



## Joint Transportation Board

Notice of a Meeting, to be held in the Council Chamber, Civic Centre, Tannery Lane,  
Ashford, Kent TN23 1PL on Tuesday 13<sup>th</sup> December 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 13 <sup>th</sup> September 2016                             |              |
| 4. Public Transport Liaison Task Group Notes – 14 <sup>th</sup> October 2016  |              |
| 5. To receive any Petitions   |              |

### Part I – For Decision

6. Parking and Waiting Restrictions – Update Summary

## Part II – For Information

7. Barrey Road Junction with A2070 (Bad Münstereifel Road)
8. ABC/KCC Responses to Consultation by Highways England on Development Consent Order Application for M20 Junction 10a
9. Highway Works Programme
10. KCC Local Winter Plan

DS/AEH  
5<sup>th</sup> December 2016

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Queries concerning this agenda? Please contact Danny Sheppard:  
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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 **13<sup>th</sup> September 2016**.

### Present:

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

Cllrs. Bradford, Burgess, Chilton, Feacey, Heyes, 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 Representative.

In accordance with Procedure Rule 1.2 (iii) Councillor Heyes attended as Substitute Member for Councillor Mrs Martin.

### Apology:

Cllr. Mrs Martin.

### Also Present:

Cllrs. Sims, Smith.

Lisa Willoughby (Ashford District Manager – KCC), Jo Fox (Health, Parking & Community Safety Manager – ABC), Chris Miller (Team Leader – Parking – ABC), Danny Sheppard (Senior Member Services Officer – ABC).

## 134 Declarations of Interest

Councillor	Interest	Minute No.
Bartlett	Made a 'Voluntary Announcement' as a Governor on the East Kent University Hospitals Trust and had discussed the matter of parking at the William Harvey Hospital with the Chief Executive.	136
Heyes	Made a 'Voluntary Announcement' as he lived in Kings Avenue.	136

## 135 Minutes

### Resolved:

**That the Minutes of the Meeting of this Board held on the 14<sup>th</sup> June 2016 be approved and confirmed as a correct record.**

## 136 Parking and Waiting Restrictions

The report provided an update and summarised parking and waiting restriction schemes that had been brought through the Joint Transportation Board. It also asked the Board to agree recommendations regarding the recent consultation on the 'Amendment 2' order.

In accordance with Procedure Rule 9.3 Mr Goundry, a local resident and one of the owners of The Kennington Carvery spoke on this item. He said he firstly wanted to thank Members and Officers for their response to the proposed parking restrictions in Ulley Road, Kennington and the recommendation not to proceed with the double yellow lines. He said that despite this, there was still an issue in Ulley Road and the immediate vicinity which needed resolving and he would be happy to work further with KCC to seek a solution.

In accordance with Procedure Rule 9.3 Mr Bailey, a local resident spoke on this item. He said that three years ago this Board had passed the Willesborough Lees Highway Safety Scheme in an attempt to improve safety and eradicate irresponsible parking. This was to be supported by a new H-Line bus service to the hospital and an enlarged hospital car park. Residents had insisted at the time that the scheme would not work and double yellow lines would not solve the problem as they would just move cars to other roads. He considered that over the past three years they had been proved right. The scheme had been immediately undermined by the sharp increase in parking charges at the hospital and three years later, the double yellow lines had not solved the problem of larger vehicles such as refuse lorries not being able to access all of the roads. Parking problems had also now spread to Wilson Close, Hythe Road and Blackwall Road South. They had been promised a review after one year, but this had been put off to allow the bus services (which he considered ran empty on most days) to bed in. Mr Bailey said that the latest proposals for Lees Road again called for double yellow lines and he again considered that these would not work and hoped that Council Officers would listen to local residents this time. He considered there should be a Controlled Parking Zone stretching about 1km around the William Harvey Hospital. This would help to stop hospital users parking inappropriately and give residents their streets back. This was something that had worked in other towns in similar situations and could work in Willesborough. Problems had now existed for over 10 years and the Local Authorities needed to put in a proper scheme that took account of the views of residents who deserved better.

Mrs Fox introduced the report and responded to the points made by the public speakers. She ran through the elements of the Amendment 2 order, including the consultation responses and outlined which parts were and were not still proposed to

go ahead. She explained that all proposals were made with the main principles of free flow of traffic and safety in mind. With regard to the comments made by Mr Bailey, Amendment 4 was due to go out for formal consultation, with a proposal for an extension of double yellow lines at Lees Road, Willesborough. This proposal had come about following informal consultation on a number of options however formal consultation had to include a 'yes or no' option. It could not include various options. She said that Officers were aware of the current and historical issues in the area and would continue to seek the best possible solution. In terms of Ulley Road, Kennington, following the overwhelming response to the consultation and a site visit, a decision had been taken to not add any restrictions in this road. She was unaware of other problems in the area and said that she could not at this stage commit to any further resources here as there were other more pressing concerns elsewhere. In response to questions from Members she clarified that the other aspects of Amendment 2, other than the restrictions in Ulley Road, were still proposed to be implemented as a part order.

The KCC Division Member for Willesborough said that he had some sympathy with Mr Bailey's comments and the views of other local residents. It was true to say that the extension of double yellow lines at Lees Road was purely about safety and the potential for there to be an accident on the bend there, but the whole problem of overspill parking from the hospital was a much bigger one. The hospital and the associated activities around it were continuing to grow and the situation regarding car parking was only going to get worse. He considered there needed to be a wider review to seek a long term solution and suggested that there needed to be a meeting between senior figures at the hospital, Members and Officers at both KCC and ABC, representatives from other agencies and residents as soon as was possible. This would be with a view to reporting back to this Board with some proposals. The Vice Chairman said he had met with the Chief Executive of the Hospitals Trust to discuss parking problems and agreed that a wider meeting attempting to seek a positive solution would be useful. There was going to be further development at the hospital and when this came forward there may be opportunities to do something more positive about the parking situation. He considered a report back to this Board in six months was a realistic goal. Other Members suggested that both Councils had been talking about this area for many years and with finite resources perhaps there was a need to start looking at other areas of the Borough with regard to parking, which had been a bit neglected in recent years. Mrs Fox advised that both Councils would be happy to work with other agencies, but there would be a need to find innovative solutions. They were duty bound to work together to examine issues of safety, but they could not simply provide parking where there was none. This was an ever growing problem in all areas across the Borough as more and more development took place.

In response to a question about The Street, Great Chart, the Chairman said that as KCC Division Member for the area he could confirm that consultation on double yellow lines had ended on the 9<sup>th</sup> September and those results would now be analysed.

Mrs Fox advised that there was as yet no date to go out for consultation on a proposed Controlled Parking Zone for Kings Avenue, but confirmed that relevant Ward Members would be advised in advance.

The KALC Representative said that he had been asked to raise the current lack of available parking at Dover Place for the offices in the location. He said that the spaces were often filled by commuters and he also considered that the daily charges were high, especially for lower paid workers. He wondered if there were still plans for a Park and Ride system for workers in the town. Mrs Fox advised that they were continuing to look at short, medium and long term strategies for town centre parking. From a planning perspective, there was currently more than sufficient parking in Ashford Town Centre and that would be further enhanced by an additional 280 spaces at Elwick Place in the near future. The questions were around cost and location. Another Member was concerned that a perceived lack of available parking could damage Ashford International Station's position as an international hub for Kent when compared to Ebbsfleet.

**Resolved:**

- That (i) the update on schemes that have been brought through the Joint Transportation Board be noted.**
- (ii) the implementation of the recently advertised Amendment 2 order be supported, with the removal of the proposals for Ulley Road, Kennington.**
- (iii) the Board receive a report in six months' time on the issue of overspill parking in the roads surrounding the William Harvey Hospital, following further meetings with senior figures at the hospital.**

In accordance with Procedure Rule 15.5 Councillors Heyes and Wedgbury asked for it to be recorded that they had voted against resolution (iii).

## **137 Lorry Parking Update**

Mrs Fox introduced the report which gave the Board an update on the continued overnight HGV parking enforcement and clamping of persistent offending HGVs in Ashford.

She advised that they were now in a position where they had largely achieved what they had set out to do. Enforcement had worked and they were now at almost full compliance with lorry parking spaces in the area full to capacity each night of the week. ABC continued to work closely with KCC and the Police and support Operation Kindle to tackle both inappropriate HGV parking as well as the associated anti-social behaviour problems. KCC were also continuing with their lorry counting exercises to understand exactly where these vehicles were parking. As always it would be important not to push such vehicles into residential or more inappropriate areas. Therefore, as an enforcement team, they were more or less where they wanted to be. It was still clear though that additional HGV spaces were needed and they were patiently waiting for announcements on more provision in the area. If anyone had any innovative ideas in the meantime, they would be gratefully received.

The Chairman thanked Mrs Fox for her update and the work that continued to be undertaken.

In response to a question, Mrs Fox advised that the figure of 36% of PCNs paid before going to collection agents was a pleasing one. It was the best figure in Kent and represented a 16% increase to the figure prior to the clamping trial in 2015. It was notoriously difficult to collect fines on the continent as there was no DVLA equivalent. It was also important to note that this was the number of drivers who paid 'straight away' before the need to pass to collection agents.

A Member asked if there was any update on the petition that had been submitted to this Board in March 2015 concerning inappropriate HGV usage in Canterbury Road and Boys Hall Road, South Willesborough. The petition had been referred to KCC but he had never received a response. This was still a major problem in the area and had actually spread further to Church Road and other neighbouring housing areas. Mrs Willoughby said she would get an update and respond to the Member.

**Resolved:**

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

## **138 Highway Works Programme 2016/17**

The report updated Members on the identified schemes approved for construction in 2016/17.

The following responses were given by Mrs Willoughby to questions/comments: -

- 85% of lights in Ashford had now been converted as part of the LED conversion. The remaining 15% would be undertaken in one batch once issues around vegetation, materials or access issues were resolved.
- The installation of new drainage systems on the A28 Canterbury Road, Kennington would take place outside the Old Mill and near to Wilmington Farm and Bramleys. This work was being undertaken in the next two weeks.
- The road widening scheme at the A2070 Conningbrook Bends, Willesborough had experienced some complex land negotiations. The Board had been kept fully updated through the Highways Work Programme reports. There had also been unforeseen delays as UK Power cabling had been discovered that had not appeared on any previous plans. That had now all been overcome and work was due to start in January 2017.
- Amendments to the junction and works to the footway at Dover Place had received technical approval, but were awaiting the confirmation of ABC funding.

- The work that needed to be undertaken regarding the stopping up of Highfield Lane, Mersham was in hand at KCC. This would be important in the context of Highways England's proposals for M20 Junction 10A.

Mrs Willoughby agreed to feed back more information to Members on the following matters surrounding the Highway Works Programme: -

- The potential for resurfacing at Twelve Acres, South Willlesborough as previously requested by the KCC Division Member.
- The current position on the land transfer from ABC to facilitate the junction realignment, zebra crossing and ramped pedestrian footway at the Church Road/Bentley Road junction.
- The reason for the delays on the proposed new footway at Appledore Road, Kenardington.
- The latest position on the request for an 'axle weight restriction' or an 'unsuitable for HGVs' sign at the Canterbury Road junction with Lower Queen's Road.

**Resolved:**

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

# Public and Voluntary Transport Liaison Task Group

Minutes of a Meeting of the Public and Voluntary Transport Liaison Task Group held in Committee Room No. 1, Civic Centre, Tannery Lane, Ashford on the **14<sup>th</sup> October 2016**.

## Present:

Cllr. Bradford (Chairman);  
Cllr. Farrell.

## Also Present:

Dimitri Bridgland – Stagecoach in East Kent, Dutch Docherty – Stagecoach in East Kent, Derek Goodwin – Ashford Driving Instructors Association, Graham Sivyer – Wealden Wheels, Ben Ward – Southeastern, Chris Miller – Ashford Borough Council, Kieron Leader – Ashford Borough Council, Danny Sheppard – Ashford Borough Council.

