



Joint Transportation Board

Notice of a Meeting, to be held in the Council Chamber, Civic Centre, Tannery Lane,
Ashford, Kent TN23 1PL on Tuesday 8th September 2015 at 7.00pm

The Members of this Board are:-

- Cllr Bartlett (Chairman)
- Mr C Simkins (Vice-Chairman)
- Cllrs. Burgess, Feacey, Heyes, Hooker, Mrs Martin, Webb
- 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 June 2015	
4. To receive any Petitions	

Part I – For Decision

None

Part II – For Information

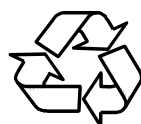
- 5. Network Rail Kent Route Study
- 6. Park Farm Rail Halt Update



7. Lorry Parking Update
 8. Progress on Recent Traffic Management Proposals
 9. Wye Traffic Management Scheme Proposal
 10. A28 Dualling
 11. Highway Works Programme 2015/16
 12. LED Street Lighting Project Update
 13. M20 Junction 10A Update
-

DS/VS
27th August 2015

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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 the Council Chamber, Civic Centre, Tannery Lane, Ashford on the **9th June 2015**.

Present:

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

Cllrs. Apps, Feacey, Heyes, Hooker, Mrs Martin, Webb.
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 Representative.

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

Apology:

Cllr. Burgess.

Also Present:

Cllrs. Krause, Miss Martin, Ovenden, Smith.

Lisa Holder (Ashford District Manager – KCC), Lorna Day (Kent Parking & Enforcement Manager – KCC), Sheila Davison (Head of Health, Parking & Community Safety – ABC), Jo Fox (Health, Parking & Community Safety Manager – ABC), Tracey Butler (Environmental Protection Team Leader – ABC), William Train (Technical Administrative Assistant – ABC), Danny Sheppard (Senior Member Services & Scrutiny Support Officer – ABC).

26 Minutes

Resolved:

That the Minutes of the Meeting of this Board held on the 10th March 2015 be approved and confirmed as a correct record.

27 Lorry Parking Update - Clamping

Mrs Fox introduced the report which brought the Board up to date on the lorry clamping project which went live on Sunday 12th April. She advised that the initial results were positive in terms of a reduction in the number of illegally parked vehicles, the outcomes of the education day, a reduction in litter and the positive response from local businesses. She said that she was aware of some displacement of vehicles to other areas and this would continue to be monitored throughout the six

month period of the pilot. Going forward she advised that Officers would be checking the hotspots between 00.00 and 03.00 every night during the pilot, in order to build an accurate evidence base. There would be a cost implication here, but it was important to take the issue seriously and get it right.

The report was then opened up to the Board and the following responses were given to questions/comments: -

- In terms of where the previously illegally parked vehicles had gone, there had been an increase in numbers at both the Truck Stop at M20 Junction 10 and the Lorry Park at Junction 11. Increased problems had also been reported in neighbouring Districts who were not clamping.
- A Member advised that displaced HGV parking was already occurring in Park Farm at Sheepfold Lane and around Tesco.
- Displaced parking appeared in the main to be taking place in laybys and industrial estates and there did not seem to be a problem in residential areas at this stage.
- A Member referred to the petition he had submitted at the previous meeting calling for action over the problem of HGV usage in Canterbury Road and Boys Hall Road, South Willesborough, to which he was yet to receive a reply. He said that whilst lorries were not stopping or parking in these areas, they were attempting to access the local roads looking for parking and were getting stuck in inappropriate locations such as at the end of Cudworth Road. In their attempts to turn around and exit, they were causing concern, noise and damage to local paths, walls and verges. The Health, Parking & Community Safety Manager asked Members to give them details of such occurrences as soon as they became aware of them at engineering@ashford.gov.uk and Officers would attempt to contact the relevant companies and deal with the problems at source.

The Board welcomed the report and said it had been encouraged by the early results. The Chairman said he would look forward to the next update report in September followed by a full report to the December meeting once the pilot had finished.

Resolved:

That the report be received and noted.

28 Review of Prioritised Parking List and New Process

Mrs Fox advised that further to the report to the last Board meeting in March, this report further detailed the new process for dealing with requests for new traffic management proposals. She explained that the new approach had been trialled over the last three months with the focus on working on the parking schemes in Wye and Tenterden and some minor issues in Ashford and Charing. It was considered that the

new process had been a success and would provide Members with a more informed and realistic picture about what schemes could be delivered.

The Chairman said he very much supported the new arrangements and he would urge all Members and Parish Councils and indeed the public to make their requests for new traffic management proposals through the engineering@ashford.gov.uk email address.

In response to a question from a Member about 'The Right to Challenge' and whether that could be used by members of the public to challenge a lack of enforcement of on street parking provisions within permitted areas. Mrs Fox advised that it could not as this was outside the scope of 'The Right to Challenge' but highlighted the increased demand for parking enforcement in the context of additional traffic management schemes.

Resolved:

That the report be received and noted.

29 Progress on Recent Traffic Management Proposals

The Chairman directed the Board's attention to the tabled report which provided a Parking and Waiting Restrictions update and summarised schemes that had previously been through the Joint Transportation Board - parking schemes in Wye and Tenterden and some minor issues in Ashford and Charing. Mrs Fox advised that an update report in this form would now come to each Board Meeting. The tabled report also identified new requests for investigation.

Resolved:

That the report be received and noted.

30 Highway Works Programme 2015/16

The report updated Members on the identified schemes approved for construction in 2015/16.

Resolved:

That the report be received and noted.

31 Annual Kent Rail Summit

Mrs Butler advised that she had attended the seventh Annual Kent Rail Summit at County Hall on 18th May 2015. There had been two items of particular relevance to Ashford – namely the Kent Route Study and rail accessibility for East Kent. She advised that Clare Waller and Lisa Goodman, Lead Strategic Planners for Network Rail, had offered to come to a future Joint Transportation Board meeting to talk about the Kent Route Study, and the Board said it would like to invite them to the next

meeting in September.

With regard to the Kent Route Study, a Member said that one of the most interesting aspects was the electrification of the Marsh Link line and it would be good to discuss that with the Network Rail representatives and ask about potential timescales. Another Member said an alternative option might be to restore the dual track all the way to Hastings which would avoid the need to make other changes to bridges, banks etc.

On the wider subject of rail accessibility in East Kent, a Member said that he was interested in the potential line speed and operational improvements on the line between Ashford and Canterbury West. This was already a very well used line and with the potential new Thanet Parkway station being added to the Ashford-Ramsgate line, there would be a need to upgrade the infrastructure on this stretch of line.

A Member asked if the question of an automated barrier for the Wye Crossing had been considered by the Summit. Mrs Butler advised that it had not, but she would make enquiries and report back to the Member.

The Chairman raised the issue of a potential Rail Halt at Bridgefield, Park Farm. He understood that money had come forward from the developers for, at the very least, a feasibility study and he would be interested in an update on this issue to come forward to the next meeting. Another Member said that as he understood it Network Rail had all but dismissed the possibility of a Rail Halt in this location, and there was no likelihood of it ever being built. Perhaps the more pertinent question would be to ask what was going to happen with the developer money if a study in to a Rail Halt would be fruitless.

Resolved:

- That (i) the report be received and noted.**
- (ii) representatives from Network Rail be invited to the next meeting on the 8th September 2015 to discuss the Kent Route Study.**
- (iii) an update on the Park Farm Rail Halt would also be brought to the next Board Meeting**

DS

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Network Rail Long Term Planning Process

Kent Route Study – Guidance Note

Ashford Joint Transport Board - September 2015

Objectives

The Long Term Planning Process (LTPP) is a new process for long term planning of the rail network and follows on from the Route Utilisation Strategy (RUS) programme that was completed by Network Rail on behalf of the rail industry. The LTPP will build on the successes of the RUS programme but will look further into the future over the next 30 years so that the rail industry can plan now for the forecast growth in demand.

The objectives of the LTPP are to:

- Facilitate strategic planning of the rail network taking into account views of the rail industry, funders, specifiers and customers;
- Develop options to meet future demand through market studies, cross-boundary analysis and route studies;
- Consider views of local stakeholders and align with their strategic goals;
- Recognise how the rail industry can support and drive economic growth; and
- Fulfil Network Rail's license obligations to plan the future capability of the network.

Market Studies

The market studies are the first part of the LTPP and commenced in April 2012. There are four market studies, three of which look at passenger services and one which looks at freight. They are: London and South East, Regional Urban, Long Distance and Freight market studies.

The market studies have two key outputs, firstly to forecast future rail demand over the next 10 and 30 years, and secondly, to develop conditional outputs for future rail services which can support delivery of their strategic goals. The conditional outputs are levels of service that should be aspired to be achieved over the 30-year planning horizon, in terms of frequency, journey times and capacity on key flows relevant to each market sector analysed in the market studies.

The market studies are a rail industry process that has been led by Network Rail with input from key stakeholders. The market study documents were drafted and a 90-day consultation period was held from April to July 2013. The final market study documents were established on 31st October 2013 and can be found at the link below:

<http://www.networkrail.co.uk/improvements/planning-policies-and-plans/long-term-planning-process/market-studies/>

Route Study Programme

The LTPP is a national programme and all route areas within Network Rail will be involved in the process. Each route area is responsible for their Route Study and will receive guidance from a central team to ensure consistency and compatibility across the national rail network.

The wider programme for the route studies is a three year programme divided into two tranches. The first tranche began in November 2013. The Kent Route Study (KRS) is part of the second tranche and commences in September 2015. Tranche one of route studies included the Sussex, Wessex and Anglia routes. Route studies have been programmed to either tranche one or tranche two so that they can align with other route studies that they share boundaries with. The national programme of route studies has also been aligned with Department for Transport's refranchising programme taking cognisance of the impact this can have on a route.

Each route study takes approximately 18 months to develop including a 90-day consultation period. The KRS is commencing in September 2015. The 90-day consultation period is anticipated to begin in September 2016 with a view to the final document being published in spring 2017. The Anglia, Sussex and Wessex route studies are expected to publish their final documents in August 2015 and should become established by the Office of Road and Rail 60 days after this.

Geographical Scope

The geographical scope of the KRS can be viewed visually on the map in figure one. The scope area of the Kent Route Study is similar to that of the scope area for the RUS from January 2010.

The following lines, as shown in Figure 1, are covered by the Kent Route Study:

- the Chatham main line from London Victoria via Bromley South. At Swanley this splits into two separate routes: the line through the Medway towns and the line to Ashford International via Maidstone East. At Faversham the Medway route splits again, with lines to both Ramsgate and to Dover Priory via Canterbury East. There are also some services, mostly during weekday peak periods, in operation to both Cannon Street and the Thameslink route
- the Tonbridge main line from London Charing Cross via Sevenoaks. At Tonbridge this splits into two separate routes: the Hastings line and the route to Ashford International via Paddock Wood. Some peak only services also operate to London Cannon Street

lines east of Ashford International to Ramsgate, via both Dover Priory and Canterbury West

- connections to the High Speed line (HS1) near Longfield, Gravesend and Ashford International
- the Sheerness-on-Sea branch line and the Medway Valley line
- the Ashford International to Hastings line (“Marshlink”), together with the freight only branch to Dungeness
- the Redhill to Tonbridge line (as an interface with the adjacent Sussex RUS).

