



Joint Transportation Board

Notice of a Meeting, to be held in the Council Chamber, Civic Centre, Tannery Lane,
Ashford, Kent TN23 1PL on Tuesday 14th March 2017 at 7.00pm

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

	Page Nos.
1. Apologies/Substitutes – To receive Notification of Substitutes in accordance with Procedure Rule 1.2(iii)	
2. Declarations of Interest:- To declare any interests which fall under the following categories, as explained on the attached document:	1
1. Disclosable Pecuniary Interests (DPI)	
2. Other Significant Interests (OSI)	
3. Voluntary Announcements of Other Interests	
See Agenda Item 2 for further details	
3. Minutes – To approve the Minutes of the Meeting of this Board held on the 13 th December 2016	
4. To receive any Petitions	

Part I – For Decision

- 5. Parking and Waiting Restrictions – Update Summary

Part II – For Information

- 6. A2070/Barrey Road Junction - Update



7. Draft Freight Action Plan for Kent – Response from Ashford Borough Council
8. Bridgefield Bus Route
9. Highways Works Programme

DS/AEH
6th March 2017

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

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

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

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

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

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

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

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

Advice to Members on Declarations of Interest:

- (a) Government Guidance on DPI is available in DCLG’s Guide for Councillors, at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/240134/Openness_and_transparency_on_personal_interests.pdf
- (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 **13th December 2016**.

Present:

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

Cllrs. Bradford, Burgess, Chilton, Heyes, 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. K Ashby – KALC Representative.

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

Apologies:

Cllr. Feacey, Mr M A Wickham.

Also Present:

Cllrs. Smith, White.

Andy Moreton (Project Manager for Major Projects – KCC), Christopher Cordrey-Moore (Schemes Project Manager – KCC), Lisa Willoughby (Ashford District Manager – KCC), Richard Alderton (Director of Development – ABC), Sheila Davison (Head of Health, Parking and Community Safety – ABC), Jo Fox (Health, Parking & Community Safety Manager – ABC), Chris Miller (Team Leader – Parking – ABC), Danny Sheppard (Senior Member Services Officer – ABC).

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

232 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.	236

233 Minutes

Resolved:

That the Minutes of the Meeting of this Board held on the 13th September 2016 be approved and confirmed as a correct record.

234 Barrey Road Junction with A2070 (Bad Münstereifel Road)

Mr Alderton advised that it had been agreed to add this matter to the Agenda in order to discuss the challenges at the Barrey Road junction. The traffic problems suffered by residents, businesses and shoppers were well known and, based on recent communications received by the Council, the delays had clearly been exacerbated in recent months by the stronger tenant mix in the retail units. In terms of the accident record, there was seemingly a growing problem of minor accidents, possibly caused by people getting frustrated with the delays and taking more risks when entering and exiting the junction. There was a concern that the more frustrated drivers became, the more dangerous the junction could become. He advised that Ashford Borough Council was trying to broker a solution, but the issue was not straight forward as there was a joint responsibility with Highways England 'Area 4' responsible for the southern orbital road (A2070) and Kent County Council responsible for Barrey Road as the local highway authority. ABC had set up a meeting before Christmas for officers from Highways England, KCC, ABC and Kent Police, to: - discuss the nature of the problem; what was required to establish a business case; to review potential options and what was achievable; and to look at potential funding routes. The outcomes of this meeting would then be brought back to a meeting being organised for representatives from businesses and residents in January.

In accordance with Procedure Rule 9.3 Mr Hanson of Ashbury Furniture on the Ashford Business Park spoke on this item. He said that just in the last week there had been 8 accidents and it was taking an average of 25 minutes to get to the junction. If there was an accident, fire, or major disaster on the Park the emergency services would not be able to get on and off the site. The last time he had spoken in this Chamber was at the Planning Committee to oppose the John Lewis at Home planning application. He considered it should have been built on the Ashford Business Park, rather than at a new site, and if it had, they may have also been able to have their roundabout. That planning application had facilitated a brand new store with new junction, car park and access all in three months whereas the problems at this location had been going on for 20 years with no solution in sight. He said that 13 years ago he had put a planning application in to extend his premises but had been told that the junction was not sufficient; however since then 50 new units had been provided at the park and the overall net floor space and number of businesses had almost doubled. This was also with Keel Toys only operating at 10% of their capacity. Despite all this, still nothing had been done to rectify the junction but one store at the other side of Ashford had met the criteria for a full dedicated junction. He considered that basic fair play suggested that something had to be done and he asked for somebody to stand up and do something.

In accordance with Procedure Rule 9.3 Mr Moyles of CCL Label on the Ashford Business Park spoke on this item. He said much of what he wanted to say had already been covered but over the last three months it was becoming untenable to run his business on the park. CCL Label was a 24 hour operation employing 170 people. The traffic situation caused by this junction was causing employees to arrive late for work which was affecting shift patterns and delivery vehicles were starting to charge extra waiting time. The business was a successful one, contributing approximately £800,000 a year in taxes in to the local economy, and he wanted to expand, but he did not feel that he could do that on this site in its current state. He said he wanted to ask why, when it was first recognised by this Board that something needed to be done in 2006 and subsequently in 2009, 2011, 2013 and 2016, they were still debating who was responsible, let alone implementing a solution. Mr Moyles said he wanted to see clarity over who was responsible and what was actually going to be done. This issue had been on the radar for at least 10 years and he wanted to see some accountability.

Board Members fully recognised the need for action at this junction in the light of the growing problems recently and felt that the lack of progress to date had been frustrating. During the course of the debate the following points/suggestions were raised: -

- A roundabout had been proposed to the north of Barrey Road. Was there an option to move it slightly to take into account the problems at this junction? Mr Alderton advised that this suggestion had been put to Highways England previously and the response had been that there was not sufficient space.
- It was not only businesses affected but also a number of residential properties for which Barrey Road was the only way in and out of their properties. There was also the issue of nuisance lorry parking near these properties and the anti-social behaviour that occurred as a result so it was considered that width restrictions were needed in Church Road.
- ABC's response to the Planning Inspectorate on M20 Junction 10a had expressed its disappointment that the scheme did not include plans for a signalised junction at Barrey Road, as this had appeared in earlier iterations of the scheme.
- It was important that the inter-agency meetings continued apace and that this Board receive an update at each meeting so that it can track progress.
- Whilst there was some sympathy on the points made about the John Lewis store, this was a completely new build scheme so was difficult to compare to the situation at the Ashford Business Park.
- Some years ago a petition containing over 1000 signatures had been compiled and Damian Green MP had recognised the need for action but this had been ignored by Highways England. It only seemed to have been judged on the basis of cost, but what was the cost of a human life if there was a serious accident? There was clearly the potential for serious injuries and it

was seen as a 'minor miracle' that one had not already occurred. All involved must keep putting the pressure on.