## Apologies:

Louis Ferguson – Stagecoach in East Kent, Yvonne Leslie – Southern, Sheila Davison – Ashford Borough Council, Jo Fox – Ashford Borough Council.

## 1. Revised Terms of Reference

- 1.1 The Chairman welcomed everyone present and advised that as this was his first meeting in the Chair, and the first meeting of the slightly revised Task Group, it would be useful to review the agreed Terms of Reference of the Group. He advised that as the Group evolved it may want to make alterations or amendments to the Terms of Reference but they were a good starting point. Members and invitees present all supported the contents.

## 2. Minutes – 8<sup>th</sup> April 2016

- 2.1 There was one action for Southern whereby Yvonne Leslie had been asked to report back on speed restrictions at Polegate. It was confirmed that Members had received an update shortly after the meeting and it related to a temporary emergency. The restriction had been lifted by the 24<sup>th</sup> June.
- 2.2 Derek Goodwin advised that the previously discussed issue of the mini roundabout between the International Station and the Hitachi Depot was still an issue. The limited marking that had been there had now all but disappeared and the roundabout was continuing to be ignored by many drivers so was therefore extremely dangerous. The driving examiners were also unhappy with the situation as this was part of the driving test route and was causing confusion. Chris Miller advised that as the road was privately owned by Network Rail it did present some difficulties, especially in terms of enforcement. He suggested the mini roundabout and markings could be re-painted to re-instate its prominence. He endeavoured to speak to Nina Peake at Southeastern as well as the Council's lining crews with a view to getting this work done.

**Resolved:**

**That subject to noting the apologies of Mr Claughton of the Ashford Access Group, the Minutes of the meeting of this Task Group held on 8<sup>th</sup> April 2016 be approved.**

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

#### Southern

- 3.1 Yvonne Leslie had given her apologies for the meeting but had supplied an update brief on key themes. She had advised that if there were any particular questions for Southern she would be happy to receive them and respond outside of the meeting. The update was tabled and contained information on the RMT industrial action, a revised temporary timetable and the 2018 timetable changes.
- 3.2 Dimitri Bridgland asked about Southern's 2018 timetable and the proposals for the Ashford International to Brighton line. The website referred to a 'sample timetable' but it was not available to view on-line. Ben Ward advised he would pass this issue on. There was however some uncertainty at present as Southern had to undertake a public consultation on these timetable changes for when the works at London Bridge were complete, but they did not know if they would be running these services after 2018.

#### Southeastern

- 3.3 Ben Ward advised that Southeastern's new timetable had commenced in August and had taken a little while to bed in, combined with a major infrastructure issue between Lewisham and London in August. However, since then performance had been a lot better and currently sat at 90.7% - ahead of target. HS1 services had performed consistently strongly and had not been affected by the infrastructure issues.
- 3.4 Crowding was still an issue, particularly on HS1 services, but this was common across the network. Southeastern continued to work with the Department for Transport to try and bring in additional rolling stock but there was only a finite number available and it was extremely unlikely that this situation would change in the 18 months left on the current franchise. Although certain services were very crowded, in terms of their overcrowding figures Southeastern didn't feature in the top 10 nationally which is why they had not been viewed as a priority for additional rolling stock. For HS1, they had looked at some redundant Eurostar stock, but the work/maintenance required to bring them in to service would come at a substantial cost and would not be viable for a company with only 18 months left on their franchise. This may be something for the next franchise to consider. They would continue to do what they could to mitigate the situation with clever maintenance and timetabling, but in many ways they were a victim of their own success with demand high and passenger numbers continuing to increase.

- 3.5 With regard to the issue of queues at the Ashford International Station Ticket Office at off-peak times, he was aware that there was an issue at weekends with people sometimes having to queue for 15/20 minutes which he accepted was too long. There had been an increase in footfall at the station mainly due to high speed services as well as increased population/development in Ashford. There were only three windows to sell tickets at the station and these were often all open but ultimately they may need additional windows. In the meantime, staff rotas had been altered to ensure maximum coverage at all times and there was an additional ticket office on the international side of the station for which they were looking to recruit a new member of staff so that this could also be staffed. They were also continuing with their commitment to introduce more ticket machines across the network, with 63 installed so far in the current franchise. Ben Ward agreed to feed back on the issue of similar problems with long queues at Canterbury West station.
- 3.6 Ben Ward asked about the new college that would be opening in Ashford in September 2017 and whether there were any plans for additional signage and pedestrian routes, as they anticipated that a lot of the students would use the train which would generate many new travellers arriving at the station. The Chairman said that they anticipated students turning left out of the station, using the subway underpass and crossing at Elwick Road. Pedestrians should be deterred from cutting across Station Road and through the space behind International House. He anticipated that liaison meetings would commence shortly with the college and it was agreed that the issue of station signage and directing of students on foot should be raised and bottomed out before the college began to send out their literature to new students.

#### Wealden Wheels

- 3.7 The Chairman advised that he had invited Wealden Wheels to the meeting as part of the Group's drive to support and increase voluntary transport in the Borough. Graham Sivyer advised that Wealden Wheels was a 'not for profit' community based transport company based at Pluckley. They had a fleet of four minibuses, a pool of 21 volunteer drivers and undertook around 10,000 passenger journeys a year. For a modest annual membership fee local groups, clubs, schools, other organisations as well as families and individuals could hire the minibuses, either on a self-drive basis or with one of their volunteer drivers. The aim of the company was to bridge the transport gap in rural villages by providing affordable and suitable transport, whether social, leisure or health-inspired. Members included organisations working with children, youth groups, the disabled, elderly, housebound or otherwise socially disadvantaged people, as well as those who simply liked to go out with like-minded friends to visit places of interest and wished to travel in one vehicle rather than having to take several cars. They were supported financially by the Parish Councils of the six founding villages - Challock, Charing, Chilham, Egerton, Pluckley and Smarden, although use was not restricted to residents of these villages. Day-to-day running costs were largely met through annual membership and vehicle hire fees. There were a couple of regularly scheduled services to take people shopping in Faversham or to a social club in Tenterden.
- 3.8 The Chairman thanked Graham for his introduction. He said he was relatively

new to the role of Cabinet Member, but he knew the Leader of the Council was extremely interested in stretching the model of Wealden Wheels around the Borough. He understood that Wealden Wheels may not have the capacity to do that themselves, but they may have a model that could be rolled out to other areas. Graham Sivyer said he would be happy to meet the Chairman outside of the meeting to discuss this matter further, and indeed to invite him to visit their offices at Pluckley.

#### Ashford Driving Instructors Association (ADIA)

3.9 Derek Goodwin reported that he had sent a variety of emails to KCC Highways outlining several areas of concern with regard to Ashford's road network. On a more general note there were numerous road markings around the Borough that were wearing away. Despite these being obvious to anyone, he had previously been told that these would only be acted upon if they were pointed out. On more specific matters, he referred to the following: -

- He was extremely concerned about the yellow box marking at the Wellesley Road/Somerset Road junction. When the markings were re-painted after the new junction had been completed, only half of it had been painted and it now looked as if first half was no longer used and this was causing confusion. This had been logged with KCC and they had recognised the problem and would look to carry out work to put it right, however they had said it may have to wait until next spring when we have drier weather. He found this potential delay concerning.
- At the same junction, but coming up Mace Lane into Wellesley Road/Station Road, the signage did not specify that the left lane was left turn only from Mace Lane into Station Road. This, along with the omission of a solid island to force drivers left, meant that some drivers still went ahead in the left lane. As a result of this he considered the 'ghost' island markings would soon disappear, and drivers would continue ahead in the left lane which was dangerous. He had suggested clearer signage, a solid island and a left facing green arrow on the left lane traffic light. KCC had advised that signage would be improved, but an arrow could not be installed on the traffic lights. He had not as yet received a response on the island, but considered that the complete junction 'improvements' had not provided a good solution.
- A pedestrian controlled traffic light crossing had been in place in Newtown for about a year but had still not been opened. He had been advised that this was a developer led scheme due to the Designer Outlet Extension. The developer had incorrectly connected this to private electrical supplies and KCC had been unable to commission the lights. The developer had commissioned the contractor to arrange for the electrics to be reconnected to the main supply, however it was discovered in the proposed route that they were unable to lay the cables due to other supplies. A survey had recently been carried out and KCC were waiting on the revised proposals.
- Similarly, a zebra crossing had been in place at Stanhope near the new care home for nearly two years now without being opened. KCC had

advised that due to the damage created to the existing highway by lorries during development works, they had requested that the road be fully resurfaced before the lining that was required took place. This would be carried out when phase 2 external and building works were completed as they would then no longer have articulated lorries turning on this area. This should therefore be complete in June 2017, but this would be nearly three years since the crossing was first installed.

- The last question he had asked was if there were any plans to realign the Henwood roundabout road markings to direct traffic ahead in the left lane from Mace Lane into Hythe Road. The roundabout had originally been set up to allow traffic in the left lane to turn left in to Henwood Industrial Estate and the right lane to go straight on in to Hythe Road. At that time very little traffic turned right in to what was now Mill Court. However, with the housing and Tesco store in Mill Court, the situation was reversed and the left lane was under capacity and it would seem better to realign the roundabout. Although there had been no major accidents here, there had been numerous minor knocks that had not been reported and near misses. He had been alarmed at the response of KCC that these road markings were only advisory and had been installed purely for capacity reasons. They had no plans to make any changes to them at this time, but he considered it was dangerous and he could not understand their intransigent reluctance to look at this and other issues that had been a problem for many years. Mr Goodwin said that the driving instructors were paid to observe the road, drivers and traffic and apply common sense and it was therefore frustrating that they were continuing to be ignored.

3.10 The Chairman said that he greatly valued the input of Mr Goodwin on behalf of Ashford's driving instructors. He considered that their opinions should be given great weight as they were out using the roads every day and were the 'eyes and ears' out on the ground. He said that the new Terms of Reference of this Group referred to considering all matters related to highway management and making recommendations to the Joint Transportation Board (JTB) as appropriate. He was therefore concerned at the perceived lack of a satisfactory response from KCC and wondered if in the future this Group should be supplied with a list of the ADIA's concerns in advance. Then, as a Group, they could make recommendations to the JTB with a little extra weight behind them.

3.11 A Member referred to the junction at the Beaver Road Bridge into Station Road towards the Bowling Alley. He often witnessed cars stopping in the middle of the road because there were so many traffic lights there they were often looking at the wrong lights. He considered there were too many traffic lights in succession and this was dangerous and confusing, especially for people not familiar with the area.

### Stagecoach

3.12 Dutch Docherty and Dimitri Bridgland reported on the latest commercial and operational updates for Stagecoach in Ashford. Dutch Docherty advised that he was now the Service Delivery Manager for the South East and therefore no

longer the Operations Manager for Ashford. His replacement was Louis Ferguson who would attend future meetings.

- 3.13 Dimitri Bridgland advised of the upcoming launch in December of the new Mercedes 'Sprinter' minibuses which would service the existing B-Line and C-Line routes. The buses had now been given Stagecoach livery and an example diagram was tabled for the Group. The services would be very high frequency (Park Farm to Kennington via the Supermarkets every 6 minutes and Ashford International Station to the Town and Hospital via Willesborough every 5 minutes). There were 30 vehicles and they wanted to recruit up to 40 extra drivers. That recruitment and training process was ongoing and progressing well. This operation represented a massive investment by Stagecoach and was a national trial so others would be looking at Ashford and they were keen to get it right. The buses would have new ticket machines which would allow contactless payments up to £30, although cash payments would also still be able to be taken. The routes would be managed by two members of staff on the ground who would have tablets with real time information and could monitor delays/traffic flows etc. There had been some initial problems with the vehicles in terms of the spacing of the seating which were now resolved, and the ventilation system/window openings. They were in regular contact with Mercedes about the latter point and it was envisaged that these problems would be resolved by spring, before they really became an issue. It was worth pointing out the ecological impact of the new buses which would be Euro 6 standard and have miniscule emissions compared to previous. In response to questions about the smaller buses, the Group was advised that double decker buses would still be used on routes at peak times and Stagecoach had just completed their annual head count exercise to help determine where resources would be best allocated. This would be repeated once the new Sprinter vehicles came in to action.
- 3.14 In terms of other issues, Dimitri Bridgland advised that Stagecoach had recently launched their new App for Apple and Android mobile phones. This would include journey planning, next stop information and live bus tracking. A mobile ticketing feature would also launch in the next few months allowing passengers to buy tickets on their phones.
- 3.15 Dutch Docherty advised that following the recruitment of the new drivers, numbers would increase from 120 to 160 so they had taken out a lease on a shop building in Bank Street to act as a new larger restroom for Ashford drivers.

