, but I have included an extract from the Minutes below and some photographs which Derek displayed at the Meeting. There does appear to be a degree of ambiguity at these two sites and the possibility of vehicles being put in to conflict. I would suggest that perhaps a site inspection and report back on the issues raised should take place.

Derek Goodwin of the Ashford Driving Instructors Association advised that he had raised some concerns about two particular road junctions – Canterbury Road/Simone Weil Avenue, and Brookfield Road/Leacon Road as well as a number of worn out road markings. The issues were similar in that they both involved right turns which he considered were dangerous and/or confusing for motorists. KCC Officers had been unable to attend the meeting but had submitted a response in writing that had been included within the Agenda.

Mr Goodwin said that for many years he had been confused by the responses of KCC Highways. The Association had highlighted many issues over the years, which had initially been rebuffed by KCC, but then attended to at a later date, or left and still caused confusion. The generally accepted view seemed to be that a road situation was safe if there were no reported incidents, but this of course did not take into account near misses or incidents that



were not reported. He said it also did not take into account the knock on effect of other junctions and driver stress, which in his view was just as important. Mr Goodwin considered the most troubling part of KCC's response had been the comment that "any confusion with signal operation at this junction can only be attributed to driver behaviour." He found this statement insulting and it appeared to be an avoidance of corporate responsibility similar to asking homeowners to cut back their hedges due to visibility problems, when there were hundreds of junctions and roundabouts in Ashford with restricted views as a result of public hedges and grasses not being regularly cut by KCC. He was also confused by the response from KCC regarding worn out road markings and could not understand why they would not be repainted until somebody had reported them via KCC's website. Surely their staff were using the same roads as everybody else and could notice the worn out lines themselves.

With the aid of photographs, Mr Goodwin gave a short presentation explaining the issues at the two junctions in question as he saw them. At Canterbury Road/Simone Weil Avenue a sensor had been removed from the centre of the road beyond the stop line for the lights. Therefore if you were waiting in this area to turn right (i.e. beyond the stop line) and the lights turned red, it was still possible for vehicles coming from the town to filter into Simone Weil Avenue (they were seeing a green filter light) and into the path of vehicles now turning right. KCC did not accept that this could happen, but he assured that it was possible and was putting vehicles into conflict. With regard to Brookfield Road/Leacon Road, the road markings here were very confusing and did not actually help the situation. When turning right, were motorists supposed to stay in the left hand lane until the last minute, or use the hatching? Quite often two vehicles arrived at the junction, both wishing to turn right but each choosing a different one of the two options. There was also potential conflict with traffic on the other side of the road turning left. In his view a right hand filter lane could quite easily be provided at this junction. He was unsure what to advise his pupils about this junction and he had spoken about this matter with Driving Examiners who were also unclear. He therefore did not now use that junction at all. KCC's response had again been similar in that they did not accept any fault with this junction. There was also confusion about the camera on this junction as it was supposed to detect right turning vehicles but now appeared to be facing the other way.

The Committee advised that they shared Mr Goodwin's concerns over the ambiguity and agreed to write a letter to KCC making these points and calling for site inspections to take place.

Another Member raised the issue of New Street/Somerset Road Junction (extract below) and I would ask if you could perhaps have a look at this junction as well.

A Member mentioned another junction – New Street in to Somerset Road, and asked if the left hand turn here could be a permanent green as it did not appear to conflict with other traffic. Mr Wilkinson said that as he understood it, this was because of the pedestrian crossing and the exit from Edinburgh Road. Members agreed to ask if it would be possible to allow drivers to at least proceed to the next set of lights here though.

As Chairman of the Committee and ABC Cabinet Member please keep me informed with any developments. If you would like to discuss this matter further please do not hesitate to contact me. I would be happy to organise a meeting between yourself and Mr Goodwin if you think this would help.



Yours sincerely

Councillor Bernard Heyes
Ward Member for Godinton (Ashford)
Cabinet Member for Transportation, Highways & Engineering
Contact: bernardjdheyes@talktalk.net



Agenda Item No:

Report To: Joint Transportation Board

Date: Tuesday 9th September 2014

Report Title: Update on Disabled Persons Parking Bay Panel

Report Author: Ray Wilkinson, Engineering Services Manager



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| <p>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.</p> |
|--|

Key Decision: NO

Affected Wards: South Willesborough, Isle of Oxney, Weald Central, Wye

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.

Background

2. The Panel convened on Friday 1st August 2014 to provide recommendations to officers on whether to approve or decline applications for on-street Disabled Persons Parking Bays, two of which had been rejected at application and four of which had been contested during informal consultation.

Rejected applications – South Willesborough Ward

3. Two applications had been received from residents within South Willesborough Ward which did not meet the criteria for provision of a bay and so were declined by Officers prior to beginning informal consultation. Both applicants requested an appeal of this decision on the grounds that there were mitigating circumstances not taken into account by the criteria which affected their eligibility and need for a bay.
4. The Panel assessed the applications in light of the supplementary information provided by the applicants, but felt that pursuit of an application in either case could not be justified when the applicants did not meet the necessary criteria. The Panel therefore recommended that Officers uphold their original decisions to decline both applications.

Contested applications – Isle of Oxney Ward

5. Two applications from residents within Isle of Oxney Ward (Appledore and Wittersham) had received objections at informal consultation on various grounds principally focused on traffic conditions and the displacement of parked vehicles arising from the provision of a bay.
6. The Panel assessed both applications separately and determined that provision of a bay was warranted under the criteria set, and furthermore that in both cases the benefits a bay would provide for each applicant outweighed the merits of the objections received. The Panel recommended to Officers that both applications should be approved and that Disabled Persons Parking Bays should be implemented in both cases.

Contested application – Weald Central Ward

7. Objections were received to an application within Weald Central Ward (Pluckley) on various grounds including the displacement of parked vehicles and the suitability of highway conditions for provision of a bay.

8. The Panel assessed this application against the set criteria and the content of the objections, and felt that provision of a bay would be justified in providing a benefit not only to the applicant but also to other disabled residents living within the vicinity of the bay. The Panel recommended to Officers that the application should be approved and that a Disabled Persons Parking Bay should be implemented.

Contested application – Wye Ward

9. Objections had been received to an application within Wye on various grounds including concerns over the displacement of parked vehicles arising from provision of a bay.
10. The Panel assessed this application against the set criteria and the content of the objections, and felt that provision of a bay would result in minimal displacement of parked vehicles. The Panel recommended to Officers that the application should be approved and that a Disabled Persons Parking Bay should be implemented.

Contact: Ray Wilkinson, Engineering Services Manager

Email: ray.wilkinson@ashford.gov.uk

ASHFORD JOINT TRANSPORT BOARD – TRACKER OF DECISIONS
Updated for the meeting on: 09.09.2014

| 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 trial. |
| 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. |

| Minute No | Subject | Responsible Officer | Decisions of the Board | Update |
|-----------------|---|------------------------|---|---|
| 248 10/12/13 | Appeal Against Refusal of Disabled Parking Bay Application – DPPB/13/16 – Lockholt Close, Ashford | KCC | <p>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.</p> | <p>A report on this item from KCC's Parking & Enforcement Manager was put to the KCC Cabinet Member for Highways following an appeal by the applicant. The Cabinet Member approved implementation for a bay which KCC has carried out. A report explaining why actions were taken contrary to the JTB's recommendations has been requested.</p> <p>KCC has installed an informal disabled persons parking bay and has carried out the formal statutory public consultation on the supporting traffic regulation order. This consultation closes 12 noon on 8th September 2014.</p> |
| 256 10/12/13 | Permanent Closure of Mace Lane Subway | Toby Howe (KCC) | <p>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.</p> | A copy of David Brazier KCC Cabinet Member for the Environment & Transport response dated 4 th July is appended to this tracker. |
| 349 11/03/14 | Boughton Aluph Order 2014 (Goat Lees) – Highway Safety/Parking Management Scheme | Ray Wilkinson (ABC) | <p>RESOLVED: That</p> <ul style="list-style-type: none"> (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 KCC to implement the TRO 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. | This is now completed. |

| Minute No | Subject | Responsible Officer | Decisions of the Board | Update |
|--|---|---------------------|--|---|
| 21 10/06/14 | Highway Works Programme 2014/15 | Toby Howe KCC | RESOLVED: That the report be received & noted and the Board send a letter to David Brazier on the Mace Lane underpass issue. | A copy of David Brazier KCC Cabinet Member for the Environment & Transport response dated 4 th July is appended to this tracker. |
| 22 10/06/14 | Transportation, Highways & Engineering Advisory Committee – 28 th April 2014 | | RESOLVED: That the minutes of the meeting of THEAC held on 28 th April 2014 be received & noted. | |
| 25 10/06/14 | Update from Truck Stop Pilot Task Group | | RESOLVED: That the report be received and noted. | |
| 26 10/06/14 | Pot Holes & Weather Damaged Roads | Toby Howe KCC | RESOLVED: That the report be received and noted. | |
| 27 10/06/14 | Safe and Sensible Street Lighting - Update | | RESOLVED: That the report be received and noted. | |
| 28 10/06/14 & 351 11/03/14 | Bus Gate Camera Enforcement | | RESOLVED: That the current position regarding Bus Gate Camera enforcement be notes and the Board send a letter to David Brazier expressing its concerns and asking for the cameras to be put in place as soon as possible. | A copy of David Brazier KCC Cabinet Member for the Environment & Transport response dated 4 th July is appended to this tracker. |
| 29 10/06/14 | Somerset Road/North Street, Ashford – Pedestrian Safety Improvements | | RESOLVED: That the report be received and noted. | |
| 30 10/06/14 | Direct Rail Service to Gatwick | | RESOLVED: That the report be received and noted and the Board support KCC's suggestion of pursuing some adjustment to the timings of the existing Tonbridge to Redhill service as part of the new TSGN Franchise post July 2015. | |



Cllr Charlie Simkins
Chairman – Ashford Joint Transportation Board
Ashford Borough Council
Civic Centre
Tannery Lane
Ashford
Kent TN23 1PL

Members' Suite
Sessions House
County Hall
Maidstone
Kent
ME14 1XQ
Tel: 01622 694434
Fax: 01622 694212
E-mail: members.desk@kent.gov.uk
Your Ref:
Our Ref: 15337
Date: 4 July 2014

Dear Charlie

Mace Lane Underpass and Bus Gate Camera Enforcement in Ashford

Thank you for your letter dated 17 June 2014.

With the exception of the concerns raised by the Joint Transportation Board and Ashford School, KCC has received no enquiries or complaints from members of the public since the Mace Lane underpass was closed in the Summer of 2013. This indicates that the general public have not been inconvenienced by the closure as there are two traffic-signal controlled crossing points across Mace Lane which allow safe crossing. Henwood Car Park's lack of use cannot be attributed to the underpass closure as the same was apparent prior to Summer 2013.

The Henwood Safety Scheme Post Implementation Review (Ashford JTB Minutes September 2012) refers to an on-street parking survey conducted in July 2012 that recorded ten vehicles in the Henwood Pay and Display Car Park during the peak period. Whilst KCC will be ensuring that the subway is open in time for the Ironman event in August 2014, we still need to assess future options, due to ongoing maintenance costs, including the possibility of Ashford School taking on full responsibility in the future, but discussions with the school are at an early stage, details of which of not yet available.

Paul Carter has taken the decision that no further camera enforcement is to be commenced in Kent until the current pilot in Tunbridge Wells has been completed and the results can be analysed. Since this decision was previously reported to the Ashford Joint Transportation Board, the Government has consulted on the future of camera enforcement and has taken the decision that cameras are only to be used for enforcement purposes in the future at four areas: Bus Stops, Bus Lanes, Red Routes and School Zig Zags. Therefore, should KCC wish to move ahead in the

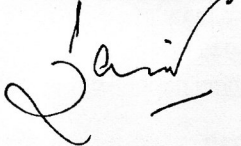
David Brazier

Cabinet Member for Environment & Transport

future it would need to be established if it is possible to make both sites Bus Lanes under the new upcoming legislation.

I trust that this is helpful.

Yours sincerely

A handwritten signature in black ink, appearing to read 'David', with a large, sweeping flourish on the left side.

David Brazier

Agenda Item No:

Report To: Joint Transportation Board

Date: Tuesday 9th September 2014

Report Title: Park Farm Order 2014 (Bluebell Road & Violet Way)

Report Author: Ray Wilkinson, Engineering Services Manager



Summary:

This report details the results of formal consultation conducted between 24th July and 15th August 2014 on a proposed scheme of parking controls for certain roads within the Park Farm South and East residential estates, Ashford; presenting Officer's analysis and further recommendations.

The scheme proposed focuses on two specific areas within Park Farm: in Bluebell Road, where restrictions have been requested by the bus operator to address obstructive parking issues and so facilitate the running of extended bus services into Park Farm East; and in Violet Way where restrictions have been requested by the developer to address obstructive parking issues.

On assessment of the representations made during the consultation period, it is the advice of Officers that the benefits of this proposed scheme outweigh the merits of the objections received, and so implementation should be approved.

Key Decision: YES

Affected Wards: Park Farm South, Weald East

Recommendations: **That the Board considers the results of the formal consultation and recommends implementation of the restrictions proposed.**

Background Papers: 'Prioritised List of Requested Parking Controls for Investigation and Possible Implementation' report to JTB 11th March 2014

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

Report Title: Park Farm Order 2014 (Bluebell Road & Violet Way)

Purpose of the Report

1. This report details the results of formal consultation conducted between 24th July and 15th August 2014 on a proposed scheme of parking controls for certain roads within the Park Farm South and East residential estates, Ashford; presenting Officer's analysis and further recommendations.

Issue to be Decided

2. The scheme proposed (shown in appendix 1) focuses on two specific areas within Park Farm South and East – Bluebell Road and Violet Way. The restrictions proposed in Bluebell Road have been requested by the bus operator to address obstructive parking issues and so facilitate the running of extended bus services into Park Farm East.
3. Implementing the restrictions proposed for Bluebell Road forms one of four effective 'steps' in the delivery of extended bus services into Park Farm South and East; the others being:
 - a) The Highways Agency granting technical approval for use of the accommodation bridge by buses (a letter from the Board Chairman to the Chief Executive of the Highways Agency is attached to this report as Appendix 3);
 - b) The agreement of a subsidy from the SPG6 fund for the initial operating timescale of the extended bus service (in addition, Stagecoach have affirmed their belief that the service would be commercially viable after this initial subsidy period – see Appendix 4)
 - c) The agreement and installation of an enforcement regime to limit vehicular use of the accommodation bridge and provide bus priority.
4. The restrictions within Violet Way have been requested by the developer and will prohibit obstructive parking on the major access to Park Farm East from the southern orbital and A2070 (Hamstreet Bypass). Residents have frequently expressed concerns about vehicle parking on this approach and the adjacent roundabout, and the restrictions have been designed to address these issues.
5. The Board should consider the results of the formal consultation and determine whether to recommend:
 - a) Implementation of the scheme as proposed
 - b) Implementation of the scheme (deferred for no longer than 18 months from the commencement date of the formal consultation)
 - c) Implementation and a supplementary consultation on an additional scheme of restrictions
 - d) Abandonment of the scheme
6. The proposed restrictions would only prohibit vehicle parking in those locations defined as unsuitable (illegal) under the Highway Code.

Background

7. The Ashford Borough Local Plan (adopted in June 2000) outlined that development at Park Farm South and East (site 17) should enable a significant proportion of trips to be carried out by public transport, and furthermore should feature (as part of the transport infrastructure of the site) a dedicated pedestrian/cycle/bus link between the two parts of the development site. Indeed, policy S17.6 from the Local Plan noted that such a crossing “is a key part of the transport system to serve this area”, and that “This link is part of a wider network of bus routes linking to Cheeseman’s Green”.
8. The Pelham Homes Park Farm South and East Development Brief (2001) detailed that the accommodation bridge would provide a bus priority link between the two parts of the development and function as either a dedicated bus/cycle/pedestrian link or be open to all vehicle movements. Paragraph 11.22 of the brief states that ‘Any on-street parking should be provided in bays or widened sections of carriageway which maintain 6 metre wide sections of carriageway free from obstruction’.
9. Planning permission for the development was granted at a meeting of the Planning Committee on 25th April 2002. At a subsequent meeting of the Committee held on 17th December 2003 it was clarified that the accommodation bridge would be designed for buses, cycles and pedestrians rather than accommodating all traffic. The use of the accommodation bridge (and consequently Bluebell Road) as a bus route linking Park Farm South and East is outlined further in the Section 106 agreement for the development.
10. The Section 106 agreement for Park Farm South and East was registered as a Local Land Charge on 20th January 2006. Prior to the expiration of the charge (on 14th August 2014), results of the Local Land Charges Register (LLC1 or personal search) for properties in the area to which the charge applies would have revealed this Section 106 agreement. A copy of the agreement has been available on the Borough Council’s website since 14 January 2013. Prior to that, copies would have been provided on request. Similarly, replies to an official local authority search request would also have revealed the planning history of the site relevant at the time of the search.
11. Signage indicating a prohibition of vehicle movement across the bridge except for buses and cycles has been in situ on the Bluebell Road side for some time.

Consultation

12. A formal public consultation was conducted between 24th July and 15th August 2014, with letters outlining the proposals and the procedure for responding to the consultation delivered to a total of 421 properties and 28 statutory consultees. Notices of intention were simultaneously published in the Kentish Express and erected on site, and documents outlining the order (including plans and a statement of reasons) were placed on deposit at Ashford Gateway Plus, Session House Maidstone and the Ashford Borough Council website.

13. 29 responses were received from the general public as well as responses from Kent Police and Kent County Council (who raised no objection to the proposals) and Stagecoach, who expressed their support for the restrictions in Bluebell Road as a means to facilitate the running of extended bus services into Park Farm South and East via the accommodation bridge, and extending further into Cheeseman's Green (Finberry). The responses from Kent Police, Kent County Council and Stagecoach are included in Appendix 4.
14. The content of all responses received during the consultation period is included in Appendix 4 to this report. A table showing the origin points of public responses and a percentage breakdown of response rate is shown below.

| Street | No. consulted | Support | | Object | | No indication | | Total | | No response | |
|------------------|---------------|-----------|-----------|-----------|-----------|---------------|-----------|-----------|-----------|-------------|------------|
| | | No. | % | No. | % | No. | % | No. | % | No. | % |
| Bluebell Road | 77 | 3 | 4% | 11 | 14% | 0 | | 14 | 18% | 63 | 82% |
| Poppy Mead | 68 | 2 | 3% | 1 | 1% | 1 | | 4 | 6% | 64 | 94% |
| Orchid Court | 44 | 2 | 5% | 0 | - | 1 | | 3 | 7% | 41 | 93% |
| Bramble Walk | 22 | 2 | 9% | 0 | - | 0 | | 2 | 9% | 20 | 91% |
| Damara Way | 34 | 1 | 3% | 0 | - | 0 | | 1 | 3% | 33 | 97% |
| Jacobs Court | 11 | 0 | - | 1 | 9% | 0 | | 1 | 9% | 10 | 91% |
| Violet Way | 77 | 1 | 1% | 0 | - | 0 | | 1 | 1% | 76 | 99% |
| Beltex Way | 5 | 0 | - | 0 | - | 0 | | 0 | - | 5 | 100% |
| Broadview Close | 43 | 0 | - | 0 | - | 0 | | 0 | - | 43 | 100% |
| Herdwick Road | 29 | 0 | - | 0 | - | 0 | | 0 | - | 29 | 100% |
| Skylark Way | 11 | 0 | - | 0 | - | 0 | | 0 | - | 11 | 100% |
| Scotney Close* | - | 1 | | 0 | | 0 | | 1 | | | |
| No address given | - | 1 | | 1 | | 0 | | 2 | | | |
| Totals | 421 | 13 | 3% | 14 | 3% | 2 | 0% | 29 | 6% | 395 | 94% |

*No direct mailing was carried out to residents of Scotney Close

15. Of the 29 responses received, 14 were from properties directly fronting the proposed restrictions. Of these, 13 were from properties within Bluebell Road (11 objecting and 2 supporting) and 1 was from Violet Way (supporting).
16. The response rate for this consultation as a whole was lower than officers expected, and varied significantly by street. It can be expected, and was generally borne out in the responses received, that those households adjacent to or fronting the proposed restrictions (and thus most likely to be directly affected by them) will elicit the highest frequency of responses.
17. The responses received covered various grounds, not all of which fall under the purview of this consultation or proposed scheme. Those comments made which were pertinent to this consultation addressed various common points, the most frequently made of which (occurring in 5 or more responses) are listed below.

| Comment summary | No. |
|---|-----|
| Restrictions should be extended / other areas included | 13 |
| Available off-street parking is insufficient / unsuitable | 11 |
| Scheme will displace traffic / increase congestion | 10 |
| Want to retain parking / access in front of property | 10 |

| | |
|--|---|
| Footway parking should be addressed / is of concern | 9 |
| Objection to intended bus route | 7 |
| Available off-street parking is sufficient / underused | 5 |

18. Less frequently occurring comments covered other points such as: the absence of restrictions reduces traffic speed (2), the scheme would reduce congestion (1), additional off-street parking areas should be provided (1), the restrictions would impact on parking by patrons of a business in the estate (1) and the scheme would not address safety issues (1). 2 responses also cited a desire not to have traffic calming measures, despite no such measures being proposed under this scheme. A full analysis of the most commonly made comments is included as appendix 2 (paragraphs 32 – 50).
19. Whilst this consultation does not address the routing or extension of bus services directly, the Bluebell Road restrictions are intended to facilitate the running of extended bus services (through prohibiting vehicle parking in locations defined as unsuitable under the Highway Code) and so officers felt it pertinent to include a record of these comments for analysis.
20. The approval of bus services and routes falls under the purview of the Traffic Commissioner, and consent to run the extension of this bus service will require their approval of the route, however there are no difficulties foreseen in obtaining this approval.

Geographic analysis

21. 17 responses received during the consultation period contained comments that specifically addressed the restrictions proposed for Bluebell Road. Of these, 13 were received from properties directly fronting the restrictions in Bluebell Road, with 2 of these responses supporting and 11 objecting to the scheme. Of the 4 other responses, 1 arose from a property in Bluebell Road not fronting the proposed restrictions (supporting), 2 arose from other streets (Damara Way – supporting, and Poppy Mead – objecting) and 1 did not provide address details (objecting).
22. By comparison, only 2 responses specifically addressed Violet Way, with 1 response received from a property fronting the restrictions and in support of them. The other response arose from Damara Way (supporting).

Alternatives considered

23. The implementation of this scheme (in part or in full) could be deferred for a period not exceeding 18 months from the date of first advertisement, or until such time as bus travel via the accommodation bridge is realised (whichever is sooner), however instances of obstructive parking (on junctions, bends, and footpaths, for example) will continue to occur without restrictions being in force, and cannot continue to be condoned by the authority on the basis that a through route for buses is not presently open.
24. Given the concerns over specific areas where additional parking controls have been requested and the high proportion of obstructive parking (including on footway parking) reported to Officers, a supplementary consultation on a wider scheme of parking controls further into Park Farm South and East could

be carried out in addition to implementing the proposed restrictions; however this would require additional funding contributions to realise.

25. Abandonment of the scheme is not recommended, as these proposals would provide a safety benefit to road users (including pedestrians) in the estate through addressing unsuitable parking practices in the identified areas of Bluebell Road and Violet Way; and furthermore would facilitate the long-planned delivery of extended bus services into Park Farm South and East via the accommodation bridge.

Officer's Recommendation

26. The restrictions proposed in Violet Way have received no notable objection, and have elicited little response from those residents whose properties front the areas in question. In light of this and the tangible improvement to highway safety that these restrictions would achieve, it is the recommendation of Officers that these restrictions should be implemented.
27. Although there has been objection to the restrictions in Bluebell Road, this has been limited and it must be remembered that the principal focus of objections has been the desired retention of parking to the front of properties (in locations where parking should not take place) and the inadequacy of off-street parking provision in the estate.
28. Such responses (collated) were received from only 16 households during the course of the consultation – equivalent to 4% of all properties directly consulted and 21% of all properties directly fronting the restrictions on the western side of the A2070.
29. In light of the low response rate and the necessity of these restrictions in halting unsuitable and unsafe parking practices and facilitating the passage of public service vehicles into Park Farm East via the accommodation bridge, it is the recommendation of Officers that the Board should recommend implementation of the full scheme as proposed.

Conclusion

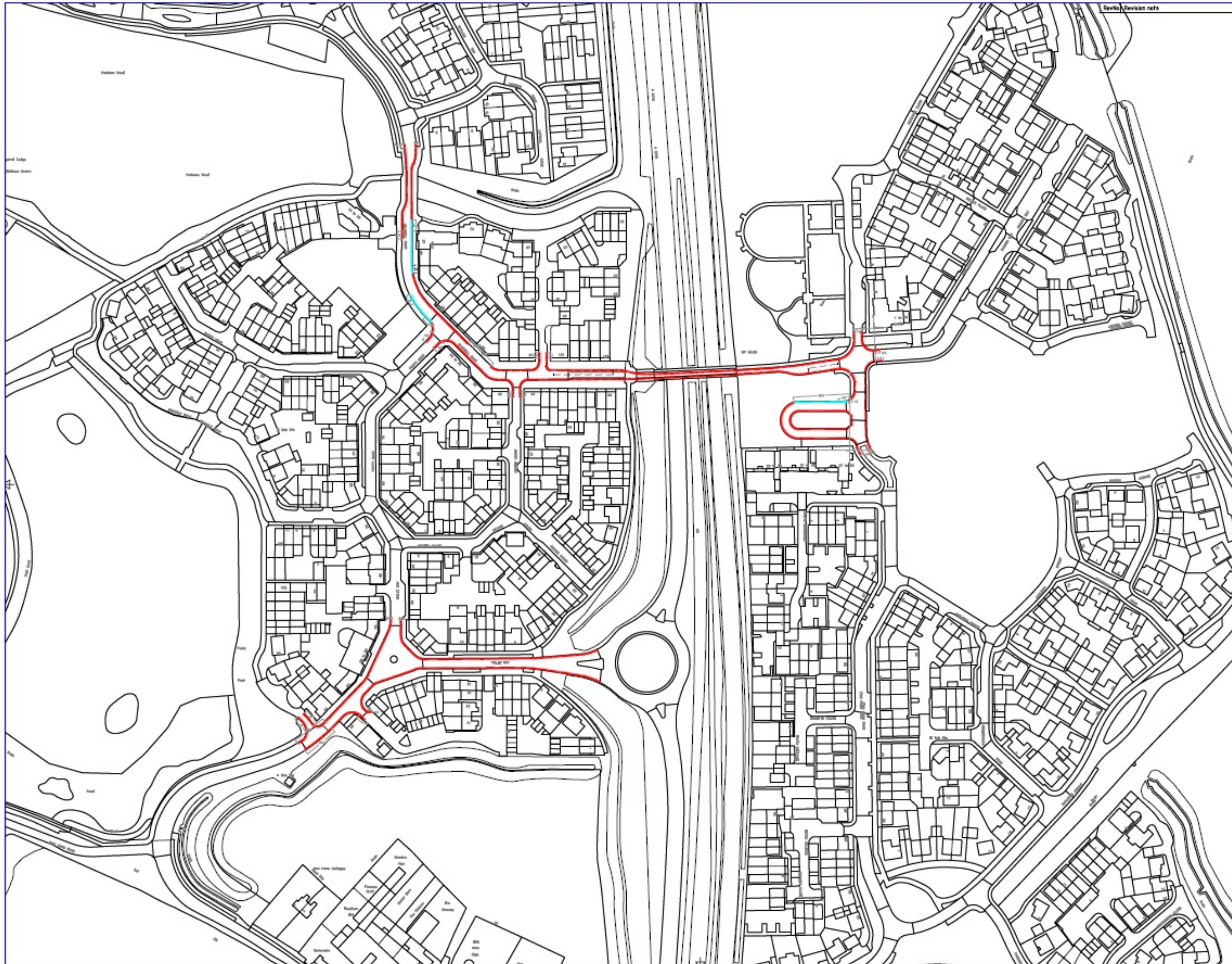
30. On assessment of the representations made during the consultation period it is the advice of Officers that the benefits of this proposed scheme outweigh the merits of the objections received, and so implementation should be approved.

