



Joint Transportation Board

Notice of a Meeting, to be held in the Council Chamber, Civic Centre, Tannery Lane,
Ashford, Kent TN23 1PL on Tuesday 9th December 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)

Agenda

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1. Apologies/Substitutes – To receive Notification of Substitutes in accordance with Procedure Rule 1.2(iii)	
2. Declarations of Interest:- To declare any interests which fall under the following categories, as explained on the attached document:	1
1. Disclosable Pecuniary Interests (DPI)	
2. Other Significant Interests (OSI)	
3. Voluntary Announcements of Other Interests	
See Agenda Item 2 for further details	
3. Minutes – To approve the Minutes of the Meeting of this Board held on the 9 th September 2014	
4. To receive any Petitions	
5. Transportation, Highways & Engineering Advisory Committee – 27 th October 2014	
6. Lorry Parking Update	
7. Tracker Report	

Part I – For Decision



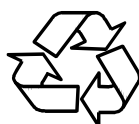
8. Formal Consultation on Traffic Regulation Order – Bluebell Road
9. Formal Consultation on Traffic Regulation Order – Godinton Ward
10. Informal Consultation on the introduction of Bus Stop Clearways – H Line

Part II – For Information

11. Bank Street Scheme – Statement by Chairman on current position
 12. Highway Works Programme 2014/15
 13. Local Winter Service Plan
 14. Lockholt Close Disabled Persons Parking Bay
-

DS/VS
1st December 2014

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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
- (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 Committee Room No.2 (Bad Münstereifel Room), Civic Centre, Tannery Lane, Ashford on the **9th September 2014.**

Present:

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

Cllrs. Apps, Burgess, Davey, Feacey, Yeo
Mr M J Angell, Mr P M Hill, Mr D Smyth, 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 Robey.

Apology:

Cllr. Robey.

Also Present:

Mr D Brazier – KCC Cabinet Member for Transport and Environment

Cllr. Sims

Lisa Holder (Ashford District Manager – KCC), Ray Wilkinson (Engineering Services Manager – ABC), Jo Fox (Assistant Health, Parking & Community Safety Manager – ABC), William Train (Technical Administrative Assistant – ABC), Danny Sheppard (Senior Member Services & Scrutiny Support Officer – ABC).

Prior to the commencement of the Meeting the Chairman introduced Mr David Brazier, KCC Cabinet Member for Transport and Environment, who was attending the Meeting as an observer and advised of a change in the order of the Agenda.

135 Declarations of Interest

Councillor	Interest	Minute No.
Yeo	Made a Voluntary Announcement in respect of Agenda Item 5 as a member of the Transport Salaried Staff Association.	139

136 Minutes

Resolved:

That the Minutes of the Meeting of this Board held on the 10th June 2014 be approved and confirmed as a correct record.

137 Proposed Bus Gate at Park Farm and Accommodation Bridge over the A2070

The Chairman advised that he had been asked to write to the Highways Agency asking about delays to the delivery of extended bus services to new developments at Park Farm South and East, because of uncertainties regarding the use of the accommodation bridge that spanned both the A2070 Hamstreet Bypass and the Ashford-Hastings railway line. That letter was attached to the Agenda papers and he had now received a response from David Brewer, Executive Director of Network Delivery and Development at the Highways Agency, which he read out in full to the Board. The letter apologised for the delays in the process but confirmed that there was no issue with the principle of using the bridge for bus traffic. Mr Brewer had also confirmed that the correct people from the Highways Agency were now liaising directly with the correct Officers at KCC and reassured that matters were now expected to be successfully and rapidly resolved.

Resolved:

That the letter and subsequent reply from the Highways Agency be received and noted.

138 Formal Consultation on Traffic Regulation Order - Park Farm Order 2014 – Bluebell Road and Violet Way

The Chairman directed Members attention to the tabled papers which included the comments of the adjacent ABC Ward Member and ABC Cabinet Member for Planning and Development, both in support of the proposals. These were read out in full by the Senior Member Services & Scrutiny Support Officer.

Mr Wilkinson introduced the report which detailed the results of the 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. The proposed parking controls formed one of four effective steps in delivering the promised extension to the bus service into these estates; along with technical approval of the bridge's use by buses, on which progress had been made by the Chairman as discussed in Agenda item 12, the agreement of a subsidy from SPG6 funding, which was similarly in hand, and the agreement of a camera enforcement system for the bridge's use. The report presented Officer's analysis of the consultation results and further recommendations. The proposed scheme focused on two specific areas within Park Farm: – Bluebell Road, where restrictions had been requested by the bus operator to address

obstructive parking issues and facilitate the running of extended bus services into Park Farm East, on which the entire development was predicated; and in Violet Way where a formalisation and extension of advisory restrictions had been requested by the developer to address obstructive parking issues. No objection had been raised to the restrictions in Violet Way, and only 14 objections to the proposals in Bluebell Road had been received from 421 consulted properties. On assessment of the representations, the advice of Officers was that the benefits of the proposed scheme outweighed the merits of the objections received, and therefore implementation should be approved.

In accordance with Procedure Rule 9.3 Mr Mockford, a local resident spoke in objection to the proposals. He also submitted a petition containing 45 signatures and some photographs to illustrate the points he was making. He said that he represented a number of residents who occupied mainly Bluebell Road on the approach to the accommodation bridge between Park Farm South and Bridgefield. As a whole, they felt very strongly about the introduction of double yellow lines and the proposed widening of the carriageway to the front of their properties and they wished to oppose the proposals and offer alternative solutions to be considered. He said that they understood that the suggested bus route, over the accommodation bridge, was an extension of the existing Park Farm service which would connect Park Farm South to Bridgefield and eventually continue through Finberry towards Sevington on the road due to be completed in approximately two years. He asked if it would not be feasible, and possibly a cost saving, to use the existing bridge over the A2070? An alternative route through the village of Kingsnorth (via Hamstreet Road, Church Hill and Finn Farm Road) would not only provide a much needed service for the village but also completely avoid the need for a bus to travel on both Violet Way and Bluebell Road. He said that they also understood that the access to the accommodation bridge would be enforced by camera. If the bus route did proceed what reassurances were there that this system would work? Previous bus gates introduced in the town had been a constant issue and cause for concern. The mechanical bollards at Beaver Road were often broken and required constant maintenance. They were also regularly abused by rogue vehicles and he said there had even been a fatality as a result of a vehicle tailgating a bus. He considered that the traffic lights on Godinton Road also failed to control rogue traffic using this as a cut through. There would be high desire for traffic to use the bridge once it was opened up which would only increase as the Finberry development expanded causing great concern for many who had young families. Mr Mockford said that residents appreciated that the bus operator had requested the introduction of the parking restrictions on Bluebell Road to facilitate the movement of buses to the bridge however, the displacement of vehicles to other areas of the development must create real cause for concern where parking was already a precious commodity. He asked if it was not possible for the carriageway to remain as it was and the space to become shared like other areas of Ashford. He said that there were many existing bus routes that operated on single lane roads successfully, for example, Church Road in Willesborough, Beaver Road and Godinton Road. It was also noted that on the eastern side of the accommodation bridge a single lane road had been constructed. Would it therefore not be preferable to widen the road on the eastern side of the bridge where there were no houses that would be affected? This was just a small section of Bluebell Road but the impact of these restrictions would be far reaching and have unnecessary consequences on other residents nearby who

already struggled to find suitable parking for themselves. He said that under the Councils own Prioritisation Methodology the displacement of approximately 20 vehicles would cause unintended consequences. Their garages were too small and families with small children would struggle to safely remove them. Vehicles would be parked in tandem making it impossible for some residents to even access their parking facilities. There were no parking facilities for visitors, so where were they to park? He said there were safety issues that must be considered. In conclusion Mr Mockford said that at the very least, residents would like to suggest that Members of the Board made an official site visit so that they were able to see for themselves the reasons for their concerns.

Mr Train responded that the alternative bus route identified by Mr Mockford was unlikely to be commercially viable as it would require significant additional funding in order to provide the dedicated vehicles and would not provide a cost or time saving over running the service directly through Park Farm South and into Park Farm East via the accommodation bridge. Such a service would also not provide Park Farm South residents with the bus service that had always been intended to run through the development and would not provide the desired service uplift for residents in the older part of Park Farm. An alternative route via Violet Way from the A2070 Hamstreet Bypass had previously been considered, however this would be significantly more costly as the catchment of properties, and so passengers, would be limited until the service reached Violet Way. With regard to camera enforcement, examples were given where Automatic Number Plate Recognition cameras were already in use to enforce Bus Gates and Bus Lanes and had proved effective for deterring contraventions. Whilst it was recognised that the existing Bus Gate control systems in Ashford did have flaws, the advantages of camera enforcement for new gates and as replacements for existing sites had long been recognised by this Board. With regard to the parking situation, Mr Train advised that vehicles had been observed parking on the footpath in Bluebell Road which was prohibited under the Highway Code and an offence under the Road Traffic Act. The areas of Bluebell Road where restrictions were proposed covered locations where parking should not take place including opposite or within 10 metres of a junction, on bends, on the brow of a hill and on pinch points. Whilst the road had been widened on the eastern side of the bridge to allow authorised vehicles to pass each other, it was still necessary to widen the approach on the western side to allow westbound authorised vehicles to pass waiting eastbound vehicles. Mr Train advised that the three 'single lane bus routes' mentioned by Mr Mockford were all straight roads with a clear line of sight between passing gaps and not directly comparable to Bluebell Road in that they were more suited to supporting on-street parking. It was also noted that they were all subject to parking restrictions and traffic calming measures in various forms. The public highway could not be considered as part of a household's parking amenity and it was hoped that persons looking to buy a house in any area would consider the suitability of any off street parking provision (such as garages) relative to their parking needs prior to purchase, rather than parking in unsuitable on-street locations. The suggested re-routing of the bus to avoid the properties adjacent to the accommodation bridge would entail buses passing the frontages of an increased number of other properties in the estate and would necessitate a similar or even greater level of restrictions being introduced in other areas. For example, running an extension to the existing B Line bus service through Park Farm South and into Park Farm East via the Finn Farm Road Bridge would entail a 1.1km longer route in each

direction than travel via the accommodation bridge. In contrast to Mr Mockford's statement there were dedicated visitors parking spaces within the rear parking courts to accommodate visiting traffic. The restrictions proposed would only prevent parking in locations where it should not take place and could be enforced against by the Police. He concluded by advising that the Chairman had visited the proposal site earlier that day and Officers and other Members of the Board were familiar with the site. The Board's membership included both the KCC Divisional Member and ABC Ward Member for the area.

The ABC Ward Member for the area spoke in objection to the proposals. He said that Stagecoach was an extremely profitable company and he was not convinced by their argument that alternative routes would not be viable. If there were questions about viability, perhaps a bus service was not the right way to go for this area at all. It currently took about 8 minutes to drive to the town centre from Park Farm and about 12 minutes using the new cycle route, whereas it took 45 minutes by bus. He could also not understand why technology and timetabling could not be used to ensure that buses never met in this area. The residents had been constructive and suggested realistic alternatives and he had long considered that this area should not be used as a bus route. In his view there had always been insufficient parking on this part of Park Farm. He said he had no objections to the proposals for Violet Way, but he had no choice but to move refusal of the scheme on the grounds of the issues at Bluebell Road and the accommodation bridge.

Mr Wilkinson responded that whilst timetables could be set with the intention of avoiding buses meeting at the accommodation bridge, disruption arising from traffic congestion along a bus route could not be predicted. Similarly, the times at which Emergency Service vehicles and Taxis would want to use the bridge could not be scheduled.

The KCC Divisional Member for the area said he would like to second refusal. Residents of Bluebell Road were quite happy with how they were living at the moment. He had gone to look at the site that past Sunday morning which had been a good time to assess the situation with people at home. In his view cars had been parked safely and sensibly and it was not necessary to widen the road. If the worry was about two buses passing each other surely this could be controlled by timetabling and traffic lights. He considered it was important for Board Members to have a look at the site before making a decision. In his view the parking areas behind the houses were not sufficient, convenient or fit for purpose. The suitability of the accommodation bridge was a separate point and he wondered if it would be worth talking to Stagecoach about alternatives. He accepted that this had been in the plans for over 10 years now, but a lot had changed in 10 years and families were now living and established in the area. It was important to build quality homes and places and not simply housing estates and to protect the amenity of the people who lived there.

The Board was advised that if they wanted to approve the proposed restrictions for Violet Way they could do so, without refusing the scheme in full.

In the course of the debate a Member expressed concerns about resident proposals that the bus service could run via Church Hill – in her opinion this road was not at all

suitable for buses. Members considered that an official site visit should take place on the site before any decision could be taken on the proposals for Bluebell Road and the accommodation bridge. The Board recognised the importance of the proposed bus service, but thought some of the suggestions put forward by the residents were worthy of further examination. There was however, full support for implementation of the proposals for Violet Way. As a result the motion to refuse the scheme was withdrawn by the proposer and seconder in favour of a motion to implement the Violet Way part of the scheme and defer the Bluebell Road elements for a site visit.

Resolved:

That following consideration of the results of the formal consultation, the restrictions proposed for Violet Way be implemented but those proposed for Bluebell Road be deferred pending a Members' Site Visit.

139 Transportation, Highways & Engineering Advisory Committee – 11th July 2014

In response to a question it was advised that the Chairman (of this Board) had been invited to attend meetings of the Ashford Quality Bus Partnership on behalf of KCC.

Resolved:

That the Minutes of the Meeting of the Transportation, Highways & Engineering Advisory Committee held on the 11th July 2014 be received and noted.

140 Disabled Persons Parking Bay Panel

The report detailed 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.

A Member referred to one of the applications in the Isle of Oxney Ward and said that it was essential that a dropped kerb was installed before the bay was put in.

A Member said that it was disappointing that a previous decision made by the Panel, and endorsed by this Board had been overturned by unelected Officers at KCC. The Chairman said that he understood this was a matter of governance that was currently being investigated.

Resolved:

That the content of the report be approved.

141 Truck Stop Pilot Task Group and Update on Enforcement

Councillor Burgess said that as far as ABC was concerned there was no further update on Truck Stops. He understood that a report would be going to KCC's Environment & Transport Cabinet Committee on the 17th September which would shortlist options for Truck Stops, so he hoped an update could be provided to a future Meeting of this Board.

With regard to enforcement Mrs Fox advised that ABC was continuing to work proactively with KCC and a process for enforcement action was being drawn up so that Local Authorities could apply to KCC to do their own enforcement on illegally parked lorries. A Member said that enforcement was key. Results were already being seen locally which was good, but it would be important to follow that through in the future if there was to be a strong deterrent. Mrs Fox confirmed that was the intention although there was an issue of timing in that to enforce too strictly too early, before proper alternative parking places were available, would simply move the problems from one area to another (potentially more unsuitable) area. She asked Members to continue to keep Officers informed about particular problem hotspots at parkingcustomercare@ashford.gov.uk

The Vice-Chairman advised that the activities of the Truck Stop Pilot Task Group had now been passed to the Transportation, Highways & Engineering Advisory Committee and he would be inviting a KCC Officer to come and update Members at their next meeting on 27th October.

In response to questions about whether lorry parks should be self-financing rather than using public money, Mr Brazier advised that it was intended the first lorry parks would be self-sufficient after three years and profitable after five years. Despite not being successful with their first bid for funding from the Local Enterprise Partnership, they would be bidding again next year and were confident of success in the future. Money may also be available from the Public Works Loan Board at a very favourable rate and European funding but he was confident that questions on funding would be addressed in the forthcoming Cabinet Committee paper.

A Member said he hoped that a campaign making it a requirement for en-suite toilet facilities to be installed on these vehicles would be supported. Many of the complaints related to the anti-social behaviour aspects of lorry parking and this could go a long way to alleviating that.

Resolved:

That the report be received and noted.

142 Tracker Report

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

A Member raised the long standing issue of proposed traffic calming measures in Bluebell Road and Roman Way, Park Farm and Church Hill, Kingsnorth, which dated back to 2006. He now understood that all of the Section 106 money had been spent, including £130,000 on resurfacing rather than for traffic calming and traffic management on the three roads as per the conditions of the Section 106 agreement and he had not been consulted. It was advised that James Hammond from KCC would remain in touch with the Member over this issue.

The following responses were given to questions/comments: -

- Post implementation reviews of parking schemes were programmed in to the prioritised list, but the timing was obviously dependent on resources.
- The safe and sensible street lighting scheme trial was for a period of 12 months and there would be a report at the end of the trial. That was likely to come to this Board in March 2015.

Resolved:

That the Tracker be received and noted.

143 Highway Works Programme 2014/15

The report updated Members on the identified schemes approved for construction in 2014/15. Mrs Holder advised of a correction to the first paragraph of page 97 of the report which should refer to “the end of September 2014” and directed Members attention to page 111 of the report which was a summary of matters arising at the last Board Meeting and KCC’s response to those points.

Mrs Holder agreed to feed back more information to Members on the following matters that appeared on the Highways Work Programme: -

- The exact programme date for the installation of additional gullies at Church Road, Ashford.
- Further questions on KCC’s Drainage Team’s current policy regarding roadside gullies and grips and a full explanation of the position ahead of the upcoming winter season for all Board Members.

In response to a question about communications and response times, Mrs Holder advised that this did depend on the nature of the enquiry that was logged. They did encourage the public to use the on-line fault reporting service and Parish Councils also had the option to use the Parish Portal. These did ensure that enquiries went straight to the appropriate team and allowed for a more prompt response. For non-urgent enquiries there was a maximum response time of 28 days. These were often dealt with more quickly than that though depending on the nature of the enquiry.

A Member asked for his thanks to be noted for the successful completion of work at the Bethersden Marble Path, Biddenden which had been long awaited and were welcomed.

Another Member said he was pleased to see the sheer amount of re-surfacing work that was currently taking place and thanked Officers for their hard work on this.

Resolved:

That the report be received and noted.

144 Ashford Shared Space: Bank Street – Update on Works

The report outlined the current position for information on the Bank Street footway remedial action.

Board Members expressed their disappointment that having previously been told the work would take place in September, it had now been delayed to spring 2015. Mrs Holder advised that this was chiefly to do with a change in priorities in that KCC had been given an injection of Central Government funding to deal with weather damaged roads, but that funding had been time limited and therefore they had had to re-direct resources to undertake that valuable work. As a result this scheme had slipped down the priority list somewhat. They were also conscious of the need to avoid the busy Christmas period, notify the bus companies, consider the weather situation and the forward planning involved with booking the road space, which had taken them to spring 2015.

A Member re-iterated that Bank Street was only one part of the Shared Space that needed attention. There were other areas that needed more minor attention such as Forge Lane and New Street, which could be remedied relatively simply, and he hoped these would not be forgotten.

One of the ABC Ward Members for the area asked to be kept informed with developments.

Resolved:

That the report be received and noted.

145 Christmas/New Year 2013/14 Storms and Floods

The report had been presented to the Board for information and provided KCC's Environment & Transport Cabinet Committee with a full review of lessons learned from the Christmas/New Year 2013/14 storms and flooding (as well as previous severe weather events). It also made recommendations for how KCC, in collaboration with its partners, could be better prepared to manage such future events and flood risk.

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As KCC Cabinet Member for Community Services, Mr Hill said it had been an unprecedented mix of poor weather (rain and winds), focused on a holiday period and had required a big effort from all involved. He was particularly proud of the emergency response that had taken place. The report made 17 recommendations to KCC's Cabinet and, once agreed, work would begin on their implementation.

Another Member said he would like to recognise the contribution of Kent Fire & Rescue and its Officers who had come back to work during planned industrial action and done a fantastic job.

In response to questions Mrs Holder said she would feedback more information on the comments on highway drainage improvements in paragraph 6.15 of the report and the likelihood of forthcoming funding for the South Ashford Flood Alleviation Scheme scheduled for 2019.

Resolved:

That the report be received and noted.

DS

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Transportation, Highways and Engineering Advisory Committee

Minutes of a Meeting of the Transportation, Highways and Engineering Advisory Committee held in the Council Chamber, Civic Centre, Tannery Lane, Ashford on the **27th October 2014.**

Present:

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

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

Apology:

Cllr. Wedgbury.

Also Present:

Engineering Services Manager, Assistant Health, Parking and Community Safety Manager, Senior Member Services and Scrutiny Support Officer.

Benjamin Ward – Southeastern Trains.

212 Minutes

Resolved:

That the Minutes of the last Strategic Issues Meeting of the Transportation, Highways & Engineering Advisory Committee, held on the 28th April 2014, be approved and confirmed as a correct record.

213 Toilet Facilities on Southeastern Services

The Chairman advised that he had instigated this topic as he was concerned about the frequency of on-board toilet facilities being out of order on Southeastern services. He had invited Benjamin Ward, Press Office and Public Affairs Executive from Southeastern to attend the meeting to discuss the issue in more detail.

Mr Ward thanked the Committee for the opportunity to come and address them and apologised for anyone affected by the lack of toilets on some services. He said they were always working with engineers to improve the facilities on their trains. One of the reasons for closing train toilets was that when they were full the train had to be taken to a depot for the tanks to be emptied. This could only be done at certain stations which had replenishing facilities. The trains were checked at the start of the working day to ensure the toilets were in working order and typically the tanks took three days to fill up, but this could happen quicker at weekends or school holidays. The only real way to make improvements in this area would be through timetable planning and changing the 'diagram' of train services, alternating units between

daytime and evening journeys and perhaps being able to get trains in to the replenishing depots sooner than every three days. Southeastern were already looking to make such changes in the new timetable commencing January 2015.

The second and more common cause of having to put the toilets out of use was misuse or vandalism. The High Speed trains, for example, normally had very good toilet facilities and a good record for being in service, but they were abused and some passengers did not read the warning signs and still flushed items that they should not. When this happened the toilets had to be closed and trains put in to maintenance, which could take up to six days. The toilets were robust and did meet all industry standards, but they would continue to look at ways to make them more robust. However, even if they did install completely new toilets, at great expense, it would still not prevent customers flushing inappropriate items. Trains were fitted with CCTV, but for obvious reasons this did not extend to the toilets so misuse was difficult to monitor.

Discussion was opened up to the Committee and the following points were raised: -

- The local replenishing facilities were at Ramsgate and Faversham Stations and there were none at Ashford or St Pancras. The Committee considered that if trains were to continue using the same type of toilet system, then there was a need for more replenishing facilities, especially at the London end of the line.
- In terms of comparing Southeastern's record on toilet facilities with companies like Virgin, this was problematic as Virgin had a lot fewer trains and did more long distance journeys. As a commuter service it was much more difficult for Southeastern to get their trains in to the maintenance facilities as often, thus it was an unfair comparison. The Chairman said he accepted this point however it was particularly galling as passengers already paid a premium to use the High Speed Services.
- Some sort of mobile tank, like a Portaloo, was suggested as this could allow for a different emptying/collection regime which could happen in more or less any location. Mr Ward said that this sounded like a good suggestion but, whilst he was not an expert, he thought there was probably some technical reason why this was not being done already. He endeavoured to investigate and report back.
- In terms of questions over whether a train was 'fit to run' if it only had one working toilet, Mr Ward said that the only alternative would be to take that whole train out of service and in terms of service and capacity questions, they would always rather provide some service than none at all. As soon as such defects were reported the aim was to get that train in for maintenance at the next available opportunity to rectify the problems. The six day turn around was a maximum and most defects were rectified within three days.
- Perhaps more detailed warning signs should be put up which were more explicit on the types of items that should not be flushed and the consequences of doing so. If passengers knew that this could take the train out of service for up to six days they may think twice. Mr Ward said that the

current posters did mention items but not the consequences and this was perhaps something worth trying.

