

Joint Transportation Board  
8<sup>th</sup> December 2015

# Update Report

## Agenda Item 6 – Park Farm South and East Proposed Parking Controls

**In accordance with Procedure Rule 9.3 Mr Mockford, a local resident has applied to speak on this item.**

Details of a survey carried out by Kingsnorth Parish Council on the Bridgefield Bus Route have been appended to this paper.

We have also received the following additional comments from local residents which we have been asked to bring to your attention: -

*I am writing to express my concerns about, and objections to, the proposed bus service to Bridgefield.*

- 1. SAFETY - Clearly insufficient consideration was given for car parking and through traffic requirements at the planning stage for this estate. The bridge to Bridgefield that crosses the A2070 consists of a carriageway width of 3.3metres with pavements on either side. One measuring 1.1 metres wide and the other 1.08 metres wide. With reference to Department of Transport document LTN - 2/04 sections 6.2.5 (minimum footway width), 6.2.6 (minimum cycle path width) and 6.3.1 & 6.3.2 (provision alongside carriageways) it would appear that the bridge fails to meet or even come close to the Department of Transport's minimum safety requirements. With cyclists, pedestrians, mobility scooterists, prams and horse riders all sharing the route with a bus, this is, by definition, unsafe.*
- 2. PARKING - Once again, it would appear that, inadequate allowance was made at the planning stage for residents, visitors and delivery vehicles to park. Currently, something approaching 50% of cars parked in the vicinity of the proposed bus route are parked partially on a pavement. If double yellow lines have to be used, the cars won't go away, they will have to be parked somewhere else and I suspect that could be on the Bridgefield side of the bridge!*

*In conclusion I feel this proposal is seriously flawed on the grounds of safety and practicality and urge you not to take responsibility for its implementation by voting in favour.*

Yours faithfully  
Philip Gager

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*To Councillor/Councillors,*

*I write to you today to say that I wholeheartedly disagree with the option to run a bus route over the narrow bridge and how truly disappointed I am that the issue of a bus route is still being pushed to go through the end of Bluebell Road and over this bridge to Bridgefield. I completely understand the need for Bridgefield to have a bus stop that is closer, but the fact of the matter is that by doing this you would be ruining the quality of living for residents that have lived here for 9 years and also compromising the safety of the pedestrians, mainly children who use this bridge.*

*Firstly I would like to address how it would affect me personally. First of all I drive a standard size van for work, of which will not even fit under the coach houses to get to the area at the back of my property. Even if I could get this van to the back, there is literally one parking space for several houses, of which the majority have 4 or 5 bedrooms with multiple drivers living in them. Even the option to double park is out of the question because of the poor architectural planning. If even half of the spaces where to double park everyone would be blocking each other in. Quite simply there is nowhere else to park, not even for visitors. We have ONE visitor's parking space among all houses on our side of Bluebell Road.*

*Next I would like to highlight the safety issues if the bus route was to go over the bridge. As it currently stands no vehicles cross the bridge, and so it has been used safely by parents, parents with children and babies, mobility scooters, prams, bicycles, horses, dogs etc. It is a regular route for children running to and from the adjacent Play Area and also Furley Park Primary School. How is this supposed to continue with large buses crossing back and forth when pedestrians have a footpath that is barely a metre wide? What is to stop other cars and large vehicles crossing the bridge as well? It would be 'a tragedy waiting to happen'.*

*In conclusion I want to reiterate that everyone in Bluebell Road understands the need for another functional bus stop. But the implementation of it should not affect the quality of life for residents that have lived here for years, and the safety of people, children and animals that use the bridge. Just because it is financially beneficial and more straight forward for Stagecoach to run regular buses going over this bridge does not make it the right decision, the right decision should be for the betterment of everyone in Bridgefield and Bluebell. Just because something is easier to do, it does not make it the right, or most certainly the safest, thing to do.*