The Kent Route Study will consider main line services from London Victoria (Eastern) and London Charing Cross and London Cannon Street through London Bridge, together with all freight services running through its scope area or to/ from destinations within it. The limited main line operation to the Thameslink network via Bromley South is also covered. Additionally, the KRS will include local passenger lines not linked to London: the Ashford International to Hastings “Marshlink” route, the Sheerness branch and the “Medway Valley line” between Strood and Paddock Wood/Tonbridge.

Beyond London the services considered are predominantly contained within the boundaries of the county of Kent. In addition, the KRS will also analyse the Medway Unitary Authority area and parts of East Sussex.

Governance

The Governance structure for the KRS consists of a Route Study Board, Route Study Working Group, Route Study Technical Working Group and Route Study Regional Group. Alongside the Route Study there is also a Cross-Boundary Analysis Working Group reviewing the cross-boundary work stream giving an overview of the national rail network.

All boards and groups are reporting to the Rail Industry Planning Group (RIPG) with the LTPP having been endorsed by RIPG.

We propose to meet with wider stakeholders (campaign and user groups across the route) who also have an interest in the route study approximately twice during the route study process. Initially to provide a briefing on the process and then latterly to brief stakeholders on the strategy that the route study will present in the Draft for Consultation document.

The Route Study Board and Working Group will be chaired by Network Rail with representatives from the lead operators for both passenger and freight services, along with representatives from the Rail Delivery Group, the Department for Transport and the Office of Rail Regulation in attendance.

Kent Route is proposing to have a Regional Working Group to involve key stakeholders from local authorities and Local Enterprise Partnership's.

Input required from the JTB

Network Rail and the rail industry welcomes input into the KRS from the Ashford Joint Transportation Board (JTB) through support and attendance at the Regional Working Group, by providing information on their strategic goals for rail and projected future growth forecasts in terms of key residential and employment sites. The rail industry also welcomes feedback on the LTPP and KRS from the JTB and encourages the board to be fully engaged with the study and respond to the route study consultation when this period commences.

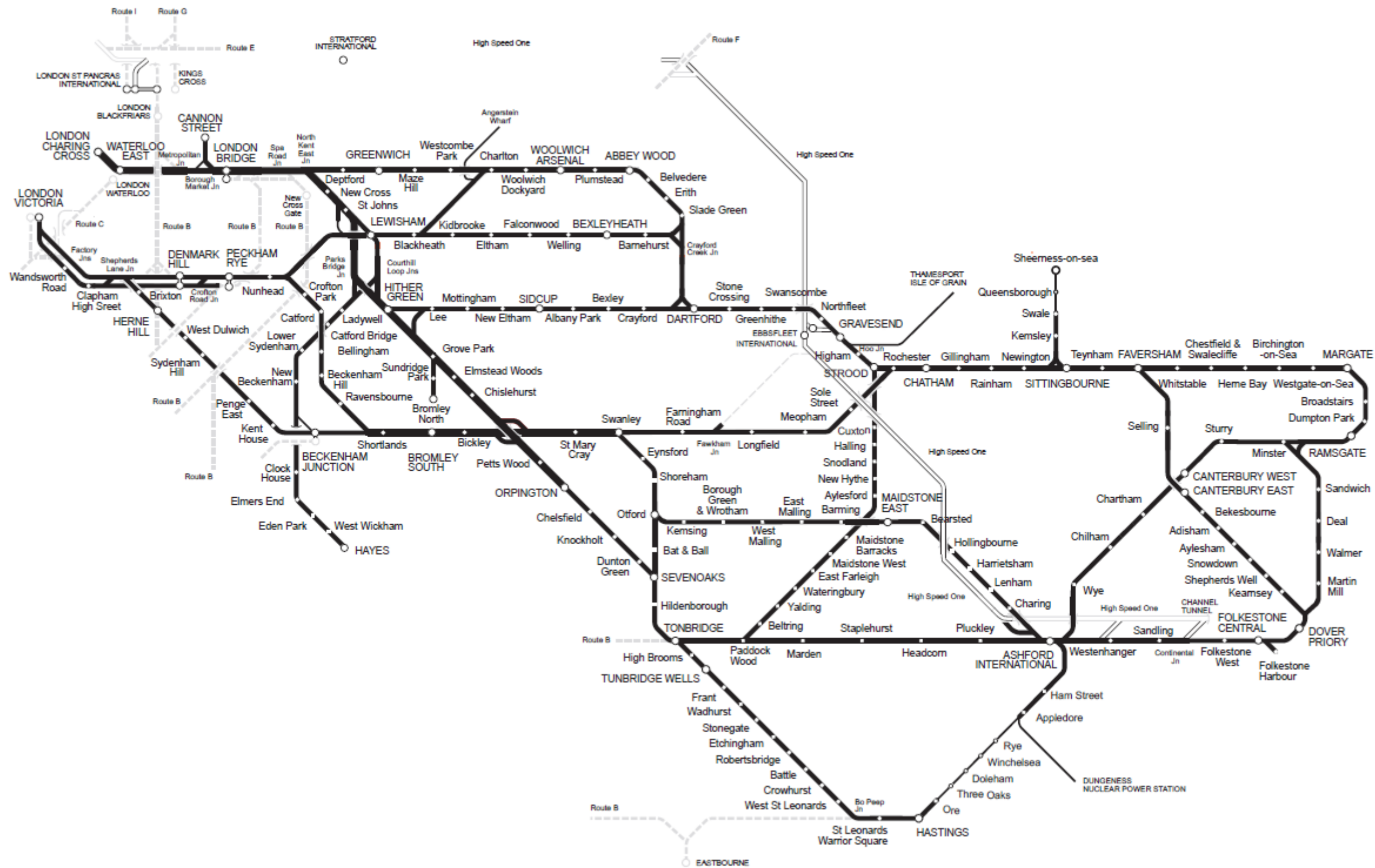
The KRS team also welcomes the JTB to consider and provide their feedback on the choices for funders developed during the route study process to meet the conditional outputs as to whether they align with the strategic goals of the board.

Output by Network Rail

Network Rail, on behalf of the rail industry, is currently producing a series of route studies that will outline the choices for funders available to each route to meet the conditional outputs and accommodate future forecast demand relevant to their scope area.

The LTPP and the Route Studies are strategic documents for the next 10 and 30 years. They will have a prioritised context for Network Rail's Control Period 6 (CP6) (2019-2024) from which industry choices regarding priorities for funding of schemes in CP6 can be made.

Figure One: Kent Route Study Scope Area



Report To: Joint Transportation Board
Date: 8th September 2015
Report Title: Park Farm Rail Halt
Author: Will Train, Technical Administrative Assistant

Summary: Report on progress to date regarding the Park Farm Rail Halt
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Background

1. The Park Farm Rail Halt was originally identified in planning application 01/01155/AS. The February 2012 report to Planning Committee on application 10/01711/AS (effectively a fresh outline application for the remaining undeveloped elements of Park Farm South and East) included a statement from the applicant detailing the outstanding matters with regard to the rail halt.
2. This report noted that the Rail Halt land extent and proposed detailed layout had been resolved and agreed by ABC and KCC as part of the approval for application 10/01725/AS (the land parcel surrounding the Rail Halt site). As part of this process, views on the rail halt had been sought from Network Rail, the Department for Transport and Southern Railways.
3. Members resolved to grant application 10/01711/AS subject to a revised section 106 agreement which requires the developer to pay across a total of £35,000 to ABC in two tranches for an independent Rail Halt consultant.
4. The first tranche of £10,000 has been received from the developer and ABC's planning team are currently in the process of procuring a consultant to carry out the first of four stages in a process to pursue the Rail Halt. The stage 1 tasks are:
 - Review the Cannon Consulting Engineers document folders dated 15th January 2008 and 20th August 2011.
 - Review current Network Rail new station/halt policy guidance and train operating company franchise.
 - Meet Network Rail and any others they may identify as being necessary to discuss with them the policy and technical requirements that would lead to Network Rail agreeing the principle of the Rail Halt being provided.
 - Provide a written report and a non-technical summary to the Council on the outcome of the 3 actions above.
5. The Rail Halt land is protected until 31st July 2021 from any other development. Should Network Rail not provide approval for the Rail Halt the

developers would be released from any obligation to construct the Rail Halt on the Rail Halt Land. In the event that this happens the landowners shall pay the Rail Halt Payment (£1.2million index linked) minus the 'Notional Rail Halt Sum' (which is either the same as the Rail Halt Payment or the left over amount to be paid to the developers for SPG6, whichever is less) to the County Council.

Contacts: Will Train
William.train@ashford.gov.uk

Michael Scaplehorn
michael.scaplehorn@ashford.gov.uk

Report To: Joint Transportation Board

Date: Report Title: Lorry Parking Update – Clamping

Report Author: Mike Cook, Civil Enforcement and T-CAT Supervisor
Jo Fox, Health, Parking & Community Safety Manager

Summary: Report to update JTB on the lorry clamping pilot
(April to October 2015)

The Clamping Pilot

1. Further to the report to JTB on 9th June 2015 the enforcement by our Civil Enforcement Officers has involved conducting enforcement patrols during the week day evenings whilst continuing to conduct enforcement at the three targeted areas early on Sunday morning. The number of HGVs parked in the three target areas has on the whole remained lower than prior to the commencement of the Clamping Trial on 12th. April 2015.
(See Chart below)

Start of the pilot 12th April 2015

Date:	22/03	29/03	12/04	19/04	26/04	03/05	10/05	17/05
Orbital Park	44	32	27	8	7	1	2	10
Sevington	16	11	15	1	4	0	1	6
Henwood	49	58	38	1	3	1	3	2
Total	109	101	80	10	14	2	6	18

Date:	31/05	07/06	14/06	21/06	28/06	05/07	12/07	19/07
Orbital Park	11	8	7	9	23	47	24	37
Sevington	1	2	4	5	9	16	6	4
Henwood	1	5	1	3	3	3	6	3
Total	12	15	12	17	35	66	36	44

Date:	26/07	02/08	09/08	16/08				
Orbital Park	12	6	7	3				
Sevington	1	4	1	2				
Henwood	3	1	4	0				
Total	16	11	12	5				

2. We continued to issue clamping warning notices and as the trial progressed it was noted that persistent evading HGVs (those that had three or more unpaid Penalty Charge Notices) were initially not being seen in the three target areas.
3. Officers whilst patrolling and enforcing overnight HGV parking are also conducting monitoring inspections of areas where overnight HGV parking has also been highlighted

as a problem. These areas include Ellingham Industrial Estate, Wootton Road, Cobbs Wood industrial Estate and the lay-bys including A20 at Hothfield.

