



# Joint Transportation Board

Notice of a Meeting, to be held in the Council Chamber, Civic Centre, Tannery Lane,  
Ashford, Kent TN23 1PL on Tuesday 14<sup>th</sup> June 2016 at 7.00pm

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The Members of this Board are:-

- Mr C Simkins (Chairman)
- Cllr Bartlett (Vice-Chairman)
- Cllrs. Bradford, Burgess, Chilton, Feacey, Mrs Martin, Mrs Webb
- Mr M J Angell, Mr P M Hill, Mr S J G Koowaree, Mr D Smyth, Mr J N Wedgbury,
- Mr M A Wickham
- Mr K Ashby – KALC Ashford Area Committee

**NB: Under the Council’s Public Participation Scheme, members of the public can submit a petition, ask a question or speak concerning any item contained on this Agenda (Procedure Rule 9 refers)**

## Agenda

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|-------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| 1. <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> March 2016                                  |                      |
| 4. Public Transport Liaison Task Group – 8 <sup>th</sup> April 2016                                                                             |                      |
| 5. To receive any Petitions                                                                                                                     |                      |

### Part I – For Decision

- 6. Parking and Waiting Restrictions Update

### Part II – For Information

- 7. Beaver Road Bus Gate

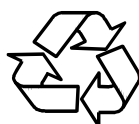


8. Lorry Parking Update
  9. Highway Works Programme
  10. Borough Council Owned Amenity and Footway Lighting
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DS/AEH  
6<sup>th</sup> June 2016

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Queries concerning this agenda? Please contact Danny Sheppard:  
Telephone: 01233 330349 Email: [danny.sheppard@ashford.gov.uk](mailto:danny.sheppard@ashford.gov.uk)  
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**Declarations of Interest (see also “Advice to Members” below)**

- (a) **Disclosable Pecuniary Interests (DPI)** under the Localism Act 2011, relating to items on this agenda. The nature as well as the existence of any such interest must be declared, and the agenda item(s) to which it relates must be stated.

A Member who declares a DPI in relation to any item will need to leave the meeting for that item (unless a relevant Dispensation has been granted).

- (b) **Other Significant Interests (OSI)** under the Kent Code of Conduct as adopted by the Council on 19 July 2012, relating to items on this agenda. The nature as well as the existence of any such interest must be declared, and the agenda item(s) to which it relates must be stated.

A Member who declares an OSI in relation to any item will need to leave the meeting before the debate and vote on that item (unless a relevant Dispensation has been granted). However, prior to leaving, the Member may address the Committee in the same way that a member of the public may do so.

- (c) **Voluntary Announcements of Other Interests** not required to be disclosed under (a) and (b), i.e. announcements made for transparency reasons alone, such as:

- Membership of outside bodies that have made representations on agenda items, or
- Where a Member knows a person involved, but does not have a close association with that person, or
- Where an item would affect the well-being of a Member, relative, close associate, employer, etc. but not his/her financial position.

[Note: an effect on the financial position of a Member, relative, close associate, employer, etc; OR an application made by a Member, relative, close associate, employer, etc, would both probably constitute either an OSI or in some cases a DPI].

**Advice to Members on Declarations of Interest:**

- (a) Government Guidance on DPI is available in DCLG’s Guide for Councillors, at [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/240134/Openness\\_and\\_transparency\\_on\\_personal\\_interests.pdf](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 Corporate Director (Law and Governance) 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> March 2016**.

### Present:

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

Cllrs. Farrell, Feacey, Heyes, A Howard, Mrs Martin, Mrs Webb.  
Mr. M J Angell, Mr P M Hill, Mr. D Smyth, Mr. J N Wedgbury.

Mr. K Ashby – KALC Representative.

### Apologies:

Mr S J G Koowaree, Mr M A Wickham.

### Also Present:

Cllrs. Burgess, Miss Martin, Ovenden, Sims.

John Farmer (Project Manager, Major Projects – KCC), Lisa Willoughby (Ashford District Manager – KCC), Jo Fox (Health, Parking & Community Safety Manager – ABC), William Train (Engineering Technical Officer – ABC), Jeremy Baker (Principal Solicitor – Strategic Development – ABC), Danny Sheppard (Senior Member Services & Scrutiny Support Officer – ABC).

## 345 Declarations of Interest

| Councillor | Interest                                                                                                                         | Minute No. |
|------------|----------------------------------------------------------------------------------------------------------------------------------|------------|
| Mr Ashby   | Made a 'Voluntary Announcement' as part of the railway track referred to in the report passed through some land that he farmed.  | 352        |
| Mrs Martin | Made a 'Voluntary Announcement' as a resident of Christchurch Road.                                                              | 347        |
| Mrs Webb   | Made 'Voluntary Announcements' as the Author of the report and as a resident of, and Ward Member for, the Norman (Ashford) Ward. | 347        |

## **346 Minutes**

### **Resolved:**

**That the Minutes of the Meeting of this Board held on the 8<sup>th</sup> December 2015 be approved and confirmed as a correct record.**

## **347 Beaver Road Bus Gate – Proposal for Trial Suspension**

Councillor Mrs Webb introduced her report which outlined the problems associated with the rising bollard Bus Gate in Beaver Road. This had been an extremely controversial issue since it was first agreed in 1998 and the Gate was regularly out of order causing frustration and increased maintenance costs. At a meeting of this Board in March 2014 the Gate was discussed and it was stated then that the matter of Bus Gates had been being debated for over 12 years and the Gate had been abused and unreliable for over a decade. In its resolution the Board stressed that it was of paramount importance that the relevant officers of ABC and KCC worked together with great urgency towards an appropriate solution, but two years on they appeared no further down the line. Councillor Mrs Webb said that during her canvassing for Election in 2015 one of the main issues raised was the Beaver Road Bus Gate and people had wanted it removed, so she said she felt she would be failing her residents if she did not raise it at this Board. She therefore said she would like to propose that KCC consider disabling the Bus Gate for a six month period and at the end of the trial period to undertake a new survey with residents and businesses to determine if the Bus Gate was still a viable option, or whether it should be disabled on a permanent basis. She said she would not however wish to see the removal of the pinch points which were successful in slowing traffic down. She concluded by saying that she recognised this may be a controversial point, but it was important to do something and the six month trial would allow for proper consultation and to work towards a permanent solution.

Other Members said they supported the points made by the Ward Member. It was considered that the way Ashford had changed in recent years, and this area in particular with the installation of Victoria Way, had alleviated the need for traffic to cut through Beaver Road and there was a need for a re-think. The taxi trade had also become increasingly frustrated as when the Bus Gate was out of order they had to charge an increased fare to go the longer way round and this caused suspicion amongst customers. One Member wondered if a six month period would be long enough to draw any meaningful conclusions and considered that any trial should certainly take in the Christmas period. Another Member said that if KCC did not want to disable the Bus Gate, they should at least re-visit how it was enforced to make it safer. The legislation was now in place to install ANPR cameras and there had already been trials in Tunbridge Wells, so this should also be re-visited for Beaver Road and other Bus Gates in the Borough.

Some Members said they had a concern about the safety effects of disabling the Gate. It had been put in for a reason and traffic did use the road as a rat run and drove extremely quickly. They said they would certainly like to see the pinch points

retained but it may be necessary to move more slowly and seek further advice from Highways and Road Safety Engineers. A Member proposed that the Board seek a further report from Officers before moving forward with any proposals to disable the Gate. There was also some uncertainty about the effect the proposal might have on surrounding roads and that might need some further consideration.

Mrs Willoughby advised that in the 12 months up to November 2015, the Beaver Road Bus Gate had only been out of action on three occasions and these were all due to road traffic incidents. The Gate was checked and inspected quarterly as well as ad hoc reports being responded to. Contrary to some reports, the barrier and parts were not now obsolete and, in the opinion of KCC, the system was not classed as unreliable. The bollards had been installed for safety reasons and the road was subject to a Traffic Regulation Order prohibiting all vehicles except buses and licenced taxis, therefore any re-opening of the road (temporary or permanent) would have to be supported by firm data to make it a priority, and the risk to the safety of highway users would be the paramount consideration. Mrs Fox said that she understood the concerns raised but advised that there were also likely to be objections to the suspension of the Bus Gate from both the Police and bus companies who would be statutory consultees.

**Resolved:**

**That the Board recommends to Kent County Council that: -**

- (i) the Beaver Road Bus Gate should be disabled for a six month trial period.**
- (ii) at the end of the trial period a new survey be undertaken with current residents and businesses to determine if the Bus Gate was still a viable option or it should be disabled on a permanent basis.**

### **348 A28 Chart Road Dualling – Report on Public Engagement**

Mr Farmer introduced the report which gave a full description of the A28 Chart Road Dualling scheme, detailed the public engagement arrangements and a commentary on the outcome and gave factual information around the exhibition and responses. He advised that the comments that had been received during the consultation had been useful but not surprising as Officers had been aware from local knowledge and advice from Ward Members. The majority were from residents associated with specific local issues such as traffic noise and parking. Some issues were being investigated in more detail and the intention was to give personal feedback to those people who provided the comments. There had been further, more detailed discussions regarding the Cobbs Wood Estate and concern by Geerings and their tenants about the need to undertake lengthy 'U' turns. Unfortunately due to the physical constraints of the site and safety reasons it would not be possible to provide an 'all directions' access and any benefits would be more than offset by the dis-benefits to the larger main road traffic flow. Mr Farmer said he thought there was probably now 'reluctant acceptance' on that point but as a result of those further

discussions KCC and ABC Officers had agreed to carry out a safety and parking review of the whole Cobbs Wood Estate to try and mitigate issues with displaced vehicle movements, as well as investigating the existing road surface within the estate.

Despite the specific local concerns that needed to be investigated further as part of the detailed design stage such as parking issues in Loudon Way and noise mitigation measures, Mr Farmer said that the majority of people who had attended the exhibition were considered to be in favour of, or at least understood and accepted the need for, the proposed improvements. There was also perceived to be a similar understanding when the reasons for traffic signals rather than a roundabout at Loudon Way were explained. Subject to the views of this Board he now intended to take the scheme to the KCC Corporate Director for formal approval as a basis for taking forward to the detailed design and land acquisition stages. The scheme was in part supported by Local Growth Funding and the business case had been approved by the Local Enterprise Partnership's Accountability Board in February for release of the funding.

The two ABC Ward Members and the KCC Divisional Member for the area thanked Mr Farmer and his colleague for the time they had spent on the consultation and for taking on board the feedback that had been received. There had obviously been some concern from the residents of Godinton Park about the prospect of a dual carriageway being constructed behind their houses, but concerns had been listened to and the proposed noise mitigation measures were pleasing. The fact that the new railway bridge had been proposed for the east side of the A28 was also better for Godinton Park residents. One of the Members asked about Loudon Way and asked if there was anything that could be done in the meantime to alleviate the parking problems there because the rest of the scheme was at least three years away from being completed. There were problems in this location now, and there had been an accident there with a pedestrian recently. Mr Farmer said that there were possible plans to procure a contractor early to help support the design of the scheme and whilst he did not want to make any promises before the scheme was more advanced, there may be opportunities to do something earlier and he would bear that in mind.

The Chairman said that the potential for pollution from the new road had been raised but there did not appear to be any obvious experts in the list of consultees. He asked for a body such as the Environment Agency or Public Health England to be included to help address those concerns. Mr Farmer pointed out that the biggest contribution to pollution was made by stationary traffic so this new road, with its more free flowing traffic, may actually improve the situation. Mr Farmer said that a commentary on air quality aspects of the scheme would be included in future reports to the Board.

A Member asked about the Tank roundabout and said that she was concerned about the number of exits it had as well as the potential for flooding from surplus water. Mr Farmer said that this particular roundabout did have physical constraints because of the amount of available space and the need to accommodate five awkwardly located legs rather than the ideal number of four equally spaced legs and this had led to the need for a 'lozenge' shaped roundabout. The issue of drainage had been investigated because initially it was thought that lagoons may be needed to hold

surface water, but the investigations had shown that the new drainage system, with larger pipes in places, would provide enough volume to attenuate surface water flows.

Another Member drew attention to a meeting happening in Bethersden on 21<sup>st</sup> March which would include relevant KCC and ABC Officers and representatives of a number of Parish Councils to discuss the possible effects of this scheme and the Chilmington development, particularly during construction phases, in terms of traffic in the villages. He thought it would be useful for all affected Borough and County Members to attend.

**Resolved:**

**That the outcome of the public engagement outlined in the report be noted and, subject to the comments made at this meeting, the scheme shown on drawing 4300246/000/79, go forward to KCC's Corporate Director for Growth, Environment and Transport for formal approval as the Preferred Scheme to take forward for detailed design, land acquisition and statutory procedures including compulsory purchase.**

### **349 Parking and Waiting Restrictions – Update Summary**

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

**Resolved:**

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

### **350 HGV Clamping Trial and Overnight HGV Parking Survey Results and Recommendations**

Mrs Fox introduced the report which gave the Board an update and summary of the pilot scheme to clamp persistently evading illegally parked HGVs in the Ashford Borough which was presented to the Board on the 8<sup>th</sup> December 2015. Since the trial KCC had kindly agreed that clamping of persistent evading HGVs could continue. In addition, work had been undertaken to address the parking problems identified at Wotton Road and Ellingham Industrial Estate, South Ashford and details of those recommendations had been included in the previous report on the Agenda. She further advised that the concerns identified at various locations on the A20 at Hothfield were continuing to be investigated with KCC and the residents and a further update report would be submitted to the next Board meeting.