#### Ashford Borough Council

- 3.16 Chris Miller gave an update on current ABC parking and highways projects and the parking and waiting restrictions that had gone through the JTB in September. The Council was working with other agencies to try and mitigate the nuisance of overnight HGV parking and the associated highway damage and anti-social behaviour. Controlled Parking Zones and overnight/weekend HGV parking bans had been agreed for the Wotton Road area and Ellingham Way Industrial Estate. Normal parking would still be allowed, but only in designated bays, however there would be an absence of yellow lines so some education may be needed along with clear signage. Helen Whately MP had

recently promoted a House of Commons debate on the enforcement of HGV parking in Kent and Local Authorities had made representations with a view to reducing the number of Penalty Charge Notices that had to be issued before clamping from three to one, and increasing the fine from £40 to £200. They also wanted enforcement officers to have the power to inspect vehicle registration documents to assist in the enforcement of fines.

- 3.17 Chris Miller also advised that ABC had launched a road safety mascot – ‘Moreline the Wizhog’, which would be visiting local schools to offer advice on road safety and teach children how to stay safe around highways and cars. The campaign was also about highlighting road safety issues such as parking and driving near schools to get parents thinking about their habits. The Council had provided warning signage to reinforce stopping restrictions and remind drivers not to park in locations which caused issues on school’s premises.
- 3.18 In response to a question about blue badge use Chris Miller advised that this was overseen by KCC but users could not ignore the rules of the road when parking. They were allowed to park on double yellow lines but still had to obey rules about not parking on bends, causing obstructions etc. This would be enforced by the Police.
- 3.19 The Senior Member Services Officer agreed to supply a Member with an update on the current situation with the Beaver Road Bus Gate.

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

- 4.1 Friday 7<sup>th</sup> April 2017 at 9.30 a.m.

Councillor Bradford  
Chairman of the Public and Voluntary Transport Liaison Task Group

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

To: **Ashford Joint Transportation Board – 13<sup>th</sup> December 2016**

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

Classification: **For decision**

Ward: **Across the district – Various**

**Summary: This Report:**

- (i) Provides an update and summarises schemes that have been brought through the Joint Transportation Board**
- (ii) Seeks the board's recommendation regarding the recent consultation on 'Amendments 4 and 5'**

### **1.0 Introduction and Background**

**The consultation period ran from Thursday 3 November to midnight of 24 November 2016.**

- 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 at what stage in the process they have reached since the last meeting (see appendix 1).
- 1.2 Quarterly Liaison Meetings between KCC and ABC have resumed following a period of suspension to allow current schemes and restrictions to be completed.
- 1.3 Members are asked to indicate whether or not they support introduction in part of the recently advertised Amendments 4 and 5 orders, plans of which are included in Appendix 2.

### **Return to zone 'Amendment 4'**

- 1.4 The intention of the proposal is to introduce a 'no return to zone' for each zone, taking advantage of changes to the TSRGD 2016 that permits this variant of signage.

- 1.5 Residents and community groups have expressed concerns that the order as it may have been construed is being flouted by vehicles which are moved from individual restrictions (a bay or set of bays) to another and thereby avoiding a penalty for overstaying the maximum period permitted (2 hours) or a return within four hours. This is seen as an abuse of the order as it was originally conceived by many, but also as a benefit by those that are using this facility.

The amendment would seek to prevent motorists returning to the same zone within four hours, improving the amenity by increasing the turnover of finite bays.

#### 1.6 **Support to change**

**Two** formal responses have been received in support of the proposal.

One of these responses is from the secretary of Central Ashford Community Forum. The response outlines the responses from an informal consultation that was undertaken by Zone E residents. 108 residents responded to the survey to say that they have difficulty with parking near their homes, of which eight residents identified the specific problem of vehicles moving around the bays within the zone as a problem that contributed to this.

The second letter of support came from a local resident stating “I wish to support the current proposal to prevent people returning to restricted parking zones within 4 hours, by moving their cars to another bay in the same road”. “This practice has become more prevalent in the last couple of years and it is now often very difficult for local residents with parking permits, to find a parking space close to their home”.

#### 1.7 **Objections to change**

**Three** objections have been received in relation to this proposal.

**One objection has subsequently been withdrawn**, as the objection related to a misunderstanding of the changes that were being proposed.

One objection received from a statutory consultee was, in their opinion, a waste of public money that addresses a problem that is not widespread enough to justify it.

A further objection is from a business located within a controlled parking zone, who allows employees to use the current on-street parking to move vehicles

around, up to seven times a day, in order to avoid parking in contravention of the current rules. Employees move vehicles from one bay to the next in order to commence a new period of two hours as opposed to moving to another parking zone. The period of operation of the charges runs from 08:00 to 22:00, Monday to Saturday. The business objecting is in operation 24 hours a day.

This is one of the reasons that the issue has been raised and for which the current scheme is being reviewed. There is sufficient car parking provision within Ashford for those who work in and visit the town.

- 1.8 Details of car park locations can be found on our website at <http://www.ashford.gov.uk/ashford-town-parking>

### **Lees Road, Ashford 'Amendment 5'**

#### **Extension of no waiting restriction (double yellow lines) under M20 overbridge.**

- 1.9 The consultation period ran from Thursday 3 November to midnight of 24 November 2016.

#### **Support to change**

- 2.0 **Seven** responses have been received in support. Six of these have come from residents and one response has come from the Operations Manager of Stagecoach, one of the statutory consultees for the proposals.
- 2.1 I quote at length from the response submitted by the Operations Manager, Stagecoach.

*'As the major bus operator around Ashford and with many of our services serving Lees Road we wholeheartedly support the motion to introduce double yellows under the motorway bridge.*

*This will protect our entry to the Bus Stop here and ensure passengers can safely board and disembark our services. With future service changes planned, more buses will be serving this road, as such help with traffic and parking will help with our reliability to serve the public.'*

- 2.2 The proposal is to avoid danger to persons or other traffic using these roads and for preventing the likelihood of such danger arising. Lees Road is part of

the public highway and this proposal promotes safety for road users in removing vehicles that currently park on the bend under the bridge restricting vision and access. It also promotes the safe movement and free flow of traffic.

- 2.3 Whilst it is accepted the proposal will disperse vehicles to other locations the impact is deemed minimal and on consideration of this objection it is the conclusion of officers that the benefits of the scheme outweigh the merits of the objection and that the proposal should be implemented for the reasons proposed.

**Objections to change**

- 2.4 **No objections** were received in relation to this proposal.

Contact Officer:	Chris Miller – Parking, Highways and Transportation Team Leader chris.miller@ashford.gov.uk
Reporting to:	Jo Fox – Health, Parking and Community Safety Manager Jo.fox@ashford.gov.uk

<b>Appendix List</b>	
Appendix 1	List of sites and current status
Appendix 2	Plans of restrictions proposed in Amendment 6

## Appendix 1

Location	Details of scheme	Date at JTB	Current status
<b>ASHFORD – VARIOUS LOCATIONS</b>			
Zone D,E,F,G (list of streets below)	No return to zone permitted within 4 hours	13.12.2016	Consultation complete, report to this JTB
Lees Road, Willesborough	Introduction of double yellow lines beneath M20 overbridge	13.12.2016	Consultation complete, Report to this JTB

- **Streets covered within zones are as follows**

<b>“Middle Zone” Streets and Roads Eligible Addresses</b>	
<b>Zone Area D</b>	<b>Zone Area E</b>
Barrow Hill	Albert Road
Barrow Hill Cottages	Blue Line Lane
Barrow Hill Place	Canterbury Road (No's 1 to 40)
Barrow Hill Terrace	Hardinge Road
Eastern Avenue	Hollington Place
Forge Lane (No's 25, to 33 Odds only)	Kent Avenue
Godinton Road (No's 95 to 204)	Magazine Road (No's 14 to 46 – Evens only)
Gravel Walk	New Street (No's 60 to 74 – Evens only)
James Street	North Street (No's 35 to 45)
Kings Avenue	Park Road North
Kipling Road	Queens Road (Upper and Lower)
Marlowe Road	Somerset Road (No's 1 to 51 – Odds only)
Milton Road	Sturges Road
Norwood Gardens	Sussex Avenue
Sackville Crescent	Wall Road
Western Avenue	Wellesley Road
	Wolseley Place

**Willesborough Lees Streets and Roads  
Eligible Addresses**

**Zone Area F**

Kennington Road, Willesborough Lees (from its junction with M20 Junction 10 to No. 29 inclusive)  
Lacton Oast  
Lees Road (from its junction with Kennington Road to its closure point with Silver Hill Road)  
Longbridge  
The Street, Willesborough Lees  
Yeoman Gardens

**Victoria Road area Streets and Roads  
Eligible Addresses**

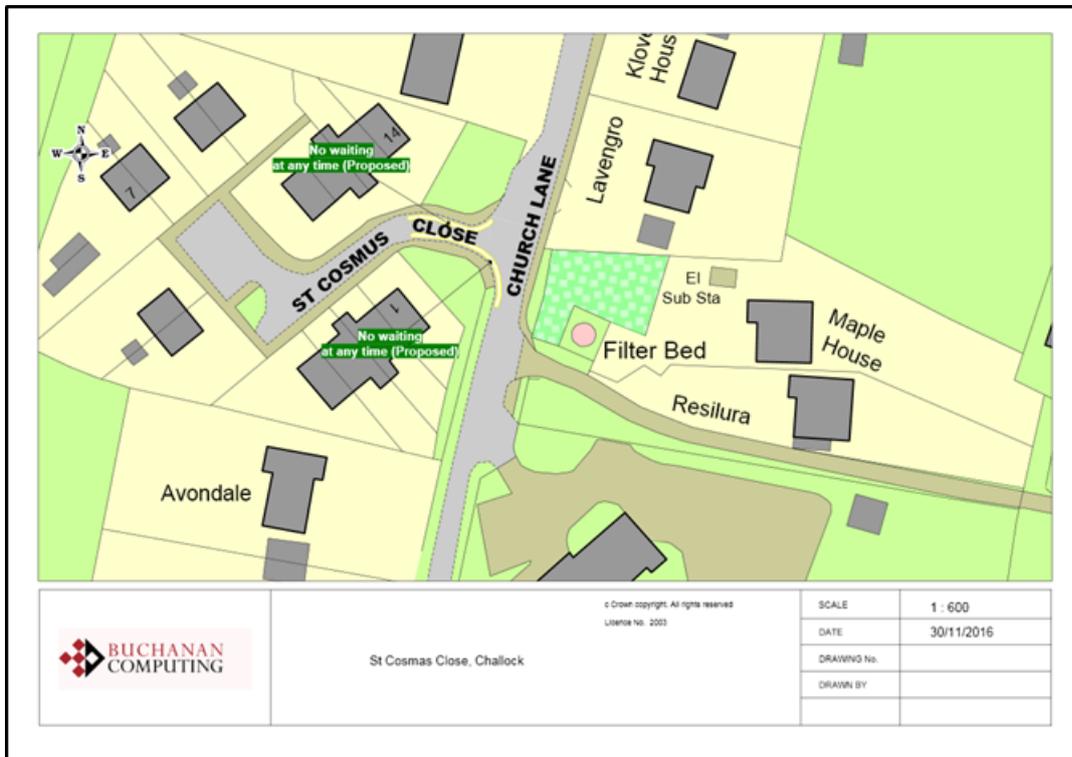
**Zone G**

Victoria Crescent – The Entire Length  
Victoria Road – Numbers 30, 32, 34, 36, 38 & 40 only