Joe Bergin

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*By Email and Post*

*Dear Councillors of the JTB,*

*Further to the recent online publication of the agenda for the JTB meeting on the 9<sup>th</sup> December please can I respectfully ask that you read the email below? I am not registered to speak at the meeting (the one available slot having been filled) but I feel very strongly about the proposal for parking restrictions in Park Farm and would like to submit the reasons for this to you ahead of the meeting. I appreciate that when it comes to emotive matters such as these, being a Councillor certainly can't be easy given the impact of the decisions you are required to make. This particular issue has a direct consequence on the quality of life of many people and I feel I need to try and explain this as best I can to give you a different perspective of the issue.*

*As you may remember I sent an email regarding this issue last year before the JTB where these same proposals were dismissed. Nothing has changed in the last 12 months; the objections raised then by the speaker at the meeting still remain as valid as they ever were however I wouldn't be doing the issue justice if I didn't present my objections to you again as below.*

*The agenda item referred to here is entitled "Park Farm South and East proposed parking controls" I note that the document states clearly in paragraph 3.1 that, "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."*

*This paragraph is very relevant. This isn't about the bus route itself, this item relates to the implementation of yellow lines to facilitate the bus route that has been proposed – this is where the difficulty comes in! The yellow lines need to be implemented before the bus route can be extended over the accommodation bridge. It should be noted however that this is just one of a number of issues that need to be resolved before the bus route can be implemented, the other issues such as the fact that the bridge is a bridleway not open to motorised traffic has yet (as far as I know) to be properly addressed. Voting on parking restrictions now is putting the cart before the horse somewhat.*

*The route of the bus and any alternative route has not been properly discussed, nor have any alternatives been accurately considered. In that respect until this happens trying to implement the parking restrictions is a pointless exercise. I received information in response to a freedom of information act request submitted to ABC. I have attached this document to the email. From this document it is clear to see that basic alternatives may have been lightly discussed but only from a commercial point of view (that of the ones that set to profit the most!) the impact on people's lives and homes*

*has not been taken into account and therefore these alternatives need proper open discussion in front of those who will use the bus and those whose lives may be blighted by a poorly implemented scheme. To say there aren't any viable alternatives to the scheme proposed can't possibly be true, I suspect what is meant by this is that they may take longer to discuss and implement correctly, but that doesn't mean to say the proposal thought up before the estate was even built is valid anymore.*

*There are sensible, practical alternatives which need to be discussed by those that have the mandate to implement them and until this happens voting on parking restrictions is a waste of everyone's time and effort. Given proper consideration of alternative bus routes not influenced by a commercial enterprise with a vested interest may in fact yield much better plans for a bus service which can be implemented without affecting people's homes.*

*Parking restrictions will have a massive impact on the lives of people that live in the upper part of Bluebell Road. It has been alleged that we were told about the bus route during the purchase of our properties. I would advise that this isn't true, be that the fault of the developer or our solicitor. I would however also like to state that we certainly weren't told that the garage would be too small to fit a car into or that the general visitors spaces would be used for parking due to lack of other spaces.*

*The unfortunate reality, looking individually at my situation for the moment, is that we have 2 cars and only 1 space to park them in. We need 2 cars, for me and my wife as with a young family public transport is simply not a viable option. My son goes to school in Rye so my wife has to take him to the train station at Hamstreet every day after I have left for work. Then there's my wife's work which varies from place to place on a daily basis. What will happen if we can't park one of our cars to be absolutely frank is that I will be forced to put it in a nearby street, away from my house and disrupt someone else's parking. Multiply this to involve my neighbours and you can see the difficulties this will bring not to mention the huge impact on our quality of life. For your information I have attached a table showing the amount of cars per house and the scale of the displaced vehicle issue.*

*I am not alone in this. Due to the demographic of the local area, (young families and both parents having to work) there are many other people in the same scenario where a car or more than one car is essential and can't be replaced by public transport. Given that there is no alternative to having more than 1 car there needs to be provision for parking them safely and where they don't cause issues. In Bluebell Road the only option for this is outside in the road, a situation that whilst not ideal is the best of any alternative. If this facility is removed by the implementation of yellow lines it will cause real issues. We will ultimately be forced from our home and community to live elsewhere.*

*The estate was planned using the logic of 1.5 parking spaces per house, you can see from my research (this is accurate) that this is woefully inadequate. I think we can all agree this was naive on the part of the government at the time however we are where we are, and we have to work with what we have been*