In conclusion the Committee suggested that there were three possible areas for improvement that could be taken away from this Meeting: - options for alternative and more frequent emptying regimes/mechanisms; new posters communicating the consequences of misuse; and options for making the toilets themselves more robust. Mr Ward said he would take these comments back and would endeavour to present an update to the next Industry Meeting of this Committee in January 2015.

Resolved:

That the update be received and noted.

214 Thameslink Programme

Mr Ward said he would give a brief overview of the Thameslink Programme and its impact on the Ashford Borough. A more detailed briefing could be provided at a later date if required. He explained that as part of the Government's £6.5 billion Thameslink programme, a state of the art new station was being provided at London Bridge. This would for the first time provide step free access to all platforms, more space, better facilities and eliminate the notorious London Bridge 'bottleneck' improving train performance and journey opportunities. From January 2015 work would begin on Southeastern's part of London Bridge Station and was expected to continue to August 2016. This would reduce the seven lines serving that part of the station down to four and cut platform capacity by nearly 40% meaning that not all trains could stop at London Bridge and others would have to be diverted to Charing Cross, Cannon Street and Blackfriars. He outlined some of the specific service changes and explained that these would start from the 20th December 2014 in preparation for January 2015. The Department for Transport, Transport for London and the train operators were working together to agree more flexible or subsidised ticketing arrangements for the longer term closures. Discussions were ongoing and they hoped to have a positive announcement on that soon.

Mr Ward said that perhaps the most important aspect of all of this would be communication to passengers. This was something Southeastern were placing a lot more emphasis on generally, but particularly with regard to the situation at London Bridge. A comprehensive passenger communications plan had been put in place including: - meet the manager sessions at all main stations; writing to all season ticket holders; a dedicated Thameslink website; posters at stations; information on screens and announcements at stations and on trains; and briefings to local stakeholders such as this one.

The Committee said that the work would undoubtedly cause disruption but it was accepted that it was vital. Mr Ward said that there would be an impact but they were confident disruption would be minimal and day to day services would still run as normal. A Member asked about potential overcrowding on Cannon Street services, with people trying to avoid the Charing Cross services and whether there was any opportunity to increase services to Cannon Street. Mr Ward advised this had been looked at, but they were already at their peak in terms of services in to Cannon Street. They would however be increasing the number of carriages on all peak Cannon Street services to the maximum of 12.

Resolved:

That the report be received and noted.

215 Lorry Parking/Truck Stops

The Assistant Health, Parking & Community Safety Manager advised that this update covered two issues, firstly the matter of KCC's continued pursuit of sites for lorry parks across Kent, as well as the issue of enforcement against illegal/nuisance lorry parking in Ashford. On the first matter, unfortunately an Officer from KCC had been unavailable to attend this meeting, however the report to, and minutes of their Environment & Transport Cabinet Committee of 17th September 2014 had been appended to the papers for this meeting. It presented the latest position on the project.

With regard to enforcement, the Assistant Health, Parking & Community Safety Manager advised that there had been a 6% increase in the number of lorries coming in to the UK this year so the problem was increasing and more lorries were parking in retail parks, commercial sites, and even residential areas. They were working with KCC on more enforcement, but they also had to be aware of where those displaced lorries may go next and it would obviously be important to ensure they had somewhere else to go and they were not unintentionally pushed to an even more inappropriate location. There was also a particular problem on Saturdays and Sundays as lorries were not permitted to drive in France on Sundays and so tended to gather on this side of the Channel. She said it was important to point out that there were facilities available and they did always check the capacity of the existing truck stop when they did enforcement, but there was a £28 admission price and for many it was worth taking the risk of a £35 fine. Such drivers would always park for free if they could. Therefore there was a need for more education, but it was also clear that the sanctions needed to be stricter and they were looking at options for clamping. She said she was also aware of concerns about anti-social behaviour and environmental protection issues (noise) surrounding lorry parking, but it was necessary to catch offenders in the act. She said she hoped that the approach Officers were now taking would start to see more results in the coming months.

The Chairman said that he had concerns over the time aspects in the KCC report as it was going to take at least two years just to provide the first lorry park at Westenhanger. He and other Members also thought there were options to increase the number of spaces there from the proposed 300 to at least 500.

A Member said he had a few concerns about KCC's report. He felt there was a need for the load to be spread more equally between the M20 and M2 corridors as Ashford and the surrounding areas were already taking more than their fair share of lorries. He was also concerned about the impact the proposed expansion of the Ashford Truck Stop may have on the M20 Junction 10 and proposed Junction 10A and whether this increased capacity been taken into account in any modelling work undertaken.

Resolved:

That the update be received and noted.

216 M20 Retexturing and Relationship with the Highways Agency

The Chairman said he had raised this issue as the current M20 Retexturing works (20th – 31st October 2014) and resultant road closure did not appear to have been fully consulted upon with Ashford Borough Council. He said this raised significant questions about the liaison and consultation process between the two authorities going forward. Particularly as there was an ongoing issue of concern regarding the environmental impact of the noise generated by the road surface between Junctions 9 and 8 of the M20 and future options for that resurfacing.

The Engineering Services Manager said that on further investigation the Council may have been informed about these particular works by way of an email to its Customer Care account, which had been down at the time, resulting in it not being received. However this would have been a notification that the works were happening rather than a consultation. He understood that the works had begun and were ongoing and there had been no complaints as a result of the works themselves. With regard to the wider noise questions, he understood that noise surveys had been carried out prior to the retexturing and would be repeated once they were complete to see if they had had any impact. The work was however chiefly about improving the skid resistance rather than any noise issues. As he understood it, full resurfacing would take place when it was needed but this was not a cheap option and was certainly not imminent.

A Member said that regardless of whether emails were sent or not, communication on this matter could have been better. He had received complaints about the diversion routes via the A251 which residents had not been made fully aware of.

Resolved:

That the report be received and noted.

217 Date of Next Meetings

The next Meeting of the Committee (Industry Updates and Discussion) would be Friday 16th January 2015 at 9.30am.

The next Strategic Issues Meeting of the Committee would be Monday 27th April 2015 at 7.00pm.

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

Kent County Council Lorry Parking Update

For a number of years Kent County Council (KCC) has been working to address the dual issues of inappropriate overnight lorry parking as well as the impact that Operation Stack has on the county when it is called. Initially a largescale (over 2,000 spaces) lorry park was considered however the cost of a facility on this scale was undeliverable in the short to medium term. More recently the County Council has been working to deliver a network of smallscale (300-500 spaces) lorry parks across the county over a number of years.

The objective of such a lorry park network would be to address the urgent need for more overnight lorry parking in the county. KCC has carried out work that shows that there is a need for more lorry parking space in Kent now, and it is estimated that lorry parking demand in the county will more than treble to 2060 showing that the need for additional capacity will only increase over time.

The lorry park network, along with the existing lorry parking provision in the county, would act as holding areas for Operation Stack when it is called as an alternative to closing the M20 coastbound between junctions 8 and 9.

In order for the lorry park network to function as described above, there are 2 further strands of work that KCC are taking forward with partners in parallel to developing the first of the lorry parking sites. These are firstly, work on how effective enforcement will be carried out to ensure the new lorry parking provision is used and minimise the inappropriate parking that takes place in the county, and secondly, work on motorway information systems that will direct HGV drivers to the lorry parks in the event of Operation Stack.

In terms of the enforcement workstream, KCC has worked closely with Ashford BC to understand the current HGV enforcement carried out and has established that the Borough Council is leading the way in its proactive enforcement of HGV parking particularly in industrial estates across the district. KCC has also recently granted Ashford BC permission to clamp vehicles at specific agreed locations following the submission of a detailed business case. As part of this enforcement element of the lorry parking project, KCC will work with other district and borough authorities to encourage and support increased HGV parking enforcement. The County Council will also seek to implement its own framework for assessing appropriate measures that can be put on the ground to help prevent inappropriate parking and will work with Kent Police who have indicated that they are willing to enforce provided there are lorry parks to move these vehicles on to.

We are engaging with the Highways Agency on potential intelligent information systems that could be appropriate for directing HGV drivers in the event of Operation Stack as well as investigating potential funding streams to deliver on this.

A report to KCC Environment and Transport Cabinet Committee on 17 September 2014 made recommendations on a preferred site for the delivery of the first in the network of lorry parks. The report explained the extensive work which started with a long list of 54 sites and the process to get to a shortlist of 3 sites. The report recommended that a site at Westenhanger off Junction 11 of the M20 be the first lorry park site to be developed. Cabinet Committee supported these recommendations following which the Cabinet Member for Environment and Transport made his formal decision as per the report. This report can be found at: -

<https://democracy.kent.gov.uk/documents/g5644/Public%20reports%20pack%2017th-Sep-2014%2010.00%20Environment%20Transport%20Cabinet%20Committee.pdf?T=10>

Ann Carruthers
Head of Strategic Planning and Policy
Kent County Council

ASHFORD JOINT TRANSPORT BOARD – TRACKER OF DECISIONS
Updated for the meeting on: 09.12.2014

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.

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	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.	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. 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 8 th September 2014.
21 10/06/14 & 256 10/12/13 &	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.
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.
137 09/09/14	Proposed Bus Gate at Park Farm & Accommodation Bridge over the A2070		RESOLVED: That the letter and subsequent reply from the Highways Agency be received and noted.	

Minute No	Subject	Responsible Officer	Decisions of the Board	Update
138 09/09/14	Formal Consultation on Traffic Regulation Order – Park Farm Order 2014 – Bluebell Road and Violet Way	Ray Wilkinson ABC	RESOLVED: That following consideration of the results of the formal consultation, the restrictions proposed for Violet Way be implemented but those proposed for Bluebell Road be deferred pending a Members' Site Visit.	Site visit scheduled for Thursday 4 th December & report to JTB meeting 9 th December 2014.
139 09/09/14	Transportation, Highways & Engineering Advisory Committee (THEAC) – 11 th July 2014	Cllr Heyes ABC	RESOLVED: That the minutes of the meeting of THEAC held on the 11 th July 2014 be received and noted.	
140 09/09/14	Disabled Persons Parking Bay Panel	Ray Wilkinson ABC	RESOLVED: That the content of the report be approved.	
141 09/09/14	Truck Stop Pilot Task Group and Updated on Enforcement		RESOLVED: That the report be received and noted.	
143 09/09/14	Highway Works Programme 2014/15	Lisa Holder KCC	RESOLVED: That the report be received and noted.	
144 09/09/14	Ashford Shared Space: Bank Street – Update on Works	Tony Jenson KCC	RESOLVED: That the report be received and noted.	
145 09/09/14	Christmas/New Year 2013/14 Storms and Floods	Mike Hill KCC	RESOLVED: That the report be received and noted.	

Agenda Item No:

Report To: Joint Transportation Board

Date: Tuesday 9th December 2014

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

Report Author: Ray Wilkinson, Engineering Services Manager



Summary: The Board took the decision at its meeting of 9th September 2014 to defer decision on the proposed parking controls for Bluebell Road, Ashford pending a Members' Site Visit, scheduled to take place between publication of this report and the JTB meeting of 9th December 2014.

This report summarises the results of the previously held formal consultation on the proposals for Bluebell Road and presents details on the B-Line bus service, the intention behind extending this service into Park Farm South and East and assessments of two alternative routes (paragraphs 10-24).

Key Decision: YES

Affected Wards: Park Farm South, Weald East

Recommendations: **That the Board considers the results of the formal consultation and findings of the Members' site visit of 4th December 2014 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
'Park Farm Order 2014 (Bluebell Road & Violet Way)' report to JTB 9th September 2014, minutes of JTB 9th September 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. The Board took the decision at its meeting of 9th September 2014 to defer decision on the proposed parking controls for Bluebell Road, Ashford pending a Members' Site Visit scheduled to take place between publication of this report and the JTB meeting of 9th December 2014.
2. This report summarises the results of the previously held formal consultation on the proposals for Bluebell Road and presents details on the B-Line bus service, the intention behind extending this service into Park Farm South and East and assessments of two alternative routes (paragraphs 10-24).

Issue to be Decided

3. The Board is asked to consider the proposed restrictions for Bluebell Road in light of their observations of the area at the Members' site visit which is scheduled to take place between publication of this report and the JTB meeting of 9th December 2014 and decide whether to approve the proposed restrictions for implementation or reject the scheme.

Background

4. The Ashford Borough Local Plan (adopted in June 2000) outlined that development at Park Farm South and East should feature a dedicated pedestrian/cycle/bus link between the two parts of the development site as part of the transport infrastructure and as part of a wider network of bus routes linking to Cheeseman's Green.
5. 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.
6. At a meeting of the Planning 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 as a link for bus traffic between Park Farm South and East has been identified as a key infrastructure component of Park Farm South and East since the earliest days of the development.
7. A scheme designed to address obstructive parking issues within two specific areas of Park Farm South and East (Bluebell Road and Violet Way, shown in appendix 1) was put forward to consultation between 24th July and 15th August 2014, during which 14 objections (from 421 properties directly consulted) were received, principally citing the unsuitability of off-street parking provision in the area, the desire to retain existing parking practices and concerns over the displacement of parked vehicles. At its meeting of 9th

September 2014, the Board recommended implementation of the restrictions proposed for Violet Way but deferred a decision on the Bluebell Road proposals pending completion of a Members' site visit.

8. 7 responses received during the consultation also cited objection to running buses over the accommodation bridge, and in response to resident comments Stagecoach have carried out assessments for two alternative routes, including running via Kingsnorth village (as suggested at the Board's meeting of 9th September) and connecting with Finn Farm Road through Park Farm South rather than via the accommodation bridge, which are detailed below.
9. Owing to concerns over delays in the delivery of bus services between Park Farm South and East, a provision of service involving buses entering the estate from the A2070 Hamstreet Bypass at Violet Way was previously assessed for feasibility as an alternative to running buses via Bluebell Road, however investigation demonstrated significant concerns over the long-term financial viability of this route.

The B-Line bus service extension

10. The bus route to Park Farm started in the 1990s as a subsidised route provided by Kent County Council. In 2009 Stagecoach invested in the route with improved vehicles, an increased frequency, buses on Sundays and extended coverage of the estate. As a consequence this route is operated on a commercial basis by Stagecoach with revenue from passengers more than covering the operating cost.
11. Additional journeys are provided for Kent County Council at 1810, 1910, 1925 and 2132 from the town centre to Park Farm at an annual cost of £27,450. As with all bus routes Stagecoach receives a rebate on part of the fuel tax paid and reimbursement for free travel by young people and pensioners – i.e. KCC elects to pay their fares for them.
12. The extension to Park Farm East not only offers the opportunity to provide a convenient bus service much closer to people's homes but also an enhanced frequency of service to the Park Farm estate as a whole. This will ensure that the service, once demand patterns have changed as people move house or change job, will have enough potential users to ensure its long term viability.

Alternatives considered

13. Stagecoach understands that an alternative route has been proposed by residents keen to avoid the bus using the extreme eastern end of Bluebell Road, and note that they would agree with them that the design of the road is odd for a bus route, understanding that the parking restrictions proposed are not convenient for the home owners.
14. This road was always intended as the through route for buses, which is why it was built up to the bridge. Stagecoach note that it is very disappointing that the route was not made available for buses by the local authorities many years ago as naturally those who live there at present plan their lives without the need for a bus service and are not surprised at the concerns expressed.

15. However, in the longer term Ashford needs to have more people travelling by bus if gridlock is to be avoided and this initiative is designed to help everyone by improving public transport and keeping the roads free for motorists who need to drive.

Route 1- via Kingsnorth crossroads, Church Hill and Finn Farm Road

16. Whilst fully understanding that this moves the route away from Bluebell Road, Stagecoach have noted that there are serious potential problems in Church Hill. The crossroads (adjacent to the Queen's Head) has poor visibility and restricted space for large vehicles to turn into Church Hill and highways specialists have raised concerns. In addition there are regular problems with parking around the Primary School, Church and Village hall, and no doubt residents would have similar concerns to those in Bluebell Road.
17. This route could not be operated as an extension of the existing B-Line route to Park Farm to (as it is not an extension from the end of the route but a diversion from the middle) and would require a separate bus from those used on the B-Line. It would probably only be possible to provide one bus an hour on this route for the same cost as four buses an hour could be provided with the original proposed route via Bluebell Road.
18. Usage from Park Farm East would only be about a quarter of that anticipated in the original plan, as the service would be much less frequent and take much longer to reach the town. Given the pressure on public finance, it is essential that once developer funding runs out the service must be commercially viable in order to continue running, and Stagecoach cannot see that this is likely.
19. There would be no improvement to the frequency of the existing Park Farm route, which would remain separate and the opportunity to provide a link from Park Farm through Finberry to the Hospital (which can be introduced as soon as the road to Finberry is completed without additional subsidy by diverting the K-Line) would be lost.
20. The appropriateness of using the southern part of Finn Farm Road for a bus route is questionable, and the lack of development in this area results in the bus covering extra miles where there are no people to pick up. Additionally, using the southern part of Finn Farm Road for buses would require many trees to be cut back and would fundamentally alter the character of that road.

Route 2 – via Poppy Mead, Violet Way and Finn Farm Road

21. Significantly more householders in Poppy Mead, Violet Way and Finn Farm Road would be inconvenienced by parking restrictions along the revised route, which has about 6 times as much frontage and which uses roads even less suitable (as a result of width and corners) than the eastern end of Bluebell Road.
22. The original development plan envisaged the bus service dissecting the development area and bringing the bus within easy walking distance of as many properties as possible, but passing directly outside as few of them as possible.

23. The extra distance would mean that the three buses in use would take longer to complete the route and consequently it would not be possible to increase the frequency of buses in Park Farm from every 20 minutes to every 15 minutes, and reduce the attractiveness of the service for users from Park Farm East as the route would be longer. The planned improvement to frequency of service is likely to make bus travel much more attractive for additional users who will consequently contribute to the financial viability of the operation as developer funding reduces
24. As noted in paragraph 20, use of the southern part of Finn Farm Road for buses would require many trees to be cut back and would fundamentally alter the character of that road.

Officer's Recommendation

25. The alternative route assessments provided by Stagecoach (and that carried out at an earlier stage in the development as discussed in paragraph 9) shows that running buses via the accommodation bridge as originally envisaged constitutes the only viable means to provide an improved frequency service through Park Farm which encompasses Park Farm South and East.
26. The future extension of bus services from Park Farm East to Finberry (and eventually onto the Hospital) will also be most readily enabled through use of the accommodation bridge linking Bluebell Road with Finn Farm Road as envisaged in the original development brief.
27. The restrictions proposed in Bluebell Road will only prevent parking which occurs in contravention of the Highway Code and thus should not take place. A Member site visit has now been completed and the Board are asked to consider the restrictions proposed in light of their observations during this visit.
28. On consideration of the route assessments provided by Stagecoach and the comments made during the consultation period, it is the recommendation of Officers that the restrictions for Bluebell Road should be implemented as proposed.

Conclusion

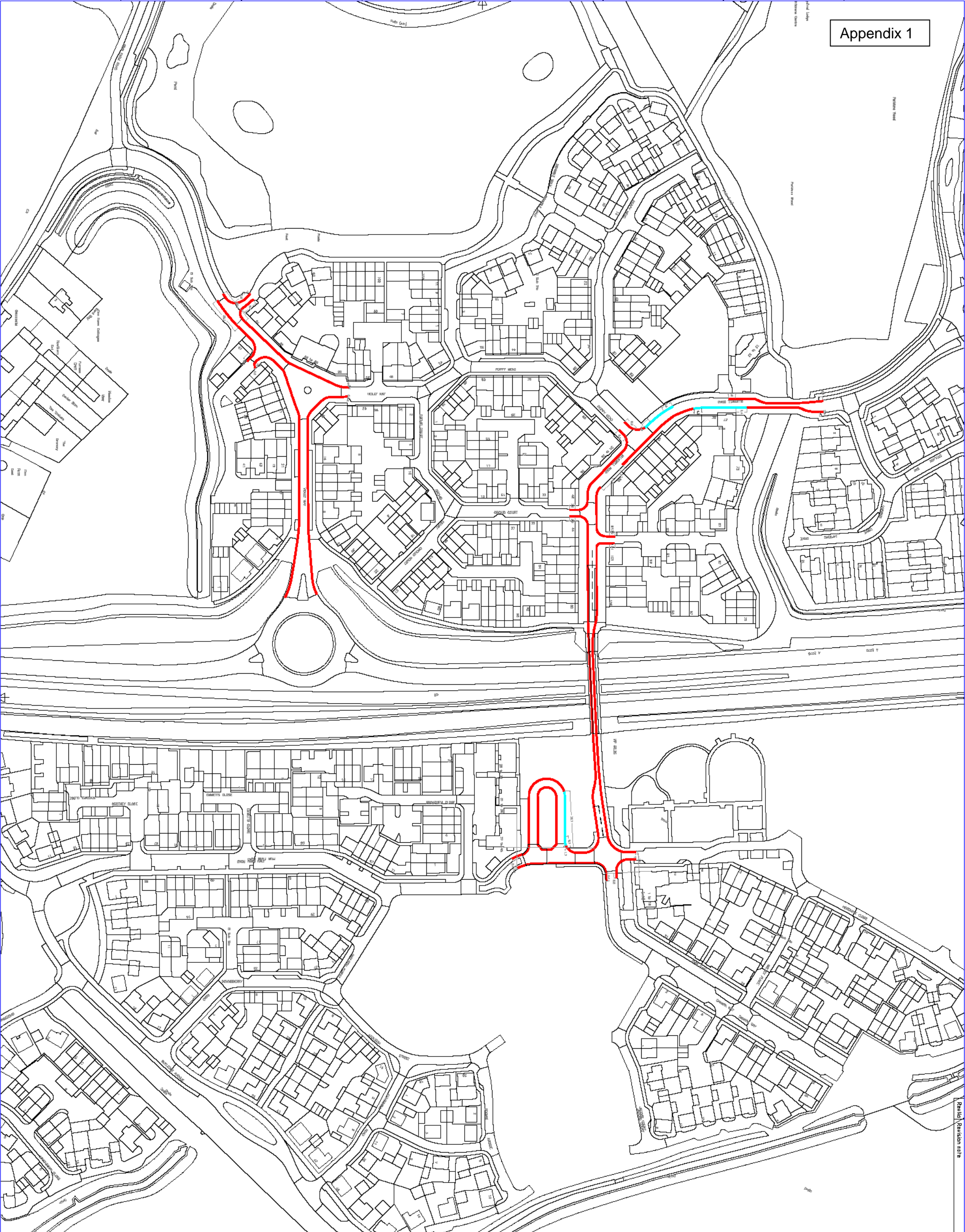
29. Assessment of the comparative viability of alternative routes has shown that the originally identified bus route utilising the accommodation bridge to link Bluebell Road with Finn Farm Road represents the most practical means of providing an extended bus service to Park Farm South and East.
30. On consideration of this assessment and the results of the consultation it is the advice of Officers that the benefits of this proposed scheme outweigh the merits of the objections received, and implementation of the restrictions proposed for Bluebell Road should be recommended.

