



# Joint Transportation Board

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

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The Members of this Board are:-

- Cllr Bartlett (Chairman)
- Mr C Simkins (Vice-Chairman)
- Cllrs. Burgess, Feacey, Heyes, Mrs Martin, Mrs Webb, Labour Vacancy
- 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. <b>Apologies/Substitutes</b> – To receive Notification of Substitutes in accordance with Procedure Rule 1.2(iii)                             |              |
| 2. <b>Declarations of Interest:-</b> 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. <b>Minutes</b> – To approve the Minutes of the Meeting of this Board held on the 8 <sup>th</sup> September 2015                              |              |
| 4. To receive any Petitions   |              |
| 5. Public Transport Liaison Task Group – 9 <sup>th</sup> October 2015   |              |

### Part I – For Decision

- 6. Park Farm South and East Proposed Parking Controls
- 7. HGV Clamping Trial and Overnight HGV Parking Survey Results and Recommendations



8. Parking and Waiting Restrictions Update Summary

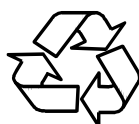
## **Part II – For Information**

9. Kent County Council Blue Badge Service
  10. Safe and Sensible Street Lighting - Update
  11. Highway Works Programme 2015/16
  12. Local Winter Service Plan
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DS/VS  
30<sup>th</sup> November 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](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 **8<sup>th</sup> September 2015**.

### Present:

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

Cllrs. Burgess, Heyes, Mrs Martin, Sims, Mrs Webb.  
Mr. M J Angell, 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 Sims attended as a Substitute Member for Councillor Feacey.

### Apologies:

Cllrs. Bradford, Feacey, Mr P M Hill, Mr S J G Koowaree.

### Also Present:

Cllrs. Mrs Blanford, Hicks, Michael, Ovenden.

John Farmer (Project Manager, Major Projects – KCC), Barry Stiff (Project Manager, Major Projects – KCC), Toby Howe (Highway Manager (East) KCC), 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 & Parking Admin Team Leader – ABC), William Train (Technical Officer – ABC), Jeremy Baker (Principal Solicitor – Strategic Development – ABC), Danny Sheppard (Senior Member Services & Scrutiny Support Officer – ABC).

Paul Best (Senior Strategic Planner – Network Rail), Laura Kerrigan (Strategic Planner – Network Rail).

At the commencement of the meeting the Chairman advised of a change of order to the Agenda.

## 105 Declarations of Interest

Councillor	Interest	Minute No.
Bartlett	Made a 'Voluntary Announcement' as he lived close to the proposed M20 Junction 10A.	115

Hicks                      Made a 'Voluntary Announcement' as she had a                      112  
relative who lived in the Godinton area.

## 106 Minutes

### Resolved:

**That the Minutes of the Meeting of this Board held on the 9<sup>th</sup> June 2015 be approved and confirmed as a correct record.**

## 107 Network Rail Kent Route Study

Laura Kerrigan from Network Rail gave a presentation on the Kent Route Study which was part of Network Rail's Long Term Planning Process. Kent was one of 10 national geographic routes that would be included. The studies would look to the next 30 years to allow the rail industry to begin to plan now for the forecast growth in demand. She ran through the different phases of the process, medium and longer term actions, the geographical scope of the Kent Route Study and the governance structure for the study. Following the initial study a Draft for Consultation document would be produced. This was anticipated for September 2016 and there would be a 90 day consultation period. Following that a final document was expected to be published in March 2017. In terms of this Board and Elected Members generally, she explained that Network Rail was keen to work with Local Authorities and Local Enterprise Partnerships throughout the study period, through their Regional Working Groups, so there was an opportunity for them to be able to input and feedback on the process.

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

- The cross boundary issues relevant to Ashford such as the potential electrification of the Hastings line and the possibility of a direct Ashford to Gatwick service were noted.
- Network Rail would liaise with Tracey Butler over appointing an Ashford Borough Council representative to attend the Regional Working Group meetings.
- Pricing and ticketing were not in the jurisdiction of this study or of Network Rail. This was an issue between the DfT and the individual operators.
- Particular comments and suggestions for routes, including growth numbers and projections would be welcomed and could be sent to [kentroutestudy@networkrail.co.uk](mailto:kentroutestudy@networkrail.co.uk)
- There were currently no plans in place to link the HS1 and proposed HS2 lines. This may be a longer term aspiration but there was a lot to consider before a viable plan could even begin to be looked at.

- The line to Dungeness Power Station was currently only used for freight. Any potential use for passengers would require significant upgrading.
- There was obviously a desire to add to and improve the network in order to meet local aspirations, but ultimately affordability was the main driver and any new infrastructure would require the right business case, promotion and Government backing. The issue of the Park Farm Rail Halt would be discussed as the next item on the Agenda.

The Chairman thanked the representatives from Network Rail for attending and said this was a useful and interesting exercise. Both Councils would like to be fully engaged in the whole process. He encouraged them to remain to hear the discussion on the next Agenda item.

**Post Meeting Note: The first Regional Working Group meeting will be on 21<sup>st</sup> October at the Network Rail HQ at the Cotton Centre, London Bridge.**

**Resolved:**

**That the report be received and noted.**

## **108 Park Farm Rail Halt - Update**

Mr Train gave an update on progress to date regarding the Park Farm Rail Halt, which had originally been identified in planning application 01/01155/AS. The ABC Planning Committee had further resolved to grant planning application 10/01711/AS in February 2012, subject to a revised Section 106 agreement which required the developer to pay across a total of £35,000 to ABC in two tranches for an independent Rail Halt consultant. The first tranche of £10,000 had been received and ABC Planning was currently in the process of procuring a consultant to carry out the stage 1 tasks of a process to procure a Rail Halt.

The Chairman said that this was something that was very much wanted by the community of Kingsnorth and Park Farm and it would be a major asset to the town as a whole. The Rail Halt site was protected from other development until 31<sup>st</sup> July 2021 and the Kent Route Study did seem to provide an opportunity for Network Rail to look at this project more seriously. Kingsnorth and the surrounding areas would only continue to grow in the coming years, so it was worth putting this in to future plans. He encouraged everyone present to support this in whatever way they could. One of the ABC Ward Members for the area said that it was important for Network Rail to take this issue more seriously as he considered that the failure to get it off the ground before now was stunting the growth of Ashford. The ABC Portfolio Holder said that there was incredible potential for a suburban station in this location (as there was not such a thing as a Rail Halt any longer) and possibilities to link in with improvements to the Hastings line.

Mr Train said he would speak to Planning and feedback some more detail on the conclusions of the Cannon Consulting Engineers documents of 2008 and 2011. He further advised that once the stage 1 tasks had been completed a written report and

non-technical summary would be provided to this Board. The Board was keen for the consultant to be engaged and complete their work as soon as possible.

**Resolved:**

**That the report be received and noted and the outcome of the stage 1 tasks be presented to a future meeting.**

## **109 Wye Traffic Management Proposals**

The report introduced a proposed traffic management scheme for Wye following requests from the Parish Council to address safety concerns within the village.

In accordance with Procedure Rule 9.3 Mr Cooling, Secretary of the Wye Business Association spoke on the proposals. He advised that he ran a business in Wye and lived in Bridge Street in the heart of the village. He wanted to firstly thank Officers for the time and trouble they had taken over this matter. They had gone beyond the minimum consultation standards established under statute for which all were grateful.

He advised that the proposals were far reaching as they would affect both residents and visitors to Wye. There was already a chronic shortage of parking places in Wye and these proposals would remove 12-15 spaces which would be a significant loss. He said that there were a number of aspects that were unclear from the proposals: - had the problems been defined before a solution was offered and were consultees asked if they had parking problems in Wye; was the consultation extended to surrounding Parish Councils and the Kent Downs AONB; double yellow lines which were in force 24/7 seemed to be a draconian measure for pinch points that were only an issue for a few minutes once or twice a month; were other measures considered; safety measures needed to be proportionate and only 14 accidents had been recorded in the area between 2000 and 2010 – none of which were attributable to parked cars; had a road safety audit been conducted for the WYE1 and WYE2 development sites; had any new parking spaces been considered; and he stated that the Wye Business Association had been denied access to the results of the consultation.

Mr Cooling then made some more specific comments about the report, the objections that had been received and the proposed bus stop clearways. He said that the proposals were contradictory to Local Government's stated aim of supporting rural businesses and the refusal to release the results of the consultation contradicted the more open policies of some other Council departments. To help clarify the several areas of uncertainty he had already mentioned, the Wye Business Association had submitted a Freedom of Information Request to ABC and awaited papers from KCC. In conclusion he said that good decisions were well informed decisions and as such he asked that a decision on this item be deferred to the next meeting to give them time to receive and assess the results from their FOI request to clarify the various unknowns in the report.

Mrs Fox advised that this was a joint report from KCC and ABC in response to a longstanding request from the Parish Council. As had been mentioned they had

gone above and beyond during the consultation and worked closely with the ABC Ward Member throughout the process. Officers had met with the Wye Business Association on the 16<sup>th</sup> July and believed they had covered all of the points of concern. With regard to the double yellow lines in Bridge Street, she advised that they had agreed to remove those outside 149 and 150 Bridge Street which would free up further parking spaces. The removal of restrictions outside the College would also free up another 10/11 spaces. The issue at the Bridge Street pinch point was one of safety and free flow of traffic rather than providing parking and this had been raised previously. The bus stop clearways had been included in these proposals for completeness and efficiency however this was a KCC function and could be implemented without consultation. The reason they were being put in was to ensure that both the buses and the stops were Disability Discrimination Act (DDA) compliant. The bus companies had a duty to provide DDA compliant buses over the next two years and these would only work with DDA compliant bus stops. Further double yellow lines had been considered for the interim period before the bus stop clearways were put in place by KCC however this was not the correct tool for the job and would involve unnecessary work and costs to deliver on Traffic Regulation Orders in order to put the restrictions on the ground and then having to remove them in a few months' time. The bus stop clearways needed to be implemented in any case and doing that as part of the wider lining job would save time and money. She said that the bus stop clearway was the right tool for the job. Double yellow lines allowed loading and unloading and parking for disabled blue badge holders, whilst bus stop clearways were for buses only, ensuring the area was kept clear at all times to allow buses to pull up safely.

The ABC Ward Member said both he and the Parish Council supported the proposed scheme entirely. With regard to the proposed waiting restrictions in Bridge Street, he said that on one side of the road it was not possible to park safely anyway without using the pavement, so in reality only 3/4 parking spaces were being lost there. He felt the scheme had been dealt with very well by Officers and urged the Board to support it.

The KCC Divisional Member said that he also supported the scheme. There had been an enormous amount of discussion on this and he felt the village were united in favour. This was a minimal scheme that would address safety concerns held by many.

Another Member said that he would find it very difficult to oppose a scheme that had the support of both the Ward Member and the Parish Council and in his view schemes that did not have that support should not make it as far as this Board.

**Resolved:**

**That the Joint Transportation Board supports the implementation of the proposed Traffic Management Scheme.**

## **110 Lorry Parking Update - Clamping**

Mrs Fox introduced the report which updated the Board on the lorry clamping pilot running from April to October 2015. She advised that research indicated that



Operation Stack had not increased the number of illegally parked lorries however, following the lifting of Operation Stack there had been an increase. She advised that clamping had taken place in recent weeks, but the overall picture was positive with increased compliance, reduced litter and anti-social behaviour and a positive outcome for local businesses since the start of the trial. Henwood Industrial Estate was a particular success story. She was aware that there had been some displacement to other areas (e.g. Hothfield and Ellingham). These had been reported to them and they would continue to carry out nightly checks. From the start of the operation 445 PCNs had been issued to HGVs parking in contravention of the overnight waiting ban. There was a two stage process in collecting the fines, firstly from the driver themselves and then going to Euro Parking Collections (EPC). Of the 445 PCNs, 120 (27%) had been paid after stage 1 which was a significant increase from the 17% paid after stage 2 prior to the clamping pilot. It was hoped that the activity would continue beyond the period of the trial and neighbouring Districts were keen to be involved and tackle the wider issues of lorry parking across the county.

Board Members said they were extremely encouraged by the report and the results of the pilot so far and thanked the Officers for the work they had undertaken. It seemed to be having the desired effect and was improving the day to day lives of both residents and businesses in the Borough. It was hoped that activity would continue beyond the pilot and Members were pleased that Ashford was leading the way on this issue. New HGV parks were considered a must and this had to continue to be looked at on a countywide basis. If others followed Ashford's example it was hoped that this would be a further influence and support for the longer term development of lorry parks.

The ABC Portfolio Holder asked if the percentage of fines paid could be kept under review and monitored by this Board in its update report at each meeting.

In response to a question about what co-operation the Council could get from the entry points to the country, Mrs Fox advised that at the moment Operation Stack discussions had taken priority but there may be more possibilities in the future. It would be an ideal situation if lorries paid for their overnight parking before they entered the country and many businesses had taken this on board.

The Chairman thanked Officers and said that both Councils should be rightly proud of what had been achieved so far. He urged everybody to continue to feedback regarding the pilot and particularly displacement to the [engineering@ashford.gov.uk](mailto:engineering@ashford.gov.uk) email address.

**Resolved:**

**That the report be received and noted.**

## **111 Progress on Recent Traffic Management Proposals**

The report provided an update and summarised schemes that had been brought through the Joint Transportation Board.

**Resolved:**

**That the report be received and noted.**

## **112 A28 Chart Road Dualling**

John Farmer from KCC gave a presentation on the project to improve the A28 Chart Road between the Tank and Matalan roundabouts, including the outline plans prepared by consultants. It outlined progress in developing the outline design as they moved towards anticipated public engagement in November. The need for improvements had long been recognised in terms of the existing roads and junctions being regularly congested, the route lacking continuity of footway and cycle provision and the poor vertical alignment over the railway bridge, and the proposed development at Chilmington had given added emphasis and importance to actively promoting the improvements. The presentation outlined the general design principles, a detailed description of the scheme, environmental aspects and potential mitigation measures and the programme.

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

- In terms of planning, while it was a significant scheme, it did follow and overlay much of the existing corridor and while there would be environmental impacts that would need to be considered, a formal screening opinion had determined that it could proceed as permitted development.
- The potential mitigation measures to protect residents from noise and pollution from the new road did have to be discussed further, although they were at the forefront of everyone's minds and the consultants were already working to identify possible options. Mrs Butler advised that this work was being supported by ABC's Environmental Protection Team.
- The possibility for extra congestion on the Great Chart by-pass as a knock on result of this scheme had been noted and passed on to Officers.
- The main constraint for new path and cycle ways was available width and there was not enough space for a continuous segregated path. Asking pedestrians to use one side of the road and cyclists the other did not appear to be a good way forward as users would have destinations along both sides of the road.

Members were encouraged to get involved during the public engagement in November and feed in any comments they may have on the scheme. It was hoped that this would be widely publicised in the press and by both Councils.

**Resolved:**

**That the report be received and noted.**

## **113 Highway Works Programme 2015/16**

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

Mrs Holder agreed to feedback more information to Members on the following matters surrounding the Highway Works Programme: -

- Interactive warning signs at Ashford Road/Magpie Hall Road, Kingsnorth.

**Resolved:**

**That the report be received and noted.**

## **114 LED Street Lighting Project Update**

The report provided an update on the LED conversion project, the trial switch off sites review and the consultation on street lighting. The Chairman advised that an important consultation would be running from the 21<sup>st</sup> September until 29<sup>th</sup> November which would allow Kent residents and stakeholders to have their say on the street lighting policy. The consultation would cover the three options – part night lighting (current level of service), all night lighting, and all night lighting but dimmed when less busy. Members were encouraged to let their residents know about this consultation as it was important that all views were heard from all areas as there did not appear to be a ‘one size fits all’ countywide solution.

A Member said that he was concerned over some of the definitions in the project as some lights appeared to be part of the trial, whilst others already appeared to have been classed as ‘permanent switch offs’. This was a question he would be asking as part of the consultation.

In response to a question Mrs Fox advised that ABC was responsible for 1578 lights, although these were maintained by KCC under contract. They would be reviewing their own provision when the results of KCC’s trial were known.

**Resolved:**

**That the report be received and noted.**

## **115 M20 Junction 10A Scheme Update**

The report provided an update on the M20 Junction 10A scheme progress and timetable from Highways England.

The Chairman advised that he had raised some environmental issues about the land proposed to be used for the scheme and he hoped these had been taken on board by Highways England. He looked forward to future meetings of the Community Stakeholder Group and encouraged the ABC Portfolio Holder to attend so that questions could be addressed to Highways England.

**Resolved:**

**That the report be received and noted.**

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# Public Transport Liaison Task Group

Minutes of a Meeting of the Public Transport Liaison Task Group held in the Council Chamber, Civic Centre, Tannery Lane, Ashford on the **9<sup>th</sup> October 2015**.

## Present:

Cllr. Heyes (Chairman);  
Cllr. Feacey (Vice-Chairman);  
Cllr. Britcher.

In accordance with Procedure Rule 1.2 (iii) Cllr. Britcher attended as Substitute Member for the Labour Vacancy.

## Also Present:

Cllr. Sims

Dutch Docherty – Stagecoach in East Kent, Dimitri Bridgland – Stagecoach in East Kent, Steve Benjamin – Kent County Council, Derek Goodwin – Ashford Driving Instructors Association, Ben Ward – Southeastern, Sheila Davison – Ashford Borough Council, Jo Fox – Ashford Borough Council, Tracey Butler – Ashford Borough Council, Will Train – Ashford Borough Council, Rosie Reid – Ashford Borough Council.

## Apologies:

Cllr. Pickering.

Michael Cloughton – Ashford Access Group, Stephen Gasche – KCC, Shane Hymers – KCC, Yvonne Leslie – Southern.

## 1. Minutes

### Resolved:

**That the Minutes of the meeting of the former Transportation, Highways and Engineering Advisory Committee of 16<sup>th</sup> January 2015 be approved.**

## 2. Kent Connected/Transport Interchange Audits

2.1 Tracey Butler advised that this was a project undertaken by KCC. ABC still needed to meet with Network Rail to progress the public realm work.

2.2 The Chairman opened up the item for discussion and the following points were raised:

- The Chairman raised the issue of the installation of additional drop off bays by removing 4-6 of the blue badge bays at the station forecourt, and said this was an extremely good idea.
- There was some discussion about the proposal to consider a new drop

off loop for private vehicles. It was generally agreed that many private vehicle users were not using the designated drop off area, but pulling up in front of the station and parking in the bus stop or on the lines opposite. This prevented buses from passing and also gave rise to a dangerous situation for bus users alighting from the buses. It was suggested that there should be a new system of correct and clear signage and subsequent enforcement.

- It was agreed that a comment was required from Steve Parish to go out with the minutes clarifying how much progress had been made on public realm work and proposed changes to the taxi rank. There was an expectation that the work would commence in early summer 2016. It was confirmed that the establishment of the new taxi rank would take place quickly, commencing in May and with expected completion by August. One Member reported that taxi drivers had been consulted and were very happy with the relocation proposals although they would like the waiting bays extended to three cars instead of two. (*Post meeting note from Steve Parish re Public Realm works: Phase 1 of the public realm works in Dover Place and around International House are now 99 % complete and the areas have been re-opened to the public. We are awaiting the installation of some pedestrian railings to the ramp down onto the International House car park and commissioning of the exterior lighting. The piece of public art commissioned for the entrance to International House is due to be installed in late November with an official opening ceremony proposed for early December 2015. Moving forward ABC is very keen to meet with representatives from Network Rail and Southern Trains to bring forward the installation of the pedestrian zebra crossing which has been designed for Station Approach to channel pedestrians on a safe route through the new public realm between the station and town centre.*)
- It was confirmed that Network Rail were responsible for the road markings and enforcement.
- It was noted that the mini-roundabout over the bridge was being ignored by many drivers, which was causing dangers to pedestrians and taxi rank drivers.
- One Member noted that the area from the disabled parking to the station was such that it added unnecessarily to the walking distance for disabled travellers.

### **3. Rural Bus Provision**

- 3.1 Sheila Davison introduced this item. She explained that the report brought attention to areas of the Borough which were not well provided with public transport. She queried whether this was an issue the Task Group wished to consider, and emphasised that it was early days in the project. She was seeking preliminary feedback from the Task Group, and any project would be undertaken in conjunction with the existing bus service. She said this was an opportunity to look at how to supplement the bus service across the board, rather than trying to resolve problems with individual services. During the

subsequent discussion, the following points were raised:

- It was agreed that Sheila Davison would provide Dutch Docherty with a list of areas which had been raised as concerns. He explained that there may not be an easy solution in problem areas because it was not viable to put on a bus service for only a few people.
- A Member said that this was an issue about social inclusion. This was a very rural Borough and he considered that some people felt isolated and lonely.
- There was a suggestion that in rural places school buses could be used during the day when they were not transporting school children. There were various complications to this suggestion, so it would need to be introduced as a pilot to establish how to deal with any difficulties.
- It was noted that the voluntary sector could have a great deal to offer and they should be included in any consultations and research. Consultation with the public would also be needed via community groups, such as parish councils.
- It was agreed that Sheila Davison would collate information and this item could be reconsidered at the next meeting.

## **4. Industry Updates**

### Stagecoach & Ashford Driving Instructors Association

- 4.1 Dutch Docherty reported that the E and G-line services had been launched and the 517 service had been terminated. This new arrangement had been running for 10 months and the service had improved 100%, with greater customer satisfaction. The H-line service had also been a huge success and had taken over customers from the C-line. There had been problems with the A-line service to begin with, but the timings had been adjusted and the line had now improved. The B-line service had been removed from the railway station after 9am, and this had improved punctuality. There were delays on the Canterbury to Tenterden service, caused by congestion in Wincheap. The 666 service had been launched between Ashford and Faversham and was proving successful. The 925 and 926 bus service between Ashford and St Anselms was adversely affected by the bad behaviour of the school children. It was noted that the E-line had become much more reliable since it had stopped going to Bank Street. Dutch Docherty advised that the service would return to Bank Street in due course, but Stagecoach would be keeping a firm eye on timings. There was a problem with cars pulling into bus stops and delaying bus timetables, but KCC were in the process of painting enforceable bus clearways to prevent motorists continuing to do so.

- 4.2 The Chairman noted that the timing between Bank Street and the railway station in peak hours was inadequate. The traffic lights at Vicarage Lane continued to create problems and delays. Dimitri Bridgland explained that the journey between Bank Street and the station was kept to the minimum time possible for two reasons: firstly, to prevent buses laying over at the railway station unnecessarily; and secondly, the Vicarage Road traffic was so variable that one journey through the lights could be very swift and another similar journey the next day could be delayed by two cycles of red lights. No two journeys were the same. Derek Goodwin noted that button pushers were adding to the problems at automated lights and suggested that automated lights should override the button where pedestrians had already crossed.
- 4.3 Derek Goodwin pointed out that the bus service between Godinton Park and Waitrose was direct to Waitrose, but went via Willesborough on the way back to Godinton Park. Dutch Docherty agreed that this was a valid point. He also confirmed that the bus shelter outside the Godinton Park shops would be removed and replaced on Springwood Drive on 10/11 November.
- 4.4 Tracey Butler asked everyone to send her details of specific problem areas which she would discuss with Highways Engineers at the next meeting with them.

#### Southern and Southeastern

- 4.5 Benjamin Ward introduced this item and circulated an update from Southern. Timetable changes would be coming in in 2015 and the consultation process had already been completed. Engineering works would be taking place over Christmas.
- 4.6 The Southeastern leaf-fall timetable had been implemented, which took account of additional autumn running times due to leaves on the line. Damian Green would be coming to visit the Ashford simulator on 16<sup>th</sup> October to get a better understanding of how leaves on the line affected the railways.
- 4.7 The £10 admin fee had been removed on ticket refunds if applied for before the date of travel. The limit had also been removed on the number of duplicate season tickets which could be applied for.
- 4.8 Performance had taken a slight dip over the last couple of months. There was no single underlying cause but it was likely to be down to infrastructure-related issues which Southeastern were currently working with Network Rail to resolve. 30% of delays were within Southeastern's direct control and a Joint Performance Improvement Plan had recently been implemented.
- 4.9 A large project of engineering work would be taking place in December in the London Bridge area. From Christmas Eve until 3<sup>rd</sup> January there would be a large blockade in the London area, and no trains would be stopping at Charing Cross, Waterloo East, Canon Street and London Bridge. Alternative services would run from other London stations to mitigate against the closures. Services would shut down around 5 – 6pm on Christmas Eve.
- 4.10 Rail delay compensation was now paid in cash.



- 4.11 It was noted that Southeastern's offers were not as attractive as they appeared. There was no advantage of using railcards with the discount offers. Benjamin Ward undertook to speak to his marketing team about this issue.
- 4.12 The Chairman asked about the Kent Route Study. Benjamin Ward said that Southeastern were not against the electrification of the Marsh Link. They would look to run a service if they could and source additional rolling stock. However, this was ultimately a decision for the Government and Network Rail.
- 4.13 One Member remarked that it would make sense to mark on the platform where the doors of the train would open and close. Benjamin Ward responded that the position of the doors depended on the length of the train, so the position varied from train to train.
- 4.14 It was noted that the customer satisfaction survey was very low. Benjamin Ward said that the last two services had seen an improvement in customer satisfaction. A lot of work was being undertaken to improve results and Southeastern were aiming for 85% satisfaction by 2018.
- 4.15 The Ashford to Canterbury trains varied in length, which often led to delays as customers struggled to board the correct carriages and earlier announcements were needed. Benjamin Ward said he would take this request back to Southeastern, although this information was already available on the CIS board.
- 4.16 The Chairman said he was disappointed in the change to the Redhill service. It was no longer possible to get a direct train from Redhill to Southampton and Portsmouth. The consultation link had been sent to the wrong person, so he had not been able to make representations regarding the proposed changes.
- 4.17 The Chairman also noted that there was a lack of information at Gatwick regarding trains and destinations. There were no details of where trains were stopping. He would contact Yvonne Leslie to discuss further.

## **5. Date of Next Meeting**

- 5.1 25<sup>th</sup> April 2016 at 9.30.