<b>Location</b>	<b>Description of scheme</b>	<b>Date at JTB</b>	<b>Current Status</b>
<b>Ashford/Tenterden - Various</b>			
St Cosmas Close, Challock	Introduction of double yellow lines	TBC	Preparing order for consultation to report to next JTB for decision
Halden Lane and Gatefield Cottages, Rolvenden	Introduction of double yellow lines	TBC	Preparing order for consultation to report to next JTB for decision
Pittlesden, Tenterden	Extension of double yellow lines	TBC	Preparing order for consultation to report to next JTB for decision
Glebelands, Mersham	Introduction of double yellow lines	TBC	Preparing order for consultation to report to next JTB for decision
Broadhurst Drive, Kennington	Introduction of double yellow lines	TBC	Preparing order for consultation to report to next JTB for decision
Smallhythe Road and Cherry Orchard, Tenterden	Extension and introduction of double yellow lines	TBC	Preparing order for consultation to report to next JTB for decision

## Appendix 2

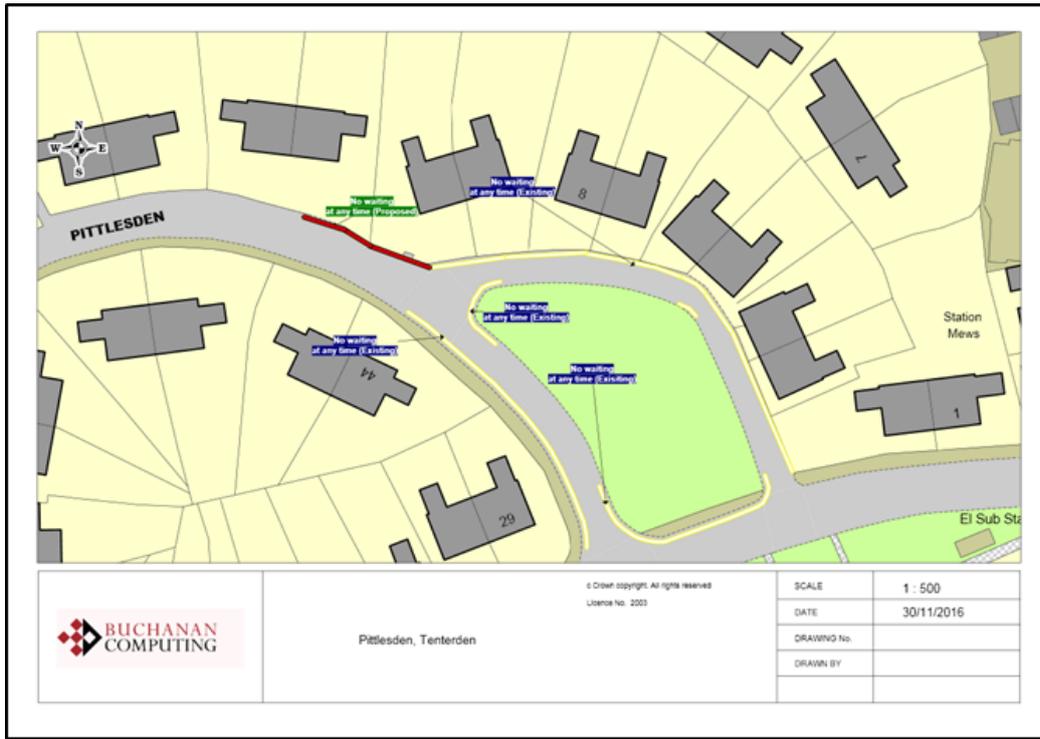
### St Cosmas Close, Challock



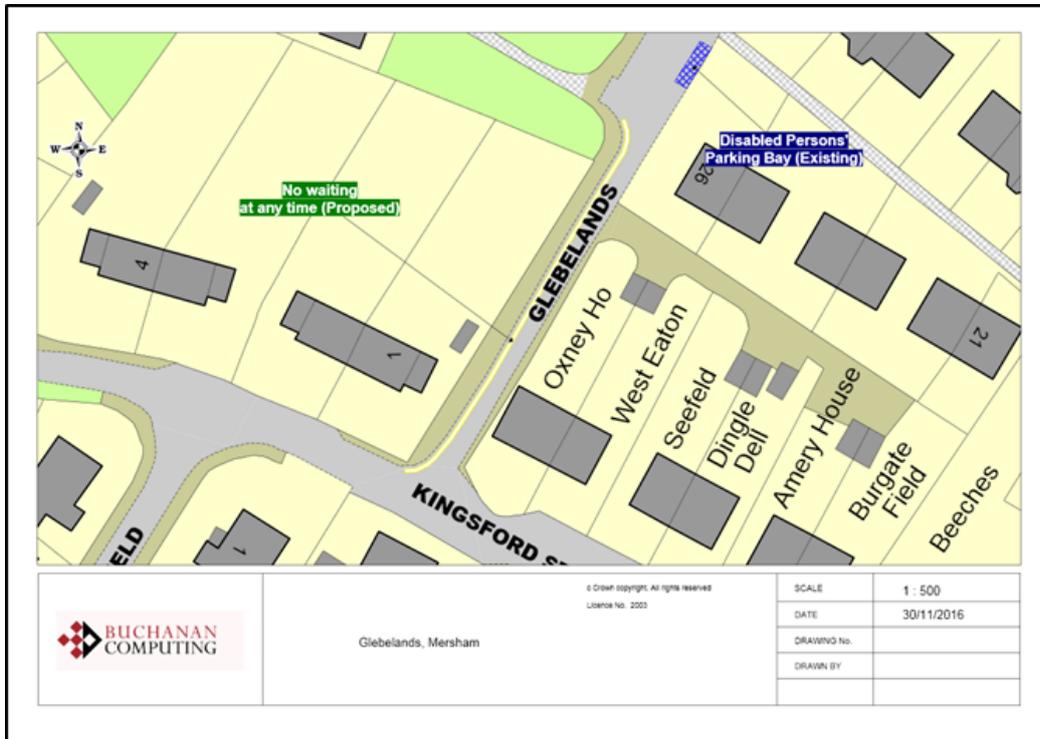
### Halden Lane, Rolvenden



# Pittlesden, Tenterden



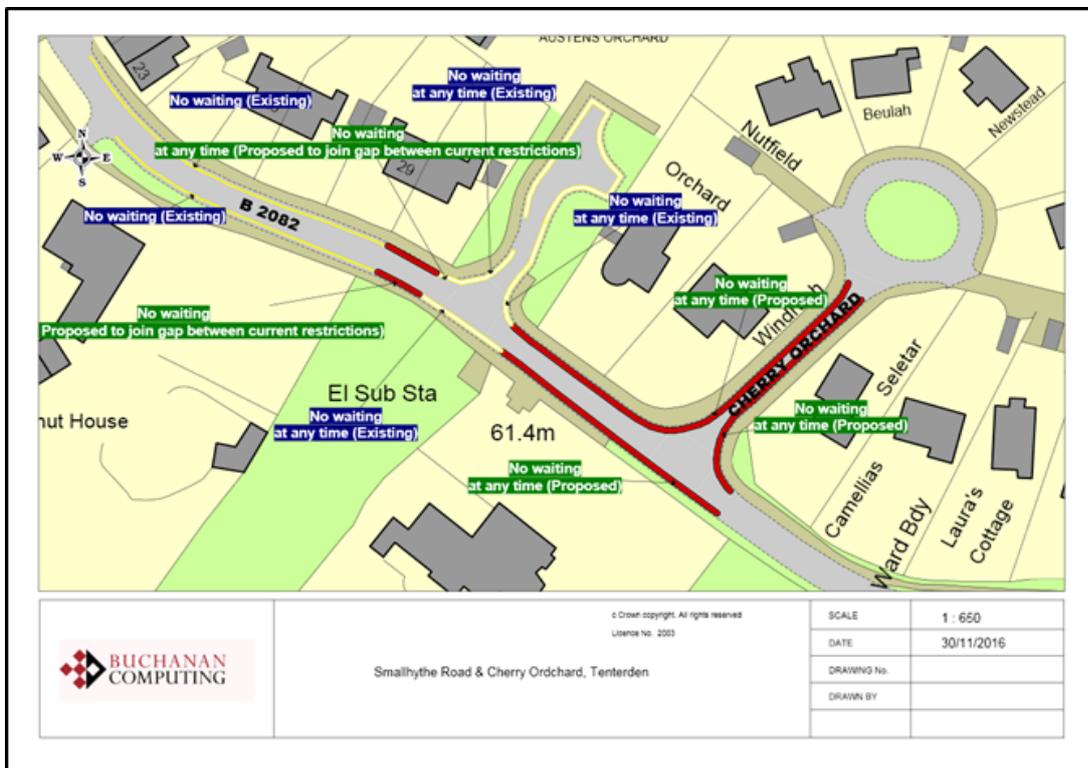
# Glebelands, Mersham



# Broadhurst Drive, Kennington



# Smallhythe Road and Cherry Orchard, Tenterden



## **Joint Transportation Board**

**13<sup>th</sup> December 2016**

### **Barrey Road Junction with A2070 (Bad Münstereifel Road)**

Following recent concerns expressed about traffic and safety, the Chairman has agreed that the issue of the junction of Barrey Road with the A2070 be added to the Agenda for this meeting.

As Members will recall the junction is the responsibility of Highways England, however ABC's Director of Development Richard Alderton will attend the meeting and update on the current situation and the options that are potentially available.

## **Joint Transportation Board**

**13<sup>th</sup> December 2016**

### **ABC/KCC Responses to Consultation by Highways England on Development Consent Order Application for M20 Junction 10a**

A nationally significant infrastructure project development consent order application for the new Junction 10a was submitted in August 2016. The application is dealt with by the Planning Inspectorate with the final decision made by the Secretary of State (Transport). Both Ashford Borough Council and Kent County Council are consultees.

Ashford Borough Council and Kent County Council were consulted on the detailed proposals and made representations on 3 October 2016. Copies of the responses are attached to this report. Ashford Borough Council, through the Planning Committee, had previously made comments on the pre-application consultation in March 2016.

The preliminary meeting between the Planning Inspectorate and interested parties (including ABC and KCC) was held on 2 December. The meeting discussed the examination timetable and principal issues to be assessed. The examination will last for 6 months until May 2017. A decision will then be issued within 6 months of the examination being completed.

#### **Recommendation:**

**That the Board receive and note the contents of the consultation responses from both Councils.**

# Development Directorate

Ask for: [Mark Davies](#)  
Email: mark.davies@ashford.gov.uk  
Direct Line: (01233) 330252  
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The Planning Inspectorate  
3/18 Eagle Wing  
Temple Quay House  
2, The Square  
Bristol, BS1 6PN.

Our Ref: 15/00001/NSIP/AS  
Your Ref: TR010006  
Date: 03 October 2016

**Location: Proposed M20 New junction 10A and M20 to A2070 Link Road, Bad Munstereifel Road, Sevington, Kent**  
**Proposal: M20 Junction 10A**

Ashford Borough Council's relevant representation comments are below.

## 1. Overview

- 1.1 Ashford Borough Council considers there is a compelling need in principle for a new Junction 10a and A2070 link road to provide further capacity to facilitate residential and employment development within the Ashford growth area identified in its existing development plan documents.
- 1.2 Ashford Borough Council also expects the scheme to avoid and mitigate, environmental and social impacts in line with the principles set out in the NPPF and government planning guidance. Good design should be an integral consideration of the proposals and it must be as aesthetically sensitive as possible.
- 1.3 The need for additional motorway junction capacity to the south-east of Ashford has been recognised since at least the turn of the century. The South of Ashford Transport Study (1999) highlighted that the limited available capacity at the existing Junction 10 would mean that some development proposals in the then emerging Borough Local Plan 2000 would be unable to be fully built out unless a new 'Junction 10a' could be provided.
- 1.4 Since then, the council has adopted the Core Strategy (2008) which remains the principal Development Plan Document for the borough and the subsequent Urban Sites & Infrastructure DPD (2012). Both Documents place significant weight on the need for Junction 10a to be delivered in order for allocated sites to be built out. The council has also granted planning permission for several developments which rely to some degree on Junction 10a coming forward.
- 1.5 On 9 June 2016 the Council approved a consultation version of the emerging Local Plan to 2030. The relies on the delivery of Junction 10a to an even greater degree

as it will be fundamental to the council's ability to demonstrate the deliverability of key proposed site allocations for housing and employment development. Without this ability, the new Local Plan would be expected to be found unsound, or otherwise far less suitable sites elsewhere in the borough would be required to be allocated instead.