4. Information continues to be gathered and investigated where complaints are received regarding the parking, anti-social behaviour and noise of HGV's. We are also monitoring residential areas, close to Business Parks, that are considered at high risk of displacement parking.
5. Despite fears of displacement parking into residential areas, apart from a couple of isolated incidents, there appears to be no trend towards this at the moment.
6. Officers are conducting nightly counts and monitoring noise to ensure that we have an accurate picture of the problem and the number of HGV's parked in reported problem areas. This data will assist and feed into the recommendations and proposals put forward at the end of the pilot period. It has been established that the numbers of HGVs regularly reported as being parked overnight, in some areas, differ vastly from our observations.
7. Enforcement, by way of clamping, has been postponed at times due to the possible affect in the borough by Operation Stack. After analysing the figures gathered during the nightly counts we have established that the numbers of HGVs parking up in the borough overnight did not increased whilst Operation Stack was in place. There were however some increases in the parking at the Orbital Park and Sevington following Operation Stack being stood down.
8. The most recent joint Enforcement and Clamping operation involving our Civil Enforcement Officers, Euro Parking Collections (EPC), a specialist clamping operative provided by EPC and the police was conducted on Sunday 16th August. During this operation only three HGVs were seen to be parked at the Orbital Park. There were no HGVs at all parked on the highway in The Ashford Business Park Sevington, although two were parked on private land. There were no HGVs parked in Henwood.
9. Two of the HGVs parked at the Orbital Park were persistent evaders. One had numerous outstanding fines. This vehicle was clamped. The driver paid 5 outstanding PCNs and the one issued that day and the clamp was released. The driver is disputing the remaining fines and states it was previous ownership, these are currently being investigated. The other persistent evader left the Orbital Park before it was clamped. The third was a British registered HGV that came into the Orbital Park at 0600 hours. It was issued a PCN and later left.
10. Further joint operations are planned throughout the pilot period.

HGVs parked on the footway or on a grass verge or central reservation.

(Code 61)

11. A persistent problem and regularly complained about, in particular in Ellingham Way and Wootton Road, is that HGVs Park on the footpath. In the past we have been unable to deal with this and relied on the police to assist using their powers relating to obstruction and driving on the footpath.

12. We have now received authorisation from Kent County Council that we can use the Decriminalised Traffic Management Act contravention of 'HGV parking on a footpath, verge or central reservation' Code 61.
13. We started on Monday 24th August 2015 issuing 'Formal Warning Notices'. We will do this for two weeks keeping a record of all HGVs that are issued these notices.
14. On Monday 31st August we will start issuing Penalty Charge Notices (PCNs) to all HGVs parked on the footpath anywhere in the borough.
15. This is not directly linked to the Clamping Trail and will continue beyond the trial. It is however another tool in our toolbox that will allow us to address the wider problems caused by HGV parking.

Positive outcomes of the Clamping trial so far:

16. The overall numbers of HGVs parking overnight in the three target areas are still down on the numbers that were parking prior to the trial although 100% compliance has yet to be achieved. There was a surge in late June and early July. This is likely to be as a result of HGVs relocating following the lifting of Stack operation. Our counts show that whilst Stack is in operation the numbers of HGVs parked in the areas checked do not increase.
17. Henwood is a success story and very few HGVs now park on this industrial estate.
18. From the start of the operation on 12th April to 21st July 2015. 445 PCNs have been issued to HGVs parked in Contravention of the overnight waiting ban. Of these 120 have been paid to us prior to them going to EPC which is 27%, this is a significant increase prior to the clamping pilot. This could be that the drivers are aware that they could be clamped if they become a persistent offender and therefore are paying the fines to ensure they are not clamped in the future.

Displacement

19. So far as previously mentioned displacement into residential areas has not happened apart from the rare and occasional reported incident.
20. We have established that more HGVs are now parking at Cobbs Wood Industrial estate. We are able to measure this as this is an area we regularly checked before the clamping trial began. We have recently noticed that this is the location where some of our persistent evaders have relocated to.
21. We have noted that the Truckstop is now open on the majority of occasions and has only been closed and at full capacity on a few occasions since the last report. In addition we have noted that there are between 20 and 30 Lorries parked every night on private land near to Junction 9 and this is likely to be assisting with the overall compliance. Our nightly counts across all known HGV parking hot spots will provide a more accurate picture of the extent of the overnight HGV parking problem in the borough. As stated in the previous report all data collected will also provide a more accurate and very useful picture for the necessity of a further lorry park on the M20 corridor.

22. The actions we have taken have increased compliance, reduced litter and have had a positive outcome for local businesses. We are still in the trial period and we have also only recently clamped our first persistent evader and this and continued enforcement is likely to increase compliance.

23. The outcomes and findings of the trial will be reported to the next JTB in December 2015 with proposals and recommendations for the future provided by Ashford Borough Council in consultation with Kent County Council.

Contact: Mike Cook

Jo Fox

Email: mike.cook@ashford.gov.uk

jo.fox@ashford.gov.uk

Traffic Management Proposals – Update summary

To: **Ashford Joint Transportation Board – 8 September 2015**

By: **Health, Parking and Community Safety Manager**

Classification: **Information only.**

Ward: **Across the District – Various**

Summary: **This report provides an update and summarises schemes that have been brought through the Joint Transportation Board**

For information only

1.0 Introduction and Background

1. This report provides an update and summarises parking and waiting restrictions and any schemes that have been through the Joint Transportation Board and what stage in the process they have reached since the last meeting.

Parking and Waiting Restrictions – see Appendix

2.0 Conclusion

2. This report is for Members information.

Contact Officer:	<i>Tracey Butler – Environmental Protection and Parking Administration Team Leader</i> Tracey.butler@ashford.gov.uk
Reporting to:	<i>Jo Fox – Health, Parking and Community Safety Manager</i> Jo.fox@ashford.gov.uk

Appendix List	
<i>Appendix 1</i>	<i>List of sites and their current status</i>

Amendment 1 (Ashford and Charing)

Location	Description of Scheme	Date at JTB	Current Status
ASHFORD			
Bond Road	Removal of disabled persons parking bay	09/06/15	Order made, works completed
Christchurch Road	Removal of disabled persons parking bay	09/06/15	Order made, works completed
Cudworth Road	Removal of disabled persons parking bay	09/06/15	Order made, works completed
Dering Road	Extension of existing double yellow lines	09/06/15	Order made, works completed
East Street	Removal of disabled persons parking bay	09/06/15	Order made, works completed
James Street	Change of limited waiting parking bay to double yellow lines	09/06/15	Order made, works completed
St Annes Road	Removal of disabled persons parking bay	09/06/15	Order made, works completed
St Stephens Walk	Removal of disabled persons parking bay	09/06/15	Order made, works completed
St Teresas Close	Introduction of double yellow lines	09/06/15	Order made, works completed
Sussex Avenue	Removal of disabled persons parking bay	09/06/15	Order made, works completed
Wellesley Road	Change of limited waiting parking bay to double yellow lines	09/06/15	Order made, works completed
Western Avenue	Change of limited waiting parking bay to double yellow lines	09/06/15	Order made, works completed
Wolseley Place	Formalising hours of operation for existing single yellow lines	09/06/15	Order made, works completed
CHARING			
School Road	Administrative amendment	09/06/15	Order made, no works to complete

Amendment 2 (Wye)

Location	Description of Scheme	Date at JTB	Current Status
WYE			
Bramble Lane (between Jarman Cottages and Railway Station car park)	Introduction of double yellow lines	08/09/15	Consultation completed, report to this JTB
Bridge Street (outside Wye Library)	Removal of section of single yellow line to facilitate introduction of bus stop clearway	08/09/15	Consultation completed, report to this JTB
Bridge Street (Outside Lady Joanna Thornhill school)	Introduction of double yellow lines (reduced from advertised length)	08/09/15	Consultation completed, report to this JTB
Bridge Street (junction with Churchfield Way)	Formalising existing School Keep Clear marking	08/09/15	Consultation completed, report to this JTB

Church Street (junction with Churchfield Way)	Introduction of double yellow lines	08/09/15	Consultation completed, report to this JTB
Churchfield Way (junction with Bridge Street)	Introduction of double yellow lines	08/09/15	Consultation completed, report to this JTB
Churchfield Way (bend between junctions with Bridge Street and Abbots Walk)	Extension of existing double yellow lines	08/09/15	Consultation completed, report to this JTB
Churchfield Way (junction with Church Street)	Introduction of double yellow lines	08/09/15	Consultation completed, report to this JTB
High Street (outside St Gregory and St Martin's church)	Removal of section of double yellow line to facilitate introduction of bus stop clearway	08/09/15	Consultation completed, report to this JTB
High Street (opposite former College site)	Removal of limited waiting parking bay restrictions	08/09/15	Consultation completed, report to this JTB
Olantigh Road (adjacent to former College site)	Removal of limited waiting parking bay restrictions	08/09/15	Consultation completed, report to this JTB
Upper Bridge Street (outside New Flying Horse public house)	Removal of section of double yellow line to facilitate introduction of bus stop clearway	08/09/15	Consultation completed, report to this JTB

Amendment 3 (Tenterden)

Location	Description of Scheme	Date at JTB	Current Status
TENTERDEN			
Eastwell Barn Mews	Introduction of double yellow lines	09/06/15	Order made, works completed
Haffenden Road	Introduction of double yellow lines	09/06/15	Order made, works completed
High Street	Replacement of single yellow lines with double yellow lines	09/06/15	Order made, works completed
Oaks Road	Replacement of limited waiting parking bay with double yellow lines	09/06/15	Order made, works completed
Rogersmead	Introduction of double yellow lines (reduced from advertised length)	09/06/15	Order made, works completed
Turners Avenue	Introduction of double yellow lines	09/06/15	Order made, works completed
Westwell Court	Introduction of double yellow lines	09/06/15	Order made, works completed
Ashford Road	Introduction of double yellow lines	TBC	Further consultation required
Rothley Close	Introduction of double yellow lines	TBC	Further consultation required

Amendment 4 (Ashford)

Kent County Council led Member Highway Fund scheme for Lees Road, Willesborough.