Mrs Fox further advised that they were now at somewhat of a tipping point as lorry parking spaces in the area were now full to capacity on most nights of the week. Enforcement was working and achieving a higher level of compliance than before and as such would continue to enforce and clamp to ensure compliance was as high as it could be. In addition they were working with KCC, other Kent Authorities and the Police to review the areas that had the biggest impact on residents and quality of



life, but they were now at the point where there was simply not enough overnight lorry parking provision across Kent. The question remained, when the problems that are affecting residential areas had been resolved, where else was there to send these HGVs? Some displaced vehicles had begun to park on motorway hard shoulders and laybys and this was causing accidents and had a high probability of causing fatalities so was another cause for concern. The Police had been working to move vehicles on and issue Fixed Penalty Notices where appropriate. It would be important to continue to support all options for further overnight lorry parking in the operation stack consultation and work proactively with other agencies in an attempt to deliver a countywide approach. Both KCC and East Kent Authorities were working collectively and it would now be important to get West Kent Authorities on board as it was currently not seen as 'their problem' although it inevitably would be soon as the number of HGVs continued to grow.

**Resolved:**

**That the report be received and noted and the ongoing work supported.**

### **351 Consultation on Operation Stack Lorry Park**

Further to the previous report on the Agenda the report provided an update on ABC's response to the Transport Committee's request for comments on the evidence it had taken on 14<sup>th</sup> October 2015 on the impact of Operation Stack.

**Resolved:**

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

### **352 Park Farm Rail Halt Update**

Mr Train introduced the report which followed on from a report to the Board in September and provided an update on progress to date regarding the Park Farm Rail Halt, including the outcome of the Rail Halt Procurement Stage 1 actions. He advised that the Stage 1 actions were complete and the Stage 2 actions (as outlined in the report) were now underway.

The item was then opened up to the Board and the following points were made: -

- It was pleasing to note the apparent change of thinking from Network Rail who now seemed more open to the possibility of a Rail Halt at Park Farm. This had always been considered an extremely important development for the people of Ashford and would become even more important as Ashford continued to grow. Pressure should be kept on Network Rail to deliver the Halt.
- The outcome of the Kent Route Utilisation Study and proposals to electrify the Marshlink line and potentially allow HS1 trains to use the line would all have potential impacts on proposals for a Rail Halt. It was noted that HS1 trains were unlikely to stop at the smaller stations on the line, including any new Halt at Park Farm, so it may not be the panacea that many expected.

- Whatever the outcome of the Kent Route Utilisation Study it was likely that trains on the Marshlink line would become faster and the line busier, but there were no plans to dual the line all the way down to East Sussex.
- It was highly unlikely that Lydd Airport would be interested in re-instating their direct line and station. The line was currently used to transport nuclear waste from the Power Station and subject to a speed restriction and a number of road crossings which would make such use unviable.
- If residents of Brighton and East Sussex were able to get to Ashford easier it may become a more attractive option for international travellers than London or Ebbsfleet and may help Ashford's case in retaining or expanding its international offer.

The Chairman said he would like to see the Kent Route Utilisation Study draft report come back to this Board. The draft was due out for consultation in Autumn 2016, with a final report due in early 2017, so he requested that the Board consider the draft and respond to the consultation at its meeting on 13<sup>th</sup> September 2016.

**Resolved:**

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

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

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

A Member advised that the Willesborough Dykes cycleway/footway could now be removed from the Developer Funded Works schedule as it had been completed some time ago.

**Resolved:**

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

### **354 LED Street Lighting Project Update**

The report provided an update on the LED conversion project.

A Member said that he understood that residents could ask for the new lights near their properties to be adjusted if they were too bright and asked for a contact. Mrs Fox advised that Ashford was the first District to have these lights installed and then they would be rolled out across Kent. Following that there would be a published process on how to get lights adjusted. Mr Train advised that there was an option to bolt on shields to individual lights if there were particular problems, so anything immediate should be reported directly to KCC.

In response to a question about ABC's own street lighting Mrs Fox advised that this would be the subject of a report to the Cabinet in May.

**Resolved:**

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

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DS

# 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 **8<sup>th</sup> April 2016**.

## **Present:**

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

## **Also Present:**

Dutch Docherty – Stagecoach in East Kent, Derek Goodwin – Ashford Driving Instructors Association, Inspector Andrew Judd – Kent Police (Ashford), Yvonne Leslie – Southern, Ben Ward – Southeastern, Jo Fox – Ashford Borough Council, Chris Miller – Ashford Borough Council, Will Train – Ashford Borough Council, Danny Sheppard – Ashford Borough Council.

## **Apology:**

Cllr. Pickering.

## **1. Minutes**

- 1.1 Derek Goodwin advised that under Paragraph 2.2, the mini roundabout between the International Station and the Hitachi Depot was still being ignored by many drivers and this was therefore extremely dangerous. Jo Fox advised that this was all part of the area owned by Network Rail and it was intended to be included within the public realm works. She said she would though pass on the comments about the roundabout.
- 1.2 At paragraph 4.4 of the Minutes, Task Group members had been asked to forward on details of specific problems areas with regard to traffic lights and road markings. Derek Goodwin advised that he had done this and expressed concern over a number of traffic light sequences and roundabouts in Ashford and his points had basically been dismissed by KCC Highways. However a few weeks' later, changes that he had suggested (one example being Station Road/Wellesley Road) had been made as they had proved to be correct. He said he found the whole attitude of KCC Highways somewhat dismissive and arrogant and felt they should take more notice of organisations such as the Ashford Driving Instructors Association who were out using these roads every day. Officers seemed to fall back on the 'Killed and Seriously Injured' statistics to justify their point of view, but in his opinion this was dangerous and simply left the onus on insurance companies to pick up the bill.

## **Resolved:**

**That the Minutes of the meeting of this Task Group held on 9<sup>th</sup> October 2015 be approved.**

## **2. Update on Current ABC Parking and Highways Projects**

2.1 Will Train introduced the report which updated on some of the main parking and highways projects that Ashford Borough Council was currently working on.

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

- The Chairman said that the review of parking on Council housing land was long overdue. Parking areas on housing developments were often abused by non-residents and the facilities were often not available for the people they were designed for. He considered there was a need to extend existing controls and he would be watching this review with great interest.
- With regard to on-street parking schemes, Traffic Regulation Orders and HGV parking, the Chairman said he was concerned about implementing too many restrictions which could simply cause displaced parking in potentially even less suitable locations. It was particularly important to protect residential areas. Jo Fox advised that until a decision was taken on the Operation Stack lorry park, they were at a bit of a stalemate on lorry parking. They would continue to clamp offenders and encourage drivers to use the available lorry parking facilities, and the commercial operators of the current lorry parks may be open to expansion, but they wanted to be sure of the outcomes of the Operation Stack lorry park first. With regard to the locations of HGV parking in the Borough, it was often a case of finding the 'least worst place'. There was an 8% increase of HGV's coming into Kent year on year so the problem was not going to go away and sometimes parking in industrial areas was seen as preferable if there was nowhere else to go, rather than forcing them to residential areas or the hard shoulder of motorways. Weight restrictions in residential areas were a possibility but KCC would not sign off on these until there was enough lorry parking provision across the whole of Kent.
- The Chairman referred to the taxi rank review and proposals to move taxis to the international side of the station. He said he had some concerns about people having to walk quite a distance to the domestic ticket office. Will Train advised that this was more about onward journeys and people leaving the station. There would still be an option to drop people off on the domestic side. Ben Ward advised that at peak times station officers could have ticket machines on them so tickets could be purchased in other areas of the station.
- Will Train endeavoured to update the Vice-Chairman on the current plans for taxi ranks in the Commercial Quarter and Stour Centre.

- Derek Goodwin asked why there was so much variation in speed limits on the A28, particularly around Great Chart. Inspector Judd advised that both KCC and the Police were examining speed limits on the A28 as a whole (from Chilham to Newenden) and this had been confirmed as a priority due to the high number of collisions and casualties on this road. It was expected that there would be changes on this road in the future.
- School safety was a big issue and Civil Enforcement Officers had been involved in a project that aimed to reduced accidents and disputes between road users outside schools. Task Group members considered there did seem to be a desire for parents to park as close as possible to schools regardless of safety. Staff entering and exiting the schools were also often a contributing factor.
- The phasing of the traffic lights at the M20 Junction 10 from the William Harvey Hospital seemed to have changed recently, with some lights only staying on green for a matter of seconds, and this was causing long tailbacks at peak times. This had delayed buses and was a safety concern bearing in mind access and egress from the hospital. Will Train said he would pass this on to Highways England.

**Resolved:**

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

### **3. Industry Updates and Discussion**

#### Southern

- 3.1 Yvonne Leslie directed the Task Group's attention to the Stakeholder newsletter that had been provided with the agenda papers and contained a lot of information about Southern and the entire Govia Thameslink franchise. She advised that there had been an improving picture on punctuality and reliability since the traditional winter/Christmas dip, but performance continued to be affected by both general infrastructure issues and individual incidents.
- 3.2 Key developments since the last meeting included the arrival of the new Thameslink Class 700 trains which were currently undergoing testing and driver training, the introduction of new trains for the Gatwick Express and a focus on driver training with 88 new drivers for Southern since the beginning of last year and 200 across the franchise. Whilst there would be some timetable changes coming in to effect in May, the next substantial changes would be in 2018 following the completion of the London Bridge work and the full Thameslink programme. Consultation on this would begin this summer and there would be opportunities for colleagues to comment.
- 3.3 Yvonne Leslie agreed to report back on the current position with regard to speed restrictions at Polegate.

- 3.4 It was noted that customer satisfaction in the survey of autumn 2015 had been low. Yvonne Leslie said that whilst the results had been disappointing, they were not entirely unexpected with punctuality and reliability being affected by the works at London Bridge. This had given them less lee-way with their timetable and was in part reflected in the survey results. At the beginning of 2017 they would have access to more track and the full benefits of the work would be seen on completion in 2018 so they were hoping to see improvements in survey results, but until then they were running on restricted infrastructure. There was quite a lot of work going on behind the scenes including the joint performance improvement plan and ongoing discussions between their senior management team and local MPs.

#### Southeastern

- 3.5 Ben Ward advised of a similar position at Southeastern to Southern with performance taking a slight downturn since October 2015 due to infrastructure issues and general weather related issues. One major issue that had affected performance was the closure of the line between Dover Priory and Folkestone Central following severe damage to the sea wall on Christmas Eve. There had also been two landslides in South East London in January which had caused major disruption. Performance had begun to improve since the turn of the year and Southeastern were continuing to work with Network Rail to resolve infrastructure issues. The Chairman asked if any thought had been given to utilising the Minster loop whilst the line was closed between Dover and Folkestone. Ben Ward said the issue here was availability of rolling stock and they would have to take carriages away from other services. The line was expected to be re-opened by December 2016.
- 3.6 In an attempt to improve performance Southeastern had: - re-introduced stand-by drivers to allow for some more resilience and flexibility; launched a rapid response team at the Grove Park Depot so they could get to affected trains more quickly; would be recruiting eight more drivers, ten more conductors and six more on-board managers to bolster staffing levels; and had already begun to plan ahead by looking at arrangements for winter weather disruption ahead of next year.
- 3.7 With regard to issues previously raised by this Task Group, Ben Ward advised that with regard to crowding on HS1 services there was little more he could say other than there was a finite number of rolling stock and they were continuing to work with Network Rail and the Department for Transport in an attempt to get more. Significant timetable changes would be implemented in August, mainly due to the works at London Bridge. The most noteworthy was that Cannon Street services would no longer stop at London Bridge. Consultation on this timetable was now complete and they were trying to accommodate as many requests as possible. It would be released in June and he encouraged colleagues to keep a look out for it. Jo Fox advised that ABC would be happy to publicise the timetable changes through its own communication channels if that was deemed helpful.

- 3.8 On the subject of Southeastern's offers not being as attractive as they appeared and in comparison to other companies, Ben Ward confirmed that railcards and discounted offers were not eligible to be used together. Offers were tailored around particular times of the year, whilst passengers could benefit from using a railcard all year round.
- 3.9 The Chairman also raised the issue of queues at the Ashford International Station Ticket Office at off-peak times. On one occasion only one person had been on duty and he had had to wait 14 minutes and missed his train. There did appear to be other staff on site and he wondered why nobody else had stepped in to assist. Ben Ward said he knew there had been some staffing issues but he would check the current situation with the Station Manager.