*given. We can't change the past and magic up more parking facilities but what we can do is take sensible decisions now to create a happy environment in the future.*

*I hope you can agree that the most sensible thing to do at this time is to vote against the proposals and go back to whoever has the mandate for the bus route and ensure that there is a frank and open public debate about the bus route and available alternatives. These discussions need to be held in public and need to canvas the opinions of the residents. After all we are the intended customers for the bus!*

*I would be more than happy to meet with any of you to discuss further should you require any further information.*

*Thanks very much,*

*Sam Wiggins and Neighbours,*

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## **Agenda Item 7 – HGV Clamping Trial and Overnight HGV Parking Survey Results and Recommendations**

**In accordance with Procedure Rule 9.3 Mr Inglis, representing a Company on the Kingsnorth Industrial Estate has applied to speak on this item on behalf of himself and other businesses there.**



## **Kingsnorth Parish Council**

Kingsnorth Recreation Centre

Field View, Ashford, Kent, TN23 3NZ

Tel: 01233 502969

[www.kingsnorthparishcouncil.co.uk](http://www.kingsnorthparishcouncil.co.uk)

### **A report on the Bridgefield Bus Route Survey 2015**

#### **Introduction**

A bus route connecting the two sides of the Bridgefield development was in integral part of the master plan and a contribution from the developer was sought to fund it.

A route was agreed and the first phase of Bridgefield referred to as Bridgefield 1 was designed to accommodate the route and the accommodation bridge strengthened to take a bus.

Due to delays in constructing Bridgefield 2 residents in Bridgefield 1 have got used to parking in front of their property which is on the bus route as parking is limited in the area; this is a particular problem in Bluebell Road leading up to the accommodation bridge.

As the development of Bridgefield 2 progressed plans to implement the bus route were initiated which involved placing parking restrictions along the route. Residents in Bluebell Road who were directly affected by these changes put forward their case to the Joint Transport Board (JTB) in December 2014 that to impose these restrictions would be detrimental to them as there is insufficient parking in the area due to a lower standard of parking spaces being required in the design of the estate.

In light of these objections the enforcement of the parking restrictions was not progressed and alternative routes considered.

As more residents move into Bridgefield 2 the pressure to resolve this dilemma has increased as people bought their property on the basis that a bus route would be provided.

Kingsnorth Parish Council (KPC) has been asked to recommend a route but declined as the provision of bus services does not fall within the remit of a parish council and members hold mixed and conflicting views on the subject, we did agree to consult residents on their views and pass these on to the JTB to help in their deliberations.

Residents were informed by a flyer and Newsletter about the survey and a plan of the original route provided, they were asked to indicate with a yes /no response their support for the route: see appendix one.

They could respond by completing an online survey on the KPC website or by returning a slip to the Parish office, updates were also posted on the KPC Facebook page.

A briefing note from Cllr Paul Bartlett the chair of the JTB was posted on the website and Facebook page and after listening to issues raised a list of frequently asked questions and answers were also posted: see appendix two.

The methodology used was as follows:

- Only residents in Bridgefield 1&2 were invited to participate as the bus route directly affected them, should the route change, further consultation should be undertaken.
- Only one route was put forward as in effect this was the only one up for consideration.
- One vote per property checked against the electoral role and identified by post code.

Although there was no option to give a comment we have included those raised in the frequently asked questions: see appendix three.

Matters arising not covered in the Q&A section are:

- The provision of additional parking spaces in the area.
- School children unable to access a bus service.
- Disabled resident having to rely on others for a lift.
- Long distance to existing bus route.
- Bus route was always in the plan.
- Residents in Bluebell Road are not anti-bus but anti the proposed route.
- Concerns over the safety of the proposed route.
- Fumes and vibration from bus.

Clarification is also sought over the size of the bus as many older cities successfully operate bus services using smaller vehicles.

The subject has been very emotive with residents confused by the process as many thought the matter had been resolved , better communication and engagement with residents over next steps is recommended .