Amendment 5 (Ashford, Charing, Mersham, Tenterden)

Location	Description of Scheme	Date at JTB	Current Status
ASHFORD			
Fairview Drive	Introduction of double yellow lines on bend leading from junction with Monument Way	08/12/15	Consultation underway
Godinton Road	Replacement of section of double yellow lines with limited waiting parking bay	08/12/15	Consultation underway
Providence Street	Introduction of double yellow lines at junction with Riversdale Road and Whitfeld Road	08/12/15	Consultation underway
Riversdale Road	Introduction of double yellow lines at junction with Providence Street and Whitfeld Road	08/12/15	Consultation underway
Whitfeld Road	Introduction of double yellow lines at junction with Providence Street and Riversdale Road	08/12/15	Consultation underway
CHARING			
Pett Lane,	Introduction of double yellow lines at junction with The Hill and High Street	08/12/15	Consultation underway
The Hill	Introduction of double yellow lines at junction with Pett Lane and High Street	08/12/15	Consultation underway
High Street	Introduction of double yellow lines at junction with The Hill and Pett Lane	08/12/15	Consultation underway
MERSHAM			
Church Road	Introduction of double yellow lines along pinch point to north of Ashford-Folkestone rail line overbridge	08/12/15	Consultation underway
TENTERDEN			
Austens Orchard	Introduction of double yellow lines	08/12/15	Consultation underway
Smallhythe Road	Introduction of double yellow lines around junction with Austens Orchard	08/12/15	Consultation underway

Amendment 6 (Ashford)

Kent County Council led scheme to introduce loading ban between certain hours on A2042 Somerset Road, Ashford (in response to Kent Police 'Pink Peril' notification)

Requests for Investigation

Street(s)	Area	Focus of investigation	Date at JTB	Current Status
Beaver Lane	Ashford	Obstructive parking around entrance to residential parking court	08/09/15	For investigation
Brooke Road	Ashford	Obstructive parking on approach to Magazine Road and around cul-de-sac end	08/09/15	For investigation
Bybrook Road	Ashford	Obstructive parking at junctions with Grasmere Road	08/09/15	For investigation
Grasmere Road	Ashford	Obstructive parking at junctions with Bybrook Road	08/09/15	For investigation

Report To: Joint Transportation Board

Date: 8th September 2015

Report Title: Wye Traffic Management Proposals

Report Author: Jo Fox, Health, Parking & Community Safety Manager –
ABC
Lorna Day, Parking Enforcement Manager - KCC

<p>Summary: Wye Traffic Management Proposals (as attached) For consideration by the JTB</p>
--

Background

1. Following requests from Wye Parish Council a traffic management scheme to address safety concerns within the village of Wye has been investigated. Various proposals were considered and a best fit solution for emergency vehicles and public transport was proposed and advertised.
2. As part of this scheme waiting restrictions have been removed on 10 parking spaces (minimum) in Wye village which has the benefit of an overall increase for parking spaces within Wye.

Consultation

3. Extensive on site consultation was carried out with the local member and various options were examined. Officers were mindful that the safety of the travelling public should remain priority whilst taking into account the impact on residents and businesses.
4. The scheme, as attached, has been proposed and advertised in line with current legislation and statutory requirements. The public consultation was advertised on our website, in the local newspaper, through on-site notices, deposit documents were lodged at both Ashford Borough Council and Kent County Council and individual letters were sent to 312 households who would be directly affected by the proposals. Letters were also sent to all statutory and non-statutory consultees which included KCC public Transport, Road Haulage Association, Freight Transport Association, NHS, Stagecoach, Kent Fire and Rescue Services, Police, EDF, Transco, BT, Kent Association for disabled (Ashford Branch), Royal Mail, RAC, AA, Arrow Taxis, Navigation Technologies Ltd, Cycle Union Limited, Kent Invicta Chamber of Commerce, NCP, Cllr Simkins - JTB Chair, Cllr Ovenden – Ward Member and Cllr Wickham – County Councillor.

- 24 responses were received to the consultation, all from local residents or businesses
- 2 in support
- 1 requiring clarification
- 2 commenting solely on bus stop clearways
- 8 requesting additional waiting restrictions
- 10 concerns satisfied by further consultation or waiting restrictions reduced as requested
- 1 objection which was not withdrawn following further consultation and onsite meeting

Objection

The objection received from the Wye Business Association included representation from 3 respondents who were replied to in the original consultation. The objection that has been received is greatly concentrated on the process when making a Traffic Regulation Order, specifically the consultation process. We can advise that consultation over and above statutory requirement has taken place. However, it has been noted that it would be advantageous for deposit documents to be lodged at a very local level in future. Concerns have been raised regarding the basis for initial investigation into a traffic management scheme and it has been made clear that this scheme was investigated at the request of Wye Parish Council.

Two points have been raised regarding traffic management as follows:-

1. The double yellow line waiting restriction on the south side of Bridge Street should not run from outside number 150 to 140. Wye Business Association have proposed that they should commence at 140 Bridge Street and end at the junction with the property known as Little Chequers to ensure the availability of parking spaces directly outside of the existing businesses. **The double yellow lines proposed by ABC and KCC are proposed at the pinch point of Bridge Street where the passage of large vehicles, such as Buses and Fire Engines, is hindered by parked vehicles.**
2. The double yellow line corner protection on the junction of Church Street and High Street is too long and should only reach into Church Street to cover the dropped kerb, maximising the number of parking spaces available on Church Street. **The double yellow lines proposed by ABC and KCC only cover the curvature of the junction and allow any disabled person to have full sight lines of oncoming traffic in Church Street when crossing using the dropped kerb.**

Bus Stop Clearways

Concerns have been raised over the inclusion of Bus Stop Clearways within the proposed Traffic Management Scheme. Bus Stop Clearways do not have to be

formally consulted on and can be placed on the Highway by the Highway Authority (Kent County Council) as necessary. There is currently a project across Kent to mark all necessary Bus Stops as Bus Stop Clearways in line with the new Disability Discrimination Act regulations. Therefore they have been included for completeness, minimising disruption and costs whilst also providing the opportunity for the Bus Stop Clearways in Wye to be the minimum length and in line with conservation area recommendations.

Recommendation

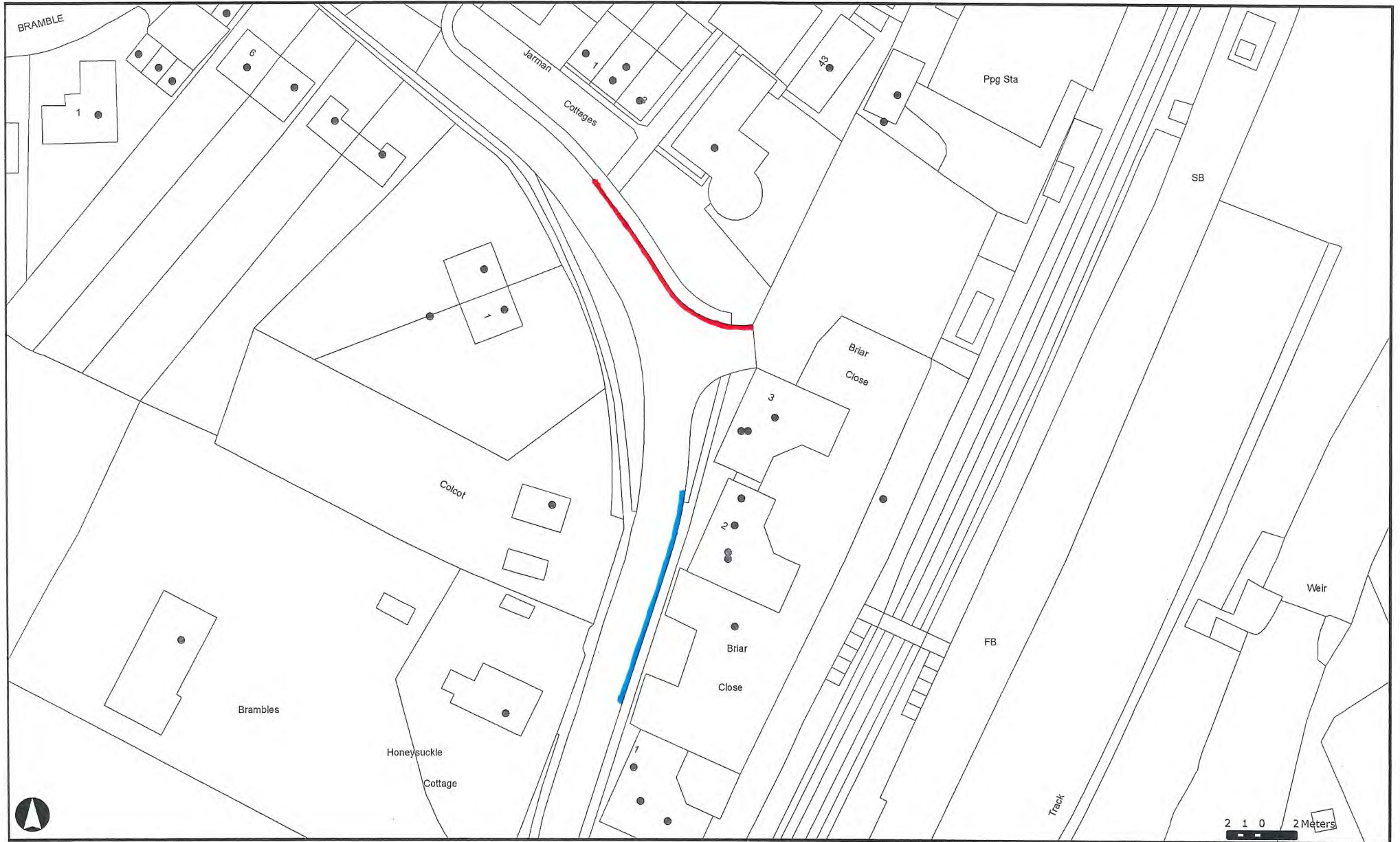
Officers are recommending that the JTB support the implementation of the proposed Traffic Management Scheme.

Contact: Jo Fox & Lorna Day







Email: jo.fox@ashford.gov.uk & lorna.day@kent.gov.uk



Ashford Borough Council



KEY FOR INTERPRETATION




	Double yellow line
	Single yellow line
	Bus Stop Clearway
	School Keep Clear marking
	Limited waiting parking bay to be removed
	Disabled persons parking bay to be removed



Ashford Borough Council



KEY FOR INTERPRETATION

	Double yellow line
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	Bus Stop Clearway
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Ashford Borough Council