### Stagecoach

- 3.10 Dutch Docherty reported that improvements had been made to the A, B, C, E, F and G-Line Services and well as the 666 Service. They had been re-timing routes and the feeling was that they had now got things just about right. The number of complaints received had dropped significantly and they had actually been receiving compliments with regard to the C-Line. With regard to school services, Stagecoach carried out an analysis of these each year and some changes had been implemented from January. They had seen a drop in passenger numbers for the Towers School so had cut out one service (the 514) and revised the 515, 516 and 519 Services and things were now working well. There was some concern about the return to school after the Easter break the following week, combined with roadworks in the Town Centre and at Kennington, and the possibility that a lot of the hard work could be un-done. Lots of school buses used these routes and they were very concerned about the possibility of children arriving at school late because of congestion. Dutch Docherty said he had considered re-routing some services via Magazine Road, but he would keep a watching brief for the early stages of the work before deciding whether any changes were necessary. As with the M20 Junction 10, he considered appropriate phasing of the traffic lights would be crucial.
- 3.11 In terms of future plans, he advised that all vehicles would have to be Disability Discrimination Act (DDA) compliant by December 2016 and they would no longer be able to supply step access buses. That coming weekend they would be removing the remaining 'Olympian' vehicles from the fleet and bringing newer buses from other depots. They were aiming to be fully DDA compliant by the end of May, 7 months ahead of schedule.
- 3.12 Dutch Docherty advised that in the last two weeks three bus windows and some destination boards had been destroyed by young people using catapults in the Stanhope area. These incidents had all been reported to the Police but this was an extremely dangerous and alarming situation for drivers and passengers alike. Inspector Judd advised there was an ongoing issue with catapults in the Ashford area that the Police were aware of. He encouraged Stagecoach to continue to report incidents, even if they did not see the offenders.



- 3.13 The Chairman referred to the current proposals to withdraw the last two buses from Tenterden in the evening which meant that the last bus would be 20.40 rather than 22.30. He considered this regrettable and advised that he would like to respond to the consultation on behalf of the Council.

#### **4. Date of Next Meeting**

- 4.1 Friday 14<sup>th</sup> October at 9.30 a.m.
- 4.2 The Chairman reminded colleagues that if there were any specific subjects they would like the Task Group to discuss at future meetings to please make them known.

Councillor Heyes  
Chairman of the Public Transport Liaison Task Group

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

To: **Ashford Joint Transportation Board – 7 June 2016**

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

Classification: **For decision.**

Ward: **Across the District – Various**

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**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 1’**

### **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 In recognition of the existing parking and waiting restrictions schemes to be taken forward Officers are proposing to postpone the next joint liaison meeting with Kent County Council for a period of 6 months in order to allow for resources to be allocated towards advancing Amendments 1, 2, 3 and 4.
- 1.3 Members are also asked to indicate whether or not they support introduction in part of the recently advertised ‘Amendment 1’ order, plans of which are included in Appendix 2.

### **2.0 Amendment 1 Consultation**

- 2.1 A formal consultation was held between 21<sup>st</sup> April and 12<sup>th</sup> May 2016 on alterations to parking controls in Ashford and Tenterden. These changes were proposed to improve the safety of road users (Ashford); to improve the parking amenity for Blue Badge holders (Tenterden); to prevent unsuitable use of roads by HGV traffic (Ashford); and to facilitate the passage of large vehicles along certain roads (Ashford and Tenterden).
- 2.2 Objections were received relating to proposals for Danemore and High Street, Tenterden; and for Wotton Road and Ellingham Way, Ashford, analyses of which included below. A request from the Ward Councillor for

Finn Farm Road has also arisen in regard to the extent of controls proposed. No objections were received in regard to the other sites proposed under Amendment 1.

### **Finn Farm Road, Ashford**

- 2.3 The Ward Councillor for Park Farm South has requested a reduction in the extent of the proposed controls on the north western side of the carriageway closest to Violet Way in order to preserve a higher level of on-street parking availability. On review Officers are satisfied that this request can be accommodated without comprising the safety aims of the proposals, and propose that the scheme should proceed with this reduction.

### **Danemore, Tenterden**

- 2.4 A letter of objection was sent on behalf of four properties in Danemore citing concerns over existing parking issues and the detrimental effect that the proposed controls would have on securing a parking space at the end of the working day. The letter also requested the provision of four parking spaces on the highway outside frontage for dedicated use by the objecting properties.
- 2.5 Amendment 1 proposes an extension to the existing 'no waiting at any time' controls which would remove the equivalent of 2 parking spaces from the cul-de-sac in order to secure large vehicle access through a pinch point. The remainder of controls formalise an existing 'Ambulance only' parking place (where general parking should not take place) or apply only during the hours of 8am-6pm and so would not have an additional impact on parking outside of these hours.
- 2.6 Danemore is a part of the public highway and as such may be used for parking by any member of the public - there is no right of residents above the general public to parking in the road, and the provision of dedicated spaces cannot be readily justified under the relevant legislation. On consideration of these objections, it is the conclusion of Officers that the benefits of the scheme outweigh the merits of the objections, and that the proposals should be implemented for the reasons proposed.

### **High Street, Tenterden**

- 2.7 One objection was received to the introduction of a disabled persons parking bay in the layby outside No's 90-92 High Street, Tenterden, citing concerns over the camber of the road at the proposed parking space location and the impact on residential parking amenity.
- 2.8 There are presently no designated disabled persons parking bays within Tenterden High Street, the closest being located on East Cross or within the town centre car parks. The provision of these three bays is intended to increase opportunities for disabled motorists to secure suitable parking

locations within the High Street as an alternative to parking on double yellow lines, and officers are satisfied that this bay placement is acceptable.

- 2.9 On consideration of the objection received, it is the conclusion of Officers that the benefits of the scheme outweigh the merits of the objection, and that the proposals should be implemented.

### **Wotton Road, Ashford**

- 2.10 Objections were received from four businesses operating on the estate, citing the impact of the proposals on the ability of staff to park, the implications for delivery vehicles at peak times and concerns over access to certain units. Nine responses were received expressing support for the proposals, and all responses received supported the imposition of an overnight and weekend ban on HGV parking.
- 2.11 On reviewing the objections received, Officers feel that there is merit in the concerns raised over HGV access at one point in the estate. After discussion with the affected businesses it is felt that these concerns can be initially addressed through advisory measures, however regular reviews will take place and the site will be revisited if obstruction issues arise.
- 2.12 These proposals will prohibit parking in obstruction of site accesses, turning heads and junctions; and although Officers have sought to retain on-street parking within the estate roads as far as possible, implementation of the proposed scheme in full will entail a reduction in the number of parking spaces available on-street within the Zone.
- 2.13 Existing parking practices on the estate including areas where footway parking, access obstruction and double parking in turning heads occur; and Officers have sought through the proposed scheme to prevent obstructive and nuisance parking and facilitate the movement of legitimate HGV traffic as far as possible. On review of the scheme proposals it is the opinion of officers that the level of permitted parking within the scheme cannot be increased without undermining the aims of improving safety and access.
- 2.14 On consideration of the objection received, it is the conclusion of Officers that the benefits of the scheme outweigh the merits of the objections, and that the proposals should be implemented.

### **Ellingham Way, Ashford**

- 2.15 Objections were received from three businesses citing the impact of the reduction in parking provision at specific locations on the estate and a safety concern over the retention of parking in one location on the main arm of Ellingham Way.
- 2.16 Officers have sought through the design of this scheme to address issues relating not only to overnight and weekend lorry parking but also to address access and obstructive parking issues across the estate as a whole and

facilitate the movement of legitimate HGV traffic as far as possible. Although Officers have sought to retain on-street parking within the estate roads as far as possible, implementation of the proposed scheme in full will entail a reduction in the number of parking spaces available on-street within Ellingham Way.

- 2.17 Having reviewed the scheme design Officers feel that an increase equivalent to 8 additional parking spaces across the estate can be accommodated within the scheme without undermining its aims.
- 2.18 On consideration of the objections and in recognition of the increased number of parking spaces which can be provided it is the conclusion of Officers that the benefits of the scheme outweigh the merits of the objections, and that the proposals should be implemented.

|                  |                                                                                                                                                          |
|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|
| Contact Officer: | <i>Jo Fox – Health, Parking and Community Safety Manager</i><br><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><br><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> |

**Amendment 1 (Ashford and Tenterden)**

| <b>Location</b>                                                         | <b>Description of Scheme</b>                                                                             | <b>Date at JTB</b> | <b>Current Status</b>                      |
|-------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|--------------------|--------------------------------------------|
| <b>ASHFORD</b>                                                          |                                                                                                          |                    |                                            |
| <b>Adams Drive</b> (junctions with Billington Grove and Rayworth Court) | Introduction of double yellow lines                                                                      | 07.06.16           | Consultation completed, report to this JTB |
| <b>Austin Road</b> (section accessed from Wotton Road)                  | Introduction of controlled parking zone and overnight/weekend HGV parking ban                            | 07.06.16           | Consultation completed, report to this JTB |
| <b>Billington Grove</b> (junction with Adams Drive)                     | Introduction of double yellow lines                                                                      | 07.06.16           | Consultation completed, report to this JTB |
| <b>Ellingham Way</b>                                                    | Introduction of controlled parking zone and overnight/weekend HGV parking ban                            | 07.06.16           | Consultation completed, report to this JTB |
| <b>Finn Farm Road</b> (junction with Violet Way)                        | Introduction of double yellow lines                                                                      | 07.06.16           | Consultation completed, report to this JTB |
| <b>Hoxton Close</b> (outside Great Chart Primary School)                | Introduction of double yellow lines and 'School Keep Clear' markings                                     | 07.06.16           | Consultation completed, report to this JTB |
| <b>Rayworth Court</b> (junction with Adams Drive)                       | Introduction of double yellow lines                                                                      | 07.06.16           | Consultation completed, report to this JTB |
| <b>Violet Way</b> (junction with Finn Farm Road)                        | Introduction of double yellow lines                                                                      | 07.06.16           | Consultation completed, report to this JTB |
| <b>Wotton Road</b>                                                      | Introduction of controlled parking zone and overnight/weekend HGV parking ban                            | 07.06.16           | Consultation completed, report to this JTB |
| <b>TENTERDEN</b>                                                        |                                                                                                          |                    |                                            |
| <b>Danemore</b>                                                         | Extension of double yellow lines, introduction of single yellow line and parking bay for ambulances only | 07.06.16           | Consultation completed, report to this JTB |
| <b>High Street</b>                                                      | Introduction of 3 no. disabled persons parking bays                                                      | 07.06.16           | Consultation completed, report to this JTB |

## Appendix 1

**Amendment 2 (Ashford and Charing)**

| <b>Location</b>                | <b>Description of Scheme</b>                                                                                                                                   | <b>Date at JTB</b> | <b>Current Status</b>        |
|--------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|------------------------------|
| <b>ASHFORD</b>                 |                                                                                                                                                                |                    |                              |
| <b>Bybrook Road</b>            | Introduction of double yellow lines at southern junction with Tadworth Road                                                                                    | TBC                | Consultation starts 09.06.16 |
| <b>Collard Road</b>            | Introduction of double yellow lines between junctions with Evans Road and Shepherd Close                                                                       | TBC                | Consultation starts 09.06.16 |
| <b>Heathfield Road</b>         | Introduction of double yellow lines opposite junctions with Hill View and Northbrooke and replacement of existing single yellow lines with double yellow lines | TBC                | Consultation starts 09.06.16 |
| <b>Riversdale Road</b>         | Introduction of double yellow lines on bend and at junction with Torrington Road                                                                               | TBC                | Consultation starts 09.06.16 |
| <b>Tadworth Road</b>           | Introduction of double yellow lines at southern junction with Bybrook Road                                                                                     | TBC                | Consultation starts 09.06.16 |
| <b>The Street, Kennington</b>  | Extension of double yellow lines to prohibit obstructive parking at pinch point                                                                                | TBC                | Consultation starts 09.06.16 |
| <b>Torrington Road</b>         | Extension of double yellow lines at bend and introduction of double yellow lines at junction with Riversdale Road                                              | TBC                | Consultation starts 09.06.16 |
| <b>Ulley Road</b>              | Introduction of double yellow lines to create passing gaps and facilitate movement of large vehicles                                                           | TBC                | Consultation starts 09.06.16 |
| <b>CHARING</b>                 |                                                                                                                                                                |                    |                              |
| <b>High Street</b>             | Introduction of equivalent 3 no. limited waiting bays effective 8am-6pm Monday to Saturday                                                                     | TBC                | Consultation starts 09.06.16 |
| <b>TENTERDEN (ST MICHAELS)</b> |                                                                                                                                                                |                    |                              |
| <b>Ashford Road</b>            | Introduction of double yellow lines opposite junction with Heather Drive                                                                                       | TBC                | Consultation starts 09.06.16 |

## Appendix 1

### **Amendment 3 (Ashford)**

| <b>Area</b>                                          | <b>Identified scheme</b>                                                                                     | <b>Current Status</b>            |
|------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|----------------------------------|
| Kings Avenue, Ashford<br>(Planning App. 09/00962/AS) | Controlled parking zone to mitigate the impact of on-street parking that will be created by the development. | Preparing order for consultation |

Following changes to permissible on-street parking signage brought about by the enactment of the Traffic Signs Regulations and General Directions 2016 earlier this year; this order will also propose amending conditions in the existing permit parking zones D, E, F and G to permit holders or 2 hours stay with no return to the respective zone in 4 hours.