Portfolio Holder's Views

31. To be provided at the meeting.

Contact: Ray Wilkinson, Engineering Services Manager

Email: ray.wilkinson@ashford.gov.uk



Revis/ Revision note

Date Signature/Checked

KEY

- PROPOSED NO WAITING AT ANY TIME —
- PROPOSED NO WAITING BETWEEN SPECIFIED HOURS —
- EXISTING NO WAITING AT ANY TIME —
- PROPOSED BUS STOP CLEARWAY —
- EXISTING BUS STOP CLEARWAY —

ASHFORD
BOROUGH COUNCIL
CULTURE AND THE ENVIRONMENT
Civic Centre, Tamary Lane, Ashford, Kent, TN23 9PL
Tel: 01233 331111 fax: 01233 645654

PROJECT
PARK FARM, KINGSNORTH, ASHFORD
SCHEME

DRAWN
PROPOSED WAITING RESTRICTIONS

| | |
|---------------------------|-------------------|
| SCALE 1/1000 | PROJECT AI |
| DRAWN R.J.W. | DATE JULY 2014 |
| DRWG PARK FARM 2014/01 | REV |

Restrictions should be extended / other areas included

32. As shown above, the most frequently made comment was for the extension of restrictions to include other areas, including the junctions of Violet Way with Bramble Walk, Violet Way with Poppy Mead, Violet Way with Orchid Court, Poppy Mead with Bramble Walk and further restrictions requested in Bluebell Road, Bramble Walk, Damara Way, Finn Farm Road, Orchid Court, Poppy Mead and Scotney Close.
33. There was little correlation between requests for extensions and concerns over displacement and congestion increases (only 3 responses contained both comments), suggesting that the majority of requests have been made in response to existing problems on other parts of the estate.

Available off-street parking is insufficient / unsuitable

34. Of 11 responses citing this concern, 9 were from properties directly fronting the proposed restrictions on Bluebell Road, and whilst these properties would in effect 'lose' on-street parking, it must be remembered that the on street parking observed by officers outside these properties is in contravention of the Highway Code (within 10 metres or opposite a junction, on bends and where the road is too narrow to support parking).
35. Owing to the narrow width of the carriageway to the front of those Bluebell Road properties immediately adjacent to the accommodation bridge, vehicle parking to the front of these properties (as observed by officers) is contained entirely on the footway. Such parking is in contravention of the Highway Code (rule 244) and cannot be condoned under the proposals. Furthermore, driving a vehicle on the footway is an offence under the Road Traffic Act 1980, and so any motorist utilising the footway for parking throughout the estate may be liable for prosecution.
36. Whilst it is recognised that households may be in possession of more vehicles than they have sufficient space for within off-street provisions, this cannot provide justification for parking illegally.

Scheme will displace traffic / increase congestion

37. Some displacement of traffic is an unavoidable side-effect of the implementation of any parking controls; however care must be taken to ensure that the introduction of controls does not simply move traffic to adjacent unsuitable areas.
38. Some consultation responses have suggested (and officers have observed) that the off-street parking provision to the rear of the properties is underused, and so such facilities may be able to accommodate a proportion of any on-street parking displaced through the implementation of the scheme.
39. 6 of 10 responses citing this concern arose from properties directly fronting the proposed restrictions in Bluebell Road, with 1 response from an adjoining

unrestricted street (Poppy Mead), 2 responses generated from streets on the eastern side of the accommodation bridge and 1 response provided without address details. The negligible level of concern from properties in unrestricted streets over displacement and congestion provide little evidence to support alteration or abandonment of the scheme for this reason.

Want to retain parking / access in front of property

40. There is an apparent confusion over the exemptions of 'no waiting at any time' (double yellow line) restrictions shown in the responses, and so more in-depth analysis of these comments is presented herein. Of 10 responses citing this concern, 7 raised points addressing specific queries over loading and unloading of vehicles, the boarding or alighting of passengers from vehicles (including disabled persons) and the ability of emergency service vehicles to access the front of properties in restricted areas.
41. It must be remembered that loading and unloading and stopping to pick up and drop off passengers are exempt from 'no waiting' restrictions for so long as these activities are being carried out; and emergency service vehicles responding to a call are similarly exempted from 'no waiting' restrictions.
42. 4 of the 10 responses cited concerns over the loss of general household parking outside properties as a result of the restrictions, however these properties front areas where (as defined under the Highway Code) parking should not take place, irrespective of the presence of formalised restrictions. As such, parking in these areas cannot be condoned under a scheme of restrictions designed to address obstructive parking practices in unsuitable and unsafe locations.
43. 2 responses cited concern that the implementation of restrictions would force property owners to be in breach of restrictive covenants placed on their properties (namely, to not park vehicles on the estate roads or access ways). Officers have disputed these claims on the grounds that the restrictions would, in fact, reinforce such a covenant through preventing parking on the estate roads and access ways where restrictions were imposed.

Footway parking should be halted / is of concern

44. There was a strong correlation between responses citing this concern and requesting extensions to the scheme (6 of 9 responses concerned about footway parking also requested that other areas were addressed). Footway parking, as noted in paragraph 19, is in contravention of the Highway Code (rule 244) and through driving a vehicle on the footway to park also constitutes an offence under the Road Traffic Act 1980.
45. Civil enforcement of footway parking in other streets is not possible without extending the proposed scheme to address other areas, which would extend beyond the brief of the original scheme request.

Objection to intended bus route

46. While the restrictions proposed for Bluebell Road (and Finn Farm Road) have been requested to facilitate the running of extended bus services via the accommodation bridge, this consultation does not cover any proposal regarding the routing or timetabling of buses, physical works to alter the road layout adjacent to the bridge or the installation of equipment to control use of the bridge; and so such objections to the bus service, though related, do not fall within the purview of this consultation.
47. As noted in paragraphs 7 - 11, the use of the accommodation bridge to provide a dedicated bus, cycle and pedestrian link has been an intended feature of the Park Farm South and East developments since publication of the development brief in July 2001, which outlined that bus routes would be provided through the development to ensure that all development was within 400 metres of a service, with priority being given to bus services where possible.
48. Whilst the delivery of bus services into the development has been subject to delays, it remains an aspiration to extend bus services into Park Farm East and further into the Finberry development (once link roads are completed) and in time linking the B- and K-Line bus services to create a loop service between the town centre, Park Farm, Finberry and the William Harvey Hospital.

Available off-street parking is sufficient / underused

49. 4 of 5 responses including this comment were made in support of the scheme, with the fifth response making no clear indication of support or objection. This response contrasts with comments received principally in opposition to the proposal regarding the provision of off-street parking. Taken in context together, the presence of both response types would suggest that whilst the level and standard of parking provision may be unsuitable or insufficient for some households, this is not the case for all households within the estate.
50. Parking on public streets is in effect only permissible through the implied consent of the local highway authority, and in truth should not be viewed as a definite alternative to off-street provision. Due consideration should be given to an individual household's parking needs and the off-street provision afforded to a property prior to householders purchasing or entering into a tenancy agreement for a property.



Mr Graham Dalton
Chief Executive, Highways Agency
Federated House
London Road
Dorking
RH4 1SZ

Cllr Charlie Simkins
c/o Members Desk
Kent County Council
Session House
Maidstone
ME14 1XX

8th August 2014

Dear Mr Dalton

RE: Accommodation Bridge over the A2070 – Park Farm South and East, Ashford, Kent

I am the Kent County Councillor for Ashford Rural West and Chair of the Ashford Joint Transportation Board. It is of continuing concern to the Board that the delivery of extended bus services to new developments at Park Farm South and East utilising the accommodation bridge at Park Farm that spans both the A2070 Hamstreet Bypass and the Ashford-Hastings railway line has been subject to on-going delays due to a variety of factors.

The proposed extension to the provision of public transport is a much-needed facility, and the required funding has already been secured from the SPG6 'Green Infrastructure' fund. It has been the intention since the earliest days of this major development that a bus service would operate through the estate via the accommodation bridge. Indeed, this is included in the development brief for Park Farm South and East (2001) and the subsequent S106 agreement (2005). Outline technical drawings for improvements to the bridge have even been generated as early as 2003 (Buchanan Consulting Engineers).

The County Council has prepared detailed technical drawings of required upgrades for Highways Agency approval; Ashford Borough Council (acting on the County Council's behalf) have begun consultation on a scheme of parking controls to facilitate bus travel on the approaches to the bridge; the developer has constructed a temporary bus turnaround on the eastern side of the bridge and the 'kick-start' funding for the first three years of bus service operation has been secured through the SPG6 fund.

Whilst the type and form of enforcement system to regulate use of the accommodation bridge is still to be determined, this is being discussed regularly between the County Council and Borough Councils, and now it seems as though the entire proposal is at risk of stalling until the grant of Technical Approval for works to be undertaken on the accommodation bridge is forthcoming from the Highways Agency.



It is my understanding that the bridge as an asset was transferred from Kent County Council to the Highways Agency when the Highways Agency trunked the A2070, and the bridge is not believed to be in split ownership (between the Highways Agency and Network Rail), unless the Highways Agency reached an agreement with Network Rail subsequent to the trunking.

I am informed that although it is not believed Network Rail own any of the bridge, because the bridge spans the Ashford to Hastings railway line Network Rail will need to be co-signatories to the approval documents with the Highways Agency. The County Council has already engaged with Network Rail to set up a Basic Asset Protection Agreement to assist the approvals process.

I understand that when the County Council wrote to the Highways Agency (addressed to Kevin Bown, Asset Manager for Area 4) on the 9th May 2014 to seek views on the concept design, the response received gave cause for optimism – and I understand that an internal meeting was to be convened by the Highways Agency, with attendance from the HA's technical consultant (BBMM), NetServe and possibly Network Rail. To date the County Council has not received any further feedback from the Highways Agency regarding this matter, suggesting that no further progress has been made.

In order to make progress securing technical approval for use of the accommodation bridge as part of a planned extension to the public transport network, I would be grateful if the Highways Agency could with all possible expediency convene an internal meeting to clarify the following:

- What needs to be done and by whom
- The relevant approvals procedure(s)
- The associated timescale

As possible guidance on the way forward, officers at the County Council have proposed the following steps be taken to progress matters:

- The first stage of the approvals should be to agree the Category of the approvals. This will determine which documents from BD2 then need to be completed.
- Once the Category of the approvals is known your structural consultant can complete the approval documents and submit them for comment and ultimately approval.

The Highways Agency has previously advised the County Council's officers on two separate occasions that the accommodation bridge could satisfactorily cater for vehicular traffic (namely buses), and thus I would hope that formal technical approval would be forthcoming:

"No separate agreement required, if there is no change to the structure except usage as you have set out. It is designed for such use." (email from John Burns, November 2010)

"the bridge does not have a weight limit on it, so there are no issues with Buses using it." (email from Kevin Bown, September 2012)

The Joint Transportation Board, working with the County Council, Network Rail and the Highways Agency would like to agree to the most expeditious means of implementing an extension to the existing public transport network to incorporate Park Farm South, and connect this into the newer phases of Park Farm East and through further into the Finberry (formerly Cheeseman's Green) development, as a priority objective.

As the County Council is leading on work to progress the delivery of a scheme to improve the accommodation bridge through spend of already collected S106 monies, any formal responses should be copied to the relevant County Council officer (James Hammond) in the first instance.

The Board are keen to see this project advanced as a matter of urgency, and so on their behalf I must request that feedback is provided in respect of the previously supplied concept design for the



accommodation bridge, and an indication as to whether the Highways Agency would support a possible alternative option for the bridge that retains the status quo – for the bridge to be used as a 'link' on the public transport network but with no changes to the existing layout.

The Board's next meeting is set for Tuesday 9th September 2014, and I would sincerely hope that both I and the County Council's officers will be in a position to offer news of good progress regarding the accommodation bridge to the Board at this time. I look forward to receiving your response.

Yours sincerely,

Mr Charlie Simkins
Chair of the Ashford Joint Transportation Board
County Councillor for Ashford Rural West



| Street | Comments | Officer's response |
|---------------|--|---|
| Bluebell Road | <p>When looking at this initially it seems sensible to have some parking restrictions, however when looking fully at what is planned it would seem there is very little consideration taken into the complete lack of thought to where people are going to park their vehicles.</p> <p>I have previously written an email to say it is good that some restrictions are put in, but not to the level that is being planned.</p> <p>You have 3, 4 and 5 bedroom houses with one parking space and garages that are not big enough for family vehicles. These houses can also have young adults (17,18,19) living in them who also have a vehicles. If you put in the full planned restrictions then you are going to have pure anarchy of people dumping cars and parking directly on pathways and across other people garages and parking area's. Which is going to be totally unacceptable. It has already been confirmed to me in an email from the council that parking on the pathways is not illegal and no parking fines can be given for this and that is a police matter.</p> <p>The level of congestion and safety for people will actually be worse and not better. I have lived in the area for 5 years and there has so far been no issues with how the roads currently stand, so my question in these circumstances are why change something that is currently ok?</p> | <p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070. We have drafted proposals in accordance with these requests and have only proposed restrictions in those areas where it is unsafe for vehicles to park (as defined within the Highway Code) such as within 10 metres or opposite a junction and where the road is too narrow to support parking on both sides.</p> <p>While footway parking can only be enforced against by the Police in the absence of formal restrictions, if the restrictions proposed were implemented they would apply across the full width of the carriageway lane on which they had been marked, and the adjacent footway. In effect, even if a vehicle were to park fully on the footpath 'behind' a double yellow line, the restriction would still apply and could be enforced.</p> <p>At present there are regular incidents of vehicles parking in obstructive and unsafe positions within the areas proposed for restriction including parking on footpaths which forces pedestrians to deviate from the footpath and walk in the road. It is our understanding that the majority, if not all properties within the estate are provided with an off-street parking amenity at an average of 1.5 spaces per dwelling</p> |

| | | |
|--|--|--|
| | <p>Currently the designated parking area's are fully used and there is no space for any further vehicles, so the new restrictions will cause the estate to become a very unpleasant place to live. This is not going to be acceptable.</p> <p>I also understand there is a planned bus route leading directly through and over the bridge at Bluebell Road. It is also believed that this is planned to be a double lane in front of the houses by the bridge? If this is true then this will cause myself and others directly by the bridge a lot of disruption.</p> <p>All those people that have purchased their properties within the last few years, within the searches that have been produced, none of the new property owners have had the intended bus route show up as intended plans. How can this be the case?</p> <p>Can someone please respond to tell me what the intended bus route is and whether the intention is for one or two lanes?</p> <p>I can confirm I oppose totally to the route for the buses and the level of restrictions due to be put in place, especially down Bluebell Road itself. The homeowners intend to complete a petition against these and I suggest it would be a good idea to hold a meeting with homeowners and those who are</p> | <p>(in line with Planning Policy Guidance 3, which was in effect at the point when the development was registered).</p> <p>Whilst it is understood that there may be households with more cars than they have off-street provision for, this is not a justification to effectively condone or permit parking in unsuitable locations through not implementing the restrictions proposed. It must be remembered that the purpose of the adopted highway is to facilitate the movement of traffic, and whilst on-street parking is generally condoned where it does not form an obstruction or danger, there is no underlying right to parking on-street unless this is within an authorised parking place.</p> <p>The restrictions proposed will facilitate the running of extensions to the existing bus services in Park Farm to serve the newer development to the east of the A2070/Ashford to Hastings rail line. It is outlined within the 2001 Development Brief for the Park Farm South and East developments that the accommodation bridge (at the end of Bluebell Road) would provide a link between the estates for buses, cycles and pedestrians.</p> <p>Further to this a report on the development to the Ashford Borough Council Planning Committee of 3rd April 2002 outlined that the accommodation bridge would provide a linkage between the two parts of the development for buses, pedestrians and cyclists, and indeed it is a part of the Section 106 agreement for the development that the accommodation bridge will function as a dedicated bus, cycle and pedestrian link. The proposed restrictions for Bluebell Road will facilitate this through introducing formal</p> |
|--|--|--|

Appendix 4

| | | |
|----------------------|--|---|
| | <p>making the intended plans so that they can be understood and discussed in details.</p> | <p>restrictions on unsuitable parking locations as defined in the Highway Code, and preserving sufficient road width to facilitate bus travel along the road.</p> <p>Adjustments to the physical layout of the bridge and adjacent approach on Bluebell Road will fall under the remit of Kent County Council (as the local highway authority), and as such comments and questions regarding these should be addressed to their Highways and Transportation team, however it is understood that widening of the approach will be required to allow buses to pass each other on the approach (as on the eastern bridge approach).</p> |
| <p>Bluebell Road</p> | <p>Just to let you know that I totally agree with your plan regarding double yellow lines, as I have been a resident for nearly 7 years. You may wish though to ensure that when the plans go ahead that something is also done about parking on public paths. About 75% of the residents who live along Bluebell Road and Orchid Court simply park upon the pathway, not half on half on, actually directly on the path, to avoid the tight road space and no doubt save door mirrors. I have complained to ABC before about this but was told it's a matter for the police.</p> <p>See if you can include something about this when you make your new controls please as its impossible for young mums and dads pushing buggies to navigate the roads. If it isn't addressed you will simply enlarge an already big problem.</p> | <p>Footway parking can only be enforced against by the Police in the absence of formal restrictions such as double yellow lines. There are difficulties in enforcing against this in that a warranted Police Officer can only enforce against vehicles driving onto the footway if they are witness to this, and any other enforcement would have to be against vehicles parked in an obstructive or dangerous position. We would recommend that any footway parking which is forming a dangerous obstruction is reported to the Police non-emergency number (101) in the first instance.</p> <p>Unfortunately once we have commenced formal consultation we are unable to add in additional parking controls beyond those shown on the Proposed Plan without restarting the formal consultation process. Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part</p> |

| | | |
|----------------------|--|--|
| | | <p>of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p> |
| <p>Bluebell Road</p> | <p>I live at Bluebell Road and we are all very happy with the current arrangements and do not need parking restrictions outside our own houses. I object to any form of yellow lines on my own doorstep and will not support any inconvenience or unnecessary controls on my freedom to park my car outside my house. I am unsure exactly what the restrictions are – it says no waiting – all I want to do is continue to park my car outside my house as I have always done – if there is no change to this there is no objection – if there is I object on the basis that I want to be able to park my car near my home.</p> | <p>The no waiting restrictions proposed would be double yellow lines, where waiting by vehicles would be prohibited at all times. The restrictions proposed for the road space adjacent to the frontage of your property would prevent vehicles parking opposite the junction of Bluebell Road serving Nos. 63 to 99 Bluebell Road – an area defined under Rule 243 of the Highway Code as unsuitable for parking (opposite or within 10 metres of a junction).</p> <p>Parking should not take place in this location, and in the absence of double yellow lines can be enforced against by the Police on the grounds that the vehicle would form an unnecessary obstruction of the public highway. The proposed restrictions would formalise this prohibition and enable enforcement to be carried out through civil rather than criminal enforcement powers.</p> <p>These restrictions are required to facilitate the passage of public service vehicles (buses) along Bluebell Road to serve the estate to the east of the A2070/Ashford to Hastings railway line (travelling via the accommodation bridge) through preventing obstructive vehicle parking on the approach to the Bridge and on junctions, bends and areas where the road is too narrow to support vehicle parking. It is our understanding that all properties within Bluebell Road have an off-street parking facility provided within parking courts to the rear of the properties as an alternative to parking on-street; and the restrictions proposed would only affect those areas where parking</p> |

| | | |
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| | | would be unsuitable as defined under the Highway Code. |
| Bluebell Road | <p>As a resident of Park Farm I have some concerns about the proposed parking changes for Park Farm. My concerns are:</p> <ol style="list-style-type: none"> 1. There will be no, or very limited, vehicular access to the front of my property. This will be a great inconvenience especially for shopping. My husband has a back injury and the carrying of shopping from further distances at the back of the property will be detrimental to his health. In addition, I think it is unreasonable to propose changes that will result in property holders not being able to park at any time at the front of their property. 2. There is insufficient parking for residents and visitors at the rear of the property. 3. When the property was purchased it was not expected that a two lane bus access would pass by the front of the property thus reducing privacy and increasing traffic and noise. It is already difficult to get enough rest due to light pollution immediately outside the property, add to that traffic passing by the front of the property until 11 pm in the nights there is increased risk of health problems associated with stress and lack of adequate rest. 4. I think it is unfair that the proposed changes only affect a few homes, placing these properties at an unfair advantage to other properties that will have unlimited access to the front of their properties, with no compensatory arrangements proposed. | <p>Whilst it is noted that vehicular access to the frontage of properties is desirable, it must be remembered that the streets in question form a part of the publicly adopted highway network, and property owners do not have an inherent right to park on the street outside their property. Indeed, there is a widely held misconception regarding parking on-street – in actuality there is no right enshrined in law to parking on-street. In the case of this development it is recognised that the majority (if not all) properties are provided with off-street parking as an alternative to parking on-street, however motorists may stop on double yellow lines in order to load and unload their vehicle (provided that they do so only where their vehicle would not cause an obstruction or danger to other road users).</p> <p>Off-street parking provision within the estate was set to provide an average of 1.5 parking spaces per household were provided off-street throughout the development (in accordance with maximum parking provision standards at the time as set out in Planning Policy Guidance 3), and in accordance with National Transport Policy, an aim of the development was to reduce reliance on the private car and encourage alternative means of transport.</p> <p>The restrictions proposed will facilitate the running of extensions to the existing bus services in Park Farm to serve the newer development to the east of the A2070/Ashford to Hastings rail line. It has been agreed as part of planning permission being granted on the Park Farm South and East development that the accommodation</p> |

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| | <p>I am definitely not happy with the proposed changes and would hope consideration is given to the above points and the possible deleterious effect these proposed changes may have on property holders living in Park Farm.</p> <p>I am not arguing for parking at the front of my property but for the right to have access. Please can you add the point below in your report of the consultation results to the Joint Transportation Board:</p> <p>Some properties have limited access to the rear of their property which prevents such things as a delivery truck having access to the rear of the property, such deliveries are usually made at the front of the property. If bollards are placed to prevent access to the front of the property it will be with great difficulty that residents will be able to carry out simple tasks such as the removal or transfer of large items of furniture on or off their property.</p> <p>A second point related to parking is the fact that on occasion I have needed to hire a small minivan, to transport family and friends, which I may need to park overnight. These changes will prevent me from parking such a vehicle anywhere near my property. This is not a regular occurrence but is an example of how the proposed changes may result in severe inconvenience and additional mental stress to find solutions around these problems.</p> | <p>bridge would provide a link between the estates for buses, cycles and pedestrians – this is outlined within the Development Brief.</p> <p>A report on the development to the Ashford Borough Council Planning Committee of 3rd April 2002 outlined that the accommodation bridge would provide a linkage between the two parts of the development for buses, pedestrians and cyclists, and indeed it is a part of the Section 106 agreement for the development that the accommodation bridge will function as a dedicated bus, cycle and pedestrian link. Further details of the need to widen the carriageway to facilitate two way bus travel via the bridge are also contained within the section 106 agreement, with the attached plan from March 2003 showing a consultant’s assessment of the required works.</p> <p>Members expressed concerns about unduly reducing the on-street parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p> |
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| | <p>My concern is about the right to have easy vehicular access to the property in which I reside.</p> | |
| Bluebell Road | <p>The main cause of my concern is not the yellow lines themselves, but the impact on parking within the estate once they are implemented. The houses within the estate simply haven't been provided with enough parking provision meaning that once the yellow lines are enforced throughout the estate parking will become a nightmare. There is without doubt need for parking restrictions in some places on the estate as drivers tend to ignore the highway code making some junctions impossible to navigate safely however the current proposal seems to concentrate solely on the proposed bus route, ignoring those of us with cars and nowhere to park them. The only real junction that causes issues is the junction of Orchid Court and Violet Way, which has been left out of the current proposals.</p> <p>I live at ... Bluebell road, an area which has been identified to have yellow lines up and down its length, leaving only provision for parking ... vehicles outside ... Bluebell road. ... Bluebell road has a parking space in the rear courtyard area and a garage. The garage is too small to fit a car in ruling that out of the equation. The parking space is adequate only for one vehicle. There are two visitors spaces in the courtyard area which are meant solely for visitors vehicles however due to existing pressure on parking are constantly occupied by neighbours cars. Currently we have to park one vehicle in the street, we have already</p> | <p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070. Unfortunately once we have commenced formal consultation of a proposed scheme we are unable to add in further restrictions to address other areas without re-starting the consultation process.</p> <p>We have drafted proposals in accordance with these requests and have only proposed restrictions within these areas where it is unsuitable for vehicles to park (as defined within the Highway Code). Whilst it is recognised that some households may be in possession of more vehicles than they are able to accommodate within the parking provision afforded to each household within the estate, this cannot be used as a justification for condoning vehicle parking in unsuitable locations (such as opposite or within 10 metres of a junction).</p> <p>It must be remembered that the purpose of the adopted highway is to facilitate the movement of traffic, and whilst on-street parking is generally condoned where it does not form an obstruction or danger, there is no underlying right to parking on-street unless this is within an authorised parking place.</p> |