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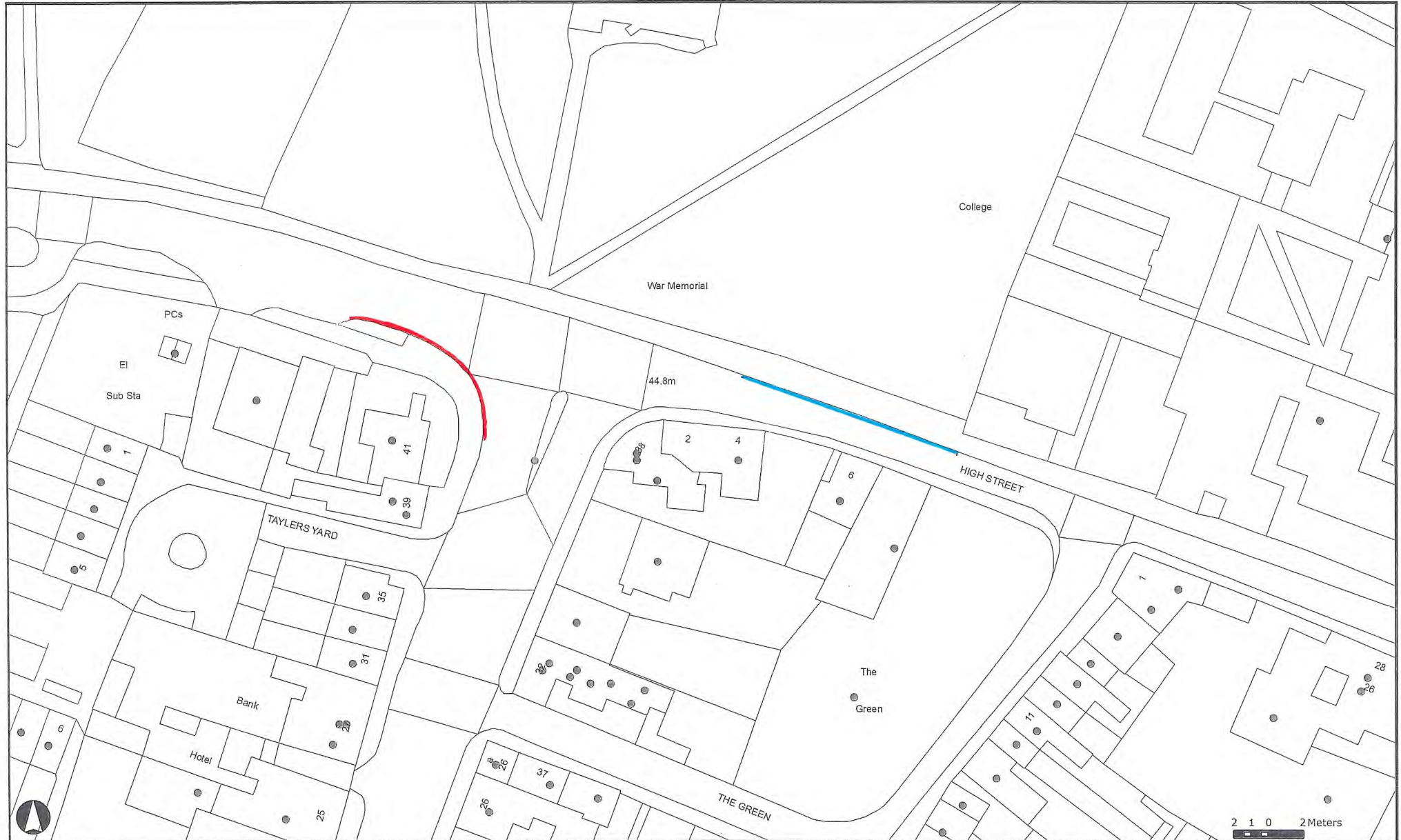
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In the Borough of Ashford

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS, BOROUGH OF ASHFORD)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT NO. 2) ORDER 2015
ROAD TRAFFIC REGULATION ACT 1984**

STATEMENT OF REASONS

The purpose of this Order is;

1. To introduce 'no waiting at any time' restrictions and extend existing 'no waiting at any time' restrictions prohibiting parking in locations defined as unsuitable under the Highway Code at certain locations in Bramble Lane, Bridge Street and Churchfield Way, Wye for the following reasons:

- To avoid danger to persons or other traffic using these roads and prevent the likelihood of such danger arising

2. To revoke restrictions limiting waiting in parking bays to 30 minutes with no return in 30 minutes between the hours of 8am and 6pm Monday to Saturday at certain locations in High Street and Olantigh Road, Wye for the following reasons:

- To improve the amenity of the area through which these roads run by enabling long stay parking in these locations

3. To revoke certain existing 'no waiting at any time' and 'no waiting between 8am and 6pm Monday to Saturday' restrictions in certain locations in Bridge Street, High Street and Upper Bridge Street, Wye for the following reasons:

- To facilitate the introduction of Bus Stop Clearways which do not form a part of this Order.

4. To formalise an existing 'School Keep Clear' marking in Bridge Street, Wye outside the Lady Joanna Thornhill (endowed) Primary School for the following reasons:

- To avoid danger to persons using the road through prohibiting the stopping of vehicles at the principal pedestrian crossing point for schoolchildren.

Roger Wilkin
Interim Director of Highways, Transportation and Waste
Kent County Council
County Hall
Maidstone
Kent ME14 1XQ

Health, Parking and Community Safety

Email: consultation@ashford.gov.uk
Telephone: (01233) 331111



ASHFORD
BOROUGH COUNCIL

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

Your Ref: 2015/Am2
Date: Thursday 7th May 2015

Dear Sir/Madam

Re: Proposed amendments to parking controls in Wye, Ashford

It is the intention of Ashford Borough Council, as agents working on behalf of Kent County Council, to make amendments to parking controls in certain areas of Wye in order to prevent obstructive and unsafe parking practices and to remove waiting restrictions on parking bays in the vicinity of the former Imperial College site.

It is also intended to make several administrative amendments to the entries in 'The Kent County Council (Various Roads, Borough of Ashford) (Waiting Restrictions and Street Parking Places) Consolidation Order 2015' for certain restrictions in Wye. **These changes will not affect the extent or conditions of any restrictions as they appear on the ground**, and are made purely for administrative purposes to improve the accuracy of the Consolidation Order.

A notice giving details of the affected areas and streets is enclosed, along with plan(s) showing the proposed changes within your area. A copy of the proposed Order and supporting documents, including the statement of reasons for making this Order may be inspected online at www.ashford.gov.uk/parkingconsultation under "**Amendment 2**" or in hard copy format at Ashford Gateway Plus, Church Road, Ashford, Kent TN23 1AS at the following times:

Days	Hours
Monday to Wednesday	9am – 6pm
Thursday	9am – 8pm
Friday	9am – 6pm
Saturday	9am – 5pm

A copy of the proposed Order will also be available at the main reception of Sessions House, Maidstone, Kent ME14 1XQ between 8am and 6pm Monday to Friday.



If you would like to make a comment on, or objection to, the proposals please submit your representation in writing, either by email or letter to the address below by no later than **Friday 29th May 2015** ensuring that you include the following:

- Your address details
- If objecting, the reasons for your objection
- Our reference – **2015/Am2**

Engineering Services
Ashford Borough Council
Civic Centre, Tannery Lane
Ashford
Kent
TN23 1PL

Email: consultation@ashford.gov.uk

It is also intended to introduce enforceable Bus Stop Clearways at existing bus stops in Wye, as noted on the enclosed notice. The enclosed plan(s) show the extent of any proposed Bus Stop Clearways within your area.

Plans of these clearways may be inspected online at www.ashford.gov.uk/parkingconsultation under "**Amendment 2**"; or in hard copy format at Ashford Gateway Plus, Church Road, Ashford, Kent TN23 1AS and the main reception of Sessions House, Maidstone, Kent ME14 1XQ during the times and days advised above.

If you would like to make a comment on the introduction of these Bus Stop Clearways, please submit your representation in writing, either by letter or email to the address above (quoting reference "**Wye/BusCW**") by no later than Friday 29th May 2015.

Yours faithfully

William Train
Technical Administrative Assistant



In the Borough of Ashford

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS, BOROUGH OF ASHFORD)
(WAITING RESTRICTIONS
AND STREET PARKING PLACES)
(AMENDMENT 2) ORDER 2015
ROAD TRAFFIC REGULATION ACT 1984**

NOTICE is hereby given that the KENT COUNTY COUNCIL acting as local traffic authority and in exercise of its powers under sections 1(1), 2(1) to (3), 3(2), 4(1) to (3), 32(1), 35(1), 45, 46, 49, 53 and 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 and of all other enabling powers, intends to make the above Order, the effect of which will be:

In the Village of Wye

Street	Proposed Changes
Bramble Lane (between Jarman Cottages and the Railway Station Car Park)	Introduction of double yellow lines to prevent obstructive parking
Bridge Street (outside Wye Library)	Removal of a section of single yellow lines to facilitate the introduction of a bus stop clearway not forming part of this Order
Bridge Street (between junctions with Stonegate and Little Chequers)	Introduction of double yellow lines to create vehicle passing bay
Bridge Street (outside Lady Joanna Thornhill school)	Formalising existing School Keep Clear marking
Bridge Street (junction with Churchfield Way)	Introduction of double yellow lines to prevent obstructive parking
Church Street (junction with Churchfield Way)	Introduction of double yellow lines to prevent obstructive parking
Churchfield Way (junction with Bridge Street)	Introduction of double yellow lines to prevent obstructive parking
Churchfield Way (bend between junctions with Bridge Street and Abbots Walk)	Extension of existing double yellow lines to prevent obstructive parking
Churchfield Way (junction with Church Street)	Introduction of double yellow lines to prevent obstructive parking
High Street (outside St Gregory and St Martin's Church)	Removal of a section of double yellow lines to facilitate the introduction of a bus stop clearway not forming part of this Order
High Street (opposite former College site)	Removal of limited stay waiting bay restrictions
Olantigh Road (adjacent to former College site)	Removal of limited stay waiting bay restrictions
Upper Bridge Street (outside New Flying Horse public house)	Removal of a section of double yellow lines to facilitate the introduction of a bus stop clearway not forming part of this Order

A copy of the proposed Order and supporting documents, including the statement of reasons for making this Order may be inspected on line at www.ashford.gov.uk/parkingconsultation or in hard copy format at Ashford Gateway Plus, Church Road, Ashford, Kent TN23 1AS at the following times:

Days	Hours
Monday to Wednesday	9am – 6pm
Thursday	9am – 8pm
Friday	9am – 6pm
Saturday	9am – 5pm

A copy of the proposed Order will also be available at the main reception of Sessions House, Maidstone, Kent ME14 1XQ between 8am and 6pm Monday to Friday.

Any objections or other representations relating to this Order must be made in writing to: Engineering Services, Ashford Borough Council, Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL or by email to consultation@ashford.gov.uk. Any objection or other representation must specify the **grounds on which it is made**, include **return address details** and quote reference “**2015/Am1**”. Objections or other representations to this Order must be made by **Friday 29th May 2015**.

Roger Wilkin
Interim Director of Highways, Transportation and Waste
Kent County Council
County Hall
Maidstone
Kent ME14 1XQ

Dated Thursday 7th May 2015

Bus Stop Clearways

It is also intended to introduce enforceable Bus Stop Clearways **which will not form part of the above Order** at existing bus stops in Wye in the following locations:

Street	Bus Stop Clearway location
Bramble Lane	On the eastern side opposite “Col Cot” and “Honeysuckle Cottage”
Bridge Street	On the southern side outside Wye Library and St Ambrose Green
Bridge Street	On the southern side outside No’s 116 to 126 Bridge Street
Bridge Street	On the southern side outside No’s 50 to 70 Bridge Street
Churchfield Way	On the north eastern side outside No’s 33 and 34 Churchfield Way
High Street	On the northern side outside St Gregory and St Martin’s Church
Upper Bridge Street	On the eastern side outside the New Flying Horse public house

Any person wishing to comment on the introduction of these Bus Stop Clearways should write to Engineering Services, Ashford Borough Council, Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL or email consultation@ashford.gov.uk; including their **address details**, stating the **Clearway location** concerned and quoting reference “**Wye/BusCW**” by no later than Friday 29th May 2015

A28 Chart Road Dualling, Ashford

To: Ashford Joint Transportation Board - 8 September 2015

Main Portfolio Area: Growth, Environment & Transport

By: Roger Wilkin, Interim Director of- Highways & Transportation

Classification: For Information

Ward: Godinton, Great Chart with Singleton North, Victoria, and Singleton South

Division: Ashford Central, Ashford Rural West and Ashford South

Summary: Progress report on A28 Chart Road Dualling Scheme

1. Introduction

1.1 The A28 is a strategic route serving the east and south side of Ashford from M20 Junction 9. The corridor from Junction 9 to Tank Roundabout has been progressively improved over past years. Prior to the recession, it had been the intent to then consider the improvement of the A28 Chart Road between Tank and Matalan roundabouts and outline plans had been prepared by our consultants. As the UK emerges from recession, and with the award of Local Growth funding and the proposed development at Chilmington, we are now able to actively promote this improvement. The existing road and junctions are regularly congested, the route lacks continuity of footway and cycle provision and the vertical alignment over the railway bridge is poor.