Portfolio Holder's Views

31. To be provided at the meeting.

Contact: Ray Wilkinson, Engineering Services Manager

Email: ray.wilkinson@ashford.gov.uk



Revised/Revision sets

Date: [] Signature: [] Checked: []

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

PROPOSED WAITING RESTRICTIONS

ASHFORD BOROUGH COUNCIL
 CULTURE AND THE ENVIRONMENT
 Civic Centre, Tanners Lane, Ashford, Kent, TN23 1PL
 Tel: 01233 331111 Fax: 01233 645654

PARK FARM, KINGSNORTH, ASHFORD SCHEME

SCALE	1/1000	DATE	JULY 2014
DESIGN	R/JW	APPROVED	AI
PROJECT	PARK FARM 2014/01		

Agenda Item No:

Report To: Joint Transportation Board

Date: Tuesday 9th December 2014

Report Title: Godinton Ward Order 2014

Report Author: Ray Wilkinson, Engineering Services Manager



Summary:

This report details the results of a formal consultation conducted between 23rd October 2014 and 14th November 2014 on a proposed scheme of parking controls for certain roads within the Cobbs Wood industrial estate, Repton Park residential estate and Godinton Park residential estate, Ashford; presenting Officer's analysis and further recommendations.

The scheme proposes the introduction of waiting restrictions to address safety and movement issues related to obstructive parking practices at various locations within the Repton Park estate, Cobbs Wood Industrial estate and within Loudon Way. The scheme also proposes alterations to and the introduction of restrictions in Chart Road, Sackville Crescent, Sir Henry Brackenbury Road and Templer Way.

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 of the scheme as proposed should be recommended by the Board.

Key Decision: NO

Affected Wards: Godinton (Ashford)

Recommendations: **That the Board consider the results of the formal consultation and recommend 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: Godinton Ward Order 2014

Purpose of the Report

1. This report details the results of a formal consultation conducted between 23rd October 2014 and 14th November 2014 on a proposed scheme of parking controls for certain roads within the Cobbs Wood industrial estate, Repton Park residential estate and Godinton Park residential estate, Ashford; presenting Officer's analysis and further recommendations.

Issue to be Decided

2. The Board are asked to consider the results of the formal consultation and recommend either:
 - a. Implementation of the scheme as proposed
 - b. Implementation of the scheme as proposed with a supplementary consultation on additional measures
 - c. Implementation of the scheme as proposed (deferred for no longer than 18 months from the commencement date of the formal consultation)
 - d. Abandonment of the scheme

Background

3. The scheme in question has been proposed to address three prioritised scheme requests (Nos. 1, 8 and 9) as recorded on the 2014/15 'Prioritised List of Requested Parking Controls for Investigation and Implementation' as agreed by the Board at its meeting of 11th March 2014, and have been put forward to address safety concerns from residents, businesses and the Ward Members.
4. The scheme (shown in appendices 1 to 3) proposes various restrictions to address safety and movement issues related to obstructive parking practices within Godinton (Ashford) Ward. Owing to the consultation responses received and the wide area that this scheme covers, Officers have effectively broken the scheme down into three areas – the Cobbs Wood Industrial Estate, Loudon Way and the Repton Park residential estate.
5. Within Cobbs Wood the scheme proposes the introduction of 'no waiting at any time' restrictions at the principal ingress points into the estate from Chart Road, and the removal of certain lengths of working day (Monday to Saturday 8am to 6pm) waiting restrictions in areas where on-street parking can be tolerated without presenting an obstruction to junctions or vehicular accesses to premises on the estate.
6. Within Loudon Way the scheme proposes the introduction of 'no waiting at any time' restrictions between and including its junctions with Chart Road and East Lodge Road to address issues of obstructive parking around these junctions on the main access road into the Godinton Park residential estate.

7. Within the Repton Park estate the scheme proposed 'no waiting at any time' restrictions at various locations on Sir John Fogge Avenue, where obstructive parking practices cause frequent issues for the bus service through this area; and on Repton Avenue and Sir Bernard Paget Avenue where regular obstructive parking practices occur in the vicinity of the Waitrose store. These plans have been presented to and discussed with the residents association at Repton Park, where no comments were made prior to the start of consultation.
8. The scheme also proposes introducing 'no waiting at any time' restrictions to prevent obstructive parking on Chart Road, Sir Henry Brackenbury Road and Templer Way and proposes a reconfiguration of certain restrictions on Sackville Crescent which would facilitate the introduction of bus stop clearways and increase the overall number of parking spaces within the street.

Consultation

9. Formal consultation was conducted between 23rd October and 14th November 2014, with letters and relevant plans sent to a total of 490 affected residential and commercial properties as well as 29 statutory consultees. Notices of intention were published in the Kentish Express and displayed within the affected streets, and copies of plans, the proposed order, the statement of reasons and notice of intention were made accessible for public viewing at the Ashford Gateway, Sessions House (Maidstone) and on the Borough Council's website.
10. 22 public responses were received through the course of the consultation (including 2 responses from the same property). For the purposes of geographic analysis, Officers have grouped multiple responses from a single property and represented these as one response within the report – giving a total of 21 public responses, equivalent to 4% of all properties directly consulted. Responses were also received from 3 statutory consultees.
11. On analysis of the comments received, Officers have been able to divide these responses into three categories, addressing Repton Park, Cobbs Wood and Loudon Way individually. Comments received from all respondees have been included within appendices 4-7.

Repton Park

12. The largest number of responses was received in regard to the proposals for Repton Park, where 5 responses indicated support for the proposals, 5 objected and 2 responses did not provide a clear indication of support or objection to the scheme.
13. The twelve responses received covered various grounds related to the proposals. Common points which were raised by 3 or more respondees are summarised below. The full content of all responses (along with Officers' comments) can be seen in appendix 4.

Comment summary	No.
"Parking provision on the estate is insufficient"	5

“Proposals will improve safety”	3
“Proposals should be extended to other areas”	3

14. Less frequently occurring comments covered such points as: the improvement to bus services and traffic flow arising from the scheme (2); the desire to retain on-street parking in areas to be restricted under the scheme (2); an assertion that off-street parking was underused (1); an objection to the scheme covering the full estate (1); and separate requests for a permit parking scheme (1) and restrictions only in effect from 8am to 9pm (1).
15. The restrictions proposed for Repton Park have been designed specifically to address unsafe parking practices and only propose restrictions in locations where parking would present a hazard or obstruction to other road users. Whilst the retention of on-street parking in these areas may be desirable, any vehicle parking would be in contravention of the Highway Code and should not take place.

Cobbs Wood Industrial Estate

16. The proposals within the Cobbs Wood estate generated 6 responses during the course of the consultation period, of which 3 were in support of the proposals, 1 objected and 2 did not provide a clear indication of either support or objection.
17. The responses covered various grounds related to the proposed and existing restrictions in this area. Common points which were raised by 3 or more respondents are summarised in the table below. The full content of all responses (along with Officer’s comments) can be seen in appendix 5.

Comment summary	No.
“Proposals should be extended to include other areas”	4
“Road safety on the estate is of concern”	3
“Obstruction of accesses/roads is of concern”	3

18. Less frequently occurring comments covered such points as: support for the introduction of parking spaces (2); complaints regarding anti-social behaviour associated with overnight lorry parking (1); and a request for the removal of all restrictions from the estate (1).
19. In the design of the scheme, the Ward Members expressed concerns that implementing a wider scheme of ‘no waiting at any time’ restrictions across the Cobbs Wood estate would result in the displacement of additional vehicle parking from the industrial estate into adjacent residential areas, and accordingly requested that proposals for the estate be limited to the level proposed.
20. These restrictions will improve safety at the key ingress points into the estate from Chart Road by prohibiting waiting on these junctions at all times, and have also sought to provide better opportunities for parking on-street within the estate by removing certain lengths of restriction in locations where parking can be tolerated without presenting an obstruction (i.e. not within 15 metres of a junction or access).

Loudon Way

21. 3 responses were received in response to the proposals for Loudon Way. Of these, 2 expressed support for the scheme proposals and 1 did not provide a clear indication of support or objection to the proposals. The submitted comments related to the proposed restrictions for Loudon Way can be viewed in full in appendix 6, and included requests for extension of the controls to the junction with Cypress Avenue (2); and concerns that vehicles would migrate further up Loudon Way (2) or into East Lodge Road (1).
22. Beyond its junction with East Lodge Road, Loudon Way is sufficiently wide to support parking on one side without impacting on property frontages in the area and so controls have not been proposed to extend beyond the 10 metre junction protection proposed at East Lodge Road. The restrictions proposed will provide a safety benefit through ensuring a clear flow of traffic on the approaches to the junction with Chart Road.

Statutory Consultees

23. 3 responses were received from Statutory consultees regarding the scheme, of which 1 (the Kent Invicta Chamber of Commerce) addressed the Cobbs Wood Industrial Estate proposals. The full content of all responses from statutory consultees is included in appendix 7, and summarised below.
24. Kent Police made no specific comments or observations regarding the scheme other than to note that the introduction of waiting restrictions should comply with relevant legislation, and that any 'no waiting at any time' restrictions identified for corner protection within the scheme extend for a distance of at least 10 metres. If restrictions used for corner protection did not extend for 10 metres, Kent Police confirmed that they would object to the proposals.
25. Stagecoach noted their support of the proposals, expecting that these will improve road safety (especially for pedestrians) and would reduce delays to bus services arising from obstructive parking practices along the affected routes.
26. Kent Invicta Chamber of Commerce's Ashford Economic Development Group discussed the proposals and received very few positive or negative comments. Further discussions with members highlighted general support for the proposals with some specific points raised, including a duplication of comments already submitted by a respondent to this consultation.

Alternatives Considered

27. Comments have been received in all three areas requesting the extension of controls; however a more onerous scheme of restrictions may result in greater displacement of vehicles into other areas. Should the Board so decide, it can recommend implementation of the proposed scheme and consultation on a wider scheme of restrictions for certain areas, however in light of the low response rate Officers would advise that a later review of the scheme post-implementation may inform more clearly the need for further controls.

28. Deferral of the scheme, although an option, is not recommended. The scheme proposed has been designed in response to safety concerns from the Ward Members, a public transport operator, business owners and members of the public. It is reasonable to expect that obstructive parking practices such as those observed will continue to occur in the absence of formalised controls.
29. Abandonment of the scheme is similarly not recommended as the proposals are intended to provide a safety benefit to road users (including pedestrians) through preventing unsuitable parking practices in the identified areas.

Officer's Recommendation

30. The response rate to this scheme has been low, with a total of only 6 objections received from 490 directly consulted households and businesses across all areas of the scheme. These proposals will seek to address observed safety and congestion issues arising from obstructive parking, and propose the introduction of controls only in locations defined as unsuitable for parking under the Highway Code.
31. Owing to the low level of objection that these proposals have generated and the tangible safety benefits that will arise from implementation of the scheme, it is the recommendation of Officers that the scheme should be implemented as proposed.

Conclusion

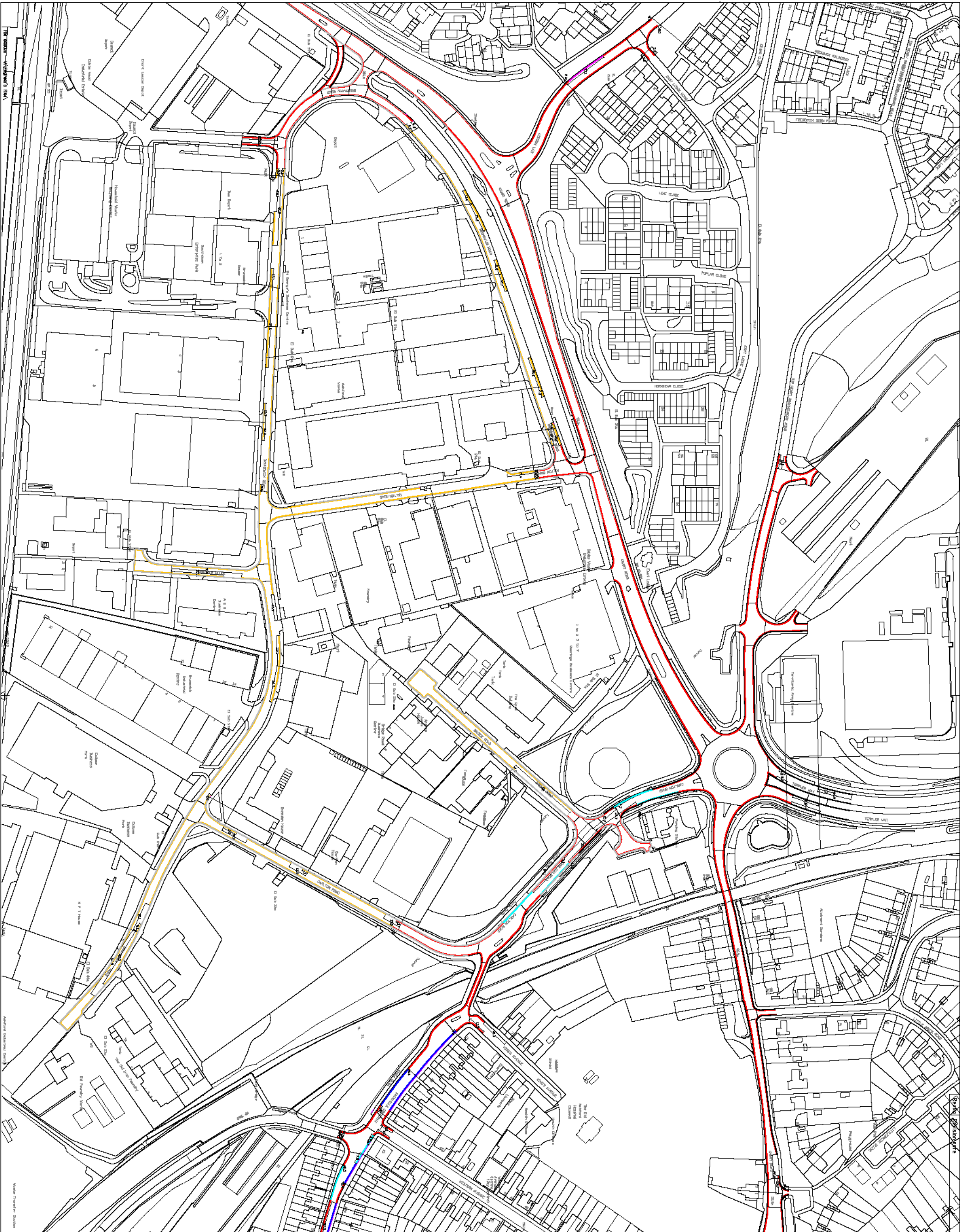
32. On assessment of the representations made during the consultation period it is the advice of Officers that the benefits of this proposed scheme outweigh the merits of the objections received, and so implementation of the scheme as proposed should be recommended by the Board.

Portfolio Holder's Views

33. To be provided at the meeting.

Contact: Ray Wilkinson, Engineering Services Manager

Email: ray.wilkinson@ashford.gov.uk



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

Date: _____ Signature: _____

KEY

- PROPOSED NO WAITING AT ANY TIME —
- EXISTING NO WAITING AT ANY TIME —
- PROPOSED NO WAITING 8 AM TO 6 PM MON TO SAT —
- EXISTING NO WAITING 8 AM TO 6 PM MON TO SAT —
- PROPOSED LIMITED WAITING 8 AM TO 10 PM 2 HRS NO RETURN 4 HRS —
- EXISTING LIMITED WAITING 8 AM TO 10 PM 2 HRS NO RETURN 4 HRS —
- PROPOSED BUS STOP CLEARWAY —
- EXISTING BUS STOP CLEARWAY —
- INNER LINE EXISTING AND OUTER LINE PROPOSED —

ASHFORD BOROUGH COUNCIL

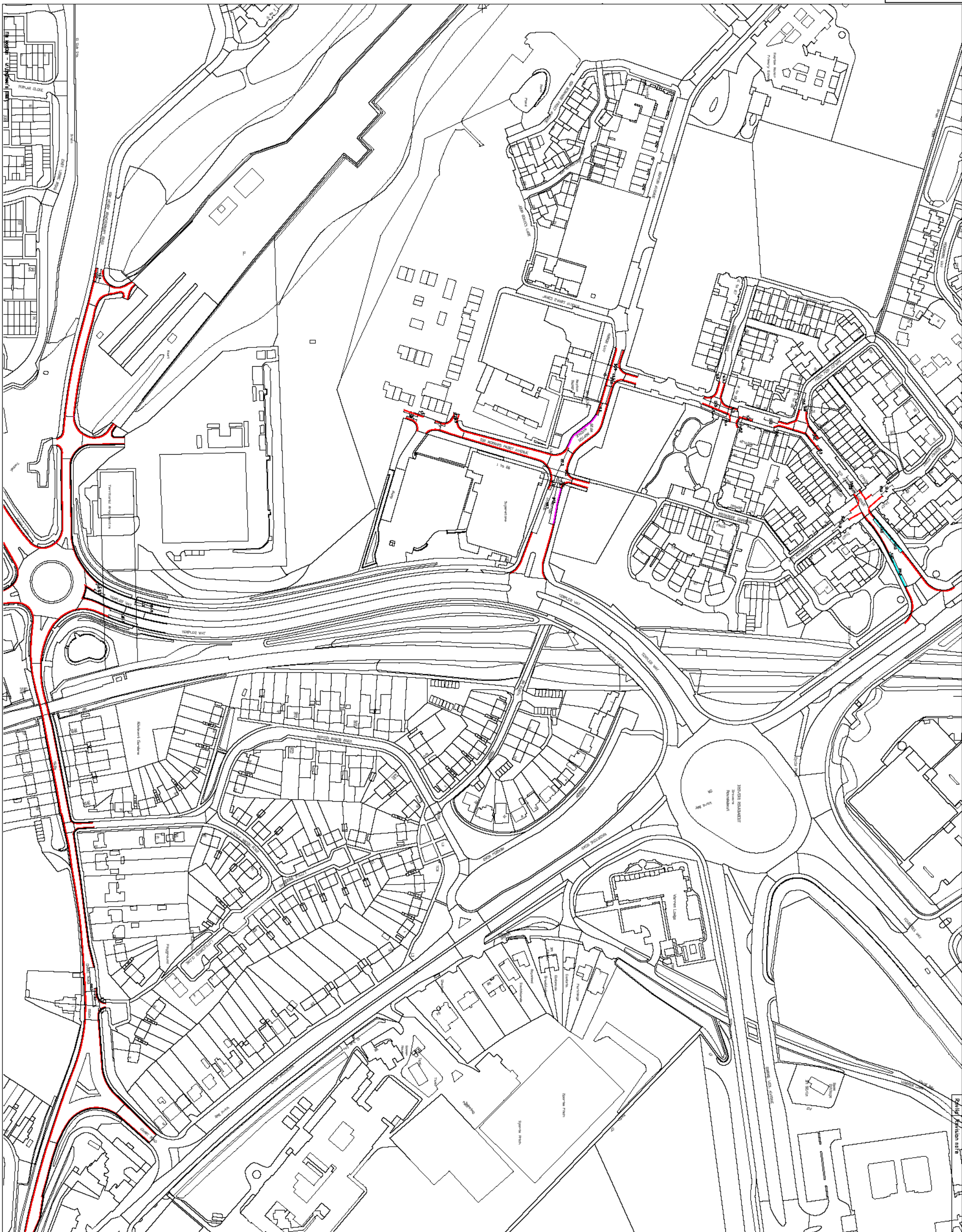
HEAD OF COUNCIL AND THE ENVIRONMENT
 Civic Centre, Temple Lane, Ashford, Kent, TN23 9PL
 Tel: 01233 300000 Fax: 01233 300000

GODINTON WARD, ASHFORD

PROPOSED WAITING RESTRICTIONS

SCALE	1:250	DATE	OCT 2014
REVISION	AI	DATE	REV
DRAWN	RJW	DATE	REV
CHECKED		DATE	REV

GODINTON WARD 2014/01



Scale: 1:5000

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

Date: _____ Signature: _____

KEY

PROPOSED NO WAITING AT ANY TIME —

EXISTING NO WAITING AT ANY TIME —

PROPOSED NO WAITING 8 AM TO 6 PM MON TO SAT —

EXISTING NO WAITING 8 AM TO 6 PM MON TO SAT —

PROPOSED LIMITED WAITING 8 AM TO 10 PM 2 HRS NO RETURN 4 HRS —

EXISTING LIMITED WAITING 8 AM TO 10 PM 2 HRS NO RETURN 4 HRS —

PROPOSED BUS STOP CLEARWAY —

EXISTING BUS STOP CLEARWAY —

INNER LINE EXISTING AND OUTER LINE PROPOSED

ASHFORD BOROUGH COUNCIL
 HEAD OF CULTURE AND THE ENVIRONMENT
 Civic Centre, Rainery Lane, Ashford, Kent, TN23 9PL
 Tel: 01233 833100 Fax: 01233 833104

WORKS
 GODINTON WARD, ASHFORD

PROPOSED WAITING RESTRICTIONS SCHEME

DATE: 1/1/2014
 DRAWN BY: AJ
 CHECKED BY: RJJW
 DATE: OCT 2014
 SCALE: 1:5000
 SHEET: GODINTON WARD 2014/02



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

Date: _____
 Signature: _____

KEY	
PROPOSED NO WAITING AT ANY TIME	
EXISTING NO WAITING AT ANY TIME	
PROPOSED NO WAITING 8 AM TO 6 PM MON TO SAT	
EXISTING NO WAITING 8 AM TO 6 PM MON TO SAT	
PROPOSED LIMITED WAITING 8 AM TO 10 PM 2 HRS NO RETURN 4 HRS	
EXISTING LIMITED WAITING 8 AM TO 10 PM 2 HRS NO RETURN 4 HRS	
PROPOSED BUS STOP CLEARWAY	
EXISTING BUS STOP CLEARWAY	
INNER LINE EXISTING AND OUTER LINE PROPOSED	
ASHFORD BOROUGH COUNCIL HEAD OF CULTURE AND THE ENVIRONMENT Civic Centre, Tamey Lane, Ashford, Kent, TN23 9PL Tel: 0233 30011 Fax: 0233 30010	
WARD GODINTON WARD, ASHFORD	
SCHEME PROPOSED WAITING RESTRICTIONS	
SCALE	1:1250
DATE	OCT 2014
APPROVED BY	RJL/JM
DATE	OCT 2014
PROJECT	GODINTON WARD 2014/03