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| | <p>been victims of vehicle crime once in the last 2 years so you can understand that this is a last resort however there really is no choice. Along with my immediate neighbours I would estimate there being some 15 vehicles without anywhere to park meaning that the courtyard is going to become dangerous and impossible to park in. The simply is no alternative and will put pressure on the rest of the estate causing issues where there are no yellow lines and forcing people to park where they shouldn't due to necessity.</p> <p>It is presumed that the yellow lines along Bluebell road are solely to provide access for the bus, it should be noted that there has never been an issue with large vehicles using Bluebell road, in fact articulated lorries are regular visitors due to errors on their sat navs. They seem to be able to pass the parked cars with no problems so I don't understand why it is necessary to yellow line the bus route. I believe Stagecoach intend to use large double decker buses which are wholly unsuitable for the estate in any case. The older part of Park Farm has much wider roads and no houses directly on the main roads hence why the buses run there with no issues. This new part of the estate has been very poorly planned in terms of parking provision and bus route provision (I understand this was due to planning framework at the time of planning permission.)</p> <p>I would propose that the bus would have no trouble operating without the yellow lines, and that the</p> | <p>The restrictions proposed will facilitate the running of extensions to the existing bus services in Park Farm to serve the newer development to the east of the A2070/Ashford to Hastings rail line. It has been agreed since the earliest days of the Park Farm South and East development (outlined within the 2001 Development Brief) that the accommodation bridge would provide a link between the estates for buses, cycles and pedestrians. A report on the development to the Ashford Borough Council Planning Committee of 3rd April 2002 outlined that the accommodation bridge would provide a linkage between the two parts of the development for buses, pedestrians and cyclists, and indeed it is a part of the Section 106 agreement for the development that the accommodation bridge will function as a dedicated bus, cycle and pedestrian link, and the proposed restrictions will facilitate this through introducing formal restrictions on unsuitable parking locations as defined in the Highway Code.</p> |
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Appendix 4

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| | <p>impact on local residents would be considerable given the parking provision within the existing estate.</p> | |
| <p>Bluebell Road</p> | <p>Whilst we agree that certain areas of the parish do require urgent parking restrictions these seem to have been overlooked (Poppy Mead/ Orchid Court junction is particularly dangerous).</p> <p>We live at the very end of Bluebell Road and we along with the other residents do not have issues with parking, in fact this is probably the only area of this part of the estate that works without any problems.</p> <p>I am also worried that if the bridge is open to traffic (bus & Taxi) bikes and other cars will use it (as scooters do now),as the likelihood of having camera surveillance seems pretty remote if the Godinton Road fiasco is anything to go by.</p> <p>If a no waiting at any time restriction is placed directly outside of our property we will have the added problem of deliveries and removal lorries parking, as access to the rear of our property is by fog(flat over garage) only and looking at the plans delivery vans and removal lorries would in fact have to park a considerable distance away, something which I am sure you will agree is not acceptable.</p> <p>My other concern is that no.10 on the restrictive covenants by the transferee states that we must not park on or obstruct the estate roads or accessways.</p> | <p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p> <p>We have drafted proposals in accordance with these requests and have only proposed restrictions in those areas where it is unsafe for vehicles to park (as defined within the Highway Code) such as within 10 metres or opposite a junction and where the road is too narrow to support parking on both sides. Unfortunately once we have commenced formal consultation we are unable to add in additional parking controls beyond those shown on the Proposed Plan without restarting the formal consultation process.</p> <p>Ashford Borough Council is involved in on-going discussions with Kent County Council regarding the pursuit of camera enforcement for the accommodation bridge, however it should be noted that camera enforcement (although preferable) is not the only available option with regard to enforcement of the bridge's use.</p> <p>Vehicles may stop on double yellow lines in order to load and unload a vehicle; however this exemption only applies</p> |

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| | <p>By bringing these restrictions into place they will in fact cause us to do this and be in breach of our covenant.</p> <p>I note from the minutes of the Joint Transportation committee that this is priority number 5 for ABC/KCC. With this in mind it and the likely time span that this is going to take, would the road joining Rutledge Avenue and Finsbury not be open and would buses not already be using this and serving the Bridgefield community</p> <p>Can you please note our comments and note that we are strongly against the proposed changes in Bluebell Road.</p> | <p>for vehicles stopped in locations where they would not cause an obstruction (i.e. parked in locations defined as unsuitable under the Highway Code), and for so long as the vehicle is being constantly loaded or unloaded – once the loading or unloading of the vehicle has stopped, the vehicle should be moved.</p> <p>We have observed repeated instances of footway parking outside the Bluebell road properties immediately adjacent to the accommodation bridge which should not be condoned or encouraged, despite the presently limited flow of traffic in this area. Rule 244 of the Highway Code outlines that motorists should not park partially or wholly on the footway unless there are specific signs permitting them to do so, as such parking can obstruct and inconvenience pedestrians, people in wheelchairs or with visual impairments and people with prams or pushchairs.</p> <p>Indeed, parking in this location would seem to be in contravention of rules 242 (do not leave your vehicle where it causes an unnecessary obstruction of the road), 243 (...) and 244 of the Highway Code; and by inference from your email, point 10 of the restrictive covenants by the transferee (on grounds of obstructing the estate roads or access ways). The restrictions proposed will prevent such parking from occurring and so rather than bringing households into breach of this covenant would in fact formalise it.</p> <p>The restrictions proposed will facilitate the running of extensions to the existing bus services in Park Farm to serve the newer development to the east of the</p> |
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| | | <p>A2070/Ashford to Hastings rail line. It is outlined within the 2001 Development Brief for the Park Farm South and East developments that the accommodation bridge (at the end of Bluebell Road) would provide a link between the estates for buses, cycles and pedestrians and extend into the newer development (and when open, into the Finberry development) via Damara Way.</p> <p>Further to this a report on the development to the Ashford Borough Council Planning Committee of 3rd April 2002 outlined that the accommodation bridge would provide a linkage between the two parts of the development for buses, pedestrians and cyclists, and indeed it is a part of the Section 106 agreement for the development that the accommodation bridge will function as a dedicated bus, cycle and pedestrian link. The proposed restrictions for Bluebell Road will facilitate this through introducing formal restrictions on unsuitable parking locations as defined in the Highway Code, and preserving sufficient road width to facilitate bus travel along the road.</p> |
| <p>Bluebell Road</p> | <p>I am absolutely appalled at the suggestions being made for the traffic calming, waiting restrictions and parking controls being considered for our residential area.</p> <p>My points, which I need to be considered during this consultation are :</p> <p>Firstly, we do not need 'traffic calming' at the end of Bluebell Road - it is one of the few parts of this area which are 'calm' for traffic.</p> | <p>We are not proposing any traffic calming measures as a part of this scheme, and as alterations to the highway designed to reduce traffic speeds or dictate the flow of traffic administered directly by Kent County Council, concerns regarding any such proposals should be addressed to their Highways and Transportation team. The restrictions proposed will facilitate the running of extensions to the existing bus services in Park Farm to serve the newer development to the east of the A2070/Ashford to Hastings rail line.</p> <p>It is outlined within the 2001 Development Brief for the Park</p> |

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| | <p>My house has an allocated garage (which can only accommodate a small car) and 2 parking spaces at the back in a communal parking area. Sounds fine - until you realise that these parking spaces are in a small area and in tandem and therefore it would be extremely difficult for my end car to be able to park let alone back out or turn around to drive out. It would be IMPOSSIBLE for the first two cars in my tandem parking line to move ANYWHERE at all! The space behind our row of houses is woefully inadequate for the amount of cars that would have to park there should we lose the parking at the front of our houses. I would welcome most heartily a site visit to this area so it can be explained to me how on earth this small area could cope with the TWENTY cars which would have to park, move around and drive into and out of the area. It may be possible, with a LOT of shuffling to reverse out through the narrow archway - however we would then be reversing onto a road where children play and incidentally - if you visited then you would see that a car has already knocked into the corner of the wall belonging to the apartment above this narrow archway. This incident came about because the rubbish bins are put out adjacent to this narrow archway as there is nowhere else for them to go either!</p> <p>Because of the unsuitable space behind our homes we would be forced to park away from our houses, causing even MORE congestion on these narrow roads. Already in Orchid Court there are cars</p> | <p>Farm South and East developments that the accommodation bridge (at the end of Bluebell Road) would provide a dedicated bus, cycle and pedestrian link between the older and newer estates. The proposed restrictions for Bluebell Road will facilitate this through introducing formal restrictions on unsuitable parking locations as defined in the Highway Code, and preserving sufficient road width to facilitate bus travel along the road.</p> <p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070. Unfortunately once we have commenced formal consultation on a set of proposals we are unable to consider additional areas for inclusion without re-starting the formal consultation process.</p> <p>We have drafted proposals in accordance with these requests and have only proposed restrictions within these areas where it is unsuitable for vehicles to park (as defined within the Highway Code). Whilst it is recognised that some households may be in possession of more vehicles than they are able to accommodate within the parking provision afforded to each household within the estate, this cannot be used as a justification for condoning vehicle parking in unsuitable locations.</p> |
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| | <p>parked ON the pavement (yes! - not half on, half off - but parked completely ON the pavements) When I walk my dog in the mornings I walk on the road in places as the pavement is used for parking cars! It seems utterly ridiculous to introduce parking controls at the end of Bluebell Road which is one of the very few areas on this part of the estate where the parking actually works, and force us onto other, already congested neighbouring roads! Why are you making problems at our end of Bluebell Road when, as I previously said, it is one of the few areas with no parking problems at the moment? These are 4 and 5 bedroom houses in our row and as such it is expected that we would have a minimum of 3 cars per household.</p> <p>In the covenant of our house purchase contract it clearly states that we are not to park on the estate roads and access ways - if these parking controls were enforced then we would be in breach of our contract because you would leave us no option but to do so.</p> <p>Should I be denied vehicle access to the front of my house, then it would also make it impossible to have furniture or any large item delivered to, or taken out of my home. What could I do if I were to move? My house has four floors and the only way to get furniture and large items in and out of my home is through the front door - the house has four floors and the only other exit door is on the ground floor down a narrow and curved stairway. Should I</p> | <p>It must be remembered that the purpose of the adopted highway is to facilitate the movement of traffic, and whilst on-street parking is generally condoned where it does not form an obstruction or danger, there is no underlying right to parking on-street unless this is within an authorised parking place. It is hoped that prospective residents would consider their parking needs in relation to the off-street parking provision afforded to each property before purchase and, considering the contractual covenant regarding on-street parking detailed in your email, purchase properties with sufficient off-street parking to accommodate all household vehicles required.</p> <p>The carriageway to the front of your property is insufficiently wide to accommodate any on-street parking (as it narrows to a single lane on the approach to the bridge) and indeed we have observed repeated instances of vehicles parking entirely on the footway outside the properties immediately adjacent to the accommodation bridge. This cannot be condoned or encouraged, despite the presently limited flow of traffic in this area, as driving on a footpath without lawful authority is an offence under the Road Traffic Act 1988; and furthermore rule 244 of the Highway Code outlines that motorists should not park partially or wholly on the footway unless there are specific signs permitting them to do so.</p> <p>Indeed parking in this location would, by inference from your email, be in contravention of the restrictive covenant (on grounds of obstructing the estate roads or access ways). The restrictions proposed will prevent such parking from occurring and so rather than bringing households into</p> |
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| | <p>have to stay in a house because I cannot move the contents out of it?</p> <p>In my opinion Ashford Borough Council's proposals are completely unworkable for us residents at the end of Bluebell Road and I look forward to being involved in the consultations and sincerely rely on them being fair to everyone involved in this fiasco.</p> <p>Thank you for taking the time to read, absorb and seriously consider the problems which I am being forced to consider and which are being proposed by Ashford Borough Council.</p> | <p>breach of the covenant mentioned in your email would in fact formalise it.</p> <p>Vehicles may stop on double yellow lines in order to load and unload; however this exemption only applies for vehicles stopped in locations where they would not cause an obstruction (i.e. parked in locations defined as unsuitable under the Highway Code), and for so long as the vehicle is being constantly loaded or unloaded – once the loading or unloading of the vehicle has ceased, it should be moved.</p> <p>Following the end of this current consultation it will be necessary for the results to be reported to the Joint Transportation Board (we are aiming to report this to the Board's meeting of 9th September 2014) in order for Members to consider the responses received and make a determination on whether the scheme should be implemented as proposed, amended and put out to further consultation or abandoned.</p> |
| <p>Bluebell Road</p> | <p>We are writing to you to express our concerns and objections to the proposed ' parking and waiting restrictions' that Ashford Borough Council wishes to implement in the Park Farm area of Kingsnorth as well as the proposed developments to accommodate the bus route between Park Farm south and the Bridgefield development to the East.</p> <p>We currently live on Bluebell Road in a 3 bedroom house. The property benefits from a garage and parking space which is at the rear of the property. There are no road markings to the front of our</p> | <p>The carriageway to the front of your property is insufficiently wide to accommodate any on-street parking (as it narrows to a single lane on the approach to the bridge) and indeed we have observed repeated instances of vehicles parking entirely on the footway outside those properties immediately adjacent to the accommodation bridge. This cannot be condoned or encouraged, despite the presently limited flow of traffic in this area, as driving on a footpath without lawful authority is an offence under the Road Traffic Act 1988. Furthermore rule 244 of the Highway Code outlines that motorists should not park partially or wholly on the footway unless there are specific</p> |

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| | <p>house which means, that at present we can park a vehicle at the front of our home enabling my wife and young daughter to use the front door avoiding the steep steps to our back entrance. We also have regular visitors and they are currently free to park nearby, which is vital as there are no designated visitor or communal areas allocated for their use. Our neighbours also benefit from the lack of parking restrictions, some of which have 3 vehicles to each household and rely on being able to park on the road near to their homes. The current parking facilities designated to our properties are desperately inadequate and would fall short under current environmental planning standards. It would not be practical or safe to expect my wife to park her car in the garage as she would not be able to get our baby and child out of the car in the garage. She would have to leave them unattended in the road while she puts the car away and gets it out. I work long hours, often 7am-7.30pm and would not expect to have to come home and shuffle cars around in out of the garage which is what I'd have to do so my wife can park in her space. Also, where are visitors meant to park? (ABC) advised my wife to park an extra car behind our parking space. If we all did that then we would be preventing people even accessing their one space and garage. We would not be able to have any visitors as they will not be able to park. Bluebell Road works, why change it? There are no parking problems, but this plan will create big problems. We live in big 3,4,5 bedroom houses, it is</p> | <p>signs permitting them to do so.</p> <p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p> <p>We have drafted proposals in accordance with these requests and have only proposed restrictions within these areas where it is unsuitable for vehicles to park (as defined within the Highway Code) including opposite and within 10 metres of junctions and where the road is too narrow support parking on one or both sides. Whilst it is recognised that some households may be in possession of more vehicles than they are able to accommodate within the parking provision afforded to each household within the estate, this cannot be used as a justification for condoning vehicle parking in unsuitable locations.</p> <p>It must be remembered that the purpose of the adopted highway is to facilitate the movement of traffic, and whilst on-street parking is generally condoned where it does not form an obstruction or danger, there is no underlying right to parking on-street unless this is within an authorised parking place. It is hoped that prospective residents would consider their parking needs in relation to the off-street parking provision afforded to a property and purchase properties with sufficient off-street parking to accommodate</p> |
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| | <p>not acceptable to compress parking even further. We want to use our front door. If this plan goes ahead we will be forced to use our back door as access, not ideal having to climb steep concrete steps with children, shopping etc and very dangerous in snow and ice.</p> <p>The introduction of parking restrictions along Bluebell Road would, as I see it, cause a number of fundamental issues and create concerns for safety amongst drivers and pedestrians alike.</p> <p>Double yellow lines along certain roads would cause displacement of vehicles which would then need to park elsewhere, namely on roads that would have no restrictions causing unnecessary congestion at best and confrontation between neighbours at worst. Many 'through' roads in the area already suffer from overcrowded and unsafe parking. These 'through' roads would ideally be the ones which would benefit from restricted parking as many of them are already reduced down to a single carriageway by overcrowded parking.</p> <p>Refuge and recycling are collected from the rear of the houses. If residents were to park where suggested dustcarts would find it impossible to manoeuvre without causing damage to other vehicles. As it is they have to drive into our parking space to be able to reverse and turn round.</p> <p>How would emergency service vehicles access houses with no front access? With parking taken away there will be cars parked all over the place round the back and many people have more than two cars and that's not including any visitors.</p> | <p>their household vehicles.</p> <p>There is not a prohibition on vehicle stopping (other than that imposed by a bus stop clearway) included in these proposals, and vehicles may stop on double yellow lines in order to load and unload; however this exemption only applies for vehicles stopped in locations where they would not cause an obstruction and stopped for so long as the vehicle is being constantly loaded or unloaded – once the loading or unloading of the vehicle has ceased, it should be moved. Emergency vehicles are exempted from parking controls when responding to an emergency.</p> <p>It is outlined within the 2001 Development Brief for the Park Farm South and East developments that the accommodation bridge (at the end of Bluebell Road) would provide a dedicated bus, cycle and pedestrian link between the older and newer estates. The proposed restrictions for Bluebell Road will facilitate this through introducing formal restrictions on unsuitable parking locations as defined in the Highway Code, and preserving sufficient road width to facilitate bus travel along the road.</p> <p>Widening of the approach road to the bridge and matters pertaining to regulating the movement of vehicles (including the implementation of control systems to enforce prohibition on general vehicle movement) fall under the remit of Kent County Council's Highways and Transportation team, and should accordingly be addressed to them, however there are no plans to widen the bridge itself to two lanes.</p> <p>As noted above, the Development Brief for Park Farm</p> |
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| | <p>Where do removal lorries and vans go when we move? They will not be able to get round the back and turn. It is not reasonable to expect to have to move everything out of the back door and down the steps.</p> <p>Same for deliveries, if there is no stopping at any time where do delivery vans and lorries stop? They will park up on the road blocking buses.</p> <p>..... also informed my wife of Kent Highway's plan to create a double lane bus route on Bluebell Road and to widen the existing accommodation bridge and approach. Two buses every fifteen minutes? Is this really needed when there is already access via Finn Farm Road?</p> <p>Our road is quiet, peaceful and safe, a key reason we chose this house. The proposals will change this totally. We'll be looking out onto a double lane road for buses and taxis (which do not drive slowly). They'll be passing very close to our houses and along side our lounges and bedrooms. We have concerns for our privacy, noise, pollution from bus fumes having to get up the hill, affect on the foundations of our houses and safety. Surely, as speed humps are no longer permitted in front of houses because of the damage it causes to the foundations and structural integrity of the property, buses running this close to our house will effect us?</p> <p>Have surveys been conducted to assess the impact on our properties?</p> <p>We are aware the bus route plans will follow on from this which we will be opposing with our neighbours. The bridge as it is is not strong</p> | <p>South and East outlines that the accommodation bridge will serve as a dedicated bus, cycle and pedestrian link, and this brief further outlines that the development would provide parking at an average of 1.5 spaces per property (in line with Planning Policy Guidance 3) and seek to discourage use of the private car and encourage travel by alternative transport means, including through the provision of bus services with the aforementioned link via the accommodation bridge.</p> |
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| | <p>enough, advised my wife KCC will be widening the bridge to two lanes and strengthening it. Is it really necessary to spend so much money when there is already an existing bridge and access road?</p> <p>Has a survey been done to see how much demand there would be for the bus service?</p> <p>The opening of the bridge will encourage use by non-regulated vehicles. The Beaver Road bollards and Godinton Road traffic lights are both systems that are inadequate at stopping unauthorised traffic. We already witness mopeds using the closed bridge. Very concerning as most of the occupants of our road have young children.</p> <p>We don't want our road ruined, we want to be able to use the space outside the front of our houses, to use our front doors, to be able to invite guests over without having parking problems and arguments with neighbours. No other parking solution is being offered which is adequate enough for the properties that we live in. We do not understand why a footpath cannot be created out the front and give us diagonal parking spaces, this would be a solution. Or better still ask the residents to buy the land in front of our houses because we would do that. We will do everything in our power to oppose this plan and the plan for the bus route. It is not wanted or needed, there is a bus stop and route perfectly close to here as it is and another access route and a second once Finberry is completed.</p> | |
| Bluebell Road | I have many concerns with the restrictions, firstly our family has two vehicles, one which is parked in | In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within |

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| | <p>our allocated space and the other outside the front of our house. With these double yellow lines we will have no where to park one car. Our car park has very limited visitor spaces, with both my neighbours having more than one car each i feel many people will struggle to find a safe place to park.</p> <p>The bus route planned is a rather straight bit of road. If everyone park sensibly I am sure a bus could fit through with no problem & omcoming traffic could pull in & give way. Singleton Hill has tighter, bendier roads yet it is a bus route with no parking restrictions.</p> <p>As i said before I run my business from home. I have opened up a salon where people can visit me for beauty treatments. If there is double yellow lines along the road outside my house my client's will have trouble parking. I am worried this will lose me business.</p> | <p>the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p> <p>We have drafted proposals in accordance with these requests and have only proposed restrictions within these areas where it is unsuitable for vehicles to park (as defined within the Highway Code) including opposite and within 10 metres of junctions and where the road is too narrow to support parking on one or both sides. Whilst it is recognised that some households may be in possession of more vehicles than they are able to accommodate within the parking provision afforded to each household within the estate, this cannot be used as a justification for condoning vehicle parking in unsuitable locations.</p> <p>The restrictions proposed for the road adjacent to your property are so intended to prohibit vehicle parking within 10 metres of the adjacent junction in accordance with the Highway Code. Any vehicles parking in this location at present (without formalised restrictions) would do so in contravention of rule 243 of the Highway Code, and could be liable to prosecution (on the grounds of wilful obstruction of the highway) under the Highways Act 1980.</p> <p>The restrictions for Bluebell Road have been requested by the bus operator to prevent obstructive parking which would interfere with the efficient running of bus services through the estate via Bluebell Road and the accommodation</p> |
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| | | bridge. We regularly liaise with Stagecoach to discuss service reliability issues arising from obstructive parking practices, and where possible pursue schemes of parking controls to prevent such practices occurring. |
| Bluebell Road | <p>I live at ... Bluebell Road, just before the current pedestrian bridge crossing. We moved here in 2008, knowing that the area in front of the houses was likely to be a bus only route and are generally in favour of this.</p> <p>1) Without some kind of traffic management on the bridge, such as bollards, cars will try and drive over. The current signs do not deter cars from trying, they do regularly! This will be worse once the new development is progressing. There is a pedestrian footpath crossing the entrance to the bridge. This is well used by groups such as, children on bicycles, rollerblades and scooters, also pedestrians, dog walkers and others. I am certain that without stopping cars short of the bridge there will be serious accidents. Already cars drive in front of the houses at speed thinking they are going to cross the bridge.</p> <p>2) The original indications were that it would be a single carriageway road, as supported by the current road presentation. The original proposals were for a one way road, why are 2 carriageways needed?</p> <p>3) If there is a 'no waiting' rule, does this include refuse lorries, delivery lorries, removal vans,</p> | <p>In order to allow for buses to pass each other while waiting to cross the single carriageway bridge, widening of the approach road to the bridge will be required, however this and all matters pertaining to regulating the movement of vehicles (including the implementation of control systems to enforce prohibitions on general vehicle movement) fall under the remit of Kent County Council's Highways and Transportation team, and should accordingly be addressed to them.</p> <p>It is recognised that a reliable and effective enforcement regime will be required in order for the bridge to function as intended, and to this end the Borough Council have requested the installation of a system utilising automatic number plate recognition (ANPR) cameras to enforce the intended prohibition on vehicle movement (with certain exemptions) between Bluebell Road and Finn Farm Road via the accommodation bridge.</p> <p>A 'No waiting at any time' restriction will not prevent vehicles from stopping for the purposes of loading or unloading or allowing passengers to board or alight the vehicle, provided that in doing so the vehicle would not form an obstruction of the highway. In this vehicles would be permitted to stop for so long as the vehicle in question is being constantly loaded and unloaded. Once constant loading or unloading of the vehicle has ceased, the vehicle should be moved immediately to a suitable parking place.</p> |

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| | <p>ambulances etc. These vehicles will not be able to access the houses from the rear of the properties due to the tight turning space and parking.</p> <p>4) The layout within some properties, ours included, means access from the back door prohibits entrance into the house due to the tight turning space on the stairs to access floor level.</p> <p>5) Access from the front of the properties is needed, even if parking is prohibited. Will 'blue badge' holders be able to park, or at least be dropped off. Our family circumstances mean that at times the only way one of us can access our property is using the front door, due to distance and other factors. If it is a 2 lane carriageway, this must be possible.</p> <p>6) There are no 'visitor spaces' at the back of our houses. Where can essential visitors park, such as medical professionals?</p> <p>7) Is the parking elsewhere going to be addressed? Reference is made by Ashford Borough Council in respect of obstructive vehicle parking. Does this include prohibiting cars from completely blocking pavements? I anticipate that the restrictions in front of properties will shift cars elsewhere, even if all garages and parking spaces are used.</p> <p>8) Will the bus timetable be extended to allow cars to be reduced. The current timetable starts too late</p> | <p>Emergency service vehicles are exempted from waiting restrictions for the purposes of responding to an emergency call.</p> <p>As noted above, vehicles are be permitted to stop on waiting restrictions (provided they do not form an obstruction) for the purposes of allowing passengers to board and alight the vehicle. In addition, the provisions of the Blue Badge allow disabled motorists to park on a waiting restriction for up to three hours provided that this does not form an obstruction and that the blue badge and time clock are displayed.</p> <p>It is our understanding that the majority, if not all properties within the developments to the east and west of the accommodation bridge are provided with an off-street parking allocation (either in the form of a garage, hard-standing parking space or combination of both) as an alternative to parking on-street. Those areas which would not be subject to restriction under the proposal would be available for parking by residents or visitors.</p> <p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p> <p>We have drafted proposals in accordance with these</p> |
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| | <p>in the morning and is not sufficient in the evening to provide an adequate service for working people. Will the proposed train halt be built? There is little point in having a great high speed link if getting to it is unacceptably difficult, a decent bus service is a reasonable expectation.</p> | <p>requests and have only proposed restrictions in those areas where it is unsafe for vehicles to park (as defined within the Highway Code) such as within 10 metres or opposite a junction and where the road is too narrow to support parking on both sides. Unfortunately once we have commenced formal consultation we are unable to add in additional parking controls beyond those shown on the Proposed Plan without restarting the formal consultation process.</p> <p>Matters pertaining to the timetabling of extended bus services should be addressed to the bus service operator (Stagecoach) as we do not hold copies of draft timetables for the proposed extension. The proposed rail halt does not fall under the purview of this consultation, and accordingly any queries regarding this should be addressed to our Planning and Development team.</p> |
| <p>Bluebell Road</p> | <p>Please accept this email as a strong objection against the proposed parking restrictions and bus lane route in Bluebell Road.</p> <p>Our objections are predominantly based on the restrictive amount of parking within the Bluebell Road area, which the proposal not only does not address, but will in fact restrict this even further.</p> <p>Park Farm is a residential housing estate, built not in the early 20th century but the last 25 years. Therefore, when being built it would have been appreciated that family's living in 3-4-5 bedroom houses would have have a need for parking, to accommodate at least 1 if not 2 or more family</p> | <p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070. We have drafted proposals in accordance with these requests and have only proposed restrictions in those areas where it is unsafe for vehicles to park (as defined within the Highway Code).</p> <p>The Park Farm development brief (2001) proposed a view that the development would seek to discourage use of the</p> |