**Results:**

<b><u>Bridgefield 1</u></b> (288)	<b><u>Bridgefield 2</u></b> (400 approx not all occupied)				
No to bus route	19	0	Total No's	19	21%
Yes to bus route	16	54	Total Yes's	70	79%
Total response	<b>35</b>	<b>54</b>	Total	<b>89</b>	100%

## Appendix A



### **Kingsnorth Parish Council**

Kingsnorth Recreation Centre

Field View, Ashford, Kent, TN23 3NZ

Tel: 01233 502969

[www.kingsnorthparishcouncil.co.uk](http://www.kingsnorthparishcouncil.co.uk)

Bridgefield bus route survey:

Dear Resident,

One of the conditions imposed on the developers Taylor Wimpey and Persimmon by Ashford Borough Council prior to building Bridgefield 2 was funding (£260k) for a bus route.

The funding was specific to a service for Bridgefield.

Only one bus company, Stage Coach, has expressed an interest in running this service.

To facilitate the bus route the accommodation bridge was strengthened and parking restriction imposed on the proposed route.

Due to delays in providing this service residents have got used to parking on sections of the proposed route and enforcing it will now present them with a problem as there is limited parking in the area.

The question being asked is:

Are you supportive of the bus route as shown on the plan: Yes or No.

The results of the survey will be given to the Joint Transport Board that has responsibility over this matter.

The survey will close on the 12<sup>nd</sup> November to give us time to collate the responses and report the results to the Joint Transport Board on the 8<sup>th</sup> December.