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## **Park Farm South and East proposed parking controls**

**To: Ashford Joint Transportation Board – 9 December 2015**

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

**Classification: For consideration by the Board.**

**Ward: Park Farm South, Weald East**

**Background Papers: “Park Farm Order 2014 (Bluebell Road & Violet Way)” report to JTB 9<sup>th</sup> September 2014  
“Park Farm Order 2014 (Bluebell Road & Violet Way) Update Report” report to JTB 9<sup>th</sup> December 2014  
Tabled Paper to JTB 9<sup>th</sup> December 2014**

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**Summary: This report details the outcome of a formal consultation on parking controls for areas of Park Farm South and East for consideration by the Board.**

### **1.0 Introduction**

- 1.1. This report provides details on a formal consultation on parking controls for certain areas of Park Farm South and East to facilitate the introduction of an extension to the B Line bus service. Board members are asked to consider the results of this consultation and advise whether or not they support the introduction of the proposed controls.

### **2.0 Background**

- 2.1 A formal consultation on the introduction of parking controls in certain areas of Park Farm South and East was carried out between 24<sup>th</sup> July and 15<sup>th</sup> August 2014, with results brought before the JTB for consideration on 9<sup>th</sup> September 2014 where the Board deferred making a recommendation on the proposed controls for Bluebell Road pending a site visit for Board Members.
- 2.2 A site visit for Board Members was conducted on 4<sup>th</sup> December 2014 ahead of the Board's meeting on 9<sup>th</sup> December 2014. At this meeting, the Board resolved to reject the implementation of proposed restrictions and ask Officers to look at alternative bus routes.

### **3.0 Assessment**

- 3.1 The agreement and approval of bus routes is not within the purview of the Joint Transportation Board and did not form part of the consultation

process; however in accordance with the Board's recommendation Officers from both Kent County Council and Ashford Borough Council have met with representatives from Stagecoach several times since the Board's meeting of December 2014 to discuss the viability of alternative bus routes.

- 3.2 The running of bus services to Park Farm South and East via Bluebell Road and the accommodation bridge was determined to be the only viable route by which to provide a bus service to both estates and link through to Cheeseman's Green once the link road is completed.

#### 4.0 Consultation

- 4.1 The scheme was proposed and advertised in line with statutory requirements between 24<sup>th</sup> July and 15<sup>th</sup> August 2014. The consultation was advertised through notices placed on the Ashford Borough Council website, in the local newspaper and on street furniture along the route of the proposed controls. Copies of deposit documents were made available for public viewing on the Ashford Borough Council website, at the Ashford Gateway Plus and at the main reception of Sessions House, Maidstone. Letters enclosing plans were also sent to 421 properties within the vicinity of the proposed controls, the Ward and Divisional members for the area, Kingsnorth Parish Council and statutory consultees including the emergency services, Road Haulage Association, Freight Transport Association and Kent County Council.

- 31 responses were received to the consultation, including responses from Kent Police and Kent County Council's Traffic Engineer for Ashford.
- 13 supported the proposals.
- 2 did not support or object.
- 14 objected to the proposals.
- Kent Police and KCC raised no objection to the proposals.

- 4.2 A plan of the proposals is included as Appendix 1.

#### 5.0 Objections

- 5.1 The objections to the proposed controls related primarily to the impact on existing parking practices for the properties on Bluebell Road, and covered a number of points:

- 5.1.1 Concerns were expressed that the restrictions will displace traffic to other areas or increase congestion in other areas. Concerns were also expressed that the off-street parking provision was unsuitable or insufficient for the demand existing on Bluebell Road. **During all surveys and at the time of the Board members site visit capacity existed in parking courts to the rear of properties fronting Bluebell Road to accommodate vehicles parked on street and on the footways in Bluebell Road.**

- 5.1.2 Several respondents also stated a desire to retain parking and access to the front of properties in areas where controls were proposed. It is important to note that exemptions exist allowing for drivers to stop on yellow lines for the purposes of loading and unloading and to allow passengers to board or alight from their vehicle. **The scheme will only introduce parking controls to prevent vehicle waiting, and will not introduce a loading ban.**

## 6.0 Procedure

- 6.1 The role of the Joint Transportation Board in regard to Traffic Regulation Orders is to comment, and in this instance the Board is asked to indicate whether it supports the recommendations of Officers made on analysis of the consultation results.
- 6.2 The Board does not have powers to approve or reject a bus route, or determine the licensing of bus services, such matters being within the remit of the Traffic Commissioners.
- 6.3 If the Board resolves not to support the implementation of the proposed parking controls, this matter will be referred directly to Kent County Council (as the Highway Authority) to determine whether or not the Order should be made and the proposals implemented.

## 7.0 Recommendation

- 7.1 Officers are recommending that the JTB support the implementation of the proposed parking controls, which will facilitate the introduction of bus services to Park Farm South and East to aid a modal shift towards bus travel in line with the agreed transport policy of Ashford Borough Council.

Contact Officer:	<i>Jo Fox – Health, Parking and Community Safety Manager</i> <a href="mailto:Jo.fox@ashford.gov.uk">Jo.fox@ashford.gov.uk</a>
Reporting to:	<i>Sheila Davison – Head of Health, Parking and Community Safety</i> <a href="mailto:Sheila.davison@ashford.gov.uk">Sheila.davison@ashford.gov.uk</a>

<b>Appendix List</b>	
Appendix 1	<i>Plan of proposed scheme</i>



**Agenda Item No:**

**Report To:** Joint Transportation Board

**Date:** Tuesday 9<sup>th</sup> September 2014

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

**Report Author:** Ray Wilkinson, Engineering Services Manager



**Summary:**

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

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

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

**Key Decision:** YES

**Affected Wards:** Park Farm South, Weald East

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

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

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

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

### **Purpose of the Report**

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

### **Issue to be Decided**

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

## Background

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

## Consultation

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



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

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

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

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

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

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

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

### **Geographic analysis**

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

### **Alternatives considered**

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

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

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

### **Officer's Recommendation**

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

### **Conclusion**

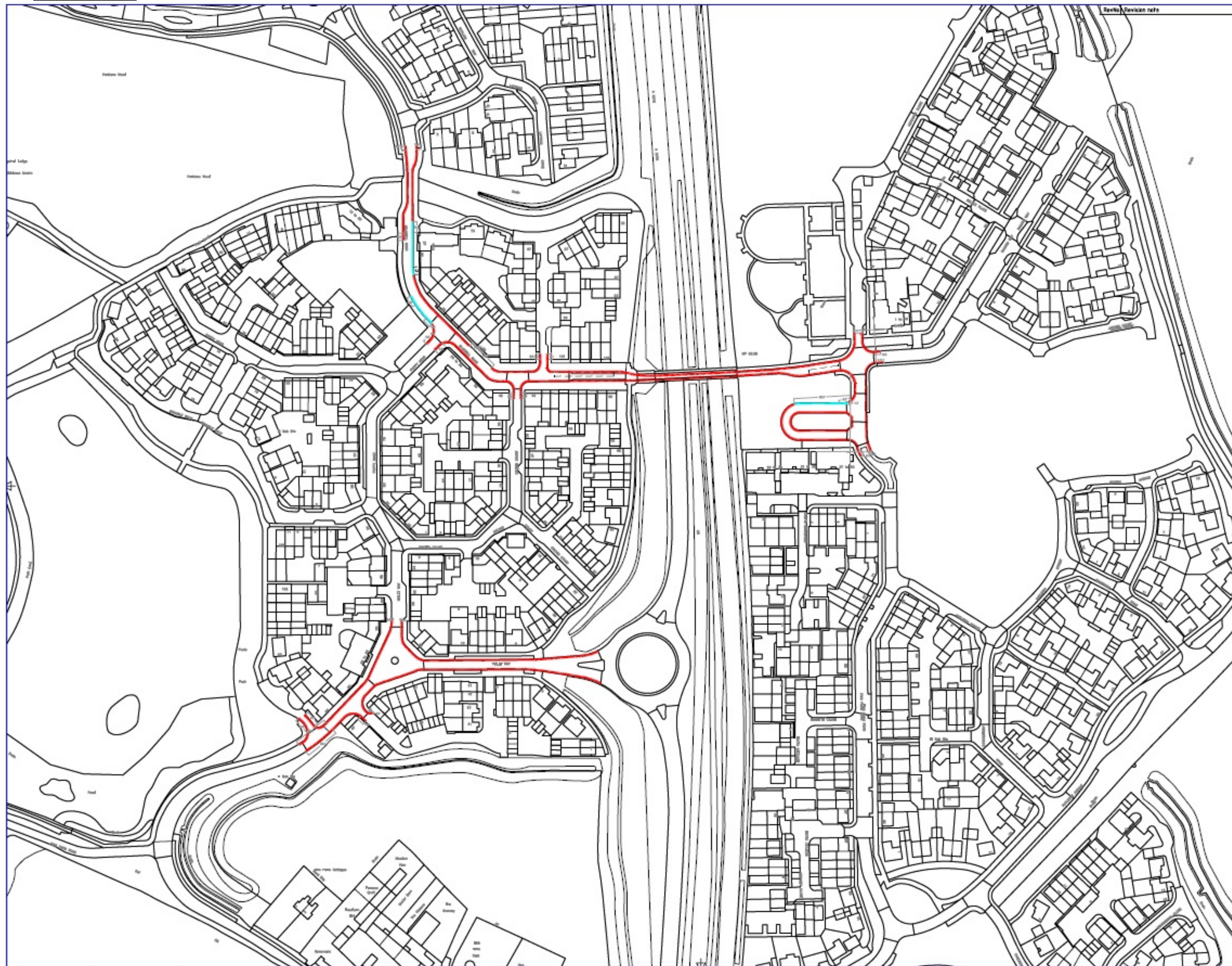
30. On assessment of the representations made during the consultation period it is the advice of Officers that the benefits of this proposed scheme outweigh the merits of the objections received, and so implementation should be approved.

### **Portfolio Holder's Views**

31. To be provided at the meeting.

**Contact:** Ray Wilkinson, Engineering Services Manager

**Email:** ray.wilkinson@ashford.gov.uk



Revis/ Revision note Date Signature/Checked

KEY	
PROPOSED NO WAITING AT ANY TIME	<span style="color: red;">—</span>
PROPOSED NO WAITING BETWEEN SPECIFIED HOURS	<span style="color: blue;">—</span>
EXISTING NO WAITING AT ANY TIME	<span style="color: black;">—</span>
PROPOSED BUS STOP CLEARWAY	<span style="color: cyan;">—</span>
EXISTING BUS STOP CLEARWAY	<span style="color: magenta;">—</span>

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

PROJECT  
 PARK FARM, KINGSNORTH, ASHFORD SCHEME

DRAWING  
 PROPOSED WAITING RESTRICTIONS

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

*Restrictions should be extended / other areas included*

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

*Available off-street parking is insufficient / unsuitable*

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

*Scheme will displace traffic / increase congestion*

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

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

*Want to retain parking / access in front of property*

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

*Footway parking should be halted / is of concern*

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

*Objection to intended bus route*

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

*Available off-street parking is sufficient / underused*

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



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

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

8<sup>th</sup> August 2014

Dear Mr Dalton

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

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

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

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

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





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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

Yours sincerely,

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



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

	<p>Currently the designated parking area's are fully used and there is no space for any further vehicles, so the new restrictions will cause the estate to become a very unpleasant place to live. This is not going to be acceptable.</p> <p>I also understand there is a planned bus route leading directly through and over the bridge at Bluebell Road. It is also believed that this is planned to be a double lane in front of the houses by the bridge? If this is true then this will cause myself and others directly by the bridge a lot of disruption.</p> <p>All those people that have purchased their properties within the last few years, within the searches that have been produced, none of the new property owners have had the intended bus route show up as intended plans. How can this be the case?</p> <p>Can someone please respond to tell me what the intended bus route is and whether the intention is for one or two lanes?</p> <p>I can confirm I oppose totally to the route for the buses and the level of restrictions due to be put in place, especially down Bluebell Road itself. The homeowners intend to complete a petition against these and I suggest it would be a good idea to hold a meeting with homeowners and those who are</p>	<p>(in line with Planning Policy Guidance 3, which was in effect at the point when the development was registered).</p> <p>Whilst it is understood that there may be households with more cars than they have off-street provision for, this is not a justification to effectively condone or permit parking in unsuitable locations through not implementing the restrictions proposed. It must be remembered that the purpose of the adopted highway is to facilitate the movement of traffic, and whilst on-street parking is generally condoned where it does not form an obstruction or danger, there is no underlying right to parking on-street unless this is within an authorised parking place.</p> <p>The restrictions proposed will facilitate the running of extensions to the existing bus services in Park Farm to serve the newer development to the east of the A2070/Ashford to Hastings rail line. It is outlined within the 2001 Development Brief for the Park Farm South and East developments that the accommodation bridge (at the end of Bluebell Road) would provide a link between the estates for buses, cycles and pedestrians.</p> <p>Further to this a report on the development to the Ashford Borough Council Planning Committee of 3rd April 2002 outlined that the accommodation bridge would provide a linkage between the two parts of the development for buses, pedestrians and cyclists, and indeed it is a part of the Section 106 agreement for the development that the accommodation bridge will function as a dedicated bus, cycle and pedestrian link. The proposed restrictions for Bluebell Road will facilitate this through introducing formal</p>
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Appendix 4

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

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

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

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

	<p>been victims of vehicle crime once in the last 2 years so you can understand that this is a last resort however there really is no choice. Along with my immediate neighbours I would estimate there being some 15 vehicles without anywhere to park meaning that the courtyard is going to become dangerous and impossible to park in. The simply is no alternative and will put pressure on the rest of the estate causing issues where there are no yellow lines and forcing people to park where they shouldn't due to necessity.</p> <p>It is presumed that the yellow lines along Bluebell road are solely to provide access for the bus, it should be noted that there has never been an issue with large vehicles using Bluebell road, in fact articulated lorries are regular visitors due to errors on their sat navs. They seem to be able to pass the parked cars with no problems so I don't understand why it is necessary to yellow line the bus route. I believe Stagecoach intend to use large double decker buses which are wholly unsuitable for the estate in any case. The older part of Park Farm has much wider roads and no houses directly on the main roads hence why the buses run there with no issues. This new part of the estate has been very poorly planned in terms of parking provision and bus route provision (I understand this was due to planning framework at the time of planning permission.)</p> <p>I would propose that the bus would have no trouble operating without the yellow lines, and that the</p>	<p>The restrictions proposed will facilitate the running of extensions to the existing bus services in Park Farm to serve the newer development to the east of the A2070/Ashford to Hastings rail line. It has been agreed since the earliest days of the Park Farm South and East development (outlined within the 2001 Development Brief) that the accommodation bridge would provide a link between the estates for buses, cycles and pedestrians. A report on the development to the Ashford Borough Council Planning Committee of 3rd April 2002 outlined that the accommodation bridge would provide a linkage between the two parts of the development for buses, pedestrians and cyclists, and indeed it is a part of the Section 106 agreement for the development that the accommodation bridge will function as a dedicated bus, cycle and pedestrian link, and the proposed restrictions will facilitate this through introducing formal restrictions on unsuitable parking locations as defined in the Highway Code.</p>
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	<p>impact on local residents would be considerable given the parking provision within the existing estate.</p>	
Bluebell Road	<p>Whilst we agree that certain areas of the parish do require urgent parking restrictions these seem to have been overlooked (Poppy Mead/ Orchid Court junction is particularly dangerous).</p> <p>We live at the very end of Bluebell Road and we along with the other residents do not have issues with parking, in fact this is probably the only area of this part of the estate that works without any problems.</p> <p>I am also worried that if the bridge is open to traffic (bus &amp; Taxi) bikes and other cars will use it ( as scooters do now),as the likelihood of having camera surveillance seems pretty remote if the Godinton Road fiasco is anything to go by.</p> <p>If a no waiting at any time restriction is placed directly outside of our property we will have the added problem of deliveries and removal lorries parking, as access to the rear of our property is by fog(flat over garage) only and looking at the plans delivery vans and removal lorries would in fact have to park a considerable distance away, something which I am sure you will agree is not acceptable.</p> <p>My other concern is that no.10 on the restrictive covenants by the transferee states that we must not park on or obstruct the estate roads or accessways.</p>	<p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p> <p>We have drafted proposals in accordance with these requests and have only proposed restrictions in those areas where it is unsafe for vehicles to park (as defined within the Highway Code) such as within 10 metres or opposite a junction and where the road is too narrow to support parking on both sides. Unfortunately once we have commenced formal consultation we are unable to add in additional parking controls beyond those shown on the Proposed Plan without restarting the formal consultation process.</p> <p>Ashford Borough Council is involved in on-going discussions with Kent County Council regarding the pursuit of camera enforcement for the accommodation bridge, however it should be noted that camera enforcement (although preferable) is not the only available option with regard to enforcement of the bridge's use.</p> <p>Vehicles may stop on double yellow lines in order to load and unload a vehicle; however this exemption only applies</p>

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

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



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

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

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



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

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

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

	<p>here last June from London as we wanted to live somewhere less congested and quieter. We bought the property as we liked the idea that you would not drive up our road unless you lived there or were visiting, this was a huge selling point and I not sure we would have moved here had we known about the above proposals! We had the relevant searches carried out and unfortunately for some reason nothing was reported regarding the above.</p> <p>We feel very upset about the proposals and are strongly against any traffic or waiting restrictions, not only do myself and my partner drive but also my daughter and in a year and a half my son will also be of an age to drive, where are we all suppose to park?? You are proposing to take away any parking outside our houses, will you be supplying us with alternative parking? And if we have visitors where will they park? There is certainly not enough space to the rear of the properties.</p> <p>If the double yellow lines are put in will we be able to park on the pavement like residents do on other parts of park farm? At the moment the way we park is the least intrusive and most sensible way.</p> <p>We strongly object to any and all proposals.</p>	<p>accommodation bridge (at the end of what is now Bluebell Road would provide a link between the estates for buses, cycles and pedestrians. A report on the development to the Ashford Borough Council Planning Committee of 3rd April 2002 outlined that the accommodation bridge would provide a linkage between the two parts of the development for buses, pedestrians and cyclists, and indeed it is a part of the Section 106 agreement for the development that the accommodation bridge will function as a dedicated bus, cycle and pedestrian link.</p> <p>The proposed implementation of these restrictions within Bluebell Road will facilitate the extension of bus services into Park Farm South and East and so provide alternative transport means in line with the development brief, which proposed a view that the development would seek to discourage use of the private car and instead support alternative modes of transport, and accordingly parking standards were set in line with Policy Planning Guidance 3 (PPG3) which stipulated that parking on new developments should be provided at an average of 1.5 car spaces per dwelling (the central government set upper limit for parking provision at the time planning permission was given).</p> <p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070. We have</p>
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		<p>drafted proposals in accordance with these requests and have only proposed restrictions in those areas where it is unsafe for vehicles to park (as defined within the Highway Code) including on bends, within 10 metres or opposite junctions and where the road is too narrow to support parking on both sides.</p> <p>Whilst it is recognised that there may be households in possession of more vehicles than they have a sufficient off-street parking for, this cannot be used as a justification to condone parking in locations defined as unsuitable under the Highway Code. It must be remembered that the purpose of the adopted highway is to facilitate the movement of traffic, and whilst on-street parking is generally condoned where it does not form an obstruction or danger, there is no underlying right to parking on-street unless this is within an authorised parking place. As noted above, the proposed restrictions only address those areas where parking is defined as unsuitable under the Highway Code, and so should not take place even in the absence of formalised restrictions.</p> <p>The carriageway to the front of your property is insufficiently wide to accommodate any on-street parking (as it narrows to a single lane on the approach to the bridge) and indeed we have observed repeated instances of vehicles parking entirely on the footway outside the properties immediately adjacent to the accommodation bridge. This cannot be condoned or encouraged, despite the presently limited flow of traffic in this area, as driving on a footpath without lawful authority is an offence under the Road Traffic Act 1988. Furthermore, rule 244 of the</p>
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		Highway Code details that motorists should not park partially or wholly on the footway unless there are specific signs permitting them to do so.
Bramble Walk	<p>I have no issue with the proposed restrictions on the plan, however could you consider adding restrictions on the corners of the junction of Violet Way &amp; Bramble Walk. People tend to park right on the corner, both sides, even blocking the footway crossing points. This would assist vehicles turning into Bramble Walk from Violet Way.</p> <p>Generally the lack of parking restrictions and people parking all over helps reduce traffic speeds so is a good thing</p>	<p>Unfortunately once we have commenced formal consultation we are unable to add in additional parking controls beyond those shown on the Proposed Plan without restarting the formal consultation process.</p> <p>Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p>
Bramble Walk	<p>We have been taking some time to look at the proposals on-line for the introduction of parking controls within the Park Farm estate and wanted to write briefly to say how pleased we are with them. These routes that you have identified are major arteries on the estate and currently and frequently clogged up with motor vehicles. Having these restrictions would certainly keep such crucial roads clear and therefore have our full support.</p>	<p>Thank you for your response to this consultation and your indication of support for the proposed restrictions.</p>
Damara Way	<p>Central to my thinking is that if you are to extend parking restrictions, you also need to address parking on/across public footpaths:-</p>	<p>Unfortunately once we have commenced formal consultation we are unable to add in additional parking controls beyond those shown on the Proposed Plan without</p>

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

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

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

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



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

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

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

Appendix 4

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

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



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

	<p>hitherto not been marked on the road, and marks out frontage restrictions where there are bends in the road so that buses can pass other vehicles (because of the long wheelbase necessary in even smaller buses in order to allow step free boarding for the mobility impaired and wheelchair users). We would agree that the restrictions are necessary and well thought through but if any further adjustments are propose would readily consider the practicalities for the bus service.</p> <p>With the growing number of residents (notably secondary age children as the estate matures) it is vital that a bus service is established close to where people live in order to provide an alternative to multiple car ownership. Whilst one or two households may need to park their car slightly further from their door the wider benefits to the community of implementing these measures are significant. We believe that after an initial period of support there will be a commercially sustainable bus service in this development - there will also be an early opportunity to provide buses to Cheeseman's Green and direct access to the hospital as a result of establishing this routing.</p>
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**Agenda Item No:**

**Report To:** Joint Transportation Board

**Date:** Tuesday 9<sup>th</sup> December 2014

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

**Report Author:** Ray Wilkinson, Engineering Services Manager



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

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

**Key Decision:** YES

**Affected Wards:** Park Farm South, Weald East

**Recommendations:** **That the Board considers the results of the formal consultation and findings of the Members' site visit of 4<sup>th</sup> December 2014 and recommends implementation of the restrictions proposed.**

**Background Papers:** 'Prioritised List of Requested Parking Controls for Investigation and Possible Implementation' report to JTB 11<sup>th</sup> March 2014  
'Park Farm Order 2014 (Bluebell Road & Violet Way)' report to JTB 9<sup>th</sup> September 2014, minutes of JTB 9<sup>th</sup> September 2014

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

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

### **Purpose of the Report**

1. The Board took the decision at its meeting of 9<sup>th</sup> September 2014 to defer decision on the proposed parking controls for Bluebell Road, Ashford pending a Members' Site Visit scheduled to take place between publication of this report and the JTB meeting of 9<sup>th</sup> December 2014.
2. This report summarises the results of the previously held formal consultation on the proposals for Bluebell Road and presents details on the B-Line bus service, the intention behind extending this service into Park Farm South and East and assessments of two alternative routes (paragraphs 10-24).