### **Amendment 4 (Ashford)**

A Kent County Council led Member Highway Fund scheme for Lees Road, Willesborough. Following an informal consultation on two options held between 11<sup>th</sup> January and 14<sup>th</sup> February it has been determined that a scheme of double yellow lines will be consulted on. Officers are presently in discussion with Kent County Council's Traffic Schemes team with regard to progressing the scheme to consultation.

### **Amendments to Taxi Rank provision (Ashford)**

Officers are working with the Licensing team to identify areas for improvement with regard to the provision and location of taxi ranks in the town centre. Investigation and surveying works are on-going and proposals will form part of a future amendment order.

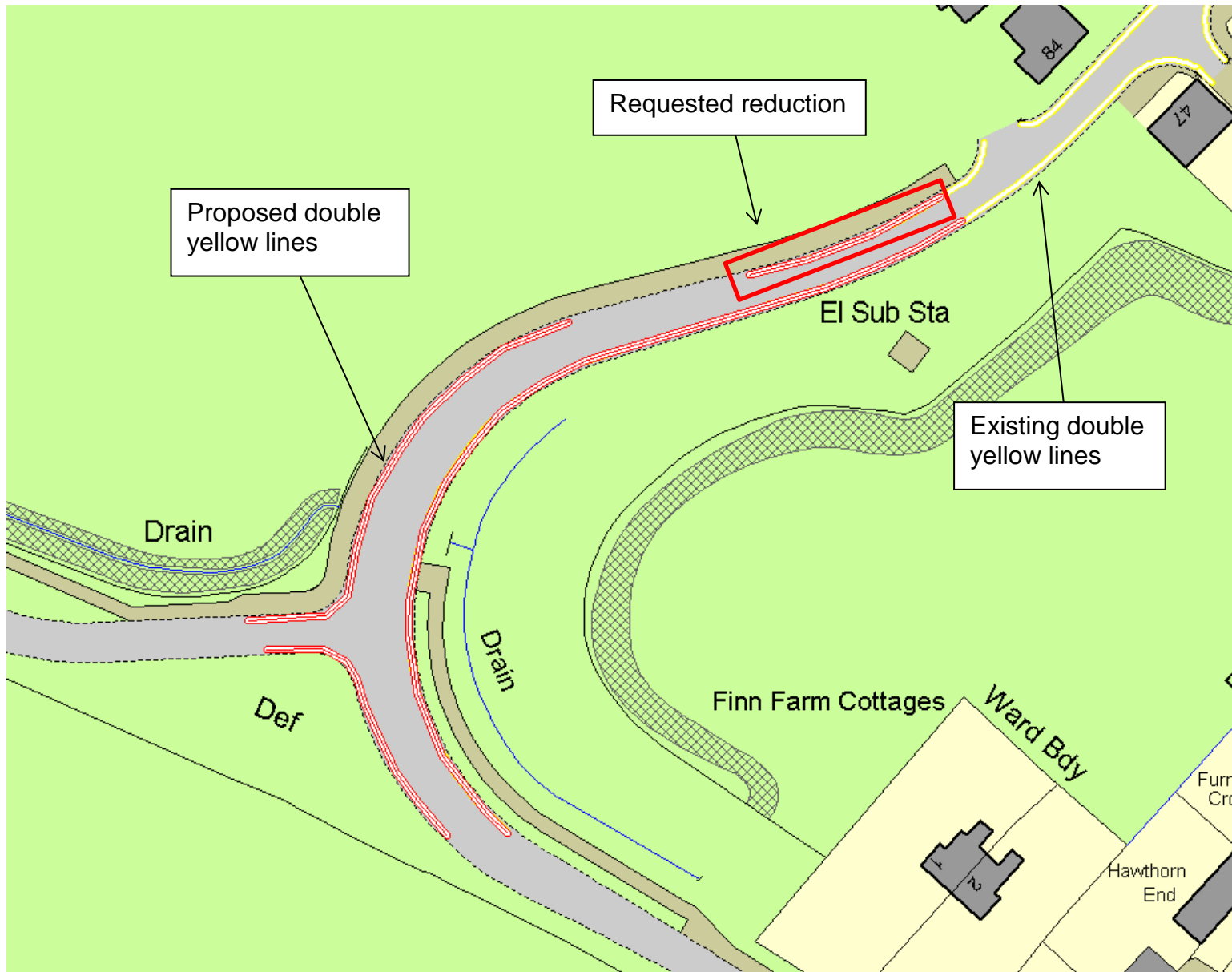
### **Requests for investigation**

As noted in the report to the Board at its meeting of 9<sup>th</sup> June 2015, the highest criteria for considering requests for new traffic management proposals are safety concerns and proposals linked to planning applications for new developments.

The workload associated with Amendments 2 and 4 and the work required to be undertaken as part of Amendment 3 to advance the scheme identified for planning application 09/00962/AS represent a significant resource commitment, and Officers are proposing to postpone the next joint liaison meeting with Kent County Council for a period of 6 months in order to allow for resources to be allocated towards advancing Amendments 1, 2, 3 and 4.

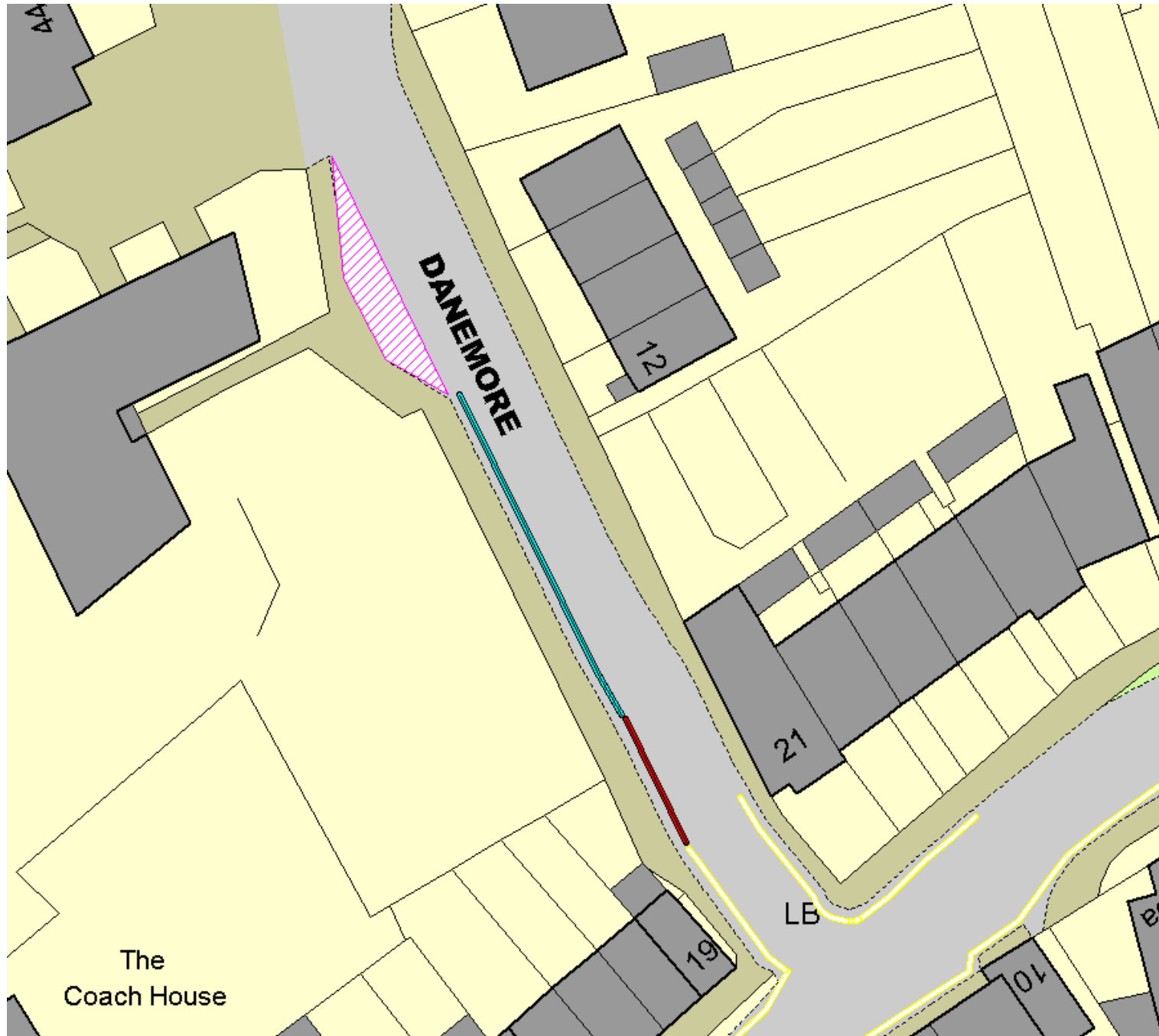


Appendix 2



Amendment 1 2016  
Contested locations  
Finn Farm Road, Ashford

Appendix 2

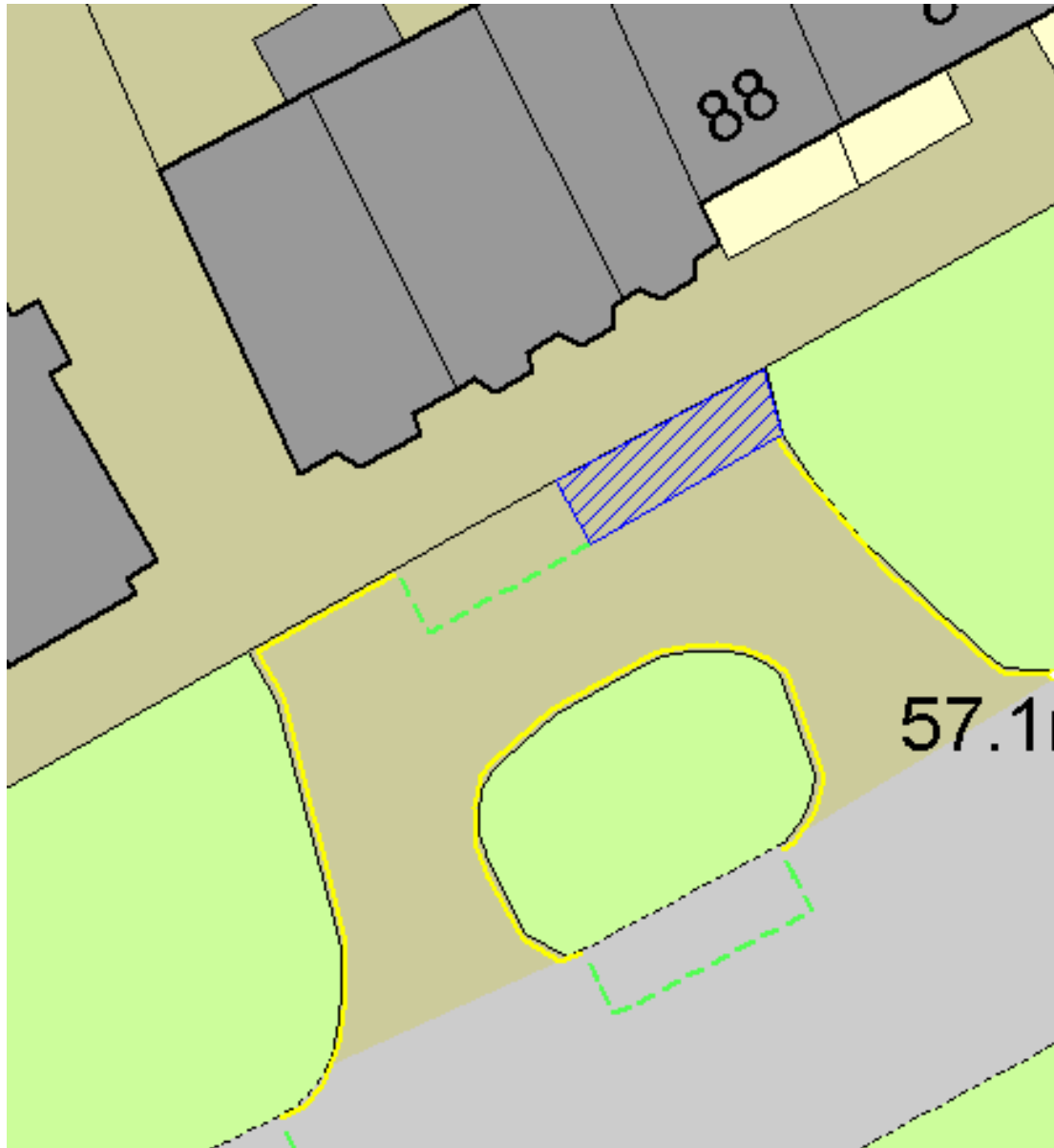


Amendment 1 2016  
Contested locations  
Danemore, Tenterden

**Key:**

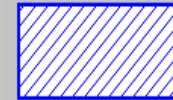
- Existing no waiting at any time
- Proposed no waiting at any time
- Proposed no waiting 8am-6pm Monday to Saturday
- Proposed parking place for ambulances only