- A big issue was the speed of traffic on the A2070 and how that did not allow traffic to access and egress Barrey Road safely. One Member suggested that in the short term there should be a 40mph limit on this stretch of road and enforcement cameras installed as this was something that could be done fairly quickly and would help the situation. Longer term there clearly needed to be traffic lights or a roundabout. Mr Alderton explained that the Police had previously felt that such a speed limit would prove very difficult to enforce given the geometry of this piece of road. Any speed camera would have to be installed by Highways England.
- One Member said that statistically there were more accidents at traffic lights than anywhere else so he was not convinced that this was the solution.
- The fact that traffic could turn right across a dual carriageway in to Barrey Road was a concern and one Member suggested that this turn should be closed for health and safety reasons.
- The ABC Planning Committee routinely received advice from KCC Highways when determining planning applications and in light of the issues being experienced at the Ashford Business Park perhaps some of that advice should be reviewed.
- One potential temporary solution was opening up the blocked exit at Sevington Lane at peak times to allow more traffic to escape the park. Some Members expressed concern for the potential of rat-running.
- There did appear to be space for a proper slip road out of Barrey Road on to the A2070 and up to the Junction 10 roundabout and this could be part of a wider solution.
- Many years ago there had been an application for a licence to build a bridge from Barrey Road, crossing the railway line in to the Orbital Park. At the time it had been refused but was there an option to re-visit this?
- It was regrettable that a representative from Highways England was not present at the meeting. The Chairman advised that they had not been specifically invited as discussions had developed quite rapidly since publication of the agenda.

Mr Moreton, Project Manager for Major Projects - KCC, advised that he had been keeping track of all of the comments made. The aforementioned inter-agency meeting had been arranged to take place this side of Christmas, on the 19th December, and they would look at all previous decisions, modelling and funding options for this junction. Highways England had been asked to provide all of the historical information they had on this issue so the meeting could examine what measures had previously been discussed and why some had been discounted. There was a collective responsibility, but ultimately it was for Highways England to

resolve as the issue involved traffic joining the southern orbital road. He said that funding was always an issue but the recent Autumn Budget Statement had announced that £175m was to be made available for road safety projects to upgrade some of England's most dangerous local roads where the risk of fatal or serious collisions was highest. They would be seeking bids from Local Highway Authorities and he considered this matter clearly fell in to that description and they would be exploring how they could access that package of funding. Mr Moreton endeavoured to keep this Board updated following the meeting on the 19th December and report back on progress at each of the Board's meetings every quarter.

In the circumstances the Chairman agreed that the two public speakers could speak again in order to sum up the points they had made.

Mr Moyles said that this matter had been being discussed for 20 years and it was clearly now time for someone to be accountable and make a decision. He was pleased that Mr Moreton had endeavoured to be that point of contact but he hoped that the businesses would be able to have more input in to the meetings that were taking place and ideally attend them. He said he would personally be holding people to account from here on.

Mr Hanson said that the small tweaks that had been suggested tonight were not the answer. They needed to properly sort out the junction and not gerrymander a solution. There should be plenty of funding available and lack of funding should not be used as an excuse.

The Vice-Chairman proposed a motion, which after some discussion was put to the meeting and carried.

Resolved:

That the Board notes the references in ABC's letter to the Planning Inspectorate requesting a signalised junction from Barrey Road on to the A2070. The Board encourages KCC and Highways England to take a similar approach to this, or a roundabout and a bridge over the railway line. The Board requires a written report at each future meeting so that it can assess progress on funding, design, planning and delivery.

**235 Public and Voluntary Transport Liaison Task Group –
14th October 2016**

A Member asked about Wealden Wheels and whether they had the ability to expand. He also made reference to a similar initiative run by KCC – Kent Hopper. The ABC Cabinet Member advised that Wealden Wheels itself was not really able to expand but ABC did want to support the development of a similar, although slightly different, model of community transport that might work across the Borough. He would examine Kent Hopper as part of that and said that he hoped to report back on the wider issue at a later date.

Resolved:

That the Notes of the Meeting of the Public and Voluntary Transport Task Group held on the 14th October 2016 be received and noted.

236 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 4 and 5' orders.

In accordance with Procedure Rule 9.3 Mr Taylor of Home Group spoke on this item. He said that Home Group was a national not-for-profit organisation that was based in Parking Zone E in Canterbury Road. They administered 21 units for vulnerable young people aged 16-24 and received funding support from both ABC and KCC. They were a 24 hour, 365 day a year operation and their staff worked shifts and parked in Zone E. The proposed introduction of 'no return to zone' would make it difficult for their staff who were currently able to park on street and move their vehicles around every two hours within the same area. Of the three car parks that were suggested as alternatives, two shut at 19.30 hours and the third was a 20/25 minute walk away so they were not suitable options for shift workers and lone workers in the evening. He said he understood the views of local residents, and their staff would be happy to pay for parking, but it was vitally important that they could continue to park near the site and he hoped some compromise could be reached, otherwise the project could be at risk and this would be to the detriment of some extremely vulnerable young people.

Mrs Fox introduced the report and responded to the points made by the public speaker. With regard to Amendment 4 she advised that the 'no return to zone' was covered in the new guidance within the Traffic Signs Regulations and General Directions 2016 and would be a big change for ABC going forward. The amendment would seek to prevent motorists returning to the same zone within four hours, improving the amenity by increasing the turnover of a finite number of bays. The proposal was in response to a request from 108 local residents with parking permits who said they had difficulty parking near their homes, a number of whom had identified the specific problem of vehicles moving around the bays within the zone as a problem that contributed to this. This was seen by many as an abuse of the order as originally conceived. Mrs Fox advised that this was a long awaited scheme amendment which she hoped Members would support, but in light of the comments from Mr Taylor suggested that authority be delegated to the Chairman, Vice-Chairman and Officers to proceed but to seek a potential possible alternative solution to accommodate Home Group. She advised that the report also detailed the results of the recent consultation on Amendment 5 – Lees Road.

One Member said he thought the amendment was unnecessary. In his view if commuters were always able to move their cars from one space to another, then there was not a significant parking shortage. He also did not think a significant number of town centre businesses would allow their staff to spend 20 minutes every two hours moving their cars. Unfortunately there was no given right to park on street

outside your house and he considered the proposed response was disproportionate to the problem.

The KCC Division Member for Willesborough said he was very pleased to see Amendment 5 finally going ahead. There were obviously wider parking issues in the vicinity of the William Harvey Hospital, but this was purely about safety and the potential for there to be an accident on the bend. With regard to the wider issue of parking in the area he said he continued to monitor the problem on a daily basis and local residents had indicated that the general position had improved. The Vice-Chairman advised that dialogue with the Hospital continued and they had agreed to meet the North Willesborough Community Forum in January. Some of their plans appeared quite innovative and it was still planned to provide an update on the situation to this Board at its next meeting in March.

In response to a question about the barrier that had been installed at the access road to the International Station, Mrs Fox advised that ABC had only been made aware of this during the previous week and would be keeping a watching brief to assess its impact.

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 4 order be supported, with authority delegated to the Chairman and Vice-Chairman, in conjunction with the Head of Health, Parking and Community Safety, to seek a potential possible alternative solution to accommodate Home Group.**
- (iii) the implementation of the recently advertised Amendment 5 order be supported.**

In accordance with Procedure Rule 15.5 Mr Wedgbury asked for it to be recorded that he had voted against resolution (ii).

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

The report outlined the responses from both Councils to the Planning Inspectorate on the consultation on the Development Consent Order Application for M20 Junction 10a. The Board noted that this item had been partly covered in the earlier discussion on Barrey Road. A3 copies of a plan of the scheme had been tabled for Members' information.