### **Issue to be Decided**

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

### **Background**

4. The Ashford Borough Local Plan (adopted in June 2000) outlined that development at Park Farm South and East should feature a dedicated pedestrian/cycle/bus link between the two parts of the development site as part of the transport infrastructure and as part of a wider network of bus routes linking to Cheeseman's Green.
5. The Pelham Homes Park Farm South and East Development Brief (2001) detailed that the accommodation bridge would provide a bus priority link between the two parts of the development and function as either a dedicated bus/cycle/pedestrian link or be open to all vehicle movements.
6. At a meeting of the Planning Committee held on 17<sup>th</sup> December 2003 it was clarified that the accommodation bridge would be designed for buses, cycles and pedestrians rather than accommodating all traffic. The use of the accommodation bridge as a link for bus traffic between Park Farm South and East has been identified as a key infrastructure component of Park Farm South and East since the earliest days of the development.
7. A scheme designed to address obstructive parking issues within two specific areas of Park Farm South and East (Bluebell Road and Violet Way, shown in appendix 1) was put forward to consultation between 24<sup>th</sup> July and 15<sup>th</sup> August 2014, during which 14 objections (from 421 properties directly consulted) were received, principally citing the unsuitability of off-street parking provision in the area, the desire to retain existing parking practices and concerns over the displacement of parked vehicles. At its meeting of 9<sup>th</sup>

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

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

### **The B-Line bus service extension**

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

### **Alternatives considered**

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

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

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

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

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

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

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

### **Officer's Recommendation**

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

### **Conclusion**

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

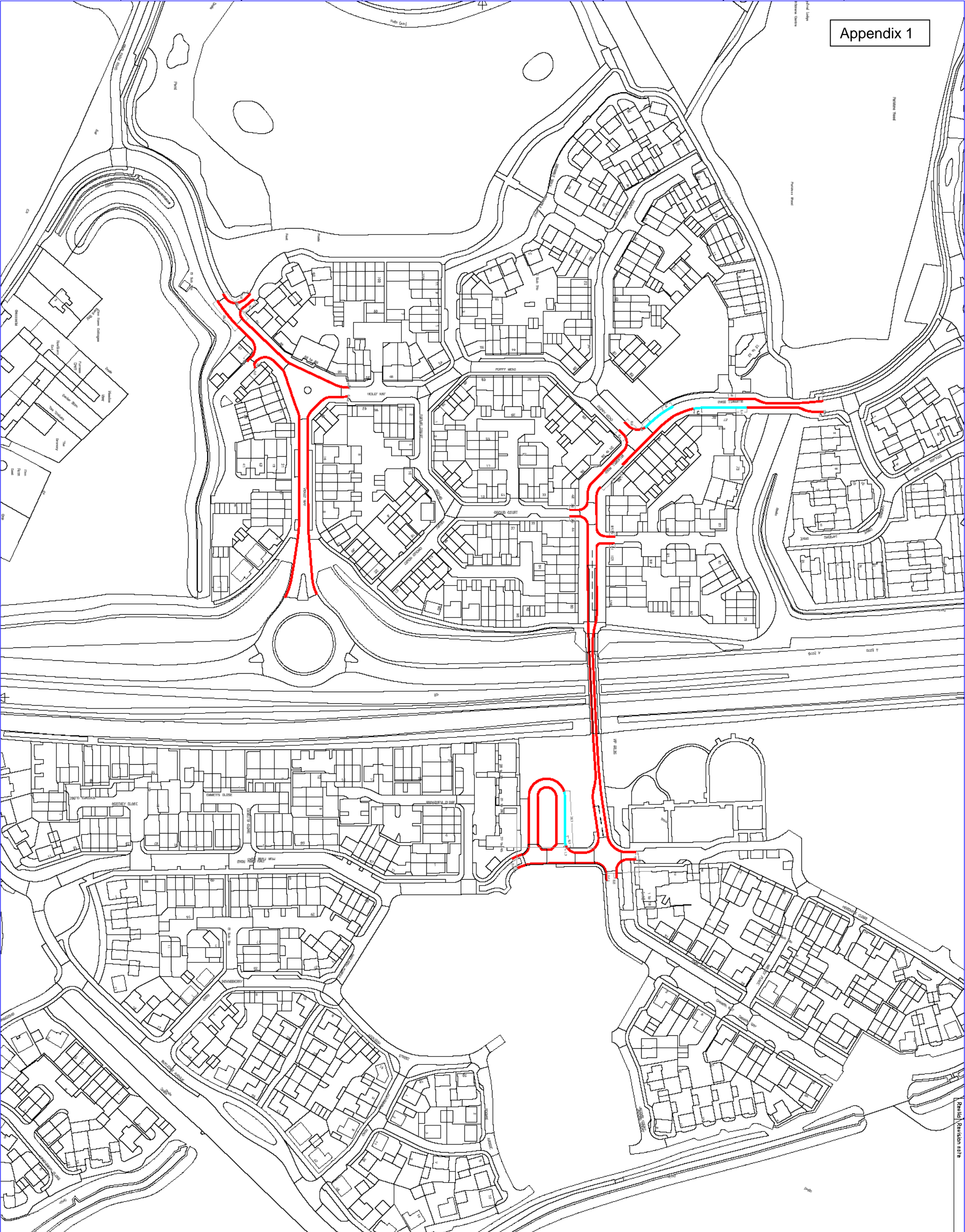
### **Portfolio Holder's Views**

31. To be provided at the meeting.

**Contact:** Ray Wilkinson, Engineering Services Manager

**Email:** [ray.wilkinson@ashford.gov.uk](mailto:ray.wilkinson@ashford.gov.uk)





Revised/Revision sets

Date: [ ] Signature/Checked: [ ]

<b>KEY</b>	PROPOSED NO WAITING AT ANY TIME	<span style="color: red;">—</span>
PROPOSED NO WAITING BETWEEN SPECIFIED HOURS AT ANY TIME	<span style="color: blue;">—</span>	
PROPOSED BUS STOP CLEARWAY	<span style="color: cyan;">—</span>	
EXISTING BUS STOP CLEARWAY	<span style="color: magenta;">—</span>	

**ASHFORD BOROUGH COUNCIL**  
 CULTURE AND THE ENVIRONMENT  
 Civic Centre, Tanners Lane, Ashford, Kent, TN23 1PL  
 Tel: 01233 331111 Fax: 01233 845854

**PROJECT**  
 PARK FARM, KINGSNORTH, ASHFORD SCHEME

**PROPOSED WAITING RESTRICTIONS**

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

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## **HGV Clamping Trial and Overnight HGV Parking Survey results and Recommendations.**

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

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

Classification: **For decision.**

Ward: **Across the District – Various**

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### **Summary:**

**An update and summary of the pilot scheme to clamp persistently evading illegally parked HGVs in the Ashford Borough.**

### **1.0 Background**

- 1.1. The HGV clamping trial was launched on Sunday 12 April 2015 and ran until Sunday 11 October 2015 in partnership between Kent County Council (KCC) and Ashford Borough Council (ABC). Multi agency teams including Kent Police and multi lingual collection agents carried out enforcement patrols at various times during the trial.
- 1.2. The locations where clamping was carried out were The Orbital Park, Sevington Business Park and Henwood Business Park in Ashford.
- 1.3. The Orbital Park and Sevington Business Parks have been subject to an overnight HGV parking ban since 2003.
- 1.4. The purpose of the trial was to ascertain if clamping persistent offending HGVs was an effective method of achieving compliance with long standing HGV parking restrictions. Also to gather information to assist in the formulation of a Countywide protocol.
- 1.5. During the trial the effect and extent of associated littering and anti-social behaviour problems were also investigated.

### **2.0 Results of the HGV Clamping Trial.**

- 2.1 During the trial it was only necessary to clamp 3 persistent evading HGVs, all of which were parked overnight at the Orbital Park.
- 2.2 Following the launch of the trial the numbers of HGVs parked at all 3 locations drastically reduced. HGVs parking overnight at Henwood

Business Park, which was the worst affected area, significantly reduced in number.

- 2.3 Observations revealed that the numbers of HGVs parking at Cobbs Wood Industrial Estate significantly increased during the trial from an average of 15 to 20 per night to as many as 40. It was established that this was the location that a lot of the persistently offending HGVs had relocated to.
- 2.4 Our records showed that significantly more PCNs that were issued to foreign registered HGVs during the trial, were being paid before being passed to our collection agents.
- 2.5 Complaints of HGVs parking in residential areas were investigated. The complaints were few and no trend towards parking in any residential area was observed.
- 2.6 Parking on private roads and on private land within industrial estates (Fly Parking) was observed in various locations however we did not receive any complaints directly from landowners about this problem.
- 2.7 Anti-social behaviour and littering was reduced at the target locations due to the reduced HGV parking.

### **3.0 Available off road HGV parking.**

Off road parking is very limited in the borough. The only dedicated off road HGV parking is at the Ashford International Truck stop at Sevington. During the trial an area of land off Victoria Way, Ashford started to be used for off road parking of HGVs. We monitored the number of HGVs parking here which were between 30 and 40 HGVs per night. Whilst this operation is unauthorised it inevitably reduced the pressure on highway parking during the trial.

- 3.1 Following a meeting with management at the truck stop it was discovered that usage of the truck stop had increased and in September 2015 usage had significantly increased compared to the previous year. For six out of seven nights the truck stops was full and between 40 and 70 HGVs a night are being turned away.
- 3.2 A recent redesign of the site has increased capacity from 290 spaces to 325 spaces. Despite this HGVs are still being turned away most nights.
- 3.3 Further planned redesigns will increase the capacity to 390. However, some of the redesign will increase capacity for their best and most responsible customer Warberer.
- 3.4 Despite their being ample toilet and litter facilities on site some drivers deposit human waste onto the entrance road to the site when they leave and some do not respect the facilities provided on site.

- 3.5 We have established that some haulage companies instruct their drivers **not** to use lorry parks when the HGVs are empty to save money. This is something the Civil Enforcement Officers are often being told by drivers. This practice was confirmed by the Truck Stop. This is not a practice exclusive to foreign registered HGVs.

#### **4.0 Recommendations regarding clamping of HGVs**

- 4.1 It is recommended that permission to both continue clamping persistent offending HGVs and to extend the scheme to include all necessary locations across the borough is requested from KCC.
- 4.2 It is also recommended that ABC in Partnership with KCC use the results of the pilot scheme to draw up a countywide process, procedure and protocol that can be used by all other local authorities in Kent.
- 4.3 The anti-social behaviour associated with the parking of some foreign registered HGVs is a problem that will need addressing. Informing drivers that this anti-social behaviour is illegal has had no real effect on their behaviour. It is recommended that further investigation by means of meetings with HGV drivers to educate and ascertain what is needed to prevent these problems be carried out. Also that additional litter bins are placed and methods of enforcement are investigated.

#### **Enforcement recommendations at Ashford Business Park.**

It is recommended as a result of our observations, complaints received and the recent announcement from Central Government regarding investment in a large lorry parking facility in the county, that some changes and amendments are made to existing parking restrictions in the areas that were subject to the clamping trial:

Ashford Orbital Park.

Sevington Business Park and

Henwood Business Park.

It is also recommended that implementing HGV and other parking restrictions are investigated in:

Wootten Road Ashford

Ellingham Industrial Estate Ashford.

It is also recommended that additional no waiting at any time restrictions be investigated for Cobbs Wood Industrial Estate Ashford.

**Other observations and recommendations resulting from the Clamping Trial and information gathered.**

It has become apparent during the trial that there are several on street locations where the numbers of HGVs parking are causing problems for residents and in some cases causing road safety issues. These locations are:

A20 Maidstone Road at Cades Road junction Hothfield.

A20 Maidstone Road Hothfield lay-bye opposite Cades Road junction

A20 Maidstone Road at Westwell Leacon Junction.

A20 Maidstone Road Westwell Lane junction Lay-bye.

A20 Maidstone Road Hare and Hounds Ley-bye.

A20 Hythe Road at the Mersham crossroads.

It is recommended that ABC and KCC continue to further investigate these locations in order to deliver the best solutions for each individual area.

Contact Officer:	<p><i>Jo Fox – Health, Parking and Community Safety Manager</i>  <a href="mailto:Jo.fox@ashford.gov.uk">Jo.fox@ashford.gov.uk</a>  <i>Mike Cook – Civil Enforcement Officer Team Leader</i>  <a href="mailto:Mike.Cook@ashford.gov.uk">Mike.Cook@ashford.gov.uk</a> Mike Cook – Civil Enforcement Officer Team Leader  <i>Lorna Day-Kent Parking Enforcement Manager</i>  <a href="mailto:Lorna.Day@kent.gov.uk">Lorna.Day@kent.gov.uk</a></p>
Reporting to:	<p><i>Sheila Davison – Head of Health, Parking and Community Safety</i>  <a href="mailto:Sheila.davison@ashford.gov.uk">Sheila.davison@ashford.gov.uk</a>  <i>Andrew Westwood—Traffic Manager (KCC)</i>  <a href="mailto:Andrew.Westwood@kent.gov.uk">Andrew.Westwood@kent.gov.uk</a></p>

<b>Appendix list</b>	
Appendix 1	<i>Table of HGV Counts at identified problem parking locations during the clamping trial.(Overnight counts)</i>
Appendix 2	<i>Table of HGVs parked during the weekend and weekday patrols and enforcement counts.</i>
Appendix 3	<i>Table of numbers of HGVs parking at the Ashford International Truck Stop during the clamping trial and in previous years.</i>
Appendix 4	<i>KCC protocol for HGV Parking enforcement.</i>

Appendix 1 - Table of HGV counts at identified problem parking locations during the clamping trial (overnight counts)

Date	ceo/t-cat	Time	Orb. Pk.	Sev.	Henwd.	Cobbs Wd.	Ellhm.	Wotton Rd	Hoth.	H&H	Any Observations/Truck stop open/closed
15/06/2015	RS	00:00-01:00	4	10	8	23	5	2	16	14	Truck stop closed
16/06/2015	MF	00:05-01:15	9	8	3	23	5	5	17	16	Truck stop open
17/06/2015	TJ	00:10-01:00	18	5	12	27	9	4	18	19	Truck stop closed
18/06/2015	CD	00:45-01:57	10	14	12	22	6	5	21	14	Truck stop open - Ram Lane: Stobart HGV vrm PO64 VLR
19/06/2015	MF	01:00-02:00	3	5	3	25	9	10	16	13	Truck stop open
20/06/2015	CD	00:05-00:55	12	6	3	34	6	11	13	14	Truck stop closed - 2 x refridgerated units @ H&H v.noisy
21/06/2015	TH										NOT DONE (TH)
22/06/2015	CR	00:05-00:34	12	8	10	23	8	5	21	15	Truck stop open, 2 x HGV Ram Lane & 2 Refridgerated units @ Hothfield
23/06/2015	EC	00:00-00:45	20	8	9	20	5	2	17	18	Truck stop closed
24/06/2015	BJ	00:00-01:00	43	15	7	40	8	0	20	21	Truck stop already closed @ 21:05
25/06/2015	MF	02:09-03:04	36	12	8	40	5	4	19	15	no noise - 5 on DYL's at CW - Truck stop open
26/06/2015	TJ	00:15	10	5	11	36	7	5	16	16	Truck stop closed - Hothfield Silent
27/06/2015	CR	00:10	17	3	2	26	9	5	12	10	Truck stop closed @12:40
28/06/2015	TH	n/a	18	7	5	27	6	4	17	14	* no comments made * (TH)
29/06/2015	CD	00:50-02:00	13	15	10	24	9	5	19	18	Truck stop open. No refridgerator units seen/Ram Lane - VRM- MA10XWE (GB)
30/06/2015	TH	00:15	12	6	2	21	6	2	19	19	Truck Stop open + 2 x coaches at Henwood
01/07/2015	MF	00:00-01:00	5	2	4	21	1	0	28	14	Truck stop open, o/s Greenacres 1 x HGV - engine off @ 00:30
02/07/2015	CD	00:15-01:20	6	4	3	20	9	12	17	12	Truck stop open, No refridgerated units, no HGV's Ram Lane or o/s Greenacres
03/07/2015	CD	00:05-01:10	8	7	9	23	5	1	22	23	Truck stop open, 1 x Ram Lane, o/s Greenacres now has obstruction to stop parking. - H&
04/07/2015	BJ	00:45	34	7	4	42	14	9	17	13	Truck Stop Closed, 1 x Refridgerated HGV @ H&H's

Appendix 1 - Table of HGV counts at identified problem parking locations during the clamping trial (overnight counts)

Date	ceo/t-cat	Time	Orb. Pk.	Sev.	Henwd.	Cobbs Wd.	Ellhm.	Wotton Rd	Hoth.	H&H	Any Observations/Truck stop open/closed	
05/07/2015	TJ		18	7	3	41	9	8	18	15	Truck stop open, no noise from HGV's	
06/07/2015	CD	00:10-01:20	25	15	10	28	13	7	21	16	Truck stop closed. Ram Lane x 3 2 x GB -vrm FJ14CFU & Stobart HGV PO64VLR	H&H - FUR
07/07/2015	RS	00:00	7	4	5	18	5	2	15	15	Truck stop open	
08/07/2015	MF	00:00	4	3	3	20	3	2	17	17	Truck stop open - no re Fridgerated units (4min)	
09/07/2015	BJ	00:00-01:00	7	13	6	18	6	5	15	9	Truck stop closed - 1 x re Fridgerated unit running at H&H's	
10/07/2015	EC	00:00	8	8	5	31	8	8	16	9	Truck stop open - 1 x re Fridgerated at Hothfield & 1 x re Fridgerated at H&H's	
11/07/2015	CR	00:20	24	5	6	33	11	20	8	14	Truck stop closed - 1 x re Fridgerated units Hothfield & 3 x re Fridgerated units at H&H's	
12/07/2015	TH		9	1	6	26	10	19	13	15	Truck stop open - 2 x noisy HGV's at H&H's	
13/07/2015	TJ		10	3	8	22	7	5	18	15	Truck stop closed. Silent at Hothfield & H&H	
14/07/2015	CD	12:50-02:15	23	17	11	39	9	6	24	18	Truck stop closed. 2 o/s Ram Lane, Greenacres none. 3 x R/U @ Hothfield & 2 x R/U @ H&H's	
15/07/2015	RS	00:00	10	14	3	17	6	5	19	15	Truck stop closed. 1 x re Fridgerated unit at Hothfield	
16/07/2015	TH		15	2	0	16	7	0	16	12	* no comments made * (TH)	
17/07/2015	MF	00:15	9	7	5	10	4	3	16	12	Truck stop open, no re Fridgerated units at Hothfield	
18/07/2015	BJ		24	5	3	31	7	15	10	16	Truck stop closed. 1 x re Fridgerated unit running at H&H's	
19/07/2015	MF	00:10	27	9	5	29	8	11	22	10	Truck stop open. No noise at Hothfield or H&H's	
20/07/2015	EC	00:00-00:50	3	2	4	23	4	6	16	10	Truck stop open. 1 x ref unit Hothfield, 2 x ref unit H&H's	
21/07/2015	CR		21	6	5	23	4	1	21	15	Truck stop open. 1 opp Ram Lane, no ref units	
22/07/2015	RS	00:05	18	5	10	18	3	3	16	15	Truck stop open - no re Fridgerated units	
23/07/2015	CR		8	5	5	18	6	5	17	14	Truck stop closed. No re Fridgerated units	
24/07/2015	CD	00:15-01:30	4	6	7	17	8	9	18	14	Truck stop open. None o/s Ram Lane & no Ref units.	
25/07/2015	TJ		12	5	3	20	9	15	15	16	Truck stop closed - no ref units Hothfield or H&H's	
26/07/2015	BJ										not done (BJ)	
27/07/2015	RS	00:01	6	11	6	24	4	2	18	14	Truck stop open - 1 x ref unit @ Hothfield	
28/07/2015	MF	01:10	7	6	1	26	2	2	18	13	Truck stop open 1 x re Fridgerated unit running @ Hothfield	

Appendix 1 - Table of HGV counts at identified problem parking locations during the clamping trial (overnight counts)

Date	ceo/t-cat	Time	Orb. Pk.	Sev.	Henwd.	Cobbs Wd.	Ellhm.	Wotton Rd	Hoth.	H&H	Any Observations/Truck stop open/closed
29/07/2015	BJ		14	4	8	28	4	3	18	13	Truck stop open - no ref units Hothfield or H&H's running
30/07/2015	CD	00:24-01:44	9	5	7	12	3	5	24	19	Truck stop open - no re Fridgerated units, Hothfield blocked
31/07/2015	MF	00:15	7	4	0	17	7	12	8	6	Truck stop open - no re Fridgerated units
01/08/2015	EC	00:00	6	1	0	22	8	16	9	9	3 x re Fridgerated units
02/08/2015	TJ		14	6	5	18	7	4	18	17	all silent - Truck stop closed
03/08/2015	TH		6	5	2	13	4	2	16	15	no information stated on sheet
04/08/2015	RS	00:15	12	8	11	19	6	2	15	15	Truck stop open - 1 x ref unit @ H&H's
05/08/2015	CD	00:19-01:24	13	10	9	25	3	6	18	15	Truck stop open - no re Fridgerated units
06/08/2015	RS	00:12	10	15	11	20	2	2	18	17	Truck stop open, 1 ref unit @ Hothfield/4 x Ref unit @ H&H's
07/08/2015	TJ		8	4	3	14	6	5	12	14	Truck stop open, all silent
08/08/2015	MF	00:02	6	2	4	23	7	15	10	11	Truck stop full. 1 x ref HGV running
09/08/2015	EC	00:06	6	0	2	19	4	14	14	10	2 x re Fridgerated units @ Hothfield
10/08/2015	TJ		12	4	5	17	6	3	15	15	Truck stop open. Silent
11/08/2015	CD	00:10-01:16	11	6	9	20	3	5	19	14	Truck stop open, 1 x Ram Lane, no re Fridgerated units
12/08/2015	TH		6	3	2	12	4	0	13	15	
13/08/2015	RS	00:05	8	3	4	17	3	4	18	17	Truck stop open - 3 x re Fridgerated units Hothfield/H&H's
14/08/2015	EC	00:00	5	4	1	23	7	6	12	9	Truck stop open - 1 x re Fridgerated at Hothfield
15/08/2015	MF	00:30	2	2	1	23	7	11	7	11	Truck stop open - 2 re Fridgerated units at Hothfield
16/08/2015	CD	00:17-01:22	1	5	3	10	4	8	13	10	Truck stop open, no re Fridgerated units.
17/08/2015	BJ										NOT DONE
18/08/2015	TJ	00:12-01:00	5	7	7	19	5	2	12	16	Truck stop open - Silent
19/08/2015	TJ	00:12	12	5	6	19	5	1	18	15	Truck stop open - Silent
19/08/2015	CD	00:40-01:51	14	10	10	20	5	3	23	15	Truck stop open, no re Fridgerated units/Ram Lane clear
20/08/2015	MF	00:15	4	4	4	21	0	3	17	15	Truck stop open - no re Fridgerated units seen

Day of 1st HGV Clamped



Appendix 1 - Table of HGV counts at identified problem parking locations during the clamping trial (overnight counts)

Date	ceo/t-cat	Time	Orb. Pk.	Sev.	Henwd.	Cobbs Wd.	Ellhm.	Wotton Rd	Hoth.	H&H	Any Observations/Truck stop open/closed
21/08/2015	EC										NOT DONE
22/08/2015	CD	00:20-01:47	3	4	3	26	5	7	12	6	Truck stop open, HGV clamped on 16/8 parked in orbital. No ref units and Ram Lane/Greenacres clear
23/08/2015	RS	00:38-00:20	2	5	3	23	1	10	9	12	Truck stop open. 1 x ref unit Hothfield, 3 x ref unit H&H's
24/08/2015	EC	00:00-12:41	3	3	6	25	1	8	19	16	Truck stop open, 1 x reffridgerated at H&H's
25/08/2015	CD	00:05-01:16	13	6	13	29	8	4	18	12	Truck stop open - 1 x Ram Lane & 1 X Ref unit Hothfield
25/08/2015	TH	00:05-00:33	8	6	12	30	6	4	16	13	Lorry park open, no other comments made
26/08/2015	TH	00:35-01:10	9	3	6	25	5	5	17	16	1 loud lorry - no comment if TS open/Close
27/08/2015	CD	11:10-00:25	12	7	2	23	6	6	25	24	Truck stop closed - 2 x reffridgerated units @ H&H loud
27/08/2015	TJ	00:17-00:52	13	6	2	27	7	5	19	23	TS Closed - I engine running at H&H's
28/08/2015	MF	00:14-01:13	4	3	5	21	6	9	13	10	2 x reffridgerated units @ Hothfield. 5 minutes very loud
29/08/2015	RS	00:05-00:49	0	3	5	20	7	14	14	9	truck stop open. 4 x reffridge units at Hothfield
30/08/2015	CD	00:03-01:08	0	2	6	19	4	15	12	6	Truc stop open. 1 x reffridgerated unit Tutt Hill layby, Ram Lane clear
31/08/2015	TH	00:27-00:56	3	3	10	16	3	3	13	9	Lorry park open, no other comments made
01/09/2015	TJ	00:04-00:42	15	15	9	29	9	7	18	16	Truck stop closed. Silent hothfield & H&H's
02/09/2015	RS	00:16-00:52	3	1	4	21	4	4	20	16	Truck stop open, 3 x ref units Hothfield/1 x ref unit H&H's
03/09/2015	CD	00:13-01:35	26	15	11	30	5	9	32	15	Truck stop closed - SEE SHEET FOR COMMENTS
04/09/2015	MF	00:02-00:51	6	12	2	28	14	9	15	16	Truck stop open, no reffridgerated units
05/09/2015	TJ	00:22-	7	0	1	24	9	17	9	14	Truck stop closed, Silent at H&H's and Hothfield

\*\*HIGH????\*\*

Appendix 1 - Table of HGV counts at identified problem parking locations during the clamping trial (overnight counts)

Date	ceo/t-cat	Time	Orb. Pk.	Sev.	Henwd.	Cobbs Wd.	Ellhm.	Wotton Rd	Hoth.	H&H	Any Observations/Truck stop open/closed
		00:52									
06/09/2015	TH										No Count Done
07/09/2015	RS	00:02-00:38	14	11	3	32	9	7	25	19	Lorry park open, 3 re Fridgerated units Hothfield, 1 @ H&H's
08/09/2015	CD	00:15-01:31	18	8	9	21	5	4	25	21	Truck stop closed, 1 ram lane. No ref units @ Hothfield, 2 x ref units @ H&H's
09/09/2015	MF	00:12-00:56	16	8	5	29	10	5	21	13	TS open, 1 x ref unit at Hothfield
10/09/2015	TJ	00:09-00:34	7	4	9	26	7	4	16	20	TS Open, Silent H&H's and Hothfield
11/09/2015	MF	01:30-02:21	9	3	4	29	6	13	16	12	TS Open, 3 ref units running at Hothfield, 1 x ref unit at H&H's
12/09/2015	RS	00:09-00:43	13	7	7	20	9	12	14	13	Truck stop full, 4 x ref units Hothfield, 3 x ref units H&H's
13/09/2015	CD	00:10-01:24	7	1	4	18	7	7	14	11	Truck stop open, 1 x ref unit @ H&H's
14/09/2015	TH	23:55-00:35	18	9	7	30	4	7	20	17	Lorry park open, no other comments made
15/09/2015	CD	00:18-01:34	31	19	13	26	4	1	26	22	Truck stop closed, 2 x ref units Hothfield, 1 x ref unit H&H's 1 x Ram Lane
16/09/2015	MF	00:02-00:48	18	12	7	26	4	4	21	14	TS Closed - 1 engine running at Hothfield
17/09/2015	EC	00:00-00:39	5	4	9	24	3	2	21	19	Truck stop open, 2 x ref units Hothfield, 1 x Ref unit H&H's
18/09/2015	CD	00:15-01:28	11	10	1	33	7	9	20	17	Truck stop open. 1 x Ref unit @ Hothfield. Blackwall In checked - all clear
19/09/2015	TJ	00:12-00:50	12	6	2	19	8	6	19	16	Truck stop open, 1 ref unit @ H&H's
20/09/2015	CD	00:06-01:20	11	8	3	30	6	14	22	15	Truck stop open. 1 x ref unit at H&H's - 2 o/s Ram Lane
21/09/2015	MF	00:00-00:51	14	8	7	29	6	2	18	15	Truck stop open, no ref units running
22/09/2015	CD	00:31-01:48	22	16	14	34	12	5	22	13	Truck stop closed. 1 x re Fridgerated unit running at H&H's - Blackwall lane checked - all clear

Appendix 1 - Table of HGV counts at identified problem parking locations during the clamping trial (overnight counts)

Date	ceo/t-cat	Time	Orb. Pk.	Sev.	Henwd.	Cobbs Wd.	Ellhm.	Wotton Rd	Hoth.	H&H	Any Observations/Truck stop open/closed
23/09/2015	EC										NO COUNT DONE
24/09/2015	TJ	00:01-00:34	10	4	7	25	4	2	16	12	Truck stop closed. One ref unit at H&H's
25/09/2015	CD	00:07-01:30	21	12	11	35	7	10	17	12	1 x GB Blackwall Lane - Truck stop open, 2 x ref units H&H's. 0 x Ram Lane
26/09/2015	MF	00:11-01:02	3	2	6	33	10	12	14	12	No Ref units running Hothfield or H&H's
27/09/2015	TH	00:00-00:35	7	3	2	21	4	5	16	14	Lorry park open
28/09/2015	EC	00:00-00:44	8	7	7	26	3	1	22	17	3 x ref units @ Hothfield
29/09/2015	MF	00:33-01:22	13	7	15	30	10	5	21	19	Truck stop closed
30/09/2015	TJ	00:13-01:01	16	7	4	19	6	3	19	15	Truck stop closed, silent at H&H's and Hothfield
01/10/2015	RS	00:01-00:37	8	12	8	28	3	5	21	23	lorry park closed, 1 x ram lane, 5 ref units @ Hothfield & 3 ref units @ H&H's
02/10/2015	CD	00:08-01:30	9	4	8	37	10	10	22	13	Truck stop open, 2 x ram lane. 1 ref unit @ H&H's
03/10/2015	MF	00:10-01:06	25	4	8	34	13	15	20	17	3 x ref units running @ Hothfield
04/10/2015	RS	00:57-00:36	9	10	8	33	8	9	21	18	lorry park open, 2 x ref units Hothfield, 1 ref unit H&H's. 2 x Ram Lane
05/10/2015	TH	00:05-00:43	9	2	3	21	4	3	17	18	## no observations noted on form ##
06/10/2015	CD	00:00-01:24	21	21	16	29	9	2	26	17	Truck stop open, 1 x ram lane, 1 x ref unit @ H&H's, none Blackwall Lane
07/10/2015	RS	00:03-00:47	23	14	9	29	6	2	24	17	Truck stop closed. 3 x ref units @ Hothfield/1 x ref unit @ H&H's
08/10/2015	MF	01:11-02:00	5	3	6	28	11	6	14	13	Truck stop closed. 2 ref units @ Hothfield
09/10/2015	TJ	00:01-00:50	12	9	7	22	5	2	16	17	Truck stop closed. Silent hothfield & H&H's
10/10/2015	EC	00:00-	20	3	7	30	6	17	17	15	Truck stop closed, 1 x HGV on A2070. 4 x ref units @

Appendix 1 - Table of HGV counts at identified problem parking locations during the clamping trial (overnight counts)

Date	ceo/t-cat	Time	Orb. Pk.	Sev.	Henwd.	Cobbs Wd.	Ellhm.	Wotton Rd	Hoth.	H&H	Any Observations/Truck stop open/closed
		00:38									H&H's
11/10/2015	CD	00:09-01:30	16	5	10	24	6	9	17	14	Truck stop open. Non Ram Lane. 1 x ref unit H&H's, non Blackwall Lane

Shading	Key
	Start of clamping trial period
	Operation Stack in effect

Appendix 2 - Table of HGVs parked during the weekend and weekday patrols and enforcement counts.