1.6 Ashford Borough Council has constructively worked with Highways England and our partners at Kent County Council from the pre-application stage. This has included meetings with Highways England and setting up a Junction 10a community group where Ashford Borough Council, Kent County Council and Highways England meet with local residents, parish councils and local members to discuss issues. This is expected to continue during the examination stage.

1.7 Whilst Ashford Borough Council supports the principle of the proposals it has set out detailed issues where there are still objections or concerns and where further changes need to be considered. In addition further information and plans are required in certain areas to fully understand the impacts of the proposals. Some of these were raised at the pre-application consultation stage.

8 Ashford Borough Council has the following comments on specific issues:

**2. Impact on public open space area in connection with works to Church Lane footbridge**

2.1 Ashford Borough Council objects to the proposals in their current form as it impacts on existing public open space and play area and at present acceptable mitigation measures have not been provided.

2.2 The works at present are showing permanent and temporary acquisition of land forming part the Church Road Public Open Space area. This land also forms part of the Ashford Green Corridor and is dedicated as a LNR.

2.3 Highways England and Ashford Borough Council have been in discussion on this matter but this only came to light after the formal pre-application consultation. At present there is no formal statement of common ground between the two parties. Ashford Borough Council's current position is outlined below.

2.4 In response to the Statement of Reasons Vol.4

(i) Ashford Borough Council agrees as shown on drawing number HA514442-MMGJV-Gen-SMW-DE-Z-2204A with the measurements for plot 3/14b and 3/14a that 3/14b needs to be permanently acquired.

(ii) Ashford Borough Council considers that plot 3/14a should also be permanently acquired as the necessary changes in level will permanently affect the accessibility of this land for members of the public and maintenance operations making it unsuitable for use as public open space. Further the necessity of building up levels to ensure a stable raised ramp will also entail the use of fill which will hinder the establishment, survival and appearance of amenity planting and will significantly and permanently change the character of much of this land.

(iii) Ashford Borough Council objects to the proposed replacement land being given in exchange for the following reasons:

- It is visually and physically severed from the remaining useable open space and has extremely low amenity potential being a linear strip beside the highway.

- A stair access, as the only access, from the existing open space and residential streets is DDA compliant than the existing relatively gentle slopes.
- The existing land is within the Ashford Green Corridors and is a LNR but the proposed replacement land is not of sufficient wildlife potential to warrant it being part of the Ashford Green Corridor or LNR designation.

2.5 Ashford Borough Council does not therefore accept that it is suitable for replacement land. Other possible replacement land may be available which is more suitable for replacement land in that it is suitable for inclusion in the LNR and of visual amenity value and accessibility at least equivalent to the land acquired. This land has been identified to Highways England by Ashford Borough Council but there is no agreement at present with Highways England.

2.6 Part of the acquired land will be re-profiled in a way (Section A-A on drawing HA514442-MMGJV-GEN-00039-rev B) that effects and prohibits access by members of the public to the public open space area from Church Road as well as by maintenance vehicles. It is also not clear if the fenced off play area is directly affected. The main lighting scheme (figure 2.5d drawing number HA514442-MMGJV-GEN-SMV-DE-Z-602106 rev A) also indicates a mini pillar to serve the bridge lighting is within the play area. Confirmation of the overall impact on the POS/play area will be needed. A new access point is also likely to be needed and agreed and created at no cost to Ashford Borough Council.

### **3. Stour Park scheme and relationship with alternative scheme**

3.1 The council has resolved to grant outline planning permission for the Stour Park development subject to a section 106 planning obligation agreement at the Planning Committee meeting 18 May 2016.

3.2. The illustrative master plan showing the proposed building footprint of the Stour Park development includes the principal access to the site from the access roundabout shown on the A2070 link as the alternative scheme proposals. The council has no objection to this access arrangement.

3.3 The indicative master plan of the Stour park development identifies that the northern boundary to the site would have a screen planting belt fronting towards the Junction 10a A2070 link road.

3.4 The planting for the Stour Park development would be supplemented by tree planting through the Junction 10a scheme. If the quantum of land needed by Highways England for the link road corridor is reduced by adjustments to its boundary with Stour Park northwards then the space available for tree landscaping entirely within Stour Park would be enhanced as a consequence.

3.5 Overall in view of the substantial scale of the Stour Park development the council requests a strong boundary of woodland scale tree planting of maximum depth possible on the southern side of the A2070 and that this supplements similar planting provided with the Stour Park development.

3.6 The Stour Park development identifies the importance of having a sensitive lighting scheme in terms of impact on ecological receptors (bats) and visual & historic receptors (St. Mary's Church and adjoining properties). The proposal is for limiting light spillage in certain areas marked purple as shown on the image attached as Annex 1.

3.7 In terms of ecological receptors, the recommendations of the bat conservation trust would be incorporated to ensure that the development mitigates impacts on wildlife. A bat activity map was provided and this highlights in purple ecologically desirable 'dark' areas of the site and in green conflict zones where street lighting has potential to cause fragmentation of habitat areas thus lessening the value to bats. The Stour Park applicant acknowledges that this would dictate as sensitive approach as possible in the conflict zones. The approach that would be taken in the areas marked purple would be to provide level (e.g. bollard) or directional lighting in order to limit excessive light spill into these areas with design to limit light spill being the subject of computer simulation with lux levels to be less than 1. The junction10a scheme involves new lighting being provided along the A2070 link road in close proximity to this area. The impact of this on ecological receptors in this area also needed to be considered as it has been for the Stour Park development.

#### **4. Impact on grade 1 listed St Mary's Church and adjoining listed Court lodge complex**

4.1 The setting of the grade 1 and adjoining grade 2 Court lodge complex is important. The comments from Heritage England need to be considered and whether improvements can be provided such as less highway paraphernalia and more space for landscaping to the noise barrier to the north. There are no details of the new footbridge so this impact on the setting of these buildings cannot be fully assessed.

#### **5. Air quality**

5.1 The context of the Environmental Statement is noted. Further clarification/information is required on the following matters outlined in Chapter 5 of the Environmental Statement.

5.2 Further information as to whether there is the potential for DMRB criteria for further assessment to be triggered for the construction phase, specifically

- (i) Whether changes in speed (either peak-hour or average) at the approaches to 50mph speed limits on the M20 could trigger DMRB criteria;
- (ii) Whether temporary changes associated with traffic lights on the A20 or changes in speed on the M20 would be likely to be significant.

5.3 Further information regarding modelled versus observed speeds that led to derivation of traffic speed data in Appendix 5.3.

5.4 Clarification as to the apparent minor discrepancy between 5.8.12, Table 5.13 and Appendix 5.4 (specifically with respect to receptor 1469). Confirmation that all receptors were fully considered in the 'Main Scheme – Operation' and 'Alternative Scheme – Operation' sections and whether any amendments to the section are necessary.

#### **6. Noise and vibration**

6.1 The context of the ES is noted. Further clarification/information is required on the following matters outlined in Chapter 9 of the Environmental Statement:

- (i) Section 9.2 – there is no reference to any local planning policy in respect of noise and vibration as the NPPF would require.
- (ii) One of the aims of the proposed scheme is to relieve current and ameliorate

anticipated future traffic congestion. However, the ES is not clear how the assessment has addressed the way in which congestion in future “Do–minimum” scenarios will influence the speed of traffic on the roads evaluated. This is potentially important as congestion often results in a drop in traffic speed and can cause the associated noise level to fall, if not over the whole of a 16 or 18 hour day to be reduced for substantial periods during that time. Consequently, it is not clear if the calculated difference between “Do– minimum” and “Do-Something” noise levels appropriately reflects the likely difference between the “Do–minimum” scenarios with congestion and the DS scenarios without, or at least with less, congestion. Clarification of if and how traffic congestion in the opening and design year “Do–minimum” scenarios and whether the assumed future “Do–minimum” noise predictions allow for reduced speed and therefore lower noise levels associated with congestion, is therefore recommended.

6.2 It should be explored whether the use low surface noise surfacing throughout the scheme add any material benefits in terms of noise and vibration.

## **7. Effects on All Travellers**

7.1 The context of the ES is noted. Further clarification/information is required on the following matters outlined in Chapter 12 of the Environmental Statement:

- (i) The chapter refers to traffic models, but is not specific as to which have been used. It seems likely that appropriate models have been employed (e.g. an area-wide model such as SATURN, and/or specific junction models such as ARCADY or PICADY.
- (ii) Clarification sought over whether the traffic data has been predicted for the construction period

## **8. Landscape and visual**

8.1 The areas likely to experience the greatest landscape effects are those adopted Landscape Character Areas physically affected by the proposed scheme and those which lie immediately adjacent to the proposals e.g. Mersham Farmland and Brabourne Lees Mixed Farmland. It is considered that the significance of landscape effects on these two landscapes in Year 1 and Year 15 have been underestimated.

8.2 In relation to visual receptors it is considered that the visual effects of the scheme have in a number of cases been underestimated either because they were not assessed, because the additional effects of the alternative proposal were not properly articulated or because ancillary aspects of the proposals were not sufficiently taken into account.

8.3 It is also considered that some of the mitigation planting proposals are inadequate and / or are uncharacteristic and have missed opportunities in relation to improving landscape legibility and place making. In addition, opportunities to improve access and connectivity between the urban areas of Ashford and the wider countryside do not appear to have been adequately considered. There is considerable scope to improve the landscape proposals within the Aylesford Stream valley in particular

8.4 A significant amount of existing established landscaping will be removed. It is important that substantial replacement and new planting is provided in particular the following locations.

- (i) The approaches along M20 corridor which currently are characterised by dense tree-lined landscaping. The planting proposals should look to continue

and retain this characteristic.

- (ii) Along Kingsford Street which currently has a narrow rural lane tree-lined character. The planting should look to continue this characteristic.
- (iii) The A2070 link road should have substantial landscaping provided along the southern end in particular and this integrates with landscaping provided for the substantial Stour Park development. The landscaping providing should include woodland scale planting.
- (iv) The northern end of the A20 where existing boundary landscaping along the highway is lost through the realignment of the road. Replacement boundary planting along the A20 with suitable trees will need to be provided.
- (v) The area around the new Church Road footbridge. The replanting on the western side and screening lost located close to the nearest dwellings along Nightingale Close is likely to result in overlooking from the footbridge. On the eastern side screening to St Mary's Church and the Court Lodge complex, more initial substantive planting is likely to be needed in these areas

8.5 Appendix 2.2 provides the indicative planting schedule. The final detail planting will need to be clear

8.6 Further clarification/information is required on the following matters outlined in Chapter 7 of the Environmental Statement:

- (i) It would be helpful to have an aerial photograph with the proposed scheme overlaid so that the features associated with the scheme could be readily placed in the existing landscape patterns and topography
- (ii) It would be useful if the environmental masterplan proposals included all aspects of the scheme which can have a visual cumulative effect including barriers, signage and lighting
- (iii) It is unclear why only three of the key viewpoints have been made into montages and not others.
- (iv) St Mary's Church is not shown on Figure 7.9b although it is expected that the removal of vegetation along the M20 will open up views to the church in Year 1.
- (v) The main LVIA document does not set out all volumes relevant to the chapter at the start of the chapter which would aid navigation and cross referencing.
- (vi) There is no reference to the Ashford Green and Blue Grid prepared by Shields Flynn (2008)
- (vii) No reference is made to landscape impacts and in particular physical and perceptual impacts
- (viii) Not all important visual receptors appear to have been picked up during the assessment. For example it is considered that key visual receptors also exist on the Public Right of Way which heads north from adjacent to St Mary's Church.
- (ix) The assessment of the alternative scheme is unclear and appears to just

repeat the text for the main scheme. A more appropriate description would be to focus on the additional effect of the third roundabout in terms of potential intensification of effects overall

- (x) The 3 m environmental barrier proposed along Highfield Lane to reduce acoustic impacts would appear out of character and visually intrusive when travelling along the lane. It could be concealed with foreground planting and the lane itself fringed with a dense hedgerow in order to retain its typical rural character as it connects to Kingsford Street
- (xi) No information is provided on the physical loss of trees, vegetation, grassland and arable land as a result of the proposed development, although it is noted that the plans in Appendix 7.1 Volume 3.2 show trees and hedgerows for removal
- (xii) It is unclear why the alternative proposal is not also assessed separately for Visual Receptors 1 and 2 both of which would afford views cross the Aylesford Stream to the rising land beyond.