1.2 The purpose of this report is to advise the Board of progress in developing the outline design as we move towards anticipated public engagement in November.

2.0 General Design Principles

2.1 The objective is to provide a two lane dual carriageway with shared un-segregated footway/cycleways along both sides together with improved junction capacity at Tank roundabout, Matalan roundabout and Loudon Way. The corridor is highly constrained but the overarching principle is to widen as much as possible on the eastern side to mitigate the impact on Godinton Park residents while not adversely affecting Cobbs Wood industrial estate and access to those businesses. Chart Road is already busy and traffic will continue to increase through general background and development growth. While extra capacity is being provided to help reduce congestion and allow the freer movement of traffic, noise is already an understandable concern. A complementary objective is therefore to provide traffic

noise screening for Godinton Park residents so that they are no worse than at present and ideally that the situation can be improved.

2.2 Chart Road is an established road and green corridor with many mature trees. Regrettably and unfortunately unavoidable, there are many trees that will need to be taken to achieve the dualling scheme. However, there will still be significant areas of land remaining that will give scope for new landscaping that will be considered jointly with the consideration of noise mitigation measures.

3.0 Detailed Scheme Description

3.1 See Appendix A for a detailed description of the scheme.

3.2 An Equalities Impact Assessment has been prepared and that will be kept under review as the scheme development is progressed.

4.0 Environmental Aspects

4.1 Traffic noise is a complex issue and individual perception and tolerance vary considerably. Traffic volumes have to increase significantly or traffic moved nearer to increase noise to levels which can be readily noticed. Although traffic volumes are clearly going to increase the traffic should be moving more freely and half of that traffic will be on the southbound carriageway which will be further away from houses. Even without mitigation, noise levels in future years are only predicted to be at about the level where the increase, over current levels, becomes noticeable. Godinton Park already has protection from the existing linear grass mounds which will be unaffected but the most effective mitigation is where it is located close to the source which would mean along the back of the new footway/cycleway. However, conventional acoustic fencing particularly over a long length is visually very unattractive and alternative ideas are being considered such as for example a more natural planted green wall.

4.2 Landscape and noise consultants have been commissioned to propose a joint landscape and noise mitigation approach which will seek to mitigate the effects of increased traffic noise from the scheme and ideally to offer some enhanced protection over current levels.

5.0 Programme

5.1 The outline design has reached the point where we are able to engage with the local community. However, we recognise that apart from interest in scheme detail, the environmental aspects will be of key interest and we first need to complete that assessment so that we can identify realistic options. It is therefore anticipated that public engagement will be arranged during November 2015 and a key component will be a manned exhibition held locally.

5.2 A draft communication plan has been prepared and there is regular on going engagement with Borough Council officers.

5.3 The future programme will clearly depend on the outcome of the public engagement but it is hoped that a firm scheme proposal can be confirmed in spring 2016. It has already been established from a screening opinion that an

environmental impact assessment is not required and the scheme can proceed as permitted development.

5.4 The next stage would then be developing the detailed design to confirm the exact extent of land required. There has already been informal contact with most of the key landowners and it is hoped that much of the land can be secured by voluntary agreement. However a compulsory purchase Order would also be promoted to give scheme and programme certainty. On that basis and subject also to Network Rail technical approvals for the new bridge and agreeing track possessions a scheme start in 2018/19 is possible - with an 18 month to 2 year construction period.

5.5 A key aspect of a construction contract would be an effective traffic management plan that minimised the disruption and inconvenience to road users and the local community.

6.0 Financial

6.1 The total scheme cost is currently estimated at about £33m. Local Growth Funding of £10.23m has been secured in principle subject to a satisfactory business case being approved by the South East Local Enterprise Partnership. The remaining funding will come from S278 obligations and S106 contributions. However, KCC will forward fund so that the scheme can be delivered in full and avoid what might otherwise be an incremental series of disruptive economically inefficient improvements over many years as Chilmington was built out.

6.2 Chilmington developers are funding the current design work.

7.0 Legal implications

7.1 This Report is for information only and hence there are no legal implications for the Board.

8.0 Conclusions

8.1 An outline design has been developed that achieves a feasible cost effective solution, within the significant physical constraints along the A28 corridor, which also seeks to minimise the impact on the Godinton Park community and Cobbs Wood industrial estate.

8.2 When landscape and noise mitigation options have been prepared and other issues such as the feasibility of retaining entry into Hilton Road have been resolved the intent is to hold public engagement starting in November 2015.

8.3 Board Members are invited to raise any matters that they would like KCC Officers to take into account in developing the scheme design or brought to the attention of the KCC Cabinet Member.

8.4 Further updates will be brought to the Board at appropriate times during the progress of the scheme.

9.0 Recommendations

For Information

Future Meeting if applicable: As necessary but none planned at present	Date:
--	-------

Contact Officer:	John Farmer - Project Manager (Major Projects) e mail: tel:john.farmer@kent.gov.uk tel: 07740 185252
Reporting to:	Mary Gillett - Major Projects Planning Manager

Appendices

Appendix A	Scheme Description
Appendix B	Scheme Plan

Detailed Scheme Description

Please read in conjunction with Scheme Plan - Appendix B.

Tank Roundabout

This will be enlarged to provide improved capacity. It will need to be 'lozenge shaped' in order to accommodate the five entry arms.

East Lodge/Geerings

This is the main pinch point and there is not enough room between the boundaries of East Lodge and Geerings to achieve the dualling without requiring land take. The initial starting point for design was to avoid East Lodge which is a Grade II listed building. However, Geerings have already had land taken when the Channel Tunnel Rail Link was built and further land take would have a very significant impact on their business. We have therefore considered taking a narrow strip of land from East Lodge. This would require rebuilding the flank boundary wall and the opportunity would also be taken to increase the height to give added visual and traffic noise screening. This has been discussed with the owners who have been very understanding of the problem and supportive of the proposal in principle. It would require Listed Building planning consent but informal discussions with heritage officers at the Borough Council suggest that this could be supported subject to careful design of the wall and reuse, where possible, of existing bricks.

East Lodge to Loudon Way

It is not possible to widen fully on the Cobbs Wood side of the road because of the need to provide a junction with Brunswick Road and retain adequate room for holding a lorry within the junction. There is also a need to cater for lorry turning movements bearing in mind the need for some lorries to turn back on themselves into Brunswick Road which runs parallel to the A28. Some widening on the Godinton side of the road is therefore unavoidable and this is mainly where mature trees will be lost. However the existing linear grass mound is unaffected and there is significant space remaining for landscaping and noise mitigation measures.

With land take for widening, it had initially been considered that the Hilton Road junction would need to be closed. However, while the arrangement is not ideal, consideration is being given to the possibility of retaining Hilton Road as a left in only junction. This would maintain flexibility of access to Cobbs Wood and in particular would allow Geerings traffic wishing to head back towards the M20 direction to use Hilton Road and Carlton Road to get to back to Tank Roundabout. This would avoid a longer diversion down to Matalan roundabout to achieve the 'U' turn which we are already aware would be a major concern to Geerings.

It is proposed that Loudon Way junction would be maintained as a traffic signal controlled junction with controlled pedestrian crossings and a dedicated north bound left turn lane and a dedicated south bound right turn lane for traffic entering Godinton Park. There is a large grass area in the south west quadrant and a roundabout option has been considered. While it would provide comparable traffic capacity and would cater for Geering 'U' turning traffic it does have a much larger

'foot print' and brings north bound traffic nearer to houses. While traffic signals are not always favoured by the general public they do give positive control that will assist Godinton Park traffic to exit on to Chart Road. Roundabouts also disadvantage pedestrian and cyclists because they have to travel some distance around the roundabout arms to where a controlled crossing point could be safely provided. A roundabout would also have a greater impact on utilities. Taking all these factors into account a roundabout option has been rejected in favour of the proposed traffic signals.

Brunswick Road to Railway

Brunswick Road will be provided as a left in/left out junction.

The existing railway bridge will be retained for northbound traffic. The vertical alignment will be improved by slightly raising the vertical alignment of the road on the Matalan side. A new bridge will be provided to the east of the existing bridge for southbound traffic. A retaining wall will be required on the approach to the bridge to avoid adversely encroaching into some Cobbs Wood premises although some local minor land take will probably be necessary from one unit.

As a consequence with most of the road widening along the Cobbs Wood side of the road there will be little impact to the existing green corridor and no effect on the existing linear grass mound. The existing road will generally form the northbound carriageway