Day	Date	Orb. Pk.	Sev.	Henwd	Cobbs Wd.	Ellhm	Wotton Rd	Hoth	H&H	No. PCN's
Sun.	15/03/2015	41	15	47	15	14				
Sun.	22/03/2015	44	16	49	15	15				
Sun.	29/03/2015	32	11	58	31	17				
Sun.	12/04/2015	27	15	38						
Sun.	19/04/2015	8	1	1	18	3				
Mon am	20/04/2015	1	3	1	18	3		17	15	
Mon pm	20/04/2015									
Tue.	21/04/2015	3	6	10	16	5		16	13	
Sun.	26/04/2015	7	4	3	15	7	19	5	9	
Tue.	28/04/2015	11	0	6	13	6	6	13	12	
Wed	29/04/2015	4	8	11	5	7	4	12	8	
Thu	30/04/2015	5	7	6	12	4	1	16	11	
Fri.	01/05/2015	4	2	1	8	8	4	8	10	
Sun.	03/05/2015	1	0	1	9	8	17	6	6	
Sun. pm	03/05/2015	5	0	1	9	7	16	5	7	
Sun.	10/05/2015	2	1	3	24	8	11	9	7	
Mon. am	11/05/2015	1	4	1	11	2	0	4	6	
Tue. am	12/05/2015	9	2	2	5	0	1	8	5	11
wed. am	13/05/2015	7	4	1	0	1	0	3	4	12
Thurs. am	14/05/2015	25	3	1	4	0	0	5	3	19
Fri.am	15/05/2015	12	12	2	2	1	1	6	4	16
Sat.pm	16/05/2015	7	2	2						9
Sun. 10am	17/05/2015	10	6	2	17	10	14	10	13	0
Tue. 5.30	19/05/2015	6	7	6	2	3	4	5	6	13
Wed. 5.30	20/05/2015	10	0	1	8	3	3	10	8	8
Thur. 7am	21/05/2015	10	6	1	4	0	0	10	4	4
Fri. 5.30	22/05/2015	8	8	2	2	1	0	7	0	10
Sat. 7am	23/05/2015	2	6	1	5	9	8	6	6	0
Sat. pm	23/05/2015	11	4	1	16	11	20	12	13	9
Tue. PM	26/05/2015	5	4	9	18	3	na	11	12	na
Thur. Am	28/05/2015	14	5	10	6	3	4	10	4	22
Fri. am	29/05/2015	17	4	4	10	2	4	2	3	25

Appendix 2 - Table of HGVs parked during the weekend and weekday patrols and enforcement counts.

Sun. pm	31/05/2015	11	1	1	15	7	11	14	13	10
wed. am	03/06/2015	19	9	1	na	na	na	na	na	20
Fri. am	05/06/2015	7	4	7	1	0	3	4	6	12
Sat. pm	06/06/2015	4	5	1	20	10	15	2	13	7
Sun	07/06/2015	8	2	5	13	6	2	14	10	6
	11/06/2015	14	6	7	5	0	1	9	2	16
Sun	14/06/2015	7	4	1	29	6	20	16	11	7
	17/06/2015	11	4							10
sun	21/06/2015	9	5	3	36	5	8	15	9	8
	26/06/2015	8	10				5			8
Sun	28/06/2015	23	9	3	29	9	5	14	8	24
	29/06/2015	4	9	4	12	6	1	17	16	0
	01/07/2015	10	8	5	6	4	1	11	12	12
	02/07/2015	7	2	5	13	3	0	18	18	0
sun	05/07/2015	47	16	3	40	11	14	15	12	49
	06/07/2015	11(25)	7(15)	9(10)	18(28)	10(13)	7(7)	14(28)	14(16)	0
	08/07/2015	1(4)	2(3)	4(3)	9(20)	3(2)	1(2)	9(17)	9(17)	0
	09/07/2015	6(7)	13(13)	4(6)	7(18)	3(6)	2(5)	16	12(15)	6(9)
sun	12/07/2015	24	6	6	32	11	19	10	14	22
	18/07/2015	18	2	1	29	9	17	16	14	0
sun	19/07/2015	37	4	3	34	9	17	19	14	34
	23/07/2015	9	4	1	10	1	3	15	12	0
sun	26/07/2015	12	1	3	21	9	15	15	15	0
sun	02/08/2015	6	4	1	18	8	14	7	10	0
	08/08/2015	7	1	4	20	6	15	8	8	0
Sun	09/08/2015	7	1	4	22	6	15	10	10	0
	10/08/2015	6	0	4	5	2	7	14	7	0
sun	16/08/2015	3	2	0	20	6	12	8	11	3
Thurs (pm)	20/08/2015	1	3	1	9	0	2	11	12	3
Sun (pm)	23/08/2015	2	4	1	22	3	8	9	11	1
Mon (pm)	24/08/2015	4	4	4	17	0	6	8	10	0
Tue (pm)	25/08/2015	5	1	3	14	1	1	17	12	0
Wed (pm)	26/08/2015	3	2	4	13	4	5			0
Thurs (pm)	27/08/2015	3	0	1	15	3	2	17	13	0
Sun (am)	30/08/2015	0	3	5	19	6	13	11	9	3
Mon (am)	31/08/2015	0	0	3	5	2	10	7	7	3
Tue (pm)	01/09/2015	3	8	6	14	5	4	14	10	0

Appendix 2 - Table of HGVs parked during the weekend and weekday patrols and enforcement counts.

Wed (pm)	02/09/2015	2	7	5	13	6	3	13	13	0
Thurs (pm)	03/09/2015	5	2	3	20	5	6	20	15	0
Fri(am)	04/09/2015	17	5	1	6	7	4	12	6	9
Sun (am)	06/09/2015	7	4	1	23	10	16	9	11	11
Mon	07/09/2015	15	6	2	20	8	3	17	17	6
Wed (pm)	09/09/2015	4	1	6	14	8	2	13	9	3
Thurs	10/09/2015	7		7	4	6	4	12	5	3
Sun (am)	13/09/2015	7	1	3	16	9	10	12	12	
Wed (pm)	16/09/2015	8	2	4	13	2	1	19	15	0
Fri (pm)	18/09/2015	12	3	3	14	6	6	16	13	2
Sun (am)	20/09/2015	12	3	2	23	7	18	17	13	20
Sun (am)	27/09/2015	3	1	2	28	10	10	9	10	6
Sun (am)	04/10/2015	23	6	8	36	13	16	16	13	35
Tue (pm)	06/10/2015	5	7	10	18	8	2			2
Wed (pm)	07/10/2015	7	4	8	19	5	0	19	16	0

Shading	Key
	Start of clamping trial period
	Operation Stack in effect

Appendix 3 - Table of numbers of HGVs parking at the Ashford International Truck Stop during the clamping trial and in previous years.

Truck Volumes		2010	2011	2012	2013	2014	2015
January	Week 1	1840	1990	2036	1098	604	390
	Week 2	2044	2247	2347	2267	2136	1940
	Week 3	2057	2131	2340	2199	2186	2295
	Week 4	2073	2093	2186	2222	2170	2561
February	Week 5	2053	2051	2234	2216	2330	2264
	Week 6	2077	2150	2296	2156	2266	2452
	Week 7	2002	1957	2304	2186	2364	2196
	Week 8	2141	2209	2150	2166	2147	2201
March	Week 9	2043	2071	2265	2235	2207	2162
	Week 10	2070	2176	2246	2296	2343	2242
	Week 11	2116	2258	2411	2181	2032	2255
	Week 12	2241	2224	2349	2250	2282	2193
April	Week 13	1787	2229	2135	1810	2208	2194
	Week 14	1750	2382	2113	1838	2488	2007
	Week 15	2051	2251	2049	2133	2267	2006
	Week 16	2190	1884	2311	2114	1978	2142
May	Week 17	1856	1607	2547	2140	1985	2208
	Week 18	1956	2271	1700	1947	2093	1978
	Week 19	1998	2169	2075	1889	2005	2221
	Week 20	2141	2245	2112	2186	2151	2281
June	Week 21	2065	2018	2319	1979	2176	2284
	Week 22	1835	1950	2142	2005	1838	2119
	Week 23	1981	2234	2127	2133	2281	2385
	Week 24	2187	2120	2384	2121	2106	2323
July	Week 25	2096	2206	2416	2124	2218	2355
	Week 26	2096	2294	2206	2150	2307	2137
	Week 27	2043	2168	2548	2151	2310	2197
	Week 28	1960	2181	2352	2146	2318	2336
August	Week 29	1976	2107	2260	2046	2183	2292
	Week 30	1621	2124	2109	2122	2237	2219
	Week 31	2062	2134	2090	2011	2181	1813
	Week 32	1924	2123	1958	1976	2033	1983
September	Week 33	1892	1977	1919	2016	2166	2025
	Week 34	1711	1883	2015	1982	1959	2092
	Week 35	1889	1992	2049	1941	2054	2326
	Week 36	2025	2227	2203	2406	2300	2041
October	Week 37	1951	2308	2223	2328	2210	2306
	Week 38	2026	2170	2270	2313	2216	2384
	Week 39	2042	2258	2385	2254	2098	2468
	Trial period totals		<b>51324</b>	<b>55283</b>	<b>56882</b>	<b>54451</b>	<b>56158</b>
November	Week 40	2069	2305	2287	2321	2207	2403
	Week 41	2096	2332	2281	2238	2222	2351
	Week 42	2049	2346	2275	2217	2255	2514
	Week 43	2074	2449	2325	2230	2287	2507
November	Week 44	2000	2087	2234	2236	2273	2197



Appendix 3 - Table of numbers of HGVs parking at the Ashford International Truck Stop during the clamping trial and in previous years.

Truck Volumes		2010	2011	2012	2013	2014	2015
	Week 45	2155	2400	2378	2292	2326	2511
	Week 46	2161	2447	2389	2194	2233	2337
	Week 47	2309	2408	2420	2228	2259	2509
December	Week 48	2289	2415	2390	2255	2280	
	Week 49	2322	2398	2481	2187	2328	
	Week 50	2394	2425	2452	2310	2341	
	Week 51	1458	1438	1814	2096	2468	
	Week 52	538	530	454	578	859	
		25914	27980	28180	27382	28338	

Usage of Ashford International Truck Stop has steadily increased except for a drop in 2013. These statistics show an increase in usage of **770 HGVs** during the clamping trial period compared to the same period in 2014. It is impossible to draw any conclusions from this as figures have steadily risen however it does show that this facility is used and demand has started outstripped supply this year.

### HGV Parking Enforcement Framework

To tackle the growing pressures from the impact of HGV's parking overnight this assessment framework has been developed. The framework enables Kent District, Borough and County Councils to assess and develop parking strategies to tackle overnight lorry parking.

It should be noted that the framework should be revisited annually for each location to ensure that situation remains the same. To enable authorities to assess the need of a location the following Framework will enable an assessment of need.

#### Framework

Authorities will consider each heading and consider how the location would score against the following criteria. If the score does not reach – points then no further action should be taken.

Heading	Sub heading	Issue	Points available	Total
<b>Safety</b>	Road Safety	Will the parking result in risk to drivers using the carriageway. The assessment will need to consider the level of risk and score accordingly	5	
	Community	Will the community be at risk from the HGV's and score according to the likelihood of something occurring	5	
<b>Impact</b>	Community	Will the community notice a direct impact possibility due to proximity to houses	5	
	Environmental	Do the HGV's cause environmental impacts such as littering and score according to the impact that they have	5	
<b>Financial</b>	Business	Does the parking directly affect local business? Industrial estates will be affected more than rural areas	5	
	LA	Score according to the cost to the local authorities. This could be the cost of removing waste	5	
<b>Political</b>	scale	What are the political issues and does it have a major affect?	5	
<b>Total</b>			35	

Note: A total score of 15 is required to reach the minimum requirement  
Guidance

When a request is received for intervention on HGV parking then the site will need to be scored against the issues above. Each criterion should be considered and an

## Appendix 4 – KCC Protocol for HGV Parking Enforcement

assessment made in what the impact actually occurs. The tool assessment should not be used unless the minimum score is achieved.

### Tool Assessment

If the score is sufficient to warrant intervention then the following tool assessment shall be completed. It is expected that each tool should be considered and tried before escalating to the next tool. It is for the authority to consider the implications of the tool selected.

<b>Tool</b>	<b>Type</b>	<b>Impact</b>	<b>Description</b>	<b>decision</b>
<b>Education</b>	Warning Notice			
	Leaflets			
	Signing			
<b>Restrictions</b>	Physical			
	TRO's			
<b>Multi Agency</b>	Targeted deployment			
<b>Clamping</b>				

Approval for clamping will only be provided if the Local Authority can demonstrate the framework and tool assessment have been followed.

---

## **Parking and Waiting Restrictions – Update summary**

**To: Ashford Joint Transportation Board – 9 December 2015**

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

**Classification: For decision.**

**Ward: Across the District – Various**

---

### **Summary:**

#### **This report**

- (i) provides an update and summarises schemes that have been brought through the Joint Transportation Board,**
- (ii) seeks the Board’s recommendation regarding the recent consultation on ‘Amendment 5’.**
- (iii) seeks the Board’s support to delegate a recommendation on ‘Amendment 7’ to the Chairman, Vice-Chairman and ABC Portfolio Holder for Highways, Wellbeing and Safety or to convene a special meeting of the Board in early 2016.**

### **1.0 Introduction and Background**

- 1.1. 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 (see appendix 1)
- 1.2. Members are also asked to indicate whether or not they support introduction of the recently advertised ‘Amendment 5’ order, plans of which can be seen in Appendix 2.
- 1.3. The Board’s support is also sought for delegating recommendation on ‘Amendment 7’ to the Chairman, Vice-Chairman and ABC Portfolio Holder for Highways, Wellbeing and Safety; or, subject to a certain threshold of objections being reached, convening a special meeting of the Board in early 2016.

### **2.0 Amendment 5 Consultation**

- 2.1 A formal consultation was held between 3<sup>rd</sup> September and 24<sup>th</sup> September 2015 on alterations to parking controls in Ashford, Charing, Mersham and Tenterden. These changes were proposed to improve the safety of road

users (Ashford, Charing and Tenterden) and to facilitate the passage of large vehicles (Mersham and Tenterden).

- 2.2 Of 15 comments made in objection to the proposals, only 3 called into question the reasons for proposing the changes contained within the amendment.
- 2.3 In the case of these three objections, respondents questioned the safety benefit that would arise from the introduction of restrictions in Fairview Drive, Ashford and at the junctions of Providence Street, Riversdale Road and Whitfeld Road, Ashford.
- 2.4 On consideration of these objections, Officers are satisfied that the introduction of the proposed restrictions will provide a safety benefit by improving visibility for road users and preventing obstructive parking on bends and at junctions.
- 2.5 It is the conclusion of Officers that the benefits of the scheme outweigh the merits of the objections received in response to it, and that the scheme will therefore be implemented as proposed. Adjacent sites will be monitored for potential displacement following the introduction of these parking controls.
- 2.6 Officers are recommending that the Board support the introduction of these controls which will address safety concerns by preventing obstructive and dangerous parking in locations defined as unsuitable under the Highway Code.

### **3.0 Amendment 7 Consultation**

- 3.1 It is the intention of Officers, as reported to the Board at its meeting of 9<sup>th</sup> June 2015, to carry out an annual consolidation of Amendment Orders. Prior to undertaking consolidation any orders which propose to amend the 2015 Consolidated Order must be completed.
- 3.2 The Amendment 7 Order proposes changes to improve the safety of road users (Beaver Lane, Brooke Road, Bybrook Road, Grasmere Road and The Pasture), to facilitate the passage of large vehicles (Brooke Road) and preserve a disabled persons parking amenity (Kent Avenue). Details of the proposed restrictions can be seen in Appendix 3.
- 3.3 Formal consultation on this Order is currently on-going and will close on Thursday 10<sup>th</sup> December. Should objections be received to this Order it will not be possible to bring the Order before members for consideration until March 2016 without convening a special meeting of the Board.
- 3.4 Given the desire to undertake consolidation in the early part of 2016, Officers are asking the Board to recommend delegating recommendation on this Order in the following regard:

- a. If fewer than 10 objections (equivalent to 5% of properties directly consulted) are received related to the statement of reasons for proposing the Order, a recommendation will be sought from a panel comprised of the Board Chairman, Vice-Chairman and ABC Portfolio Holder for Highways, Wellbeing and Safety.
- b. If 10 or more objections related to the statement of reasons for proposing the Order are received, or objections are received from any statutory consultee, a special meeting of the Board will be convened in early 2016 to make a recommendation.

Contact Officer:	<i>Jo Fox – Health, Parking and Community Safety Manager</i> <a href="mailto:Jo.fox@ashford.gov.uk">Jo.fox@ashford.gov.uk</a>
Reporting to:	<i>Sheila Davison – Head of Health, Parking and Community Safety</i> <a href="mailto:Sheila.davison@ashford.gov.uk">Sheila.davison@ashford.gov.uk</a>

<b>Appendix List</b>	
<i>Appendix 1</i>	<i>List of sites and their current status</i>
<i>Appendix 2</i>	<i>Plans of changes proposed under Amendment 5</i>
<i>Appendix 3</i>	<i>Plans of changes proposed under Amendment 7</i>

**Amendment 1 (Ashford and Charing)**

This Order introduced and amended controls in areas of Ashford and also made administrative changes concerning Ashford and Charing. It came into force on 20<sup>th</sup> July 2015.

**Amendment 2 (Wye)**

This Order introduced and amended controls in areas of Wye and came into force on 2<sup>nd</sup> November 2015.

**Amendment 3 (Tenterden)**

This Order (which was made in part) introduced and amended controls in Tenterden and came into force on 10<sup>th</sup> August 2015. A supplementary consultation on a reduced scheme of lining for Rothley Close has been undertaken and Officers are now preparing to bring the remainder of the Order into force.

<b>Location</b>	<b>Description of Scheme</b>	<b>Date at JTB</b>	<b>Current Status</b>
<b>TENTERDEN</b>			
<b>Ashford Road</b>	Introduction of double yellow lines	08/09/15	Consultation completed, Order submitted for sealing
<b>Rothley Close</b>	Introduction of double yellow lines	08/09/15	Consultation completed, Order submitted for sealing

**Amendment 4 (Ashford)**

Kent County Council led Member Highway Fund scheme for Lees Road, Willesborough. Following on from discussions between KCC, ABC and the Divisional and Ward members, an informal consultation will be held on two options to address the issues caused by parking in this location to determine the scheme for formal consultation.

Appendix 1

**Amendment 5 (Ashford, Charing, Mersham, Tenterden)**

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

**Amendment 6 (Ashford)**

This Order has been completed and introduced controls prohibiting loading from 8am-10am and 4pm-7pm on Somerset Road in the vicinity of the Wellesley Road junction. It came into force on 19<sup>th</sup> October 2015.



## Appendix 1

**Amendment 7 (Ashford)**

<b>Location</b>	<b>Description of Scheme</b>	<b>Date at JTB</b>	<b>Current Status</b>
<b>APPLEDORE</b>			
<b>The Street</b>	Administrative amendment	TBC	Consultation underway
<b>ASHFORD</b>			
<b>Beaver Lane</b>	Introduction of double yellow lines around entrance to residential parking court	TBC	Consultation underway
<b>Brooke Road</b>	Introduction of double yellow lines on approach to Magazine Road and around cul-de-sac end	TBC	Consultation underway
<b>Bybrook Road</b>	Introduction of double yellow lines at junctions with Grasmere Road and The Pasture	TBC	Consultation underway
<b>Grasmere Road</b>	Introduction of double yellow lines at junctions with Bybrook Road and Grasmere Road	TBC	Consultation underway
<b>The Pasture</b>	Introduction of double yellow lines at junctions with Bybrook Road and Grasmere Road	TBC	Consultation underway
<b>Kent Avenue</b>	Remarking of disabled persons parking bay to statutory length	TBC	Consultation underway
<b>Alfred Road, Arlington, Bowens Field, Church Road (Kennington), Church Road (Willesborough), Dover Place, Foxglove Road, Hempsted Street, Park Road, Regents Place</b>	Administrative amendment	TBC	Consultation underway

Appendix 1

**Requests for Investigation**

<b>Street(s)</b>	<b>Area</b>	<b>Focus of investigation</b>	<b>Date at JTB</b>	<b>Current Status</b>
Wotton Road Estate	Ashford	Investigation into obstructive parking	TBC	For investigation
Ellingham Way Estate	Ashford	Investigation into obstructive parking	TBC	For investigation
Regents Place	Ashford	Obstruction of access for refuse collection vehicles	TBC	For investigation
Grosvenor Road	Ashford	Obstruction of bus route cited	TBC	For investigation
Upper Vicarage Road	Ashford	Obstruction of bus route cited	TBC	For investigation





**Ashford Borough Council**

Plan 1 – Fairview Drive, Ashford



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	Existing double yellow lines
	Proposed double yellow lines