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| | <p>vehicles. To now look to introduce further restrictions on this without any adequate alternatives or even thoughts on how to address it is hard to comprehend.</p> <p>The proposal seems to suggest that the reason for proposing these restrictions is to enable the implementation of the bus route from Bluebell Road to the Bridgefield estate. Whilst I have been informed that this bus route has been a consideration since 2001, this should not detract from the need to establish whether this route is actually necessary.</p> <p>There is already an operating bridge from Park Farm to the Bridgefield estate which would more than accommodate the proposed 4 buses per hour (whether this number of buses being necessary being a different argument). The route which the bus could follow via Poppy Mead already has provision for off road parking. Once into Bridgefield, the route to the current suggested bus stop (and turnaround road) would follow along Finn Farm Road, another road with provision for off road parking, presumably because it is a major route into the rest of the Bridgefield estate. With this in mind, it seems that this route is more suited than the current one being proposed.</p> <p>There are, without question, further lifestyle issues relating to the proposed parking restrictions which our neighbours have already brought to your</p> | <p>private car and instead support alternative modes of transport, and accordingly parking standards were set in line with Policy Planning Guidance 3 (PPG3) which stipulated that parking on new developments should be provided at an average of 1.5 car spaces per dwelling (the central government set upper limit for parking provision at the time planning permission was given). Whilst it is recognised that there may be households in possession of more vehicles than they have a sufficient off-street parking for, this cannot be used as a justification to condone parking in locations defined as unsuitable under the Highway Code.</p> <p>It must be remembered that the purpose of the adopted highway is to facilitate the movement of traffic, and whilst on-street parking is generally condoned where it does not form an obstruction or danger, there is no underlying right to parking on-street unless this is within an authorised parking place. It is hoped that prospective residents would consider their parking needs in relation to the level of off-street parking provision afforded to a property before purchase and purchase properties with sufficient off-street parking to accommodate all household vehicles.</p> <p>The restrictions proposed will facilitate the running of extensions to the existing bus services in Park Farm to serve the newer development to the east of the A2070/Ashford to Hastings rail line. It has been agreed since the earliest days of the Park Farm South and East development (outlined within the 2001 Development Brief) that the accommodation bridge would provide a link between the estates for buses, cycles and pedestrians. A</p> |
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| | <p>attention. It is the result of these and the above outlined reasons that we (the owners of bluebell road) strongly object to the current proposals.</p> | <p>report on the development to the Ashford Borough Council Planning Committee of 3rd April 2002 outlined that the accommodation bridge would provide a linkage between the two parts of the development for buses, pedestrians and cyclists, and indeed it is a part of the Section 106 agreement for the development that the accommodation bridge will function as a dedicated bus, cycle and pedestrian link.</p> <p>The proposed implementation of the restrictions within Bluebell Road will facilitate the extension of bus services into Park Farm South and East (and so provide alternative transport means in line with the development brief), and it is hoped that this service will extend further into the Finberry development to the northeast and form a loop service between the town centre, Park Farm, Finberry and the William Harvey Hospital. The identified route through the estate via Bluebell Road will enable more efficient bus services (through a shorter journey time and distance) by using the accommodation bridge as a bus priority measure.</p> |
| <p>Bluebell Road</p> | <p>I understand that you are proposing for a bus route past my house and then continuing over the bridge. What I can't understand is why you have decided to create a bus route over a bridge that in its current state will not support a bus. I therefore understand you will have strengthen this? At what cost to the taxpayers will this be? Why was this not done when the area was developed as the area at the other side which is to receive the buses has been in place and on the plans since our houses were being built.</p> | <p>This consultation addresses only parking controls, and consequently all matters pertaining to the accommodation bridge and any associated physical works to alter the highway should be addressed to Kent County Council's Highways and Transportation team. It is our understanding however that the developer for Park Farm South and East has already provided the necessary funding for any works which may be required to facilitate use of the bridge as a bus link.</p> <p>The proposed implementation of the restrictions within Bluebell Road will facilitate the extension of bus services</p> |

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| | <p>Why can't the buses go up the Brenzett straight and onto the estate at the roundabout and over the existing bridge instead?</p> <p>In regards to the parking I don't understand why if highways are involved was this not this not done before or when the development was being constructed?</p> <p>Please can you tell me where we are going to park once these restrictions are in place? As the reason we park where we do is out of necessity not just for the fun of it? Most families in this day and age have more than one car and by allowing the builders to construct large houses without the correct or suitable parking is in itself ludicrous! So we have dealt with the lack of parking as best as we can. Yes sometimes you get the odd person who parks without consideration but that is an exception rather than the norm.</p> <p>I have stated above that the bus route has been on the plans for a long time. If this is not the case why have they chosen such an unsuitable route through a street that is congested at the best of times let alone how much worse this will be once the bus route comes through. The road also narrows from the traffic calming into the estate, surely this is not an ideal route for the buses?</p> <p>Also where I live why is our side is having parking restrictions? The bus stop is is further down and will</p> | <p>into Park Farm South and East (and so provide alternative transport means in line with the development brief), and it is hoped that this service will extend further into the Finberry development to the northeast and form a loop service between the town centre, Park Farm, Finberry and the William Harvey Hospital. The identified route through the estate via Bluebell Road will enable more efficient bus services (through a shorter journey time and distance) by using the accommodation bridge as a bus priority measure.</p> <p>It has been agreed since the earliest days of the Park Farm South and East development (outlined within the 2001 Development Brief) that the accommodation bridge would provide a link between the estates for buses, cycles and pedestrians. A report on the development to the Ashford Borough Council Planning Committee of 3rd April 2002 outlined that the accommodation bridge would provide a linkage between the two parts of the development for buses, pedestrians and cyclists, and indeed it is a part of the Section 106 agreement for the development that the accommodation bridge will function as a dedicated bus, cycle and pedestrian link.</p> <p>The Park Farm development brief (2001) proposed a view that the development would seek to discourage use of the private car and instead support alternative modes of transport, and accordingly parking standards were set in line with Policy Planning Guidance 3 (PPG3) which stipulated that parking on new developments should be provided at an average of 1.5 car spaces per dwelling (the central government set upper limit for parking provision at the time planning permission was given). Whilst it is</p> |
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| | <p>not affect us. I think there should be more consideration into where the restrictions are as there will be over 30 cars if not a lot more! Where are these cars going to go?</p> | <p>recognised that there may be households in possession of more vehicles than they have a sufficient off-street parking for, this cannot be used as a justification to condone parking in locations defined as unsuitable under the Highway Code.</p> <p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070. We have drafted proposals in accordance with these requests and have only proposed restrictions in those areas where it is unsafe for vehicles to park (as defined within the Highway Code) including on bends, within 10 metres or opposite junctions and where the road is too narrow to support parking on both sides.</p> <p>It must be remembered that the purpose of the adopted highway is to facilitate the movement of traffic, and whilst on-street parking is generally condoned where it does not form an obstruction or danger, there is no underlying right to parking on-street unless this is within an authorised parking place. As noted above, the proposed restrictions only address those areas where parking is defined as unsuitable under the Highway Code, and so should not take place even in the absence of formalised restrictions.</p> |
| Bluebell Road | We are writing to you in response to the | In the drafting of these proposals Members expressed |

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| | <p>Consultation on introduction of parking controls within the Park Farm Estate, Ashford.</p> <p>As you can see from the address, we live at the one of the parts of Bluebell Road NOT to have any parking or waiting restrictions.</p> <p>It may seem surprising to mention this, but we strongly object to having this restriction-free zone in front of our property for the following reasons:</p> <ol style="list-style-type: none"> 1. This will not necessarily mean we could park our own car here; 2. And most importantly, we will have to put up with an immense level of disturbance and noise as these will be the only places where people would be able to freely park. This would be an infringement of our right to have some level of peace and quiet in our property. <p>As it stands at the moment, we do not know how much you are aware, Bluebell Road is treated as a 'free for all' area with no respect being shown by anyone, this has caused previous arguments and disputes over where cars are being parked. It is quite obvious this will only escalate once the proposed restrictions will be implemented. Unfortunately, most people in this area are too lazy to use their own parking spaces/garages at the back of their property, preferring the convenience of parking their vehicles on the main road to be as</p> | <p>concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070. We have drafted proposals in accordance with these requests and have only proposed restrictions in those areas where it is unsafe for vehicles to park (as defined within the Highway Code).</p> <p>We have drafted proposals in accordance with these requests and have only proposed restrictions within these areas where it is unsuitable for vehicles to park (as defined within the Highway Code) including opposite and within 10 metres of junctions and where the road is too narrow to support parking on one or both sides.</p> |
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| | <p>close as possible to their front door.</p> <p>There are claims being made in the local letter circulating that the garages are not big enough to park anything else, but a small car. This does not really carry any weight either. We have a large family car and can fit this in our garage without any problems.</p> <p>The other area suggested to be free for parking, which is adjacent to the new bus stop, would not cause any issues, in our opinion, as it is not directly outside a property.</p> <p>In conclusion, we strongly urge the Borough Council to take our points into consideration and amend the scheme accordingly, meaning parking restrictions to be extended in front of Bluebell Road.</p> <p>We thoroughly support the whole scheme per se as this would greatly improve the safety of both cars and pedestrians within the Park Farm Estate as it has become more dangerous leading to accidents in the last few years.</p> <p>I would appreciate if you could provide an acknowledgment of receipt of this letter and also some indication of the next steps in addressing our concerns.</p> | |
| Bluebell Road | I currently live at number Bluebell Road, we moved | It was outlined within the 2001 Development Brief for the Park Farm South and East development that the |

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| | <p>here last June from London as we wanted to live somewhere less congested and quieter. We bought the property as we liked the idea that you would not drive up our road unless you lived there or were visiting, this was a huge selling point and I not sure we would have moved here had we known about the above proposals! We had the relevant searches carried out and unfortunately for some reason nothing was reported regarding the above.</p> <p>We feel very upset about the proposals and are strongly against any traffic or waiting restrictions, not only do myself and my partner drive but also my daughter and in a year and a half my son will also be of an age to drive, where are we all suppose to park?? You are proposing to take away any parking outside our houses, will you be supplying us with alternative parking? And if we have visitors where will they park? There is certainly not enough space to the rear of the properties.</p> <p>If the double yellow lines are put in will we be able to park on the pavement like residents do on other parts of park farm? At the moment the way we park is the least intrusive and most sensible way.</p> <p>We strongly object to any and all proposals.</p> | <p>accommodation bridge (at the end of what is now Bluebell Road would provide a link between the estates for buses, cycles and pedestrians. A report on the development to the Ashford Borough Council Planning Committee of 3rd April 2002 outlined that the accommodation bridge would provide a linkage between the two parts of the development for buses, pedestrians and cyclists, and indeed it is a part of the Section 106 agreement for the development that the accommodation bridge will function as a dedicated bus, cycle and pedestrian link.</p> <p>The proposed implementation of these restrictions within Bluebell Road will facilitate the extension of bus services into Park Farm South and East and so provide alternative transport means in line with the development brief, which proposed a view that the development would seek to discourage use of the private car and instead support alternative modes of transport, and accordingly parking standards were set in line with Policy Planning Guidance 3 (PPG3) which stipulated that parking on new developments should be provided at an average of 1.5 car spaces per dwelling (the central government set upper limit for parking provision at the time planning permission was given).</p> <p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070. We have</p> |
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| | | <p>drafted proposals in accordance with these requests and have only proposed restrictions in those areas where it is unsafe for vehicles to park (as defined within the Highway Code) including on bends, within 10 metres or opposite junctions and where the road is too narrow to support parking on both sides.</p> <p>Whilst it is recognised that there may be households in possession of more vehicles than they have a sufficient off-street parking for, this cannot be used as a justification to condone parking in locations defined as unsuitable under the Highway Code. It must be remembered that the purpose of the adopted highway is to facilitate the movement of traffic, and whilst on-street parking is generally condoned where it does not form an obstruction or danger, there is no underlying right to parking on-street unless this is within an authorised parking place. As noted above, the proposed restrictions only address those areas where parking is defined as unsuitable under the Highway Code, and so should not take place even in the absence of formalised restrictions.</p> <p>The carriageway to the front of your property is insufficiently wide to accommodate any on-street parking (as it narrows to a single lane on the approach to the bridge) and indeed we have observed repeated instances of vehicles parking entirely on the footway outside the properties immediately adjacent to the accommodation bridge. This cannot be condoned or encouraged, despite the presently limited flow of traffic in this area, as driving on a footpath without lawful authority is an offence under the Road Traffic Act 1988. Furthermore, rule 244 of the</p> |
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Appendix 4

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| | | Highway Code details that motorists should not park partially or wholly on the footway unless there are specific signs permitting them to do so. |
| Bramble Walk | <p>I have no issue with the proposed restrictions on the plan, however could you consider adding restrictions on the corners of the junction of Violet Way & Bramble Walk. People tend to park right on the corner, both sides, even blocking the footway crossing points. This would assist vehicles turning into Bramble Walk from Violet Way.</p> <p>Generally the lack of parking restrictions and people parking all over helps reduce traffic speeds so is a good thing</p> | <p>Unfortunately once we have commenced formal consultation we are unable to add in additional parking controls beyond those shown on the Proposed Plan without restarting the formal consultation process.</p> <p>Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p> |
| Bramble Walk | <p>We have been taking some time to look at the proposals on-line for the introduction of parking controls within the Park Farm estate and wanted to write briefly to say how pleased we are with them. These routes that you have identified are major arteries on the estate and currently and frequently clogged up with motor vehicles. Having these restrictions would certainly keep such crucial roads clear and therefore have our full support.</p> | <p>Thank you for your response to this consultation and your indication of support for the proposed restrictions.</p> |
| Damara Way | <p>Central to my thinking is that if you are to extend parking restrictions, you also need to address parking on/across public footpaths:-</p> | <p>Unfortunately once we have commenced formal consultation we are unable to add in additional parking controls beyond those shown on the Proposed Plan without</p> |

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| | <p>Bluebell Road: I agree with proposals, but what actions are proposed to stop pavement parking?</p> <p>Damara Way: Two bus stops are on the building plans, adjacent and opposite, the existing flats. Parking controls should be put in position now to cover the curved kerb area where there is existing planting. Flat residents should be encouraged to use their allocated car park.</p> <p>Finn Farm Road: Parking controls should be extended to include the kink in the road approaching the temporary bus turning circle. Cars park alongside the planted verge and emergency vehicles could face difficulty passing.</p> <p>Herdwick Close: I agree</p> <p>Orchid Court: Action should be taken to stop cars parking across public footpaths</p> <p>Poppy Mead: Action should be taken to stop cars parking across public footpaths. This is a school pedestrian access route!</p> <p>Violet Way: There is a pinch point approaching Bridgefield Stores which needs addressing.</p> | <p>restarting the formal consultation process. Those restrictions we have proposed would allow us to enforce against vehicles parked on the footway where a restriction is marked on the road. In effect, the restriction marked on the road applies to the full width of the carriageway lane and typically includes the footpath, enabling enforcement against vehicles parked even entirely on the footpath adjacent to a restriction.</p> <p>Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p> <p>It is our understanding that the majority, if not all properties within the streets affected by the restrictions we have proposed have off-street parking, whether within a garage or as a parking space. Footway parking (in the absence of formal restrictions such as double yellow lines) can only be enforced against by the Police, however a Police Officer can only enforce against vehicles driving onto the footway if they are witness to this, and any other enforcement would have to be against vehicles parked in an obstructive or dangerous position. I would recommend that any footway parking which is forming a dangerous obstruction is reported to the Police non-emergency number (101) in the first instance.</p> |
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| <p>Jacobs Court</p> | <p>I am writing to object to the proposed traffic orders on Bluebell Road etc. advertised recently. I live at Jacobs Court.</p> <p>My objection is in six points:</p> <ol style="list-style-type: none"> 1. There is nothing wrong with the current traffic flow. Rather than make the taxpayer pay for ludicrous speed humps or traffic flow obstacles, the current pattern of parking restricts the flow in places to one way and is a natural limiter on speed and is thus safer; 2. The order will force drivers to park on other even narrower roads, such as mine, which will be a safety hazard; 3. Even after drivers park on other roads, there won't be enough space for all the cars kept in the area. Where does the council propose people should park? 4. As soon as the new houses currently in construction are finished the problem started by these traffic orders will get worse as existing residents seek to park on the as yet unregulated new roads; 5. It is natural for people to want to park outside their homes to let out their children or unload their shopping. At the moment they can do this, why stop them? | <p>These proposals focus only on preventing vehicles parking in locations defined as unsafe under rule 244 of the Highway Code, and do not propose any physical alteration (such as speed humps) to the highway. Such proposals to alter the layout of the public highway would fall under the remit of Kent County Council (as the local highway authority), and comments regarding any alteration of the highway should accordingly be addressed to the county Council's Highways and Transportation team.</p> <p>It is our understanding that all properties within the developments to the east and west of the accommodation bridge are provided with an off-street parking allocation (either in the form of a garage, hard-standing parking space or combination of both) as an alternative to parking on-street.</p> <p>The restrictions proposed will only affect those areas where parking should not take place in accordance with rule 244 of the Highway Code. Whilst it is recognised that some households may be in possession of more vehicles than they are able to accommodate within the off-street parking provision afforded to their household, this cannot be used as a justification for condoning vehicle parking in unsuitable locations.</p> <p>Displacement of traffic is a by-product of any scheme of parking controls designed to prohibit existing vehicle parking in unsuitable locations, however it is our understanding that the new dwellings currently being constructed on the eastern side of the accommodation bridge will be afforded an off-street parking provision in line</p> |
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| | <p>6. If the concern is over access for emergency vehicles then the current experience with construction lorries bigger than fire engines shows that the roads are accessible, at least on Finn Farm Road.</p> | <p>with those dwellings already constructed. It must be remembered that the purpose of the adopted highway is to facilitate the movement of traffic, and whilst on-street parking is generally condoned where it does not form an obstruction or danger, there is no underlying right to parking on-street unless this is within an authorised parking place. It is hoped that prospective residents would consider their parking needs in relation to the off-street parking provision afforded to each property before purchase.</p> <p>It should be noted that the restrictions proposed for Finn Farm Road do not affect the frontage of any existing property but are intended to facilitate bus access to the temporary turning area constructed immediately to the south of the eastern approach to the accommodation bridge. It is intended that until such time as wider links through the Park Farm east estate are available the extended bus service will cross the accommodation bridge from Bluebell Road and use the turnaround as a stop on the eastern side before returning back across the bridge.</p> <p>The 'no waiting at any time' restrictions proposed will not prohibit vehicles from stopping for the purposes of allowing passengers to alight or for loading and unloading to take place. These activities can be carried out while waiting restrictions are in force, provided that drivers do not cause an obstruction or danger whilst carrying out such tasks (i.e. parking in an unsuitable location or preventing the free flow of traffic along a road).</p> <p>As noted above, the restrictions will address vehicle</p> |
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Appendix 4

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| | | parking in unsuitable locations (Junctions, bends and where the road is too narrow to accommodate parking on both sides) in order to facilitate the movement (including turning) of larger vehicles along the roads in question. |
| Orchid Court | <p>I would like to mention that I have no objection to the plan to go ahead.</p> <p>But I would like to know why it takes something like this to be put in place, to remove the obstructive vehicles, when most clearly have their own garages to put their vehicles in. Aswell as they also obstruct the pavements, therefore pedestrians have to walk in the road.</p> <p>My other main concern is that there is no clear access at all for large emergency vehicles to get through to many houses that may be in need of help.</p> | <p>It is our understanding that the majority, if not all properties within the streets affected by the proposed restrictions have the facility for off-street parking, whether within a garage or a parking court. In technical terms any on-street parking can be viewed as an obstruction, however where such parking does not present a danger to other road users it is often tolerated.</p> <p>In the absence of regular Police enforcement of obstructive parking practices on-street (vehicle parking on junctions, bends and in other areas where it would cause an obstruction), it is necessary to address such parking practices through Civil Parking Enforcement. In order for Civil Enforcement to take place (through the issuing of Penalty Charge Notices), formalised restrictions such as double or single yellow lines must be marked on the public highway and be backed by a Traffic Regulation Order.</p> <p>The restrictions proposed will facilitate the passage of buses and emergency service vehicles along Bluebell Road and into the development on the eastern side of the A2070/Ashford to Hastings rail line by prohibiting obstructive parking occurring on Bluebell Road and its adjacent junctions; and will similarly prevent traffic congestion by prohibiting obstructive parking practices in and around the roundabout junction of Violet Way.</p> |
| Orchid Court | I live at orchid court, the parking in this area is terrible I have attached photos of parked vehicles | It is our understanding that the majority, if not all properties within the streets affected by the restrictions we have |

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| | <p>that block the whole path so I have to walk myself and my 3 yr old into the road to get passed I have knocked on the doors to explain this to the drivers and have been rudely dismissed every time Perhaps u could help us with this terrible problem As u can see there totally covering the path to add to the matter most of these have off rd parking</p> | <p>proposed have off-street parking, whether within a garage or as a parking space. Footway parking (in the absence of formal restrictions such as double yellow lines) can only be enforced against by the Police on the grounds of dangerous obstruction.</p> <p>There are difficulties in enforcing against this as a Police Officer can only enforce against vehicles driving onto the footway if they witness this, and any other enforcement would have to be against vehicles parked in an obstructive or dangerous position. I would recommend that any footway parking which is forming a dangerous obstruction is reported to the Police non-emergency number (101) in the first instance.</p> <p>The restrictions we have proposed would allow us to enforce against vehicles parked on the footway where a restriction is marked on the road. In effect, the restriction marked on the road applies to the full width of the carriageway lane and normally includes the footpath.</p> |
| <p>Orchid Court</p> | <p>As a resident of Orchid Court may I highlight an area of concern. I have looked at the proposal and feel a no parking restriction needs to be put in place on the bend/junction leading from Violet Way, up towards Poppy Mead and right into Orchid Court (please see the attached plan and highlighted area.)</p> <p>To the left of the road (Violet Way) and on the bend leading up to Poppy Mead there are always several parked cars. This makes it difficult, in fact almost impossible to see if there are any oncoming</p> | <p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p> <p>Unfortunately once we have commenced formal consultation of a proposed scheme we are unable to add in further restrictions to address other areas without re-</p> |

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| | <p>vehicles. So when turning right into Orchid Court you basically have to just take a chance and go, hoping there is nothing coming towards you as you are on the wrong side of the road. This is very dangerous and on several occasions myself and friends/relatives visiting me have almost had accidents there. Also many of my neighbours have viewed their concerns about it.</p> <p>Please can I suggest a no parking at any time restriction is put in place in this busy area of the estate, before somebody has a head-on collision here. I understand most of the residents in this part of the road have parking spaces/garages round the back of their houses so there is no need to park right outside their front doors, and by doing so making the road very dangerous.</p> <p>I hope you will take my idea into consideration. I thoroughly approve of all the other restrictions you have proposed for Park Farm area.</p> | <p>starting the consultation process.</p> |
| Poppy Mead | <p>I have studied the plans online for the proposed parking controls within Park Farm estate and advise that I agree with the restrictions on parking and in fact believe that they need to go a lot further. There is often cars parked on the pavement in Poppy Mead (not two wheels but four) and the school run makes it very difficult to either get to or from my parking space.</p> <p>I hope your plans are successful.</p> | <p>Unfortunately once we have commenced formal consultation we are unable to add in additional parking controls beyond those shown on the Proposed Plan without restarting the formal consultation process.</p> <p>Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and</p> |

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| | | <p>prevent obstructive parking on the principal access to the estate from the A2070.</p> |
| <p>Poppy Mead</p> | <p>I live at the address above and hope you can expand on the parking changes around my area.</p> <p>I have checked the documents mentioned in your letter but the plan is not at all clear. Especially during school term times people park around this area and both sides of the entrance to here and everything stops as nobody can get in or out.</p> <p>It is the same all along Poppy Mead blocking doors, gates and entrances and even delivery to shop.</p> <p>Clarification would be appreciated.</p> | <p>In the course of preparing the proposed restrictions for this consultation, Council Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p> <p>As such, there is only one area of restrictions proposed for Poppy Mead: Double yellow lines which would prohibit parking on both sides of the road within 10 metres of its junction with Bluebell Road (adjacent to numbers 24 to 36 Bluebell Road). We have, in accordance with the requests from Members, proposed no further restrictions for Poppy Mead, and unfortunately once we have started formal consultation we are unable to add in additional parking controls beyond those shown on the Proposed Plan without restarting the formal consultation process.</p> <p>Should you or any other resident experience any obstructive parking which prevents access to and from a property access or prevents vehicles from travelling along a road this should be reported to the Police non-emergency number (101) in the first instance, as the Police have the powers to enforce against obstructively parked vehicles where no formal restrictions (such as double or single yellow lines) are in force.</p> |

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| <p>Poppy Mead</p> | <p>We would like to inform that as the residents and home owners at Poppy Mead we welcomed with relief the above consultation.</p> <p>Since the year 2009 when we moved in, we have observed a lot of positive developments in our local area. The parking however and the road users have become a proper problem recently.</p> <p>The parking problem particularly relates to two areas: Poppy Mead and surroundings of Furley Park Primary School and The Poppy Mead road leading from the small roundabout to Bluebell Road.</p> <p>With regards to surroundings of Furley Park we have observed a very concerning misbehaviour of the road users, particularly parents who park very close to the school and making it very difficult for the buses to pass in the morning and making unable for the residents to reach the train station in the expected time. Additionally parents started parking their cars on our street and making difficult for the residents make their way to the private parking spaces.</p> <p>With regards to Poppy Mead road leading to Bluebell Road the drivers never respect the speed limit and we had many drivers forcing their way through that road.</p> | <p>In the course of preparing the proposed restrictions for this consultation, Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p> <p>In accordance with the requests from Members we have not proposed any further restrictions for the estate, and unfortunately once we have commenced formal consultation we are unable to add in additional parking controls beyond those shown on the Proposed Plan without restarting the formal consultation process.</p> |
| <p>Poppy Mead</p> | <p>I would like to raise my concern over this proposal and would like to address my reasons for this.</p> | <p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within</p> |