Appendix 2



Amendment 1 2016  
Contested locations  
High Street, Tenterden

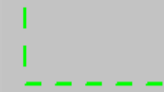
**Key:**



Proposed disabled persons parking bay with waiting limited to three hours with no return in one hour



Existing no waiting between 8am and 6pm Monday to Saturday



Existing parking place without charge with waiting limited to one hour with no return in one hour between 8am and 6pm Monday to Saturday

Appendix 2



Amendment 1 2016

Contested locations -

Wotton Road (North), Ashford

**Key**



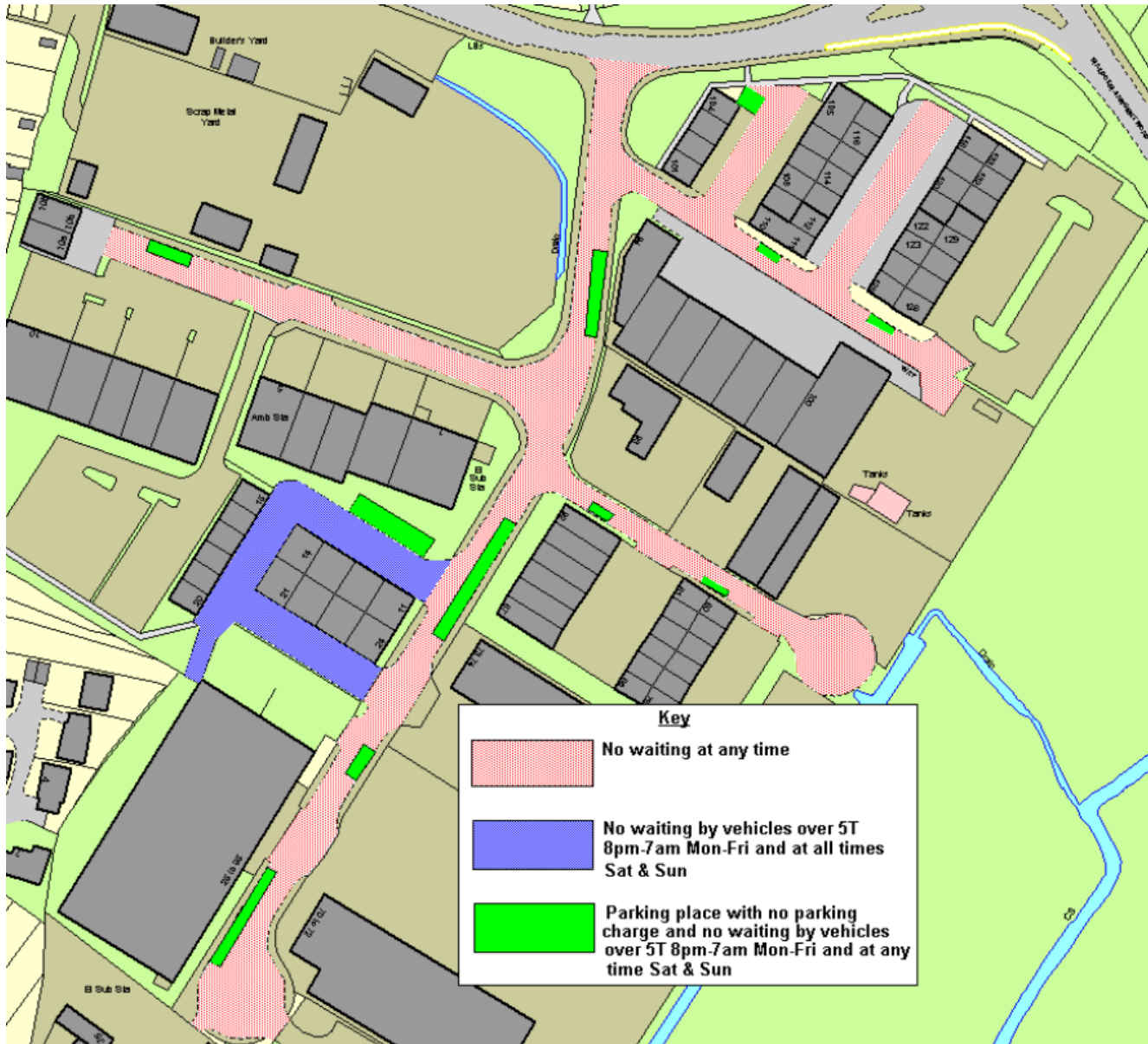
**No waiting at any time**



**Parking place with no parking charge and no waiting by vehicles over 5T 8pm-7am Mon-Fri and at any time Sat & Sun**







Amendment 1 2016  
Contested Locations

**Ellingham Industrial Estate,  
Ellingham Way, Ashford**

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## **Beaver Road Bus Gate**

**To:** Ashford Joint Transportation Board 14<sup>th</sup> June 2016

**By:** Tim Read – Head of Transportation, KCC

**Classification:** For Information

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This report sets out the need to retain the Beaver Road Bus Gate.

It is recommended that the Traffic restriction remains in force and a trial removal is rejected.

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### **1. Introduction**

- 1.1 The scheme to restrict access along Beaver Road was installed in April 1999 consisting of the installation of a rising bollard with a traffic regulation order (TRO) that only allows buses, taxis and emergency services through the restriction.
- 1.2 The scheme was developed to discourage use of Beaver road as an access route into Ashford town centre. The strategic A2042 had been constructed and was encouraged as the designated route into the town. Beaver Road if open would be a shorter route for residents near to the B2229 accessing the town. This would encourage an increase in traffic through what is mainly a residential area, which has parking for local residents.

### **2. Bollard issues**

- 2.1 The rising bollard lowers when an equipped vehicle approaches, but remains upright at other times. If a vehicle approaches without the equipment or tries to follow an equipped vehicle through the area then damage may occur to the equipment.
- 2.2 In the last 12 months the bollard has been faulty 3 times. In each case this has been due to damage caused by a vehicle hitting the bollard. The equipment itself has not failed in this time.
- 2.3 It is recognised that the only other viable alternative to a rising bollard to maintain a restriction would be to use Camera technology to fine drivers that drive past the TRO signing. This would require the installation of Automatic Number plate Recognition (ANPR) Cameras and new back office equipment.

The back office equipment and operation of such a system would have to be operated within the existing parking service run by Ashford Borough Council.

### 3. Current Situation

- 3.1 Assessment of the road prior and after the installation of the bollard demonstrates that the restriction has achieved an improvement in road safety along Beaver Road. In the 19 years before the implementation of the bollard there was an average of 8 crashes a year and in the 16 years following the installation the crash record has dropped to an average of 4 crashes a year. For the last 3 years the crash record for Beaver Road is good with only one slight injury accident recorded and this was not attributed to the bollard.
- 3.2 Ashford has continued to grow in the years that the restriction was introduced and car use has increased. Increased use of Beaver Road as a result of the removal of the bollard will place increased demand onto the junction of Beaver road and Victoria way as vehicles seek alternative ways into Ashford town centre. This is at a time where development in the vicinity of the junction will only increase this demand. Increasing demand along Beaver Road will mean that delays at the traffic signals will increase.

### 4. Conclusion

- 4.1 The safety record of Beaver Road is good and the operation of the bollard is reliable. There is an alternative method of enforcing the restriction, but this would need significant investment to deliver and possibly place an extra burden on the borough council.
- 4.2 There has been a request to trial the removal of the bollard to see what difference this would make. Any temporary suspension of the traffic restriction would still require some investment to change signing and markings. There is no justification for implementing a trial from a safety or congestion benefit in light of the data available.
- 4.3 On balance KCC does not support either a trial or permanent removal of the traffic restriction.

|                                      |      |
|--------------------------------------|------|
| <b>Future Meeting if applicable:</b> | None |
|--------------------------------------|------|

|                   |                                                 |
|-------------------|-------------------------------------------------|
| Contact Officers: | Andrew Westwood, Traffic Manager (03000 411675) |
| Reporting to:     | Tim Read, Head of Transportation (03000 411662) |



## **HGV Parking Update.**

To: **Ashford Joint Transportation Board – 14<sup>th</sup> June 2016**

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

Classification:

Ward: **Across the District – Various**

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### **Summary:**

**An update on continuing overnight HGV parking enforcement and clamping of persistent offending HGVs in Ashford.**

#### **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 Update on clamping and enforcement operations..**

- 2.1 Since the conclusion of the trial our Civil Enforcement Officers have continued to conduct regular enforcement operations in the three-targeted areas of The Orbital Park and Ashford Business Park Sevington and Henwood Business Park in Ashford. We have also continued to conduct joint operations with the Police our European Collection Agents (EPC) and a newly appointed clamping operative London Parking Solutions (LPS). Operations conducted in April 2016 resulted in a further 4 HGVs being clamped at the Orbital Park and the Ashford Business Park Sevington.

- 2.2 The numbers of HGVs parking regularly at the two locations where there is an overnight waiting ban has reduced significantly and is currently at a manageable level for the enforcement team.
- 2.3 The new clamping operative, LPS have the ability to release and collect the £40 release fee as well as the reduced rate payment for the PCN issued when the vehicle is clamped. This is all we are legally able to collect unless there is a change in legislation. LPS are also able to obtain registered keeper details when removing the clamp and taking payment which will allow us to recover the remaining unpaid PCN payments.
- 2.4 The percentage of PCNs paid continues to be rise and is now 30% higher than at the start of the clamping trial. Collection rates at present are 47% of those issued.
- 2.5 Individual complaints of HGVs parking in residential areas continue to be investigated and no trend towards parking in any residential area has been observed.
- 2.6 Parking on private roads and on private land within industrial estates is observed in various locations however we have not received any complaints directly from landowners about this problem.
- 2.7 Anti-social behaviour and littering has reduced at the target locations due to the reduced HGV parking. This continues to be a problem where there are large numbers of HGVs parking.
- 2.8 We will be targetting all haulage operators with warning letters regarding both inappropriate parking and anti-social behaviour in particular those in mainland Europe. Our European Collection agents EPC have an extensive list of contact addresses so will be assisting us with this in addition to providing the translations for warning notices we will be issuing to drivers in a continuing effort to educate.
- 2.9 Kent Police as part of operation Kindle are continuing to enforce dangerous overnight HGV parking on major roads and have trained dedicated local officers to issue graduated Fixed Penalty Notices to assist in this continuing process. However their capability is limited and the long term solution is still an increased provision of off road HGV parking.
- 2.10 During June, KCC will be conducting surveys across the county on identified HGV parking locations to ascertain accurate numbers to assist in the formulation of future solutions. We have advised of the areas of concern within the borough. We continue to work closely with KCC in order to alleviate the problems in isolated areas and to work towards solutions borough wide. Some areas are likely to require physical changes to the highway to deliver on this.

### **3.0 Individual Areas**

- 3.1 **Wotton Road and Ellingham Industrial Estate** – this area was identified as a concern with residents, businesses and by the enforcement team. Consultation has now taken place on these areas that includes a proposed overnight HGV ban Monday to Friday and all weekend. The results of the consultation on the overnight ban, along with the proposed restrictions to support the free flow of the HGV's during operational hours, is on this evenings agenda to be considered by the Joint Transportation Board.
- 3.2 **Hothfield Laybys** – Officers from KCC and ABC met with members and local residents in March 2016 to understand the concerns. Since this meeting officers have been working on a number of proposals that would result in physical changes to layouts, access and enforcement. These proposals are currently being costed with a view to a further meeting to take place at the end of June 2016. Further updates will be provided to the JTB in September.

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

- 4.1 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. A redesign of the site has increased capacity from 290 spaces to 325 spaces. 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.
- 4.2 During the first few months of 2016 it was noted that on most nights there was some availability at the Ashford International Truck Stop however over recent weeks (the latter weeks in May) this capacity has started to disappear and the truck stop as in 2015 is now frequently full.
- 4.3 The land in Beaver Lane Ashford that was nightly accommodating up to 40 HGVs has since been granted retrospective planning permission to operate as a trailer transfer site. Operating as an overnight truck stop is now specifically prohibited. This is likely to increase pressure on on-street overnight HGV parking in the borough and is something we will monitor.