# Ashford Borough Council

## Plan 2 – Godinton Road, Ashford



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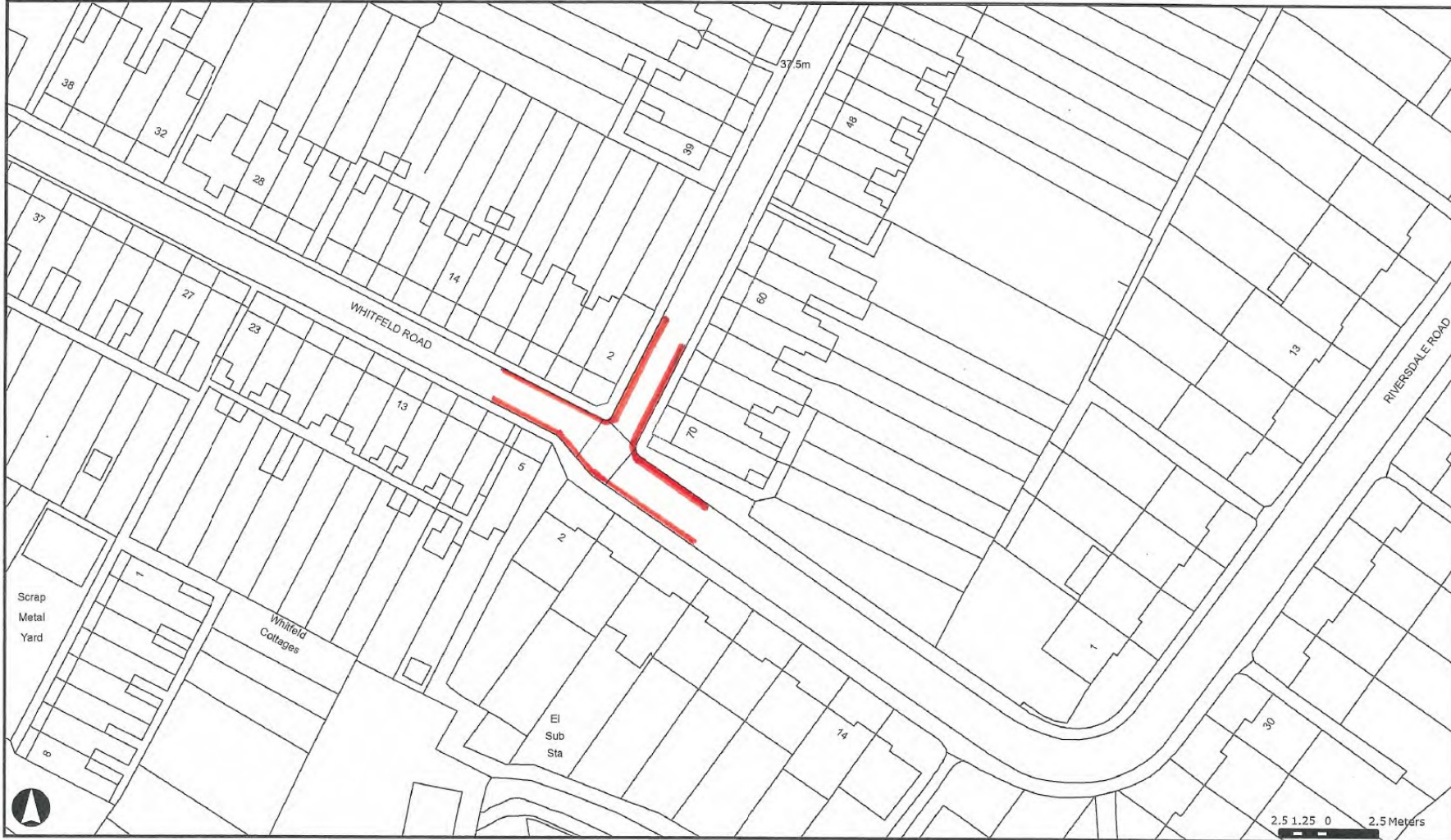
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	Proposed limited waiting parking bay extension
	Existing limited waiting parking bay
	Existing double yellow line restriction



# Ashford Borough Council

## Plan 3 – Providence Street, Riversdale Road, Whitfeld Road, Ashford



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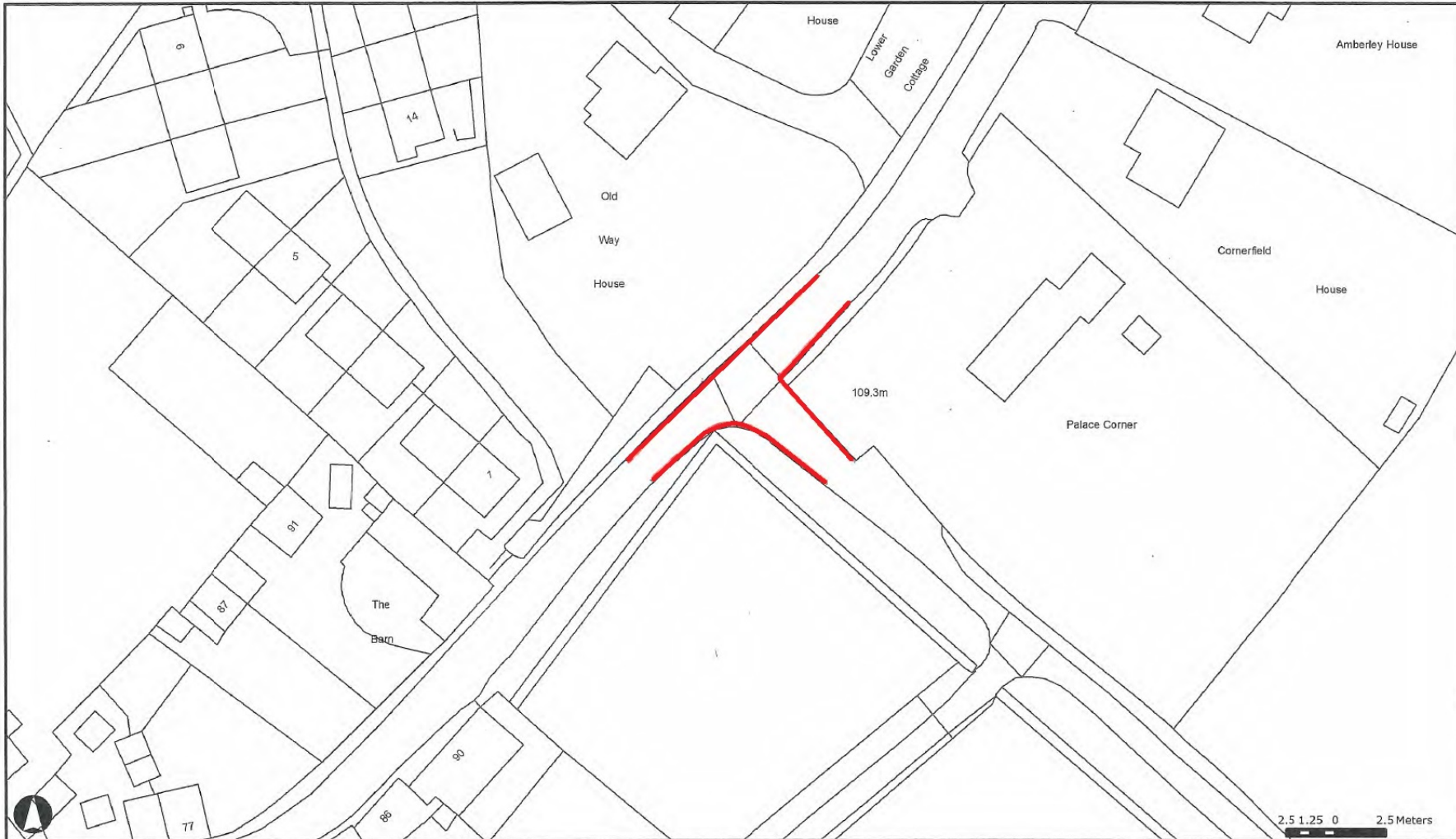
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 Proposed double yellow line waiting restriction




# Ashford Borough Council

## Plan 4 – High Street, Pett Lane, The Hill, Charing



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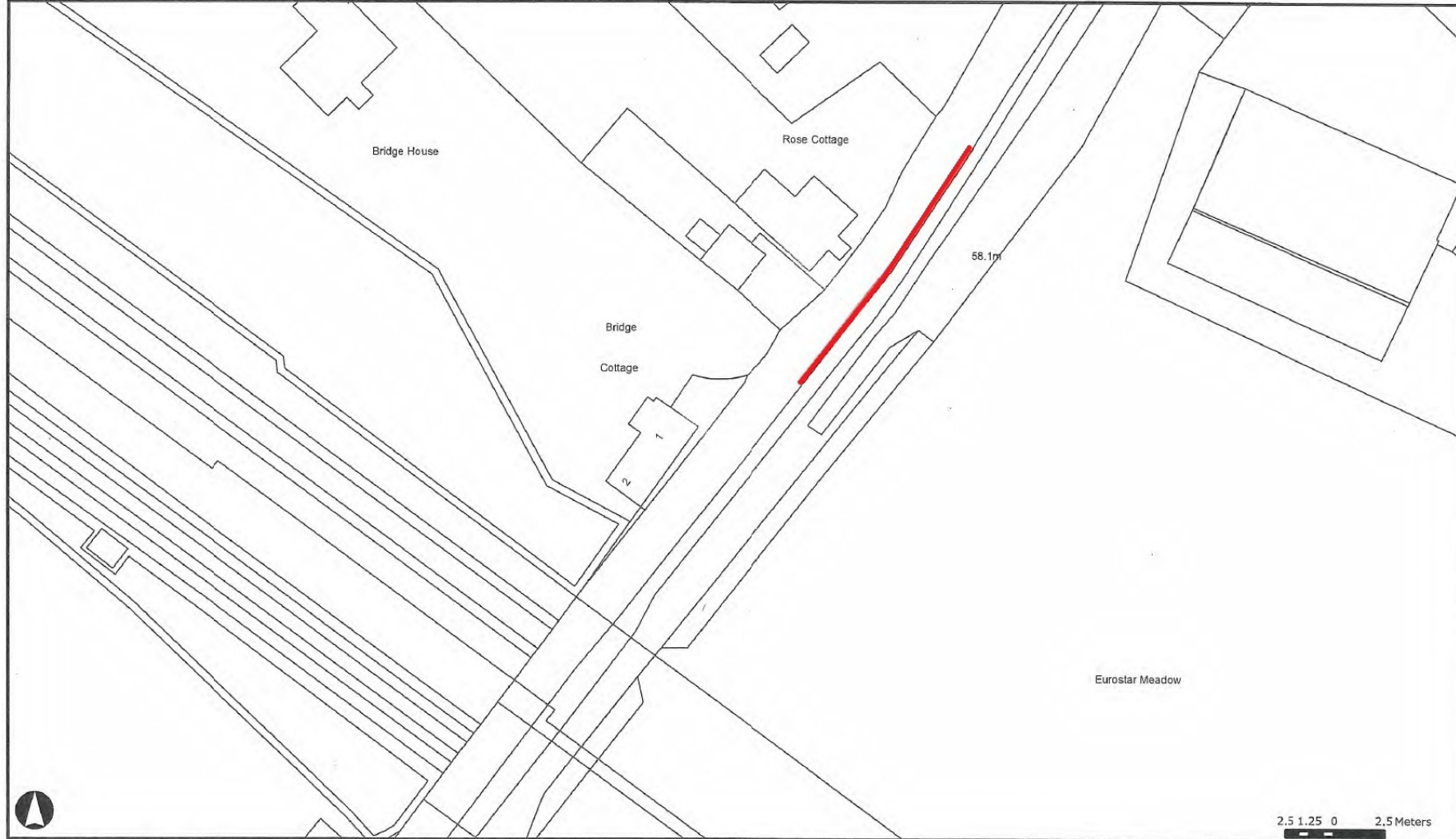
 Proposed double yellow line waiting restriction

# Appendix 2 – Amendment 5




## Ashford Borough Council

### Plan 4 – Church Road, Mersham



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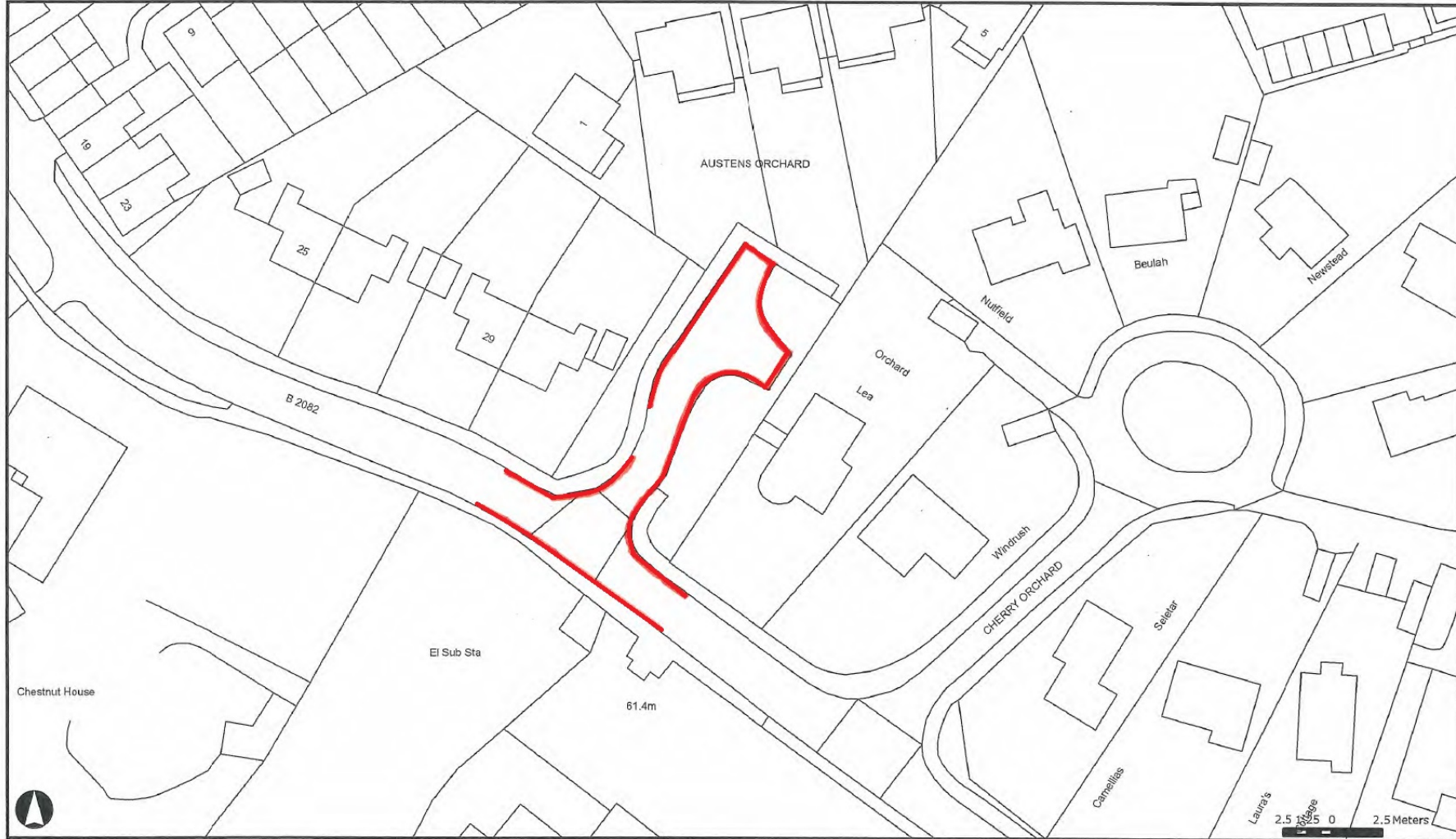
2.5 1.25 0 2.5 Meters

 Proposed double yellow line waiting restriction



# Ashford Borough Council

## Plan 4 – Austens Orchard, Smallhythe Road, Tenterden



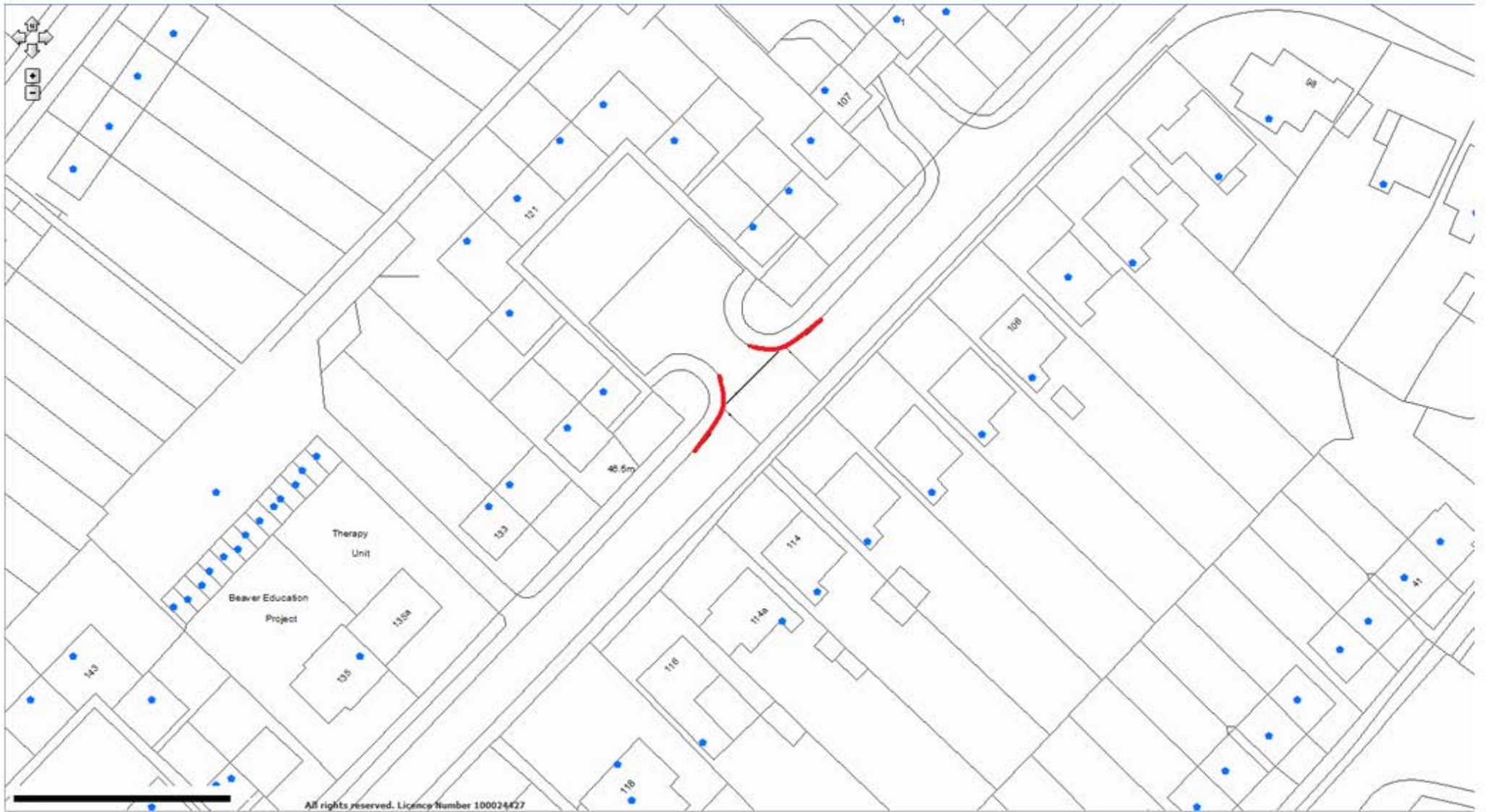
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— Proposed double yellow line waiting restriction

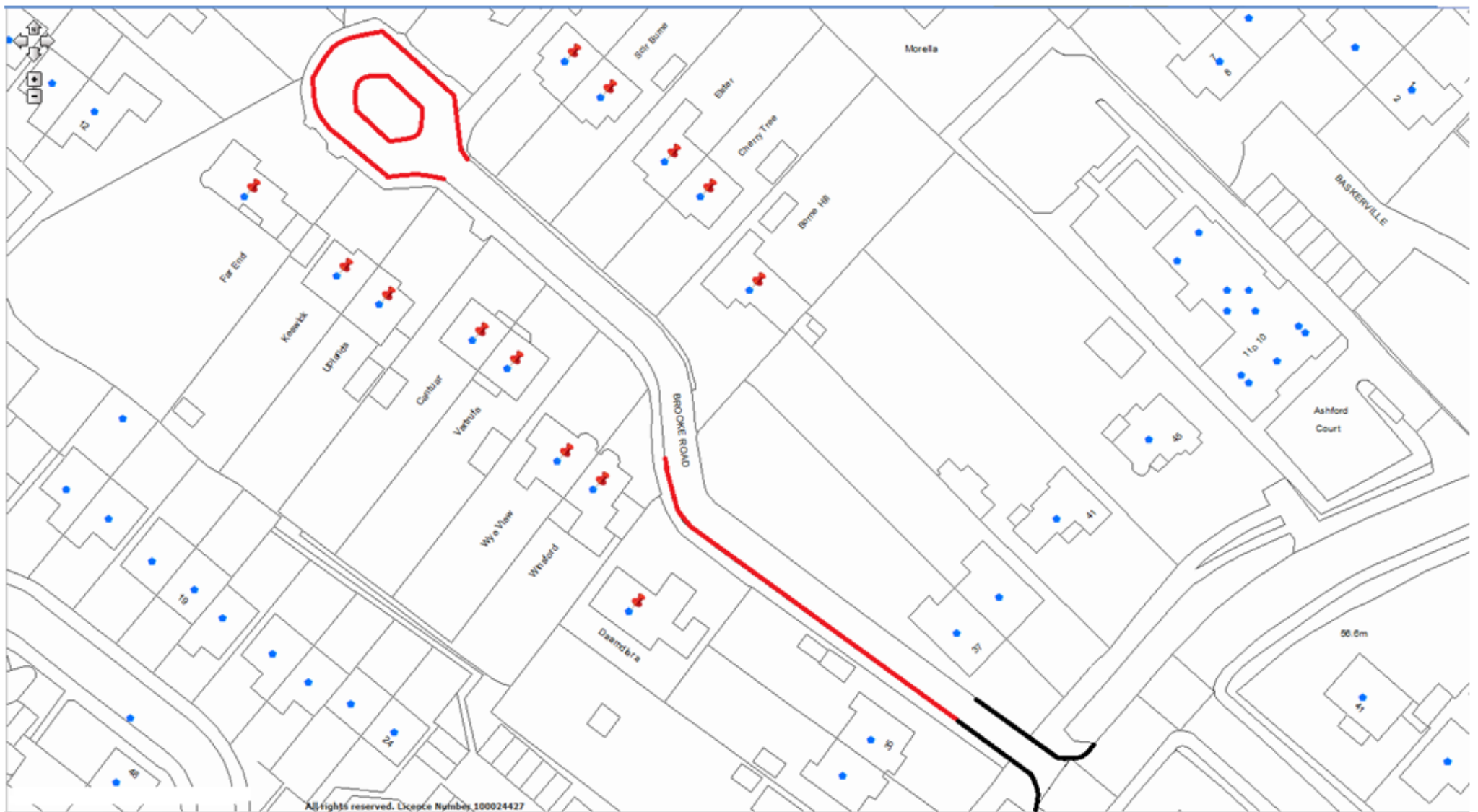




**Ashford Borough Council - Amendment 7, Plan 1 - Beaver Lane, Ashford**



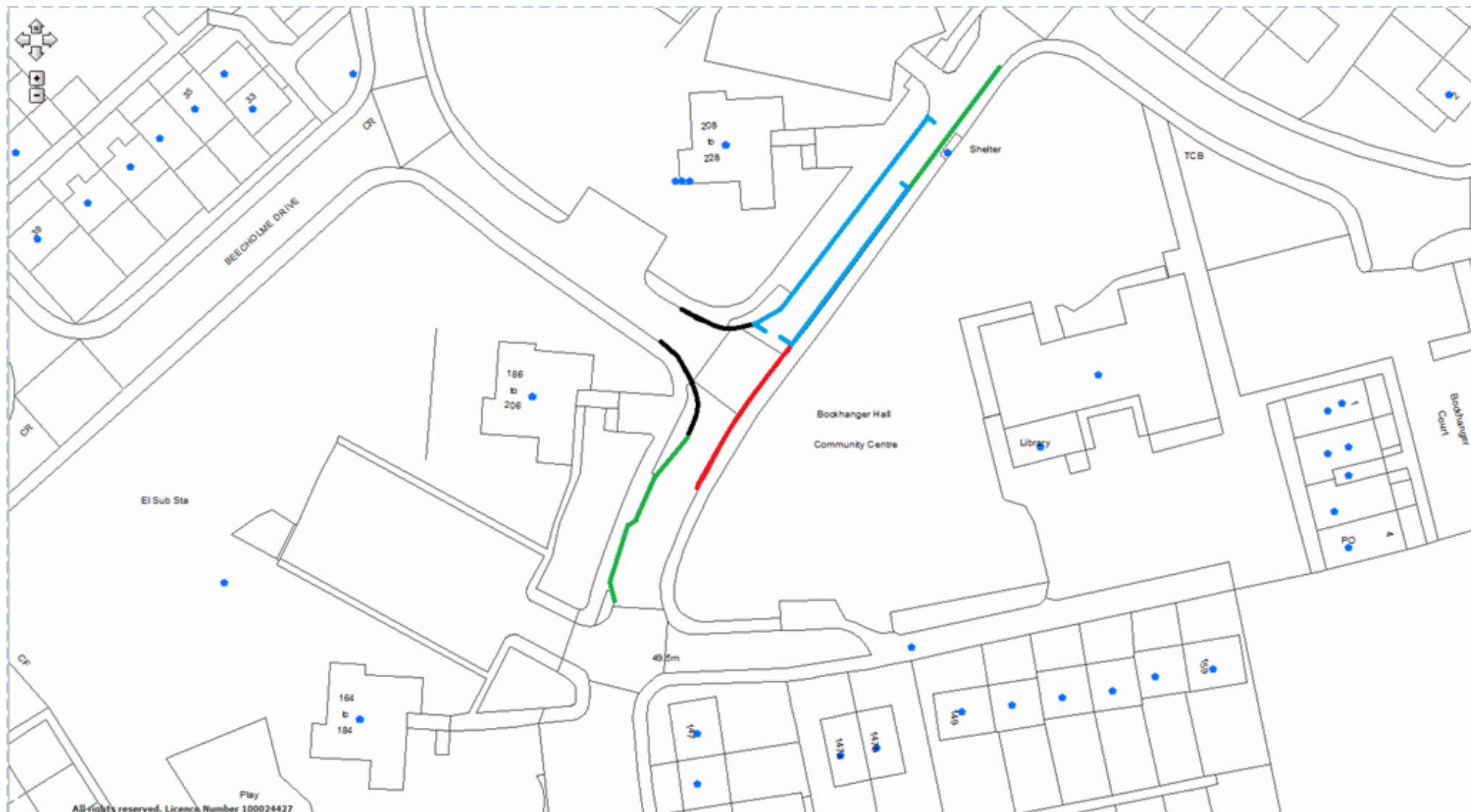
Proposed 'No waiting at any time' 



### Ashford Borough Council - Amendment 7, Plan 2 - Brooke Road, Ashford





Proposed 'No waiting at any time'   
Existing 'No waiting at any time' 

### Ashford Borough Council - Amendment 7, Plan 3 - Bybrook Road/Grasmere Road (west), Ashford





Proposed 'No waiting at any time'   
Existing 'No waiting at any time' 

Existing Pedestrian Crossing markings   
Existing Bus Stop Clearway 

**Ashford Borough Council - Amendment 7, Plan 4 - Bybrook Road/Grasmere Road/The Pasture (east), Ashford**



Proposed 'No waiting at any time'   
Existing Bus Stop Clearway 

**Ashford Borough Council - Amendment 7, Plan 5 - Kent Avenue, Ashford**



Disabled persons parking bay to  
be remarked



## **Kent County Council Blue Badge Service**

The Blue Badge (Disabled Persons' Parking) Scheme was introduced in 1971 under Section 21 of the Chronically Sick and Disabled Persons Act 1970 ('the 1970 Act').