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| | <p>I have attached the plan issued as part of the proposal and have highlighted a couple of areas; the identifies my property on Poppy Mead.</p> <p>On the junction opposite my property where Poppy Mead branches there is a convenience store, as a result of this there is a lot of traffic constantly pulling up to use the shop.</p> <p>With the parking restrictions in place this is going to push the cars which normally park there up Poppy Mead, leading to obstructions for both residents and for pedestrians being able to safely cross the road with numerous parked cars.</p> <p>There is a communal parking area highlighted in blue. If cars are parked on Poppy Mead opposite this it is very dangerous to manoeuvre in and out of these spaces safely in terms of visibility of oncoming traffic and physical space in the road.</p> <p>In Poppy Mead and onto Violet Way there are already numerous cars parked all along the length leading to major visibility restrictions on corners and at junctions, this would only get worse with the proposal.</p> <p>Most roads in the estate due to the parked cars are down to single lane with very restricted areas to pass resulting in cars having to back-up the roads.</p> | <p>the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070. We have drafted proposals in accordance with these requests and have only proposed restrictions in those areas where it is unsafe for vehicles to park (as defined within the Highway Code). Unfortunately once we have commenced formal consultation of a proposed scheme we are unable to add in further restrictions to address other areas without needing to re-start the consultation process.</p> <p>Displacement of traffic is a by-product of any scheme of parking controls designed to address vehicle parking in unsuitable locations, however it is recognised that most (if not all) properties within the affected areas have off-street parking as an alternative to parking on-street. Whilst it is understood that there may be households with more cars than they have off-street provision for, this is not a justification to effectively condone or permit parking in unsuitable locations through not implementing the restrictions proposed.</p> <p>The Park Farm development brief (2001) proposed a view that the development would support alternative modes of transport, and accordingly parking standards were set in line with Policy Planning Guidance 3 (PPG3) which stipulated that parking on new developments should be provided at an average of 1.5 car spaces per dwelling (the upper limit for parking provision at the time planning</p> |
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| | <p>Violet Way and Poppy Mead are used as a through-fare for people coming off the A2070 and into Park Farm and are very busy roads throughout the day and evenings.</p> <p>The current communal parking areas are not large enough to cater for residents' second cars and visitors parking. With houses on Poppy Mead being 3-5 bedroom properties it is unlikely that each property only own 1 car. The garages provided by the developer are also too small to park most cars and be able to get out of the car.</p> <p>Safety is my main concern with both the number of young children that live in this estate and the current parking situation it seems that there is no regard for the impact in other areas of Park Farm with the imposed parking restrictions.</p> <p>I have highlighted an area in green on the plan and would like to propose that this is used as an additional parking area for residents, it has been unused since the build of the estate extension in 2009 and quite frankly is an eye sore. If it could be put to good use this would definitely ease the concern of a lot of residents around this area.</p> <p>Since this proposal has been proposed by both the Developers and Kent County Council Public Transport it would be useful to see details of the proposed bus routes and operational timetables and additionally when these parking controls are</p> | <p>permission was given). The proposed implementation of the restrictions within Bluebell Road will facilitate the extension of bus services into Park Farm South and East, and eventually it is hoped that this service will extend further into the Finberry development to the northeast.</p> <p>It is my understanding that the area highlighted in green on your plan has been retained by the developer for use as a pub restaurant, and as such I am unsure whether the developer would be willing to undertake the necessary works to provide a parking facility here. That being said I cannot speak for the developer and any request regarding your proposal should be addressed to them. Additionally, I do not hold details regarding proposed timetables or full routes for the bus extension, and queries regarding this should be referred to Stagecoach and Kent County Council's Transport Integration team for further information.</p> |
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| | planned to be introduced. | |
| Violet Way | <p>I fully back the proposals to prevent parking on the roundabout at Violet Way. I live on the roundabout and have done so for 7 years, all we ask is that it is made clear that as a homeowner living on the roundabout I can load and unload my car, I have suffered abuse on numerous occasions from other motorists when I do load or unload. Our main concern is the speed that vehicles now travel past our house, there will be a serious accident if measures are not taken to calm the traffic coming or going onto the A2070.</p> | <p>It is important to note that no vehicles should stop, even to load and unload, on a roundabout - parking opposite or within 10 metres (32 feet) of a junction is defined as an unsuitable parking location under rule 243 of the Highway Code, and so can be enforced against by the Police as a criminal matter.</p> <p>Vehicles may stop on double yellow lines in order to load and unload a vehicle; however this exemption only applies for vehicles stopped in locations where they would not cause an obstruction (i.e. parked in locations defined as unsuitable under the Highway Code), and for so long as the vehicle is being constantly loaded or unloaded – once the loading or unloading of the vehicle has stopped, the vehicle should be moved. Therefore, whilst stopping on a double yellow line can be allowed for loading and unloading purposes, the criminal offence of parking in an obstructive position remains, and so loading and unloading should not take place in this location.</p> |
| Scotney Close | <p>Just seen your proposed plans to the new plans for the "no waiting" areas on Park Farm and Bridgefield.</p> <p>I love them! Have been complaining for months about this and got told that those roads are not maintained by the council so great to see you doing something about it before someone is injured.</p> <p>The only thing I would also ask be considered is Finn Farm Road. I have successfully got double yellow lines placed as you first join the road up to Scotney close, however myself and other residents of Scotney Close still have trouble pulling out safely</p> | <p>Unfortunately once we have commenced formal consultation we are unable to add in additional parking controls beyond those shown on the Proposed Plan without restarting the formal consultation process.</p> <p>Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the</p> |

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| | <p>onto the road due cars parked all the way down making visibility of cars coming from the right (normally at speed) impossibly until its too late. Every house down that road has been assigned adequate parking at the rear/side of their properties but are simply to lazy to park around the back. A few residents have mentioned this on a Facebook group for the area, and would love to see the council listen to these concerns before an accident happens.</p> | <p>estate from the A2070.</p> |
| <p>No address supplied</p> | <p>I have read with interest ABC's proposals for the Park Farm 'no waiting' parking restrictions. Whilst I very much welcome the proposals and opportunity for consultation, it is slightly disappointing that the proposals appear to have been driven by the requirements of the developer and for a new bus route, without including those of the residents, whom have been petitioning ABC for many months. Nevertheless, I would like to suggest some small additional requirements to the proposal:</p> <ol style="list-style-type: none"> 1. The extension of no waiting to include the entire length of the connecting road of Poppy Mead, with joins Violet Way to Bluebell Road. This is the least safe road on the Bridgefield development, with cars parked illegally on blind bends, street corners, and pavements. It has become a link road from Park Farm to Kingsnorth and beyond, and now carries a regular volume of traffic. 2. The extension of no waiting from Poppy Mead to include Bramble Walk. The junction of Poppy Mead and Bramble Walk is often blocked by cars parked | <p>Unfortunately once we have commenced formal consultation we are unable to add in additional parking controls beyond those shown on the Proposed Plan without restarting the formal consultation process.</p> <p>Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p> |

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| | <p>right on the street corner, and cars parked directly opposite on the pavement, providing no access for emergency vehicles.</p> <p>3. The length of Bramble Walk, where badly parked cars give constant aggravation to refuse collection trucks, and would certainly cause issues for emergency access, particularly at Furley Park Primary School start and finish times, when Bramble Walk becomes an over-spill car park for drop off and collection.</p> | |
| <p>No address supplied</p> | <p>I note from the documentation that these proposals have been put forward by the bus operator and my concern is that these waiting restrictions are part of a much broader initiative to widen the road and bridge, and are not really anything to do with the safety of residents or concern about current congestion.</p> <p>I am also concerned by what appears to be a lack of transparency regarding these broader plans, which will completely alter the nature of this rather quiet, family street.</p> <p>If the restrictions go ahead, residents who are currently parking outside their own properties will be displaced onto side roads and there will almost</p> | <p>In order to allow for buses to pass each other while waiting to cross the single carriageway bridge, widening of the approach road to the bridge will be required, however this and all matters pertaining to regulating the movement of vehicles (including the implementation of control systems to enforce prohibitions on general vehicle movement) fall under the remit of Kent County Council's Highways and Transportation team, and should accordingly be addressed to them.</p> <p>It was outlined within the 2001 Development Brief for the Park Farm South and East development that the accommodation bridge (at the end of what is now Bluebell Road would provide a link between the estates for buses, cycles and pedestrians. A report on the development to the Ashford Borough Council Planning Committee of 3rd April</p> |

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| | <p>certainly be more congestion and safety issues than at present. Whilst most residents have a designated parking area, there will be no spaces for visitors/workmen/delivery vans etc, who, I am sure you will agree, are part of everyday life.</p> <p>If I felt that these proposals were genuinely devised for safety of residents, my objections would not be so strong - however, I am fairly convinced that this is all about the bus route and nothing to do with those of us who actually have homes in this area.</p> | <p>2002 outlined that the accommodation bridge would provide a linkage between the two parts of the development for buses, pedestrians and cyclists, and indeed it is a part of the Section 106 agreement for the development that the accommodation bridge will function as a dedicated bus, cycle and pedestrian link.</p> <p>The proposed implementation of these restrictions within Bluebell Road will facilitate the extension of bus services into Park Farm South and East and so provide alternative transport means in line with the development brief, which proposed a view that the development would seek to discourage use of the private car and instead support alternative modes of transport, and accordingly parking standards were set in line with Policy Planning Guidance 3 (PPG3) which stipulated that parking on new developments should be provided at an average of 1.5 car spaces per dwelling (the central government set upper limit for parking provision at the time planning permission was given).</p> <p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070. We have drafted proposals in accordance with these requests and have only proposed restrictions in those areas where it is unsafe for vehicles to park (as defined within the Highway Code) including on bends, within 10 metres or opposite</p> |
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| | | <p>junctions and where the road is too narrow to support parking on both sides.</p> <p>Whilst it is recognised that there may be households in possession of more vehicles than they have a sufficient off-street parking for, this cannot be used as a justification to condone parking in locations defined as unsuitable under the Highway Code. It must be remembered that the purpose of the adopted highway is to facilitate the movement of traffic, and whilst on-street parking is generally condoned where it does not form an obstruction or danger, there is no underlying right to parking on-street unless this is within an authorised parking place. As noted above, the proposed restrictions only address those areas where parking is defined as unsuitable under the Highway Code, and so should not take place even in the absence of formalised restrictions.</p> |
| Kent County Council (Traffic Engineer, Ashford and Swale) | I have no objections in regard to this proposal and have no specific observations to make, other than to say that well designed new housing developments should seek to avoid the necessity of additional parking controls wherever possible. | |
| Kent Police | <p>Kent Police in principle would have no objections to these proposals and have no specific comments or observations to make, but in general terms we would expect the following:</p> <p>In general terms we would expect the following for any prohibition of waiting proposals:</p> <ul style="list-style-type: none"> • 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 restriction is for a 24-hour period and extends for a distance of at least 10 metres from any junction. Thus preventing vehicles mistakenly | |

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| | <p>parking during hours of darkness and contravening provisions of the Roads Vehicles Lighting Regulations 1994.</p> <ul style="list-style-type: none"> • 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. <p>Civil Parking Enforcement will require your authority to ensure resources are available to enforce this proposal.</p> |
| Stagecoach | <p>Thank you for the opportunity to comment on the proposed improvements for bus passengers in Park Farm.</p> <p>At present anyone from Park Farm South or East has to walk some distance to the bus stop west of the Bluebell Road/Reed Crescent roundabout. We believe that this is the busiest bus stop on Park Farm (although we have not done counts) because of the large number of people walking from the newer developments. Therefore we are sure that these many people will welcome the improved bus service closer to where they live, and it is perhaps surprising that you have received no positive comments from them as part of your consultation - indeed I do wonder to what extent the survey has canvassed views about the extension of the bus service or whether it was focussed on the properties immediately adjacent to the proposed road markings (indeed the consultation is entitled "Parking controls", so is unlikely to have got a balanced response in this respect).</p> <p>These higher density developments were always intended to have a bus service along Bluebell Road and property owners would have been aware of this when they moved in, not least because we understand that the developers are keen to see the bus service started in order to avoid further problems with parking and to make the latest houses more saleable. Unfortunately it has taken far too long to establish the bus service and consequently people have become dependent upon cars. There is an excess of demand for parking because the existing bus service does not represent a convenient alternative. The proposed routing via the specially constructed bus bridge ensures that residents in as many of the adjacent houses as possible have only a short walk to a bus stop whilst minimising the length of road upon which buses operate within the developments.</p> <p>We would agree with the proposed restrictions for the bus route (we have no view on the separate set of restrictions further south in the estate). The restrictions install corner protection, where parking should not in any case occur but where practice has shown that restrictions are necessary, lays out the bus stops which have</p> |

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| | <p>hitherto not been marked on the road, and marks out frontage restrictions where there are bends in the road so that buses can pass other vehicles (because of the long wheelbase necessary in even smaller buses in order to allow step free boarding for the mobility impaired and wheelchair users). We would agree that the restrictions are necessary and well thought through but if any further adjustments are propose would readily consider the practicalities for the bus service.</p> <p>With the growing number of residents (notably secondary age children as the estate matures) it is vital that a bus service is established close to where people live in order to provide an alternative to multiple car ownership. Whilst one or two households may need to park their car slightly further from their door the wider benefits to the community of implementing these measures are significant. We believe that after an initial period of support there will be a commercially sustainable bus service in this development - there will also be an early opportunity to provide buses to Cheeseman's Green and direct access to the hospital as a result of establishing this routing.</p> |
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To: Ashford Joint Transportation Board

By: KCC Highways and Transportation

Date: 9th September 2014

Subject: Highway Works Programme 2014/15

Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2014/15

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2014/15

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 |
| Graham Killik | 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
(contact James Hammond)

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 | | | |
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| Micro Asphalt Schemes | | | |
| Road Name | Parish | Extent of Works | Current Status |
| Squids Gate Lane | Challock | Just south of Club house entrance to its junction with A252 Canterbury Road | Completed |
| Pot Kiln Lane & High Halden Road | Bethersden | From its junction with Bush Lane to its junction with Bethersden Road | Completed |
| Spot House Lane & School Hill | Woodchurch & Warehorne | From its junction with Cold Blow Lane to its junction with B2067 Warehorne Road | Completed |
| Sole Street | Crundale | From its junction with Olantigh Road to its junction with Denwood Street | Rescheduled due to adverse weather. Programmed to start 02/09/14 |
| Earlsworth Road | Ashford | East Stour Primary School to its junction with Cudworth Road | Completed (Areas missed due to parked vehicles to be programmed) |
| Bridge Street & Upper Bridge Street | Wye | From its junction with Churchfield Way to its junction with Scotton Street | Completed |
| Churchfield Way & High Street | Wye | From its junction with Bridge Street to its junction with Olantigh Road | Completed |
| Surface Dressing Schemes | | | |
| Road Name | Parish | Extent of Works | Current Status |
| Frith Road & Roman Road | Aldington | From its junction with Priory Road to its junction with Bank Road | Completed |

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| Cranbrook Road | Tenterden | From its junction with Millpond Lane to its junction with A28 Rolvenden Road | Completed |
| Blackwall Road | Wittersham | 30mph Gateway to River Rother | Completed |
| Withersdane | Wye | Whole Length | Completed |
| White Hill | Boughton Aluph | From its junction with A28 Canterbury Road to its junction with A251 Faversham Road | Completed |
| Plurenden Road | Woodchurch | From its junction with Bethersden Road to its junction with Redbrook Street | Completed |
| Station Road | Pluckley | 30mph Gateway to Railway bridge | Completed |
| Tally Ho Road | Shadoxhurst | From its junction with Magpie Hall Road to its junction with Hornash Lane | Completed |
| The Ridgeway | Smeeth | From its junction with A20 Hythe Road to its junction with Church Road | Completed |
| Bethersden Road & Front Road | Woodchurch | From its junction with Back Lane to its junction with Plurenden Road | Completed |
| Sissinghurst Road & High Street | Biddenden | From its junction with Glebelands to its junction with Hareplain Road | Completed |
| New Cut Road | Chilham | From its junction with A252 Maidstone Road to its junction with Selling Road | Completed |
| Warehorne Road & Kennardington Road | Warehorne | From its junction with The Street to The Rare Breeds Centre | Completed |
| Tenterden Road | Rolvenden | From its junction with Regent Street to its junction with Mounts Lane | Completed |
| Magpie Hall Road & Chilmington Green Road | Kingsnorth & Great Chart | From its junction with C648 Ashford Road to its junction with A28 Ashford Road | Completed |
| Brook Street | Woodchurch | 30mph Gateway to its junction with Preston Hill Lane | Completed |

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| Faversham Road | Challock | From its junction with Sandyhurst Lane to its junction with Challock Roundabout | Completed |
| Kenning Road | Stalisfield | From its junction with Church Road to its junction with Stalisfield Road | Completed |
| Machine Resurfacing – Contact Officer Russell Boorman | | | |
| Road Name | Parish | Extent of Works | Current Status |
| Bell Lane | Smarden | Jnt Mundy Bois to Park Farm House | Completed |
| Buck Street | Challock | 50m Approach to A252 Roundabout | Completed |
| A28 Ashford Road | Bethersden | From its junction with Forge Hill to its junction with Bull Lane | Programmed to start 22/09/14 - 26/09/14 |
| A28 Ashford Road | Tenterden | From its junction with Turners Avenue to its junction with Ingleden Park Road | Completed |
| Hunter Road | Willesborough | From its junction with Glover Road to its junction with Osborne Road | Completed |
| Tufton Street | Ashford | Pedestrian Zone through to joint near to Vicarage Rd car park | Programmed to start 16/10/14 - 17/10/14 |
| A252 Canterbury Rd | Challock | From its junction with Beech Court (40mph sign) to its junction with Cedar Close | Programmed to start Autumn 2014 |
| Footway Improvement - Contact Officer Wendy Boustead | | | |
| Road Name | Parish | Extent and Description of Works | Current Status |
| Hythe Road | Smeeth | From its junction with Smeeth Crossroads to Bob Fishers Garage – Options for this scheme are being investigated including recycling. Site clearance works will take place on a trial length to assess the conditions and | To be programmed |

| | | | |
|----------------|-------------|---|-----------|
| | | suitability | |
| Tilden Close | High Halden | Whole Length – Slurry Surfacing | Completed |
| Tenterden Road | Appledore | From its junction with School Road to The Street – Slurry Surfacing | Completed |
| Shrubcote | Tenterden | Whole Length – Slurry Surfacing | Completed |

Appendix B – Drainage Repairs & Improvements

| Location | Description of Works | Job Status | Timescale for Completion |
|--------------------------------|--|-----------------------------------|--------------------------|
| Henwood Industrial Estate * | Installation of new pumping station | Works Programmed | Autumn 2014 |
| Willesborough Road, Ashford ** | Installation of new Catchpits | Investigation and Design underway | Autumn 2014 |
| Canterbury Road, Molash | Repair defective pipework and regrade verge | Works Complete | |
| Canterbury Road, Brabourne | Installation of gullies and discharge into disused chalk pit | Works Programmed | Autumn 2014 |
| Hythe Road, Mersham | Installation of new Soakaways | Works Complete | |
| Ashford Road, Bethersden | Replace blocked or broken pipework | Works Complete | |
| Church Road, Ashford | Installation of Additional Gullies | Works Programmed | Autumn |
| Cranbrook Road, Tenterden | Pipe spring water to nearest highway gully | Works Programmed | Autumn 2014 |
| Knock Hill, Stone | Installation of French Drains and culverts | Investigation and Design underway | Autumn/ Winter 2014 |
| Hambrook Lane, Chilham | Repair pipe and extend it to discharge onto uncultivated land | Investigation and Design underway | Autumn/ Winter 2014 |
| Feather Bed Lane, Mersham | Upsize existing culvert and install new culvert to link drainage ditches under highway | Works Programmed | Autumn 2014 |
| New Road Hill, Ashford | Install new gullies and connect into ditch | Works Complete | |
| Knockwood Lane, Molash | Installing new gullies | Works Complete | |

* **Henwood** – KCC are now in a position to restart the process with Ashford Borough Council in regards to the legal fees and location of the new pump house. Works are scheduled in for this financial year however works are estimated to take place around October 2014. The two possible locations for the pump house are (subject to agreement):

1. Outside the car park on the Footway
2. In land owned by Ashford Borough Council to the rear of the Fire station.

** **Willesborough Road** – Report will be submitted to Ashford Borough Council by mid-September detailing a permanent scheme to replace the interim fix. The site has been monitored closely since works were carried out to see if any damage has been

caused by what work has been carried out. This information was gained to include in the report to support the design.

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 July 2014.

Following the results of the programme of structural testing, the following columns have been identified as requiring replacement.

| Street Lighting Column Replacement – <i>Contact Officer Sue Kinsella</i> | | | |
|---|-------------------|---|-------------------|
| Road Name | Column Ref | Location | Status |
| ARLINGTON | MABA018 | OUTSIDE 82 | COMPLETED |
| BRUNSWICK ROAD | MBFA020 | SIDE OF UNIT 6 ST GEORGES BUSINESS CENTRE | SEPTEMBER 2014 |
| BRUNSWICK ROAD | MBFA032 | SIDE OF MPT HOUSE RHS | SEPTEMBER 2014 |
| BULLEID PLACE | MBFJ002 | OUTSIDE 6-7 | SEPTEMBER 2014 |
| BUSHY ROYDS | MBFR002 | OUTSIDE 23 | SEPTEMBER 2014 |
| BROOKFIELD ROAD | MBFY025 | J/W CLOCKHOUSE RHS | SEPTEMBER 2014 |
| BROOKFIELD ROAD | MBFU028 | O/S 95/97 | SEPTEMBER 2014 |
| BROOKFIELD ROAD | MBFU037 | OPPOSITE J/W CROSS STILE | SEPTEMBER 2014 |
| BROOKFIELD ROAD | MBFU056 | J/W BEAVER LANE | SEPTEMBER 2014 |
| BROOKFIELD ROAD | MBFU057 | J/W BEAVER LANE | SEPTEMBER 2014 |
| SINGLETON HILL | MBGP003 | JUNCTION THE BULRUSHES RHS | SEPTEMBER 2014 |
| COURT WURTIN | MCFC002 | OPPOSITE REAR OF 48-49 IN SERVICE ROAD | COMPLETED |
| CHURCH ROAD | MCGF004 | OUTSIDE 122 | COMPLETED |
| CHURCH ROAD | MCGF010 | OUTSIDE 70 | SEPTEMBER 2014 |
| CHURCH ROAD | MCGF008 | OPP 136 | SEPTEMBER 2014 |
| CHURCH ROAD | MCGF002 | OPP 136 | SEPTEMBER 2014 |
| CAXTON CLOSE | MCHA001 | OUTSIDE FLATS 10/23 | COMPLETED |
| DRUM LANE | MDBE002 | OPPOSITE TRANSPORT HOUSE RHS | SEPTEMBER 2014 |
| DRUM LANE | MDBE003 | ADJACENT TRANSPORT HOUSE LHS | COMPLETED |
| EAST HILL | MEAE010 | OUTSIDE PREP-SCHOOL | COMPLETED |

| | | | |
|------------------|---------|---------------------------------------|----------------|
| FOSTER ROAD | MFCG010 | AT 10TH L/C FROM J/W BARREY ROAD | COMPLETED |
| FOSTER ROAD | MFCG004 | AT 10TH L/C FROM J/W BARREY ROAD | SEPTEMBER 2014 |
| FOSTER ROAD | MFCG002 | AT 10TH L/C FROM J/W BARREY ROAD | COMPLETED |
| GREEN LANE | MGBU006 | OUTSIDE 11 | SEPTEMBER 2014 |
| GODINTON ROAD | MGCH004 | OUTSIDE 124/126 | SEPTEMBER 2014 |
| HAWKS WAY | MHBK006 | BETWEEN 8-9 ON FOOTPATH | COMPLETED |
| HAWKS WAY | MHBK010 | SIDE OF 17 | SEPTEMBER 2014 |
| HYTHER ROAD | MHDU031 | OPPOSITE 277/279 | COMPLETED |
| HYTHER ROAD | MHDU037 | OPPOSITE 330 | COMPLETED |
| HYTHER ROAD | MHDU052 | OPPOSITE 412/414 | COMPLETED |
| HYTHER ROAD | MHDU056 | OPPOSITE 442 | COMPLETED |
| KENNINGTON ROAD | MKAC012 | OUTSIDE 1 YEOMAN GARDENS | COMPLETED |
| KENNINGTON ROAD | MKAC018 | ADJACENT J/W WILLIAM HARVEY ENTRY LHS | COMPLETED |
| KENNINGTON ROAD | MKAC021 | O/S 3 BEAVER COTTAGE | COMPLETED |
| KENNINGTON ROAD | MKAC022 | OPP J/W SANDY LANE | COMPLETED |
| KENNINGTON ROAD | MKAC030 | OPPOSITE J/W WILSON CLOSE | COMPLETED |
| KENNINGTON ROAD | MKAC048 | OPP 81 | COMPLETED |
| KENNINGTON ROAD | MKAC050 | OPP 99 | COMPLETED |
| KENNINGTON ROAD | MKAC051 | ADJ 99 LHS | COMPLETED |
| KENNINGTON ROAD | MKAC052 | OUTSIDE 94 | COMPLETED |
| KINGSNORTH ROAD | MKAS005 | OUTSIDE 58 | COMPLETED |
| KINGSNORTH ROAD | MKAS015 | O/S 154 | COMPLETED |
| KINGSNORTH ROAD | MKAS028 | OUTSIDE 226A | COMPLETED |
| KNOLL LANE | MKBE022 | OPPOSITE JUNCTION BUTT FIELD ROAD | COMPLETED |
| KNOLL LANE | MKBE030 | OPPOSITE JUNCTION HARVEST WAY | SEPTEMBER 2014 |
| KINGFISHER CLOSE | MKBM003 | OPP SIDE OF 3 | COMPLETED |
| LANGHOLM ROAD | MLAD010 | OUTSIDE 1 | COMPLETED |
| LANGNEY DRIVE | MLAE013 | OUTSIDE 10 | COMPLETED |
| MACE LANE | MMAB006 | OPPOSITE J/W KIWK FIT GARAGE | SEPTEMBER 2014 |
| MACE LANE | MMAB010 | OPP J/W MACE IND EST | SEPTEMBER 2014 |
| MACE LANE | MMAB014 | JUNCTION EAST HILL RHS | SEPTEMBER 2014 |
| MAGAZINE ROAD | MMAC019 | REAR OF 13 THE WEALD | SEPTEMBER 2014 |
| MAIDSTONE ROAD | MMDK001 | OUTSIDE 13 | COMPLETED |