### **5.0 The Future**

- 5.1 We are working with KCC to increase the areas within the borough for clamping to ensure we can act in all areas when necessary.
- 5.2 The Council's new Local Plan will be considered by the Cabinet meeting on the 9<sup>th</sup> June and includes a specific policy for the Waterbrook site that proposes the expansion of the current lorry park on site to 600 spaces. The new Local Plan will go out for an 8 week period of public consultation following the Cabinet meeting.

|                  |                                                                                                                                                                                                                                                                                                                      |
|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Contact Officer: | <i>Mike Cook – Civil Enforcement Officer Team Leader</i><br><a href="mailto:Mike.Cook@ashford.gov.uk">Mike.Cook@ashford.gov.uk</a> <i>Mike Cook – Civil Enforcement Officer Team Leader</i><br><i>Lorna Day-Kent Parking Enforcement Manager</i><br><a href="mailto:Lorna.Day@kent.gov.uk">Lorna.Day@kent.gov.uk</a> |
| Reporting to:    | <i>Jo Fox – Health Parking &amp; Community Safety Manager</i><br><a href="mailto:Jo.fox@ashford.gov.uk">Jo.fox@ashford.gov.uk</a><br><i>Andrew Westwood—Traffic Manager (KCC)</i><br><a href="mailto:Andrew.Westwood@kent.gov.uk">Andrew.Westwood@kent.gov.uk</a>                                                    |

**To:** Ashford Joint Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 14<sup>th</sup> June 2016  
**Subject:** Highway Works Programme 2016/17  
**Classification:** Information Only

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Summary: This report updates Members on the identified schemes approved for construction in 2016/17

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## **1. Introduction**

This report provides an update and summarises schemes that have been programmed for delivery in 2016/17

**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           |

## **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 - Contact Officer Clive Lambourne</b> |                               |                                                                      |                                          |
|-------------------------------------------------------------|-------------------------------|----------------------------------------------------------------------|------------------------------------------|
| <b>Road Name</b>                                            | <b>Parish</b>                 | <b>Extent of Works</b>                                               | <b>Current Status</b>                    |
| Smarden Road                                                | Pluckley                      | Section near Smarden Bell Road<br>Surface Dressing                   | Programmed –<br>May 2016                 |
| Pluckley Road                                               | Charing                       | At junction with Charing Heath Road<br>Surface Dressing              | Programmed –<br>May 2016                 |
| Bournewood                                                  | Hamstreet                     | Whole length<br>Micro Surfacing                                      | Programmed –<br>June 2016                |
| Bourne Road                                                 | Hamstreet                     | Whole length<br>Micro Surfacing                                      | Programmed –<br>June 2016                |
| Maidstone Road                                              | Chilham                       | Young Manor Farm to Cutlers<br>Surface Dressing                      | Programmed –<br>May 2016                 |
| Faversham Road                                              | Challock                      | Shottenden Road to Pested Lane<br>Surface Dressing                   | To be programmed<br>– Summer 2016        |
| Ashford Road                                                | Great Chart With<br>Singleton | Sandy Lane to Goldwell Lane<br>Surface Dressing                      | Programmed –<br>May 2016                 |
| Old Surrenden<br>Manor Road                                 | Bethersden                    | Bailey Wood Farm to Haynes Agricultural<br>Micro Surfacing           | Programmed – July<br>2016                |
| Old Surrenden<br>Manor Road                                 | Bethersden                    | Butcher Wood to Winter Farm<br>Micro Surfacing                       | Programmed – July<br>2016                |
| Moor Lane                                                   | Woodchurch                    | Brook Street to Bridge over Cradlebridge<br>Sewer<br>Micro Surfacing | Programmed – July<br>2016                |
| <b>Machine Resurfacing – Contact Officer Byron Lovell</b>   |                               |                                                                      |                                          |
| <b>Road Name</b>                                            | <b>Parish</b>                 | <b>Extent of Works</b>                                               | <b>Current Status</b>                    |
| A2042 Faversham<br>Road                                     | Kennington                    | No. 19 Faversham Road to Penlee Point<br>traffic signals             | Programmed 27 <sup>th</sup><br>June 2016 |
| A28 Canterbury Rd-<br>Penlee Point                          | Ashford                       | 50m eastbound approach to traffic lights<br>at Penlee Point          | Programmed 4 <sup>th</sup><br>May 2016   |
| Pluckley Road                                               | Charing                       | Charing Heath Road to old Waterworks<br>(Gym) building               | Programmed 3 <sup>rd</sup><br>May 2016   |

|                                                               |                   |                                                                                                |                                                                        |
|---------------------------------------------------------------|-------------------|------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|
| A28 Ashford Road                                              | Chilham           | Between sewage works and Branch Road                                                           | Programmed<br>May/June 2016                                            |
| <b>Footway Improvement - <i>Contact Officer Neil Tree</i></b> |                   |                                                                                                |                                                                        |
| <b>Road Name</b>                                              | <b>Parish</b>     | <b>Extent and Description of Works</b>                                                         | <b>Current Status</b>                                                  |
| The Street                                                    | Appledore         | From its junction with Court Lodge Road to its junction with Old Way. (Footway Reconstruction) | To be Designed (subject to consultation with ABC conservation officer) |
| Chequers Park                                                 | Wye with Hinxhill | Entire Length (Footway Protection Treatment).                                                  | To be programmed (Works subject to specialist contractor assessment)   |

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

|                                                                                 |               |                                     |                                                       |
|---------------------------------------------------------------------------------|---------------|-------------------------------------|-------------------------------------------------------|
| <b>Drainage Repairs &amp; Improvements - <i>Contact Officer Katie Lewis</i></b> |               |                                     |                                                       |
| <b>Road Name</b>                                                                | <b>Parish</b> | <b>Description of Works</b>         | <b>Current Status</b>                                 |
| Henwood                                                                         | Ashford       | Installation of new pumping Station | Awaiting UKPN feed. Scheme due for completion June 16 |
| Bunkley Terrace                                                                 | Hamstreet     | Upgrade to pumping station.         | Works Complete                                        |
| A28 Canterbury Road                                                             | Kennington    | Installation of new drainage system | Works at design stage                                 |
| A28 Canterbury Road                                                             | Kennington    | Installation of new drainage system | Works at design stage                                 |
| Willesborough Road                                                              | Kennington    | Installation of new drainage system | Works to be passed to ABC to authorise                |
| High Street                                                                     | Ashford       | Replacement Aco channel programme   | Works scheduled for July 16                           |



## **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> |
| Okehampton Close                                                                | NCP                              | Replacement of 1 No Lamp post  | Design        |
| Rutherford Road                                                                 | NCP                              | Replacement of 1 No Lamp post  | Design        |
| Arlington                                                                       | NCP                              | Replacement of 2 No Lamp posts | Design        |
| Belmore Park                                                                    | NCP                              | Replacement of 2 No Lamp posts | Design        |
| Boxley                                                                          | NCP                              | Replacement of 1 No Lamp post  | Design        |
| Carlton Road                                                                    | NCP                              | Replacement of 1 No Lamp post  | Design        |
| Chart Road                                                                      | NCP                              | Replacement of 1 No Lamp post  | Design        |
| Cleves Way                                                                      | NCP                              | Replacement of 1 No Lamp post  | Design        |
| Cypress Avenue                                                                  | NCP                              | Replacement of 5 No Lamp posts | Design        |
| Edinburgh Road                                                                  | NCP                              | Replacement of 1 No Lamp post  | Design        |
| Grantley Close                                                                  | NCP                              | Replacement of 1 No Lamp post  | Design        |
| Heathfield Road                                                                 | NCP                              | Replacement of 1 No Lamp post  | Design        |
| Hill View                                                                       | NCP                              | Replacement of 1 No Lamp post  | Design        |
| Holmwood Road                                                                   | NCP                              | Replacement of 1 No Lamp post  | Design        |
| Harvest Way                                                                     | NCP                              | Replacement of 1 No Lamp post  | Design        |
| Hoppers Way                                                                     | Great Chart<br>with<br>Singleton | Replacement of 1 No Lamp post  | Design        |
| Juniper Close                                                                   | NCP                              | Replacement of 3 No Lamp posts | Design        |
| Langholm Road                                                                   | NCP                              | Replacement of 1 No Lamp post  | Design        |
| Lockholt Close                                                                  | NCP                              | Replacement of 2 No Lamp posts | Design        |

|                              |                                  |                                |        |
|------------------------------|----------------------------------|--------------------------------|--------|
| Mace Lane                    | NCP                              | Replacement of 2 No Lamp posts | Design |
| Magazine Road                | NCP                              | Replacement of 1 No Lamp post  | Design |
| Maple Close                  | NCP                              | Replacement of 1 No Lamp post  | Design |
| New Street                   | NCP                              | Replacement of 1 No Lamp post  | Design |
| Nine Acres                   | NCP                              | Replacement of 1 No Lamp post  | Design |
| Park Street                  | NCP                              | Replacement of 3 No Lamp posts | Design |
| Priory Way                   | Tenterden                        | Replacement of 1 No Lamp post  | Design |
| Pound Field Walk             | Great Chart<br>with<br>Singleton | Replacement of 1 No Lamp post  | Design |
| Rectory Close                | Woodchurch                       | Replacement of 1 No Lamp post  | Design |
| Somerset Road                | NCP                              | Replacement of 1 No Lamp post  | Design |
| Springwood Drive             | NCP                              | Replacement of 4 No Lamp posts | Design |
| Thornlea                     | NCP                              | Replacement of 1 No Lamp post  | Design |
| Heathfield Road<br>Cyclepath | NCP                              | Replacement of 1 No Lamp post  | Design |
| Henwood                      | NCP                              | Replacement of 1 No Lamp post  | Design |
| Viburnum Close               | NCP                              | Replacement of 2 No Lamp posts | Design |
| Woodlands View               | Wittersham                       | Replacement of 1 No Lamp post  | Design |

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

The Schemes Planning & Delivery Team are 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 – **Becky Bailey**

| <b>CASUALTY REDUCTION MEASURES</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                                             | Works started on 9 <sup>th</sup> April and progressing on time. Due to complete 10 <sup>th</sup> June. Temporary traffic light timings adjusted to allow more eastbound flow on Somerset Road. North Street closure from Hardinge Road for southbound traffic implemented on 23 <sup>rd</sup> May. |
| Smarden Bell Road                                                | Smarden                    | New signing and marker posts at double bend, adjacent to Dering Wood | Works completed                                                                                                                                                                                                                                                                                    |
| The Street, Great Chart                                          | Great Chart with Singleton | Pedestrian safety scheme                                             | Final amendments to be made to detailed design and formal Traffic Regulation Order to be prepared and advertised Summer 2016.                                                                                                                                                                      |

| <b>INTEGRATED TRANSPORT SCHEMES</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, discussions required with Southern Gas Network and UKPN regarding possible stats diversion/protection. Intention is to progress this scheme late 2016.      |
| Wellesley Road/ Mace Lane                                  | Ashford       | Pedestrian safety scheme and congestion improvements to traffic signals. | Detailed design complete. Scheme due to start on 23rd July (Summer holidays) North Street right turn bans will be reinstated temporarily and a right turn ban from Somerset Road into |

|                                                      |               |                                                                             |                                                                                                                                                                                                                              |
|------------------------------------------------------|---------------|-----------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                      |               |                                                                             | Wellesley Road will be implemented for the majority of the build sending all traffic down to Henwood Roundabout.                                                                                                             |
| A2070 Conningbrook Bends                             | Willesborough | Road widening scheme                                                        | Finalising detailed design and land negotiations. Utility upgrades are now planned to be included within scheme. Initially programmed to start in September 2016.                                                            |
| Church Road junction with Bentley Road               | Willesborough | Junction realignment including zebra crossing and ramped pedestrian footway | Procuring street lighting design which is required due to junction alterations and new zebra crossing. Awaiting confirmation of land transfer from Ashford Borough Council. Intention is to progress this scheme in 2016/17. |
| A28 Canterbury Road junction with Simone Weil Avenue | Kennington    | Localised widening of footway                                               | Detailed design complete and approved, Works order to be placed and a programme date for works to be finalised. Intention is to progress this scheme in 2016/17.                                                             |