Railway to Matalan Roundabout

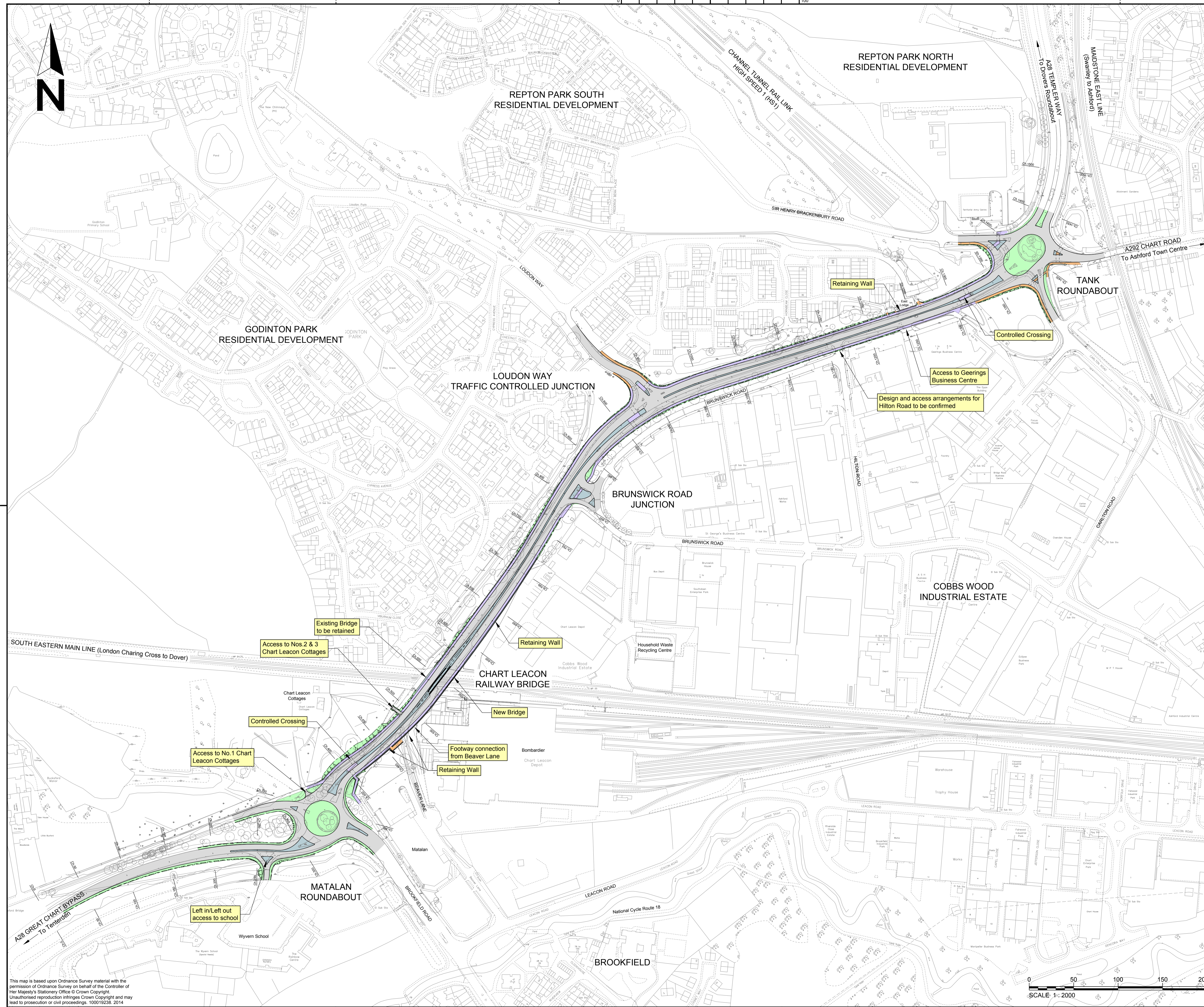
The alignment is dictated by the new railway bridge but is then pulled across to the west on the approach to Matalan roundabout in order to minimise the impact on Matalan. A narrow strip of land would be required from the field on the west side of the A28. A retaining wall is shown along the east side to minimise the land take from the Bombardier site and Matalan. However the Bombardier site is likely to come forward for redevelopment and there may be scope for an alternative solution that avoids or lessens the extent of retaining wall that may be required.

Matalan Roundabout

This will be enlarged to provide improved capacity.

Pedestrian and cyclists

A continuous shared un-segregated footway and cycleway will be provided along both sides of the road. Signal controlled crossing points of the dual carriageway will be provided before Tank and Matalan roundabouts and just south of Brunswick Road.



KEY

- Carriageway Improvement
- Verge / Earthworks / Landscaping
- Footway
- Segregated Footway/Cycleway
- Non Pedestrian Hardstanding

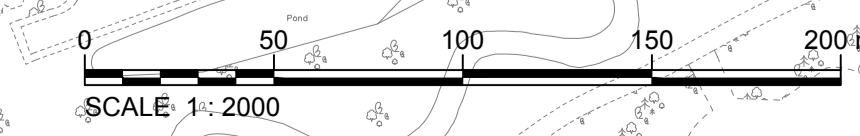
1	Title block revised Hilton Road text revised	RJHF	DB	13/8/2015
Rev	Revision details	Chkd	Appd	Date
Drawn:	TMW			Preliminary
Design:	RBF			For comment
Chkd:	BDB			For tender
Appd:	BDB			For construction
Date:	01 July 2015			As constructed
				Other



Client
 Project Name
A28 CHART ROAD WIDENING
 Drawing Title
**Scheme Plan
 Traffic Signal Controlled Junction
 at Loudon Way**

Original Drawing Size : A1	Dimensions : -
Scale : 1:2000	Copyright © Amey
Drawing No 4300246/000/25	Rev 1

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To: Ashford Joint Transportation Board
By: KCC Highways and Transportation
Date: 8th September 2015
Subject: Highway Works Programme 2015/16
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2015/16

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2015/16

Footway and Carriageway Improvement Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Appendix D – Transportation and Safety Schemes – See Appendix D

- **Local Growth Fund Report** – see Appendix D1
- **Integrated Transport Schemes** – see Appendix D2
- **Casualty Reduction Measures** – see Appendix D3
- **Wilesborough Road Pinch Point** – see Appendix D4

Developer Funded Works – Appendix E

Public Rights of Way – see Appendix F

Bridge Works – Appendix G

Traffic Systems – Appendix H

Combined Member Fund – see Appendix I

Conclusion

This report is for Members information.

Contact Officers:

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

Toby Howe	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
Melvyn Twycross	PROW
Tony Ambrose	Structures Manager
Jamie Hare	Developer Funded Work
Jamie Watson	Transportation and Safety Schemes
Kirstie Williams	Combined Member Fund

Appendix A – Footway and Carriageway Improvement Schemes

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

Surface Treatments - Contact Officer Wendy Boustead			
Micro Asphalt Schemes			
Road Name	Parish	Extent of Works	Current Status
Bilting Lane	Godmersham	Whole Length	Completed
New Forest Lane	Chillham	Whole Length	Reprogrammed for 16 th September 2015 for one day
Marriage Lane	Wye with Hinxhill	Whole Length	Completed
Sole Street	Crundale/Godmersham /Waltham	From its junction with Sole Street to its junction with Richdore Road	Completed
Westwell Lane	Westwell/Charing	From Lacton Manor to junction	Completed
Warren Street Road	Charing	From crossroads to junction	Reprogrammed for 16 th September 2015 for one day
Bedlam Lane	Egerton/Smarden	From Pond House to Burnt House Farm 'to let' sign	Reprogrammed for 17 th September 2015 for one day
Lenacre Street	Boughton Aluph/Eastwell	From its junction with Sandhurst Lane to the pub	Completed

Church Hill	Kingsnorth	From its junction with Bond Lane to 30mph sign	Completed
Tenterden Road	Appledore	From the start of the High Friction Surfacing at Coxland Cottages to its junction with The Street	Completed
Rye Road	Wittersham	From county border to The Stocks	Reprogrammed for 27 th /28 th August 2015 for three days
Surface Dressing Schemes			
Road Name	Parish	Extent of Works	Current Status
Waltham Road	Hastingleigh/wye with Hinxhill	From junction to four way junction at Hassell Street	Completed
Olantigh Road	Wye with Hinxhill/Crundale/Godmersham	70 limit sign to just before bridge	Completed
Highfield Lane	Mersham/Marden	From its junction with Kingsford Street to joint in SMA	Completed
Bonnington Road	Bonnington	From cross roads Little Crump Wood to its junction with Boat Lane	Completed
Soleshill Road	Chilham	From its junction with Canterbury Road to its junction with Goldups Lane	Completed
Hinxhill Road	Wye (Ashford)	From just beyond back of hospital to Plumpton	Completed
Selling Road	Chilham/Selling	From its junction with New Cut Road	Completed

		to its junction with Lower Lees Road	
A20 Maidstone Road	Westwell/Hothfield	From the joint by Hop Pickers PH to red slow pad at Watery Lane	Completed
Rock Hill Road	Egerton	From its junction with the joint by public footpath sign to the end	Completed
New Road	Egerton/Pluckley	Whole length	Completed
Long Length	Kingsnorth	From Chilmington Green to Roundabout (430m from gully)	Completed
North Street	Biddenden	Joint at no.70 to Elmstone	Completed
Smallhythe Road	Tenterden	From its junction with 40mph gateway to its junction with the public footpath sign at cricket ground	Completed
Biddenden Road	Headcorn /Frittenden/Biddenden	From its junction with Baptist Chapel cross roads (Frittenden Road) to its junction with Tile Barn Farm	Completed
Machine Resurfacing – Contact Officer Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
A252 The Street/Maidstone Road	Ashford	Between Pound Lane to Cutlers Farm	Programmed to start September 2015
Smeden Rd,(Forge Hill)	Pluckley	Glebe Cottages for 180m	Completed

Pluckley			
New Street	Ashford	Circulatory of roundabout and approaches	Completed
Chart Rd/Maidstone Rd	Ashford	Barrow Hill House entrance (on Chart Rd) to pedestrian crossing at Maidstone Rd junction	Completed
Footway Improvement - <i>Contact Officer Wendy Boustead</i>			
Road Name	Parish	Extent and Description of Works	Current Status
Hythe Road	Ashford	From its junction with Church Road to the junction with Albemarle Road - both sides. Footway protection treatment (works are subject to specialist contractor assessment)	Deferred until 2016/17
Bank Street	Ashford	From its junction with Elwick Road to Tufton Street. Works to replace existing footway surface with new granite blocks	On Site. Commenced on 26 th May 2015 for 22 weeks

Appendix B – Drainage Improvement Schemes >£5k

Drainage Works – <i>Contact Officer Kathryn Lewis</i>			
Location	Description of Works	Job Status	Timescale for Completion
Knock Hill, Stone-cum- Ebony	Ditching works and replacement culverts	Works complete	Completed

Appendix C – Street Lighting

Structural testing of KCC owned street lights has identified the following as requiring replacement this financial year. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

Street Lighting Column Replacement – <i>Contact Officer Sue Kinsella</i>			
Road Name	Parish	Description of Works	Status
Collison Place	Tenterden	Replacement of 3 number street lights complete with LED lanterns	Completed
Henwood	Ashford NCP	Replacement of 1 number street light complete with LED lantern	Completed
Edinburgh road	Ashford NCP	Replacement of 1 number street light complete with LED lantern	Works programmed for completion by October 2015
Loudon Way	Ashford NCP	Replacement of 2 number street lights complete with LED lanterns	Works programmed for completion by October 2015
Mace lane	Ashford NCP	Replacement of 1 number street light complete with LED lantern	Works programmed for completion by October 2015
Newtown road	Ashford NCP	Replacement of 1 number street light complete with LED lantern	Works programmed for completion by October 2015
Station road	Ashford NCP	Renew Subway lighting with LED Lighting	To be carried out under LED contract

Appendix D – Transportation and Safety Schemes

Appendix D1 – Local Growth Fund report

Local Growth Fund Central Government funded schemes to support economic development			
Road Name	Parish	Description of Works	Current Status
No works planned			

Appendix D2 – Integrated Transport Schemes

Integrated Transport Schemes Local Transport Plan funded non-casualty reduction schemes			
Road Name	Parish	Description of Works	Current Status
Ashford International Station	Ashford	Pedestrian / cycle ramp	Detailed design complete, in discussions with Southern Gas Network regarding possible stats diversion/protection

Appendix D3 – Casualty Reduction Measures

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). Contact Officer – **Tara O'Shea**

Casualty Reduction Measures Identified to address a known history of personal injury crashes			
Road Name	Parish	Description of Works	Current Status
A2042 North Street / A292 Somerset Road	Ashford	Pedestrian safety scheme	Detailed design work on hold. Awaiting trial hole data and costs from BT for the necessary relocation of their apparatus

A2042 Romney Marsh Road / Newtown Road	Ashford	Junction improvement	Scheme investigation on hold, pending outcome of Designer Outlet development
Cranbrook Road / Benenden Road (Castletons Oak)	Biddenden	Interactive warning signs	Works have been completed for standard signing and lining. Awaiting install of interactive signs
Ashford Road / Magpie Hall Road	Kingsnorth	Interactive warning signs	Works have been completed for standard signing and lining. Awaiting install of interactive signs
Bethersden Road / Plurenden Road	Woodchurch	Signing and lining improvements	Works have been completed
A251 Faversham Rd (adj to Warren Farm bend)	Boughton Aluph	Signing and lining improvements	Design complete. Liaising with contractor to resolve TM issues.