| | | | |
|---------------------------------------|---------|--|----------------|
| MAIDSTONE ROAD | MMDK004 | OUTSIDE 33 | SEPTEMBER 2014 |
| MAIDSTONE ROAD | MMDK019 | OPP J/W CHART ROAD | SEPTEMBER 2014 |
| MAIDSTONE ROAD | MUAA035 | ADJ J/W OLD ASHFORD ROAD LHS | COMPLETED |
| NEW STREET | MNAN018 | OUTSIDE 70 | SEPTEMBER 2014 |
| NEW STREET | MNAN019 | OUTSIDE 56/58 P/H | SEPTEMBER 2014 |
| NORTH STREET | MNBM005 | ADJACENT SHELL PETROL GARAGE | SEPTEMBER 2014 |
| POUND FIELD WALK | MPDQ004 | ON F/P R/O 147 MANORFIELD | SEPTEMBER 2014 |
| SOMERSET ROAD | MRAW003 | AT 2ND PAST NEW STREET EAST BOUND | COMPLETED |
| SOMERSET ROAD | MRAW006 | AT 4TH FROM NEW STREET EAST BOUND | COMPLETED |
| SOMERSET ROAD | MRAW008 | AT 5TH FROM NEW STREET EAST BOUND | SEPTEMBER 2014 |
| SOMERSET ROAD | MRAW010 | AT 6TH FROM NEW STREET EAST BOUND | COMPLETED |
| SOMERSET ROAD | MRAW013 | AT 3RD FROM NORTH STREET WEST BOUND | SEPTEMBER 2014 |
| SOMERSET ROAD | MRAW014 | AT 9TH FROM NEW STREET EAST BOUND | SEPTEMBER 2014 |
| SOMERSET ROAD | MRAW015 | AT 2ND FROM NORTH STREET WEST BOUND | COMPLETED |
| SOMERSET ROAD | MRAW016 | O/S GARAGE ENTRANCE | COMPLETED |
| SPRINGWOOD CLOSE | MSCY003 | SIDE OF 2 | SEPTEMBER 2014 |
| SWAFFER WAY | MSJB010 | JUNCTION RUSSETT CLOSE | SEPTEMBER 2014 |
| TANNERY LANE | MTAD002 | OUTSIDE POST BOXES | SEPTEMBER 2014 |
| TITHE BARN LANE | MTCB022 | REAR OF 13 HAYMAKERS LANE | COMPLETED |
| MAIDSTONE ROAD | MUAA035 | ADJ J/W OLD ASHFORD ROAD LHS | COMPLETED |
| CYCLEPATH FROM MACE LN TO HENWOOD | MUEZ023 | AT 24TH L/C ON FOOTPATH FROM MACE LANE | SEPTEMBER 2014 |
| FPTH FROM HUNTER AVENUE TO BREADLANDS | MUFE002 | AT 2ND ON F/P TO BREADLANDS CLOSE | SEPTEMBER 2014 |
| VICARAGE LANE | MVAB006 | JUNCTION STATION ROAD | COMPLETED |
| WELLESLEY ROAD | MWBE004 | ADJACENT J/W MACE LANE | SEPTEMBER 2014 |
| WELLESLEY ROAD | MWBE011 | JUNCTION PARK STREET LHS | SEPTEMBER 2014 |

| | | | |
|---------------------|---------|----------------------------------|----------------|
| WELLESLEY ROAD | MWBE012 | OPPOSITE J/W PARK ST. LHS | SEPTEMBER 2014 |
| WOODSIDE | MWEE001 | JUNCTION LANGNEY DRIVE | SEPTEMBER 2014 |
| BRAMBLE CLOSE | MBHM002 | OUTSIDE 4 | SEPTEMBER 2014 |
| BEAVER LANE | MBBE053 | O/S OAKLEIGH HOUSE | COMPLETED |
| BEAVER LANE | MBFV016 | OUTSIDE 94 | COMPLETED |
| BEAVER LANE | MBFV017 | OUTSIDE 209 | SEPTEMBER 2014 |
| CANTERBURY ROAD | MCCA002 | BTW GATESIDE AND THE OLD MILL PH | SEPTEMBER 2014 |
| CHARING HILL | MCBL023 | J/W B2077 | SEPTEMBER 2014 |
| CHART ROAD | MCBO041 | J/W HOLTON ROAD | SEPTEMBER 2014 |
| CHART ROAD | MCBO069 | J/W BROOKFIELD ROAD R-A-B | SEPTEMBER 2014 |
| CHART ROAD | MCBO071 | J/W BROOKFIELD ROAD R-A-B | SEPTEMBER 2014 |
| CHURCHFIELD WAY | MCDZ002 | O/S BRIDGE COTTAGE | COMPLETED |
| CORNWALLIS | MCHO004 | SIDE OF 5 | COMPLETED |
| DRAKE ROAD | MDBF002 | OUTSIDE 6 | COMPLETED |
| DRAKE ROAD | MDBF004 | OUTSIDE 12 | COMPLETED |
| EDINBURGH ROAD | MEAP006 | OPP J/W NCP CAR PARK | COMPLETED |
| EVANS ROAD | MEBE003 | OUTSIDE 9 | COMPLETED |
| EVANS ROAD | MEBE004 | OUTSIDE 22 | COMPLETED |
| EVANS ROAD | MEBE005 | OUTSIDE 23 | SEPTEMBER 2014 |
| EVANS ROAD | MEBE013 | OUTSIDE OPP J/W DRAKE ROAD | COMPLETED |
| GREAT CHART BY PASS | MGBR006 | J/W TITHE BARN LANE R-A-B | SEPTEMBER 2014 |
| HIGH STREET | MHCF003 | OUTSIDE 5/7 | SEPTEMBER 2014 |
| JULLIAN WAY | MJAF006 | SIDE OF 27 | COMPLETED |
| LITTLE CHEQUERS | MLBD025 | OPP SIDE OF 114 | COMPLETED |
| LITTLE CHEQUERS | MLBD030 | OUTSIDE 61/62 | COMPLETED |
| PARK STREET | MPAJ002 | R/O COUNTY HOTEL HIGH STREET | SEPTEMBER 2014 |
| PARK STREET | MPAJ004 | OPP CHARTER HOUSE LHS | SEPTEMBER 2014 |
| PARK STREET | MPAJ009 | OPP REAR OFF 32 NORTH STREET | SEPTEMBER 2014 |
| PARK STREET | MPAJ017 | ADJ WILKINSON RHS | SEPTEMBER 2014 |
| TRINITY ROAD | MTFI001 | J/W RUTHERFORD ROAD R-A-B | COMPLETED |
| TRINITY ROAD | MTFI002 | J/W RUTHERFORD ROAD | COMPLETED |

| | | | |
|---------------|---------|---|-------------------|
| | | R-A-B | |
| VICTORIA PARK | MVAM007 | 7 TH FROM EAST OF FOUNTAIN NORTH | COMPLETED |
| WEST STREET | MWBI008 | 3 RD FROM J/W REGENTS PLACE SOUTH BOUND | SEPTEMBER 2014 |

Appendix D – Drivers Roundabout

Signing works to be programmed, likely to be completed by end of October 2014.

Appendix E1 – Developer Funded Works

| Developer Funded Works (Section 278 Works) | | | |
|--|------------------|---|---|
| Road Name: | Parish: | Description: | Current Status: |
| Warren Site B - Fougères Way | Ashford | New Traffic Signals and entrance to John Lewis | Works Complete - maintenance period |
| Newtown - former railway site | Newtown, Ashford | New controlled pedestrian crossing and construction of site entrance | Drainage has been approved waiting for start date |
| 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 complete and in maintenance period |
| Goat Lees School, Hurst Road | Kennington | New access to school parking area | Maintenance |
| A28 Chart Road, Brunswick Road Junction | Godinton | Rearrange junction alignment | Works Complete and in maintenance period |
| Sotherton Road | Willesborough | Amendments to the parking area | Works are completed and in maintenance period |
| Knoll Lane | Singleton | Access on to new development and relocation of pedestrian crossing point | Works have commenced on site |
| Farrow Court | Stanhope | New footway and relocation of pedestrian crossing facilities | Works have commenced on site, the controlled crossing will be implemented once construction has been completed on site. |
| 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 been completed on site |
| Mill Road | Bethersden | Footway works along the frontage | Footway works commenced on site 6/5/14 and will continue for an |

| | | | |
|--------------|-----------|--------------------------------------|-----------------------------|
| | | to tie in with the existing footway. | expected 3 weeks |
| Chalk Avenue | Tenterden | New Access to development | Works in maintenance period |

Appendix E2 – Willesborough Road Pinch Point (Collingbrook/Kennington Road)

The County Council's technical consultant (Amey) has progressed with the detailed design for a section of retaining wall, and the next step will be for representatives of the County Council to meet with the third party landowner to finalise a land acquisition. Ecological survey work has been undertaken during the summer months to ensure the programme for completion of the works is not delayed by a requirement for ecological surveys.

The scheme design work can now be finalised by Amey, with a view to there being a formal internal handover to KCC schemes team by the end of 2014. If the handover happens in a timely manner then the scheme will move onto the list of programmed works. It is envisaged that construction on site will take place in 2015, with the summer period being the most likely timescale due to the associated traffic management requirements for the period of construction.

Appendix F – Transportation and Safety Schemes

Appendix F1 – 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 | Detailed design work in progress, to develop a cost-effective method for the necessary relocation of BT apparatus |
| Ashford QBP - public transport infrastructure | District wide | New bus poles, flags, timetable cases, clearways, raised kerb borders | Survey work being programmed |
| A2042 Faversham Road (Trinity Rd to– The Pasture)* | Ashford / Boughton Aluph | Signing, lining & alterations to existing interactive sign | Works complete June 2014 |
| A20 / Sandyhurst Lane* | Westwell / Hothfield | Interactive warning signs on approaches to crossroads | Works complete April 2014 |
| A28 / A262 junction* | High Halden / Tenterden | Interactive warning signs, lower speed limits, weight limit for Oak Grove Lane | Speed limit and weight restriction complete February 2014. Interactive signs programmed Aug 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 | Works complete July 2014 |

| | | | |
|--|----------------------------|--|---|
| A2042 Romney Marsh Rd / Bad Munstereifel Rd* | Kingsnorth | Signing improvements | Works complete June 2014 |
| A2042 Romney Marsh Rd / Kimberley Way* | Ashford | Signing improvements | Design work in progress, carryover from 2013/14 |
| A292 Hythe Road / Church Road* | Ashford | Signing and lining improvements; adjustments to signal heads | Signing work complete July 2014. Lining, and signal heads - design work in progress |
| A20 Hythe Road / Station Road* | Smeeth | Signing, lining and resurfacing improvements | Design work in progress |
| A28 Ashford Road / Chilmington Green Road* | Great Chart with Singleton | Signing, lining and resurfacing improvements | Design work in progress |

Appendix G – 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 | Scheme rolled over to next year due to delays caused by bad weather |
| AE79 | Challock/ Molash | Surface repairs to byway | Scheme rolled over to next year due to delays caused by bad weather |

Appendix H – Bridge Works

| Bridge Works – <i>Contact Officer Tony Ambrose</i> | | | |
|---|---------------|-----------------------------|-----------------------|
| Road Name | Parish | Description of Works | Current Status |
| NO planned works | | | |

Appendix I – 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 04 August 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.

Mike Hill

| Scheme | Cost | Status |
|--|-------------|--|
| Biddenden Phase 2 – Footway improvements | | Works in progress |
| Newenden Bridge – Ghost pedestrian walkway | | Design complete, approval sought from East Sussex County Council |

Mike Angell

| Scheme | Cost | Status |
|---------------|-------------|---------------|
|---------------|-------------|---------------|

George Koowaree

| Scheme | Cost | Status |
|--|-------------|-------------------------|
| Kingsnorth Road, Ashford – Pedestrian crossing and junction improvements | | Cancelled by Member |
| Hayward Close verge protection | | Awaiting programme date |

Andrew Wickham

| Scheme | Cost | Status |
|--|-------------|--|
| The Street, Brook – Proposed speed limit reduction 40mph – 30mph | | TRO sealed 23 July 2014. Awaiting programme date |

Derek Smyth

| Scheme | Cost | Status |
|--|-------------|---------------------------------|
| Stanhope Road, Stanhope – Zebra Crossing | | On site. Completion by 04/09/14 |

Charlie Simkins

| Scheme | Cost | Status |
|--|-------------|---|
| A28 Ashford Road, High Halden – Zebra Crossing | | Awaiting Director approval following consultation |

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

| Matters Arising | |
|--|---|
| Issue Raised | KCC Response |
| <p>What progress has KCC made in the recording of the position of roadside gulleys and grips and what provision has it made to create new grips where required? (<i>June 2014 Minutes, Item 21, P18</i>)</p> | <p>With regards to gullies, we have details of the quantity of gullies on each road and our cleansing crews are now logging the location of each individual gully as part of our cyclic maintenance work.</p> <p>We do not hold an inventory of grips as these tend to be cleared on an “as needs” basis because the work is quick to do and unlike gully cleansing, it does not need much in the way of advanced programming. Budget pressures mean that there are currently no plans to alter this approach or implement a cyclic maintenance regime for grips.</p> <p>With regards the provision of new grips, again, grips are cut on an “as needs” basis and the need for a grip is determined by one of our drainage engineers. If there is a roadside ditch this work can be completed quite quickly. However if, by cutting a grip, we will be draining water onto private land, then this is a longer process as it requires the agreement of the affected land owner.</p> |
| <p>The status of the new footway and pedestrian crossing to a housing development at Appledore Road, Kenardington. (<i>June 2014 Minutes, Item 21, P18</i>)</p> | <p>A pre start survey has been carried out and works are due to commence in October 2014.</p> |

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

To: Ashford Joint Transportation Board
By: Tony Jenson
Date: 9th September 2014
Subject: Ashford Shared Space: Bank Street
Classification: For information

Summary Bank Street footway remedial action – position to date

Following on from previous reports to the Ashford JTB and discussions held by working groups, the eastern footway in lower Bank Street into Tufton Street has been prioritised as Phase 1 for the remedial works for the Ashford Shared Space.

With this in mind a Project Manager has been appointed to carry out the outline design and costing of these works with the intention of moving onto detailed design and construction/implementation subject to sufficient funding.

Due to the requirement of buses to overrun beyond the edges of the clay paved carriageway and the damage issues related to the location of the loading bays, it is likely that the 'flume' feature will need to be removed all together rather than repaired.

As well as the delamination of the granite material used in the flume feature, the majority of the damage to the rest of the footway is resulting from vehicular overrun far beyond the strengthened areas allowed for within the existing loading bays. This is also attributed to the lack of kerb face to deter drivers driving onto the footway element of the street scene.

To prevent this reoccurring, the footway either needs to be protected from overrun by the introduction of vertical features (planters or bollards) or reconstructed in an upgraded form which is strong enough to withstand vehicle overrun for its entire width.

The southern section of the footway between Queen Street and Elwick Road contains several sets of statutory undertakers equipment at a shallow depth. This would make it extremely difficult to excavate further to strengthen the surfacing at this location with any degree of effectiveness. As such for this section, vertical features as mentioned above would seem the pragmatic way forward.

The implementation of these works, as well as repairs to other areas of Bank Street, are likely to require a full road closure (for some of the construction period at least). KCC are liaising with Stagecoach to ascertain their needs and notice periods should the temporary relocation of the bus terminus be required.

Various surfacing options are currently being investigated and priced to ascertain which material provides the best solution in terms of initial installation cost balanced with aesthetics and any potential ongoing maintenance requirements.

Taking into account forward planning regarding the booking of road space, the avoidance of the Christmas trade period, notice for Stagecoach and local business as well as favourable weather for the construction works, Spring 2015 is the anticipated target for delivery of this scheme.

The JTB will be kept informed of further progress.



Mr Graham Dalton
Chief Executive, Highways Agency
Federated House
London Road
Dorking
RH4 1SZ

Cllr Charlie Simkins
c/o Members Desk
Kent County Council
Session House
Maidstone
ME14 1XX

8th August 2014

Dear Mr Dalton

RE: Accommodation Bridge over the A2070 – Park Farm South and East, Ashford, Kent

I am the Kent County Councillor for Ashford Rural West and Chair of the Ashford Joint Transportation Board. It is of continuing concern to the Board that the delivery of extended bus services to new developments at Park Farm South and East utilising the accommodation bridge at Park Farm that spans both the A2070 Hamstreet Bypass and the Ashford-Hastings railway line has been subject to on-going delays due to a variety of factors.

The proposed extension to the provision of public transport is a much-needed facility, and the required funding has already been secured from the SPG6 'Green Infrastructure' fund. It has been the intention since the earliest days of this major development that a bus service would operate through the estate via the accommodation bridge. Indeed, this is included in the development brief for Park Farm South and East (2001) and the subsequent S106 agreement (2005). Outline technical drawings for improvements to the bridge have even been generated as early as 2003 (Buchanan Consulting Engineers).

The County Council has prepared detailed technical drawings of required upgrades for Highways Agency approval; Ashford Borough Council (acting on the County Council's behalf) have begun consultation on a scheme of parking controls to facilitate bus travel on the approaches to the bridge; the developer has constructed a temporary bus turnaround on the eastern side of the bridge and the 'kick-start' funding for the first three years of bus service operation has been secured through the SPG6 fund.

Whilst the type and form of enforcement system to regulate use of the accommodation bridge is still to be determined, this is being discussed regularly between the County Council and Borough Councils, and now it seems as though the entire proposal is at risk of stalling until the grant of Technical Approval for works to be undertaken on the accommodation bridge is forthcoming from the Highways Agency.



It is my understanding that the bridge as an asset was transferred from Kent County Council to the Highways Agency when the Highways Agency trunked the A2070, and the bridge is not believed to be in split ownership (between the Highways Agency and Network Rail), unless the Highways Agency reached an agreement with Network Rail subsequent to the trunking.

I am informed that although it is not believed Network Rail own any of the bridge, because the bridge spans the Ashford to Hastings railway line Network Rail will need to be co-signatories to the approval documents with the Highways Agency. The County Council has already engaged with Network Rail to set up a Basic Asset Protection Agreement to assist the approvals process.

I understand that when the County Council wrote to the Highways Agency (addressed to Kevin Bown, Asset Manager for Area 4) on the 9th May 2014 to seek views on the concept design, the response received gave cause for optimism – and I understand that an internal meeting was to be convened by the Highways Agency, with attendance from the HA's technical consultant (BBMM), NetServe and possibly Network Rail. To date the County Council has not received any further feedback from the Highways Agency regarding this matter, suggesting that no further progress has been made.

In order to make progress securing technical approval for use of the accommodation bridge as part of a planned extension to the public transport network, I would be grateful if the Highways Agency could with all possible expediency convene an internal meeting to clarify the following:

- What needs to be done and by whom
- The relevant approvals procedure(s)
- The associated timescale

As possible guidance on the way forward, officers at the County Council have proposed the following steps be taken to progress matters:

- The first stage of the approvals should be to agree the Category of the approvals. This will determine which documents from BD2 then need to be completed.
- Once the Category of the approvals is known your structural consultant can complete the approval documents and submit them for comment and ultimately approval.

The Highways Agency has previously advised the County Council's officers on two separate occasions that the accommodation bridge could satisfactorily cater for vehicular traffic (namely buses), and thus I would hope that formal technical approval would be forthcoming:

"No separate agreement required, if there is no change to the structure except usage as you have set out. It is designed for such use." (email from John Burns, November 2010)

"the bridge does not have a weight limit on it, so there are no issues with Buses using it." (email from Kevin Bown, September 2012)

The Joint Transportation Board, working with the County Council, Network Rail and the Highways Agency would like to agree to the most expeditious means of implementing an extension to the existing public transport network to incorporate Park Farm South, and connect this into the newer phases of Park Farm East and through further into the Finberry (formerly Cheeseman's Green) development, as a priority objective.

As the County Council is leading on work to progress the delivery of a scheme to improve the accommodation bridge through spend of already collected S106 monies, any formal responses should be copied to the relevant County Council officer (James Hammond) in the first instance.

The Board are keen to see this project advanced as a matter of urgency, and so on their behalf I must request that feedback is provided in respect of the previously supplied concept design for the

accommodation bridge, and an indication as to whether the Highways Agency would support a possible alternative option for the bridge that retains the status quo – for the bridge to be used as a 'link' on the public transport network but with no changes to the existing layout.

The Board's next meeting is set for Tuesday 9th September 2014, and I would sincerely hope that both I and the County Council's officers will be in a position to offer news of good progress regarding the accommodation bridge to the Board at this time. I look forward to receiving your response.

Yours sincerely,

Mr Charlie Simkins
Chair of the Ashford Joint Transportation Board
County Councillor for Ashford Rural West



From: **Michael Hill, Cabinet Member, Community Services**
To: **Environment & Transport Cabinet Committee – 22 July 2014**
Decision No: **N/A**
Subject: **Christmas / New Year 2013-14 Storms & Floods – Final Report**
Classification: **Unrestricted**
Past Pathway of Paper: **Cabinet – 7th July 2014**
Growth, Economic Development & Communities Cabinet Committee – 8th July 2014
Future Pathway of Paper:
Electoral Division: **N/A**

Summary: This report provides the Cabinet Committee with a full review of lessons learned from the Christmas / New Year 2013-14 storms & flooding (and previous severe weather events) and makes recommendations for how the County Council, in collaboration with its partners, can be better prepared to manage such future events and flood risk.

Recommendations: The Cabinet Committee is asked to a) note and endorse the recommendations outlined in the Action Plan in **Annex 1**; and b) once approved, receive further options papers / progress reports on delivery against the Action Plan.

1. Introduction

- 1.1 Members will be aware that the extreme severe weather experienced over Christmas and New Year was unprecedented and presented an exceptionally challenging time for all concerned.
- 1.2 Indeed, in the Government's 'Flood Support Schemes Guide' sent to Local Authority Chief Executives in flood affected areas by Sir Bob Kerlake, Permanent Secretary, Department for Communities & Local Government (DCLG) and Head of the Civil Service stated:
'On 5th and 6th December 2013, the worst tidal surges in 60 years struck the east coast of England, leaving a trail of destruction and flooded properties. In addition to the December tidal surges, the country has experienced the wettest winter in over 250 years. This has resulted in many areas of the country remaining on high alert for extended periods as the emergency services, supported by local authorities, statutory agencies and local residents have battled to protect communities'
- 1.3 Notwithstanding that the initial severe storms and rainfall occurred during the Christmas Bank Holiday with many staff on leave and out of county, KCC deployed all its available staff throughout this period to support those communities across the County that were affected, not only by flooding, but by storm damage and power outages.
- 1.4 Kent was one of the most severely affected areas in the country with some 28,500 properties without power on Christmas Eve and 929 homes and business flooded over the following 8 week period. See **supporting Appendix 1 sections A1 and A2** for a detailed breakdown of properties flooded and other key facts and statistics.
- 1.5 It is recognised that these unprecedented severe weather events strained not only KCC resources but all other emergency and public services and priority decisions had to be made in order to ensure support to those communities, residents and businesses affected by these events.

1.6 This report provides:

- A summary of the storms & floods that affected Kent between December 2013 and February 2014 & the actions taken by KCC & its multi-agency partners in response;
- Good practice and lessons learned to inform how KCC and its partners can better respond to such emergencies in the future;
- A review of options for managing flood risk in the long-term; and
- Draft Action Plan for taking forward proposed recommendations – see **Annex 1**.

1.7 Whilst this report will focus on the events from 23rd December 2013 onwards, to provide further background and context, reference is also made to the preceding severe weather events on 28th October (St Jude storm) and 5th & 6th December (east coast tidal surge).

1.8 Contributions from the following have been used to inform the content of this report:

- Internal KCC and multi-agency debriefs;
- Key internal departments & partner agencies e.g. KCC Flood Risk Management, Environment Agency (EA) and Kent Police;
- Individual responses from residents, businesses and elected representatives; and
- Public consultation meetings and ‘flood fairs’ in affected communities¹.

1.9 Details of key meetings & event dates are provided in **Appendix 1 section A3**.

2. Managing Emergencies

2.1 The Civil Contingencies Act 2004 establishes a clear set of roles & responsibilities for those involved in emergency preparedness & response at the local level. The Act divides local responders into 2 categories, imposing a different set of duties on each.

2.2 ‘Category 1 Responders’ are organisations at the core of the response to most emergencies (e.g. the emergency services, local authorities, NHS bodies and the EA) and have statutory responsibilities for the ensuring plans are in place to deal with a range of emergency situations, including flooding. ‘Category 2 Responders’ (e.g. the Health & Safety Executive, transport and utility companies) are ‘co-operating bodies’. They are less likely to be involved in the heart of planning work, but are heavily involved in incidents that affect their own sector. Category 2 Responders have a lesser set of duties - co-operating and sharing relevant information with other Category 1 & 2 Responders.

2.3 Category 1 & 2 Responders come together to form ‘Local Resilience Forums’ (based on police force areas) which helps co-ordination and co-operation between responders at the local level. In Kent, this is known as the Kent Resilience Forum (KRF), which is chaired by Kent Police who adopt the lead organisation role in most emergency situations.

3. Management of the Emergency

3.1 Kent Police undertook the role of lead organisation in the ‘emergency response’ phases, with each declared emergency given an operational name - see **Appendix 1 section A4** for details.

3.2 During the ‘emergency response’ phases, a multi-agency ‘Gold’ Strategic Co-ordinating Group (SCG) and ‘Silver’ Tactical Co-ordinating Group (TCG) were hosted and chaired by Kent Police at Kent Police Headquarters and Medway Police Station respectively.

¹ Public meetings with residents / businesses were co-ordinated by the EA via the Parish / Town Councils & the Tonbridge Forum, with attendance from elected members and officers from KCC, District / Borough Councils, Kent Police and Southern Water. Flood fairs are a joint initiative between District / Borough Councils, EA, KCC, Parish / Town Councils & the National Flood Forum - a charity that raises awareness of flood risk & helps communities to protect themselves & recover from flooding.