The Vice-Chairman said he wanted to draw attention to two further issues raised in the consultation responses. Firstly, in its letter ABC had asked for low noise surfacing to be installed throughout the scheme which he considered was extremely

important for the residents of North Willlesborough. Secondly, KCC had requested that Highways England address the closure of the vehicular link between Kingsford Street and Highfield Lane and in his view this was vitally important to prevent unreasonable levels of rat-running through Mersham village. He said there had been some doubt from Highways England at the Community Group meetings as to whether they were responsible, so he guarded against a similar situation as at Barrey Road with no Authority taking responsibility. He therefore proposed a motion requesting that ABC and KCC developed a strategy to achieve the prompt closure of this link at the time the construction works begun. A plan had been circulated to Members outlining the location of this closure.

A Member asked if the points made in previous discussions on Barrey Road would be included in future discussions on this matter. He considered the points were very closely linked and he didn't want those comments to be lost. Mr Moreton assured the Board that the dialogue between KCC and Highways England was ongoing and there would be ample opportunity to make additional points as the process progressed. In addition, the Planning Inspectorate did review all points made.

Resolved:

- That (i) the consultation responses of both Councils be received and noted.**
- (ii) the Board noted KCC's request that Highways England should address the closure of Kingsford Street and Highfield Lane, but to avoid delay requests that ABC and KCC develop a strategy to achieve a prompt closure at the time the construction works start.**

238 Highway Works Programme 2016/17

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

The following responses were given to questions/comments: -

- There was no confirmed date as yet for the commencement of bus services at Bridgefield. There were more surveys planned for January with regard to the accommodation bridge.
- The main works for the road widening scheme at the A2070 Conningbrook Bends, Willlesborough would take place from the end of July 2017, in the school summer holidays. The delays had been due to a resource availability issue with the utilities company.
- An issue had been identified with the proposed pedestrian crossing at the Church Road junction with Bentley Road. The proposed location for the crossing itself was considered by KCC Highways as unsafe so some more work needed to be done to assess a correct location for a crossing as well as whether it would be used. It had not been rejected, but KCC Officers did need to make sure it was in the right place.

Resolved:

That the report be received and noted.

239 KCC Local Winter Service Plan

The report outlined the arrangements that had been made between Kent County Council and Ashford Borough Council to provide a local winter service in the event of an operational snow alert in the district. A copy of the full Plan had been tabled.

In response to questions Mrs Willoughby advised that the plans of both primary and secondary salting routes and locations of KCC owned salt bins could be found on KCC's website. Details of pedestrian areas that may be treated could be emailed directly to Members if interested. On occasions of more severe snow and ice, pathways around Hospitals and Doctors Surgeries for example may also be cleared but Kent County Council's priorities were to clear primary routes, followed by secondary routes if necessary.

Resolved:

That the report be received and noted.

Parking and Waiting Restrictions – Update summary

To: **Ashford Joint Transportation Board – 14th March 2017**

By: **Parking Highways and Transportation Team Leader**

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 public consultation on Amendment 6.**

1.0 Introduction and Background

The consultation period ran from Thursday 26th January 2017 to midnight of Thursday 16th February 2017.

- 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 the stage in the process 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 6, plans of which are included in Appendix 2. The reason this is in part is for the following:

The order was correctly advertised on street and in the local newspaper. It has become apparent that residents of Glebelands did not receive the consultation letters, although this is **not** a legal requirement it is a process administered by Ashford Borough Council for all amendment orders. For purposes of fairness, equality and transparency this restriction will be deferred to June JTB so residents of Glebelands are afforded the same opportunity as all to support or object to the proposals.

1.4 Contained within this report is new addition to the usual plans which accompany this document, (**Appendix 2**). With the exception of Glebelands which is removed and deferred to June JTB, Appendix 2 provides a breakdown of the responses received during the consultation period put forward by members of the public and statutory consultees.

1.5 **Broadhurst Drive/Faversham Road, Ashford**

No Waiting Restriction (Double Yellow Lines) to be introduced.

The requirement for this restriction is to afford protection to the junction. Introduction of this measure will afford free flow and safer movement of traffic and pedestrian's.

1.6 **Cherry Orchard**

No Waiting Restriction (Double Yellow Lines) to be introduced.

The requirement for the introduction of this restriction is to promote free flow and safe movement of traffic and pedestrians.

Cherry Orchard is a narrow road and there are issues with vehicles parking on the pavement preventing a danger to pedestrian's and access issues.

This restriction will help alleviate both of the above.

1.7 **Smallhythe Road**

The requirement for this restriction is to promote free flow and safe movement of traffic and pedestrians

The introduction of a short section of restriction on Smallhythe Road is to close a gap between two current sections of restriction which affords parking for just one vehicle.

When a vehicle is parked here it impacts on the free flow and safe movement of traffic.

1.8 **Gatefield Cottages, Rolvenden**

No Waiting Restriction (Double Yellow Lines) to be introduced.

The requirement of this restriction is to promote free flow of traffic and safe movement of traffic and pedestrians whilst at the same time improving amenity access for waste collection vehicles.

At present entry to the close is narrowed by parked vehicles making it impractical for the waste vehicle to enter.

Representation to these restrictions has been made by Rolvenden Parish Council requesting that smaller waste collection vehicles be used. This has been asked of the waste collection provider and is not currently an option.

There are contractual requirements placed upon the waste service provider that may not be fulfilled due to the current situation which could lead to missed/refused household waste collections.

1.9 **Pittlesden, Tenterden**

No waiting Restriction (Double Yellow Lines) to be introduced.

The requirement for this restriction is to afford protection to the junction and the free flow and safe movement of traffic in the immediate area.

The matter was raised by a local resident; officers attended and identified the optimum location to make a suitable difference. This was supported by the resident but later objected to as they felt the officers had placed them in the wrong location.

The location identified is a short continuation which affords forward vision to vehicles from either direction, improved sight lines leaving the service road and eases the pinch point initially identified. It also provides for on street parking provision to continue with minimal impact.

2.0 **St Cosmas Close, Challock**

This is a simple administrative change to correct the name of this location within the traffic order, from St Cosmus Close to **St Cosmas** Close, its correct spelling.

No change to any restrictions currently in place will be made. This was identified by ABC's Technical Officer as a clerical error on the part of a software supplier, which has now been corrected.

2.1 **Glebelands, Mersham – To be deferred to June JTB (see point 1.3)**

No Waiting restriction (Double Yellow Lines) to be introduced.

The requirement for this restriction is to allow the free flow and safe movement of traffic and pedestrians in a narrow residential street.

- 2.2 With exception of Glebelands, Mersham which is deferred to June JTB (Point 1.3) It is the view of officers that for the remaining amendments the benefits of the scheme outweigh the merits of the objections.

For this reason we seek the support of the Joint Transportation Board in bringing this amendment order forwards.