Appendix 4 – Repton Park responses

Street	Comments	Officer's response
Brigadier Gardens	<p>I agree with the Council's proposals to be made in various streets; however I would like the council to consider extending the proposals to include more roads.</p> <p>I have enclosed a copy of your map whereby I have highlighted the areas in green that should have "no waiting at any time" restrictions to prevent obstructive and unsafe parking.</p> <p>Some of these corners are "blind spots" so you can't see ongoing cars or too many cars are parked where you can't get through easily. Sometime I have to reverse just to get round the cars and corners.</p>	<p>We have proposed restrictions for Sir John Fogge Avenue to prevent vehicle parking in locations where it would cause a danger or obstruction – including junctions, pinch points and on the principal approaches to and from the junction with the A20 Maidstone Road, however this scheme has been designed as a 'light touch' approach which focuses on improving the safety and movement of traffic along Sir John Fogge Avenue itself, and so little ingress has been made into the wider Repton Park estate at this location.</p> <p>Unfortunately, once we have commenced formal consultation on a scheme we are unable to include further restrictions without re-starting the consultation process; however following the end of this current consultation period we will present a report on the consultation (and containing all comments received) to Members for their consideration at the December meeting of the Ashford Joint Transportation Board, where Members have the option of recommending that further consultation is held on a wider scheme of restrictions.</p>
Brigadier Gardens	<p>We do not agree with the proposals for all of Repton Park. I believe this is only required on Sir John Fogge Avenue so the buses can get through easily. If it is all or nothing then i would go for nothing.</p> <p>To do this across the board on Repton Park is a waste of public funds which should be used more constructively. This does not represent value for money for residents of Ashford or Repton Park specifically.</p>	<p>We have proposed restrictions for Sir John Fogge Avenue to prevent vehicle parking in locations where it would cause a danger or obstruction – including junctions, pinch points and on the principal approaches to and from the junction with the A20 Maidstone Road. As a part of this we must also include the junctions with adjoining roads so as to preserve a consistent approach to the prevention of obstructive and dangerous parking at these junctions with Sir John Fogge Avenue.</p> <p>As a part of this approach, we have proposed restrictions that would prohibit parking at these junctions in line with article 243 of the Highway Code, which advises drivers not to stop or park</p>

		<p>within 10 metres (32 feet) of a junction except in an authorised parking space. We have therefore extended the 'no waiting at any time' restrictions on Sir John Fogge Avenue into its adjoining side roads by 10 metres from the junction except where this would involve prohibiting waiting within authorised parking places.</p> <p>For example, within Brigadier Gardens the street has been designed to permit parking at a right angle to the kerb on the southern side and to permit parallel parking on the northern side. As a result the 'no waiting at any time' restrictions proposed at the junction with Sir John Fogge Avenue extend into the close for a relatively short distance (0.4 metres east of the western building line of 42 to 58 Sir John Fogge Avenue on the southern side, and 2.2 metres east of the same point on the northern side). We have proposed no further restrictions within Brigadier Gardens as a part of this scheme.</p>
Cherrywood Rise	<p>I am in favour of the above proposals.</p> <p>I caught the E-line bus towards Ashford on Friday morning and noticed your laminated A4 sheet attached to the bus stop in Sir John Fogge Avenue advertising the consultation.</p> <p>I then accessed the documents available online through the Ashford Borough Council website.</p> <p>My reasons for supporting the proposals relating to the highways in Repton Park are that:</p> <ol style="list-style-type: none"> 1. There is regular obstruction to the E-line buses around the junction of Sir John Fogge Avenue and 	<p>The double yellow lines presently marked on Sir John Fogge Avenue were not implemented by the Borough Council, and were most likely installed by the developer prior to the adoption of Sir John Fogge Avenue as a part of the public highway network. As such, these lines have no legal status and cannot presently be enforced by our Civil Enforcement Officers.</p> <p>Our intention through this Order is to formalise and extend these restrictions to prevent obstructive parking in unsuitable locations in Sir John Fogge Avenue and its junctions with adjoining roads, and to back up this prohibition with the ability to carry out enforcement against vehicles parked in contravention of the restrictions.</p>

Barley Mow View because of parking which the Highway Code rules have done little to discourage. This is exacerbated when E-line buses travelling in opposite directions meet inadvertently at this point.

2. The parking in front of the Waitrose store in Sir Bernard Paget Avenue - which is currently legitimate - appears to cause congestion for the vehicles entering and leaving the Waitrose car park. This parking also heightens the danger for pedestrians such as myself wishing to cross from Waitrose towards the Repton Manor building, which is an established line of desire for the post box and the new properties in Manor Way. This danger is exacerbated at night and in inclement weather.

I would additionally comment that the bus stop clearways (which are not part of the proposed order) as shown on your map in light blue in Sir John Fogge Avenue are sorely needed as quickly as possible.

Despite the current double yellow lines (which are on your map as dotted black lines, rather than as the legend shows them; and apparently not subject to a proposed revocation under this Order?), Ashford Borough Council's apparent inability to enforce this particular prohibition on parking, right by both existing bus stops, makes things very difficult for bus passengers and the bus drivers alike.

<p>Lancaster Way</p>	<p>I want to give my very full support to the parking control measures suggested for Godinton ward, where we currently live. The proposed restrictions are much needed, particularly as they affect the streets surrounding the Waitrose store on Repton Avenue and Sir Bernard Paget Avenue.</p> <p>I have long been bothered by Waitrose customers parking on those two roads. I have even complained to the managers of Waitrose, who said they fully agreed but were unable to do anything about it. I understand there have already been collisions on those roads as a result of the parking – fortunately none yet have involved serious injuries to pedestrians.</p> <p>I am a driver and a pedestrian, and I often shop at Waitrose. When I use my car, it is no problem to park in the parking lots – there are always plenty of spaces. The customers who park on the roads outside are really being incredibly lazy, and seem unbothered by the inconvenience they cause. If it were just a matter of inconvenience it would not be so bad. I pass Waitrose daily walking my dogs, and it is frequently a hazard to try to cross the road with so many vehicles parked there. The many children who live locally and who walk near Waitrose are especially at risk.</p> <p>My only comment is that the ‘no waiting’ area could be extended fully around Waitrose on Repton Avenue. It seems, from your plans, that a stretch of</p>	<p>Unfortunately, once we have commenced formal consultation on a scheme we are unable to amend the scheme without re-starting the consultation process, however Members may, on considering the representations made during consultation, recommend that additional restrictions not included within the currently proposed scheme are consulted upon.</p>
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	<p>road will not be included. People often park there in order to go in and get a free coffee from the coffee shop – there is no other conceivable reason for wanting to stop there. I do think those people should also be obliged to park in the parking lot.</p> <p>On the other ‘no waiting’ areas, I also think these are very necessary. Those in Repton Park are precisely where there is always difficulty manoeuvring due to parked cars just near junctions.</p>	
Romney Point	<p>I am and live at ... Romney Point, Repton Park, and would like to comment on the parking control scheme in the area embracing the entry in Repton Park from the A20 ie. Sir John Fogge Avenue. Also the two roads leading off it ie. Romney Point and Lancaster Way. For some years we have had double yellow lines on both sides of Sir John Fogge which are totally ignored by the residents of that area. This includes the blocks of flats.</p> <p>This is a bus route and fairly recently a bus stop was installed, one on each side, but due to inconsiderate parking, often the bus has to stop in the middle of the road.</p> <p>I have never seen a traffic warden patrol here which is why the restrictions are ignored. People have been allocated garages, some distance from their residences and in a lot of cases they do not use them for their car but use them as</p>	<p>The double yellow lines presently marked on Sir John Fogge Avenue were not implemented by the Borough Council, and were most likely installed by the developer prior to the adoption of Sir John Fogge Avenue as a part of the public highway network. As such, these lines have no legal status and cannot presently be enforced by our Civil Enforcement Officers.</p> <p>Our intention through this Order is to formalise and extend these restrictions to prevent obstructive parking in unsuitable locations in Sir John Fogge Avenue and its junctions with adjoining roads, and to back up this prohibition with the ability to carry out enforcement against vehicles parked in contravention of the restrictions.</p>

	<p>storage.</p> <p>In many cases I am sure a family will have not one but two cars for which no provision was made in the planning phase.</p> <p>In Romney Point, with cars parked facing flat numbers 1-17 (odd numbers only) and therefore jutting out into the road it is often very difficult to squeeze through if cars are also parked outside No2 and no.4. No thought is given to emergency vehicle access.</p> <p>Cars are often parked opposite my house on the pavement as there is no space where the driver lives.</p> <p>While I support the imposition and policing of parking controls it will simply move the problem to other areas as there is simply not enough provision made available on the estate for vehicles.</p>	
Romney Point	<p>We started renting this flat in March and were very happy with being able to park outside (this is one of the reasons we picked this flat). Now for some reason this is not going to be possible. If you have bothered to come to Repton Park, you would have seen that their is very limited parking as it is and now it is going to get a lot worse, which is ridiculous.</p> <p>My partner's family is from Sheffield and come to visit us a lot, which obviously means at least one</p>	<p>The parking controls proposed for the north eastern side of the Romney Point carriageway will only prevent parking within 10 metres of its junction with Sir John Fogge Avenue; which is defined under article 243 of the Highway Code as an unsuitable parking location (Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space). On the south western side of the carriageway it is recognised that authorised parking spaces have been constructed as a part of the street design, and so the 'no waiting at any time' restrictions have not been extended beyond the limit of these parking spaces.</p>

night's stay. Where will they be able to park now?

I will continue to park outside where I live until you provide me with another parking space.

I look forward to hearing from you with where my new parking space will be.

In reply to your last email I don't believe you answered my question where can I park? As you stated in your email (see below) I am allowed a space to park and if the proposal comes in to place where will this be?

"It is our understanding that the parking provision standard for this development was set in line with the national planning policy guidance in effect at the time permission was granted (Planning Policy Guidance 3, or PPG3) which stipulated that parking within new residential developments should be provided at an average of no more than 1.5 parking spaces per dwelling."

You also stated some observations, one in particular stands out as I'm not sure what you mean (see below)

"We have observed vehicle parking to the front of Nos. 1 to 17 Romney Point (on the north eastern side of Romney Point itself) on the pavement adjacent to the building frontage, which in itself presents a potential hazard to other road users, notably through forcing pedestrians to walk in the carriageways and so increasing the possibility for

It is our understanding that the parking provision standard for this development was set in line with the national planning policy guidance in effect at the time permission was granted (Planning Policy Guidance 3, or PPG3) which stipulated that parking within new residential developments should be provided at an average of no more than 1.5 parking spaces per dwelling.

Whilst households may be in possession of more vehicles than they have off-street provision for, this does not provide 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.

We have observed vehicle parking to the front of Nos. 1 to 17 Romney Point (on the north eastern side of Romney Point itself) on the pavement adjacent to the building frontage, which in itself presents a potential hazard to other road users, notably through forcing pedestrians to walk in the carriageways and so increasing the possibility for conflict between pedestrians and motor vehicles travelling along this stretch of carriageway.

It is my understanding that the allocated parking spaces for Flats 1-17 Romney Point are located in the parking court to the rear of the flats themselves. Whilst these proposals will prohibit parking in contravention of the Highway Code, they will not prevent vehicle parking in other locations within the Repton Park estate, including within Romney Point itself.

	<p>conflict between pedestrians and motor vehicles travelling along this stretch of carriageway."</p> <p>If you had really observed a problem with the parking on the pavement outside No's 1 -17 then you would have also noticed that there is no clear pavement at all! on this side of the road, so how can you say that people are parking on the pavement when there isn't one.</p> <p>I can understand no parking on the main road (Sir John Fogge Avenue) as there are bus stops and the road does narrow quite a lot, but to say that we can not park on Romney Point seems a little extreme as on the south western side of Romney point there are recognised authorised parking spaces which have been constructed as a part of the street design with a pedestrian walk way between the parking spaces and the building.</p> <p>Again I would ask, if the proposal comes into place were can I park my car?</p>	<p>Whilst the road surface has been raised around the junction of Sir John Fogge Avenue, Lancaster Way and Romney Point, on the north eastern side of Romney Point the delineation between footpath and carriageway is continued (as on the north eastern side of Lancaster Way) with the drainage channel indicating a separation between footpath and carriageway.</p>
Romney Point	<p>I am concerned about the plans for parking restriction around the Romney Point area. I have attached a map to make explaining easier.</p> <p>To allow traffic and buses to move unobstructed along Sir John Fogge Avenue, the addition of new and extended double yellow lines to the existing lines would be useful. However, extending the lines onto Romney point and Lancaster way would cause unnecessary removal of parking</p>	<p>We have proposed restrictions for Sir John Fogge Avenue to prevent vehicle parking in locations where it would cause a danger or obstruction – including junctions, pinch points and on the principal approaches to and from the junction with the A20 Maidstone Road. As a part of this we must also include the junctions with adjoining roads so as to preserve a consistent approach to the prevention of obstructive and dangerous parking at these junctions with Sir John Fogge Avenue.</p> <p>As a part of this approach, we have proposed restrictions that</p>

spaces for residents. The parking is tight enough already and removing these spaces would not allow any space for the residents to park. These cars would then be moved to other nearby areas displacing other residents from parking outside their homes, removing the space to park on Romney Point and Lancaster way would push the cars further into the estate causing a knock-on effect.

I don't think the solution to one obstruction is to put about conditions to cause another, potentially worse, obstruction. The amount of traffic that flows down Romney Point and Lancaster Way is limited, and is usually only residents. Buses do not go down Romney Point or Lancaster Way, so I fail to see how adding parking restrictions to these roads is going to affect the buses passage.

Another solution would be to expand the size of Sir John Fogge Avenue where it constricts (between the junctions of Sir John Fogge Avenue with both Lancaster Way and Romney Point and the bus stops), this would allow buses to pass as well as create additional spaces for residents to park. The pavement is large in this area. Furthermore some of the cars that park on Sir John Fogge Avenue are blue badge holders that stop outside their houses, causing difficulties for the buses, rather than moving them elsewhere I would instead advocate increasing the road size.

would prohibit parking at these junctions in line with article 243 of the Highway Code, which informs drivers that they should not stop or park within 10 metres (32 feet) of a junction except in an authorised parking space. We have therefore extended the 'no waiting at any time' restrictions on Sir John Fogge Avenue into its adjoining side roads by 10 metres from the junction (excluding areas where this would involve prohibiting waiting within authorised parking places). On the south western side of both Lancaster Way and Romney Point it is recognised that authorised parking spaces have been constructed as a part of the street design, and so the 'no waiting at any time' restrictions have not been extended over these parking spaces.

Whilst households may be in possession of more vehicles than they have off-street provision for, this does not provide justification to effectively condone or permit parking in locations defined as unsuitable within the Highway Code through not implementing the restrictions proposed. It must be remembered that part of improving safety on Sir John Fogge Avenue will involve ensuring that vehicles can proceed into and out of side roads with clear visibility splays and minimal obstruction caused by vehicles parked in an obstructive manner

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. Similarly, whilst Blue Badges do provide a concession for disabled motorists to wait for up to three hours on a double yellow line, the Department for Transport guidance issued to Blue Badge holders advises that the Blue Badge should not be used to park

Also the proposed bus stop clearway falls outside where the bus stop is located. Which seems to defeat the original objective of these planned parking controls.

I can understand preventing vehicles parking where it would cause an obstruction such as the area near the A20 junction, but extending this to the adjoining roads hardly seems necessary. Your current plans will, at the time of writing this, displace 14 cars. It hardly seems necessary to remove all these spaces to allow a bus through. I work from home a lot and hardly see anyone get on or off the bus at the only stop in this estate, the bus is empty most of the time. It seems displacing all these cars to allow a service that no one uses to get through is a waste of time. There is little/no other traffic apart from residents along these side roads.

This seems strange that you are following the 10m rule, I don't think that I have ever seen restrictions that go anywhere near 10m, your plans also do not show a prohibited zone of 10m. If you still plan on doing this then providing authorised parking spaces would be the answer. There are only 8 spaces for much much more households.

There is not enough parking for each household to have 1 car each parked here as it is. The locations are not unsuitable as there is more than enough space for traffic to flow on the side roads. Even

on yellow lines in unsuitable locations, including within 10 metres of a junction.

We have observed vehicle parking around these junctions (on the north eastern sides of Lancaster Way and Romney Point in particular) on the pavements adjacent to the building frontages, which in itself presents a potential hazard to other road users through forcing pedestrians to walk in the carriageways and so increasing the possibility for conflict between pedestrians and motor vehicles travelling along this stretch of carriageway.

The present stopping position of the bus on the north western side of Sir John Fogge Avenue (point P in the image attached to your email) is incorrect and is due to be amended by the County Council's Transport Integration team. Expanding the width of the carriageway on Sir John Fogge Avenue would fall under the remit of the County Council, however given the extremely high cost (in terms of physical works, relocation and redirection of utilities and reinforcement of the sub-base of the existing pavement), and disruption (to residents, motorists and services) associated with such works I would deem it extremely unlikely that this proposal would be carried out.

As noted in my previous email, we have extended the 'no waiting at any time' restrictions on Sir John Fogge Avenue into its adjoining side roads by 10 metres from the junction except in areas where this would involve prohibiting waiting within authorised parking places which form a part of the street design (such as on the southern side of Romney Point at its junction with Sir John Fogge Avenue)

Once we have started the consultation process we are unable to make amendments to a scheme without abandoning and

with a full complement of cars the usable road width is larger than other parts of the estate with no cars parked. Visibility is not a problem either. The only problem with the junction is that there is no road marking at all to signify the junction or any right of way. (I am referring to the junction of Sir John Fogge Ave with Romney point and Lancaster way)

The parking does not cause an obstruction, I have never seen, or heard of, a bus getting stuck at this particular junction. The blue badge holders are parking within the guidance, it just causes annoyance to the buses. Adding restrictions will not change the position of the blue badge holders parking, the buses will still have the same problem. Cars do not have any problem.

There are no marked pavements in front of these buildings. Cars have more than enough room to avoid pedestrians, it is a quite residential area where the only traffic is people parking outside there homes. there is no problem here.

It is usually the case with the council that it tries to fix a problem and produces another problem. I am aware it would cost more money to increase the parking space, but it would solve the problem of obstructions without creating another problem. I am aware that the council is under funded and under staffed, but reducing the parking space would really impact negatively on the entire estate. I really appreciate how hard your job is but please

restarting the consultation process.

	<p>consider another option.</p> <p>Just as a summery I object to the proposals, they seem to not have been planned very well. Displacing this many residents parking to allow empty and unused buses to go through seems pointless and unproductive. I agree with extending the already marked double yellow lines towards the A20 junction, past where the lights are.</p>	
<p>Sir Bernard Paget Avenue</p>	<p>I am writing to express my full support for the “no waiting at any time” parking restrictions that have been proposed for Sir Bernard Paget Avenue and hope that they will be implemented as soon as possible.</p> <p>Inconsiderate parking of residents and shoppers in front of Waitrose and along the road, including cars and vans parked with all four wheels on the pavement and across the pedestrian crossing, has been a persistent problem. It has made it increasingly dangerous not only as a driver but particularly as a pedestrian.</p> <p>You may be aware that I have previously contacted the council about this very issue because my mother,, is currently unable to reach my house because the pavements and tactile pedestrian crossings are obstructed by parked vehicles. Even if she were to attempt to cross the road, drivers would be unable to see her between parked vehicles.</p> <p><i>We moved into our new home this year and since doing so have witnessed the pavements</i></p>	<p>The implementation of a ‘no waiting at any time’ restriction will allow our Civil Enforcement Officers to enforce against vehicles parked in contravention of the restrictions even if they are parked entirely on the pavement adjacent to the restriction itself. Such restrictions are in effect across the full width of the carriageway and any adjacent verges or footways which form part of the adopted highway.</p> <p>Matters pertaining to the movement of traffic on the highway (such as the installation of give way markings, lane markings and speed limits) and the placement of bollards on highway land will fall within the responsibility of the County Council’s Highways and Transportation team and should be addressed to them accordingly.</p>

on our road blocked by inconsiderate residents and customers of Waitrose.

Whilst we whole heartedly support the proposals, having already raised our concerns verbally and via email with the council and our PCSO, we are still concerned that they will not truly address the issues faced.

The introduction of a no waiting at any time restriction will deter the responsible drivers, to enforce this restriction will require a warden to regularly pass through the area and issue tickets to those not adhering. Therefore can the council not also include bollards, as can be seen at the top of Sir Bernard Paget Avenue and partially along Repton Avenue, on the pavement to stop all forms of pavement parking, along with the no waiting at any time restriction? This would not only actively encourage drivers to abide by the signage, but also force them to utilise the 190 spaces in the car park made readily available.

Second to this, will the council also be at the same time of adding double yellow lines, also painting the give way markings required for the junction that is the entrance to Waitrose car park? I dare not count the number of times we have almost been driven into by other drivers as they exit the Waitrose car park and assume that we will be turning into the car park, and not continuing further on to our private car parking area.