Appendix D4 – Willesborough Road Pinch Point Report

The County Council's purchase of land in third party ownership is close to being concluded/ Scheme construction should proceed in summer 2016 based on the current programme.

The implementation of the scheme is very much a priority for both Kent County Council and Ashford Borough Council.

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Agreement Works) – Contact Officer Joanne Davies				
Scheme Name	Mastergov File Ref No	Parish	Description of Works	Current Status
Warren Site B - Fougères Way	AS003007	Ashford	New traffic signals and entrance to John Lewis	Adopted
Newtown Road - Former railway site	AS0419	Newtown, Ashford	New controlled pedestrian crossing and construction of site entrance	Works have commenced, awaiting commissioning of traffic signals
A28 Chart Road, Brunswick Road Junction	AS2081	Godinton	Rearrange junction alignment	Works complete and in maintenance period
Brunswick Road	AS003013	Godinton	Widen the junction to the EMR site	Works complete and in maintenance period
Sotherton Road	AS2074	Willesborough	Amendments to the parking area	Adopted
Knoll Lane	AS003009	Singleton	Access on to new development and relocation of pedestrian crossing point	Works ongoing
Farrow Court	AS003012	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	AS003014	Ashford	Footway works to be completed along the frontage of the Ashford International Hotel	Remedial works completed waiting on final documentation before adoption can be completed
12-20 Hawthorn	AS003010	Appledore	New arrangement to access road providing additional parking	Works complete and in maintenance period
Mill Road	AS003020	Bethersden	Footway works along the frontage to tie in with the existing footway	Works complete and in maintenance period
Chalk Avenue	AS003008	Tenterden	New access to development	Works complete and in maintenance period
Ashford Road	AS003049	Chilham	New development access and pedestrian crossing	Works in progress
Cudworth Road	AS003024	Willesborough	New access to development	Works completed and in maintenance
Appledore Road, Kenardington	AS003025	Kenardington	New footway and pedestrian crossing to a housing development	Works completed and in maintenance
Dudley Road	AS003026	Kennington	New access for development	Works completed and in maintenance
Ashdown Court	AS003038	Ashford	New access to development and footway works	Technical approval granted waiting on start date

Manse Field, Brabourne	AS003027	Brabourne	New footway and access to development	Works completed and in maintenance
Warren Site A, Ashford Road	AS003002	Ashford	Access to be updated for new housing development	Works ongoing
Old Abattoir Site	AS003011	Aldington	New access	Works completed and in maintenance period
Wesley School Road	AS003028	Singleton	Change of road alignment to introduce on street parking	Works completed and in maintenance period
Cheesemans Green PAR	AS0418	Sevington	New principal road to developments	Works have completed on site in maintenance period (waiting on stage 3 safety audit)
Kings Avenue	AS003006	Ashford	New housing development	Preliminary works have commenced on site and technical acceptance has been issued. Kings Avenue is continually being monitored due to issue raised with mud on the highway
Tenterden Site 1	AS003036	Tenterden	New proposed housing development	Stage 2 technical audit in progress
Chilmington Green	AS003054	Great Chart	New proposed housing development	Access B has been technically approved waiting on final information to complete agreement. (Developer expects to be on site by end of August 2015)
Cryol Road	AS003044	South Ashford	New access for Ashford housing site	Works completed and in maintenance

River view, Ashford	AS00309	Ashford	New footway and parking arrangements	Works completed but remedial works required.
Hopewell School, St Stephens Walk	AS003033	Ashford	New vehicle cross overs and street lighting works	Works ongoing
Wilesborough Dykes, Sheepfold Lane	AS003046	Kingsnorth	New cycleway/ footway tying in to existing network	Works completed and in maintenance
Calleywell Lane (Housing 21)	AS003050	Aldington	New footway	Works ongoing
Dover Place	AS003051	Ashford	Amendments to the junction and works to the footway required	Technical approval granted waiting on start date (however I have been advised this may not progress due to funding)
Calleywell Lane (Taylor Wimpey)	AS003039	Aldington	New access for development	Stage 2 technical audit in progress
Mersham Cricket Club, Flood Street, Mersham	AS003056	Mersham	Relocation of the access and new culvert works	Early discussions in relation to the proposals

Appendix F – PROW

Public Rights of Way – Contact Officer Melvyn Twycross			
Path No	Parish	Description of Works	Current Status
AT60	Rolvenden	Surface improvements to byway	Works complete
AE490	Aldington	Surface repairs to footpath	Weather dependent – work due to commence shortly
AT49	Rolvenden	Surface repairs to footpath	Weather dependent – work due to commence shortly
AT77A	Wittersham	Provision of stone surface to footpath	Works complete
AW340	Shadoxhurst	Surface repairs to byway	Works due to commence shortly
AE155	Brook	Provision of stone surface to footpath and handrail	Works due to commence shortly – awaiting Environment Agency approval
AW173	Hothfield	Surface repairs to byway	Works complete
AW183	Shadoxhurst	Surface repairs to byway	Works complete
AT8	Biddenden	Provision of stone surface to footpath	Works complete
AE36	Chilham/ Godmersham	Surface repairs to byway	Works due to commence shortly, approximate duration 6 weeks

Appendix G – Bridge Works

Bridge Works – Contact Officer Tony Ambrose			
Road Name	Parish	Description of Works	Current Status
A28 Ashford Road	Chilham	Repairs to Great Chilham Bridge waterproofing. To be carried out in conjunction with carriageway resurfacing. Requires a weekend road closure	To be programmed Autumn 2015

Appendix H– Traffic Systems

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

Traffic Systems - <i>Contact Officer: Toby Butler</i>		
Location	Description of Works	Current Status
A28 High Street near Bells Lane	Refurbishment of traffic signal controlled crossing	Completed July 2015
A28 Ashford Road near Grange Road	Refurbishment of traffic signal controlled crossing	Completed July 2015

Appendix I – Combined Member Fund

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 Roger Wilkins, Interim Director of Highways, Transportation and Waste. The list only includes schemes, which are

- in design
- at consultation stage
- Handed over for delivery
- Recently completed on site.

The list is up to date as of **17th August 2015**.

The details given below are for highway projects only. This report does not detail

- Contributions Members have made to other groups such as parish councils
- Highway studies
- Traffic/ non-motorised user surveys funded by Members.

More information on the schemes listed below can be found via Kent Gateway, the online database for all Combined Member Grant schemes and studies, or by contacting the Traffic and Safety Engineer for the Combined Member Grant Ashford District.

Andrew Wickham

Details of Scheme	Status
15-MHF-AS12&27 Faversham Road, Kennington Lining improvements & red high friction surfacing	Works complete on site awaiting completion certificate
15-MHF-AS-30 Godmersham crossroads Proposed VAS	Investigation into feasibility of VAS sign

Charlie Simkins

Details of Scheme	Status
14-MHF-AS-53 The Street, Great Chart Great Chart bus stop relocation	Finalising design and preparing to hand over to contractor for delivery
15-MHF-AS-28 Forstal Road junction with Bedlam Road, Egerton Proposed Chevron Sign	Scheme currently being designed and costed

George Koowaree

Details of Scheme	Status
14-MHF-AS-104 Lees Road, Ashford Proposed extension of existing one way	Scheme currently being designed and costed
15-MHF-AS-22 Hunter Road / Albemarle Road, Willesborough Improvements to existing 20mph	Site visit complete, scheme currently being designed and costed

Mike Angell

Details of Scheme	Status
14-MHF-AS-19 Criol Road & Bethersden Road, Shadoxhurst Proposed Horse and Rider signs	Arranging road closure and preparing to hand over to contractor for delivery

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/Toby Howe 03000 418181

Street Lighting LED Project Update Report

To: **ALL**

Main Portfolio Area:

By: **LED Conversion Project Manager – Robert Clark**

Classification: **For Information**

Summary: This report provides an update of the LED conversion project, trial switch off sites review and consultation on street lighting.

1. The new Street Lighting Terms Services Contract is currently out for tender with submissions due back in September 2015. It is anticipated that this will be awarded so the LED conversion works will commence in early 2016. Full details of the programme will be confirmed shortly after the new contractor has been appointed. The programme will be communicated with all stakeholders detailing which areas will be completed and when these are scheduled.
2. Phase 1 trial switch off sites within the county are currently being reviewed to determine whether these will be permanently removed or switched back on. A report detailing all sites and their recommendation in each district will be reported to the appropriate JTB during November and December 2015. Any site recommendations for permanent removal will be signed off by the Cabinet Member for Environment and Transport.
3. A consultation is scheduled to start from the 14 September 2015 until Sunday 22nd November 2015. This will allow Kent residents and stakeholders to have their say on the street lighting policy. It will cover the three options reported at the recent E & T Cabinet:
 - Part night lighting – current level of service
 - All night lighting
 - All night lighting but dimmed when less busy
4. This consultation process will help inform the County Council's decision on the new street lighting policy that will be incorporated during the LED conversion project.
5. An update report will be presented at the next JTB which will provide further detail on the progress of each work stream.

Recommendation: Kent County Council Highways, Transportation & Waste request that the Board note this information report.

Contact Officers;

Robert Clark – LED Project Manager
03000 41 81 81

Joint Transportation Board

8th September 2015

M20 Junction 10A Scheme Update

Highways England update on progress of M20 Junction 10a scheme.

As the Junction 10A Community Stakeholder Group has not met for some time I am writing to update you on progress and the timetable moving forward.

The traffic modelling has been completed and we are currently re-visiting the scheme design to give us the best Value for Money option. It is important that each new junction on the revised road system created creates as little congestion as possible both for future road users and also because this influences the economic appraisal we have to carry out to justify making this investment of public funds.

The planning application for development of the land at Sevington is being considered by Ashford BC in parallel as a separate process to the approval process for junction 10A works which are a Nationally Significant Infrastructure Project being led by Highways England. Although the two processes are separate we continue to work closely together. Issues around the rural lanes and their relationship to the Sevington development will be tackled as part of the Sevington planning application process.

The design work being carried out has led to the project programme being put back. We are currently intending to take the scheme to public consultation in late autumn. We envisage the next meeting of the Community Stakeholder Group taking place in advance of the formal launch of that consultation in November. We will let you have details of a date for that meeting shortly.

The formal Development Consent Order application is likely in April 2016, with a start on site of early 2018, with about 18 months construction period.

Salvatore Zappala - Highways England