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

Appendix List	
Appendix 1	List of sites and current status
Appendix 2	Plans of restrictions proposed in Amendment 6

Appendix 1

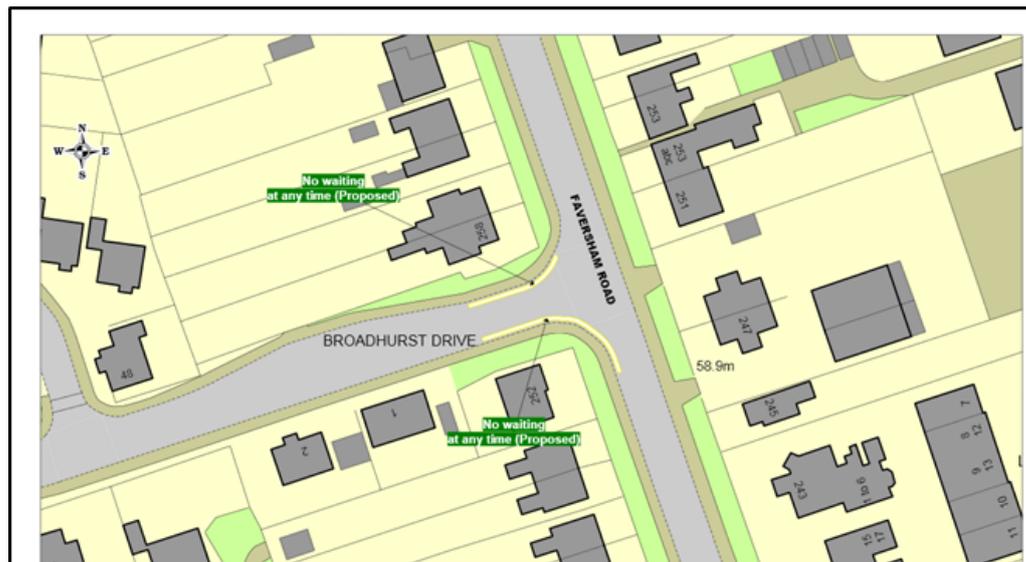
Location	Description of scheme	Date at JTB	Current Status
Ashford/Tenterden - Various			
Broadhurst Drive, Kennington	Introduction of double yellow lines	14.03.2017	Consultation complete, report to this JTB
Smallhythe Road and Cherry Orchard, Tenterden	Extension and introduction of double yellow lines	14.03.2017	Consultation complete, report to this JTB
Halden Lane and Gatefield Cottages, Rolvenden	Introduction of double yellow lines	14.03.2017	Consultation complete, report to this JTB
Pittlesden, Tenterden	Extension of double yellow lines	14.03.2017	Consultation complete, report to this JTB
St Cosmas Close, Challock	Administrative change only to correct spelling of road name	14.03.2017	Consultation complete, report to this JTB
Glebelands, Mersham	Introduction of double yellow lines	June JTB	Deferred to June JTB due to administrative error

Location	Details of scheme	Date at JTB	Current status
ASHFORD – VARIOUS LOCATIONS			
Zone D,E,F,G (list of streets below)	No return to zone permitted within 4 hours	13.12.2016	Scheme progressing following consultation with local representatives. Order due to be made 15th March 2017. Extended to each zone in turn based on available resources.
Lees Road, Willesborough	Introduction of double yellow lines beneath M20 overbridge	13.12.2016	Scheme now implemented and in operation

Location	Description of scheme	Date at JTB	Current Status
Ashford/Tenterden - Various			
Ashford Borough Council off-street car parks	Amendment 4 (Amendment to Parking Places Order)	June JTB	Preparing order for Statutory Consultation per LATOR 1996
Borough wide	Consolidation of 2016 order with subsequent amendments to create 2017 Consolidated order	June JTB	Preparing order for Statutory Consultation per LATOR 1996
Borough-wide	Minor Order to formalise existing disabled persons parking bays	June JTB	Preparing order for Statutory Consultation per LATOR 1996
Cypress Avenue/Springwood Drive/Loudon Way	No waiting restrictions to protect junctions of Cypress Avenue and Springwood Drive with Loudon Way, and extension of no waiting restrictions along part of Loudon Way.	June JTB	Preparing order for consultation
Chapel Road, Hothfield	No waiting restrictions to protect junction between Chapel Road and M20	June JTB	Preparing order for consultation
Cuckoo Lane, Ashford	No waiting restrictions to protect junction as indicated in Safety Audit	June JTB	Preparing order for consultation
Grosvenor Road	Amend current no waiting restriction to permit disabled persons parking bay to be installed if possible	June JTB	Preparing order for consultation
Marshalls Land, Tenterden	No waiting restrictions to protect hammerhead of cul-de-sac. Requested after police/housing involvement in disputes.	June JTB	Preparing order for consultation
The Wish, Kenardington (nos. 1-16)	No waiting restrictions to protect bend on the highway which prevents access of Refuse Collection Vehicle to homes at the furthest extent of the road. Requested by Environmental Services	June JTB	Preparing order for consultation

Amendment 6- Consultation responses

Location of amendment	Broadhurst Drive/Faversham Road
Proposal	'No waiting' restriction on junction.
Number of advice letters sent to residents in immediate area	35
Number of responses received from residents	7 ⁽ⁱⁱ⁾
Responses received as a % of letters sent out to residents	17%
Number of responses in support	6 (100% of responses indicated they were in support or in support with additional points)
Number of objections (total % of responses)	0
Number of objections from stakeholders	0
Number of responses in support from stakeholders	2 ⁽ⁱ⁾
	(i) Stagecoach supported all relevant proposals
	(ii) 1 response was only a request for further information, with no opinion stated.



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		DATE: 30/11/2016	
		DRAWING No.	
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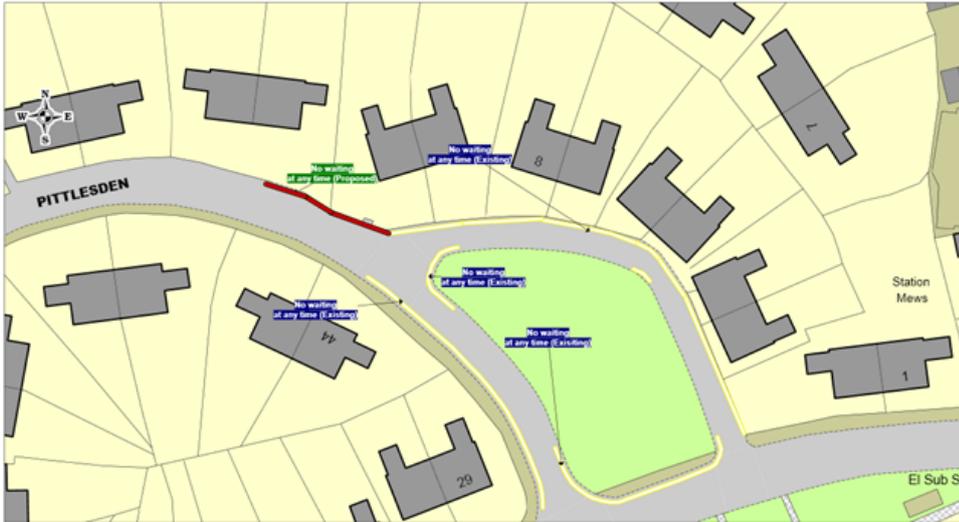
Amendment 6- Consultation responses

Location of amendment	Cherry Orchard/ Smallhythe Road Tenterden
Proposal	1. 'No waiting' restriction along entrance (Cherry Orchard), 2. Closing the 'gap' between existing restrictions from Austens Orchard and Smallhythe Road, 3. Junction protection between Smallhythe Road and Cherry Orchard.
Number of advice letters sent to residents in immediate area	19
Number of responses received from residents	8 ⁽ⁱⁱ⁾
Responses received as a % of letters sent out to residents	42%
Number of responses in support and total % of Responses	5 (62.5% of responses indicated they were in support or in support with additional points)
Number of objections and total % of responses	2 (25% of responses indicated they objected wholly to the proposal)
Number of objections from stakeholders	0
Number of responses in support from stakeholders	0
	(i) Stagecoach supported all relevant proposals
	(ii) 1 response was a request for further information

Amendment 6- Consultation responses

Location of amendment	Gatefield Cottages/ Halden Lane, Rolvenden
Proposal	No waiting restriction on junction
Number of advice letters sent to residents in immediate area	17
Number of responses received from residents	4
Responses received as a % of letters sent out to residents	23.5%
Number of responses in support and total % of responses	0 (0%)
Number of objections from residents and total % of responses	4 (100% of responses indicated they objected wholly to the proposal)
Number of objections from stakeholders	1 ⁽ⁱ⁾
Number of responses in support from stakeholders	0
	(i) Rolvenden Parish Council objected to the proposal.
	