## **9. Arboricultural Survey Report Appendix 7.1**

- 9.1 TPO trees at Pilgrims Hospice boundary with A20 Hythe Road. The arboricultural survey report appendix 7.1 indicates no TPO trees are affected which is incorrect. The belt woodland trees on the southern boundary of the Pilgrims Hospice is protected by Tree Preservation Order No.22, 1998. The TPO has not been picked up in the survey which states that no TPO trees will be affected. The trees are included within the wider area of W1 of the survey and are mentioned as being implicated in the Arboricultural implications assessment.
- 9.2 The belt of woodland trees is an important visual feature and provides screening to the hospice from the busy A20 road. This will be of increasing importance with the construction of the Junction 10a link road. The loss of these trees is unacceptable on the grounds of visual amenity and needs to be addressed at this early stage
- 9.3 Page 8, paragraph 6 of the Executive Summary states that there are 36 tree groups in the survey, however the Schedule of Trees as well as page 14 paragraph 2.1.9 specifies that there are 35 groups which have been surveyed. An error in counting group G30 twice in the Schedule of Trees has resulted in inconsistency in the report.
- 9.4 Page 10, paragraph 1.5.1 states that the survey was undertaken by a qualified Arboriculturalist, please can the level of qualification for example 'level 3' qualification be specified. While this may not be a statutory requirement clarification concerning the competency of the surveyor would be required in line with best practice.
- 9.5 Page 13, paragraph 2.1.2 to 2.1.4 discusses 'grouping' of trees in the survey. In the absence of clarification it is assumed that the groups were selected in accordance 4.2.4 (B) of BS 5837:2012
- 9.6 Page 13, paragraph 2.1.4 discusses hybrid black poplar trees. Was a check made to establish if these were hybrid or native black poplar trees, as native black poplar are nationally important and may require special consideration or upgrading of their category status.
- 9.7 Page 24, Appendix B. Species list cross referencing common names with scientific/botanical names is missing from the report.(paragraph 1.5.6)

## **10. Arboricultural Implications Report Appendix 7.3**

- 10.1 Page 8, paragraph 2 of the Executive Summary states that the Arboricultural Implications Report should be read in conjunction with M20 Junction 10a Arboricultural Survey Report (June 2016) document reference 341755-09-300-RE-02-A, however the Survey Report we have reviewed is reference July (2016) reference HA514442-MMGJV-GEN-SMW-RE-Z-630701, and therefore does not correspond.
- 10.2 Page 8, paragraph 2 of the Executive Summary states that 36 groups of trees were surveyed, however this does not correspond with the Schedule of Trees in the Arboricultural Survey Report which states 35 groups.
- 10.3 Page 11 paragraph 1.4.1 states that due to minor changes in the scope of works, a revised Arboricultural Survey report was issued. Clarification is required to whether the latest report corresponds to report reference July (2016) reference HA514442-MMGJV-GEN-SMW-RE-Z-630701.
- 10.4 In Section 3 there is no reference to root incursion analysis of root protection areas of impacted trees or specific construction mitigation recommendations. While it is not a requirement of BS 5837, it is established industry practice to undertake an assessment of root protection area incursions.

## **11. Visual impact of 3m Noise barrier along Kingsford Street and A2070**

- 11.1. The 3 m acoustic barrier will be a visually prominent feature in places. Although it is recognised that mitigation for noise is crucial it is important that the barrier is visually screened and properly integrated into the existing landscaping scheme in the best way possible.
- 11.2 There are certain locations the barrier may be particularly intrusive and changes to the siting/landscaping should be considered if these still provide the required noise mitigation.
- 11.3. The start of the Kingsford Street footbridge on the Kingsford Street side, the barrier is located right up to the footpath from Kingsford Street with no planting/ screening in between. This may look oppressive when walking along the footway. Consideration should be given to setting the barrier further back into the native shrub and tree planting area. There are also two listed buildings located close-by - Ransley Cottage and Redburr and their setting would potentially be enhanced with better screening.
- 11.4. The barrier along the corner of Highfield Lane by the Junction 10a roundabout is exposed without any screening landscaping.
- 11.5. The initial barrier along the southern side of the A2070 near the Junction 10a interchange is right up against the footway/cycleway without any screening landscaping.
- 11.6. The barrier on the southern side of the A2070 roundabout has little of no landscaping screen and is partly sited on a noise bund. A cross section needs to be provided through this.
- 11.7. There needs to be confirmation that there is no problem with planting in particular larger specimen trees being planted close to barriers or highway hard surface areas in terms of impact on roots.

## **12. Flooding and drainage**

- 12.1 The report refers to Ashford Borough Council as the Lead Local Flood Authority when it is actually Kent County Council.
- 12.2 With regards to the technical details then there are no objections to the runoff rate and methodologies being proposed. As discussed with Highways England throughout the process the design has focussed on ensuring Ashford Borough Councils local Sustainable Drainage SPD by seeking to limit runoff rates to those identified within the aforementioned document. Due to the betterments that achieving these rates can provide it is considered positive that HE are seeking to generally achieve these rates across the proposed scheme.
- 12.3 Pond 3 of the development a runoff rate of 4l/s/ha has been opted for rather than the 2l/s/ha (As stated in the Sustainable Drainage SPD) for the area north of the M20, however it is likely that ground conditions here will be similar to the rest of the development, with the underlying geology being of Hythe formation and therefore of low permeability. Furthermore, as identified within the available documentation, due to the area being drained to pond 3 being just over 1Ha the control rate would be limited to just above 2l/s, whilst small orifice controls can achieve the lower discharge rate, and with regular maintenance can continue to ensure the risk of blockages is very low, as this scheme involves national critical infrastructure the discharge rate of just over 5l/s from pond 3 is deemed acceptable
- 12.4 Appropriate levels of treatment are considered to be in place before the water finally discharges into the Aylesford stream. The use of ponds, when used in conjunction with appropriate vegetation, can enhance treatment process and biodiversity. However, appropriate maintenance will be required and consideration given in the final design to ensure that sufficient capacity is provided within the ponds, even during periods when these may be heavily vegetated

### **13. Funding statement**

- 13.1 Paragraph 3.1.9 states the following:

“The contribution from local developer is reliant on a grant funding agreement between the Homes and Communities Agency (HCA) and Ashford Borough Council...”.

This needs amending as the contribution from local developer is reliant on a loan or grant funding agreement, not grant funding, between the Homes and Communities Agency HCA and Ashford Borough Council

### **14. Highfield lane**

- 14.1 It should be explored if a closure of the vehicular link between Kingsford Street and Highfield Lane needs to be provided a part of these proposals for Junction10a to prevent unreasonable levels of rat-running through Mersham village.

### **15. Barrey Road**

- 15.1 The council had previously requested that there is a right hand signalised turn-out from Barrey Road onto the A2070. It is regretted that a right hand turn from the Barrey Road junction is not included as part the proposals.

### **16 Pilgrims Hospice**

- 16.1 The Pilgrims Hospice is a particularly sensitive site where the peace and tranquillity of residents is of great importance. There is concern about the impact of

works at the front of the site on this environment including the use of compounds nearby whose position needs to be clarified.

## **17 Highways**

17.1 Ashford Borough Council will rely on comments made by Kent County Council on this matter.

## **18. Draft Development Consent Order**

18.1 Part 2 section 8 - Limits of deviation. The full implications of this need to be considered and are these limits of deviation covered in the current environmental statement. It is not clear what is a materially new or material worse environmental effect from those reported in the Environmental statement.

18.2 Given the short time period for considering the application documents the Council has not fully assessed the wording of the draft development consent order. The Council may wish to submit written comments on the draft development consent order.

## **19. Further details required :**

19.1 The two footway and cycleway bridges.

19.2 The retaining walls/structures and extent of them shown along M20 corridors and A2070 which should be aesthetically finished

19.3 The precise area and working of the compounds as they are shown indicatively

19.4 More user friendly sections through the development showing existing and proposed changes. The engineering sections provided are not user friendly to a lay person and it is not clear what the proposed changes in levels are.

## **20. Conclusion**

20.1 The Council is supportive of the proposed new junction and the positive contribution towards the growth agenda of the borough. ABC will continue to work with Highways England and Kent County Council on this application to deal with the issues identified and welcomes the opportunity to comment in more detail at a later stage.



Mr. Richard Price  
National Infrastructure Case Manager  
The Planning Inspectorate  
3/18 Eagle Wing  
Temple Quay House  
2 The Square  
Bristol BS1 6PN

**Environment, Planning and  
Enforcement**

Invicta House  
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Phone: 03000 418827  
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**BY EMAIL ONLY**

3 October 2016

Dear Mr. Price,

**Re: Application by Highways England for an Order granting development consent for the proposed M20 Junction 10a – Relevant Representation submission**

Following the Planning Inspectorate's notification of decision to accept an application for examination for an order granting development consent (dated 11 August 2016), Kent County Council (KCC) requests that this letter be considered as a Relevant Representation and to be registered as an Interested Party for this application.

KCC fully supports the proposal for the construction of the M20 J10a. In the Ashford Borough Council - Kent County District Delivery Deal (2015), the new junction is listed as one of the 'Big 8' strategic projects that have been identified as having the greatest collective ability to unlock thousands of jobs and homes in the Ashford Borough.

KCC has set out its full commitment to work closely with Ashford Borough Council (ABC) in delivering the 'Big 8' strategic projects and in supporting the delivery of the Borough Council's growth agenda, which is set out in the emerging Local Plan 2030.

The submission of this application for a Development Consent Order by Highways England (HE) is welcomed, particularly as there is compelling need in principle for a new Junction 10a and link road to provide further capacity to facilitate residential and employment development in the Ashford growth area, as identified in Ashford's existing development plan documents.

KCC will continue the constructive dialogue with ABC and Highways England throughout the process to address outstanding matters. KCC has noted the letter sent from the Planning Inspectorate to HE on 21 September 2016, which identifies areas in which additional information is required during the pre-examination stage, including updated Works Plans and Book of

Reference. In addition, KCC, in collaboration with ABC, has commissioned an Independent Review of the Environmental Statement (ES) (APP-029- APP-208 in the Examination Library, covering air quality, noise and vibration, effects on all travelers and landscape and visual impacts), with the objective to ensure that the ES is compliant with the EC Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment. This may result in a recommendation for further areas of work, and KCC will welcome the opportunity to comment on matters of detail at future stages of the NSIP process.

This letter sets out a summary of the main aspects of the application with which KCC agrees and/or disagrees, together with an appropriate explanation, in accordance with the Planning Inspectorate's Advice Note 8.3. In summary, an outline of the principal submissions that KCC intends to make in relation to the application will concern:

- All matters concerning KCC as Local Highway Authority;
- Asset management/ maintenance;
- Public Rights of Way impacts;
- Cultural heritage impacts;
- Biodiversity impacts;
- All surface water management aspects of the scheme covered by KCC as the Lead Local Flood Authority; and
- Minerals and waste.

#### *Local Highway Authority*

The Local Highway Authority has made comments in respect of the status of the A20 Hythe Road in the context of M20 J10A.