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Bus Route Survey 2015

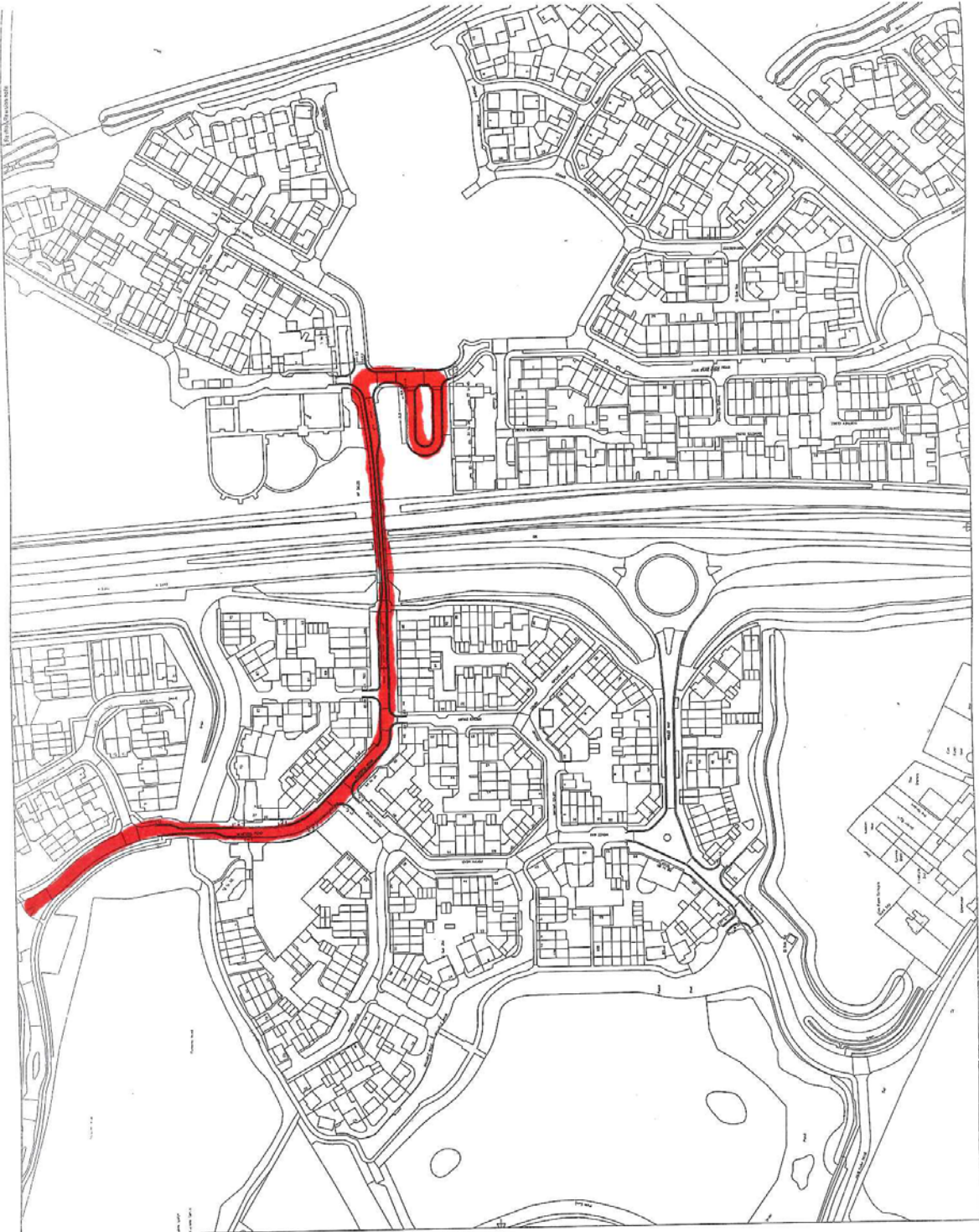
Name

Address

Supportive of the proposed bus route: Yes    No

Circle the option you prefer and return the slip to the Parish Office Kingsnorth recreation Centre, Field View, Ashford Kent, TN23 3NZ or complete the survey on line on our website.





## **Appendix B**

### **Bus Route Survey Q&A**

Dear Residents of Bridgefield

The Parish Council has canvassed you all in regard to the proposed bus route through Bridgefield which goes over the accommodation bridge.

This has generated a healthy and lively debate but also additional workload for our Parish Clerk. To save him answering the same questions repeatedly we have listed the frequently asked questions with answers.

**Q1:** Why is the Parish Council asking residents their views on the bus route?

**A1:** The Parish Council has been asked on several occasions by Borough Councillors to express an opinion about the proposed route as it falls within the Parish, we have declined as we do not have any remit over the provision of bus services.

We are however a representative forum for residents so we agreed to canvass the views of residents and pass these on to the Joint Transport Board (JTB) that does have responsibility for this service.

**Q2:** Is the Parish Council impartial, why get involved?

**A2:** Members of the Parish Council hold mixed and opposing views on this matter which is why we decided to seek the views of all residents who are directly affected by the proposal.

**Q3:** Why are we being asked to comment on a route when a decision has been made not to run a service on that route?

**A3:** The Chairman of the JTB, Paul Bartlett, wants to bring this issue to a conclusion and debate it at the next JTB in December as no decision has yet been made over an alternative route.

**Q4:** Why are only residents in Bridgefield being asked to participate in the survey?

**A4:** The Parish Council did debate who we should include but how you determine who will be affected by changes yet to be made would be speculative so we confined the survey to those for whom the service was specifically intended.

**Q5:** Why are we being asked to comment on only one option?

**A5:** Only one operator, Stagecoach, has expressed an interest in providing this service and the only route they will consider is the original one.

**Q6:** What will the Parish Council do with the results of the survey?

**A6:** The Parish Council will collate the results and identify the responses by post code and forward this to the JTB along with any other comments we have received. We will provide an explanation of the methodology used in selecting the question and who was invited to participate.

**Q7:** We are all being asked to comment on a service that may change over time, what is the review process?

**A7:** There are review processes in place which fall within the remit of the JTB, question on the detail of this should be directed to the JTB.

At the beginning of every Parish Council meeting we hold an open forum where members of the public can ask questions direct to Borough, County and Parish Councillors in attendance, Cllr Paul Bartlett has confirmed he will be in attendance so if you want to ask a specific question or speak please advise the clerk, Len Bunn, speakers are allowed 3 minutes to make their case.

We know this is a very emotive subject and that people feel very strongly about it which is why we wanted to listen to resident's views so they have a voice in the process.

Please refrain from expressing your anger or concern in an aggressive and abusive way, particularly to the Parish Clerk/s, it undermines the debate and is offensive.