Amendment 6- Consultation responses

Location of amendment	Pittlesden, Tenterden	
Proposal	No waiting restriction extension from service road at 'pinch point'	
Number of advice letters sent to residents in immediate area		29
Number of responses received from residents		2(i)
Responses received as a % of letters sent out to residents		7%
Number of responses in support and total % of responses		1(ii) (3%)
Number of objections and total % of responses		1(ii) (3%)
Number of objections from stakeholders		0
Number of responses in support from stakeholders		0
	(i) Several responses were received from the same property	
	(ii) One response in support (with additional points) and the one objection are from the same property. The objection was received after the reply to the initial support was sent.	
		

Amendment 6- Consultation responses

Location of amendment	St Cosmas Close, Challock
Proposal	Re-definition of existing no waiting restriction
Number of advice letters sent to residents in immediate area	21
Number of responses received from residents	0
Responses received as a % of letters sent out to residents	N/A
Number of responses in support and total % of responses	0
Number of objections and total % of Responses	0
Number of objections from stakeholders	0 ⁽ⁱ⁾
Number of responses in support from stakeholders	0
	(i) One response in support received after the date of the consultation has finished
	
	No change to existing restriction on-street

Amendment 6- Consultation responses

To: Ashford Joint Transportation Board
By: KCC Highways and Transportation
Date: 14th March 2017
Subject: A2070/Barrey Road junction
Classification: Information only

Summary:

This report updates the Board on progress relating to potential improvements at the A2070/Barrey Road junction

1. Introduction

The outcome of the meeting with businesses and residents on the 16th January identified 3 key actions for Officers from Highways England (HE), Kent County Council (KCC) and Ashford Borough Council (ABC) to investigate further. These actions were:

- 1.1 An option to implement temporary speed restrictions and a speed camera with further information on timescales, costs and an implementable scheme to be reported back to the group.
- 1.2 Early consultation with residents by Ashford Borough Council and Kent County Council to seek views about relocating the barrier in Church Road, and that residents in Church Road / Kingfisher Close / Nightingale Close, and Church Road / Osborne Road should be consulted for their views.
- 1.3 A longer-term solution should be either a traffic signalised junction or roundabout at the junction of Barrey Road and the A2070, and that the Highways Agency and Kent County Council be asked to progress the further investigation of this option and how it could be funded.

2. Temporary speed restrictions

- 2.1 Officers from HE, KCC and the Safety Camera Partnership met to discuss the possibility of a temporary speed restriction and associated camera enforcement. HE report that Traffic Regulations dictate that it is NOT possible to install such an operation simply for a speed related matter, there has to be an identified safety issue and as previously reported, Barrey Road is not judged to be an accident blackspot. It would therefore be extremely difficult, if not impossible to introduce an experimental Traffic Order.

- 2.2 The alternative would be to progress a Permanent Traffic Order in light of the fact that the J10a scheme will introduce a 40mph limit. In addition, it would be possible to install ANPR cameras to monitor vehicle speeds whilst the Permanent Order was prepared. Once the Order was in place, the cameras could be switched over to enforcement.
- 2.3 Approximate timeframes for seeing a solution on the ground would be:
- | | |
|--|----------|
| Seek approval from HE Major Projects to fund Permanent Order and Camera installation | 2 weeks |
| Mobilise and install camera equipment and signage | 2 weeks |
| Monitoring during preparation of Permanent Order followed by switch over to enforcement camera | 12 weeks |
| “Settling in” period | 6 weeks |
- 2.4 It was advised that once a new enforcement camera has been installed, it takes approximately 6 weeks for motorists to identify its existence, hence the settling in period referred to above. This takes the potential time before an appreciable speed difference is identified to **mid/late summer 2017**.

3. Relocation of bollards in Church Road

- 3.1 Internal discussions have been held within KCC and it is agreed that relocating towards Barrey Road would assist with reducing traffic using the junction.
- 3.2 The Operations team are to report back on any additional information that may be of use to an informal consultation and it may be possible to commence the exercise in early March with assistance from ABC Officers.

4. Junction Improvements

- 4.1 Discussions are continuing with Highways England on potential improvements to the junction. KCC are actively working on an estimated cost for either a roundabout or signals so both organisations are better placed to potentially take forward a Business Case for funding to an appropriate body.
- 4.2 The implementation of the reduced speed limit as mentioned in point 2 above will either support a view that traffic from Barrey Road will be able to access the A2070 more easily and therefore reduce congestion or there will be no alteration to the current situation.
- 4.3 It is intended therefore, that realistic costs are identified during the period for the implementation of the permanent Traffic Order and discussions/negotiation will continue during this time on funding streams and which organisation is best placed to introduce any potential improvements.

5. Conclusion

- 5.1 Progress has been made in the short period of time since the meeting in January although clearly there is more work to be done. Officers remain committed to working with the Members, residents and businesses in order to identify a suitable solution and progress will be routinely reported to the Board at future meetings.

6. Recommendations

- 6.1 It is recommended that the Board note the contents of the Report and the relevant progress to date.

Background documents:

Contact officer:

Andy Moreton – Kent County Council
03000 413423

Joint Transportation Board 14th March 2017

Draft Freight Action Plan for Kent – response from Ashford Borough Council

Introduction

1. Kent County Council have produced a Freight Action Plan for Kent and are seeking consultation responses on the draft document. The Action Plan highlights the actions that have already been taken to deal with freight issues in Kent and what is planned to reduce the impact of road freight on local communities. The Plan sets out five ongoing actions for managing freight through Kent and outlines how those actions can be met through partnership working between KCC, local councils, industry bodies and other affected parties. The Council's proposed response to the various actions are set out in bold italic.

2. Kent's role as a UK Gateway means that a high proportion of HGV traffic heading to and from mainland Europe uses the county's road network. Freight vehicles account for up to 41% of all vehicles on the county's strategic road network via the M2/A2 and M20/A20 corridors. The Plan identifies five key actions.