<p>Sir Bernard Paget Avenue</p>	<p>Waitrose are very pleased that the proposals for Sir Bernard Paget Avenue, providing they are properly enforced, will address satisfactorily the current unsafe/obstructive parking practices that currently take place that impede delivery vehicles attempting to access the Waitrose service yard.</p> <p>Waitrose are concerned, however, that the proposals for Repton Avenue between Sir Bernard Paget Avenue and Templar Way include gaps in the areas covered by waiting restrictions which we expect will attract displaced parking from Sir Bernard Paget Avenue. We are content that that on the north side of Repton Avenue (ie between that covered by Gw14 03-0083 and Gw14 03-0084) presumably coincides with the existing bus stop restriction marked with a broad yellow line. Parking on the south side of Repton Avenue (ie between that covered by Gw14 03-0087 and Gw14 03-0088), however, will continue to impede delivery vehicles attempting to access the Waitrose service yard as the road narrows on the approach to Sir Bernard Paget Avenue. Waitrose understand that it may be desirable to allow some on-street along this part of Repton Avenue but are not content that sufficient account has been taken of the space required for 16.5m articulated HGVs to pass and turn into Sir Bernard Paget Avenue without encroaching on the opposing traffic lane. Waitrose consider this will require the proposed gap in waiting restrictions to be shortened (ie the length 10.6m quoted in Gw14 03-0087 will need to</p>	<p>Members requested that some parking should be retained in the vicinity of the Waitrose store, and accordingly we have not proposed restrictions for a length of carriageway on Repton Avenue to the north of the Waitrose store where the road is of sufficient width that vehicle parking can be tolerated.</p> <p>It is important to note that the 10.6 metre distance noted within entry Gw14 03-0087 is the distance the lines extend from a point taken in line with the eastern building line of Waitrose, and not the kerb line of Sir Bernard Paget Avenue. We have noted the requirement for HGV access to Sir Bernard Paget Avenue and accordingly have proposed restrictions which would prevent parking on Repton Avenue within 15 metres of the junction with Sir Bernard Paget Avenue and so provide sufficient space for HGVs to pass any parked vehicles and turn into Sir Bernard Paget Avenue.</p> <p>Unfortunately once we have commenced formal consultation on a scheme we are unable to vary that scheme without re-starting the formal consultation process; however we will present a report on the consultation results to the Ashford Joint Transportation Board at its meeting of 9th December 2014; and Members can recommend that additional controls (extensions to the proposed scheme) are consulted upon.</p>
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	be increased).	
Sir Bernard Paget Avenue	<p>Since receiving the notification from you dated 23rd October I would like to formally ask that you alter/ amend/ consider the proposed 'no waiting at any time' restrictions for Sir Bernard Paget Avenue, Ashford.</p> <p>As a resident of this street I would like to make you aware that there are 22, 1 and 2 bedroom apartments above Waitrose.</p> <p>Whilst we all do have 1 assigned parking space per property there is no visitor/ additional car parking. With modern families having more than one car I do not see the proposed restriction as viable and or fair to the residents of the street.</p> <p>I understand that consumers of the Waitrose store are causing traffic/ congestion issues parking outside the shop and agree that some parking restrictions should apply during trading hours.</p> <p>I would like to ask that the restrictions only apply during the store opening/ trading hours or during daytime hours when the road is in use.</p> <p>Between the hours of 9pm and 8am the shop is closed, the road is not used and is a residential street. I therefore do not see why such harsh restrictions of 'no parking at any time' are proposed.</p>	<p>Whilst the peak flow of traffic along Sir Bernard Paget Avenue may be presently limited, extant planning permission exists to convert the Repton Manor Barns on the western side of Sir Bernard Paget Avenue (opposite Waitrose) to a pub/restaurant and development of the land parcel to the south of Waitrose (beyond the point at which Sir Bernard Paget Avenue is presently stopped up) is underway, and both of these matters will increase the amount of traffic requiring access along this road beyond the present hours of operation of Waitrose.</p> <p>It should also be noted that planning permission was granted in November 2013 for the store's trading hours to be extended to allow trading from 7am to 11pm Monday to Saturday, from 10am to 5pm (or as permitted by Sunday trading laws) on Sunday and from 8am to 8pm on Bank Holidays. Furthermore, the conditions attached to this planning permission entail that deliveries to the store may be made between the hours of 6am and 11pm.</p> <p>Sir Bernard Paget Avenue also reduces in width from its junction with Repton Avenue to the car park entrance to Waitrose, and is only of sufficient width (even at its widest point) to support parking on one side. We have observed vehicles on both sides of the carriageway regularly parking partly or wholly on the adjacent pavement or kerbing due in part to the width of the road. Such parking is not only hazardous to pedestrians and other road users but will over time damage these surfaces and may also damage any underlying services, as these areas are not constructed to support the weight of vehicular traffic. It is reasonable to expect that such parking practices would continue if a prohibition on waiting were not in force.</p>

		<p>Once the above factors are taken into consideration, implementing a limited waiting restriction would be of little benefit. However, Members requested that some parking should be retained in the vicinity of the Waitrose store, and accordingly we have not proposed restrictions for a length of carriageway on Repton Avenue to the north of the Waitrose store where the road is of sufficient width that vehicle parking can be tolerated and will not impact within 10 metres of the junctions with Templer Way and Sir Bernard Paget Avenue.</p>
<p>Sir John Fogge Avenue</p>	<p>We have just received the proposal for parking restrictions in Sir John Fogge Avenue. Perhaps you would like to explain where residents are meant to park, and where we are to tell visitors to park when coming to see us. As usual with new estates there is no forward thinking as to where people are supposed to park. We only have 1 car in the household, however many of our neighbours have 2 or 3. With the amount of traffic that uses Sir John Fogge Avenue I cannot see why so much of it needs to be restricted, there is a pinch point about half way up where there is a bend and parked cars cause a problem, especially when buses are trying to get round, but apart from that the road is wide enough at the A20 junction end to accommodate parking on both sides and allow traffic to pass in both directions. The road that does need parking restrictions is the road that leads down to Waitrose car park, as people parking there obstruct the road and it is not possible to get a car in both directions, this then leads to cars backing up onto the main road.</p>	<p>The restrictions proposed for Sir John Fogge Avenue will only prevent parking in those locations where it would cause an obstruction or danger, such as around junctions and on the approaches to the junction with the A20 Maidstone Road. It is our understanding that the parking provision standard for this development was set in line with the national planning policy guidance in effect at the time permission was granted (Planning Policy Guidance 3, or PPG3) which stipulated that parking within new residential developments should be provided at an average of no more than 1.5 parking spaces per dwelling.</p> <p>Whilst households may be in possession of more vehicles than they have off-street provision for, this does not provide 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>Controlled parking zones, in which permits can be issued to motorists to allow them exemption from limited waiting</p>

	<p>I confirm I object to the majority of the proposals and wonder if a parking permit proposal could be put forward.</p>	<p>restrictions within marked on-street parking bays would require that all areas of Sir John Fogge Avenue and the surrounding streets are denoted as either suitable for parking (and so subject to a limited waiting restriction in the form of an on-street parking bay) or unsuitable for parking (and so marked with double yellow lines); and as such the set-up of a permit scheme would inevitably impose a higher level of restriction within an area than that presently proposed and would not provide additional on-street parking within the estate itself.</p>
<p>Sir John Fogge Avenue</p>	<p>I am writing to comment on the proposed parking restrictions to Repton Park, and to Sir John Fogge Avenue in particular. I would like to object to these measures in the strongest possible terms. I believe that these measures are designed to improve safety - have there been any accidents/incidents where this has been a problem? Has it been risk assessed? And if so, when did this happen? What evidence is there that there is a safety risk, and that these measures are likely to improve that?</p> <p>Sir John Fogge Avenue remains a slow-traffic road with road humps, and I think that accidents and safety are not likely to pose a problem in this area. Added to that is the poor planning for residents' parking, as both myself as well as many of my neighbours are having to park out on the main road.</p>	<p>The intention of the restrictions within Sir John Fogge Avenue is to increase safety for road users and facilitate the movement of traffic, and proposes restrictions in locations where waiting vehicles would present a hazard or obstruction to other road users. We have been notified by the bus operator of incidents wherein buses have struck bollards on Sir John Fogge Avenue as a result of manoeuvring around cars parked in obstructive positions along Sir John Fogge Avenue.</p> <p>Article 242 of the Highway Code dictates that motorists must not leave their vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road; whilst article 243 advises motorists of various locations where they should not stop or park, including opposite or within 10 metres (32 feet) of a junction (except in an authorised parking space), and at or near a bus stop.</p> <p>The restrictions we have proposed for Sir John Fogge Avenue will aid the movement of traffic through these roads and improve safety for all road users through various means, including the prohibition of parking on junction approaches (which will ensure that visibility splays for at these junctions are kept clear); the prohibition of parking on the approach to the junction with the</p>

		<p>A20 Maidstone Road (which will enable vehicles to enter the left hand filter lane with ease) and the installation of bus stop clearways (which will enable buses to draw parallel with the kerb at bus stops and provide step-free access for passengers)</p> <p>Whilst households may be in possession of more vehicles than they have off-street provision for, this does not provide justification to effectively condone or permit parking in locations defined as unsuitable within the Highway Code 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>
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Appendix 5 – Cobbs Wood responses

Street	Comments	Officer's response
Bridge Road	<p>After consultation with the Council approximately two years ago with several Companies in Bridge Rd, i.e., etc. I find it both disappointing and distressing that the Council simply ignores the concerns and request by the Companies who are paying the majority of the taxes in Bridge Rd. Further to the aforementioned Companies I can also assure you that we,, also trading in Bridge Rd as well as agree with the request that was put through two years ago to remove the parking restrictions in Bridge Rd.</p> <p>In turn, the Council has now decided to ignore the request of six out of the eight Companies on the forefront of Bridge Rd and do precisely the opposite of what was requested. Furthermore there are no signs at the top of Bridge Rd specifying that it is a "dead end", thus causing big articulated lorries to come down for no reason at all.</p> <p>I would therefore like to formally petition the plans as set out in your letter, since once again you are not considering or representing the needs and requests of the majority of the Companies in Bridge Rd.</p>	<p>In formulating the proposed restrictions for Bridge Road, we have proposed removing a length of the existing single yellow line restriction where possible to increase the provision of on-street parking within Bridge Road, however we have not proposed removing other restrictions within Bridge Road as this would effectively condone parking in obstruction of vehicle accesses to premises within Bridge Road and within the turning head at the south-western extremity of Bridge Road.</p> <p>Road signs pertaining to the movement of traffic (i.e. the implementation of a 'no through road' sign at the entrance to Bridge Road) fall under the remit of Kent County Council and requests for such signage should be directed to them accordingly.</p>
Brunswick Road	<p>Further to your letter dated 23rd October 2014 I would like to make a brief comment on the proposals around our premises the address of which is below and is also indicated in blue on attached drawing.</p>	<p>In the drafting of a scheme of parking controls for the Cobbs Wood estate Members expressed concerns that a full reconfiguration of the restrictions on the Cobbs Wood estate would result in an increased displacement of estate vehicles into adjacent residential areas.</p>

Upon a site visit it was agreed that the best solution was as follows:

- To increase the length of the existing no waiting between 8am and 6pm (indicated "A" on attached drawing) as a little more room was required for large lorries to enter or leave our premises.
- To remove the existing no waiting between 8am and 6pm (indicated "B" on attached drawing) as there are no large vehicles entering or leaving our premises at this end.

I cannot object to the new scheme as there are no alterations outside our premises.

However, the removal of the restriction adjacent our shop entrance (which is not required as it is not any kind of entrance) would create more parking on the estate and therefore help prevent the displacement of vehicles to residential areas.

Where is the argument to keep this area of restricted parking?

Members therefore determined that 'no waiting at any time' restrictions should only be proposed at the principal entrances into the estate from Chart Road and Carlton Road, and that the extent and severity of wider restrictions through this section of Brunswick Road should not be altered at this time. Accordingly, the alterations previously discussed at our site visit have not been included in the final scheme now proposed for consultation.

Whilst the removal of certain lengths of restriction in the Brunswick Road between its two junctions with Hilton Road formed a part of the previously discussed scheme, this was coupled with implementing new 'no waiting at any time' restrictions in areas not presently restricted in order to better improve the protection of accesses and junctions through preventing parking in unsuitable locations.

The possible removal of the length of restriction in question was predicated on the implementation of restrictions in locations where they would prevent parking in obstruction of premises accesses. To remove certain restrictions without implementing others could potentially exacerbate congestion and obstruction issues within Brunswick Road through removing existing 'passing gaps' for traffic moving along the road during the hours of restriction.

Within Carlton Road, Hanover Close and the cul-de-sac end of Brunswick Road the full lengths of all kerbs are presently restricted between 8am and 6pm, and as such the removal of certain lengths of restriction can be achieved in these areas without unduly giving rise to increased congestion within these areas through retaining on-street parking in unsuitable

		locations during the present hours of restriction.
Brunswick Road	<p>I wish to record a few points for the record;</p> <ol style="list-style-type: none"> 1. We operate a business in Units Brunswick Road, Cobbs Wood Industrial Estate, Ashford TN23 1EL 2. I have highlighted our site as below; 3. Our operating hours are 07:30 – 16:30 Monday – Friday and Saturday 07:30 – 13:00 <ol style="list-style-type: none"> a. Often working with overtime 4. We employ some 35 staff on site 5. All of our staff park their vehicles on site 6. In addition we have 5 commercial [vans] again on our site for loading/unloading 7. Neighbours, [who employ some 25 staff] who operate behind us, have the same 'complaint' that we have; it is DANGEROUS when entering and exiting from our site(s) at certain times of the day 8. The recent new WTS is in operation has brought a substantial amount of heavy traffic, this together with the bus company and other users of the industrial estate is perhaps described as very busy at times. 9. After discussions with KCC single yellow parking lines were painted to try and stop some parking immediately around the WTS and of course our site entrance <ol style="list-style-type: none"> a. This certainly helped 10. The main continuing concern is that quite often lorries [often continental] park on the single yellow lines overnight and will not leave until they are ready which can be in the region of 08:30 and often on Saturday mornings. This morning, by way of 	<p>In the drafting of a scheme of parking controls for the Cobbs Wood estate Members expressed concerns that a full reconfiguration of the restrictions on the Cobbs Wood estate would result in an increased displacement of estate vehicles into adjacent residential areas.</p> <p>Members therefore determined that 'no waiting at any time' restrictions should only be proposed at the principal entrances into the estate from Chart Road and Carlton Road, and that the extent and severity of wider restrictions through this section of Brunswick Road should not be altered at this time.</p>

example there is a lorry parked on the yellow line outside us and it is 08:18. The single yellow line stops where the tail of the lorry is.

- a. This prevents us from bringing our staff and supply lorries entering our site safely
- b. Occasionally lorries park across our entrance and the response from drivers is “because we can park here until 08:00”!
- c. In the event in leaving our site [cars or lorries] safely we have to negotiate into the middle of the road until we can see
- d. As a separate issue the drivers use the ‘tree’ area in front of our factory as ‘public toilets’
- e. There are examples of where lorry drivers appear to exchange small boxes of ‘goods?’ to van drivers that arrive and go quite quickly
- f. We have painted double yellow lines on our own site to stop lorries parking overnight, it appears to have worked

11. Is it not possible to change the single yellow lines outside our site to double yellow lines; I cannot see any reason not to do so.

12. I do understand the objections from local residents and support the comment “concerns over displacement of parking from the industrial estate into adjacent residential areas” but without sounding like an alarmist there is an accident waiting to happen.

I hope you don't mind in sending you this note but I do feel something has to happen to reduce the risk of accidents simply due to the difference it would

	<p>make in upgrading the single yellow parking line to a double.</p>	
<p>Brunswick Road</p>	<p>Whilst the re-designating of the section of road around the entrance into the Cobbs Wood estate and the junction with Brunswick road is very welcome and will address some of the issues we have with lorries accessing our yard when other vehicles park opposite our entrance, we would ask that you consider extending the waiting restrictions further along Brunswick road. This request is made for the following reasons.</p> <p>This section of road is a continuous bend and during the working week vehicles parked along the side nearest to Chart road force through-traffic to drive on the wrong side of the road completely unsighted, When the parked vehicles and/or the through traffic are heavy goods vehicles, which they often are (this being an industrial estate,) this is obviously more dangerous.</p> <p>Exiting our yard with the road restricted to single file by parked vehicles puts our staff and visitors at risk.</p> <p>Because of the width of the road and the number of lorries which use the estate for overnight parking, if parking is to be allowed on the side of the road furthest away from the Chart road outside normal working hours, they tend to park on the pavement, which breaks down the curbs, damages the walking surface and breaks the access covers. It also makes the road even more hazardous to negotiate with</p>	<p>In the drafting of a scheme of parking controls for the Cobbs Wood estate Members expressed concerns that a full reconfiguration of the restrictions on the Cobbs Wood estate would result in an increased displacement of estate vehicles into adjacent residential areas.</p> <p>Members therefore determined that ‘no waiting at any time’ restrictions should only be proposed at the principal entrances into the estate from Chart Road and Carlton Road, and that the extent and severity of wider restrictions through the section of Brunswick Road to the north east of your premises should not be altered at this time.</p> <p>Unfortunately, once we have commenced formal consultation on a scheme we are unable to include further restrictions without re-starting the consultation process</p>

	<p>barely a vehicle width left and drivers climbing in and out of lorries and wandering about in the road.</p> <p>Whilst we understand the concerns expressed regarding the displacement of parked vehicles to the surrounding estates, we believe the safety issues posed by allowing vehicles to park in the areas indicated outweigh this and should be given priority. It should also be remembered that many of the vehicles which are parked along Brunswick road during the day do not belong to people working on the estate, but to people who commute by coach and use the estate for free parking and by an increasing number of traders who use the road as a shop window to sell their vehicles.</p> <p>Parking along this road has, for a long time, been a major problem for us and this is an excellent opportunity to resolve all of the issues in one go. We would appreciate due consideration being given to the above suggestions to maximise the benefits for all users of this road.</p>	
Brunswick Road	<p>We are in favour of increasing the parking restrictions on Cobbs Wood Estate but we have two areas of serious concern as follows:</p> <ol style="list-style-type: none"> 1. The proposal allows for a small area of unrestricted parking in Hannover close (highlighted in orange on the enclosed map) that is currently restricted. Vehicles often park illegally in this area and when they do it makes turning in and out of Hannover close dangerous as the space available 	<p>In the drafting of a scheme of parking controls for the Cobbs Wood estate Members expressed concerns that a full reconfiguration of the restrictions on the Cobbs Wood estate would result in an increased displacement of estate vehicles into adjacent residential areas.</p> <p>Members therefore determined that ‘no waiting at any time’ restrictions should only be proposed at the principal entrances into the estate from Chart Road and Carlton Road, and that the extent and severity of wider restrictions throughout much of the</p>

becomes too restricted.

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and ourselves all run HGV vehicles so there are a lot of HGV vehicle movements every day in and out of Hannover close and removal of the current restriction will make those movements more dangerous. If they see them in time, then any vehicles turning into Hannover close will have to stop in Brunswick Road and wait for any vehicles exiting Hannover close. If they do not see the vehicles in Hannover Close before turning in then there will be two vehicles facing each other in the single lane that is left next to the parked vehicles in Hannover Close and the road will be blocked which is what currently often happens when vehicles are parked illegally in Hannover close. We believe that all of Hannover close should be no parking at all times.

2. There is a section of Brunswick Road by the Junction of Brunswick Road and Hilton Road (highlighted in orange on the enclosed map) that is currently unrestricted for parking and is left unrestricted in the proposal. We would like to see this area become restricted to no parking at any time. When vehicles are parked in this area it makes turning right out of Hilton Road into Brunswick Road very dangerous as the road layout makes it impossible to have clear vision into Brunswick Road when there are vehicles parked there and a photograph is attached to show this. Parking in this area restricts this section of Brunswick Road to single lane traffic which is both dangerous and

Cobbs Wood estate should remain unaltered. The exceptions to this were within Bridge Road, Carlton Road, Hanover Close and the cul-de-sac end of Brunswick Road where it was felt that certain lengths of restriction could be removed and on-street parking could be tolerated (in locations where the road was sufficiently wide to support parking on one side and vehicles would not be parked opposite or within 15 metres of junctions and vehicular accesses to premises).

Unfortunately, once we have commenced formal consultation on a scheme we are unable to include further restrictions without re-starting the consultation process

	<p>currently the cause of constant congestion as shown in the attached photograph. This area is opposite the entrances to two large areas of industrial units and also the entrance to which makes the current situation even more dangerous. This area is so dangerous that I was very surprised to see this area remain unrestricted in the current proposal. It was once a restricted area and only became unrestricted some years ago when the lines were repainted and I strongly believe that this was due to some sort of error at the time because there was never any proposal received to change the restrictions.</p>	
Hanover Close	<p>We support the introduction of parking spaces on Hanover Close</p>	

Appendix 6 – Loudon Way responses

Street	Comments	Officer's Response
Chestnut Close	<p>By introducing the proposed parking restrictions in Loudon Way from it's junction with Chart Road, on both sides of the road, only to a point just north west of the junction with East Lodge Road, will cause the existing vehicle parking problem to simply migrate to the unrestricted parking section of Loudon Way to it's junction with Cypress Avenue.</p> <p>There being a strong possibility that parking will in future occur on both sides of Loudon Way from it's junction East Lodge Road up to it's junction with Cypress Avenue, thus causing a bottle neck for traffic flow along Loudon Way and cause visibility and access issues for vehicles attempting to enter Loudon Way from Cypress Avenue.</p> <p>The proposed parking restrictions, at any time, should extend on both sides of Loudon Way from it's junction with Chart Road to it's junction with Cypress Avenue. There not being any property along this section of the road requiring parking. the traffic flow between Chart Road and East Lodge Road is heaviest, but traffic flow along the rest of Loudon Way does not decrease significantly enough to not warrant the extension of parking restrictions to the junction with Cypress Avenue. It is at this junction where traffic flow along Loudon Way reduces significantly, not East Lodge Road. Traffic flow along Loudon Way being at it's peak of</p>	<p>Within Loudon Way these restrictions are intended to prohibit obstructive and unsafe parking practices between its junctions with Chart Road and East Lodge Road where the flow of traffic into and out of Chart Road is heaviest.</p> <p>Whilst some displacement of parked vehicles is a by-product of the implementation of parking controls, it must be remembered that parking can be more readily supported along Loudon Way beyond its junction with East Lodge Road owing to the lack of property frontages, the width of the carriageway (which is sufficient to support parking on one side of the road) and the relatively few accesses into side roads.</p> <p>Unfortunately, once we have commenced formal consultation on a scheme we are unable to include further restrictions without re-starting the consultation process.</p>

course at the morning and evening rush hours, add to this the significant amount of traffic entering the estate to access Godinton School and the flow along the whole length of road is high.

Loudon Way and Cypress Avenue form part of the bus route which serves the estate and the existing parking along Loudon Way from Chart Road already effects the free flow of all traffic including buses. In fact the parking on the days when it is most severe extends almost to the junction with Cypress Avenue, therefore making exiting Cypress Avenue difficult because of the reduced visibility caused by the parked vehicles.

Parking along Loudon Way where there are no property frontages could be more readily supported it could be argued. You state that this being the case and the "width of the carriageway is sufficient to support parking on one side of the road". This I could possibly agree with however the proposals do not include parking restrictions to be introduced on one side of the rest of Loudon Way to the junction with Cypress Avenue.