## Appendix E – Developer Funded Works

| <b>Developer Funded Works – Contact Officer Jamie Hare</b> |                  |                                                                                     |                                                                                                                                           |
|------------------------------------------------------------|------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Scheme Name</b>                                         | <b>Parish</b>    | <b>Description of Works</b>                                                         | <b>Current Status</b>                                                                                                                     |
| Newtown Road - Former railway site                         | Newtown, Ashford | New controlled pedestrian crossing and construction of site entrance                | Works have commenced, remedial works to be completed before the commissioning of traffic signals                                          |
| A28 Chart Road, Brunswick Road Junction                    | Godinton         | Rearrange junction alignment                                                        | Works Complete and in maintenance period                                                                                                  |
| Brunswick Road                                             | Godinton         | Widen the junction to the EMR site                                                  | Works Complete and in maintenance period                                                                                                  |
| Knoll Lane                                                 | Singleton        | Access on to new development and relocation of pedestrian crossing point            | Works ongoing                                                                                                                             |
| Farrow Court                                               | Stanhope         | New footway and relocation of pedestrian crossing facilities                        | Works have commenced on site, the controlled crossing will be implemented once construction has been completed on site. Including Phase 2 |
| Simone Weil Avenue                                         | Ashford          | Footway works to be completed along the frontage of the Ashford International Hotel | Adopted                                                                                                                                   |
| 12-20 Hawthorn                                             | Appledore        | New arrangement to access road providing additional parking                         | Adopted                                                                                                                                   |
| Mill Road                                                  | Bethersden       | Footway works along the frontage to tie in with the existing footway.               | Works Complete and in maintenance period                                                                                                  |
| Chalk Avenue                                               | Tenterden        | New Access to development                                                           | Works Complete and in maintenance period                                                                                                  |

|                              |               |                                                              |                                                                                                          |
|------------------------------|---------------|--------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|
| Ashford Road                 | Chilham       | New Development Access and Pedestrian Crossing               | Waiting for proposed start dates to carry out remedial works. New 40mph Speed limit has been implemented |
| Cudworth Road                | Willesborough | New Access to development                                    | Works completed and in maintenance                                                                       |
| Appledore Road, Kenardington | Kenardington  | New Footway and pedestrian crossing to a housing development | Adopted                                                                                                  |
| Dudley Road                  | Kennington    | New Access for Development                                   | Adopted                                                                                                  |
| Ashdown Court                | Ashford       | New Access to development and footway works                  | Works Commenced                                                                                          |
| Manse Field, Brabourne       | Brabourne     | New footway and access to development                        | Works completed and in maintenance                                                                       |
| Warren Site A, Ashford Road  | Ashford       | Access to be updated for new housing development             | Works completed and in maintenance                                                                       |
| Old Abattoir Site            | Aldington     | New Access                                                   | Works completed and in maintenance period                                                                |
| Wesley School Road           | Singleton     | Change of road alignment to introduce on street parking      | Works completed and in maintenance period                                                                |
| Cheesemans Green PAR         | Sevington     | New principal road to developments                           | Works complete and in maintenance period                                                                 |
| Kings Avenue                 | Ashford       | New Housing Development                                      | Works nearing completion                                                                                 |

|                                              |               |                                                                   |                                                                                                                 |
|----------------------------------------------|---------------|-------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|
| Tenterden Site 1                             | Tenterden     | New Proposed Housing Development                                  | Technical approval granted, works due to commence June 2016                                                     |
| Chilmington Green                            | Great Chart   | New Proposed Housing Development                                  | Access B has been technically approved waiting on final information to complete agreement. (Awaiting Programme) |
| Cryol Road                                   | South Ashford | New Access for Ashford Housing site                               | Works completed and in maintenance                                                                              |
| River view, Ashford                          | Ashford       | New footway and parking arrangements                              | Works completed but remedial works including surfacing and kerbing works are required.                          |
| Hopewell School, St Stephens Walk            | Ashford       | New vehicle cross overs and street lighting works                 | Works ongoing                                                                                                   |
| Calleywell Lane (Housing 21)                 | Aldington     | New footway                                                       | Works complete and in maintenance period                                                                        |
| Dover Place                                  | Ashford       | Amendments to the junction and works to the footway required      | Technical approval granted waiting on start date (advised this may not progress due to funding)                 |
| Calleywell Lane (Taylor Wimpey)              | Aldington     | New Access for development                                        | Works have commenced on site                                                                                    |
| Mersham Cricket Club, Flood Street, Mersham  | Mersham       | Relocation of the access and new culvert works                    | Early discussions in relation to the proposals.                                                                 |
| Appledore Road, Kenardington (Parish Scheme) | Kenardington  | Proposed new footway                                              | In technical audit stage                                                                                        |
| Houchin Field, Canterbury Road               | Ashford       | Proposed new junction and relocation of pedestrian crossing point | In technical audit stage                                                                                        |

## 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>            |
| AW340                                                           | Shadoxhurst   | Surface repairs to byway    | Works programmed for summer 2016 |

## Appendix G – Bridge Works

| <b>Bridge Works – Contact Officer Katie Moreton</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 Summer 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 - Contact Officer: Toby Butler</b> |                                                     |                               |
|-------------------------------------------------------|-----------------------------------------------------|-------------------------------|
| <b>Location</b>                                       | <b>Description of Works</b>                         | <b>Current Status</b>         |
| A2042 Faversham Road near Upper Vicarage Road         | Refurbishment of traffic signal controlled crossing | Being designed and programmed |



## **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, 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 **23rd May 2016**.

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-AS-30 Godmersham crossroads</b><br>Proposed VAS | <b>Awaiting finalised cost from Telent once approved by Member works can be programmed.</b> |

#### **Charlie Simkins**

| <b>Details of Scheme</b>                                                                     | <b>Status</b>                                                                             |
|----------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| <b>15-MHF-AS-28 Forstal Road junction with Bedlam Road, Egerton</b><br>Proposed Chevron Sign | <b>Road closure to be arranged for Summer 2016 to carry out outstanding lining works.</b> |
| <b>15-MHF-AS-69 A28 Ashford Road, Bethersden</b><br>Traffic surveys                          | <b>Completed</b>                                                                          |

## George Koowaree

| Details of Scheme                                                                                 | Status                                                                                                                                                            |
|---------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>14-MHF-AS-104 Lees Road, Ashford</b><br>Proposed extension of existing one way                 | <b>Consultation complete. Formal TRO to be carried out this year for proposed DYL's. Dates for TRO advertisement to be confirmed with Ashford Borough Council</b> |
| <b>15-MHF-AS-73 Kingsnorth Road, Ashford</b><br>Feasibility study for a proposed zebra crossing   | <b>Completed</b>                                                                                                                                                  |
| <b>15-MHF-AS-70 Upper &amp; Lower Denmark Road junction with Torrington Road</b><br>Dropped kerbs | <b>At detailed design stage, awaiting details from Drainage Team</b>                                                                                              |

## Mike Angell

| Details of Scheme                                                              | Status           |
|--------------------------------------------------------------------------------|------------------|
| <b>15-MHF-AS-61 Ashford Road, Bilsington</b><br>Interactive sign investigation | <b>Completed</b> |

## Derek Smyth

| Details of Scheme                                                                     | Status                                                                                                                       |
|---------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| <b>15-MHF-AS-32 Stanhope Road, Stanhope</b><br>Proposed flashing school warning signs | <b>Cost approved by Member, preparing to handover to Contractor. Intention is for works to be carried out September 2016</b> |

### 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

**Agenda Item No:** 10

**Report To:** **CABINET  
JOINT TRANSPORTATION BOARD  
(FOR INFORMATION ONLY)**



**Date:** 12<sup>th</sup> May 2016  
14<sup>th</sup> June 2016

**Report Title:** Council owned Amenity and Footway Lighting

**Report Author:** Jo Fox, Health, Parking and Community Safety Manager

**Portfolio Holders:** Cllr Bradford – Portfolio responsibility for Highways, Wellbeing and Safety

Cllr Shorter – Portfolio responsibility for Finance, Budget & Resource Management

**Summary:**

Cabinet is asked to fund up to £1 million as a capital investment to upgrade and replace as appropriate the Borough Council's amenity and footway lighting columns to adoptable KCC standard and to transfer as many of the assets as possible to KCC. This will be funded through borrowing with the revenue savings used to repay the debt.

To agree the removal of amenity and footway lighting where deemed not necessary by KCC and/or the Borough Council and where a third party e.g. Parish Council does not wish to adopt.

**Key Decision:** Yes

**Affected Wards:** All

**Recommendations:** The Cabinet be asked to:-

- i. Fund up to a £1 million capital investment through borrowing to upgrade or replace as appropriate Council owned amenity and footway lighting and transfer agreed necessary lighting columns to KCC.
- ii. To agree the removal of amenity and footway lighting where deemed not necessary by KCC and/or the Borough Council and subject to any

**alternative adoption e.g. by a Parish Council. Delegated powers to be given to the Head of Service and the Portfolio Holder to make this decision.**

- iii. To support the need for a policy to be devised on the criteria on when street lights are required for new developments. A jointly created protocol between KCC and ABC to be devised, as part of the district deal and brought back to the Cabinet to consider.**

**Policy Overview:** Links to the Five Year Corporate Plan and in particular the Ashford Underpinning Principles and need to manage our costs.

**Financial Implications:** Capital borrowing of up to £1 million. This investment provides the opportunity to transfer assets to KCC thus reducing future maintenance and electricity costs. In addition to reducing the council's liability and risk.

**Risk Assessment:** Addressed within the body of the report.

**Impact Assessment:** Yes, Appendix 2

**Background Papers:** Appendix 1 – Criteria for retaining/removing Borough owned amenity and footway lighting  
Appendix 2 - Impact Assessment

**Contacts:** [jo.fox@ashford.gov.uk](mailto:jo.fox@ashford.gov.uk) – Tel: (01233) 330566

## Agenda Item No 10

### Report Title: Council owned Amenity and Footway Lighting

#### Purpose of the Report

1. Cabinet approval is sought for up to £1 million capital investment to undertake lighting designs, replace lighting columns and upgrade to KCC specification in order to allow the transfer of as many of these assets as possible to KCC.
2. The report seeks agreement to remove Borough Council owned amenity and footway lighting where lights are deemed not necessary or suitable street lighting for residents. This will be subject to the applied criteria and the option of alternative adoption e.g. by a Parish Council.
3. The Cabinet is further asked to support a policy of limiting, where appropriate, the introduction of lighting (i.e. that over and above that required by KCC) and in the case of any lighting installed above this to ensure that adequate budget provision is made for its on-going maintenance and where possible to limit such lighting or seek alternative third party funding. A policy for the criteria for the introduction of new lighting to be worked on by ABC and KCC officers. Case studies such as Chilmington will be used to jointly create a protocol and become part of the District Deal.

#### Background

4. The Borough Council owns approximately 1,600 amenity and footway lights around the borough as distinct from the Highway and safety lighting that is owned by the County Council. Until 2005 management of the Borough lights was directly undertaken by the Borough Council's in-house highways unit. With the transfer of the highways functions to Kent County Council in 2005 a Highway Service Protocol was set up to cover the services that KCC would provide on behalf of the Borough, including the management of Borough Council owned lighting stock. The Borough are recharged annually for the routine maintenance at a sum of £25,000 and other charges such as bulk lamp changing, electrical and structural testing are charged separately.
5. The Borough Council's lighting stock is principally comprised of ageing columns with sodium lanterns. The age of the existing assets and a move to LED lighting on the part of the County Council means that like-for-like replacements are not a sustainable or cost effective option, and future replacements of Borough Council lighting will by default be made with LED units.
6. Structural testing carried out in early 2015 has identified that many columns are in a poor condition and in need of significant work.

7. Some columns require immediate attention and works are underway to replace/remove as necessary. This is being funded within the annual budget and will cost approximately £20,000.
8. The Council has 173 columns that need retesting within a year and there is a high probability that they will need to be replaced at a cost of approximately £1,000 per column (including conversion to LED lamps). There are 602 columns that are likely to only require an LED lamp upgrade at a cost of approximately £300 per unit. A further 794 columns will be a mixture of column and/or lamp replacement.
9. The current yearly cost of amenity and footway lighting to the Borough, in addition to managing the assets, is £25,000 on maintenance, £38,000 on utilities and £8,000 on structural testing. Total yearly costs £72,000. These savings are comparable to the costs of borrowing £1m over 25 years including payment of interest and capital repayment.
10. KCC are unable to continue with the maintenance arrangement in future years as they will no longer hold the necessary materials for traditional light sources once they have converted their lights to LED.
11. KCC engineers have advised that subject to location and upgrading of assets to KCC's specification, including design to meet highway lighting standards, it may be possible to wholly transfer areas of Borough lighting stock to the County Council's ownership. These lights would then be maintained and managed entirely by KCC, with no further ongoing costs to the Borough Council. The columns that are unable to be transferred will be considered for either retention or permanent removal alongside the opportunity for Parish Councils to take over the responsibility of individual columns.
12. KCC are currently rolling out a county wide project to convert all it's lights to LED and this started in the Ashford rural areas on 14<sup>th</sup> March 2016. The work is ongoing with the rural and residential areas being completed first and with the town centres and main routes being completed later on in the project due to the complex nature of the work involved.
13. KCC own approximately 118,000 street lights across the county, they have the expertise and the resource in this area and are therefore best placed to manage these assets for the residents of the borough efficiently and effectively.

### **Timescale of the project**

14. If the investment is agreed, work will be undertaken by KCC and their contractors to deliver the project and transfer of assets over the next two years.

## ***Dark Skies Policy & Projects***

15. The proposed street lighting upgrades are in line with our dark skies policy. Consideration has also taken into account advice given to the Borough by the International Dark Sky Association who are the body responsible for granting Dark Sky designations. In addition the new LED lamps will each have individual dimmers that can be controlled by KCC from a central control room. In the future, a business case can be put to KCC via the Joint Transportation Board for areas wishing for their lights to be dimmed for identified projects; such as projects that fall within the dark skies area.

## ***Retention of Assets outside of KCC retention criteria***

16. The criteria (appendix 1) to be adopted when consideration is given to the retention of assets outside the remit of KCC's retention criteria.
17. Specific consideration will be given to the retention of original historic lamps and columns of good historic design interest to ensure that local distinctiveness and character are persevered. Individual decisions will be taken jointly with the planning team.