The aim of the scheme is to help disabled people with severe mobility problems to access goods and services, by allowing them to park close to their destination. The scheme is open to eligible disabled people irrespective of whether they are travelling as a driver or as a passenger. The scheme provides a national range of on-street parking concessions to Blue Badge holders. It allows them to park without charge or time limit in otherwise restricted on-street parking environments, and allows them to park on yellow lines for up to three hours, unless a loading ban is in place.

In 2012 the government introduced reforms to the Disabled Parking Badge scheme and introduced the Blue Badge Improvement Service (BBIS) as part of efforts to improve efficiency and stamp out fraudulent use of badges, which in 2011 it estimated was costing the UK an around £46 million per year.

This service is one of a number of reforms, including amendments to legislation to require the wider use of independent mobility assessments to determine eligibility for badges from April 2012 in England and Scotland. This brought an end to GP assessments. The DfT's view is that eligibility decisions are fairer and more objective if mobility assessments are undertaken by professionals who have been specifically trained in mobility and who are independent of the applicant. It is therefore important that local authorities use assessors who have been appropriately trained in mobility assessments, who hold appropriate professional qualifications and who are not open to bias because of a personal or commercial connection to the applicant.

Kent County Council are responsible for the day-to-day administration and enforcement of the scheme. They are responsible for determining and implementing administrative, assessment and enforcement procedures which they believe are in accordance with the governing legislation.

### **The two types of eligibility criteria**

An individual's eligibility for a Blue Badge is considered in terms of being 'eligible without further assessment' (previously known as 'automatic') or 'eligible subject to further assessment' (previously known as 'discretionary').

In no circumstances should a badge be issued to an applicant who does not meet one of the eligibility criteria set out in the legislation which governs the scheme. Badges should never be issued to people solely on the basis of their age.

#### **Type 1: 'Eligible without further assessment'**

People who may be issued with a badge without further assessment are those who are more than two years old and fall within one or more of the following descriptions:

- Receives the Higher Rate of the Mobility Component of the Disability Living Allowance (HRMCDLA); or
- Receives 8 points or more under the "moving around" activity of the mobility component of Personal Independence Payment (PIP); or
- Is registered blind (severely sight impaired); or
- Receives a War Pensioner's Mobility Supplement (WPMS); or

- Has been both awarded a lump sum benefit at tariffs 1-8 of the Armed Forces Compensation Scheme and certified as having a permanent and substantial disability which causes inability to walk or very considerable difficulty in walking.

### **Type 2: 'Eligible subject to further assessment'**

People who may be issued with a badge after further assessment are those who are more than two years old and fall within one or more of the following descriptions:

- Drives a vehicle regularly, has a severe disability in both arms and is unable to operate, or has considerable difficulty in operating, all or some types of parking meter; or
- Has a permanent and substantial disability that causes inability to walk or very considerable difficulty in walking.

In addition, children under the age of three may be eligible for a badge if they fall within either or both of the following descriptions:

- A child who, on account of a condition, must always be accompanied by bulky medical equipment which cannot be carried around with the child without great difficulty;
- A child who, on account of a condition, must always be kept near a motor vehicle so that, if necessary, treatment for that condition can be given in the vehicle or the child can be taken quickly in the vehicle to a place where such treatment can be given.

### **The Kent County Council Screening and Assessment Process**

Kent County Council employs 2.4 whole time equivalent Independent Mobility Assessors who are either Occupational Therapists or Physiotherapists with a minimum of 2 years of experience.

KCC firstly utilises an objective screening process carried out by trained administration staff. This is used to determine whether an applicant is 'self-evidently' eligible and to award a badge. This can reduce the number of applicants who need to undergo an independent mobility assessment.

For applications where eligibility cannot be determined, Independent Mobility Assessors (IMAs) continue by using a proportionate approach to assessment. They triage the application through a three part assessment process of desktop, telephone and clinic assessments. This allows them to use their professional knowledge and clinical reasoning to reach a decision regarding eligibility for a Blue Badge. Approximately 8% of applications are refused, in which case the applicant may request a review of the decision, and if refused again may not reapply for a period of six months.

Between April 2014 and March 2015 Independent Mobility Assessors carried out 10,532 assessments comprising 82% desktop assessments, 15% telephone assessments and 3% clinic assessments.

When recording a decision about the long term eligibility of the applicant in the Independent Mobility Assessor is able to use clinical reasoning to identify that the applicant will or will not require a full assessment in 3 years. This would be dependent on the anticipated progression of their condition, and subsequent effect on their mobility.

Wendy Cooper-Wolfe  
Independent Living Support Services Officer  
Kent County Council

Social Care, Health and Wellbeing  
Independent Living Support Service  
Tackling Fraud and Misuse within the Blue  
Badge Scheme  
Guidance to Parking Enforcement Teams

<b>Issue Date:</b>	20/07/15 - Final
<b>Review Date:</b>	12 months from publication
<b>Owner:</b>	Mark Hogan Independent Living Support Services Manager Brenchley House Maidstone Kent ME14 1RF 03000 416899



# Kent County Council Procedural Guidance Notes: Misuse of Blue Badges

## Background

---

- 1) The purpose of this document is to provide initial guidance in regards to available/relevant procedures relating to the misuse use of the Blue Badge scheme in Kent. This document contains guidance for multiple circumstances where there is evidence that the misuse of a Blue Badge has, or is suspected, to have occurred.
- 2) Currently, district authorities conduct daily enforcement of all parking contraventions, this is covered under an 'Agency Agreement' between Kent County Council (KCC) and individual district/borough authorities. District authorities either employ parking enforcement officers directly or outsource the parking enforcement services to external stakeholders. When Blue Badge misuse is detected, the councils or their service providers issue a Penalty Charge Notice (PCN).
- 3) KCC act as the approval and issuing authority for Blue Badges. At present there are more than 75,000 Blue Badges issued throughout Kent and the scheme is administered through the Blue Badge Information System (BBIS). This system has been implemented by the Department for Transport. Fundamental consequences of misuse of the Blue Badge scheme include:
  - Loss of revenue from parking
  - Reduction in the availability of parking concessions for genuine badge holders
  - Loss of confidence in Blue Badge scheme by the general public
  - Reputational damage to KCC as the administering organisation for Kent

## Types of Blue Badge Misuse and Fraud

### Relevant Legislation and guidance

- Road Traffic Regulations Act, 1970, 1984
  - Chronically Sick and Disabled Persons Act 1970
  - Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000
  - Disabled Persons' Parking Badges Act 2013 (The 2013 Act)
  - Forgery and Counterfeiting Act 1981
  - Fraud Act 2006
  - Theft Act 1968
  - Multi-Agency Safeguarding Vulnerable Adults, Adult Protection Policy Protocols and Guidance for Kent and Medway
- 4) Section 115 & 117 of The Road Traffic Regulations Act 1984 and Section 21 (4B) of the 1970 Act make wrongful use of a Blue Badge an offence. The 2013 Act amends to the 1970 Act so that wrongful use of a badge also includes (but is not limited to) when a person displays a badge that should have been returned or has been cancelled. The offences within these acts cover:

- Uses, or lends to, or allows to be used by any other person another person's Blue Badge
  - Knowingly makes a false statement for the purpose of procuring a Blue Badge
- 5) The 2013 Act also allows:
- The inspection and seizure of badges by local authorities;
  - The cancellation of badges by local authorities in certain circumstances;
- 6) Under the Fraud Act 2006, an act of fraud constitutes one of three offences, these being; False Information, failure to disclose, or abuse of position. Application for Blue Badge using false information i.e. information regarding disability would constitute a criminal offence under the Fraud Act, section 6 of the Fraud Act makes it a criminal offence if anyone has in their possession or control any article for the use in the course of or in connection with any fraud.
- 7) The amending of a blue badge or the creation of a fictitious badge would constitute an offence under the Forgery and Counterfeit Act 1981, if it were used to obtain an advantage, i.e. an exception to the payment of a parking charge.
- 8) The scenarios in which an offence may occur are (from minor to more serious transgressions) and would result in the exemption to the parking contravention provided by the displaying of a blue badge being invalid:
- Parking in the wrong place or parking for too long where there is a time limit (not a criminal offence but would result in the issuing of a Penalty Charge Notice)
  - Letting a friend or relative use the badge
  - Using a badge of a friend or relative
  - Use of a badge that is no longer valid
  - Use of a badge that has been reported as 'lost or 'stolen'
  - Use of a copied badge or creating a completely fake badge
  - Altering the details on the badge, for example, the expiry date
  - Making a fraudulent application (e.g. providing false information on the application form) or using a badge obtained fraudulently

## **Uncovering Blue Badge Misuse and Fraud**

### **The application process**

- 9) To ensure that Blue Badges are only issued to people who meet the eligible criteria a formal application process is in place. This requires applicants to provide KCC details of their disability for an assessment to be made. Where an applicant is in receipt of certain DWP disability benefits or other qualifying criteria, this will entitle them to a Blue Badge without further checks, this is known as a 'passported' entitlement.
- 10) If the applicant is not entitled to a 'passported' Blue Badge then a proportionate desktop and/or telephone assessment is conducted based on the medical & mobility evidence supplied. This

will be completed by an Independent Mobility Assessment by a qualified Occupational Therapist/ Physiotherapist, Where necessary an appointment can be made to attend a clinic in order for a face to face assessment to be completed.

11) In all applications there is a requirement for the applicant to provide proof of residency and identification. If there is any doubt, including the validity of the documents presented to prove their medical condition, residency or identification further checks can be conducted by:

- Obtaining further information from the applicant in order to satisfy the requirements
- Make enquiries with relevant bodies, such as local authorities, DWP or medical practitioners
- Make a referral to KCC Counter Fraud Team if there is a suspicion that the application is false.

#### **General enforcement activity**

12) The general enforcement of parking contraventions are delegated to but not limited to district and borough councils. Civil Enforcement Officers (CEOs) are authorised officers as required by the 2013 Act. Kent County Council has authorised officers through the scheme of delegated powers. The following guidance is for CEOs to follow where they have been adopted by their local authority. Local procedure may be developed further depending on the local authorities commitment to enforcement of the Blue Badge scheme.

13) The CEO of the local authority is empowered to issue a Penalty Charge Notice (PCN). When they have a reasonable suspicion that a Blue Badge is being misused they have the authority to inspect, and if agreed locally, remove a badge to be returned to the issuing authority.

#### **Validating Blue Badge:**

14) Check the Blue Badge on display: Is the Blue Badge an old or new format? The new format for Blue Badges has been in use since the 1 Jan 2012. There are no longer any old style valid Blue Badges in circulation, examples of the new Blue Badges are shown at appendix A. CEOs and authorised officers have the authority to inspect a badge. A person who without reasonable excuse fails to produce a badge when required to do so may be prosecuted under the 2013 Act and if found guilty would be liable of a fine not exceeding £1000. Instances where inspection of a Blue Badge could be warranted could but is not inclusive too:

- The badge appears to have been tampered with or is fake, such as extending the expiry date or a photocopy.
- The person displaying the badge does not appear to be the badge holder (details of the information held on a Blue Badge will provide some indication of the badge holders month and year of birth and sex of the badge holder).
- Following a check on BBIS the badge has expired, been reported lost, stolen or the person has passed away.

15) If the badge is the new format CEOs and authorised officers will be able to confirm the users details and the validity of the badge through the BBIS enforcement module. Some authorities have been provided with access to the BBIS enforcement module. The information available from BBIS will include the name of the holder, the issue and expiry and a photo of the card

holder. If your authority has not been provided access to the BBIS enforcement module then these details (except the photo) can be obtained from the Blue Badge team at Kent County Council by calling **03000 416262**.

### **Investigating Misuse and Fraud**

- 16) The investigation of persistent misuse as stated in paragraph 8 is the responsibility of KCC, or if the badge has been issued by Medway Unitary Authority it is the responsibility of Medway Council. This originally covered within Section 21 of the Chronically Sick and Disabled Persons Act 1970 (replaced / displaced by The Care Act 2014) that makes the administration of the scheme the responsibility of the Local Authority. Section 151 of the Local Government Act 1972 requires every Local Authority to make arrangements for the proper administration of their financial affairs.
- 17) There is no obligation for district or borough councils to confiscate Blue Badges that are being misused. However, where a Blue Badge is being misused by someone other than the badge holder, or the badge has been altered or damaged, it is advisable to remove the badge to ensure that further misuse does not occur. Any badges that are confiscated must be returned to the issuing authority with a short incident report explaining why the badge was removed. The issuing authority will review the incident and will either return the Blue Badge to the rightful person (assuming the badge remains valid) or cancel and destroy the badge informing the badge holder when appropriate and offering them the opportunity to reapply for a new Blue Badge. Local authorities will need to decide whether they wish their CEOs or authorised officers to confiscate Blue Badges and advise them accordingly.
- 18) If a CEO suspects that the Blue Badge displayed in a vehicle falls within the misuse types described at paragraph 8, then a PCN may be issued in accordance with the locally agreed procedures. As part of the issuing process of a PCN evidence is gathered that will assist KCC in investigating the misuse further. This evidence should be forwarded to the issuing authorities (KCC or Medway) Counter Fraud Team as detailed in the contact list in appendix B and should include where possible:
  - Name and contact details of the CEO who issued the PCN.
  - A copy of the notes taken by the CEO at the time they issued the PCN, including any statements the vehicle driver made, description of the driver and any passengers where appropriate.
  - Photographs taken of the vehicle and the badge that is displayed.
  - If recovered, the Blue Badge being misused.
- 19) If a local authority receives any information from the public in respect of fraud or misuse of a Blue Badge, details should be provided to the issuing authorities counter fraud team.
- 20) Kent County Council is committed to ensuring the Blue Badge scheme is working for people with a genuine need to a Blue Badge. We will consider the facts and circumstances of each alleged incident of misuse reported to us and decide what (if any) action should be taken. This includes

- Issuing a warning letter that seeks to remind people of the condition of use and the consequences of misusing their Blue Badge.
- Issuing a simple caution (previously referred to as a formal caution) where we believe a criminal offence has been committed but the offender has admitted the offence and it is not in the public's interest to progress a criminal case.
- Criminal prosecution of people who deliberately abuse the scheme by, for example, using a deceased person Blue Badge.
- Removing entitlement to a Blue Badge following persistent misuse.

21) When deciding what action to take, Kent County Council will consider the public interest and evidential tests within The Code for Crown Prosecutors in accordance with the Anti-Fraud and Corruption Strategy.

Appendix A – New style Blue Badge

## Front – Display This Way Up

Issued by:  
**Kent County Council**

Valid From: 24/07/2013

Expiry Date: **23/07/2016**

No: **1A482E 0 0138X0716**

BBIS Unique Identifier
Issue Number
Male (X) or Female (Y)

Month and Year of DOB
Expiry Month and Year of badge

**Parking Card for Disabled People**  
 Carte de stationnement  
 Parkausweis  
 Contrassegno di parcheggio  
 Tarjeta de estacionamiento  
 Parkeerkaart  
 Κάρτα στάθμευσης  
 Karta parkingowa  
 Cartão de estacionamento  
 Card de parcare

**UK**

EUROPEAN COMMUNITIES MODEL

THIS IS A COPY, FOR TRAINING USE ONLY. KCC 30/04/2014

## Back

Photo Removed by KCC

Photo removed by KCC

Ghost Image will be here if separated from main card



This Badge entitles the holder to the special local parking facilities available in the Member State concerned.

This Badge should be displayed at the front of the vehicle. It needs to be clearly visible so that it can be checked.

This Badge remains the property of the issuing local authority. If found or not needed anymore, it should be returned to your local authority.

**This badge can only be used by the named badge holder, or by a person who has dropped off or is collecting the Badge holder from the place where the vehicle is parked. It is a criminal offence for anyone else to use this Badge in any other circumstances.**

Expiry Date: **21/02/2015** This will replicate the expiry date on the front of the badge

Badge No: **101C50 0 0527X0215** This will replicate the number on the front of the Badge

Surname: **M** Name removed

Forename: **J** Name removed

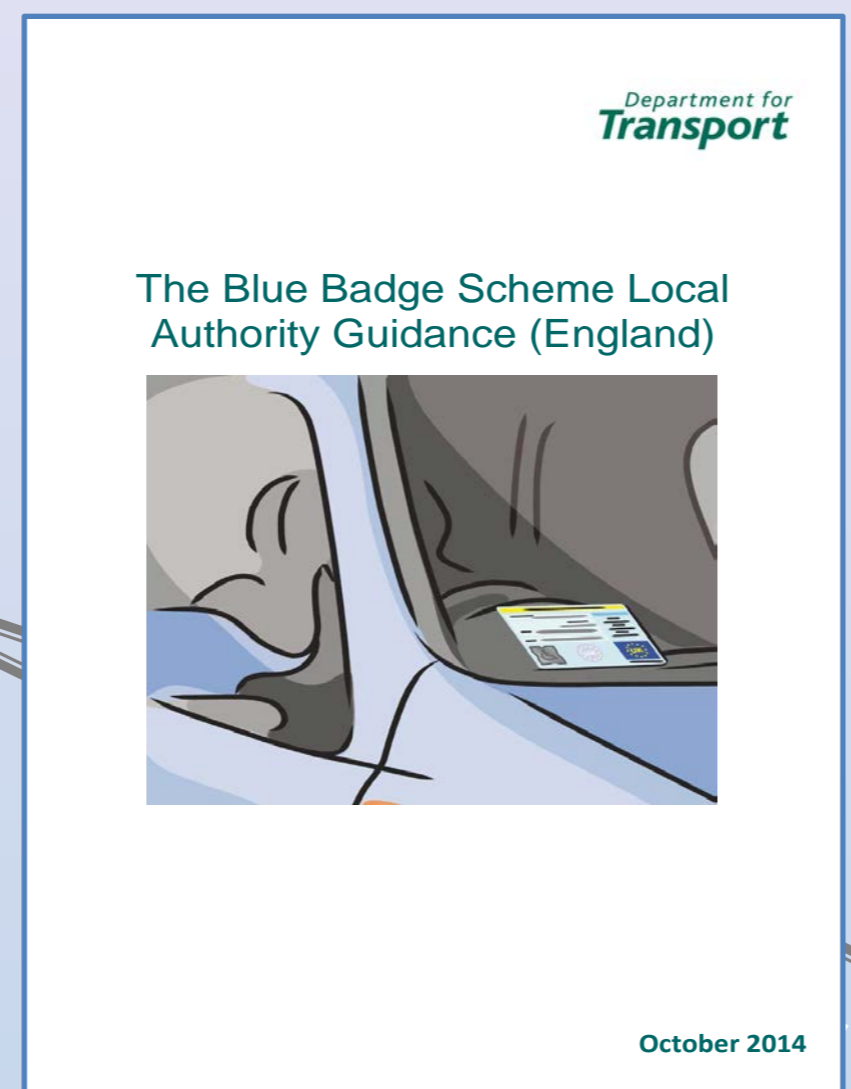
© Crown copyright 2011. Printed in the UK.

Appendix B – KCC contact list

Name	Email	Tel No	Responsibilities
Blue Badge Team	<a href="mailto:Bluebadgeteam@kent.gov.uk">Bluebadgeteam@kent.gov.uk</a>	03000 416262	Deals with general queries relating to blue badge entitlement
Hannah Buckley	<a href="mailto:Hannah.buckley@kent.gov.uk">Hannah.buckley@kent.gov.uk</a>	03000 419695	Escalation point for any complex queries relating to Blue Badges
Mark Hogan	<a href="mailto:Mark.hogan@kent.gov.uk">Mark.hogan@kent.gov.uk</a>	03000 416899	Policy advice on blue badges
Lorna Day	<a href="mailto:Lorna.day@kent.gov.uk">Lorna.day@kent.gov.uk</a>	03000 411632	Parking Enforcement Manager
Paul Rock	<a href="mailto:Paul.rock@kent.gov.uk">Paul.rock@kent.gov.uk</a>	03000 416621	Counter Fraud Manager
James Flannery	<a href="mailto:James.flannery@kent.gov.uk">James.flannery@kent.gov.uk</a>	03000 416092	Senior Counter Fraud Officer
Shelley Etherton	<a href="mailto:Shelley.etherton@kent.gov.uk">Shelley.etherton@kent.gov.uk</a>	03000 416068	Auditor (Fraud)
Fraud Referrals	<a href="mailto:Shelley.etherton@kent.gov.uk">Shelley.etherton@kent.gov.uk</a> / <a href="mailto:Shelley.etherton@kent.gcsxd.gov.uk">Shelley.etherton@kent.gcsxd.gov.uk</a>	03000 416068	Receives referrals for fraudulent uses of blue badges.
Fraud Referrals	Internal Audit 4 <sup>th</sup> Floor B Block Sessions House Maidstone Kent ME14 1XQ		Address to send any removed blue badges.

# How do we, as Occupational Therapists, meet our Blue Badge service users' expectations in a challenging and changing local government environment?

"I have to attend many hospital appointments ...because of my poor mobility it is essential to park close by and I cannot use public transport"



2011 saw the reform of Blue Badge provision, with the transition of assessment from GP's to Independent Mobility Assessors (IMAs).

### Screening Tool

- Completion of a screening tool by Specialist Blue Badge administrators to obtain an objective, quantitative score.
- Use of on-line Information Database.
- Support from IMAs.

"Our focus is on improving lives by ensuring that every pound spent in Kent is delivering better outcomes for Kent's residents, businesses and communities". (KCC, 2015)

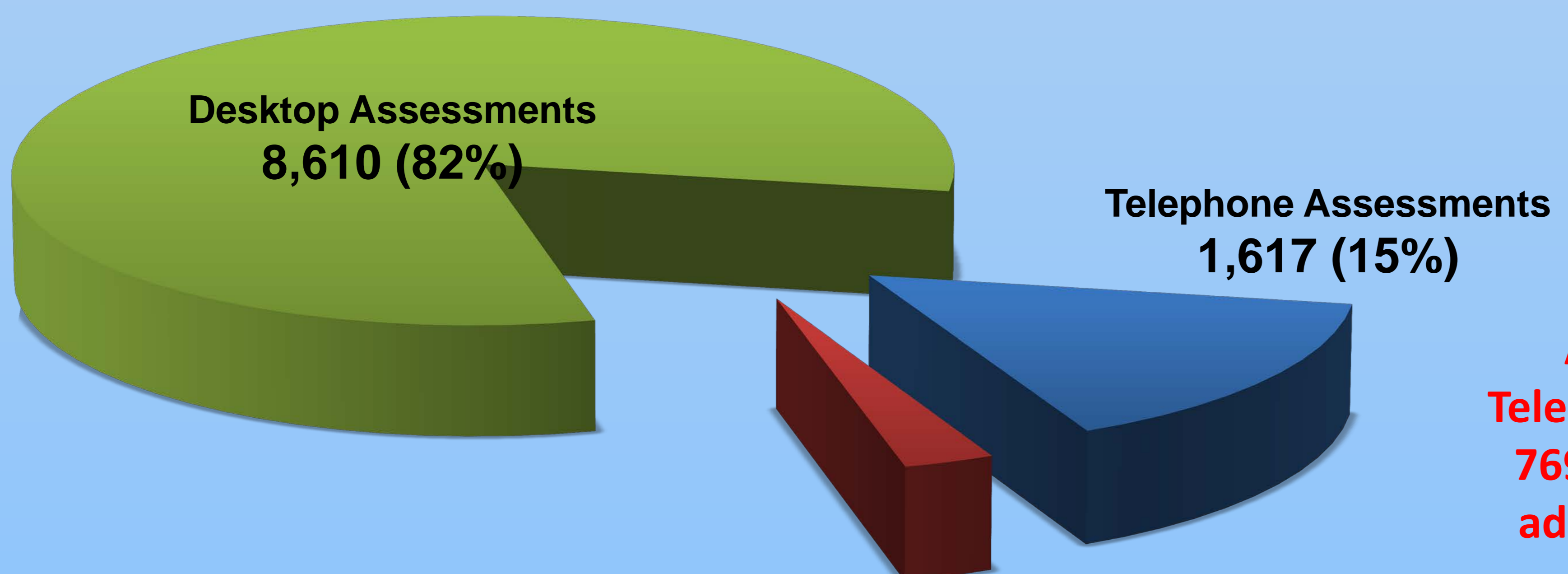
"The DfT's view is that eligibility decisions are fairer and more objective if mobility assessments are undertaken by professionals who have been specifically trained in mobility and who are independent of the applicant".  
.... "we would expect that many local authorities would use occupational therapists and physiotherapists"....(DfT 2014, p 24)

Between April 2014 and March 2015 Kent County Council issued 24,751 Blue Badges.  
61% of those eligible "subject to further assessment" were assessed by IMAs

"Administrative staff members conducting desk based assessments receive training and mentoring from the healthcare professionals that designed the tool" (Department for Transport 2014)

### IMA Desktop Assessment

- A scoring system which records objective & subjective information.
- Includes cross referencing with other agencies.
- Analysis of information and clinical reasoning.