As I stated in my original response I fear that the existing parking will simply migrate further along Loudon Way up to the junction with Cypress Avenue and possibly occur on both sides of the road which will cause even more problems and introduce a bottle neck to the free flow of traffic. Loudon Way being the only access, at present, onto the estate for all traffic including the

	<p>emergency services.</p> <p>While I support the waiting restriction proposals re Loudon Way I feel that an opportunity has been missed to solve the parking problem in one go and Order. The extension of parking restrictions would have cost nothing extra when included in the existing proposals and the cost of installing the yellow lines would have been small – no signing required.</p> <p>I fear that this issue will have to be revisited in the future and therefore cost even more money to solve.</p>	
East Lodge Road	<p>As a resident of Godinton park residential housing estate, have the proposers of the scheme taken into consideration the effect of the no parking lines on the occupants of the houses in the nearby roads . I accept that the parking in Loudon Way is not safe and creates a traffic hazard, but where will the owners of these vehicles park, East Lodge Road is going to be a car park on a residential estate, will the owners of these houses be able to park,enter or leave their own properties in a safe manner.</p> <p>I will be interested to hear if a proper investigation has taken place before the decision had been taken to implement these parking controls. I know any objection will not have a bearing on the outcome but do wish the council etc thought about their residents before knee jerk reactions are put in</p>	<p>Some displacement of parked vehicles is an inevitable by-product of the implementation of parking controls, however it must be remembered that parking can be more readily supported further along Loudon Way beyond its junction with East Lodge Road due to the lack of property frontages, the width of the carriageway (which is sufficient to support parking on one side of the road) and the relatively few accesses into side roads. These restrictions are intended to prohibit obstructive and unsafe parking practices between its junctions with Chart Road and East Lodge Road where the flow of traffic into and out of Chart Road is heaviest.</p> <p>Parking in front of an entrance to a property (e.g. a dropped kerb for a driveway) is prohibited under rule 243 of the Highway Code, and any such obstructive parking can be enforced against by the Police should it occur. It should be remembered however that both East Lodge Road and Loudon Way form a part of the public highway and any motorist may park within these roads provided</p>

	<p>place.</p> <p>I support the proposals from a Health & Safety view, but am very unsupportive of the fact that there are no contingency plans as to where the vehicles are going to park once the restrictions are in place. There are at the moment 15 cars in Loudon Way and 23 cars parked on the Brunswick Road area(13.30 Wednesday 12th November) where do you think these vehicles are going to park, as we already have the bottom of East Lodge Road filled with Brake Bros cars and the area around Lime close used by the refuse and garage workers from Cobbs Wood.</p> <p>I realize that the roads are part of the free highway but find that comment from you very flippant as you obviously do not live in these roads, which after all when I bought my property after a land search through the council was deemed to be residential and not a proposed car park. I appreciate that parking over a dropped kerb is unlawful but cars parking opposite my drive would make it extremely difficult to safely access the road.</p>	<p>that they comply with the articles of the Highway Code and any formalised parking restrictions in force within the roads.</p> <p>It is important to note that whilst we have undertaken assessments and surveys of the vehicle parking between Chart Road and East Lodge Road in determining these restrictions, no decision to implement controls has been made. Following the end of the consultation period we will present a report on the consultation (containing all responses received both in support of and objecting to the proposals) to Members for their consideration and a decision on whether or not to implement the scheme as proposed.</p> <p>As a part of this scheme we are proposing the removal of certain lengths of restrictions from the Cobbs Wood estate where parking can be tolerated in order to provide estate workers with an alternative to parking on surrounding residential streets, including a 51 metre length on Bridge Road (adjacent to Brake Bros) and further lengths of restriction on Brunswick Road, Carlton Road and Hanover Close.</p> <p>Unfortunately once we have commenced formal consultation on a scheme we are unable to vary that scheme without re-starting the formal consultation process.</p>
Thornlea	<p>I refer to the above notice from which I see it is intended to put in place parking restrictions in Loudon Way from the junction with Chart Road to East Lodge Road. As there is a further bus stop almost opposite the entrance to Cypress Avenue, would it not be prudent to extend the restriction to Cypress Avenue to eliminate traffic congestion on Loudon Way. Particularly during the periods 8 to</p>	<p>The restrictions within Loudon Way are intended to prohibit obstructive and unsafe parking practices between its junctions with Chart Road and East Lodge Road where the flow of traffic into and out of Chart Road is heaviest.</p> <p>On-street parking can be more readily supported along Loudon Way beyond its junction with East Lodge Road owing to the lack of property frontages, the width of the carriageway (which is</p>

	<p>9.15 am and 3 to 3.45pm, this road sees its heaviest daily usage between Monday and Friday. This would then give better access to the whole of the Godinton estate, where a number of elderly and infirm people live who, from time to time, sadly have to call on the emergency services.</p>	<p>sufficient to support parking on one side of the road) and the relatively few accesses into side roads.</p> <p>Unfortunately, once we have commenced formal consultation on a scheme we are unable to include further restrictions without re-starting the consultation process.</p>
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Appendix 7 – Statutory Consultee responses

Consultee	Comments
Stagecoach	<p>Stagecoach supports the proposals contained in this scheme. The enhanced parking restrictions can be expected to improve road safety (especially for pedestrians), and reduce delays to buses caused by uncontrolled parking. The bus stop clearways will improve access to bus stops, making boarding and alighting safer for bus users, especially those with mobility impairments.</p>
Kent Police	<p>Having studied this proposal, Kent Police have no specific comments or observations to make regarding these proposals, however in general terms we would expect the following:</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 parking during the hours of darkness and contravening provisions of the Roads Vehicles Lighting Regulations 1994. · The introduction of such measures will not leave the Police with the task of carrying out constant enforcement issues such as obstruction by transferring the problem to other areas. · The safety of other road users is not compromised by the introduction of these measures. <p>Civil Parking Enforcement will require your Authority to ensure resources are available to enforce this proposal.</p> <p>Kent Police would object if corner protection does not extend for 10m from any junction, for two reasons:</p> <ul style="list-style-type: none"> • Section 243 of the Highway Code states; DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space. • Regulation 24 of the Road vehicles Lighting Regulations 1989 states that you may park on a road at night, which is subject to a 30mph speed limit or less and the vehicle is parked parallel and close to the kerb and no part of the vehicle is less than 10m from a junction.

Kent Invicta Chamber of Commerce

The Chamber Ashford Economic Development Group has discussed the proposals by e mail and very few positive or negative comments were received.
The Chamber also asked members in the area to respond to the consultation and some responses were received which indicate general support for the proposals, however some points of detail were raised, in particular around allowing some parking for loading and unloading of vehicles for a set time period and safety concerns around removal of restrictions on some roads.
Below are extracts from responses from members who operate in the Cobbs Wood area.

We are in favour of increasing the parking restrictions on Cobbs Wood Estate but we have two areas of serious concern as follows:

1. The proposal allows for a small area of unrestricted parking in Hannover close that is currently restricted. Vehicles often park illegally in this area and when they do it makes turning in and out of Hannover close dangerous as the space available becomes too restricted.,and ourselves all run HGV vehicles so there are a lot of HGV vehicle movements every day in and out of Hannover close and removal of the current restriction will make those movements more dangerous. If they see them in time, then any vehicles turning into Hannover close will have to stop in Brunswick Road and wait for any vehicles exiting Hannover close. If they do not see the vehicles in Hannover Close before turning in then there will be two vehicles facing each other in the single lane that is left next to the parked vehicles in Hannover Close and the road will be blocked which is what currently often happens when vehicles are parked illegally in Hannover close. We believe that all of Hannover close should be no parking at all times.
2. There is a section of Brunswick Road by the Junction of Brunswick Road and Hilton Road that is currently unrestricted for parking and is left unrestricted in the proposal. We would like to see this area become restricted to no parking at any time. When vehicles are parked in this area it makes turning right out of Hilton Road into Brunswick Road very dangerous as the road layout makes it impossible to have clear vision into Brunswick Road when there are vehicles parked there and a photograph is attached to show this. Parking in this area restricts this section of Brunswick Road to single lane traffic which is both dangerous and currently the cause of constant congestion as shown in the attached photograph. This area is opposite the entrances to two large areas of industrial units and also the entrance to which makes the current situation even more dangerous. This area is so dangerous that I was very surprised to see this area remain unrestricted in the current proposal. It was once a restricted area and only became unrestricted some years

ago when the lines were repainted and I strongly believe that this was due to some sort of error at the time because there was never any proposal received to change the restrictions.

..... operate in the heart of the Cobbs Wood Estate, with gated access onto Hilton Road, Brunswick Road and also onto Bridge Road. We expect to have two or three large lorries (mostly curtain sided) to our site each day which require us to use fork lifts to load/unload at any of those gates, taking between 15mins to 30mins a time. This does mean lorries are parked for the loading duration at those kerbs. do not use or require any parking on the road other than the loading/unloading of lorries as we provide on-site parking for our employees. Generally we have room to load and unload smaller vans on site, also.

With regard to kerbside loading and unloading, I can advise that have carried out a risk assessment for the use of our fork lifts on the public highway when unloading lorries. I am very pleased to learn that the parking on Cobbs Wood is under review as the issue of parked lorries and left trailers is an issue during working hours, particularly when we are dealing with kerbside deliver

There is usually significant on road parking as you turn onto Brunswick Road, especially in the mornings. The parked vehicles obscure any vision of traffic coming from the right until into the middle of the road. Drivers have to inch forward to try and get some view of the traffic coming towards them from the right, leaving the front of their vehicle exposed.

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Agenda Item No:

Report To: Joint Transportation Board

Date: Tuesday 9th December 2014

Report Title: Informal Consultation on the Introduction of Bus Stop Clearways for the H-Line

Report Author: Ray Wilkinson, Engineering Services Manager



Summary: This report details the results of an informal consultation conducted between 10th September and 17th October 2014 regarding the introduction or extension of bus stop clearways in various locations within Willesborough and Kennington, Ashford; presenting Officer's analysis and further recommendations.

There is no statutory requirement to consult on bus stop clearways, however it is considered good practice to carry out consultation and as such Members are asked to consider the two contested sites in light of the comments received during consultation.

Key Decision: NO

Affected Wards: Kennington

Recommendations: **That the Board consider the results of the informal consultation and recommends implementation of the extended bus stop clearway markings.**

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

Report Title:

Purpose of the Report

1. This report details the results of an informal consultation conducted between 10th September and 17th October 2014 regarding the introduction or extension of bus stop clearways in various locations within Willesborough and Kennington, Ashford; presenting Officer's analysis and further recommendations.

Issue to be Decided

2. Unlike the process for introducing a Traffic Regulation Order there is no statutory requirement to consult on bus stop clearways, however it is considered good practice to carry out consultation and as such Members are asked to consider the two contested sites in light of the comments received and determine whether or not two existing bus stop clearways should be extended to the recommended minimum length required to allow buses to draw parallel with the kerb.

Background

3. The H-Line bus service provides a direct link between Kennington, Willesborough and the William Harvey Hospital, and has been in operation for around 6 months utilising some existing bus stops within Kennington and utilising temporary bus stop flags at various points along the route where no formalised stops presently exist.
4. Unlike the majority of on-street restrictions, bus stop clearways do not require a Traffic Regulation Order to be made in order to be implemented and enforced and as such, authorities are not required to carry out formal consultation prior to implementing a bus stop clearway. However, good practice recommends that residents or businesses that may be directly affected by the implementation of a bus stop clearway should be consulted.
5. Officers conducted informal consultations of directly affected residents and businesses at 15 bus stop sites along the H-Line route in September and October 2014 across the Kennington, Little Burton Farm and North Willesborough Wards of Ashford. The relevant Ward and Divisional Members for each location were also consulted with no objections raised.
6. Of 15 sites consulted on, 13 received no written objections during the consultation period. In the absence of objection to these stops, the Board Chairman and Portfolio Holder have approved the implementation of the clearways in these locations and Officers are presently making arrangements for these to be introduced.
7. The stops in question are located in The Street, Kennington between its junctions with Church Road and Tritton Fields (shown in appendix 1) and were originally implemented to serve the 1 service between Ashford and

Canterbury. The stops feature raised kerbing, bus stop flags mounted on existing street furniture and clearway markings at a shorter length than the recommended minimum (31 metres).

8. The existing bus stop clearway markings on the northern and southern side of The Street are of insufficient length to allow buses to pass any vehicles to the rear of the clearways and draw parallel with the kerb at the stop point, and accordingly the extension of the existing bus stop clearway markings is proposed to enable step-free access for passengers wishing to board or alight either the 1 or H-Line services in these locations in accordance with the requirements of the Disability Discrimination Act 1995 and the Equality Act 2010.

Consultation

9. 14 properties in the immediate vicinity of the existing bus stops were consulted on the proposed extension of the clearway markings, with 5 responses received during the course of the consultation period (the full content of these responses can be seen in appendix 2). Of the 5 responses received, 3 raised points of objection to the proposals, 1 expressed support and 1 did not provide a clear indication of support for or objection to the proposals. The responses asked for various points to be taken into consideration, which are summarised in the table below.

Comment	No.
"There are existing parking/traffic problems within The Street"	5
"Wish to see existing traffic calming measures retained"	2
"Lack of pavements within The Street is an issue"	2
"Concerned that proposed developments will cause problems"	1
"Want to retain parking outside property"	1
"Existing stop is unsuitable/should be relocated"	1
"The Street is unsuitable for existing/increasing levels of traffic"	1
"Concerned over effects on trade/deliver vehicle parking"	1
"Vehicles used on routes are unsuitable"	1

10. Many of the traffic and parking problems highlighted in the responses have arisen from unsuitable or obstructive parking, and in certain cases would in fact be addressed through the extension of the bus stop clearways to a 31 metre length, which would prohibit obstructive parking to the rear of the clearways and allow buses to draw parallel with the kerb at each stop rather than stopping at an angle to the kerb and so presenting an obstruction to oncoming traffic.
11. Whilst removal of the traffic calming build out on the northern side of The Street at this location may allow for re-configuration of the existing stops and allow the clearways to be staggered, this has not been proposed by Officers. Any decision to retain, remove or relocate traffic calming measures will fall under the remit of Kent County Council's Highway Safety Engineers, rather than Ashford Borough Council Officers.
12. The retention of on-street parking outside properties may be desirable, however it should be noted that parking in the locations described presents a potential hazard to road users (through preventing buses drawing parallel with

the kerb as described in paragraph 10) and bus passengers (through preventing step-free access to and from bus services) and should not take place. The majority of properties within the vicinity of these clearways have access to off-street parking, and surveys have shown that an equivalent supply of on-street parking can be supported in the adjacent Church Road.

13. Concerns relating to matters of Planning and Development, traffic control and the provision of footway paving do not fall within the remit of this proposal and so cannot be answered effectively by Officers. These points should be addressed instead to the relevant Ashford Borough Council or Kent County Council departments.

Other Options Considered

14. Preservation of the existing clearway lengths will enable vehicles to continue parking to the rear of the clearways in obstruction of the swept path for buses, and so will not resolve the issues of enabling step-free access for passengers at these stops. As such, abandonment of these proposals is not supported.
15. The relocation of the northern stop within this section of The Street has been suggested but is not supported, as the layout of dropped kerbs and traffic calming measures along this section of The Street do not provide a suitable alternative position for buses to stop without obstructing property accesses or for pedestrians to wait in a safe location with the required raised kerbing.

Officer's Recommendation

16. Whilst the concerns of residents are recognised, it must be remembered that these are well-established bus stops with existing infrastructure which now require extension in order to enable compliance with accessible transport regulations. It is therefore the recommendation of Officers that these two bus stop clearways should be extended from their current length to 31 metres.

Conclusion

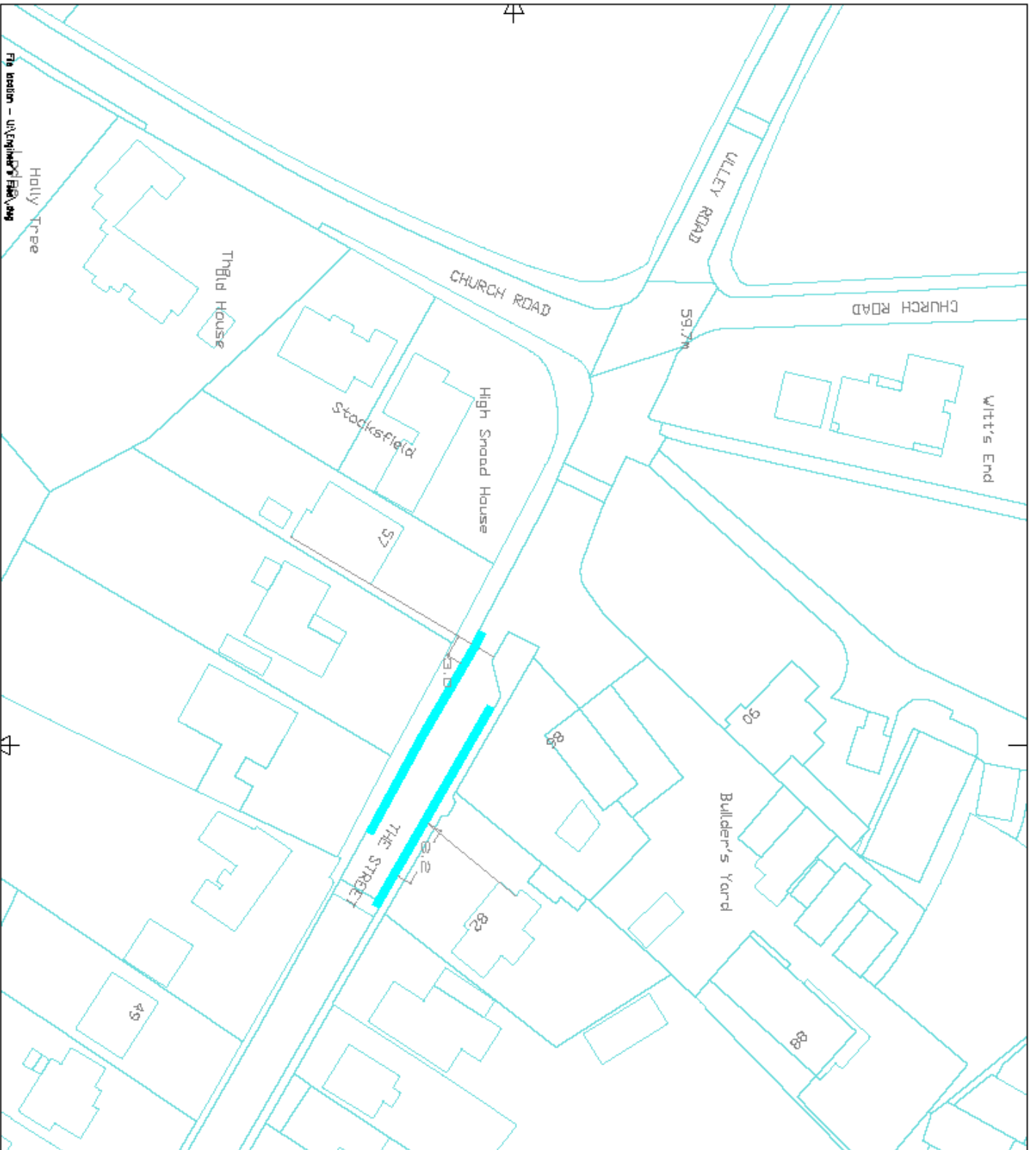
17. It is the advice of officers that the benefits of the proposals outweigh the merits of the objections received, and so implementation of the extended clearways should be approved.

Portfolio Holder's Views

18. To be provided at the meeting.

Contact: Ray Wilkinson, Engineering Services Manager

Email: ray.wilkinson@ashford.gov.uk



<p>BUS STOP CLEARWAY MARKING DIAGRAM 1025.1 NOMINAL LENGTH 31 METRES NOMINAL WIDTH 3.3 METRES</p>	
<p>RAISED BOARDER 4 NO. RAISED KERBS WITH 160 MILLIMETRES KERB FACE 2 NO TAPER KERBS</p>	
<p>FLAG POST M BISSELL DISPLAY LTD "DESIRE" SINGLE POLE WITH FLAG, SIGN PLATE AND TIMETABLE CASE</p>	
<p>KEY PROPOSED BUS STOP CLEARWAY —</p>	
<p>ASHFORD BOROUGH COUNCIL CULTURE AND THE ENVIRONMENT Civic Centre, Tonney Lane, Ashford, Kent, TN23 1PL tel : 01233 531111 fax : 01233 648564</p>	
<p>H LINE PROPOSED BUS STOPS</p>	
<p>DETAILS SITE 15 & 16 KENNINGTON ROAD</p>	
<p>SCALE: 1/500 DRAWN: RJW DATE: AUG 2014</p>	<p>PAPER SIZE: A3 AUTOCAD FILE DATE: AUG 2014</p>
<p>PROJECT: H LINE 2014/15</p>	<p>REV: -</p>

Comments	Officer's response
<p>We would like to comment and draw your attention to the impact the installation of the Bus Stop Clearway will have upon the vicinity:</p> <p>1. Parking concerns</p> <p>Parking is already a huge problem along The Street between No. and the junction with Tritton Fields. The installation of the bus stop clearway will force drivers to park further along The Street perhaps on both sides of the road enhancing the problems that already exist.</p> <p>2. Traffic flow</p> <p>The chicane in situ creates a 'single flow' of traffic passing around it from Ullly Road/Church Road heading towards Canterbury Road due to drivers keeping to the right hand side of the road due to parked vehicles. This practice, combined with parked vehicles, already makes it extremely dangerous, difficult and hazardous when exiting our drive.</p> <p>3. Footpath</p> <p>The Planning map may be misleading as I can assure you that there is no footpath to the front of our property or that of Number</p> <p>4. General Observation</p> <p>There are numerous occasions when vehicles park on both sides of The Street for periods of time. Tradesmen, builders vans, delivery vans, Removal vans, lorries etc. At such times, The Street becomes extremely dangerous and hazardous for both road users and pedestrians. Obscured visibility to the left and right of us is increasing the</p>	<p>1. Parking concerns</p> <p>Whilst it is recognised that extension of the bus stop clearways will result in some displacement of parking, our observations of parking conditions within this area of The Street suggest that this will be minimal and limited primarily to vehicles parking on the northern side of the carriageway between the existing clearway and the traffic calming build out.</p> <p>Incidents of obstructive parking (wherein traffic is prevented from moving along The Street, or parked vehicles present a hazard to other road users) should, in the absence of formalised restrictions, be reported to the Police for their attention and (where possible) enforcement.</p> <p>2. Traffic Flow</p> <p>During previous site visits it has been suggested that removal of the traffic calming build out would allow for relocation of the stop on the southern side of the carriageway to a point closer to the Church Road junction (and so allow for buses to stop at both clearways and preserve a flow of traffic through The Street in this location) however any decision to remove this clearway would fall under the remit of Kent County Council's Traffic engineers.</p> <p>The extension of the clearway on the northern side of the carriageway will prevent parking in the intended passing bay for eastbound vehicles proceeding around the traffic calming build out and so aid the flow of traffic in this section of The Street.</p>

frequency that we are experiencing 'near misses' as we exit our property due to vehicles driving on the right hand side of the road instead of the left hand side heading towards Canterbury Road area. It is necessary to approach The Street with extreme caution and care.

3. Footpath

The strip of land to the front of your property shown refers to the narrow verge space between your property boundary and the carriageway, rather than a footway (as that adjacent to Nos. 53-57 The Street), and the map layer of the plan has been generated from Ordnance Survey records.

4. General Observation

Obstructive parking (such as that evidenced in the photos of the scaffolding lorry you have provided) should not take place and can, as noted above, be referred to the Police for enforcement where necessary. Whilst not directly applicable to your property, the extension of the bus stop clearways in this location will aid the flow of traffic around the traffic calming build out through preventing obstructive parking in close proximity to the build out and so aiding buses in stopping without presenting an obstruction to the adjacent carriageway lane.

Regrettably we do not have the powers to implement restrictions for the purposes of protecting private property accesses, and so are unable to implement restriction to prohibit parking within the visibility splays of your driveway. Parking in front of a property access is prohibited under the articles of the Highway Code, and I would recommend that any such parking is reported to the Police as it occurs.