- 3.3 Multi-agency 'Bronze' Operational teams were deployed across the County in specific affected communities (e.g. Yalding, Bridge and the Brishing Dam) and undertook work such as door-knocking, evacuations, sandbagging and public reassurance.
- 3.4 Led by the Kent Police Gold Commander, the SCG agreed upon a Gold Strategy to guide the response, with the central aim of:
- 'Saving and protecting life and property risks to people in Kent and Medway by coordinating multi-agency activity to maintain the safety and security of the public'.*
- 3.5 The core roles undertaken by KCC were as follows:
- Supporting and, at times, leading multi-agency co-ordination;
 - Responding to the effects on the highway network throughout the period dealing with fallen trees, damaged roads, surface water flooding, blocked gullies and more;
 - On-scene liaison with partners and affected communities;
 - Working with District / Borough Councils to provide temporary accommodation to those who were flooded, with transport arranged to take people from flooded areas to safety;
 - Provision of welfare support to those evacuated or in their own homes²;
 - Co-ordinating support from the voluntary sector³; and
 - Logistics management of countywide resources such as sandbags.

4. Recovery Management

- 4.1 As of 18th February, KCC has been the lead organisation in managing the long-term recovery process and has developed a Gold Recovery Strategy with the central aim of:
- 'Ensuring partnership working to support the affected individuals, communities and organisations to recover from the floods and return to a state of normality'.*
- 4.2 To manage the recovery, five task-focused teams have been established with representatives from all appropriate authorities and organisations involved
- Health, Welfare & Communities: KCC Public Health led;
 - Environment & Infrastructure: EA led;
 - Business & Economy: KCC Business Engagement & Economic Development led;
 - Finance, Insurance & Legal: KCC Finance led; and
 - Media & Communications: KCC Communications led.
- 4.3 Central Government are taking a keen interest in progress and key issues, with regular reporting to DCLG and the office of Greg Clark MP, the Flood Recovery Minister for Kent.

5. Lessons Learned

- 5.1 The following are the main points raised during the relevant debriefs, meetings & individual responses received, which have been used to inform a set of recommendations which are summarised in the Draft Action Plan in **Annex 1**.
- 5.2 For reference, the draft lessons learned from the KRF multi-agency debrief held on 21st March 2014 can be found at **Appendix 1 section A5**.

² This included vulnerable person checks and provision of food, clothing and other practical support, such as arranging electrical contractors to ensure safety within people's flooded homes and hiring dehumidifiers to support the clear up.

³ This included undertaking community liaison roles and provision of equipment, practical support (such as first aid, transportation, or provisions for responders) and psycho-social support.

Pre-Planning & Resilience

Identified Successes

- 5.3 Overall, KCC and its KRF partners, with joint planning for responding to and management of emergencies, were able to deliver support and assistance to the many communities, individuals and businesses in Kent affected by the severe weather events.
- 5.4 Staff, systems & procedures coped well when one considers the unprecedented scale, complexity and protracted nature of the events that took place
- 5.5 There were numerous examples of the commitment & resourcefulness of staff, partners, volunteers and communities to help others in need and to provide practical solutions to real problems for those affected.

Areas for Improvement

- 5.6 In the early stages of the response, staffing levels were affected by the timing of the emergencies, which occurred over the Christmas Bank Holiday period. Coupled with the sustained and complex nature of the emergency, on occasions considerable demands were placed upon a small number of individuals & teams undertaking crucial emergency response roles. Increased resilience should be established across KCC to be better prepared in the future.
- 5.7 Although there is no legal obligation on any organisation to provide sandbags and other practical support (e.g. pumps, dehumidifiers), public expectation was, understandably, to the contrary. This was exacerbated throughout the response by a general lack of awareness, mis-communications & inconsistency of approaches adopted.
- 5.8 Linked to this last point, it has been observed and reported of a general lack of flood awareness and individual / community resilience. For example, in some parts of Kent, 40-50% of the homes and businesses at risk of flooding in Kent are not signed-up to the EA's Floodline Warnings Direct (FWD) Service and so are unlikely to receive any prior warning of flooding – see **Appendix 1 section A6** for more details.

Recommendations

REC1: Undertake a fundamental review & update of key KCC and partnership plans to ensure they are fit-for-purpose for even the most complex and protracted of incidents.

REC2: Provide Cabinet with an options paper for enhancing KCC's resilience, including training a cadre of 'emergency reservists'. Once approved, implement a programme to train, equip & support relevant personnel in readiness for Winter 2014.

REC3: Develop a consistent countywide policy & plans for maintaining & providing sandbags and other practical support to individuals & communities at risk of flooding.

REC4: Implement a strategy to encourage greater flood awareness & individual / community resilience, including improving sign-up for the EA's Floodline Warnings Direct (FWD) Service and training local volunteers as Flood Wardens.

Command, Control, Co-ordination & Communications

Identified Successes

- 5.9 Actions by KCC and our partners undoubtedly saved and protected life, livestock and properties.

- 5.10 As the emergency progressed, joint plans, procedures and working arrangements matured, informed by the experiences of previous events.
- 5.11 When established, multi-agency co-ordination was effective, particularly when this was co-located. Specifically, Bronze / Operational teams deployed on the ground provided an effective and invaluable link into affected communities, particularly when communication and transport links were disrupted
- 5.12 Throughout the sequence of events, the voluntary sector provided extremely valuable support, demonstrating a high level of professionalism, dedication and capability.

Areas for Improvement

- 5.13 Feedback from debriefs, public consultations & flood fairs suggest that the EA's flood warnings were not always received or there was difficulty in receiving warnings, particularly as power supplies were disrupted. Additionally, many residents received conflicting warnings, were unsure of the level of risk & therefore the relevant actions they should take.
- 5.14 KCC and its partners responded to emergency calls throughout Christmas Eve, Christmas Day & Boxing Day. However, pressure on staffing levels due to the Bank Holiday & sheer volume / complexity of incidents that were being reported led to delays in establishing co-ordinated multi-agency support structures in key affected communities (e.g. Tonbridge, Hildenborough, East Peckham, Yalding & Maidstone) until the following weekend which, understandably, has angered many residents & businesses.
- 5.15 Additionally, partner agencies, residents & businesses alike all suffered from a lack of / poor quality engagement & support from the utilities companies, particularly the power, water & sewerage providers.
- 5.16 Information management was a continual challenge – difficulties in obtaining critical information when it was need and, vice versa, information overload at times of intense pressure.

Recommendations

REC5: Undertake a fundamental review & update of the EA's Floodline Warnings Direct (FWD) Service for communities with high / complex flood risk.

REC6: Develop enhanced arrangements for warning & informing the public in flooding / severe weather scenarios, including contingency arrangements in the event of power outages and greater usage of social media.

REC7: Develop multi-agency arrangements to provide critical 'on scene' liaison & support to affected communities e.g. via multi-agency 'Bronze' / Operational teams.

REC8: Work with DCLG and the Flood Recovery Minister for Kent to bring pressure to bear on utilities companies to improve their arrangements for engaging with & supporting partners & customers.

REC9: Streamline & enhance existing multi-agency information management protocols & systems for sharing critical data in the planning for & management of emergencies.

Escalation, De-Escalation & Recovery

Identified Successes

- 5.17 Central Government colleagues have commended KCC and our partners for our approach in a number of key areas, and are promoting these as good practice e.g. early identification & monitoring of warnings / developing situations and a flexible / proportionate approach; and recovery management arrangements developed during Operation Sunrise 4.

Areas for Improvement

- 5.18 Some partners felt that, at times, there were delays in 'standing up' the co-located multi-agency emergency response co-ordination arrangements and, conversely, that these were occasionally stood-down too soon, declaring the 'emergency' over and handing-over to the 'recovery' phase.
- 5.19 Delays in involvement / support from Central Government caused difficulties for partners and the public over Christmas / New Year period. Conversely, once Central Government command & control was put in place, requests for detailed information at very short notice placed an additional burden on local responders.
- 5.20 The financial support schemes brought in by Central Government have also been difficult to interpret and implement at the local level, and do not adequately reflect the significant burdens placed on County Councils e.g. most schemes are focussed towards the Districts / Borough Councils, with significant cost incurred by KCC currently unlikely to qualify for central support.

Recommendations

REC10: Formalise the recovery management structures developed during Operation Sunrise 4 and adopt these as good practice.

REC11: Develop protocols to support emergency responders in deciding when to escalate / de-escalate to / from the 'emergency response' & 'recovery' phases.

REC12: Influence Central Government to secure additional financial support in recognition of the severe burden that these incidents have placed on KCC.

6. Flood Risk Management

- 6.1 As well as lessons learned to improve how KCC prepares for and manages flooding emergencies in the future, consideration must also be given to roles of each organisation and the broader flood risk management options available for preventing or reducing the likelihood and / or impacts of flooding occurring.

Roles & Responsibilities

- 6.2 **EA:** Responsible for taking a strategic overview of the management of all sources of flooding and coastal erosion. This includes, for example, setting the direction for managing the risks through strategic plans; working collaboratively to support the development of risk management and providing a framework to support local delivery including the administration of Flood Defence Grant in Aid (FDGiA). The Agency also has operational responsibility for managing the risk of flooding from main rivers, reservoirs, estuaries and the sea, as well as being a coastal erosion risk management authority.
- 6.3 **KCC:** Lead Local Flood Authority (LLFA) for Kent as defined by the Flood and Water Management Act (2010) and has a role to provide strategic overview of local flooding, which is defined as flooding from surface water, groundwater and ordinary watercourses (watercourses that are not main rivers). As part of its role as LLFA KCC has prepared and adopted the Kent Local Flood Risk Management Strategy, which sets out the objectives for managing local flood risks in Kent. All risk management authorities must act consistently with the local strategy.

Highway Authority for Kent - has a role to maintain safe conditions on the roads by taking appropriate actions that may include the provision of temporary flood warning signs, clearance of flood water, reactive cleansing of the highway drainage system and the organisation of road closures and traffic diversions when roads become flooded.

- 6.4 District / Borough Councils: Key partners in planning local flood risk management and can carry out flood risk management works on minor watercourses, working with LLFA and others, including through taking decisions on development in their area which ensure that risks are effectively managed. Districts / Boroughs and Unitary Authorities in coastal areas also act as coastal erosion risk management authorities.
- 6.5 Internal Drainage Boards: Independent public bodies responsible for water level management in low lying areas, also play an important role in the areas they cover (approximately 10% of England at present), working in partnership with other authorities to actively manage and reduce the risk of flooding.
- 6.6 Water and Sewerage Companies: Responsible for managing the risks of flooding from water and foul or combined sewer systems, providing drainage from buildings and yards.

Effectiveness of River & Flood Management Assets

- 6.7 Partners, residents & businesses alike have raised a number of queries & concerns regarding the effectiveness of river & flood management systems / assets operated by the EA and Southern Water, including:
- EA: dredging of rivers and the operation of the Leigh Barrier and sluice gates at Yalding & Allington; and
 - Southern Water: lack / effectiveness of non-return valves in preventing sewage flooding, particularly in the Tonbridge area.

Recommendations

REC13: EA / Southern Water to respond to queries / concerns regarding the perceived lack / effectiveness of their management of rivers & flood management systems / assets.

Potential Flood Defence Schemes – information supplied by the EA

- 6.8 Approximately 65,000 homes and businesses are at risk of fluvial or coastal flooding in Kent, of which 38,000 currently benefit from flood defences with 27,000 not benefitting from defences. The EA has identified a further £194m of investment which would protect an additional 17,000 properties, between now and 2021. It has also identified further schemes identified for 2021 and beyond through its pipeline development programme.
- 6.9 The EA has worked successfully in the past with KCC and the private sector to implement flood risk management schemes such as the Sandwich Town Tidal Defence Scheme. It has also attracted additional partnership funding from a range of contributors including private businesses, developers and other government departments. There is a need to continue to work together to secure funding for priority schemes.
- 6.10 The recent flooding across the County has reinforced the need to accelerate this investment to reduce the risk of flooding. The EA in Kent & South London has secured £27.4m FDGiA for 2014-15. This will allow the EA to progress schemes including:
- Broomhill Sands Sea Defences
 - Sandwich Town Tidal Defences
 - Leigh Barrier Mechanical / Electrical Improvements
 - Study into Yalding Storage on the Beult
 - East Peckham (Medway) Flood Alleviation Scheme (FAS)
 - Aylesford Property-Level Protection Scheme (£50k contribution from KCC)
 - Repairing assets damaged in the recent coastal surge and fluvial floods

- Denge shingle re-nourishment

Flood Defence Grant in Aid (FDGiA)

6.11 In order to protect areas at Kent at risk of flooding investment is required in flood defences. The government will contribute to flood defences through FDGiA. However, current rules mean that schemes are rarely fully funded through this grant. Additional contributions or partnership funding is required to make up the shortfall. Without partnership funding flood defence schemes cannot be delivered.

6.12 The Government's partnership funding mechanism means that each scheme must have a minimum cost benefit of 8 – 1 and a partnership funding score of more than 100% in order to achieve Government allocated FDGiA. The EA has identified priority locations for accelerating flood defence projects based on people at risk and economic development including Yalding and Tonbridge that do not currently meet FDGiA criteria.

6.13 Areas that require investment to deliver flood defences in Kent include:

- The Leigh Flood Storage Area (FSA) and Lower Beult;
- East Peckham;
- Five Oak Green;
- South Ashford;
- Dover;
- Whitstable & Herne Bay;
- Folkestone; and
- Canterbury.

6.14 See **Appendix 1 section A7.4** for a detailed financial breakdown of each scheme.

Recommendations

REC14: Explore all possible opportunities with partners and beneficiaries to contribute to the priority flood defence schemes required in Kent, including influencing the EA, Defra & HM Treasury to secure funding to deliver the schemes that do not currently receive sufficient FDGiA funding even with substantial partnership contributions.

6.15 Highway Drainage Improvements

The County Council is responsible for the maintenance of 5,400 miles of public highway including 250,000 roadside drains and associated drainage systems. The weather this winter highlighted numerous pinch points in the drainage network. Some of these are being addressed by the implementation of an enhanced cleansing regime however in a large number of cases work is required to improve the functionality of the system.

In response, the County Council is investing an additional £3m to enable the delivery of 120 drainage improvement schemes in 2014/15. Renewals and improvements are being prioritised on the basis of the frequency of flooding and the risk posed to highway safety, properties adjacent to the highway and network disruption.

Other Flood Risk Management Options

6.16 Work is also currently on-going in the county by the EA and KCC to improve our understanding of flood risk and investigate options to provide protection. These include:

- Spatial & land-use planning & drainage;

- Personal flood resilience;
- High / complex flood risk communities; and
- Surface water management.

In most of the above areas, existing strategies and programmes of work are maintained by the relevant authorities. However, in light of recent events and the issues / opportunities highlighted in **Appendix 1 section A8** the following recommendations are made.

Recommendations

REC15: Ensure the consequences of flood risk are fully considered before promoting development in flood risk areas by consulting all organisations with a role in flood risk management and emergency management.

REC16: Implement a strategy to encourage greater awareness & take-up of individual & community flood protection measures e.g. property-level protection, sandbags.

REC17: Support awareness & implementation of key initiatives to support communities with high / complex flood risk, particularly e.g. Surface Water Management Plans (SWMPs), Multi-Agency Flood Alleviation Technical Working Groups

7. Recommendations

Recommendations: The Cabinet Committee is asked to a) note and endorse the recommendations outlined in the Action Plan in **Annex 1**; and b) once approved, receive further options papers / progress reports on delivery against the Action Plan.

8. Supporting Information

8.1 Annex 1. Draft Action Plan

8.2 Appendix 1 – Christmas & New Year 2013-14 Storms & Floods Final Report

Sections as follows:

- A1. Numbers of Properties Flooded;
- A2. Key Facts & Statistics;
- A3. Key Meeting & Event Dates
- A4. Summary of Emergency Response Operations;
- A5. Kent Resilience Forum (KRF) Multi-Agency Debrief - Draft Lessons Learned;
- A6. Floodline Warnings Direct (FWD) Service;
- A7. Potential Future Flood Defence Schemes; and
- A8. Other Flood Risk Management Options.

8.3 Background Documents

Christmas / New Year Storms & Floods Update Report to KCC Cabinet (22nd January 2014)

<https://democracy.kent.gov.uk/mgConvert2PDF.aspx?ID=44733> (Report & <https://democracy.kent.gov.uk/mgConvert2PDF.aspx?ID=44762> Appendices)

Kent Local Flood Risk Management Strategy

<http://www.kent.gov.uk/about-the-council/strategies-and-policies/environment-waste-and-planning-policies/flooding-and-drainage-policies/kent-flood-risk-management-plan>

Local Surface Water Management Plans

<http://www.kent.gov.uk/about-the-council/strategies-and-policies/environment-waste-and-planning-policies/flooding-and-drainage-policies/surface-water-management-plans>

Revenue & Capital Budget Monitoring Report to KCC Cabinet (28th April 2014)

<https://democracy.kent.gov.uk/mgConvert2PDF.aspx?ID=46275>

Flood Support Schemes – Funding Available from Central Government

[https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/304805/Flood Recovery - Summary of Support Guide.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/304805/Flood_Recovery_-_Summary_of_Support_Guide.pdf)

DfT Pothole Challenge Fund

<https://www.gov.uk/government/news/councils-urged-to-apply-for-168-million-pothole-repair-fund>

Severe Weather Impacts Monitoring System (SWIMS)

<http://www.kent.gov.uk/business/Business-and-the-environment/severe-weather-impacts-monitoring-system-swims>

9. Contact Details

- Paul Crick, Director of Environment, Planning & Enforcement
01622 221527 / paul.crick@kent.gov.uk
- Stuart Beaumont, Head of Community Safety & Emergency Planning
01622 694878 / stuart.beaumont@kent.gov.uk
- Steven Terry, Kent Resilience Team (KRT) Manager
01622 692121 x 7811 / steve.terry@kent.gov.uk

Annex 1. Draft Action Plan

| No. | Recommendation | Lead / Supporting Action Owner(s) | Start Date | End Date |
|------|---|-----------------------------------|------------|----------|
| REC1 | Undertake a fundamental review & update of key KCC and partnership plans to ensure they are fit-for-purpose for even the most complex and protracted of incidents. | KCC / KRT | Jun 2014 | Nov 2014 |
| REC2 | Provide Cabinet with an options paper for enhancing KCC's resilience , including training a cadre of 'emergency reservists'. Once approved, implement a programme to train, equip & support relevant personnel in readiness for Winter 2014. | KCC | Aug 2014 | Nov 2014 |
| REC3 | Develop a consistent countywide policy & plans for maintaining & providing sandbags and other practical support to individuals & communities at risk of flooding. | KRT / Districts & Boroughs / EA | July 2014 | Nov 2014 |
| REC4 | Implement a strategy to encourage greater flood awareness & individual / community resilience , including improving sign-up for the EA's Floodline Warnings Direct (FWD) Service and training local volunteers as Flood Wardens. | | Apr 2014 | Nov 2014 |
| REC5 | Undertake a fundamental review & update of the Floodline Warnings Direct (FWD) Service for communities with high / complex flood risk. | EA / KRT | July 2014 | Nov 2014 |
| REC6 | Develop enhanced arrangements for warning & informing the public in flooding / severe weather scenarios , including contingency arrangements in the event of power outages and greater usage of social media. | | | |
| REC7 | Develop multi-agency arrangements to provide critical 'on scene' liaison & support to affected communities e.g. via multi-agency 'Bronze' / Operational teams. | KRT | July 2014 | Nov 2014 |
| REC8 | Work with DCLG and the Flood Recovery Minister for Kent to bring pressure to bear on utilities companies to improve their arrangements for engaging & supporting partners & customers. | KRT / KCC / EA | Ongoing | |
| REC9 | Streamline & enhance existing multi-agency information management protocols & systems for sharing critical data in the planning for & management of | KRT | July 2014 | Nov 2014 |

| No. | Recommendation | Lead / Supporting Action Owner(s) | Start Date | End Date |
|-------|---|---|------------|-----------|
| | emergencies. | | | |
| REC10 | Formalise the recovery management structures developed during Operation Sunrise 4 and adopt these as good practice. | | | |
| REC11 | Develop protocols to support emergency responders in deciding when to escalate / de-escalate to / from the 'emergency response' & 'recovery' phases. | KRT | July 2014 | Nov 2014 |
| REC12 | Influence Central Government to secure additional financial support in recognition of the severe burden that these incidents have placed on KCC. | KCC | Ongoing | |
| REC13 | EA / Southern Water to respond to queries / concerns regarding the perceived lack of / effectiveness of their rivers & flood management systems / assets | EA / Southern Water | July 2014 | Sept 2014 |
| REC14 | Explore all possible opportunities with partners and beneficiaries to contribute to the priority flood defence schemes required in Kent , including influencing the EA, Defra & HM Treasury to secure funding to deliver the schemes that do not currently receive sufficient FDGiA funding even with substantial partnership contributions. | KCC & Districts & Boroughs | Ongoing | |
| REC15 | Ensure the consequences of flood risk are fully considered before promoting development in flood risk areas by consulting all organisations with a role in flood risk management and emergency management. | Districts / Boroughs / KCC, EA & KRT | Apr 2014 | Mar 2015 |
| REC16 | Implement a strategy to encourage greater awareness & take-up of individual & community flood protection measures e.g. property-level protection, sandbags. | KRT / Districts / Boroughs / EA | | |
| REC17 | Support awareness & implementation of key initiatives to support communities with high / complex flood risk, particularly e.g. Surface Water Management Plans (SWMPs), Multi-Agency Flood Alleviation Technical Working Groups | Various leads, determined by nature of flood risk | Ongoing | |

* Action Owners listed here are illustrative and these lists are not exhaustive. Work will need to involve a broader range of organisations with flood risk management responsibilities.

Christmas & New Year 2013-14 Storms & Floods Final Report

Appendix 1

A1. Numbers of Properties Flooded

A1.1 As of 15th May 2014, the following are the latest figures provided by the EA and Districts / Boroughs to the Department of Communities & Local Government (DCLG).

| County | Residential | Commercial | Total |
|--------------------------------------|-------------|------------|------------|
| Surrey | 1,971 | 342 | 2,313 |
| Thames Valley | 635 | 295 | 930 |
| Kent | 731 | 198 | 929 |
| Lincolnshire | 662 | 106 | 768 |
| Wiltshire | 484 | 56 | 540 |
| Cornwall (incl. the Isles of Scilly) | 267 | 144 | 411 |
| North Lincolnshire | 339 | 70 | 409 |
| Dorset | 252 | 81 | 333 |
| Norfolk | 215 | 69 | 284 |
| Devon | 121 | 85 | 206 |
| West Sussex | 112 | 18 | 130 |
| East Sussex | 81 | 16 | 97 |

A1.2 Detailed breakdown of properties flooded in Kent.

| Authority Area | Residential | Commercial | Total |
|---------------------|-------------|------------|------------|
| Ashford | - | 1 | 1 |
| Canterbury | 40 | 4 | 44 |
| Dartford | 10 | 3 | 13 |
| Dover | 30 | 6 | 36 |
| Gravesham | 2 | - | 2 |
| Maidstone | 207 | 55 | 262 |
| Medway | 3 | 2 | 5 |
| Sevenoaks | 30 | 6 | 36 |
| Shepway | 8 | 1 | 9 |
| Swale | 36 | 17 | 53 |
| Thanet | - | - | 0 |
| Tonbridge & Malling | 335 | 101 | 436 |
| Tunbridge Wells | 30 | 2 | 32 |
| Total | 731 | 198 | 929 |

Important Note: These figures presented are likely to be an underestimate as they mainly consist of properties known to have been flooded by rivers, groundwater or groundwater-fed rivers. Information on numbers of properties flooded by surface water or sewage is less certain. Additionally, many hundreds

more properties were indirectly affected by flooding (loss of utilities, access etc.) e.g. Tonbridge & Malling Borough Council (TMBC) estimate 720 businesses indirectly affected in their area.

A2. Key Facts & Statistics

A2.1 The following is a snapshot of key facts & statistics from Operation Vivaldi and Operations Sunrise 2, 3 & 4.

A2.2 A comprehensive report into the key facts & statistics, costs & demands (collated using the Severe Weather Impact Monitoring System - SWIMS) from all the severe weather events experienced over Winter 2013-14, will be tabled by KCC Sustainability & Climate Change Team later in the coming months.

- **4.7m** – peak sea levels in Dover on 5th & 6th December, the highest recorded since 1905. The Environment Agency (EA) estimates that the tidal impacts in Sandwich were equal to a 1 in 200 year event and the biggest tidal event to impact Kent since the devastating event of 1953.
- **120mm** of rainfall falling between 19th to 25th December on already saturated ground on the Upper Medway catchment. December 2013 was the wettest December for 79 years.
- **342m³ / second** – the highest ever peak flows upstream of Leigh Barrier Flood Storage Area (FSA) were recorded on Christmas Eve.
- **91** x Flood Alerts, **73** x Flood Warnings and **5** x Severe Flood Warnings issued by the EA for Kent since December.
- **28,500** properties without power in Kent on Christmas Eve.
- **929** properties flooded in Kent since Christmas Eve. In the 2000 floods, approximately 1000 properties were flooded in Kent.
- **50,000** sandbags provided by KCC, District / Borough Councils and the EA to help protect at risk communities.
- **6,400** hours worked by KCC Emergency Planning staff since 20th December in response to the storms & floods, including 1,300 out-of-hours and sustained periods where the County Emergency Centre (CEC) was operating 24 hours a day.
- **88** flood victims supported by Kent Support & Assistance Service (KSAS) with essential cash, goods and services.
- **32,000** calls received by KCC Highways & Transportation in January, a 150% increase in normal call volumes.
- **6km** of public rights of way in need of repair.
- **£8.6m** central government grant received by KCC under the ‘Severe Weather Recovery Scheme’ to help repair damaged highways infrastructure¹.
- **£3m** new investment by KCC Highways & Transportation into significant drainage schemes to improve existing infrastructure that was impacted by the floods.

¹ KCC Finance is exploring the potential for additional central funding being progressed by KCC Finance, under the Bellwin Scheme and the ‘Pothole Challenge Fund’.