The Plan outlines five major actions which are:

1. *To tackle the problem of overnight lorry parking in Kent*
2. *To find a long term solution to Operation Stack*
3. *To effectively manage the routing of HGV traffic to ensure that such movements remain on the strategic road network for as much of its journey as possible*
4. *To take steps to address the problems caused by freight traffic to communities*
5. *To ensure that KCC continues to make effective use of planning and development control powers to reduce the impact of freight traffic*

1.To tackle the problem of overnight parking

3. Kent has a high demand for lorry parking spaces because of its connectivity to Continental Europe attracting high volumes of cross channel freight. Areas for drivers of goods vehicles to stop and park when away from base play a vital role in enabling drivers to refresh themselves and maintain their vehicles, particularly for freight companies based outside the region or country. Lorry drivers are required to take both daily driving breaks and overnight rests as set out by national and EU rules.

4. Currently there is a lack of lorry parking provision which impacts on road users, communities and puts the security of cargo at risk as well as the health, safety and welfare of drivers. It is preferable for lorries to be parked at a managed site that offers safe entry and exit and encourages goods vehicles to park in a formal and well-designed location, rather than parked in roadside lay-bys or on adjacent minor roads.

5. Problems associated with illegal and inappropriate lorry parking include; lorry-related crime/thefts, road safety, damage to roads, kerbs and verges, environmental health issues, littering, noise pollution and reduced personal safety. Refrigeration units and in-cab heaters can require the

engine to be running which contribute towards air and noise pollution. These issues are particularly heightened when parking is close to residential areas. To tackle the problem of antisocial and illegal lorry parking Ashford Borough Council introduced a clamping scheme in 2015. This was necessitated by the amount of HGVs parking on the highway in and around industrial estates blocking accesses and driveways as well as causing a litter problem. Ashford Borough Council Civil Enforcement Officers have a specialist team that undertake patrols specifically to enforce restrictions which apply overnight. Specific areas in the Borough were identified as trouble hotspots for HGV parking. In these areas waiting restrictions were implemented for vehicles with a gross weight over 5 tonnes. The restrictions were put in place from 8pm to 7am the following day. Civil Enforcement Officers can issue warning notices to vehicles breaking the overnight ban, in addition to a Penalty Charge Notice. The warning notices offer advice to the drivers of the restriction and information about dedicated lorry parks in the area. This information is provided in a number of foreign languages. With regards to the £70 fine issued, Ashford Borough Council works with enforcement agents to ensure the charges are recovered, both here and abroad. If vehicles are caught subsequently having not paid the fine, then they are clamped and must pay a release fee.

6. At the proposed Operation Stack lorry area at Stanford West, Highways England has proposals for the site to include 500 overnight lorry parking spaces. Surveys conducted by KCC and other industry bodies suggest that this will be enough to address the problem of antisocial lorry parking in the area. If approved the overnight parking will have adequate welfare facilities and be priced sensibly to encourage use without competing unfairly with existing commercial lorry parks.

7. KCC is developing a strategy for a network of small lorry parks at locations across Kent with the proposed Operation Stack lorry area adjacent to the M20 at Stanford being integrated within this strategy.

Comment

The Borough Council has been at the forefront of enforcing against the illegal parking of HGVs and it is welcomed that this pioneering work is recognised and acknowledged in the report. The Borough Council considers that to effectively enforce HGV parking, changes in legislation are required relating to clamping and to allow Civil Enforcement Officers to inspect registration documents.

The Borough Council strongly agrees with the proposed provision of a network of lorry parks throughout the County. The Council's Local Plan is proposing an increase in the size of the existing lorry park at Waterbrook which is a key part of any future network of sites.

2.To find a long term solution to Operation Stack

8. Operation Stack is a tactical response to queue freight vehicles along the M20 when cross channel services at the Eurotunnel and Port of Dover become disrupted for a prolonged period of time. It was used on a record 32 days in 2015 as the area was hit with unprecedented disruption in the summer. When Operation Stack is implemented other non-freight traffic is diverted from the M20 and onto the A20 which causes delays and unreliable journey times all of which have negative impacts on businesses and residents around East Kent.

9. KCC supports the proposal for a permanent lorry area to reduce or remove the need for freight traffic to be queued on the M20 providing environmental mitigation measures minimise its impact on the surrounding area and on local communities and that property owners are appropriately

compensated. The proposed Stanford West site is located just west of Junction 11 of the M20 and is close to the existing Stop24 Service Area. It is essential that the motorway is kept open for two way traffic flow at all times and is never closed for the queueing of freight vehicles. The decision for Highways England to build a site capable of parking 3,600 HGVs would allow the M20 to remain open in both directions for all traffic during most instances of disruption to cross channel services.

Comment

The Borough Council responded, in 2016, to the Highways England consultation on a proposal to create a permanent lorry area adjacent to the M20 at Stanford. The Council welcomed the proposal to provide a permanent lorry parking area to tackle the problems caused by Operation Stack and help to meet the need for over-night lorry parking and supported the use of the proposed site for what was known as alternative 3, which is for the site to operate as an emergency lorry holding area (with free provision for Operation Stack and Dover TAP/Eurotunnel excess traffic) but with additional chargeable basic overnight parking all year round

3.To effectively manage the routing of HGV traffic to ensure that such movements remain on the strategic road network for as much of its journey as possible

10. HGVs should use the strategic road network for as much of their journeys are possible thereby reducing the impact on the local road network and ensuring separation from local communities. An important influence on whether drivers stick to the strategic network is the use of Satellite Navigation devices. Sometimes drivers can become over reliant on these devices and miss or ignore road signs. This is particularly the case where drivers are not familiar with the area which can result in them using unsuitable roads, or worse case damaging buildings and street furniture. Unfortunately many of the Sat-Nav devices used by HGVs were designed for the use of cars and so do not consider restrictions such as weight, height and width limits.

11. The strategic network cannot be used exclusively for HGV movements as vehicles delivering/picking up goods in the county will need to use the local road network. In order to encourage freight to use the strategic network KCC has adopted and developed the Freight Journey Planner, an online mapping tool specific to HGVs that allows drivers to plan the most effective routes within Kent and avoid weight, width and height restricted routes

12. The tool is free to use for HGV companies and drivers and highlights all stopping, parking and fuel stations within the county as well as pricing. The Freight Journey Planner helps to guide drivers to use the most appropriate roads, avoiding restrictions and roads that were not designed to take their use. The aim is to effectively manage the routing of HGV traffic to ensure that such movements remain on the strategic road network for as much of their journey as possible. The Freight Journey Planner has been promoted via the FTA and RHA to raise awareness amongst their members, truck stops/services, ports, ferry operators/Eurotunnel, as well as driver training courses.

13. Recent developments in technology have led to the DfT promoting the use of connected and autonomous vehicles. The idea is for in-vehicle, vehicle to vehicle and vehicle to infrastructure communications. The systems can communicate a variety of in-vehicle warning information messages to the road user, which can include road works ahead and vehicles ahead braking. The on-road technology wirelessly transmits the latest journey information directly to vehicles which depending on the circumstances could suggest taking an alternative route. A similar system has been rolled out in mainland Europe and a scheme on the A2/M2 corridor in Kent is being developed.

Comment

The Borough Council supports measures to ensure that the routeing of HGV traffic remains on the strategic road network for as much of its journey as possible.

To take steps to address the problems caused by freight traffic to communities

14. When road freight vehicles travel on the local road network they can have an adverse impact on local communities through property damage, vibrations/noise and air pollution. Many towns and villages in Kent were not designed to take large freight vehicles and as such have legal restrictions to limit HGV use. In these cases there are two types of restrictions (environmental and structural) that can be implemented to legally limit HGV traffic along a road.