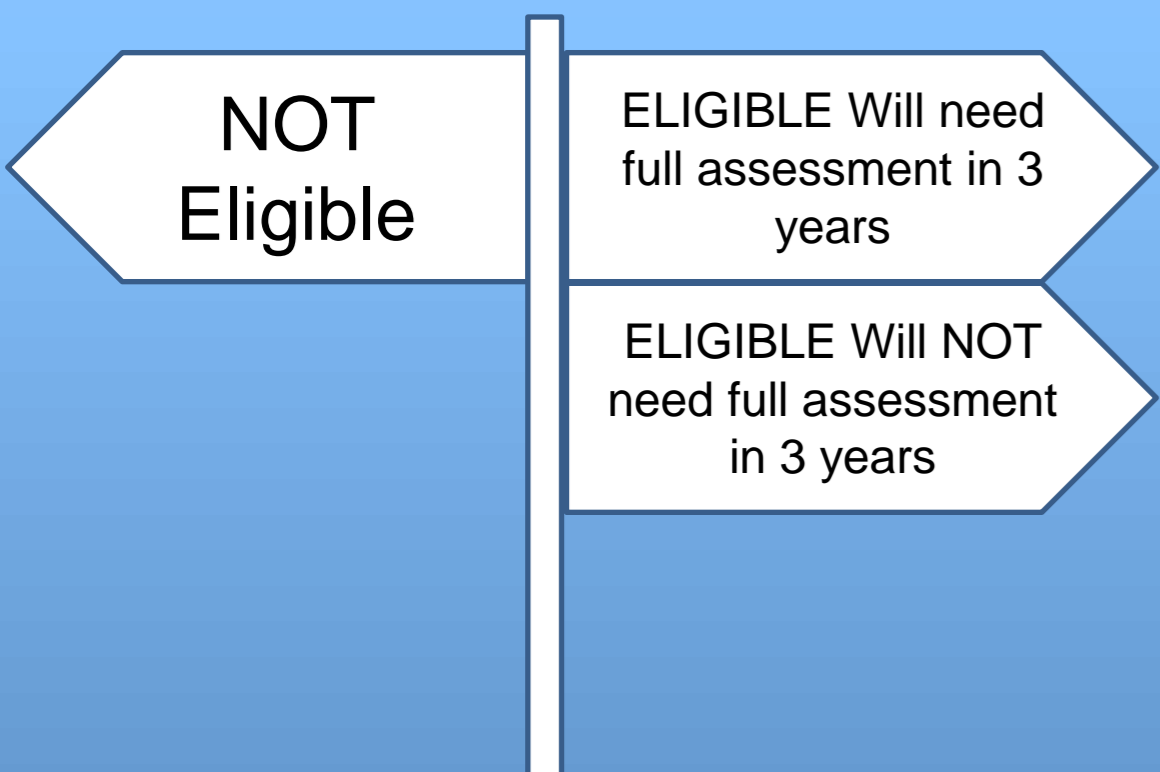
Requests for Review / Appeals  
201 Reviews were carried out - Ensuring that applicants feel that they have been listened to has resulted in a 73.5% reduction in requests for review.

As part of their Telephone Assessment 769 People received additional Advice & Guidance

82% 18% 0%  
Govmetrics Customer Satisfaction

### IMA Telephone Assessment

- Use of online mapping tools to quantify reported distance.
- Check medication & pain relief.
- Check ADL issues – equipment & adaptations already provided.
- Signposting to KCC Fast Track provision and other services.



Effective decision making through the use of scientific, predictive and pragmatic models of clinical reasoning (Duncan 2002 p324) ensures a focus on the customer. IMAs record outcomes to provide auditable information which supports future service planning and enables Kent County Council to provide a quality service within resource limitations.

"Having a Blue Badge enables me to access many destinations which wouldn't be possible otherwise"



### IMA Clinic Assessment

Carried out in and around Kent Gateway sites. Includes observation of mobility, gait pattern, walking aids used, standing tolerance, balance and car transfers. Also includes a Time Out / Measure Back (TOMB) mobility exercise in a community setting.

GREAT BRITAIN, DEPARTMENT FOR TRANSPORT (2014) *The Blue Badge Scheme Local Authority Guidance (England)*. London.

DUNCAN, E. (ed.) (2002) *Foundations for Practice in Occupational Therapy*, 4<sup>th</sup> Edition. London. Elsevier Churchill Livingstone.

KCC "Increasing Opportunities, Improving Outcomes: KCC's Strategic Statement (2015-2020)". <http://kent.gov.uk> [accessed :15<sup>th</sup> May 2015].





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## **Safe and Sensible Street Lighting - Update**

To: Ashford Joint Transportation Board, 8<sup>th</sup> December 2015

Main Portfolio Area: Highways, Transportation & Waste

By: Robert Clark

Classification: **For Recommendation**

Ward:

Division:

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**Summary: This report provides an update to Members about Phase 1 of the SSSL project – Trial switch off**

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### **1.0 Introduction and Background**

- 1.1 In August 2013, following a Member decision in 2011, the County Council began implementing its Safe & Sensible Street Lighting (SSSL) project to reduce the costs of providing street lighting across the County.
- 1.2 SSSL comprised two phases:
  - Phase 1 – Trial switch off of surplus lights;
  - Phase 2 – Conversion of approximately 60,000 lights to part-night operation.
- 1.3 Details of the sites to be included in the trial switch off (Phase 1), and the proposed hours of switch off and the exclusion criteria for Phase 2, were reported to Members at the Spring 2013 cycle of JTB meetings.
- 1.4 For the trial switch off sites, Members were invited at those JTB meetings to provide any information that should be considered when making the final decision on whether to proceed with the trial. This resulted in some lights being excluded from the trial and some others being amended from a full switch off to being included in Phase 2 – part night lighting.
- 1.5 For Phase 2, Members were asked to comment on the proposed hours of switch off which were 12.00 midnight to 05.30am Greenwich Mean Time (GMT) and 01.00 to 06.30 British Summer Time (BST). Members generally agreed with the proposals for Phase 2.
- 1.6 Both Phases of SSSL were largely completed by autumn 2014 and are currently saving around £1m each year.
- 1.7 This report provides Members with an update on Phase 1 of SSSL.

1.8 This report does not include any details about Phase 2 – Part night lighting, as a public consultation with regard to street lighting operation ends on 29<sup>th</sup> November 2015, with a decision anticipated to be made in early 2016.

## **2.0 Phase 1 – Trial Switch Off**

### **Selection of sites**

2.1 The sites selected for inclusion in the trial switch off were those where street lighting is present; however, if these roads were being designed and built today, it is most unlikely that street lighting would be provided.

2.2 The purpose of the trial switch off was to establish if there would be any adverse impact on a site if the lights were switched off completely. If it was found that there was no adverse impact, it would be the County Council's intention to consider these lights for removal.

2.3 When originally presented to Members at the Spring 2013 JTB meetings approximately 133 sites across Kent totalling around 2500 lights were identified as being potentially suitable for inclusion in the trial switch off. In the Ashford district, the sites identified were:

A20 Maidstone Road, Charing  
A20 Maidstone Road, Tutt Hill/Hothfield  
Charing Hill  
A20 Maidstone Road, Ashford  
Templer Way  
Trinity Road  
Romney Marsh Road.  
Ashford Road, Charing

These sites are shown on the plan included at Appendix A.

2.4 At the JTB meeting Members were invited to consider three options for each site. The options were:

- a) The site should be included in the trial switch off.
- b) The site should be excluded from the trial but the lights converted to part-night operation
- c) The site should be withdrawn from the trial switch off and the lights left to operate without change.

2.5 Information provided by Members at the JTB meeting was later considered together with other factors such as crime and road safety. A recommendation was then made to the Director of Highways, Transportation & Waste, who made the final decision on whether to include each site within the trial.

2.6 As a result of this process all sites were included in the trial switch-off:

2.7 In respect of sites in other districts in the county the JTB meetings and decision making process resulted in the original 2500 lights being reduced to around 1200 lights that were actually switched off for a trial period.

### **Mitigation works**

- 2.8 A key aspect of the trial switch off was to ensure the absence of lighting did not create an unsafe situation.
- 2.9 Prior to switching any street lights off, each site was inspected to establish the condition of the site and identify the need for any works to be undertaken to ensure that the safety of the site was not affected. The works required were generally found to be carriageway markings, cleaning signs, and for some sites installing reflective road studs.
- 2.10 An additional safeguard that was included in these mitigation works was that strips of reflective material were fixed to individual street lights so they would be picked up by car headlights alerting drivers to the presence of the columns.
- 2.11 All mitigation works were undertaken before any street lights were switched off.

### **Date of switch off**

- 2.12 The date that each site in the Ashford district was switched off is shown in the tables within paragraph 2.29 below.
- 2.13 On the date of the switch off, information signs with a contact telephone number were erected at each site.

### **Monitoring during the switch off period**

- 2.14 Throughout the period of the trial switch off, the sites were monitored for any adverse impacts that may have been due to the absence of street lighting. The monitoring included:
- a) Liaising regularly with Kent Police in respect of criminal activity.
  - b) Reviewing any Road Traffic Collisions (RTCs) that occurred.
  - c) Reviewing information received from others e.g. Members, the public, Parish and Town Councils, Emergency Services.
- 2.15 If any adverse impact was identified, then following consultation with the Cabinet Member, the street lights were switched back on.
- 2.16 Within the Ashford district there were no sites that experienced any adverse impact that required the street lights to be switched back on before the end of the trial. However it was necessary to withdraw Ashford Road, Charing from the trial as the lights were found to belong to Ashford Borough Council, who wished them to be returned to lighting.

### **Feedback received**

- 2.17 Following the switch off, a number of enquiries about the trial were received. Most enquiries were received within a few weeks of the date of the switch off and have generally declined in number and frequency since then.

- 2.18 The enquiries were generally from customers who felt that the safety of the road would be reduced without lighting.
- 2.19 Each enquiry was considered and investigated when it was received and a response provided at the time. All enquiries received were considered again as part of the review of the trial switch off.
- 2.20 The number of enquiries received and the date of the most recent enquiry are included in the tables within paragraph 2.29 below.

### **Review of the trial**

- 2.21 Each of the trial switch off sites was reviewed, with the following factors being considered:
- a) Enquiries received
  - b) Feedback from Kent Police on crime
  - c) RTCs occurring during the trial switch off
  - d) Future requirements for street lights at the site.

### **Financial implications**

- 2.22 The objective of SSSL as a whole is to reduce the cost to the County Council of providing street lighting, the savings being made principally from reduced energy consumption and reduced carbon emissions. In preparation for the LED conversion rollout, there are two additional savings that can be realised from the trial switch off sites: future maintenance costs would be eliminated, and the installation costs of new LED lanterns would be avoided.
- 2.23 In order to assess the financial implications of this element of the project a comparison was made between the cost of removing the lights and the cost of retaining the lights.
- 2.24 The cost to remove a light is principally dependent on the nature of the road in which it is located and the extent of traffic management required. In all other respects the works involved are the same regardless of the location and would include disconnection, removal and disposal of the equipment and reinstatement of the highway surface.
- 2.25 The cost of retaining the light was assessed over a period of 15 years as this coincides with the duration of the forthcoming new Street Lighting Term Services Contract.. The costs of retaining the light included installation of a new LED luminaire, replacement of the column if this is likely to be needed within 15 years, energy costs and routine electrical and structural testing.
- 2.26 The comparison of costs shows that the costs of removal are lower than retaining a light over this period of time. A longer period would further increase the cost of retaining the light. Additionally if at some stage it was decided that the lights are no longer required the cost of removal would still be incurred.

2.27 Funds have been specifically allocated for the removal of lights associated with the trial switch off and are currently available. If the lights are to be retained the availability of this funding in the future is not certain.

2.28 The cost of each of these options is included in the tables within paragraph 2.29 below.

**Summary of review, financial implications and recommendations for each site**

2.29 The findings of the review are summarised in the tables below, together with conclusions and recommendations for each site.

<b>Site</b>	<b>A20 Maidstone Road, Charing</b>
Number of lights	6
Date of switch off	21/11/2013
Number of enquiries received	0
Date of most recent enquiry	-
Number of incidents of crime or ASB occurring in the year preceding the trial switch off	4 (all Maidstone Road sites in Ashford)
Number of incidents of crime or ASB occurring in the year following the trial switch off	3 (all Maidstone Road sites in Ashford)
Number and severity of RTCs occurring in darkness during the trial switch off	0
Remarks relating to RTCs	-
Feedback from Development Team	No concerns raised.
Feedback from Operations Team	No concerns raised.
Cost to remove	£4,500
Cost to retain and operate for 15 years	£11,220
Conclusions	<p>The trial switch-off has not led to an increase in crime or crashes, and Kent's residents have not commented on these lights being switched off, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>These columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £7,000 over the next 15 years, with further savings in the longer term.</p>
<b>Recommendation</b>	<b>The recommendation to the Cabinet Member is that the street lights should be removed.</b>

<b>Site</b>	<b>A20 Maidstone Road, Tutt Hill/Hothfield</b>
Number of lights	56
Date of switch off	21/11/2013
Number of enquiries received	3
Date of most recent enquiry	10/12/2013
Number of incidents of crime or ASB occurring in the year preceding the trial switch off	4 (all Maidstone Road sites in Ashford)
Number of incidents of crime or ASB occurring in the year following the trial switch off	3 (all Maidstone Road sites in Ashford)
Number and severity of RTCs occurring in darkness during the trial switch off	0
Remarks relating to RTCs	-
Feedback from Development Team	No concerns raised.
Feedback from Operations Team	No concerns raised.
Cost to remove	£42,000
Cost to retain and operate for 15 years	£102,320
Conclusions	<p>The trial switch-off has not led to an increase in crime or crashes, and although a small number of enquiries were received within a month of the lights being switched off, none have been received since December 2013, suggesting that Kent's residents are largely accepting of the switch-off.</p> <p>Most of these columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £62,000 over the next 15 years, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>
<b>Recommendation</b>	<b>The recommendation to the Cabinet Member is that the street lights should be removed.</b>

<b>Site</b>	<b>Charing Hill</b>
Number of lights	16
Date of switch off	21/11/2013
Number of enquiries received	11
Date of most recent enquiry	28/01/2015
Number of incidents of crime or ASB occurring in the year preceding the trial switch off	0
Number of incidents of crime or ASB occurring in the year following the trial switch off	4
Number and severity of RTCs occurring in darkness during the trial switch off	0
Remarks relating to RTCs	-
Feedback from Development Team	No concerns raised.
Feedback from Operations Team	No concerns raised.
Cost to remove	£8,000
Cost to retain and operate for 15 years	£10,720
Conclusions	<p>The increase in crime, and the concerns expressed by the police and by local residents, suggest that the trial switch-off has had some adverse effect on the local community.</p> <p>As the columns at this site are just under half-way through their expected lifespan, they are unlikely to need replacing within the next 15 years, so the cost of continuing to run them over this period would be only around £3,000 more than the cost of removing them. Taking this into consideration, it is recommended that these lights are switched back on immediately and converted to LED in due course.</p>
<b>Recommendation</b>	<b>The recommendation to the Cabinet Member is that these lights should be switched back on immediately and converted to LED in due course.</b>

<b>Site</b>	<b>A20 Maidstone Road, Ashford</b>
Number of lights	2
Date of switch off	21/11/2013
Number of enquiries received	2
Date of most recent enquiry	03/02/2014
Number of incidents of crime or ASB occurring in the year preceding the trial switch off	4 (all Maidstone Road sites in Ashford)
Number of incidents of crime or ASB occurring in the year following the trial switch off	3 (all Maidstone Road sites in Ashford)
Number and severity of RTCs occurring in darkness during the trial switch off	0
Remarks relating to RTCs	-
Feedback from Development Team	No concerns raised.
Feedback from Operations Team	No concerns raised.
Cost to remove	£1,500
Cost to retain and operate for 15 years	£3,740
Conclusions	<p>There has been no increase in crime and no crashes since switch-off, and although two residents have expressed concerns about the safety of the switch-off, their concerns would not appear to be supported by the crash data.</p> <p>These two columns are over half-way through their expected lifespan and are likely to need replacing during the next 15 years, so removing them immediately will result in savings to Kent County Council of around £2,000 over this period, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>
<b>Recommendation</b>	<b>The recommendation to the Cabinet Member is that the street lights should be removed.</b>



<b>Site</b>	<b>Templer Way, Ashford</b>
Number of lights	6
Date of switch off	21/11/2013
Number of enquiries received	2
Date of most recent enquiry	12/12/2014
Number of incidents of crime or ASB occurring in the year preceding the trial switch off	0
Number of incidents of crime or ASB occurring in the year following the trial switch off	0
Number and severity of RTCs occurring in darkness during the trial switch off	0
Remarks relating to RTCs	-
Feedback from Development Team	No concerns raised.
Feedback from Operations Team	No concerns raised.
Cost to remove	£6,000
Cost to retain and operate for 15 years	£13,020
Conclusions	<p>Although there has been no increase in crime or crashes since switch-off, and few of the many people who use this road have expressed concerns, this trial site now appears anomalous in that it is a very short length of unlit road forming part of a network of lit roads in and around Ashford town centre.</p> <p>These columns are over half-way through their expected lifespan and are likely to need replacing during the next 15 years, so the cost of continuing to run them over this period would be around £7,000 more than the cost of removing them. Notwithstanding this, it is recommended that these lights are switched back on immediately and converted to LED in due course.</p>
<b>Recommendation</b>	<b>The recommendation to the Cabinet Member is that these lights should be switched back on immediately and converted to LED in due course.</b>

<b>Site</b>	<b>Trinity Road, Ashford</b>
Number of lights	9
Date of switch off	21/11/2013
Number of enquiries received	9
Date of most recent enquiry	24/07/2015
Number of incidents of crime or ASB occurring in the year preceding the trial switch off	3
Number of incidents of crime or ASB occurring in the year following the trial switch off	4
Number and severity of RTCs occurring in darkness during the trial switch off	0
Remarks relating to RTCs	-
Feedback from Development Team	No concerns raised.
Feedback from Operations Team	No concerns raised.
Cost to remove	£4,500
Cost to retain and operate for 15 years	£15,030
Conclusions	<p>Strong local opposition to the trial switch-off, supported by survey evidence that Trinity Road is used as a walking and cycling route, and police concerns about an increase in violent crime suggest that the trial switch-off has had an adverse effect on the local community. In addition, this trial site now appears anomalous in that it is a relatively short length of unlit road forming part of an otherwise lit route between Kennington and the centre of Ashford, and future developments appear likely to increase the need for lighting in this area.</p> <p>These columns are over half-way through their expected lifespan and are likely to need replacing during the next 15 years, so the cost of continuing to run them over this period would be around £11,000 more than the cost of removing them. Notwithstanding this, it is recommended that these lights are switched back on immediately and converted to LED in due course.</p>
<b>Recommendation</b>	<b>The recommendation to the Cabinet Member is that these lights should be switched back on</b>

	<b>immediately and converted to LED in due course.</b>
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<b>Site</b>	<b>Romney Marsh Road</b>
Number of lights	75
Date of switch off	21/11/2013
Number of enquiries received	0
Date of most recent enquiry	-
Number of incidents of crime or ASB occurring in the year preceding the trial switch off	1
Number of incidents of crime or ASB occurring in the year following the trial switch off	1
Number and severity of RTCs occurring in darkness during the trial switch off	1 - slight
Remarks relating to RTCs	None.
Feedback from Development Team	No concerns raised.
Feedback from Operations Team	No concerns raised.
Cost to remove	£75,000
Cost to retain and operate for 15 years	£162,750
Conclusions	<p>The trial switch-off has not led to an increase in crime or crashes, and Kent's residents have not commented on these lights being switched off, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>These columns are around two-thirds of the way through their expected lifespan, and removing them immediately will result in savings to Kent County Council of around £90,000 over the next 15 years, with further savings in the longer term.</p>
<b>Recommendation</b>	<b>The recommendation to the Cabinet Member is that the street lights should be removed.</b>

### **3.0 Legal implications**

- 3.1 The County Council has no statutory duty to provide street lighting, but where it does so the lighting must be provided and maintained in accordance with industry good practice.
- 3.2 Power for the street lights is supplied by UK Power Networks and switching the lights off for a trial period is acceptable to UKPN, however UKPN will not allow the street lights to remain connected to their network indefinitely if they are not using the power.
- 3.3 If the power to the street lights is removed to satisfy UKPN's requirements the street lights would be considered to be a number of individual highway obstructions. If one of these 'obstructions' were struck, the County Council could be liable for any costs.
- 3.4 In order for the County Council to avoid any legal liability the street lights must be either turned back on or removed.
- 3.5 The presence of a system of street lights in a road restricts vehicle speeds in that road to a maximum speed of 30mph. Where a speed limit in a road with street lights exists that is more or less than 30mph that speed limit would have been made by the creation of a specific Speed Limit Order (SLO).
- 3.6 Where a SLO does not exist the removal of street lights in a road would mean that the road becomes automatically subject to the national speed limit i.e. 60mph for a single carriageway road or 70mph for a dual carriageway.
- 3.7 If the removal of street lights led to the speed limit changing from 30mph to the national speed limit, a SLO would be made to restrict vehicle speeds to a maximum of 30mph.


### **4.0 Conclusions**

- 4.1 For the majority of sites across Kent that were included in the trial, turning off the lights has not had an adverse effect.
- 4.2 There are a small number of sites where the absence of lighting has had an adverse effect and some of these were returned to lighting during the trial. The review has identified some other sites where the recommendation is that lighting is restored.
- 4.3 To avoid any legal liability the lights must be switched back on or removed.
- 4.4 The cost to the County Council of removing the lights will in every case be less than the cost of turning the lights back on and maintaining them into the future.
- 4.5 The switch off and removal of the lights will this generate financial savings for the County Council.

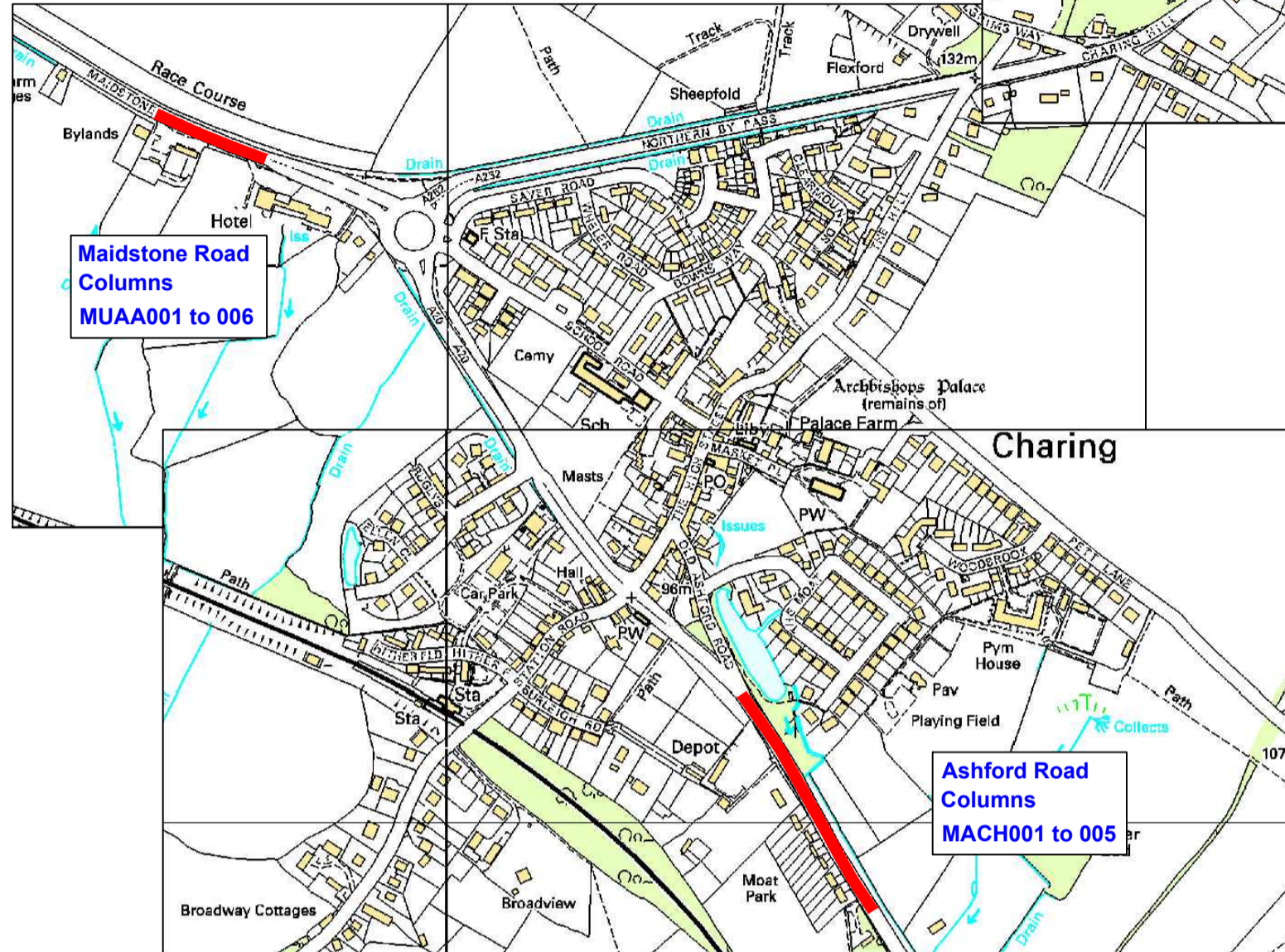
## **5.0 Recommendations**

- 5.1 For each site in the summary tables Members are asked to provide any local information that would require the recommendation being made to the Cabinet Member to be changed.