A3. Key Meeting & Event Dates

A3.1 The following is a summary of key debriefs, public consultation meetings and flood fairs, feedback from which has been used to inform this report.

| Date | Details | Location |
|--|--|------------------------------------|
| 3 rd December 2013 | Kent Resilience Forum (KRF) multi-agency debrief for Op. Sunrise 1 | Kent Police HQ |
| 4 th February 2014 | Public consultation meeting | Hildenborough |
| | Public consultation meeting | Faversham |
| 5 th February 2014 | Public consultation meeting | Danvers Road, Tonbridge |
| 12 th February 2014 | Public consultation meeting | East Peckham |
| 17 th February 2014 | Public consultation meeting | Tonbridge Forum |
| 19 th March 2014 | Public consultation meeting | Collier Street |
| 21 st March 2014 | KRF multi-agency debrief for Op. Vivaldi and Ops. Sunrise 2, 3 & 4 | Kent Police HQ |
| 28 th March 2014 | KCC internal debrief for Op. Vivaldi and Ops. Sunrise 2, 3 & 4 | KCC |
| 5 th April 2014 | Flood fair | East Peckham |
| 12 th April 2014 | Flood fair | Hildenborough |
| 8 th , 13 th & 19 th April 2014 | Flood fair | Yalding |
| 26 th April 2014 | Flood fair | Little Venice Caravan Park & Tovil |
| 27 th April 2014 | Flood fair | Maidstone |
| 3 rd May 2014 | Flood fair | Tovil & East Farleigh |
| 4 th May 2014 | Flood fair | Clifford Way, Maidstone |
| 10 th May 2014 | Flood fair | Yalding |
| 11 th May 2014 | Flood fair | Little Venice Caravan Park |

A4. Summary of Emergency Response Operations

A4.1 Important Notes

- The sequence of severe weather events, which necessitated complex & protracted multi-agency emergency operations are summarised below.
- The date ranges and operational names outlined above refer specifically to the 'emergency phase' of these events, where the situation is deemed to present a risk to life. For several days and weeks preceding and superseding each event, a significant multi-agency effort in the pre-planning for, and recovery from, each incident was put in place throughout and beyond these periods.
- Indeed, to date the recovery operations are still ongoing for the Christmas / New Year events, some 4 months later.
- A range of additional complex and challenging events also occurred during this period, including:
 - Significant operations to prevent flooding from Brishing Dam at Boughton Monchelsea;
 - Widespread surface water flooding in Eynsford (17th to 19th January);
 - A 'mini tornado' on 27th January; and
 - A number of sink-holes causing disruption, including a 15ft deep hole on the M2 central reservation (11th February).

A4.2 'Operation Sunrise 1': 28th October 2013

- St Jude Storm – Winds speeds in excess of 90mph hit the County causing widespread disruption to travel & power supplies and, tragically, one fatality.

A4.3 'Operation Vivaldi': 5th & 6th December 2013

- Spring tides combined with a tidal surge caused flooding along the East and South UK coastline impacting much of Kent coastline. The EA issued 5 x Severe Flood Warnings, 3 x Flood Warnings & 6 x Flood Alerts to homes and businesses. 41,000 properties were protected by flood walls, banks and other flood risk management assets along the Kent coast and estuaries. 58 properties were flooded.

A4.4 'Operation Sunrise 2': 23rd to 27th December 2013

- Storm force winds (60-70mph) leave 28,500 properties without power. Heavy rainfall on already saturated catchments causes river, surface water and sewage flooding across Kent, particularly in the north and west of the county. Numerous communities suffered flooding, with hundreds of homes and many businesses affected. Edenbridge, Tonbridge and Hildenborough, East Peckham, Yalding, Collier Street and surrounding communities, Maidstone, and South Darenth, amongst other locations, were all significantly affected.

A4.5 'Operation Sunrise 3': 4th to 6th January 2014

- A sudden deterioration in weather conditions threatened to bring further flooding of severity akin to that experienced over Christmas to already affected communities, and elsewhere. A significant multi-agency operation was put in place (including Military assistance) to provide thousands of sandbags for communities at risk.

A4.6 'Operation Sunrise 4': 6th to 18th February 2014

- Heavy rainfall continued into February 2014. As the rainfall soaked into the ground we experienced extremely high groundwater levels. In some locations groundwater flooding exceeded previously recorded levels by over 1 metre. The peak of the event was experienced towards the end of February and communities were subject to both groundwater flooding and flooding from groundwater fed rivers. The impacts of groundwater flooding in Kent were widespread with particular concentration along the Elham Valley. A multi-agency response to the groundwater flooding and pre-planned measures were deployed to reduce the damage to communities vulnerable to groundwater flooding, including over-pumping of sewage by Southern Water and a significant sand-bagging operation.

A5. Kent Resilience Forum (KRF) Multi-Agency Debrief – Draft Lessons Learned

A5.1 Important Note

- The following are initial draft lessons identified through the KRF multi-agency debrief process hosted by Kent Police on 21st March 2014.
- At time of writing these have yet to be agreed with partners, but Kent Police will shortly be circulating a draft debrief report to all partners for consultation.

A5.2 Pre-Planning & Resilience

- Kent Resilience Team (KRT) to develop guidance for the public in a range of situations advising them of which agencies are responsible for which issues within their areas, and who will provide what information.
- Pan-Kent flood response plans to be reviewed to ensure they are cognisant of arrangements and contingencies across all levels, including Parish, District / Borough and County.
- Review of emergency plans to ensure use of social media for warning and informing purposes is included.
- A number of respondents cited the benefit of taking part in Training & Exercising programmes at National and Regional level which left us better placed than in previous flooding events.
- It was suggested that adoption a similar programme focussed at district level would have eased some of the more local issues and built working relationships. The KRT should work with local partners to deliver a number of District / Borough based exercises focussed on civil emergency type scenarios.
- KRF to maximise training & exercising opportunities for staff attending the multi-agency Tactical Co-ordination Centre (TCC) / Strategic Co-ordination Centre (SCC), including the College of Policing's Multi-Agency Gold Incident Command (MAGIC) training course.
- Resilience in a number of partner agencies was stretched, particularly Category 2 responders and those with regional responsibilities.
- This impacted on maintaining a physical presence at the TCC and participation in the TCG process.
- Some agencies not present on the ground outside normal working hours.
- Bank holiday staffing particularly over Christmas period was lacking.
- Sustained nature of the operation presented problems for maintaining staffing at TCC / SCC.

A5.3 Command, Control, Co-ordination & Communications

- The operation was acknowledged as being tactically led, those Districts / Boroughs which involved an Operational Coordination Group at Bronze level reported a higher level of multi-agency understanding and coordination at ground level.
- Commonly Recognised Information Picture (CRIP) template to include location maps in future.
- Teleconferencing facilities in the SCC have now been upgraded to allow a greater volume of dial-in from partner agencies.
- The multi-agency room within the TCC at Medway has also been upgraded to allow hardwiring of partners IT systems, to allow a quicker transfer of information.
- It was considered that Airwave radio interoperability was not used to full effect on ground.
- Single countywide Silver control was acknowledged as being fit for purpose, non-blue light agencies would not have been able to cope with multiple TCCs.
- Decision to locate the Scientific & Technical Advice Cell (STAC) at TCC was considered sound, in view of the operation being tactically driven.
- Confusion about who the key decision maker should be for ordering evacuation.
- Clearer command protocols need to be developed between responsibilities of County / District / Parish councils e.g. evacuation, sandbag distribution.
- KRT to develop clear guidance for partner agencies to understand decision making process and responsibilities of each agency in a range of civil emergency situations.

A5.4 Escalation, De-Escalation & Recovery

- Escalation from Severe Weather Advisory Group (SWAG) with a proportionate Silver Control, set-up to flex into a functional TCC was identified as good practice.
- Need to ensure understanding of status of incident to each agency.
- Clear and distinct lines of communication are needed to ensure dissemination of escalation / de-escalation of operations. It is not sufficient to only include this in CRIP or minutes from meetings.
- KRT to develop protocols for establishing tipping points at which point an event or situation escalates into an emergency and when the 'response' phase may be safely de-escalated into the 'recovery' phase.
- The relationship between the Recovery Working Group (RWG) and the SCG during the 'emergency' phase was unclear. However, recovery structures subsequently developed during Operation Sunrise 4 to be formalised and adopted by KRT as best practice.
- Menu of capabilities of agencies / organisations to be developed by KRT for assets available for on-going deployment during 'recovery' phase.

A6. Floodline Warnings Direct Service (FWD) – information supplied by the EA

- The EA will be working with affected communities, KCC and other partners, to learn the lessons of the flooding and how it can make its FWD service even more effective. This will include providing warnings to communities that were not able to receive a warning, making warnings more focussed on particular communities, and developing Flood Warden schemes in at risk communities.

- One of the challenges during the flooding was providing consistent and trusted information to communities prompting appropriate action. Where Flood Wardens or community leaders were able to be involved in this activity it proved effective. The EA is working with Parish Councils, District / Borough Councils and KCC to establish Flood Warden Schemes in communities, especially those with a complex flood risk where the benefit can be greatest. Amongst others, the communities of central Tonbridge and Hildenborough are communities where we are supporting flood wardens.
- Registering with FWD allows customers to register multiple contact details (mobile, e-mail etc) and manage which messages they receive e.g. Flood Alerts, Flood Warning no-longer in force etc. This increases our ability to get a message through, and provide a good level of service. In areas of relatively low take-up e.g. where fewer people have registered) the EA has automatically registered properties. This is a positive step because it allows the EA to provide a service and warning to those who wouldn't otherwise have received one. However, it only uses home landline contact details (provided by BT). This therefore has a higher message failure rate, and because people haven't chosen to register, there is a lower level of engagement with the service
- The importance of receiving Flood Warnings means that a partnership effort is needed to encourage people to:
 - Sign-up:
In some parts of Kent, take-up is as low as 51% of those properties for whom the EA is able to alert via the FWD Service.
 - Keep their details up to date and provide multiple contact numbers:
The most common reason for warning messages not being received is out of date contact details. 1 in 4 people have been automatically signed-up to receive Flood Warnings, meaning that only basic contact details are available e.g. landline telephone.
 - Act: When they receive a Flood Warning: we have received some feedback that people were waiting for a Severe Flood Warning to be issued before acting, when a Flood Warning indicates immediate action required.

Take-Up of the FWD Service Across Kent²

| | |
|--|-----|
| Percentage of 'at risk' properties offered the FWD Service | 91% |
| Percentage of Flood Zone 2 properties registered | 76% |
| Percentage of Flood Warning Area properties registered | 84% |

Take-up of the FWD Service by District / Borough Council Area

| Authority Area | Nos. of Properties Offered FWD Service | Take-up of FWD Service (Fully Registered) | Take-up of FWD Service (Automatically Registered) | % Take-up of Properties (Fully or Automatically Registered) |
|----------------|--|---|---|---|
| Ashford | 2,360 | 1,459 | 1,012 | 104.70% |
| Canterbury | 7,770 | 4,728 | 1,850 | 84.66% |

² Data correct as of 31/03/14

| Authority Area | Nos. of Properties Offered FWD Service | Take-up of FWD Service (Fully Registered) | Take-up of FWD Service (Automatically Registered) | % Take-up of Properties (Fully or Automatically Registered) |
|---------------------|--|---|---|---|
| Dartford | 3,198 | 844 | 1,365 | 69.07% |
| Dover | 7,591 | 5,424 | 1,241 | 87.80% |
| Gravesham | 2,125 | 554 | 808 | 64.09% |
| Maidstone | 2,966 | 1,440 | 917 | 79.47% |
| Sevenoaks | 1,738 | 1487 | 467 | 112.43% |
| Shepway | 133,80 | 8,741 | 3,092 | 88.44% |
| Swale | 9,981 | 3,686 | 3,788 | 74.88% |
| Thanet | 671 | 133 | 215 | 51.86% |
| Tonbridge & Malling | 3,715 | 2,200 | 972 | 85.38% |
| Tunbridge Wells | 542 | 276 | 149 | 78.41% |

A7. Potential Future Flood Defence Schemes in Kent – information supplied by the EA

A7.1 Leigh Flood Storage Area (FSA)

- The EA is working hard to communicate better the purpose of the Leigh FSA and its operation³. On 24th December, 5.5million cubic metres of water were stored at the Leigh FSA. By operating the Leigh FSA the EA was able to reduce the 342m³ / second of water entering the FSA reservoir down to 160m³ / second flowing downstream and continued to moderate the persistently high water levels during 25th and 26th December.

A7.2 East Peckham

- The EA will use its analysis of the event to test the proposed River Medway and Bourne East Peckham Flood Alleviation Scheme (FAS). It discussed this proposed scheme with East Peckham Parish Council in summer 2012 and, if constructed, it would protect all developed areas of East Peckham and Little Mill. The EA hopes to start the scheme design in November 2014.
- The EA's review of the event will also cover the operation of its existing assets (including the Coult Stream FSA), to see if there is anything more can be done to maximise their performance.

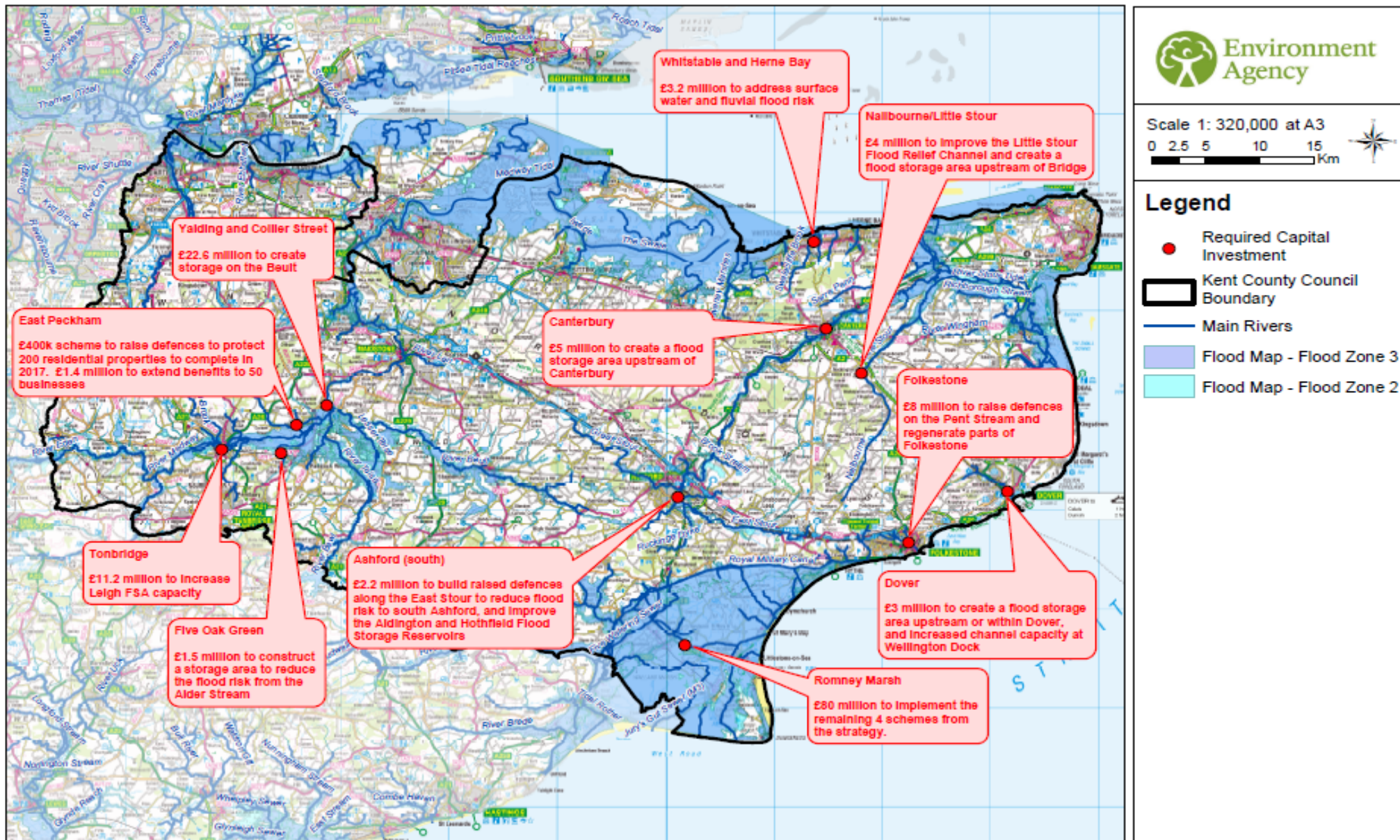
A7.3 Yalding

- Yalding is a particularly vulnerable location. 197 properties were flooded when river levels peaked on 24th December 2013. This flooding was comparable to the 1968 flood and worse than in 2000, when 119 properties flooded.

³ <http://m.youtube.com/watch?v=336-6IN-J2I>

- The EA is urgently investigating whether it can accelerate projects to reduce the risk of flooding in Yalding. There is no single solution that will benefit the whole community because of the way the homes and businesses are spread out. It is using the data it has collected from the recent flooding to review our understanding of the way floods happen in the catchment. This will help present the best case to gain funding for future schemes.
- The EA is investigating if it can further localise the current Floodline Warnings Direct (FWD) Service for Yalding. The data it is currently collecting from a project to improve the flood risk modelling for the River Medway will help the EA to improve further its forecasting and flood warning.
- Future works to reduce the risk of flooding are set out in the Middle Medway Strategy which was developed in 2005 and updated in 2010. The EA has considered a number of potential schemes to reduce flooding in Yalding.
- An option that residents are keen to progress is to find a suitable location to store water on the lower reaches of the River Beult.
- The Middle Medway Strategy also recommended that the Leigh FSA be raised by 1m giving an additional 30 per cent storage capacity.
- However, under Government funding rules, most of the schemes will need substantial contributions from external partners in order to proceed – see A6.4 and A6.5 for details.
- The EA has secured funding to progress a feasibility study into both options. It is anticipated this work will be completed by summer 2015. KCC has offered to part fund an additional FSA on the River Beult at Stile Bridge and an increase in the capacity at the Leigh FSA. The EA has submitted its funding bid to secure the additional £17.6m needed to complete both schemes. If this is successful, the earliest construction could start would be in the financial year 2017-2018.
- The EA will continue to work with KCC, Maidstone Borough Council (MBC), Tonbridge & Malling Borough Council (TMBC) and other professional partners to identify partnership funding opportunities which will increase the likelihood of the above works going ahead.

A7.4 Future Capital Investment Requirements for Potential Future Flood Defence Schemes



A7.5 Priority Schemes Currently Not Qualifying for FDGiA Without Partnership Contributions

| Scheme | Estimated cost | Nos. of properties to which flood risk would be reduced | Raw partnership funding score | Required partnership contribution | Final partnership funding score (including contribution) | Planned completion |
|---|----------------|---|-------------------------------|-----------------------------------|--|---|
| Lower Beult Storage | £22.6m | 1,151 | 36% | £16m | 125% | 2020 |
| Increased Storage at Leigh | £11.2m | 2,151 | 74% | £5m | 130% | 2019 |
| Five Oak Green Flood Alleviation Scheme | £1.5m | 266 | 46% | £900k | 100% | 2018 (only achievable with contributions) |
| South Ashford Flood Alleviation Scheme | £2.2m | 282 | 24% | £1.7m | 100% | 2019 (only achievable with contributions) |
| Canterbury | £5m | 1364 | 144% | N/A | N/A | 2020 (dependant on investigations and consultations) |
| Romney Marsh | £80m | 14,500 | 119% | £3m | N/A | 2022 |
| Whitstable & Herne Bay | £3.2m | Projects in early stages of development | | | | |
| Dover | £3m | | | | | |
| Folkestone | £8m | | | | | |
| East Peckham | £400k | | | | | |
| | £1.4m | 50 businesses | 50% | £1m | 100% | This scheme will currently only defend homes in East Peckham. Additional funding required for an extension of the protection to businesses. |

A8. Other Flood Risk Management Options – information supplied by EA and KCC

A8.1 Summary of Ongoing EA Work

- The EA is keen to learn with communities, and gain a clearer understanding of the impacts of these events on people, its assets and the environment. Also to discuss how, collectively, it can improve its preparations for and response to future events.
- The EA has worked with partners to visit affected communities and attended public meetings across the County. These meetings were an opportunity for people to learn about the risks associated with flooding, to share their experiences and to find out what they can do to better prepare themselves for flooding.
- It was also an opportunity to discuss how flood protection assets, such as the Leigh Flood Storage Area (FSA), are operated to reduce the impact of flooding.
- Attending community events, including flood fairs, hosted by Parish and District / Borough Councils taking place in communities impacted by the recent flooding.
- Holding one-to-one meetings with residents.
- Planning to give residents the opportunity to visit the Leigh FSA.
- A review of the Flood Warnings issued will help the EA to understand if their warnings were timely, appropriate and relevant to those who were affected.
- Identify that new or improved warning areas are required in Hildenborough and Yalding and are investigate how the EA can localise the current Flood Warning Service.
- Work with partners to set up and support a number of Flood Warden schemes.
- Distribute questionnaires to affected communities to find out more about the extent and impact of the flooding to improve EA flood maps and Flood Warning areas.

A8.2 Spatial & Land-Use Planning & Drainage

- The EA's role as a statutory planning consultee is to provide advice to local planning authorities to manage flood and environmental risks and enable sustainable growth. We do not receive government funding to protect development built after 2012. It is therefore vital that flood risk is managed within the planning system. The EA works with partners to seek solutions to overcome these risks. Where risks cannot be overcome and development is contrary to the National Planning Policy Framework (NPPF), the EA recommends planning authorities refuse applications.
- In line with the NPPF we recommend that development is outside the flood plain. If this is not feasible the EA provides advice to Local Planning Authorities (LPAs) to ensure that people are not put at risk and that flood risk is not passed downstream.
- LPAs must ensure that Emergency Plans are fit for purpose to ensure that access and egress is still possible in flood conditions. In all circumstances where warning and emergency response is fundamental to managing flood risk, the EA advise LPAs to formally consider the emergency planning and search & rescue implications of new development in making their decisions.
- It is Local authority responsibility to ensure that flood resilience measures are incorporated into building design. The EA still advise on surface drainage at sites over 1 hectare. The future implementation of Sustainable Drainage Systems (SuDS) Approving Bodies (SABs) will mean that KCC and Local authorities will need to manage surface water risks, groundwater flooding and access and egress within the planning process.

A8.3 Personal Flood Resilience

- A 'Property-Level Protection Scheme' is already in place in Lamberhurst. In response to Flood Warnings these measures were deployed by residents, and greatly reduced the flood impact. Funding is also now in place to adopt similar measures in Aylesford.
- District / Borough Councils have been proactively promoting the Central Government 'Repair & Renew Grant'⁴ but take-up across the County has been patchy. However, as at 10th April 2014, T&MBC had received 49 requests for further information, 20% from businesses.
- The EA and KCC have also been supporting flood fairs in various locations around the County (see **section A3 of this appendix** for further details) where residents have been investigating their personal flood resilience options.

A8.4 Investigating & Improving Support to Communities with High / Complex Flood Risk Profiles

- The EA has heard from affected communities that there are often multiple sources of flooding and that the appropriate flood risk management options required are complex to determine.
 - The EA has therefore promoted the formation of Multi-Agency Flood Alleviation Technical Working Groups across the County to explore future options.
 - Groups that have already met (including existing groups):
 - Tonbridge & Malling (Hildenborough, Tonbridge & East Peckham)
 - Forest Row
 - Lamberhurst
 - Five Oak Green
 - Staplehurst
 - Aylesford
 - Headcorn
 - Edenbridge
 - Faversham
 - Yalding
 - Westerham
 - Collier Street
 - Sundridge & Brasted
 - Canterbury – Nailbourne
 - New groups still to meet:
 - Maidstone
 - Eynsford*
 - South Darent & Horton Kirby*
- Key:**
* Still to be established if wider group needed

A8.5 Surface Water Management Plans (SWMPs)

- In order to understand the risks from local flooding KCC has undertaken a number of studies across the county to collect and map data on these floods. These studies are known as Surface Water Management Plans (SWMPs). These documents vary in their nature, some are high-level assessments of the risks, while others are in-depth studies of the causes and potential solutions to local flooding. SWMPs can be found on the KCC website.

⁴ A scheme providing up to £5,000 per flood-affected home or business to contribute to the costs of additional flood resilience or resistance measures.

- During 2014-15 KCC will continue to develop SWMPs, and will undertake studies in Marden, Staplehurst, Headcorn and Paddock Wood (all areas impacted by varying degrees of local flooding during the winter). KCC will also be exploring the opportunities to manage local flooding identified by the recently completed SWMPs in Folkestone, Margate and Dartford. SWMPs include an Action Plan of measures that can be used to manage local flooding identified by the study. However, many options require funding in order to be delivered, this funding is drawn from the same Defra fund, which is administered by the EA, as all other flood risk management investment, and each scheme must compete for funding.
- Additionally, KCC is currently co-ordinating the development of local flood risk documents that provide local communities with a simple overview of the range of flood risks in their area. KCC is working with the EA, Internal Drainage Boards (IDBs), Local authorities and water companies to prepare a pilot document. The document will show what the main flood risks are, where significant assets are, which authorities exercise risk management functions in the area, any plans or strategies they may have in hand to manage flood risks in the future and who to get in touch with for more information. Initially, the pilot will focus on the Canterbury City Council (CCC) area. If this proves successful it will be rolled out across the County, with TMBC and MBC areas likely to be considered next.

A8.6 Little Stour, Nailbourne & Petham Bourne Flood Management Group

- The EA, KCC, CCC, Shepway District Council, Southern Water, and representatives from key Parish Councils are investigating the causes and effects of the flooding experienced during the winter of 2013/14 in the Nailbourne, Little Stour and Petham Bourne valleys. These partners are working together to assess the options to manage this winter's flooding, and are seeking to reduce the potential for disruption in the future.
- The Nailbourne, Petham Bourne and parts of the Little Stour are groundwater fed watercourses. This means that they are dry for long periods of time. However, following periods of prolonged rainfall groundwater levels in the underlying aquifers rise to a point where water emerges through springs throughout the length of these valleys, and the streams begin to flow.
- The Nailbourne has been flowing since mid-January and has approached near-record levels. There has been extensive flooding of farmland, with internal property flooding reported in Bridge, Patribourne, Bishopsbourne and Barham. The Petham Bourne, which typically flows less frequently than the Nailbourne, has also been active over the winter causing flooding and disruption. The Little Stour has burst its banks in a number of locations, also flooding farmland properties and roads.
- Owing to the high flows experienced this winter, many culverts have been overwhelmed in these valleys. At its peak, portable pumps were used to help move water over the culverts in some places, and sandbags were used extensively to protect many properties.
- The group will be undertaking three main activities:
 1. Survey the measures put in place over the course of this winter to manage and reduce flooding. This will provide a blueprint for future events, and will help enable us to mobilise and deploy necessary equipment in time if the groundwater levels rise again.
 2. Identify any opportunities that can be delivered as quickly as possible to reduce the impact of flooding should these watercourses flow again next winter.
 3. Identify opportunities to reduce the impact of flooding that can be delivered over a longer timeframe. These measures will require further investigation, more detailed design work and an application for additional funding.