## **Handling**

18. Parish Council's are to be advised of the project as soon as possible. They will be provided with information specific to their area and given time and opportunity to comment on any proposals. Information relevant to the cost of repair and LED conversion and ongoing maintenance costs (should they wish to take over the lighting asset) will be provided.
19. With regard to future developments within the Borough that require planning permission, it is recommended that footway and amenity lighting (i.e. that over and above that required by KCC) is limited where possible and that any lighting installed above this is adequately budgeted to ensure its on-going maintenance costs are covered.
20. The level of lighting will be subject to consultation with the Borough Council's Planning Team, KCC Highways and relevant Parish Council. A policy to be devised, for the introduction of any new street lighting, jointly by ABC and KCC officers and to be agreed by Cabinet, at a future date.

## **Impact Assessment**

21. The main change that has diversity and equality significance relates to the possible removal of individual streetlights where they are considered no longer to be needed. An impact assessment has been undertaken, any potential negative impact will be mitigated by:

- Consultation and engagement process with local communities to capture potential impacts of removing individual installations.
- Risk assessment process in relation to potential removal of streetlights to ensure impacts and mitigation are fully considered.
- Process to enable third parties to take over individual streetlights where it is considered there will be no negative impacts, however, a community wishes to retain a streetlight.
- Impact assessment reviewed in line with any changes generated through consultation and detailed programme development.
- Monitoring of complaints and comments relating to the implementation of this programme.

## **Other Options Considered**

22. The following options have been considered:

- (i) Do nothing i.e. the Council continues to maintain and replace the assets ongoing as and when necessary. The option of continuing to use KCC to maintain the lights for £25,000 per annum will be removed as the current lights will not be within the standard that the contract will cover. Initial investigations have shown that the current asset maintenance costs will be at least double if they are procured separate to the Kent contract. Additional officer time will need to be allocated to manage the assets and the contract. Structural testing will still have to be undertaken at an estimated £12,000 per annum. The repair of the defective street lighting will continue to be required as and when they become defective, indications from current assessments are that this will cost in the region of £173,000 in the next two years with similar figures ongoing.
- (ii) Repair and replace the assets to KCC standard and keep them on a maintenance contract with KCC. The same capital funding would be required but with no future savings to be offset against the capital.

## **Risk Assessment**

23. There is a risk that KCC do not adopt the majority of the street lights reducing the level of savings for the project/increasing the payback period. This will be mitigated by the ability and agreement to undertake lighting designs in accordance with KCC requirements.
24. The risk of the Borough Council retaining the assets is detailed above at paragraph 22.



## Conclusion

25. The structural testing undertaken highlights a significant risk over the current arrangements for Borough Council street lighting; particularly considering the age of the existing stock, the indicative costs for replacement and the ongoing costs for maintenance, power supply and periodic testing. It is necessary therefore to reassess the Borough Council's lighting provision.
26. The capital investment suggested will enable transfer of the majority of street lighting assets to KCC and will reduce future ongoing costs and provide suitable street lighting to the residents of the Borough.
27. A policy to be devised on the criteria for when lighting is required, jointly with ABC and KCC officers, using case studies such as Chilmington. The policy to be brought back to Cabinet to consider.

## Portfolio Holder's Comments

28. A sensible policy not only to address the current repair needs but to update the assets in terms of LED. The assets are in need of upgrading and there will be financial savings by adopting this proactive approach. **Cllr Bradford – Portfolio for Highways, Wellbeing and Safety**
29. The upgrading work to the footway and amenity lighting is a necessity. To do this on a spend to save project basis is appropriate and fits with the Council's corporate plan and the need to manage our costs. **Cllr Shorter – Portfolio for Finance, Budget and Resource Management**

**Contacts:** [jo.fox@ashford.gov.uk](mailto:jo.fox@ashford.gov.uk)

## **Appendix 1**

### **Criteria for replacement of Council owned Amenity and Footway Lighting**

Failed lighting columns which would not be eligible for adoption by Kent County Council will be identified for replacement if they satisfy any of the following criteria:

- Provision of direct illumination to a formal pedestrian crossing, subway, enclosed footpath or alleyway linked to a road.
- Provision of direct illumination to an area covered by local authority or Police CCTV surveillance equipment.
- Provision of direct illumination to an area where a safety audit indicates a need
- Provision of direct illumination to an area with sheltered housing or other residences accommodating vulnerable people.\*
- Provision of direct illumination to an area with a 24 hours operational emergency services site.
- Provision of direct illumination to an area with public amenities which generate a significant level of night-time pedestrian movement.
- Original historic lamps and column of good design interest on the grounds of preserving local distinctiveness and character.

\*For the purposes of this assessment private dwellings will not normally be counted.

## Appendix 2



**ASHFORD**  
BOROUGH COUNCIL

# Impact Assessment

### When is an assessment needed?

Councils must assess the impact of **proposed policies or practices** while they are being developed, with analysis available for members before a decision is made (i.e. at Cabinet).

Broadly, *policies and practices* can be understood to embrace a full range of different activities, such as Cabinet decisions which substantially change the way in which we do something, setting budgets, developing high-level strategies, and organisational practices such as internal restructuring. Assessments should especially be undertaken if the activity relates closely to an equalities group (see next page).

Importantly, this does not include reports that are 'for note' or do not propose substantial changes – assessments should only be considered when we propose to do something differently.

Assessments should also be carried out when conducting a large-scale review of **existing policies or practices** to check that they remain non-discriminatory. This does not mean filling out an assessment on every report on a subject – it is up to you to decide if the report's scope or scale warrants an assessment

| 1. General Information                                                                             |                                    |
|----------------------------------------------------------------------------------------------------|------------------------------------|
| 1.1 Name of project, policy, procedure, practice or issue being assessed                           | Borough Street Lighting            |
| 1.2 Service / Department                                                                           | Health, Parking & Community Safety |
| 1.3 Head of Service                                                                                | Sheila Davison                     |
| 1.4 Assessment Lead Officer                                                                        | Jo Fox                             |
| 1.5 Date of Assessment                                                                             | 21 <sup>st</sup> April 2016        |
| 1.6 Is this assessment of an existing or a proposed project, policy, procedure, practice or issue? | Proposed Project                   |

### 2. What is Being Assessed?

|                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>2.1 What are the aims of this project, policy, procedure, practice or issue?</p>                                                                   | <p>The Council is reviewing the way in which it manages its street lighting. This is driven by the pressing need to repair many of the Council streetlights and as a consequence of changes in the way KCC maintains and operates its own street lighting. The changes seek to take advantage of the much larger KCC maintenance programme and the opportunity of to switch to LED lighting.</p> <p>As part of this programme the Council is seeking to transfer its lighting assets where possible to KCC. This will secure their on-going maintenance and result in benefits in terms of economies of scale.</p> <p>The main change that has diversity and equality significance relates to the possible removal of individual streetlights where they are considered no longer to be needed.</p> <p>There is no negative impact associated with the upgrading and subsequent transfer of street lighting. The majority of the Council's lights will be upgraded and any removal of streetlights will be subject to an individual impact assessment. This will take into account the concerns that are sometime expressed in such situations including feeling vulnerable to crime, social exclusion as a consequence of fears about going out during night time hours, road safety, increased risk of falls or because poorly lit areas maybe considered less attractive to visit. It is acknowledged that these factors may have a detrimental impact on women, those who have disabilities, and the elderly.</p> <p>Any streetlights that are considered appropriate for removal will be subject to a risk assessment. This will include consideration of the above factors and any individual mitigating factors. Further detail provided within each individual area where appropriate.</p> |
| <p>2.2 Who is intended to benefit from this project, policy, procedure, practice or issue?</p>                                                        | <p>In the widest sense, all residents (including any with protected characteristics) will benefit from this programme of updating, adoption and rationalisation of the borough's lighting. The impacts and risks at individual sites are not only considered within this assessment, but on a case-by-case basis through the ongoing mitigation action set out within the report</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p>2.3 Who else is involved in the provision of this project, policy, procedure, practice or issue? i.e. other sections, public or private bodies</p> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <ul style="list-style-type: none"> <li>- within Ashford BC</li> </ul>                                                                                 | <p>Ben Lockwood, Finance<br/>Lois Jarett, Planning</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <ul style="list-style-type: none"> <li>- from other agencies</li> </ul>                                                                               | <p>Sue Kinsella, Kent County Council<br/>Contractor appointed by Kent County Council</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

### 3. Possible Sources of Information

In order to assess the impact of proposed decision it is important to bring together all information you have on it to, analyse them and come to conclusions on how it affects those with protected characteristics.

Information on a policy, project or procedure can come in many forms :-

- Census and other demographic information
- User satisfaction and other surveys
- Previous consultation exercises
- Performance Indicators
- Eligibility Criteria
- Service uptake data
- Complaints
- Customer Profiling
- MOSAIC data

In order to come to conclusions on impacts in section 4 you **must** have taken in to account all appropriate information, and be able to provide this if necessary in support of the judgements you make.

Also, it is not enough to have broad information on service users – to meet equalities duties this information **must** be broken down – where applicable – into the relevant protected characteristics which may be affected by this decision. For example, when considering disabled access to a new community facility, overall usage figures are not enough – an understanding of how many disabled users within this total must be demonstrated.

The protected characteristics are :-

|      |                     |                     |                                |                         |
|------|---------------------|---------------------|--------------------------------|-------------------------|
| Age  | Disability          | Gender reassignment | Marriage and civil partnership | Pregnancy and maternity |
| Race | Religion and belief | Sex                 | Sexual orientation             |                         |

More information on the definitions of these characteristics can be found here - <http://www.equalityhumanrights.com/advice-and-guidance/new-equality-act-guidance/protected-characteristics-definitions/>

| 4. What judgements can we make?                                                                                                                                                                                  |                          |                          |                          |                                                                                                                                                                                                                                                                                                                                                                                                                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4.1 Does the evidence already available indicate that the project, policy, procedure, practice or issue may affect these groups differently? (please check the relevant box and provide evidence where possible) | Positive Impact?         | Negative Impact?         | No Differential Impact   | If yes, can it be justified (and how)?                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Impact Factors:</b>                                                                                                                                                                                           |                          |                          |                          |                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Age</b><br>(please detail any specific groups considered)                                                                                                                                                     | <input type="checkbox"/> | X                        | <input type="checkbox"/> | Removal of street lighting installations may have an impact on the elderly in terms of community safety (e.g. fear going out, increased social exclusion, increased risk of falls). Impact to be considered as part of the case-by-case assessment. Also views to be captured as part of case-by-case consultation that will inform decisions relating to removal or transfer to asset to third parties        |
| <b>Disability</b><br>(please detail any specific groups considered)                                                                                                                                              | <input type="checkbox"/> | X                        | <input type="checkbox"/> | Removal of street lighting installations may have an impact on disabled residents in terms of community safety (e.g. fear going out, increased social exclusion, increased safety risks). Impact to be considered as part of the case-by-case assessment. Also views to be captured as part of case-by-case consultation that will inform decisions relating to removal or transfer to asset to third parties. |
| <b>Gender</b><br>(please detail any specific groups considered)                                                                                                                                                  | <input type="checkbox"/> | X                        | <input type="checkbox"/> | Removal of street lighting installations may have an impact on women in terms of community safety (eg: fear of going out) Impact to be considered as part of the case-by-case assessment. Also views to be captured as part of case-by-case consultation that will inform decisions relating to removal or transfer to asset to third parties.                                                                 |
| <b>Gender Reassignment</b>                                                                                                                                                                                       | <input type="checkbox"/> | <input type="checkbox"/> | X                        |                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Marriage / Civil Partnership</b>                                                                                                                                                                              | <input type="checkbox"/> | <input type="checkbox"/> | X                        |                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Pregnancy &amp; Maternity</b>                                                                                                                                                                                 | <input type="checkbox"/> | <input type="checkbox"/> | X                        |                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Race</b><br>(please detail any specific groups considered)                                                                                                                                                    | <input type="checkbox"/> | <input type="checkbox"/> | X                        |                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Religion / Belief</b>                                                                                                                                                                                         | <input type="checkbox"/> | <input type="checkbox"/> | X                        |                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Sexual Orientation</b><br>(please detail any specific groups considered)                                                                                                                                      | <input type="checkbox"/> | <input type="checkbox"/> | X                        |                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                                                                                                                                                                                                  |                          |                          |                          |                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Other (please specify)</b>                                                                                                                                                                                    | <input type="checkbox"/> | <input type="checkbox"/> | X                        |                                                                                                                                                                                                                                                                                                                                                                                                                |

## 5. Conclusions

5.1 Does the decision maximise opportunities to promote equality and good inter-group relations? If “yes” please state how?  Yes  
 No

5.2 Based on the answers to the above can we confidently say that in its present form the decision treats different groups fairly (bearing in mind “fairly” may mean differently) and that no further amendment is required?  Yes  
 No

**If further action is identified to ensure fair impacts please complete the Action Plan available on the intranet and attach it to this form**

## 6. Monitoring and Review

How will monitoring of this policy, procedure or practice be reported (where appropriate)? Each case will be reviewed on a case by case basis and be documented within the project.

When is it proposed to next review the project, policy, procedure, practice or issue? Reviews will be ongoing

Any additional comments?