We have absolutely no problem with the proposal and think it's an excellent idea.
There is too much regular congestion as it is for the buses, made worse by the selfish individuals who dump their cars

<p>directly opposite our house all the time, which makes turning left out of our drive next to impossible and which adds to the general congestion in The Street, especially around the calming measure outside our house.</p>	
<p>The proposal extends the current bus stop across our drive and beyond towards the road projection/island just before the Builder's Yard junction and Church Road junction.</p> <p>Our drive is single car width only with parking for our 2 cars in tandem. There is no turning point on our land so we have to reverse into this drive at all times whilst being mindful of oncoming two way traffic. In addition the pavement is very narrow and the road only 6 metres wide at this point. The proposal would mean:</p> <ol style="list-style-type: none"> 1) There would be nowhere practical or safe for furniture removal/delivery vehicles to park without either having to negotiate and struggle some distance along the impractical, narrow pavement, walk in the road negotiating speed cushions or cross the road if parked opposite. 2) This is also relevant to delivery of heavy building materials, ambulances, people with disabilities, a weekly supermarket shopping delivery, other trade vehicles and our chimney sweep. 3) There is no pavement at The Street and beyond towards the Canterbury Road. We have already experienced a near accident when a removal lorry had to park across the small stretch of pavement on southern side of the road outside ... The Street to aid traffic flow (due to narrowness of the road): The driver of our car was returning home from the Church Road 	<p>I should note firstly that the proposal for the clearway outside your property is in effect an extension of the existing clearway to enable buses to pull parallel with the kerb at the existing stop point. At present, vehicle parking to the rear of the clearway (in the location you have described) prevents buses from pulling parallel with the kerbing at the stop – presenting a potential hazard to passengers who require step free access to the bus.</p> <p><i>Points 1) and 2)</i> Whilst it is no doubt preferable for delivery drivers and other tradespeople to park as close as possible to their destination end point, It must be remembered that in many other places the physical circumstances of the road (either in terms of layout or restrictions) prevent parking immediately adjacent to properties where it would be unsafe or unsuitable for vehicles to do so. The desire for convenience cannot be used as justification for the non-introduction of parking controls, and in this instance the level of on-street restriction both existing and within the current proposals is relatively low and does preserve kerb space for on-street parking in close proximity to the affected properties for deliveries to take place.</p> <p><i>Point 3)</i> Obstructive parking by the delivery lorry on the footpath should not take place, as this not only presents a hazard to pedestrians and other road users, but will also potentially lead to damage of both the pavement and any underlying services. The parking on the northern side of the carriageway between the traffic calming build out and your drive observed in the same photograph is</p>

direction at about 10.30 am and waited at the Church Road projection/island for oncoming traffic to pass. By this time 2 other cars were waiting behind ours. Due to the parked removal van, the road was too narrow on our side to allow our car to either turn in or stop to allow the other cars behind to pass. The driver was forced to drive on to allow these cars behind to continue on past our car. Our car had stopped shortly before a speed cushion and The Street access where a car was also waiting to exit onto the road in the easterly direction towards the removal van and road projection/island. Our car then had to reverse back up the road with the neighbour's car following to allow this and also to gain access to our drive. A hazardous situation all round.

So clearly parking on the southern side of the road free of the clearway from The Street is not a safe or viable option and could prove hazardous to drivers and pedestrians due to width constraints.

4) The current proposal effectively removes approximately 3 much needed, high usage parking spaces. These are in constant daily use.

5) Due to the nature of our drive it means our wheelie bins have to be placed in front of our cars for collection. Thus when a car exits, it entails moving our bins onto the pavement, parking the car in an available space, returning the bins to their position before being able to drive off. The same procedure is used for re-entering the drive. Sometimes this involves both our cars. With the removal of these available parking spaces, greater pressure will be placed on the other already limited spaces in The Street and we can envisage perhaps having to park in

similarly obstructive and should not take place, as it would prevent eastbound vehicles from pulling in past the traffic calming build out having moved into the oncoming vehicle lane and thus presenting a minimal disruption to the priority traffic flow.

Prevention of parking to the 'rear' of each clearway (through the extension of the bus stop clearways themselves) would no doubt have helped in alleviating the problems encountered in the incident described on the second page of your letter by allowing your driver to pull in immediately past the traffic calming build out before your drive and preventing the obstructive parking of the delivery lorry on the southern side of the carriageway.

Point 4) It must be remembered that the purpose of the adopted public highway is to facilitate the movement of traffic, and that whilst any on-street parking can be viewed as an obstruction, it is generally tolerated where it does not form a hazard to other road users. Whilst on-street parking is recognised as a valuable resource, motorists should take care to park in accordance with the articles of the Highway Code. Parking to the rear of the clearway prevents buses from pulling parallel with the kerb, presenting both a hazard to bus passengers requiring step free access and an obstruction to traffic flow around the stopped bus.

Point 5) Similar arrangements exist in other locations owing to the presence of on-street restrictions and carriageway layouts, and this does not provide justification for the abandonment of these proposals or the relocation of an existing bus stop into an alternative location.

The installation of yellow lines in the locations described was carried out to provide a safety scheme protecting junctions, bends and creating passing bays where necessary in the vicinity of the Downs

<p>Tritton Fields or Church Road just to deal with the wheelie bins. This is not sustainable living.</p> <p>Other highway matters</p> <p>During the afore mentioned conversation, certain considerations were raised; at that point you had not visited the site , that a possible option may be to remove the traffic island at the Builder's Yard, also that where possible, clearways would be staggered and not opposite each other.</p> <p>The current proposal clearly shows the clearways running parallel for some distance.</p> <p>Due to highway safety issues Kent Highways has deemed it necessary to install yellow lines in Ulley Road and The Junction of Church Road and The Street, speed cushions in The Street/Ulley Road and a traffic island with a give way sign at the Church Road junction; all measures to slow down traffic and improve highway safety. The island is also used by pedestrians including school children as a safe and narrow crossing point on this busy road. Traffic has actually increased including the addition of the H bus service.</p> <p>So to remove the island will be very detrimental to highway safety. We absolutely do not want it to be removed. The Builder's Yard currently has full planning permission for conversion of the barn and 4x3 bedroom dwellings bringing this junction into greater use than present. The hairdressers in The Street already places demand on current limited parking spaces. Also a new business – a coffee shop is due open next door to The Street and possibly</p>	<p>View Infant and Kennington Juniors Schools to address unsafe and unsuitable parking practices (on junctions, bends, pinch points and where the road is too narrow to support parking on one or both sides) rather than to address traffic speeds through the area.</p> <p>Prior to our telephone conversation both my line manager and I had completed site visits to the area and had proposed that the removal of the traffic calming build out could present a possible solution to the overlapping of clearways through allowing us to move the stop on the southern side of the carriageway further up towards the junction of The Street and Church Road, which would both preserve a flow of traffic between buses stopped on both the northern and southern side of the carriageway and enable parking on the southern side of the carriageway opposite the northern side clearway.</p> <p>It is important to note, however, that any decision to remove this build out would fall under the remit of Kent County Council's Highway Safety Engineers rather than Ashford Borough Council, and would be separate to this consultation process.</p> <p>The overlapping of clearways, although not preferable, does not provide justification for the non-placement of a clearway or the relocation of a bus stop to an unsuitable position. It must be remembered that bus services are transient by nature and that whilst it is preferable to maintain a flow of traffic around stopped buses, the principal impediment to such traffic flow in this location is the existence of the traffic calming build out in relation to the existing stop on the southern side of the carriageway.</p> <p>It is our intention to retain the bus stop in its existing position where raised kerbing is already in situ and stopped buses/waiting passengers will not be in direct view of a property frontage (due to the</p>
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sharing the same access as the Builder's Yard will also create further pressure on parking needs.

Removing the parking spaces by the island could also have a negative impact on these businesses.

The FAQs section of your letter also states:

In addition, bus stops must be sited in relation to the physical constraints of the road – for example, they should not (unless unavoidable) be sited in locations that would force buses to stop within 10 metres of a junction, and should not be placed opposite either another stop or a physical road feature such as a traffic island (as this would result in buses blocking the road when stopped).

Both clearways are very close to the road projection and the Builder's Yard junction.

We would like to propose an alternative solution to the siting of the clearway outside number which we believe would overcome highway safety issues and our own very material objections:

On the northern side of the carriageway from a point close to but free of our drive extend the clearway 31 m eastward towards the Tritton Fields junction .

This would:

- 1) Solve the unworkable and highway safety issues with our drive.
- 2) Address the issue of drivers attempting to park on the southern side of the road due to loss of parking places by us.
- 3) Reduce the number of clearways close to the road projection and Builder's Yard junction.

vegetation screening the stop). The extension of the bus stop clearway will not only facilitate ease of access for bus passengers, but will also prevent such obstructive traffic scenarios as that noted in your letter and evidenced in the photos you have enclosed through preventing the waiting of vehicles in the running lanes up to the bus stopping positions around the traffic calming build out.

Location of the clearway as per your proposal is not a solution we would support as this would necessitate relocation of the stop to an unsuitable location, impacting on an increased number of property frontages and likely forcing passengers to wait either on or immediately adjacent to a vehicle crossover (dropped kerb) to board buses. The provision of raised kerbing to enable step free access would also be problematic due to the immediate adjacency of existing dropped kerbs, and as such it would be difficult to implement a transition to raised kerbing on a suitable gradient over a short distance.

I have addressed a number of the final points raised in your letter within this response, and so would note the following in response to points not covered above.

3) The 'builder's yard junction' is in fact a private access for a residential development, and as such is not approached differently to any other private property access within a road with regard to restrictions or physical road layouts.

4) The location of the clearway on the northern side of the carriageway is not affected or influenced by the presence of the traffic calming build out. The 31 metre clearways on both sides of the carriageway have been proposed as extensions to the existing clearways utilising the existing raised kerbing and stop locations.

<p>4) Prevent the possibility of the traffic island being moved. 5) Allow the bus clearways to be staggered (as you suggested) and not opposite thus improving highway safety. 6) Possibly prevent any overlap of these clearways in the actual lanes. 7) Reduce the number of essential car parking spaces to be lost for residents and businesses. 8) It would also provide a clearway in a narrow part of The Street where parking causes problems for home owners egressing their drives. 9) Allows the 10m H bus more room to manoeuvre into the clearway on the northern side.</p> <p>We feel that as residents living with the current arrangements and understanding The Street's traffic problems, the siting of these bus stops, in particular the northern location will have serious consequences which need further careful consideration.</p> <p>The level of on-street parking restrictions has in recent years moved from nothing to now very substantial levels. Your proposal will increase on-street parking restriction even more and takes no account of any future planning applications and the current surge of Internet shopping and home deliveries. Please indicate where the kerb space will be preserved as per your letter (referring to our points 1 and 2). You also suggest that parking on the southern side of The Street opposite the northern clearway could provide a solution to parking spaces. It cannot be on the southern side as this will create a dangerous chicane if vehicles park here and will obstruct visibility for homes on this side.</p> <p>We have already explained that parking on the southern side is</p>	<p>7) The majority of residential properties within this part of The Street (including the new development at the former Builder's Yard) have access to private off-street parking as an alternative to parking on-street, and the extension of these clearways will not unduly reduce the volume of safe on-street available within The Street.</p> <p>9) The length of the clearway as proposed (31 metres) will be sufficient to allow the H Line bus service to round the traffic calming build out and draw parallel with the kerb at the existing stop point.</p> <p>These proposals address only the extension of the clearway markings to improve accessibility to bus services utilising the stops in question, and do not propose any change in the routing of buses of the type of vehicles used. The upgrading of these stops is part of a wider goal to improve accessibility at a number of bus stops across Ashford this year. At present there are 156 accessible stops across Ashford, and our target for 2014/15 is to increase this to 200 stops.</p> <p>The extension of these clearways will only prevent parking to the rear of each clearway – removing approximately 13 metres of kerb space where parking could take place on the northern side and approximately 5 metres on the southern side. Our surveys have shown that with these extensions in place, there will still be approximately 30 metres of kerb space available for parking on the northern side of The Street between the clearway and its junction with Tritton Fields.</p> <p>There is also a continuous length of unrestricted kerb space in excess of 70 metres where parking could be tolerated on the western side of Church Road running south from The Street which could provide a suitable alternative to on-street parking within The Street if</p>
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not an option even if the island was removed (which in itself will encourage speeding of two way traffic as many larger vehicles simply straddle the speed cushions). The whole point of the Highway Incident photo was to demonstrate that with traffic behind our car and obstructive parking on the southern side, our driver was forced to drive on. Indeed the vehicle parked in this photo was in very the location you have suggested as a possible parking solution.

You mention obstructive parking should not take place- it does and continues to do so on a regular basis because there is no alternative. Vehicles continue to straddle the pavement at the same spot mentioned above presumably to avoid a chicane scenario.

Vehicles also regularly stop in the existing northern clearway. What is the solution for lorries erecting scaffolding for instance? Where are removal lorries and such like to park and also long term building work vehicles in relation to homes in this location? Between Church Road and Tritton Fields there are currently approximately 12 spaces for cars including 4 across private drives.

The extension of the northern side clearway reduces parking for at least 3, a reduction of 25% as a minimum which clearly greatly reduces the volume of on-street parking.

The measures to reduce on-street parking over the years have lead to more houses in the area creating off-street parking in their front gardens and in turn altering the character and appearance of this part of The Street, impacting on the Conservation Area. As our house is in the Conservation Area we would need planning permission to create such off-street

other kerb space within The Street were occupied. Parking within a clearway, such as that evidenced in the photographs you have supplied is an offence for which our Civil Enforcement Officers can issue tickets, and I shall raise these issues with our Parking Enforcement team for their attention.

The removal of the traffic calming build out is not a requirement of implementing these bus stop clearways, but is simply a possible means by which staggering of the clearways could be achieved. I would again emphasise that any decision regarding the retention of removal of any traffic calming measure would fall under the remit of Kent County Council, and removal of the build out does not form a part of these proposals.

As noted on page 3 of your letter, the present location of the bus stop on the northern side of the carriageway within The Street is well established and relocation has not been proposed as part of this consultation as our surveys have not suggested that a suitable alternative location exists on the northern side of the carriageway within this section of The Street as outlined in my letter of 25th September. The extension of this existing clearway and others on the H Line/ 1 service bus routes within Kennington will improve accessibility for bus patrons who require or would benefit from step free access by allowing buses to draw parallel with the kerb at the existing stop.

Parts of the H and C Line services do run along the same route through Kennington but provide connections to the town centre and hospital at different times – thus providing an overall service uplift in terms of the frequency of services connecting through Kennington and providing a faster route to and from the Hospital for Kennington residents than travel via the town centre.

parking, a step which we don't want to take but may have to in order to create suitable and safe parking.

We are most alarmed that to meet your conditions you are considering requesting the removal of the build out which we and others consider to be the best of the current traffic calming and road safety measures i.e. your bus stop is more important than highway safety on The Street; that everything must be altered at all costs to accommodate the bus stop and the 10m bus.

The island is particularly important as this is the crossing point because the pavement finishes here.

These are yet more good reasons to relocate the bus stop.

The struggle you will place on this particular home as mentioned in our previous letter is not a matter of inconvenience; it is an unsustainable way of living. Sustainability is at the heart of all planning. Modern living must surely mean an easier way of life especially for the aging population – not a more difficult one. This cannot be acceptable.

As justification for maintaining the bus stop in its current location outside our home, you mention screening from vegetation (our hedge) thus alluding to the privacy issue. The top deck passengers on the double deckers currently have direct view right through to our back garden as both the kitchen and living room windows are double aspect. The bus can be parked for several minutes to catch up time. We would also argue that this not acceptable either.

The hedge is predominantly deciduous and so for a substantial part of the year there is no screening. Finally, the homes by the

The choice of vehicles to run on bus routes is determined by the bus operator and the routing of buses is agreed by the Traffic Commissioner. I do not hold information regarding patronage or passenger numbers for bus services operating through Kennington and would advise contacting the bus operator directly with these queries.

southern side bus stop have no such screening either. We therefore cannot accept your reasoning as justification for the northern bus stop's location. We anticipate vehicles will continue to park on the clearways for all of the reasons mentioned.

Please inform us about the surveys which were undertaken and what data was collected to identify the need for the use of the 10m bus. We assume all the disruption is due to the length of this bus.

As you must be aware the H route follows the C line route for a good part of the journey. What is the point of running 2 services on a duplicate route?

We have lived for the past 27 years with the bus stop outside home and it has never presented a problem for the other bus services.

Sustainable living is about making every aspect of life accessible including wheelchair users' ability to access public transport. It must make sense to make bus stops more accessible and place them within easy reach of all homes. A smaller style bus (which is already being used for some of the H service anyway) would be more practical and could reach more homes than this 10m bus which does not and presumably cannot take in the housing estates (e.g. The Tritton Fields estate).

At any rate, if passenger numbers are expected to rise, surely it would be better to wait for this evidence before putting local residents through this upheaval and would save ABC unnecessary expenditure at this stage.

<p>The fact that similar circumstances exist elsewhere is no justification to allow it in this location so we disagree with your reasoning again. Surely every site must be taken on its own merit? Indeed recent articles in the Kentish Express amply demonstrate that some of these bus stop and parking arrangements already in force clearly are not working.</p> <p>For the reasons given in this letter we think this is ample justification for altering the location of the bus stop to a point where it is safe for all concerned.</p>	
<p>We have lived at ... The Street for 3 years & have noticed how much street parking & traffic has increased</p> <p>The yellow lines in Ulley Road to prevent school pick up parking has caused the parents to park further along in the street The planning development has started behind ... The Street & this will increase the problems of entering the estate when built</p> <p>Planning has also been given to a tea room opposite our property which will need customer parking spaces & clear visual access</p> <p>Also another planning application is again proposed behind ... The Street with a larger number of homes</p> <p>We also experience what I call tourist parking non-residents park in the road from elsewhere</p> <p>One individual catches a bus & another parks his business van & walks home this limits parking spaces for residents & genuine visitors</p> <p>All the above will cause issues with the proposed site of the bus stop clearway</p>	<p>Whilst it is recognised that extension of the bus stop clearways will result in some displacement of parking, our observations of parking conditions within this area of The Street suggest that this will be minimal and limited primarily to vehicles parking on the northern side of the carriageway between the existing clearway and the traffic calming build out. Incidents of obstructive parking (wherein traffic is prevented from moving along The Street, or parked vehicles present a hazard to other road users) should, in the absence of formalised restrictions, be reported to the Police for their attention and (where possible) enforcement.</p> <p>I can find no record of any planning permission (or pending application) for a tea room opposite your property, and would note that the application for construction of dwellings in the former builder's yard, although listed on our planning portal, is presently under consultation. Our records also indicate that an application for construction of dwellings to the rear of 80 The Street has been withdrawn by the applicant.</p> <p>I would note that the extension of the existing bus stop clearway on the northern side of the carriageway would in fact aid visibility for</p>

Our personal concerns regarding the proposed bus stop site outside our home are

- We want all the speed bumps to remain
- We want the path projection to remain

Both these calming measures put off through traffic slows traffic down & give pedestrians a change to cross Also it provides a safe space with good vision for cars when leaving & entering

I would like to advise you that your information regarding planning applications needs revising

- (1) Firstly there is most certainly a new shop opposite my house which will attract customers & need parking whatever it proposes to sell
- (2) The builders yard at Land adjoining the rear of The Street Kennington is demolished & Kentish Homes are in the process as we speak of building 4 detached homes plus there is a barn which will in time be converted into a home
- (3) On the question of ... The Street Chailey Homes have again informed us they wish to consult with us about their latest planning application

This development has been ongoing for some time & they are determined to push for the maximum number of homes they can get on the site & I understand the houses are 3 stories tall

These estates never provide sufficient parking for family homes which bring more vehicles to the area & will produce significant traffic flow in & out of The Street

vehicles exiting the Builder's Yard site through prohibiting parking between the existing clearway and the traffic calming build out and so providing a clearer line of sight for vehicle traffic in the vicinity of the traffic calming build out.

Obstructive parking should not take place and can, as noted above, be referred to the Police for enforcement where necessary, although I would note that The Street is a part of the public highway network and may be used by any member of the public for parking provided that they do so in accordance with the articles of the Highway Code and the existing formal restrictions present within The Street.

Whilst it is hoped that drivers would exhibit consideration for the parking amenity of residents and their visitors through utilising off-street car parks or 'at destination' parking rather than limiting the supply of on-street parking through the working day (as described in your email) it is only where such parking causes an acute shortfall in parking supply and the majority of residents have no access to private off-street parking (driveways, garages, parking courts) as an alternative to parking on street that restrictions can be considered to combat such all-day parking.

The retention or removal of traffic calming measures such as the build out (path projection) and speed humps will fall under the purview of the local Highway Authority (Kent County Council), and accordingly question or requests regarding these measures should be addressed to them.

It is a shame departments appear to work in isolation because it may have been prudent to consider this bus stop clearway when the yellow lines were discussed for Ulley Road
As the bus stop clear way would have had the same effect as yellow lines in Ulley Road where there is also a suitable pavement for passengers to alight in safety

The hope that drivers would exhibit consideration for residents is a non-starter as selfish parking is legal as you point out
Parents of young school children risk lives every day to get as close as possible to the school gate with- out any regard for anyone else

The increasing volume of traffic will only make the situation worse so is it really necessary to move or increase the size of the bus clearway
In terms of bus passengers verses pedestrian safety I would be interested to know exactly how many passengers there are a day using this bus stop
I sincerely believe It is imperative the historical traffic calming measures remain in place as they inhibit speeding, put people off using the street as a rat run & give pedestrians a chance to cross safely

We understand the need to provide safe public transport for all but we wish to express our concern with regard to the above proposal.

The street around this area of the proposed bus stop clearway currently has significant traffic problems. There are cars parking in front and behind the current bus stop, also outside ours and neighbouring driveways between the hours of 0715 to 1800

I should note firstly that these proposals will only extend, rather than relocate the existing bus stop clearways in this part of The Street, and as outlined in the Frequently Asked Questions on the reverse of my letter of Wednesday 10th September this will enable buses to pull parallel with the kerb at each stop.

This will not only allow passengers to board and alight from buses on a level transition, but it will also aid traffic flow around the existing

hours, at times some of which, we have seen the owners park and catch the bus to Canterbury for the day, presumably to go to work. We have people parking their cars outside our house to then walk their children to the local school and again when picking up the children up at the end of the school day. Customers from the hairdressers nearby park along the road outside continuously throughout the day, forcing the traffic to a single file at most times of the day. It is a well known fact in the area that at certain times of the day there is chaos in this part of The Street with the traffic often coming to a complete stand still.

The Street is one of the oldest parts of Ashford and the road was not built to carry the amount of traffic we already encounter without adding to the problem.

There are also problems with this being the narrowest part of The Street along with the lack of pavement provision.

This proposal is likely to add to the problems we already have with parking in The Street. We already have a regular hazardous situation whereby cars park close to either side of the bus stop and to the driveway of our house and to the nearby houses making it virtually impossible to be able to have a clear view of oncoming traffic when trying to exit and enter our driveway.

If the Bus Stop Clearway is allowed to go ahead we believe it will further compromise pedestrian safety and make access to properties on this part of The Street even more hazardous than it already is.

traffic calming build out through preventing vehicle parking to the rear of each existing clearway. Whilst it is recognised that extension of the bus stop clearways will result in some displacement of parking, our observations of parking conditions within this area of The Street suggest that this will be minimal and limited primarily to vehicles parking on the northern side of the carriageway between the existing clearway and the traffic calming build out.

Incidents of obstructive parking (wherein traffic is prevented from moving along The Street, or parked vehicles present a hazard to other road users) should, in the absence of formalised restrictions, be reported to the Police for their attention and (where possible) enforcement.

As noted in the letter of 10th September 2014, the H Line bus service has been in operation along this route for some months, and thus while extension of the bus stop clearways will facilitate both the efficient running of bus services and the flow of traffic around the traffic calming build out, these proposals do not constitute an increase in the frequency of buses through The Street beyond present levels or propose a means to encourage increased levels of vehicle travel.