15. To complement and aid enforcement of these restrictions, Lorry Watch was set up as a joint project between KCC, Kent Police and local communities. Local residents are empowered to record the details of large freight vehicles using restricted routes with a weight, height or width restriction. Residents are provided with temporary signage and high-visibility jackets and organise themselves to collect vehicle details which are then passed onto the KCC Freight Officer. This officer records details and uses the registration numbers to obtain the contact details of British vehicles and where a single company or vehicle is observed more than once the company is contacted. The company is subsequently asked about their business in the area. If they are breaching a restriction then they are warned against further use of the route. Where a company has legitimate business in the area this is fed back to the local community. If the company does not have a valid reason for using a restricted road and is caught flouting a restriction repeatedly the KCC Freight Officer will work with Kent Police and KCC Trading Standards to work towards a prosecution through the courts. Examples of schemes in the county include Smarden, The scheme has proved popular with local communities since being implemented in 2012 with mainly positive feedback from the Parish Councils where the schemes have deterred HGV use.

Comment

The Borough Council supports the Lorry Watch scheme.

To ensure that KCC continues to make effective use of planning and development control powers to reduce the impact of freight traffic

16. KCC acts as a statutory consultee to the district planning authorities. The Development Planning Team within KCC comment on the highway and transportation implications of planning applications to recommend acceptance, modification or raise objection. New developments that are deemed to have a significant impact on the surrounding transport network are required to produce a Transport Assessment that examines the extent of any impact and identifies mitigation measures. Applications with a large volume of lorry movements such as distribution centres or freight interchanges will produce Freight Management Plans outlining how movements will be monitored and potential issues mitigated.

17. As far as is reasonably practicable, developments generating freight movements should be located where there is easy access to the strategic road network, having regard for the preferred freight routeing. When planning applications for developments are submitted, their accesses are assessed for road junction widths and visibility suitable for deliveries and collections by HGVs. During the construction phase of any development a legal agreement or condition can be used to secure a Construction Management Plan that designates lorry routes that construction traffic is obliged to

use. KCC can also ensure that pre and post-construction surveys are carried out to assess any damage done to the surrounding roads and have it rectified by the developers.

18. KCC now monitors applications for Goods Vehicle Operator Licences which are made to the Traffic Commissioner. The Traffic Commissioner for the South East Traffic Area determines applications for Operator's licences. An O licence is the legal authority needed to operate goods vehicles in Great Britain and determines if vehicles can be kept on a particular site. An edited version of the fortnightly "Applications and Decisions" document, retaining only items relevant to Kent, is assessed by KCC, as well as being shared with district partners. The O licence process grants KCC limited rights of objection, which can be made on two grounds. Firstly, based on the safety of the highway at the point of access to the site; and secondly, on environmental grounds such as degradation of grass verges and excessive noise on approach roads for local residents. For objections on environmental grounds KCC tends to work with the relevant district or borough. All objections must be made within 21 days and must be copied to the applicants. KCC can work with applicants to negotiate a solution, and if possible withdraw the objection.

Comment

It is important that the freight transport and traffic implications of planning proposals are taken into account in making planning decisions. The actions being taken by KCC are noted

To: Ashford Joint Transportation Board

By: Christopher Cordrey-Moore

Date: 15th February 2017

Subject: Bridgefield bus route

Classification:

Summary: This report outlines the outcomes from a technical audit carried out on the bridge over the A2070 to determine the suitability for use by buses to serve Bridgefield

A technical audit was carried out during January 2017 to address concerns regarding the suitability of the bridge to carry buses and interaction between those vehicles and pedestrians, cyclists and equestrians.

The report made several recommendations, namely:

1. Install appropriate vehicle restraint system (VRS) on the western side of the bridge to prevent an errant vehicle gaining access to the A2070 below
2. Install appropriate connecting transitions between the existing and new VRS and the existing bridge parapet
3. Upgrade signage to both sides of the bridge
4. Provide additional street light on the eastern side of the bridge.

The existing bridge parapet was deemed adequate to contain an errant vehicle and therefore will not require upgrading on that basis. However, the report highlighted an issue with the height and lack of solid infill panels, making it substandard for equestrian use. Given the low anticipated use by this form of traffic signs advising horse riders to dismount either side of the bridge will be installed.

The works will largely be carried out by the developer. At the time of writing this report timescales have not been provided. However, by the time of the JTB meeting it is hoped that an estimated completion date will be known.

Contact officer:
Christopher Cordrey-Moore

To: Ashford Joint Transportation Board
By: KCC Highways and Transportation
Date: 14th March 2017
Subject: Highway Works Programme 2016/17
Classification: Information Only

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

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

There are currently no active Footway & Carriageway Improvements Schemes.

Appendix B – Drainage Improvement Schemes > £5k

Drainage Repairs & Improvements - <i>Contact Officer Katie Lewis</i>			
Road Name	Parish	Description of Works	Current Status
Henwood	Ashford	Installation of new pumping Station	Works Complete
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 Complete
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.

Street Lighting Column Replacement – <i>Contact Officer Sue Kinsella</i>			
Road Name	Parish	Description of Works	Status
Chart Road	Ashford	Replacement of 1 number street light	Completed
East Cross	Tenterden	Replacement of 1 number street light	Works programmed for completion by end March 2017
Gravel Walk	Ashford	Removal of redundant column stump	Completed
Park street	Victoria	Replacement of 3 number street light	Completed
The Street	Great Chart	Replacement of 1 number street light	Completed
Wealdon Avenue	St Michaels	Replacement of 2 number street light	Completed
Beachy Path	Tenterden	Replacement of 1 number street light	Completed
Viburnum Close	Godinton	Replacement of 2 number street light	Completed
Woodland view	Isle of Oxney	Replacement of 1 number street light	Completed
Johnson Close	Highfield	Replacement of 1 number street light	Completed
Knott Crescent	Highfield	Replacement of 1 number street light	Completed
Priory Way	Tenterden	Replacement of 1 number street light	Works programmed for completion by end March 2017
Rectory Close	Woodchurch	Replacement of 1 number street light	Works programmed for completion by end March 2017

LED Conversion Update

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

Number of lights converted as at 15/02/2017 = 7229

Therefore 93% have been converted.

We still have 558 lights to be converted, all of which have issues such as restricted access, vegetation to be cut back, etc. which we are working with Bouygues to address.

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**

CASUALTY REDUCTION MEASURES			
Identified to address a known history of personal injury crashes			
Road Name	Parish	Description of Works	Current Status
The Street, Great Chart	Great Chart with Singleton	Pedestrian safety scheme	Tabled consultation results have been sent to the Parish Council – Due to number of objections KCC Officers recommended other options should be looked into. Further meetings have taken place and a bollard is to be installed on the pavement to prevent pavement over run. This will be monitored for its effectiveness.