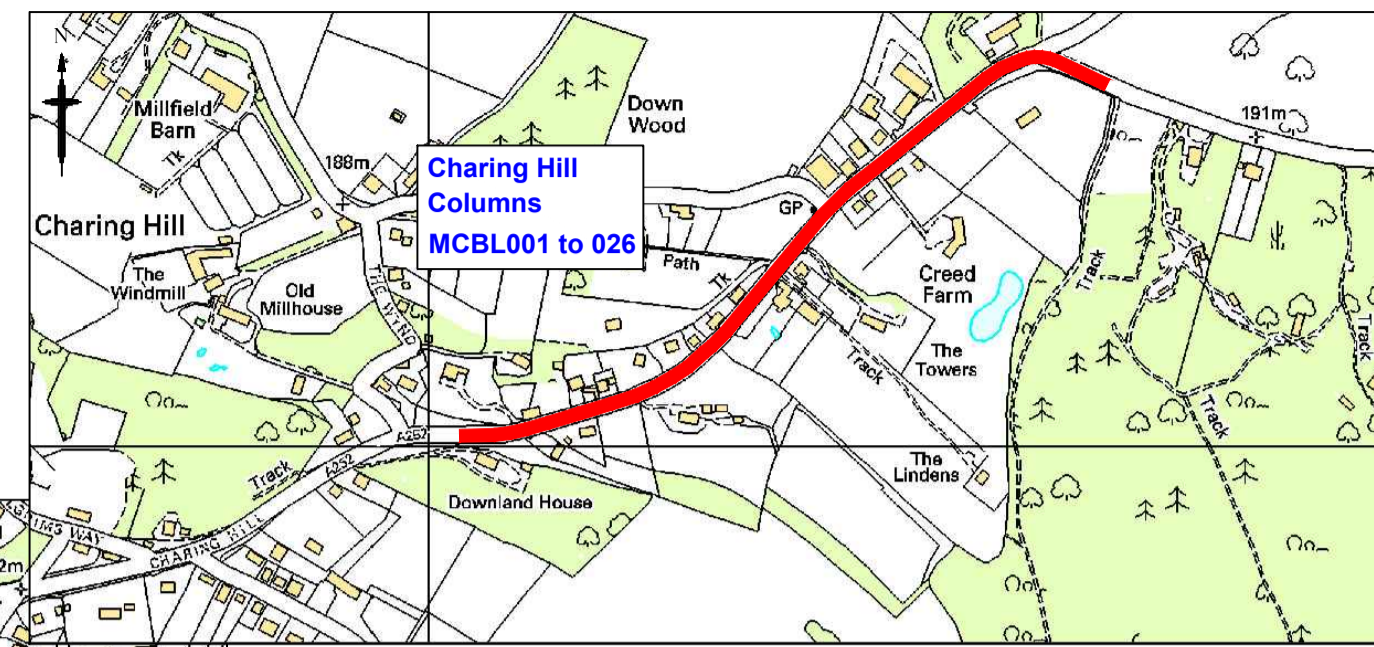
**KEY**

-  Extent of Columns to be switched off.
- MTFH004** Column Ref No. of columns to be switched off.

**A20 Maidstone Road. Charing**

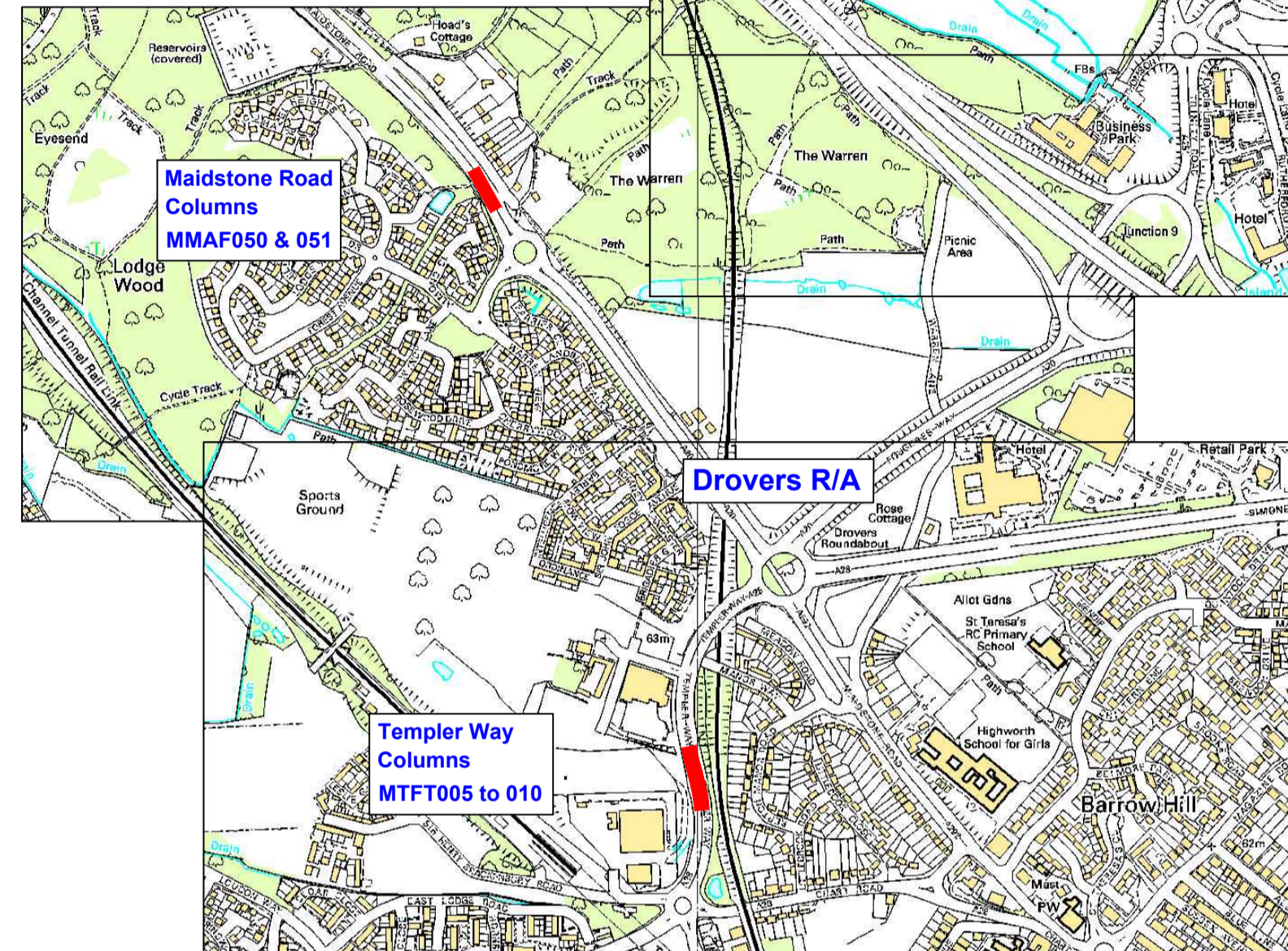


**Ashford Road. Charing**



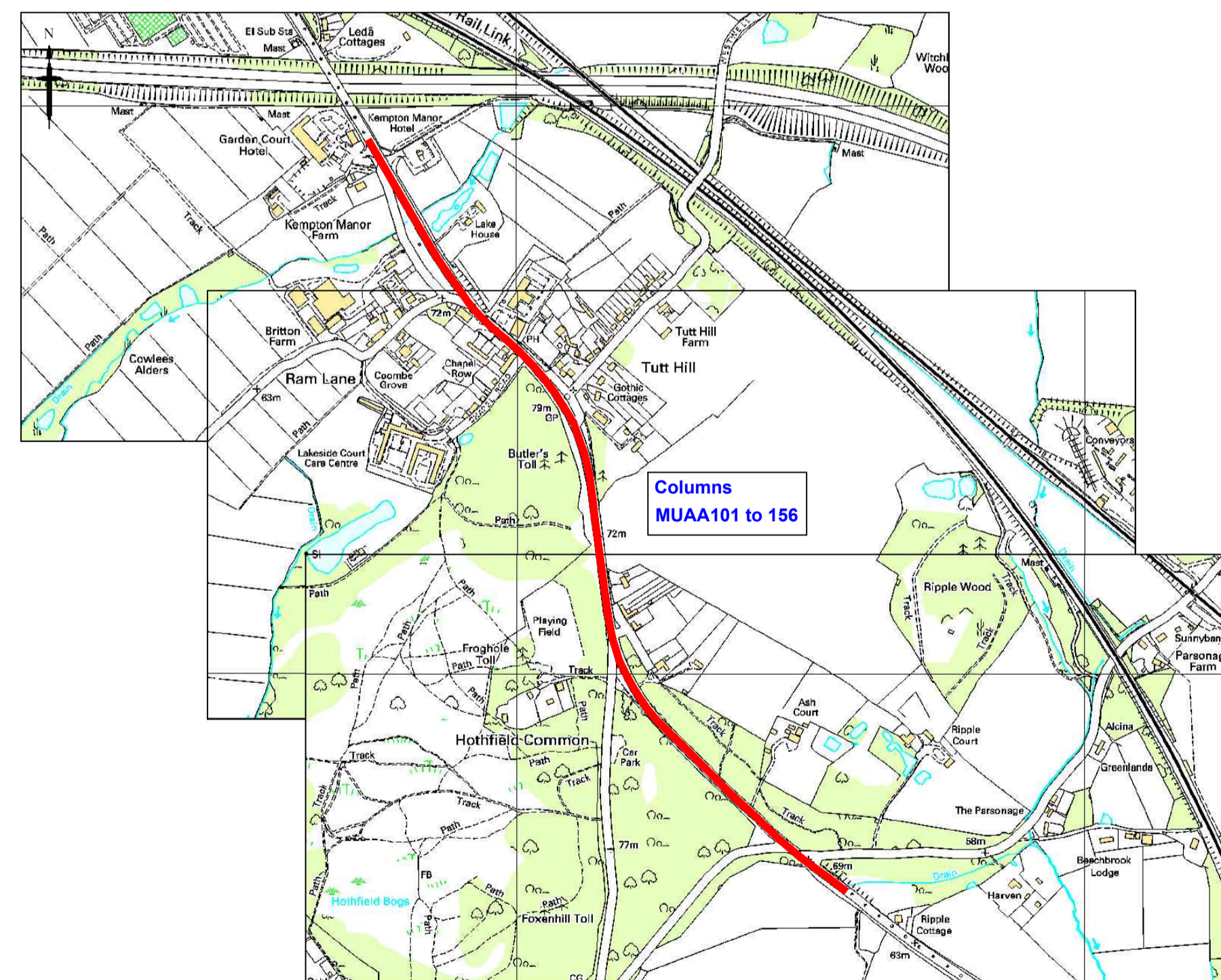
**Charing Hill**

**A20 Maidstone Road Ashford**

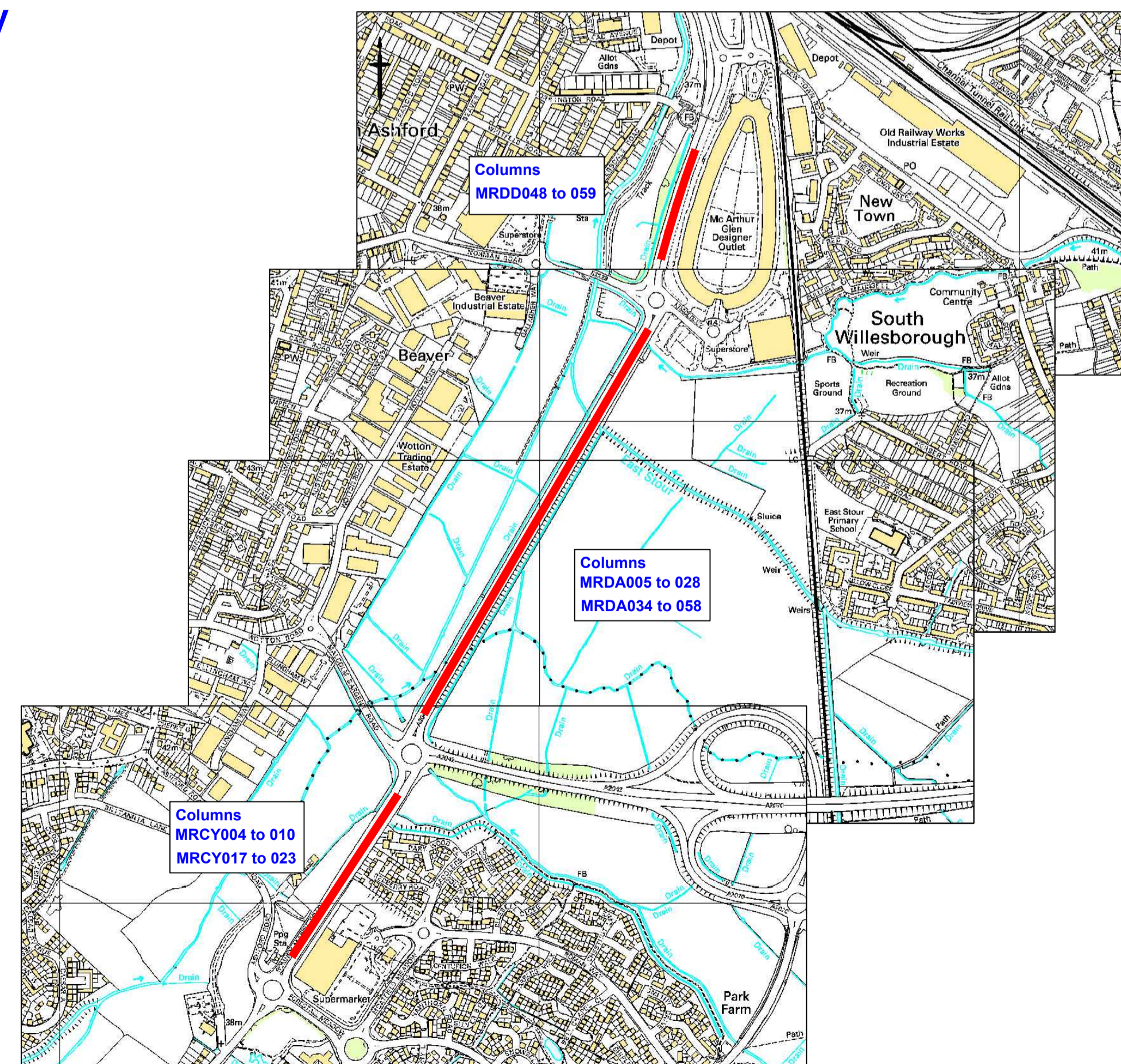


**Templer Way**

**Trinity Road**



**A20 Maidstone Road, Tutt Hill/Hothfield**



**Romney Marsh Road**

**ASHFORD**

2	26.02.2013	Trinity Road Columns MTFH004 to 009 removed	HC	CH	CH
1	22.01.2013	Notes changed to indicate switch off	HC	CH	CH
0	03.12.2012		HC	CH	CH
Rev	Revision Date	Purpose of revision	Drawn	Checked	Approved



Kent County Council  
Ashford Highway Depot, Javelin Way,  
Ashford, Kent, TN24 8AD  
Tel: 08458 247 800

Project  
Safe and Sensible Street Lighting  
Phase 1  
Trial Switch Off of Surplus Lights

Drawing title  
**Location Plan - Ashford District**

Drawing status  
For Consultation

Scale  
Not to Scale      Do not scale

Drawing number  
**KCC/HL/ESP/Ashford/01**      **2**

**To:** Ashford Joint Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 8<sup>th</sup> December 2015  
**Subject:** Highway Works Programme 2015/16  
**Classification:** Information Only

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

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## **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
- **Section 106 Works** – see Appendix D4
- **Willesborough Road Pinch Point** – see Appendix D5

**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

1. This report is for Members information.

### Contact Officers:

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

Toby Howe	Highway Manager (East)
Lisa Willoughby	Ashford District Manager
Alan Casson	Road and Footway Asset Manager
Katie Moreton	Drainage Manager/Interim Structures
Manager	
Sue Kinsella	Street Lighting Manager
Toby Butler	Intelligent Transport Systems Manager
Andrew Hutchinson	PROW
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.

<b>Surface Treatments - <i>Contact Officer Wendy Boustead</i></b>			
<b>Micro Asphalt Schemes</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
New Forest Lane	Chilham	Whole Length	This was not completed as the road widths were found to be insufficient. Completion date to be confirmed
Warren Street Road	Charing	From crossroads to junction	Completed
Bedlam Lane	Egerton/Smarden	From Pond House to Burnt House Farm 'to let' sign	Completed
Rye Road	Wittersham	From county border to The Stocks	Completed
<b>Machine Resurfacing – <i>Contact Officer Byron Lovell</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
A252 The Street/Maidstone Road	Ashford	Between Pound Lane to Cutlers Farm	Completed
Singleton Hill	Great Chart with Singleton	Tithe Barn Lane to Hoxton Close & roundabout at junction Bucksford Lane and Kirk View	Completed
Mace Lane/ Wellesley Rd	Ashford	Junction with Mace Lane and Wellesley Road	Completed

Church Rd/ Sevington Lane, Willesborough	Ashford	Between junction of Osborne Rd and Boys Hall Road	Completed
B2080 Tenterden Road, School Road & Appledore Road	Appledore	B2080 Tenterden Road Crossroads with School Road & Appledore Road	Completed
A28 Ashford Road	Chilham	Between sewage works and Branch Road	Programmed March 2016

**Footway Improvement - *Contact Officer Wendy Boustead***

<b>Road Name</b>	<b>Parish</b>	<b>Extent and Description of Works</b>	<b>Current Status</b>
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, this is due to gas mains replacement works
Bank Street	Ashford	From its junction with Elwick Road to Tufton Street (Eastern footway only) Works to replace existing footway surface with new granite blocks	Complete

**Appendix B – Drainage Improvement Schemes >£5k**

<b>Drainage Works – <i>Contact Officer Kathryn Moreton</i></b>			
<b>Location</b>	<b>Description of Works</b>	<b>Job Status</b>	<b>Timescale for Completion</b>
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.

<b>Street Lighting Column Replacement – <i>Contact Officer Sue Kinsella</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Status</b>
Edinburgh road	Ashford NCP	Replacement of 1 number street light complete with LED lantern	Works programmed for completion by January 2016
Loudon Way	Ashford NCP	Replacement of 2 number street lights complete with LED lanterns	Completed
Mace lane	Ashford NCP	Replacement of 1 number street light complete with LED lantern	Works programmed for completion by January 2016
Newtown road	Ashford NCP	Replacement of 1 number street light complete with LED lantern	Completed

### **Appendix D – Transportation and Safety Schemes**

The Traffic Schemes Team is implementing a number of schemes within the Ashford District, in order to meet Kent County Council’s strategic targets (for example, addressing traffic congestion, or improving road safety). Contact Officer – **Tara O’Shea**

### **Appendix D1 – Local Growth Fund report**

<b>Local Growth Fund – Contact Officer Tara O’Shea</b> Central Government funded schemes to support economic development			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
No works planned			

### **Appendix D2 – Integrated Transport Schemes**

<b>Integrated Transport Schemes – Contact Officer Tara O’Shea</b> Local Transport Plan funded non-casualty reduction schemes			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Ashford International Station	Ashford	Pedestrian / cycle ramp	Detailed design complete, in discussions with Southern Gas Network regarding possible stats diversion/protection
The Street, Great Chart	Great Chart	Great Chart bus stop relocation	Design stage, liaising with Parish Council

### **Appendix D3 – Casualty Reduction Measures**

<b>Casualty Reduction Measures – Contact Officer Tara O’Shea</b> Identified to address a known history of personal injury crashes			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
A2042 North Street / A292 Somerset Road	Ashford	Pedestrian safety scheme	Progressing detailed design

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
A251 Faversham Rd (adj to Warren Farm bend)	Boughton Aluph	Signing and lining improvements	Works completed

#### **Appendix D4 – Section 106 Works**

<b>Section 106 and other externally funded schemes</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Hunter Road jct with Church Road	Willesborough	Hunter Road jct with Church Road	Kerbing and resurfacing works to enhance junction safety. Installation of zebra crossing in Osbourne Road and ramped access to footpath in Church Road
Simone Weil Cyleway	Ashford	Simone Weil Cyleway	Extension of shared use footway/cycleway to traffic signals at Simone Weil / Canterbury Road junction
Bank Street	Ashford	Footway Improvement works	Works completed on site 2 weeks ahead of programme

#### **Appendix D5 – 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

<b>Developer Funded Works (Section 278 Agreement Works) – Contact Officer Joanne Davies</b>				
<b>Scheme Name</b>	<b>Mastergov File Ref No</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
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
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. Remedial works to commence Jan 2016
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 commenced in August 2015, stage three safety audit recently executed, awaiting report
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	Due to commence December 2015
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 being monitored due to issue raised with mud on the highway. Mark Davies from ABC is monitoring 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 Spring 2016
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 complete and in maintenance period
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**

<b>Public Rights of Way – Contact Officer Andrew Hutchinson</b>			
<b>Path No</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
AE490	Aldington	Surface repairs to footpath	Works complete
AT49	Rolvenden	Surface repairs to footpath	Works in progress
AW340	Shadoxhurst	Surface repairs to byway	Start date weather dependent
AE155	Brook	Provision of stone surface to footpath and handrail	Works complete
AE36	Chilham/ Godmersham	Surface repairs to byway	Works in progress

**Appendix G – Bridge Works**

<b>Bridge Works – <i>Contact Officer Tony Ambrose</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
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 Spring 2016

**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.

<b>Traffic Systems - <i>Contact Officer Toby Butler</i></b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
No works planned		

## **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 **9<sup>th</sup> November 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**

<b>Details of Scheme</b>	<b>Status</b>
<b>15-MHF-AS12&amp;27 Faversham Road, Kennington</b> Lining improvements & red high friction surfacing	Complete
<b>15-MHF-AS-30 Godmersham crossroads</b> Proposed VAS	Investigation into feasibility of VAS sign

#### **Charlie Simkins**

<b>Details of Scheme</b>	<b>Status</b>
<b>15-MHF-AS-28 Forstal Road junction with Bedlam Road, Egerton</b> Proposed Chevron Sign	Works complete on site, awaiting completion certificate

#### **George Koowaree**

<b>Details of Scheme</b>	<b>Status</b>
<b>14-MHF-AS-104 Lees Road, Ashford</b> Proposed extension of existing one way	Preparing consultation
<b>15-MHF-AS-22 Hunter Road / Albemarle Road, Willesborough</b>	Works programmed for December 2015

Improvements to existing 20mph	
--------------------------------	--

**Mike Angell**

<b>Details of Scheme</b>	<b>Status</b>
<p><b>14-MHF-AS-19 Criol Road &amp; Bethersden Road, Shadoxhurst</b></p> <p>Proposed Horse and Rider signs</p>	Complete

**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

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Contact: Lisa Willoughby/Toby Howe 03000 418181



**To:** Ashford Joint Transportation Board

**By:** Lisa Willoughby

**Date:** 8<sup>th</sup> December 2015

**Subject:** Local Winter Service Plan

**Classification:** Information only

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

### **Introduction**

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

HTW prepares an annual Winter Service policy and plan which are used to determine actions that will be taken to manage its winter service operations.

### **District based winter service plans**

2. The Local Winter Service Plan for the Ashford District is a working document. It will evolve and be revised as necessary throughout the year. This document complements the KCC Winter Service Policy and Plan 2015-16 which is available on the KCC website. The local plan comes into effect when a snow operational alert is declared that affects the district of Ashford.

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

### **Recommendations**

**3. Members are asked to note this report.**

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### **Background documents:**

**Kent County Council Winter Service Policy and Plan 2015/16 via the web link**

**Contact officer:**

Lisa Willoughby - -Tel: 03000 418181



# Winter Service Handbook

2015/16

## Ashford District



# Winter Service Handbook for Ashford District

## Contents

### 1. KCC Winter Service Policy 2015-16

This handbook supplements the KCC Winter Service Policy - Highway Operations for 2015/16 Winter Service Period.

### 2. Winter service procedure

The winter service operational period 2015-16 will run from 19th October 2015 to 15th April 2016.

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

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

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

In a declared snow emergency the priorities are primary routes, followed by secondary routes if instructed by the WDO. It is unlikely that any other actions, save safety critical issues, will be taken initially until KCC Highways is on top of keeping primary and, if instructed, secondary routes clear. All requests for additional salt bins (save those from County Members under the Combined Members Grant scheme) will be rejected and will instead be considered during the following Summer. Similarly, salting routes will not be reviewed or changed until the following Summer. Any requests to spot salt locations will be sifted to identify any that are priorities to visit and assess. Given the volume of requests, those that relate to residential areas are unlikely to be visited until resources allow. It is expected that the Contact Centre and Hub staff will be able to resolve most enquiries by referring to the KCC Winter Service Policy 2015-16.

During normal working hours, the District Manager and Operations Engineer for Ashford will manage local action in Winter Service snow/ice emergencies excluding primary and secondary salting route decisions. The Standby Officer will assume control out of hours, seeking advice as appropriate from the Winter Duty Officer and Senior Duty Officer as appropriate.

Immediately after 1400 hours daily the weather forecast/information will be available on email/telephone on 03000 413111. (Update forecasts may be available at 2130 hours each day or when issued.)

### 3. Farmer Snow Plough Agreements.

Farmers local to the area are under contract to plough snow on the more rural routes when necessary. Each farmer will have details of the roads to be ploughed. The farmer uses his own tractor, often with a KCC plough, which is serviced every year and maintained by KCC. When snow reaches a depth of 50mm on roads in their areas the farmers will commence ploughing. Before this occurs the farmer should phone the Contact Centre of the intention to start ploughing. This information will be relayed to the relevant area office. Otherwise KCC Highways staff will contact the farmer directly and instruct action.

### 4. Hand clearance and salting of key pedestrian areas and routes.

Hand clearance and salting of priority pedestrian areas (Ashford & Tenterden Town Centres) and routes including bridges and underpasses will be carried out using Amey operatives or Ashford Borough Council operatives during snow emergencies. Their inclusion in the local Winter Plan does not guarantee that action will be taken at these locations as, during a snow/ice emergency primary routes will always be actioned first followed by secondary routes if instructed by a Highway Manager.

### 5. Primary and Secondary salting routes

Details of primary and secondary salting routes can be viewed at <http://www.kent.gov.uk/roads-and-travel/what-we-look-after/winter-service> Most bus routes will be covered by these routes but not all.

### 6. Salt bin locations

Salt bins will be filled once at the beginning of the winter season with further refills only if there is severe weather and time and resources permit. Salt bin locations can be viewed at <http://www.kent.gov.uk/roads-and-travel/what-we-look-after/winter-service>

### 7. Clearing Snow and Ice Guidance for the Public

The Department for Transport 'Snow Code' gives guidance for members of the public relating to the risks and liability of clearing snow and ice on the public highway <https://www.gov.uk/clear-snow-road-path-cycleway>

### 8. Useful Phone numbers

	Telephone number
KCC contact centre	03000 418181
KCC Weather line	03000 413111
Ashford BC 24 Hour Monitoring Centre	01233 665181 or 01233 642095