The A20 Hythe Road currently forms part of the local road network. However, the closure of the east-facing slips as part of the proposal for M20 J10A would result in a greater volume of coast-bound traffic using the A20 Hythe Road. Accordingly, it is necessary for the Local Highway Authority to raise this as a matter requiring further discussion with HE. The Local Highway Authority considers that a suitable way forward would be for HE to take on maintenance responsibility for the section of A20 Hythe Road between the extent of HE's asset at M20 J10 and the proposed connection of M20 J10A with the A20 Hythe Road. It makes operational and strategic sense that this short section of road is picked up by HE, as it directly links the two junctions.

This request will not have implications on the cost of constructing the M20 J10A scheme, as maintenance is an on-going requirement post-scheme implementation. It is commonplace for such discussions to take place in respect of long-term asset status, and the Local Highway Authority is mindful that the matter should be resolved as soon as practicable.

It is understood that the Project Sponsor is checking this proposal with their legal team as this area sits outside of the "red line" for the scheme, but that

should not discount the requirement, especially as HE was made aware of the request some 18 months ago.

The draft DCO at section 12(4) (APP-018) also suggests that the Local Highway Authority may be liable for the maintenance of the surface over the two new footbridges. KCC requests confirmation that HE will be responsible for the structures in their entirety.

In addition, KCC proposes that HE should be the operators and maintainers of the adjacent sections of the A20, including the Swatfield Bridge, that it will strengthen as part of this proposal. The increase in traffic here will be very significant and is appropriate that HE takes responsibility for such infrastructure.

It is understood that the new A2070 link from 10a down towards Church Road will be part of the strategic trunk road network and therefore, for HE to manage.

KCC is aware that there have been a large number of complaints about potential HGV movements along Highfield Lane. It has been stated before that this lane should be closed and a turning area provided, but HE has not acknowledged this as being part of their responsibility. KCC's view is that this is not a local road network issue, and rather that residents/parish concerns should be addressed by HE and that HE should provide both the closure and turning area as part of the scheme.

In respect of street lighting, clear ownership will need to be identified. Issues around ownership, access and shared networks need to be established with HE in order to prevent future maintenance problems. KCC would seek confirmation from HE that lighting will be under the ownership of HE so that there will be no impact on KCC street lighting and maintenance issues.

The DCO draft (APP-018) at Part 2, Section 8, gives a 1m limit of deviation, the consequences of which will need to be considered and clarification is sought as to whether these limits have been covered in the Environmental Statement.

Further discussions between KCC Asset Managers and HE will be required to resolve these outstanding matters.

#### *Public Rights of Way*

The General Arrangement Plans still refer to the Kingsford Street Bridge (APP-010, sheet 2 of 4) as a footbridge (without an equestrian access), so KCC would like to see evidence of how this has been arrived at through the design stage process.

The proposed drawings for Public Rights of Way (PRoW) extinguishments are as expected and requested.

The only other concern is in relation to the retained PRow connections to the south side of the new A2070 access road, shown on the Rights of Way and Access Plans 03 and 04 (APP-008). There appear to be level changes and drainage channels that would prevent access to the new footway/cycleway. Access points and suitable ramps and access will be required to connect the retained Footpaths AE337A and AE338.

### *Cultural Heritage*

In summary, the assessment of Cultural Heritage issues is reasonable. In addition to the points raised below, further detailed comments are provided in Appendix A.

There is potential for the scheme to impact on prehistoric, Roman, Early Medieval and Medieval remains which may be considered of greater importance than “low local value” only. The evaluation work so far is too limited to suggest there are no significant remains within the scheme area.

The designated milestone (HA no: 1276471) (Table 6.5, p 16 and p18, APP-034) should not be excluded from mitigation solely on the basis only of a site visit made in 13 October 2014 (para. 6.7.15, APP-034).

Archaeological mitigation needs to be integrated into all aspects of the scheme, including the initial enabling works, ecological and drainage works.

Assessment of St Mary’s Church should reflect the complexity of its significance and be more detailed. Historic England has noted that there is likely to be considerable harm from the proposed Stour Park scheme but that suitable mitigation measures for both schemes could reduce the level of harm (APP-199 and APP-043, page 13, 14/00906/AS). Mitigation for St Mary’s Church needs to be agreed with Historic England.

HE needs to put forward a meaningful construction programme with mechanisms in place to ensure archaeological mitigation is suitably dealt with, including County Archaeologist sign off of detailed mitigation and agreement of post-excavation works.

### *Biodiversity*

KCC is satisfied that HE’s ecologists have a sound understanding of what species and habitats are present and what mitigation is required.

However, there is a need to ensure that the time to create/enhance the habitat for the required mitigation is factored in to the development timetable. This will ensure that development works are not delayed waiting for habitat to establish before the mitigation is implemented, nor that substandard mitigation is carried out at the risk of the mitigation being unsuccessful (e.g. species dying as there is not sufficient food to support them).

Habitat enhancements should be carried out as soon as possible to give them sufficient time to establish. For instance, it is noted that the dormouse mitigation is proposing to create a dormouse feeding station; this can only be a short-term mitigation measure, and long-term habitats must be created that provide suitable foraging habitat for dormouse. Measures must be in place to ensure the feeding station is stocked up for as long as required.

To address this and wider concerns about the timetable for such works, it is suggested that a timetable is produced, clearly setting out the programme for the proposed habitat enhancements/creation and species/habitat mitigation. This will ensure the development timetable can be designed accordingly.

In respect of long-term management, there is a need to ensure that the created/enhanced management is managed long-term to ensure that the mitigation will be successful. This means either changing long-term management plans for HE land or ensuring landowners (where enhancements will be carried out) can, and are willing to, manage the habitat appropriately. For example, the receptor site for reptiles is proposed to be located on the London Bound M20 Highways verge which is currently unsuitable for reptiles (as it is regularly cut), so there is a need to ensure that the maintenance team understands that the management of this area has changed.

It is also worth noting that there are other developments being delivered or proposed within this area. The ecologists for the M20 J10A application should ensure they are aware of any developments within the surrounding area to confirm the mitigation proposed remains suitable; there may be a need to tweak / change the mitigation due to other works being carried out within the immediate area.

#### *Lead Local Flood Authority*

KCC has reviewed the flood risk assessments and drainage strategy information and is generally satisfied with the proposals for the management of surface water generated by the scheme.

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KCC is supportive of the proposed new junction and the positive contribution that it will make towards the growth agenda of the Borough Council. KCC looks forward to working with ABC and HE as the project process progresses and will welcome the opportunity to comment on matters of detail in the Examination.

Should you require any additional information or clarification, please do not hesitate to contact me.

Yours sincerely,

**Katie Stewart**

Director - Environment, Planning and Enforcement

## Appendix A

In relation to cultural heritage, set out below are more detailed comments on specific sections of the application details:

1. 6.7.8 – milestone (MM43) – a Listed Grade II milestone not identified on site. May be buried and needs to be looked for more robustly. It was observed and listed in 1989 so there needs to be assessment as to what might have happened to it. 6.7.17 suggests that as the milestone was not observed during a site walkover it must have been removed or misallocated. However, October would still be a time of high vegetation cover and a small object could easily be buried. It should not be assumed that it is no longer present. Suggestion that it is premature to state in Table 6.8 and paragraph 6.11.3 that this asset is missing and therefore does not require any mitigation. Recommendation that this designated asset is still subject to mitigation until it is definitively clarified whether it survives on site or not.
2. 6.7.12 – need to check the visible impact on Lacton Green Conservation Area, 150m north of scheme boundary. Robust consideration is needed in view of scale and height of new roundabout and possible increased traffic flows.
3. 6.7.13 – Hatton Park should be Hatch Park.
4. 6.7.13 – a designated heritage asset is generally considered to be of national importance. Disagrees with the Cultural Heritage assessment which suggests that some designated heritage assets, such as Hatch Park parkland, can be of “High regional value”.
5. 6.7.30 should highlight that the scheme area has only been partially evaluated. Many of the trenches were not excavated, partly due to ecological constraints. As such, there are areas north of St Mary’s Church, which will be impacted by both the scheme and by the proposed site compound, which have not been reasonably evaluated. Further archaeological evaluation of this area ahead of initial scheme works is essential.
6. 6.8.6 – the prehistoric background data is fine but there have been some more recent findings from Ashford Orbital Park including 3 Iron Age funerary enclosures (Oxford Archaeology East 2015).
7. 6.8.13 and 6.8.14 – there is no mention of a Lime kiln and its associated quarry which are identifiable on the 1<sup>st</sup> Ed OS map immediately north of the new motorway roundabout. It is not clear whether this post medieval structure is within the scheme or not but recommendation that some assessment of this feature is required to ensure suitable assessment and mitigation if necessary.

8. 6.8.19 – assessment of importance level of Palaeolithic remains is debateable. Palaeolithic remains are so rare that they are generally considered to be of importance, subject to their context. It should also be noted that river valleys, including the Aylesford Stream one, were favourable areas for prehistoric activity. This valley could also have high potential for palaeo-environmental evidence which could provide valuable information on the development of the stream in relation to the River Stour and the local environment during the Prehistoric and later periods. Palaeo-environmental evaluation and assessment would need to be fully integrated into the formal programme of archaeological works.
9. 6.8.20 – Disagree with the assessment that the scheme is likely to only contain prehistoric or Roman features of “Low local value”. The archaeological fieldwork so far has been minimal and there was evidence of prehistoric activity. There is potential for this scheme to have an impact on archaeology of greater significance than “low local value”.
- 10.6.8.21 – Disagree with the assessment that the scheme is likely to contain early medieval or medieval remains of “low local value”. Early medieval remains are not common and in view of the proximity of St Marys Church Sevington and Court Lodge, suggestion that there is reasonable potential for remains which may be of greater significance than “low local value”.
- 11.6.8.19 The Archaeological Potential and Value Assessment does not provide reasonable statement of significance for St Mary’s Church Sevington. St Mary’s Church is a significant and complex archaeological and historic site and there is potential for the scheme to impact on remains directly associated with this asset as well as on its setting and character. As such, there needs to be a robust assessment of this designated heritage asset dealing with all areas of significance and value. Mitigation needs to be clearly informed and evidence-based.
- 12.6.8.19 and vol 6.3 App 15.1 - The comments from Historic England submitted with the application details are noted, although it is focused on the proposed industrial development off Highfield Lane. HE’s comments repeat the concerns over the level of harm to St Mary’s Church and consider it is “substantial” but that mitigation could effectively reduce the level of harm. In view of this, there is a need for this Highways England scheme to also ensure that mitigation measures for St Mary’s church are robust and agreed with Historic England.
- 13.6.9 Mitigation and Compensation Measures need to be more robust. Mitigation for heritage needs to be scheduled well in advance of construction work and integrated into every aspect of the scheme, including site compound set up, landscaping, drainage schemes etc. If

there are intentions to undertake geotechnical work, especially along the Aylesford Stream area, it would be advantageous to include archaeological palaeo-environmental work.

14. Fig. 6.2 (volume 6.2) Non Designated Assets drawing does not indicate the presence of known archaeological remains within the scheme area or within the study area, as suggested by the Archaeological Evaluation of Land West of Highfield Lane and by the Geophysical Survey.
15. Cannot not find any appendices for heritage assessment including copies of the evaluation report and the geophysical survey report. These reports need to be consulted as part of this scheme and should be available.
16. There seemed to be only two figures showing heritage assets and areas. This is a bit limited and it would be helpful to have more detailed Cultural Heritage figures, especially ones showing areas of impact on known heritage assets.