The extension of the clearways, through preventing vehicle parking to the rear of each existing clearway, will aid pedestrian safety by increasing visibility for both drivers and pedestrians through prohibiting the existing parking adjacent to the traffic calming build out and pedestrian crossing point.

Regrettably we do not have the powers to implement restrictions for the purposes of protecting private property accesses, and so are unable to implement restrictions to prohibit parking within the visibility

	<p>splays of driveways. Parking in front of a property access is prohibited under the articles of the Highway Code, and I would recommend that should any such parking occur it is reported to the Police for their attention and where possible, enforcement.</p>
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To: Ashford Joint Transportation Board
By: KCC Highways and Transportation
Date: 9th December 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

Drover Roundabout – see Appendix D

Developer Funded Works – see Appendix E

Transportation & Safety Schemes – see Appendix F

Public Rights of Way – see Appendix G

Bridge Works – see Appendix H

Member Highway Fund – see Appendix I

Conclusion

This report is for Members information.

Contact Officers:

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

Kirstie Williams	Highway Manager (East)
Lisa Holder	Ashford District Manager
Alan Casson	Resurfacing Manager
Katie Lewis	Drainage Manager
Sue Kinsella	Street Lighting Manager
Toby Butler	Intelligent Transport Systems Manager
Steve Darling	Transportation, and Safety Schemes
Melvyn Twycross	PROW
Tony Ambrose	Structures Manager
James Hammond	Developer Funded Works

Appendix A – Footway and Carriageway Improvement Schemes

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

Surface Treatments - <i>Contact Officer Wendy Bousted</i>			
Micro Asphalt Schemes			
Road Name	Parish	Extent of Works	Current Status
Sole Street	Crundale	From its junction with Olantigh Road to its junction with Denwood Street	Completed
Earlsworth Road	Ashford	East Stour Primary School to its junction with Cudworth Road	Completed
Machine Resurfacing – <i>Contact Officer Byron Lovell</i>			
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	Completed
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	Completed
A252 Canterbury Rd	Challock	From its junction with Beech Court (40mph sign) to its junction with Cedar Close	Completed

A28 Rolvenden Hill	Rolvenden	Rolvenden level crossing to Mounts Lane	Programmed March 2015
A28 Ashford Road	High Halden	Cripple Hill to Bramley Cottages (around the sharp bends)	Completed
A28 Canterbury Road	Boughton Aluph	Rolvenden level crossing to Mounts Lane	Completed
A28 Templar Way	Ashford	Waitrose entrance to roundabout jnt A28 Chart Road (tank roundabout)	Completed
A28 Simone Weil Ave	Ashford	Junction with Warren Retail Park	Completed
Footway Improvement - <i>Contact Officer Neil Tree</i>			
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 suitability	To be programmed
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	Winter 2014/15
Willesborough Road, Ashford **	Installation of new Catchpits	Investigation and Design underway	Winter 2014/15
Canterbury Road, Brabourne	Installation of gullies and discharge into disused chalk pit	Works Complete	
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 Complete	
Cranbrook Road, Tenterden	Pipe spring water to nearest highway gully	Works Rescheduled due to Southern Water works at Woolpack Corner	Winter 2014/15
Knock Hill, Stone	Installation of French Drains and culverts	Investigation and Design underway	Winter 2014/15
Hambrook Lane, Chilham	Repair pipe and extend it to discharge onto uncultivated land	Investigation and Design underway	Winter 2014/15
Feather Bed Lane, Mersham	Upsize existing culvert and install new culvert to link drainage ditches under highway	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 Jan/Feb 2015. 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 end of December 2014 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.

The delay with Henwood and Willesborough Road has been due to works of a higher risk having to take place. However both of these should be resolved by the end of February 2015.

Grips and Gullies

A report is being presented to Cabinet Committee on 5th December 2014, and will be available online.

Appendix C – Street Lighting

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

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

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Column Ref	Location	Status
BRUNSWICK ROAD	MBFA020	SIDE OF UNIT 6 ST GEORGES BUSINESS CENTRE	DECEMBER-14
BRUNSWICK ROAD	MBFA032	SIDE OF MPT HOUSE RHS	DECEMBER-14
BULLEID PLACE	MBFJ002	OUTSIDE 6-7	COMPLETED
BUSHY ROYDS	MBFR002	OUTSIDE 23	COMPLETED
BROOKFIELD ROAD	MBFY025	J/W CLOCKHOUSE RHS	DECEMBER-14
BROOKFIELD ROAD	MBFU028	O/S 95/97	COMPLETED
BROOKFIELD ROAD	MBFU037	OPPOSITE J/W CROSS STILE	COMPLETED
BROOKFIELD ROAD	MBFU056	J/W BEAVER LANE	DECEMBER-14
BROOKFIELD ROAD	MBFU057	J/W BEAVER LANE	DECEMBER-14
SINGLETON HILL	MBGP003	JUNCTION THE BULRUSHES RHS	MARCH-15
CHURCH ROAD	MCGF010	OUTSIDE 70	MARCH-15
CHURCH ROAD	MCGF008	OPP 136	DECEMBER-14
CHURCH ROAD	MCGF002	OPP 136	DECEMBER-14
DRUM LANE	MDBE002	OPPOSITE TRANSPORT HOUSE RHS	COMPLETED
FOSTER ROAD	MFCG004	AT 10TH L/C FROM J/W BARREY ROAD	COMPLETED
GREEN LANE	MGBU006	OUTSIDE 11	COMPLETED
GODINTON ROAD	MGCH004	OUTSIDE 124/126	DECEMBER-14
HAWKS WAY	MHBK010	SIDE OF 17	COMPLETED
KNOLL LANE	MKBE030	OPPOSITE JUNCTION HARVEST WAY	MARCH -15
MACE LANE	MMAB006	OPPOSITE J/W KIWK FIT	MARCH -15

		GARAGE	
MACE LANE	MMAB010	OPP J/W MACE IND EST	DECEMBER-14
MACE LANE	MMAB014	JUNCTION EAST HILL RHS	DECEMBER-14
MAGAZINE ROAD	MMAC019	REAR OF 13 THE WEALD	DECEMBER-14
MAIDSTONE ROAD	MMDK004	OUTSIDE 33	COMPLETED
MAIDSTONE ROAD	MMDK019	OPP J/W CHART ROAD	COMPLETED
NEW STREET	MNAN018	OUTSIDE 70	DECEMBER-14
NEW STREET	MNAN019	OUTSIDE 56/58 P/H	DECEMBER-14
NORTH STREET	MNBM005	ADJACENT SHELL PETROL GARAGE	DECEMBER-14
POUND FIELD WALK	MPDQ004	ON F/P R/O 147 MANORFIELD	COMPLETED
SOMERSET ROAD	MRAW008	AT 5TH FROM NEW STREET EAST BOUND	COMPLETED
SOMERSET ROAD	MRAW013	AT 3RD FROM NORTH STREET WEST BOUND	COMPLETED
SOMERSET ROAD	MRAW014	AT 9TH FROM NEW STREET EAST BOUND	COMPLETED
SPRINGWOOD CLOSE	MSCY003	SIDE OF 2	COMPLETED
SWAFFER WAY	MSJB010	JUNCTION RUSSETT CLOSE	COMPLETED
TANNERY LANE	MTAD002	OUTSIDE POST BOXES	COMPLETED
CYCLEPATH FROM MACE LN TO HENWOOD	MUEZ023	AT 24TH L/C ON FOOTPATH FROM MACE LANE	COMPLETED
FPTH FROM HUNTER AVENUE TO BREADLANDS	MUFE002	AT 2ND ON F/P TO BREADLANDS CLOSE	COMPLETED
WELLESLEY ROAD	MWBE004	ADJACENT J/W MACE LANE	DECEMBER-14
WELLESLEY ROAD	MWBE011	JUNCTION PARK STREET LHS	DECEMBER-14
WELLESLEY ROAD	MWBE012	OPPOSITE J/W PARK ST. LHS	DECEMBER-14
WOODSIDE	MWEE001	JUNCTION LANGNEY DRIVE	COMPLETED
BRAMBLE CLOSE	MBHM002	OUTSIDE 4	DECEMBER-14
BEAVER LANE	MBFV017	OUTSIDE 209	DECEMBER-14
CANTERBURY ROAD	MCCA002	BTW GATESIDE AND THE OLD MILL PH	COMPLETED

CHARING HILL	MCBL023	J/W B2077	DECEMBER-14
CHART ROAD	MCBO041	J/W HOLTON ROAD	DECEMBER-14
CHART ROAD	MCBO069	J/W BROOKFIELD ROAD R-A-B	MARCH -15
CHART ROAD	MCBO071	J/W BROOKFIELD ROAD R-A-B	MARCH -15
EVANS ROAD	MEBE005	OUTSIDE 23	DECEMBER-14
GREAT CHART BY PASS	MGBR006	J/W TITHE BARN LANE R-A-B	COMPLETED
HIGH STREET	MHCF003	OUTSIDE 5/7	MARCH -15
PARK STREET	MPAJ002	R/O COUNTY HOTEL HIGH STREET	NOVEMBER-14
PARK STREET	MPAJ004	OPP CHARTER HOUSE LHS	NOVEMBER-14
PARK STREET	MPAJ009	OPP REAR OFF 32 NORTH STREET	NOVEMBER-14
PARK STREET	MPAJ017	ADJ WILKINSON RHS	COMPLETED
WEST STREET	MWBI008	3 RD FROM J/W REGENTS PLACE SOUTH BOUND	MARCH -15

Appendix D – Drivers Roundabout

Signing works to have been completed.

Drainage works due to commence February 2015. Lane closure required.

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	Remedial list has been compiled waiting for start date
Newtown - former railway site	Newtown, Ashord	New controlled pedestrian crossing and construction of site entrance	Still waiting for start date
CCL Label site, Foster Road	Sevington	New arrangements to access	Adopted
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	Remedial list has been compiled waiting for start date
A28 Chart Road, Brunswick Road Junction	Godinton	Rearrange junction alignment	Works Complete and in maintenance period
Brunswick Road	Godinton	Widen the junction to the EMR site	Technical approval granted waiting on start date
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	Remedial list has been compiled waiting for start date
12-20 Hawthorn	Appledore	New arrangement to access road providing additional parking	In Maintenance period

Mill Road	Bethersden	Footway works along the frontage to tie in with the existing footway.	Footway works completed however additional works required
Chalk Avenue	Tenterden	New Access to development	Works in maintenance period
Ashford Road	Chilham	New Development Access and Pedestrian Crossing	Technical approval granted waiting on start date
Cudworth Road	Willesborough	New Access to development	Technical approval granted waiting on start date
Appledore Road, Kenardington	Kenardington	New Footway and pedestrian crossing to a housing development	Approval granted - waiting on start date
Dudley Road	Kennington	New Access for Development	Construction
Ashdown Court	Ashford	New Access to development and footway works	Technical approval granted waiting on start date
Manse Field, Brabourne	Brabourne		Construction
Warren Site A, Ashford Road	Ashford	Access to be updated for new housing development	Works have commenced on site
Old Abattoir Site	Aldington	New Access	Works are continuing on site but no date given for the new junction off Roman Road
Wesley School Road	Singleton	Change of road alignment to introduce on street parking	Completed in maintenance period
Cheesemans Green PAR	Sevington	New principal road to developments	Works have completed on site in maintenance period
Kings Avenue	Ashford	New Housing Development	Preliminary works have commenced on site and technical acceptance has been issued
Tenterden Site 1	Tenterden	New Proposed Housing Development	Still in early planning discussions
Chilmington Green	Great Chart	New Proposed Housing Development	Still in planning stages
Cryol Road	South Ashford	New Access for Ashford Housing site	Technical approval granted waiting on start date

River view, Ashford	Ashford	New footway and parking arrangements	Technical approval granted waiting on start date
Wilesborough Dykes, Sheepfold Lane	Kingsnorth	New cycleway/ footway tying in to existing network	Works completed and in maintenance
Dover Place	Ashford	Amendments to the junction and works to the footway required	Technical approval granted waiting on start date

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. The only outstanding item is the need for Ashford Borough Council to provide feedback on the style of acoustic fencing that would be considered appropriate – this follows a request first put to Ashford BC on 13th October 2014. Once this information is to hand the County Council will then seek to finalise the necessary 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 February 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 on hold. Awaiting costs from BT for the necessary relocation of their apparatus
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	Works complete. Speed limit & weight restriction installed February 2014. Interactive signs installed October 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	Works complete September 2014

A292 Hythe Road / Church Road*	Ashford	Signing and lining improvements	Signing work complete July 2014. Lining works programmed February 2015
A20 Hythe Road / Station Road*	Smeeth	Signing, lining and resurfacing improvements	Works programmed November 2014
A28 Ashford Road / Chilmington Green Road*	Great Chart with Singleton	Signing, lining and resurfacing improvements	Works programmed November 2014

Appendix G – Public Rights Of Way

Public Rights of Way – Contact Officer Melvyn Twycross			
Path No	Parish	Description of Works	Current Status
AW51	Westwell	Surface improvements to byway	Complete
AW289	Bethersden	Surface Improvements to bridleway	Complete
AE36 (NDW)	Godmersham	Surface repairs to byway	Weather dependent – work due to start in early 2015
AT60	Rolvenden	Surface improvements to byway	Works in progress
AT61	Rolvenden	Surface improvements to byway	Works in progress
AE490	Aldington	Surface repairs to footpath	Weather dependent – work due to start in early 2015
AT49	Rolvenden	Surface repairs to footpath	Weather dependent – work due to start in early 2015
AT77A	Wittersham	Provision of stone surface to footpath	Works due to commence shortly
AT86	Wittersham	Provision of stone surface to footpath	Works in progress
AW340	Shadoxhurst	Surface repairs to byway	Works out to tender – will proceed subject to funding
AW347 (NDW)	Charing	Surface repairs to byway	Works out to tender – will proceed subject to funding
Path behind Hedge	Mersham	Provision of new stone surfaced footpath	Works will proceed on completion of legal agreements
Eureka Leisure Path to Bockhanger Lane	Ashford	Creation of new tarmac Public Footpath	Complete
AU105	Ashford	Creation of new Public Bridleway including new bridge, Blackwall Rd to Conningbrook Lakes	Complete

Appendix H – Bridge Works

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

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 06 November 2011.

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	£9,951	Works complete
Newenden Bridge 'Walkers in Road' warning signs	£1,022	Designed and costed, passed over for construction
Feasibility investigation into the addition of a single lighting column along the Glebelands-Chalkhurst footpath	£500	Feedback provided with indicative cost for the lighting column. Investigation works complete. Passed to Street Lighting for accurate cost estimate and review against KCC Street Lighting Policy

Mike Angell

Scheme	Cost	Status
Bilsington crossroads – Improvements – <i>Remedial works to bring the give way out by a further metre</i>	N/A	Remedial works ordered on 28-day turnaround
Installation of VAS o/s nos. 97-99 Front Road, Woodchurch	£5716.23	Design complete. Awaiting Member approval for procurement and installation of the VAS
Feasibility investigation into the provision of 'Accompanied Horse' warning signs on Criol Lane and Bethersden Road	£500	Feedback and indicative cost provided to Member and Parish Council. Investigation works complete.

George Koowaree

Scheme	Cost	Status

Andrew Wickham

Scheme	Cost	Status
The Street, Brook – Proposed speed limit reduction 40mph – 30mph		Programmed to commence on site 1-3 December 2014

Derek Smyth

Scheme	Cost	Status
Stanhope Road, Stanhope – Zebra Crossing		Works complete

Charlie Simkins

Scheme	Cost	Status
A28 Ashford Road, High Halden – Zebra Crossing		Due to the continuing wet weather the scheme is now programmed to commence on 01 Dec 2014

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: **Andrew Loosemore** – Head of Highway Operations

Date: 9th December 2014

Subject: Local Winter Service Plan

Classification: Information only

Summary: This report outlines the arrangements that have been made by Kent County Council to provide a local winter service in the event of an operational snow alert in the district

Introduction

1. Kent County Council Highways, Transportation & Waste (KCC HTW) takes its winter service responsibilities very seriously and is proactive as well as reactive to winter weather conditions. Winter service costs KCC in the region of £3.2m every winter and needs careful management to achieve safety for the travelling public and to be efficient. The Highways Operations teams in HTW work to ensure that the winter service standards and decisions made are consistent across the whole county.

HTW prepares an annual Winter Service policy and plan which are used to determine actions that will be taken to manage its winter service operations. The policy was discussed at the Environment, Highways and Waste Cabinet Committee on 17 September 2014.

District based winter service plans

2. The Local Winter Service Plan for the Ashford District is a working document. It will evolve and be revised as necessary throughout the year. This document complements the KCC Winter Service Policy and Plan 2014-15 which is available on the KCC website. The local plan comes into effect when a snow operational alert is declared that affects the district of Canterbury.

<http://www.kent.gov.uk/roads-and-travel/what-we-look-after/winter-service>

Pavement clearance

3. Areas for clearing pavements have been identified in the local plan. These are the areas where local knowledge has indicated that people are concerned and would most like to be kept clear when there is snow and ice.

Farmers

4. The work that our contracted farmers have done in recent years is greatly appreciated and has made a big difference in keeping rural areas clear on snow days. Again this year farmers will have predetermined local routes and will use their own tractor and KCC ploughs for clearing snow. The ploughs supplied are serviced by KCC each year. Each farmer will have plans detailing the roads that they are responsible for ploughing. When snow reaches a depth of 50mm on roads in their areas the farmers will commence ploughing notifying KCC as agreed in their contract.

Conclusion

5. Working with the district councils will enable HTW to provide an effective winter service across the county.

Recommendations

6. Members are asked to note this report.

<p>Background documents: Kent County Council Winter Service Policy and Plan 2014/15 via the web link</p>

Contact officer:

Lisa Holder -Tel: 03000 418181



Winter Service Handbook

2014/15

Ashford District



Winter Service Handbook for Ashford District

Contents

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

This handbook supplements Kent County Council Highways and Transportation's Winter Service Policy Statement which is endorsed and adopted by Kent County Council's (KCC) Growth Environment and Transport.

2. Winter service procedure

The winter service operational period 2014-15 will run from 17 October 2014 to 10 April 2015.

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

A snow/ice emergency can only be declared by a Highway Manager (HM).

Secondary routes will be treated in snow and ice emergencies only.

During normal working hours, the District Manager and Operations Engineer for Ashford will manage local action in Winter Service snow/ice emergencies excluding primary and secondary salting route decisions.

In a declared snow emergency the priorities are primary routes. It is unlikely that any other actions, save safety critical issues, will be taken initially until KCC Highways is on top of keeping primary treated.

All requests for additional salt bins (save those from County Members under the Combined Members Grant scheme) will be rejected and will instead be considered during the following Summer.

Similarly, salting routes will not be reviewed or changed until the following Summer.

Any requests to spot salt locations will be sifted to identify any that are priorities to visit and assess. Given the volume of requests, those that relate to residential areas are unlikely to be visited until resources allow.

3. Farmer Snow Plough Agreements.

Farmers local to the area are under contract to plough snow on the more rural routes when necessary. Each farmer will have details of the roads to be ploughed. The farmer uses his own tractor, often with a KCC plough, which is serviced every year and maintained by KCC. When snow reaches a depth of 50mm on roads in their areas the farmers will commence ploughing.

4. Snow clearance priorities, Hand clearance and salting of key pedestrian areas and routes.

Priority pedestrian areas and routes including bridges and underpasses for hand clearance and salting, either using Amey operatives or Ashford Borough Council operatives during snow emergencies have been identified. Their inclusion does not guarantee that action will be taken at these locations as, during a snow/ice emergency, primary routes will always be actioned first.

5. Plans of Gritting Routes

Gritting routes are shown on <http://www.kent.gov.uk/roads-and-travel/what-we-look-after/winter-service>

6. Salt bin locations

Salt bins will be filled once at the beginning of the winter season and further refills if there is severe weather, time and resources permitting. During the Winter period, no additional salt bins will be deployed (unless funded through the Combined Members Grant). Any other requests/locations will be considered during the following Summer. Salt bin locations are shown on on <http://www.kent.gov.uk/roads-and-travel/what-we-look-after/winter-service>

DISABLED PERSONS PARKING BAY – LOCKHOLT CLOSE, ASHFORD

To: **Ashford Joint Transportation Board 9 December 2014**

Main Portfolio Area: **KCC – Enterprise and Environment**

By: **Director of Highways and Transportation, Kent County Council**

Classification: **Unrestricted**

Summary: FOR INFORMATION ONLY

This report gives an update on the progress of an application for a disabled persons parking bay at Lockholt Close, Ashford.

For Information

1.0 Legal Background

1.1 The provision of on-street disabled persons parking bays is a function granted to the highway authority (Kent County Council) under the Road Traffic Regulation Act (RTRA) 1984.

1.2 There is a general duty under the Equality Act 2010, for public authorities in exercising their functions to have due regard to the need to eliminate unlawful discrimination against disabled persons, advance equality of opportunity between disabled and non-disabled persons, and foster good relations between disabled and non-disabled persons.

2.0 Application history

2.1 In spring 2013 an application for provision of an on-street disabled persons parking bay was received from a Mrs Joanna Day of 43 Lockholt Close, Ashford on behalf of her infant daughter. This application met the criteria set for provision of a bay, and informal consultation on a proposed bay installation was conducted between Wednesday 26th June 2013 and Thursday 18th July 2013. 18 properties were sent a letter explaining the proposal and a plan illustrating the proposed location. In the course of the consultation, 3 responses were received in objection to the proposal) citing various grounds of objection.

2.2 Mrs Day was contacted following the end of the consultation period regarding the points of objection and invited to respond to. Notes outlining the application, consultation results and Mrs Day's response were taken before a meeting of the Disabled Persons Parking Bay Panel on Friday 20th September 2013. The application was declined by the Panel and following notification of this decision, Mr and Mrs Day expressed a desire to appeal against the Panel's decision.

3. Appeal to KCC Cabinet Member

3.1 After closely reviewing this evidence, a decision was reached by the Cabinet Member to introduce a Disabled Persons Parking Bay at the address. The decision was taken in accordance with statutory requirements, having been published for comments, considered, taken and a period of call-in observed

3.2 In order that the implementation of the decision was not unduly delayed following an already lengthy process it was agreed by officers acting under the Executive Scheme of Delegation and in consultation with the Cabinet Member that an interim advisory bay would provide the most effective means of implementing the decision. A disabled bay was informally introduced at a standard bay length of 5.5m and the Bay has been monitored for both demand and effect on traffic management and parking at the location. No problems have been observed or reported.

3.3 In the meantime a legal TRO has been proposed and advertised. As part of this process, all affected parties have been consulted and their comments with regard to the traffic management effects of the bay on the local situation have been considered and investigated where necessary. No formal objections to this bay have been received.

4 Conclusion

4.1 The Traffic Regulation Order to formalise the disabled persons parking bay at Lockholt Close will be made and the bay will be extended by 1m to meet legal requirements.

Contact Officer: Lorna Day, Kent Parking and Enforcement Manager

Lorna.day@kent.gov.uk