INTEGRATED TRANSPORT SCHEMES			
Local Transport Plan funded non-casualty reduction schemes			
Road Name	Parish	Description of Works	Current Status
Ashford International Station	Ashford	Pedestrian/cycle ramp	SGN and UKPN services located. SGN will accept protection of plant. UKPN cable dead. Revised design done to eliminate diversions.. KCC is now in consultation with with HS1 and ABC agree to agree general layout with a view to construct in summer of 17-18
A2070 Conningbrook Bends	Willesborough	Road widening scheme	Phase 1 - Works are due to take place 25/26 February to clear vegetation and trees

			<p>under a full road closure pending land negotiations being complete by then.</p> <p>Phase 2 - Main Works are due to take place Summer 2017 for a period of 10 weeks under a full road closure</p>
Church Road junction with Bentley Road	Willesborough	Junction realignment including zebra crossing and ramped pedestrian footway	Original design is being reviewed and pedestrian survey is currently being undertaken to ascertain whether a zebra crossing is the right solution. Intention is to progress this scheme in the Summer Holidays 2017
Highfield Lane	Mersham with Sevington	Installation of turning head and closure of Highfield Lane	<p>Due to the implementation of Junction 10A on the M20, there is a need to prevent vehicles using Highfield Lane to prevent increased rat-running on the local road network.</p> <p>The closure of the existing through-route will require a turning head to enable refuse vehicles and other large vehicles to perform a turning manoeuvre. The Traffic Order to prohibit driving is to be consulted on during late February into March. Pending the support of the consultation and S106 funding being made available, the turning head and prohibition of driving could be implemented in the summer/autumn of 2017</p>

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Agreement Works)				
Scheme Name	Mastergov File Ref No	Parish	Description of Works	Current Status
Newtown Road - Former railway site	AS0419	Newtown, Ashford	New controlled pedestrian crossing and construction of site entrance	The Developer has temporarily installed lights for the pedestrian crossing. Waiting for final date for UKPN connections.
A28 Chart Road, Brunswick Road Junction	AS2081	Godinton	Rearrange junction alignment	Works Complete and in maintenance period
Brunswick Road	AS003013	Godinton	Widen the junction to the EMR site	Adopted
Knoll Lane	AS003009	Singleton	Access on to new development and relocation of pedestrian crossing point	Works complete and in maintenance period
Farrow Court	AS003012	Stanhope	New footway and relocation of pedestrian crossing facilities	Works have commenced on site, the controlled crossing will be implemented once construction has been completed on site. Including Phase 2
Mill Road	AS003020	Bethersden	Footway works along the frontage to tie in with the existing footway.	Works Complete and in maintenance period
Ashford Road	AS003049	Chilham	New Development Access and Pedestrian Crossing	Waiting for proposed designs to resolve the items raised within the Stage 3 Safety Audit.

Cudworth Road	AS003024	Willesborough	New Access to development	Works completed and in maintenance
Ashdown Court	AS003038	Ashford	New Access to development and footway works	Works Complete and in maintenance
Warren Site A, Ashford Road	AS003002	Ashford	Access to be updated for new housing development	Works completed and in maintenance
Old Abattoir Site	AS003011	Aldington	New Access	Works completed and in maintenance period
Wesley School Road	AS003028	Singleton	Change of road alignment to introduce on street parking	Works completed and in maintenance period
Cheesemans Green PAR	AS0418	Sevington	New principal road to developments	Works complete and in maintenance period
Kings Avenue	AS003006	Ashford	New Housing Development	Works complete and in maintenance
Tenterden Site 1	AS003036	Tenterden	New Proposed Housing Development	Works commenced
Chilmington Green	AS003054	Great Chart	New Proposed Housing Development	Access B has been technically approved waiting on final information to complete agreement. (Awaiting Programme)
River view, Ashford	AS00309	Ashford	New footway and parking arrangements	Works completed but remedial works required.
Hopewell School, St Stephens Walk	AS003033	Ashford	New vehicle cross overs and street lighting	Works ongoing

			works	
Wilesborough Dykes, Sheepfold Lane	AS003046	Kingsnorth	New cycleway/footway tying in to existing network	Works completed and in maintenance
Calleywell Lane (Housing 21)	AS003050	Aldington	New footway	Works complete and in maintenance period
Dover Place	AS003051	Ashford	Amendments to the junction and works to the footway required	Technical approval granted waiting on start date (however this may not progress due to funding)
Calleywell Lane (Taylor Wimpey)	AS003039	Aldington	New Access for development	Works have commenced on site
Appledore Road, Kenardington (Parish Scheme)	AS003075	Kenardington	Proposed new footway	In technical audit stage
Houchin Field, Canterbury Road	AS003070	Ashford	Proposed new junction and relocation of pedestrian crossing point	In technical audit stage
Carlton Road, Ashford	AS003099	Ashford	Proposed New Vehicular Access for Network Rail	Works completed and in maintenance period.
Chilmington Access D – Coulter Road	AS003097	Ashford	New mini roundabout and ammendments to the existing highway.	Agreement due to be signed waiting on start date
Blackwall Road South	AS003080	Willesborough	Proposed widening of carriageway	Agreement signed, waiting on start date

Appendix F – PROW

Public Rights of Way – <i>Contact Manager- Andrew Hutchinson</i>			
Path No	Parish	Description of Works	Current Status
AW340	Shadoxhurst	Surface repairs to byway	Works underway
AE563	Ruckinge	Surface repairs to byway	Works complete
AE566	Ruckinge	Surface repairs to byway	Works underway
AU49	Ashford	Surface repairs to Footpath- 90% funding through 'Tesco's Bags of Help' scheme	Works programmed for winter 2016/2017
AE490	Aldington	Surface repairs to footpath	Works programmed for winter 2016/2017
AT56	Rolvenden	Surface repairs to footpath	Works programmed for winter 2016/2017

Appendix G – Bridge Works

Bridge Works – <i>Contact Officer Paul Hopkins</i>			
Road Name	Parish	Description of Works	Current Status
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.

Traffic Systems - <i>Contact Officer: Toby Butler</i>		
Location	Description of Works	Current Status
A2042 Faversham Road near Upper Vicarage Road	Refurbishment of traffic signal controlled crossing	Completed December 2016
A2042 Romney Marsh Road near Norman Road	Refurbishment of traffic signal controlled crossing	Due to start March 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 **14th February 2017**.

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.

Charlie Simkins

Details of Scheme	Status
16-MHF-AS-25 Bethersden Road, Hothfield Request for bend ahead warning sign	Works programmed – to be carried out before 31 March 2017
16-MHF-AS-19 The Street, Pluckley Request for warning sign for overhanging building	Works complete

George Koowaree

Details of Scheme	Status
14-MHF-AS-104 Lees Road, Ashford Double yellow lines	Works complete – TRO Sealed and double yellow lines installed
16-MHF-AS-20 – Torrington Road/Upper and Lower Denmark Road Construction of raised table top at crossroads junction	Works due for completion 22/23 February 2017
16-MHF – AS – 29 Park Place Footway works	Works due for completion by 31 March 2017.

Mike Hill

Details of Scheme	Status
<p>MHF-AS-16 T-junction of A28 Hastings Road and A268 Rye Road, Newenden</p> <p>Investigation into improvements at junction – Works have taken place to refresh road markings, replace damaged verge marker posts and maintain give way signs at junction.</p> <p>Works still to take place to replace existing speed limit terminal signs with larger ones and cut vegetation around signs</p>	<p>Works programmed – to be carried out before end of March 2017</p>

1.1 Legal Implications

1.1.1 Not applicable

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable

1.3 Risk Assessment

1.3.1 Not applicable

Contact: Lisa Willoughby / Toby Howe 03000 418181