**To:** Ashford Joint Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 13<sup>th</sup> December 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

**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
Kevin Gore	Interim Drainage Manager
Paul Hopkins	Interim Structures Manager
Sue Kinsella	Street Lighting Manager
Toby Butler	Intelligent Transport Systems Manager
Andrew Hutchinson	PROW
Jamie Hare	Developer Funded Work
Nikola Floodgate	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>
Ashford Road	Great Chart With Singleton	Surface Dressing Sandy Lane to Goldwell Lane	Completed
Bircholt Forstal	Brabourne	Micro Surfacing Whole Length	Completed
Bourne Road	Hamstreet	Micro Surfacing Whole length	Completed
Bournewood	Hamstreet	Micro Surfacing Whole length	Completed
Cades Road	Hothfield	Micro Surfacing Whole Length	Completed
Chennel Park Road	Tenterden	Surface Dressing From Cranbrook Road to Grange Road	Completed
Faversham Road	Challock	Surface Dressing Shottenden Road to Pested Lane	Completed
Ferry Road	Appledore	Micro Surfacing Whole length (including The Street)	Completed
Maidstone Road	Chilham	Surface Dressing Young Manor Farm to Cutlers	Completed
Moor Lane	Woodchurch	Micro Surfacing Brook Street to Bridge over Cradlebridge Sewer	Completed
Old Surrenden Manor Road	Bethersden	Micro Surfacing Bailey Wood Farm to Haynes Agricultural	Completed
Old Surrenden Manor Road	Bethersden	Micro Surfacing Butcher Wood to Winter Farm	Completed
Pluckley Road	Charing	Surface Dressing At junction with Charing Heath Road	Completed
School Road	Appledore	Micro Surfacing Tenterden Road to Woodchurch Road	Completed

Shadoxhurst Road	Woodchurch	Micro Surfacing Bethersden Road to Place Lane	Completed
Smarden Road	Pluckley	Surface Dressing Section near Smarden Bell Road	Completed
Bockham Lane	Mersham	Surface Dressing Hythe road to Plumpton (part)	Completed
<b>Machine Resurfacing – Contact Officer Byron Lovell</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
A28 Ashford Road	Chilham	Between sewage works and Branch Road	Completed
Drum Lane / Apsley Street	Ashford	From outside County Square car park entrance (Apsley Street) to the rear of Argos (Drum Lane)	Completed
A28 Bagham cross roads	Chilham	Between A252 Canterbury Rd and Bagham Lane	Completed
Station Road	Charing	Between A20 Maidstone Rd and railway overbridge just past Hitherfield	Completed
Hook Lane	Charing	Between A20 Maidstone Rd and Railway overbridge	Completed
<b>Footway Improvement - Contact Officer Neil Tree</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)	Completed.
Chequers Park	Wye with Hinxhill	Entire Length (Footway Protection Treatment).	Completed

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

<b>Drainage Repairs &amp; Improvements - <i>Contact Officer Kevin Gore</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	UKPN now programmed in for Dec 16
Bunkley Terrace	Hamstreet	Upgrade to pumping station.	Works Complete
A28 Canterbury Road	Kennington	Installation of new drainage system	Works Complete
A28 Canterbury Road	Kennington	Old Mill - Installation of new drainage system	Works at redesign due to shallow utilities
High Street	Ashford	Replacement Aco channel programme	Works Complete
Norton Lane	Bethersden	Installation of new drainage system	Works Complete
Forge Hill	Pluckley	Installation of French Drain	Works Complete

## **Appendix C – Street Lighting**

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

<b>Street Lighting Column Replacement – <i>Contact Officer Sue Kinsella</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Status</b>
Edinburgh road	Ashford NCP	Replacement of 1 number street light complete with LED lantern	Completed
Blue Field	Great Chart	Replacement of 1 number street light	Completed
Chart Road	Ashford	Replacement of 1 number street light	Works programmed for completion by end January 2017
East Cross	Tenterden	Replacement of 1 number street light	Works programmed for completion by end January 2017
Lower Denmark Road	Ashford	Replacement of 1 number street light	Completed
Gravel Walk	Ashford	Removal of redundant column stump	Works programmed for completion by end January 2017
Cypress avenue	Godinton	Replacement of 3 number street light	Completed
Ealham Close	Highfield	Replacement of 1 number street light	Completed
Johnson Close	Highfield	Replacement of 1 number street light	Works programmed for completion by end January 2017
Juniper Close	Godinton	Replacement of 3 number street light	Completed
Knott Crescent	Highfield	Replacement of 1 number street light	Works programmed for completion by end January 2017

Park street	Victoria	Replacement of 3 number street light	Works programmed for completion by end January 2017
Priory Way	Tenterden	Replacement of 1 number street light	Works programmed for completion by end January 2017
Rectory Close	Woodchurch	Replacement of 1 number street light	Works programmed for completion by end January 2017
Somerset road	Victoria	Replacement of 1 number street light	Completed
Springwood Drive	Godinton	Replacement of 4 number street light	Completed
Viburnum Close	Godinton	Replacement of 2 number street light	Works programmed for completion by end January 2017
Woodland view	Isle of Oxney	Replacement of 1 number street light	Works programmed for completion by end January 2017
Hérons close	Chilham	Replacement of 1 number street light	Completed
Ox Lane	St Michaels	Replacement of 1 number street light	Completed
Ruckinge road	Ham Street	Replacement of 1 number street light	Completed
Station road	Tenterden	Replacement of 1 number street light	Completed
The Street	Great Chart	Replacement of 1 number street light	Works programmed for completion by end January 2017
Wealdon Avenue	St Michaels	Replacement of 2 number street light	Works programmed for completion by end January 2017
Beachy Path	Tenterden	Replacement of 1 number street light	Works programmed for completion by end January 2017

### **LED Conversion Update**

Number of lights to be converted on minor roads/footpaths = 7787

Number of lights converted as at 25/11/2016 = 7087

Therefore 91.02% have been converted.

Work has stopped in Ashford at the moment as there are 700 which are either waiting for further instruction from KCC, vegetation to be cut back, materials or there are access issues etc. Once these are resolved, Bouygues will then revisit Ashford to finish the programme in one go.

## **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 – **Nikola Floodgate**

<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>
The Street, Great Chart	Great Chart with Singleton	Pedestrian safety scheme	Parish Council have sent further suggestions; will be meeting with KCC to discuss in Dec 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.	Completed
A2070 Conningbrook Bends	Willesborough	Road widening scheme	Initial works to undertake tree and hedge removal, before bird nesting season begins in February 2017. Main works for widening to be undertaken from the end of July 2017, in school summer holidays incorporating necessary utilities works during KCC's road closure period and in

			conjunction with KCC works as utilities could not guarantee that they would have resource available to start works early in 2017.
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	Complete

## Appendix E – Developer Funded Works

<b>Developer Funded Works (Section 278 Agreement Works)</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	The Developer has gone out to tender for the required works to be completed on the 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	Remedial list has been compiled waiting for start date.
Knoll Lane	Singleton	Access on to new development and relocation of pedestrian crossing point	Works complete and in maintenance period
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
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	Adopted
Ashford Road	Chilham	New Development Access and Pedestrian	Waiting for proposed start dates to carry out remedial works. New 40mph Speed limit has

		Crossing	been implemented
Cudworth Road	Willesborough	New Access to development	Works completed and in maintenance
Ashdown Court	Ashford	New Access to development and footway works	Works Complete and in maintenance period
Manse Field, Brabourne	Brabourne	New footway and access to development	Adopted
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 complete and in maintenance period
Tenterden Site 1	Tenterden	New Proposed Housing Development	Works commenced
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	Adopted
River view, Ashford	Ashford	New footway and parking arrangements	Works completed but remedial works required.
Hopewell School, St Stephens Walk	Ashford	New vehicle cross overs and street lighting works	Works ongoing
Wilesborough Dykes, Sheepfold Lane	Kingsnorth	New cycleway/ footway tying in to existing network	Works completed and in maintenance
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 (however I have been 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 – <i>Contact Officer Andrew Hutchinson</i></b>			
<b>Path No</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
No planned works			

**Appendix G – Bridge Works**

<b>Bridge Works – <i>Contact Officer Paul Hopkins</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
No planned works			

## **Appendix H– Traffic Systems**

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

<b>Traffic Systems - <i>Contact Officer: Toby Butler</i></b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
A28 Ashford Road / Small Hythe Lane, Tenterden	Refurbishment of traffic signal controlled junction	Due to start January 2017 for 5 weeks
A2042 Romney Marsh Road near Norman Road	Refurbishment of traffic signal controlled crossing	Due to start February 2017 for 3 weeks

## **Appendix I – Combined Member Fund**

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 **24 October 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>16-MHF-AS-12 Harville Road, Wye</b> Traffic survey	<b>Survey completed July 2016</b>

### **Charlie Simkins**

<b>Details of Scheme</b>	<b>Status</b>
<b>15-MHF-AS-28 Forstal Road junction with Bedlam Road, Egerton</b> Proposed Chevron Sign and lining works	<b>Waiting for contractor to carry out lining works</b>

### **George Koowaree**

<b>Details of Scheme</b>	<b>Status</b>
<b>14-MHF-AS-104 Lees Road, Ashford</b> Double yellow lines	<b>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-70 Upper &amp; Lower Denmark Road junction with Torrington Road</b> Dropped kerbs with amendments to existing drainage	<b>Unable to proceed due to cost</b>

<b>16-MHF-AS-9 Hythe Road, Ashford</b> Traffic and pedestrian surveys	<b>Works Completed</b>
<b>16-MHF-AS-20 – Torrington Road/Upper and Lower Denmark Road</b> Design Estimate for raised tabletop	<b>Design Stage</b>

### Derek Smyth

<b>Details of Scheme</b>	<b>Status</b>
<b>15-MHF-AS-32 Stanhope Road, Stanhope</b> Proposed flashing school warning signs	<b>Works completed</b>

### Jim Wedgbury

<b>Details of Scheme</b>	<b>Status</b>
<b>16-MHF-AS-10 Bockhanger Lane, Ashford</b> Unsuitable for HGV signs	<b>Design stage</b>
<b>16-MHF-AS-11 – Cypress Avenue and Tufton Street</b> Resurfacing of footways	<b>Works Complete</b>

### Mike Hill

<b>Details of Scheme</b>	<b>Status</b>
<b>MHF-AS-15 A28 Ashford Road, St Michaels &amp; A28 Rolvenden Road, Tenterden</b> Traffic surveys	<b>To be programmed, Tenterden Town Council to fund 50% of fees</b>
<b>MHF-AS-16 T-junction of A28 Hastings Road and A268 Rye Road, Newenden</b> Investigation into improvements at junction	<b>Design stage</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

**To:** Ashford Joint Transportation Board

**By:** Andrew Loosemore – Head of Highway Asset Management

**Date:** 13<sup>th</sup> December 2016

**Subject:** Local Winter Service Plan

**Classification:** Information only

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

## **1. Introduction**

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

1(2) HTW prepares an annual Winter Service policy and plan which are used to determine actions that will be taken to manage its winter service operations. The policy was presented to the Environment and Transport Cabinet Committee on 9<sup>th</sup> September 2016 and subsequently approved by the Cabinet Member.

## **2. District based winter service plans**

2(1) The Local Winter Service Plan for the Ashford District is a working document which will evolve and be revised as necessary throughout the year. This document complements the KCC Winter Service Policy and Plan 2016/17; the Policy is available on the KCC website.

2(2) Following successful work in previous years with district councils, arrangements have again been put in place this year whereby labour from district councils can be used during snow days. Additionally HTW will supply a quantity of a salt/sand mixture to district councils to use on the highway network. The details are contained in the plan which enhances the work that HTW will continue to do in providing a countywide winter service. The local plan comes into effect when a snow emergency is declared that affects the district of Ashford.

<http://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/winter-service-policy>

### **3. Pavement clearance**

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

### **4. Farmers**

4(1) The work that our contracted farmers have done in recent years is greatly appreciated and has made a big difference in keeping rural areas clear on snow days. Again this year farmers will have predetermined local routes and will use their own tractor and KCC ploughs for clearing snow. The ploughs supplied are serviced by KCC each year. Each farmer will have plans detailing the roads that they are responsible for ploughing. When snow reaches a depth of 50mm on roads in their areas the farmers will commence ploughing notifying KCC as agreed in their contract.

### **5. Conclusion**

5(1) Working in partnership with the district councils will enable HTW to provide an effective winter service across the county.

### **6. Recommendations**

6(1) Members are asked to note this report.

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<b>Background documents: Kent County Council Winter Service Policy and Plan 2016/17</b>
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**Contact officer:**

Lisa Willoughby -Tel: 03000 41 81 81