

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 June 2017**.

Present:

Cllr. Heyes (Chairman);
Mr. P Bartlett (Vice-Chairman);

Cllrs. Burgess, Feacey, Mrs Martin, Smith, Mrs Webb.
Mr. M J Angell, Mr D Farrell.

Mr. K Ashby – KALC Representative.

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

Apologies:

Cllrs. Bradford, Ovenden.
Mr. P M Hill, Mr S J G Koowaree, Mr C Simkins.

Also Present:

Cllr. White.

Andy Moreton (Project Manager for Major Projects – KCC), Jamie Watson (Senior Schemes Programme Manager - KCC), Lisa Willoughby (Ashford District Manager – KCC), Andrew Osborne (Economic Development Manager – ABC), Trevor Ford (Environmental Protection and Licensing Team Leader – ABC), Paul Harwood (Regional Lead, Spatial Planning – Highways England), Sheila Davison (Head of Health, Parking & Community Safety – ABC), James Hann (Health, Parking & Community Safety Manager – ABC), Chris Miller (Parking, Highways and Transportation Team Leader – ABC), Kirsty Morland (Member Services Officer – ABC).

17 Declarations of Interest

Councillor	Interest	Minute No.
Bartlett	Made a 'Voluntary Announcement' as a Governor on the East Kent University Hospitals Trust.	20
Feacey	Made a 'Voluntary Announcement' as he was the Managing Director of Energyshift who worked with members of the taxi trade and he was on the Management Committee of UK LPG.	26

Councillor	Interest	Minute No.
Smith	Made a 'Voluntary Announcement' as Treasurer of the South Willesborough and Newtown Community Group	21

18 Minutes

Resolved:

That the Minutes of the Meeting of this Board held on the 14th March 2017 be approved and confirmed as a correct record.

19 Parking and Waiting Restrictions – Update Summary

The report provided an update and summarised parking and waiting restriction schemes that had been through the Joint Transportation Board. It also asked the Board to agree recommendations regarding the recent public consultation on Amendment 7.

Mr Miller introduced the report and drew the Board's attention in particular to the A20 (Chapel Road, Hothfield), The Wish, Kenardington and Glebelands, Mersham. These schemes all had objections raised against them, however it was noted that the benefits of the schemes outweighed the objections raised.

In respect of the scheme at The Wish, Kenardington a Member felt that whilst the scheme was acceptable there was a distinct lack of parking on the estate. He requested that consideration be given to resolving this issue. The KALC Representative concurred with this view and suggested that the grassed areas could be utilised. Mr Miller advised that he would be willing to look at parking provision on the estate and endeavoured to speak to the Member and the KALC Representative in the coming days about this matter.

A Member drew attention to the Loudon Way scheme, which he fully supported, and queried why there was a space left on the left hand side between the bus gate clearway and the restrictions on East Lodge Road. For consistency he questioned whether the restrictions could be extended. Mr Miller advised that he would visit the site and bring it back to the Board if amendments were proposed.

Resolved:

- That (i) the update on schemes be noted.**
- (ii) the implementation of the recently advertised Amendment 7 order be supported; Ashford Borough Council Officers, along with Kent County Council Officers, would investigate the parking gap commented upon by Ward Members which formed part of the restriction at Loudon Way. Should further amendments be required they would be put before the September meeting of the Board.**

20 A2070 Kennington Road Widening – Conningbrook Bends

The report provided an update on progress relating to the widening of Kennington Road. The narrowness of the road near to Blackwall Road North had caused congestion for many years with the project planned to start on 20 June 2017 and completion by 3 September 2017.

Mr Watson advised that vegetation clearance had been carried out in advance of the works taking place. The road would be closed for a period of 11 weeks with no traffic access at all during that period. Emergency services coming from the A28 would be directed to Junction 9 of M20 and head to Junction 10. Consultations had been undertaken with businesses, residents, emergency services and the Julie Rose Stadium. Additionally, work would be undertaken to ensure the phasing of the lights in the town centre would not exacerbate congestion created by the diversion of traffic.

The Vice-Chairman queried whether the upgrade to the traffic lights at Elwick Road could be postponed until after these works had been completed. Due to the likely increase in traffic and congestion due to the widening works any additional works around the town centre would exacerbate this. Mr Watson understood the concerns raised.

A Member requested that the signage for cyclists to dismount at the start of the widening works be visible and at the correct height. Mr Watson advised that he would discuss this matter with the contractors.

Resolved:

That the update report and the relevant progress to date be received and noted.

21 A2070/Barrey Road Junction - Update

The report provided an update on the progress relating to potential improvements at the A2070/Barrey Road junction and related actions as requested by the Board at its meeting on 16th January 2017. Mr Moreton referred to the previous meeting and the discussions regarding the possible implementation of temporary speed restrictions and a speed camera on this stretch of the A2070. He was pleased to report that there had been progress in this area and the introduction of a temporary speed limit of 40mph should be in force by 22nd July 2017. Once this temporary speed limit was in place the impact would be monitored over a two month period to assess the effectiveness on access to/from the Barrey Road junction. It was anticipated that work to install the temporary restriction would commence on 24th July 2017.

In respect of the relocation of the Church Road bollards, an informal consultation had been carried out with approximately 109 properties in the Church Road/Sevington Lane/Kingfisher Close and Nightingale Close area. 68% of respondents requested that the bollards remain in their current location. A number of objections had been received in respect of the proposed relocation including; the narrow lanes, on street parking being impacted upon and this being an unacceptable route for HGV/delivery

vehicles. It was therefore proposed that the bollards remained in their current location.

Mr Moreton advised that KCC had commissioned Consultants, WSP, to undertake an Options Study of the Barrey Road/A2070 junction. The brief was to identify options to improve access on to the A2070 and to maintain the existing right turn into Barrey Road from the southbound carriageway of the A2070. Three options were identified in the Study, namely an acceleration lane/nearside taper on to the A2070 from Barrey Road, a roundabout and partial signalisation, of which there were three sub options. The summary of options considered were as follows:

- i. An acceleration lane/nearside taper from Barrey Road on to the A2070 – This was not considered to provide any benefits or improvement to the existing layout.
- ii. A new roundabout at the Barrey Road/A2070 junction - This would potentially involve additional land acquisition, diversion of utility plant and apparatus and potentially high costs to install. Further details on this were included within the consultants report which was appended to the agenda papers.
- iii. Permanent traffic signals and partial signalisation of the junction – This option had 3 potential variations, all contained within the highway boundary:
 - a) To signalise the existing junction arrangement
 - b) As above but also to segregate the right turn in to Barrey Road from the southbound A2070
 - c) In addition to point (b), provide signals on the southbound A2070 and install a green signal head for through traffic.

Mr Moreton further advised of the estimated construction costs only (project costs to include planning, design, procurement, inflation etc. would be significantly higher) which could be summarised as follows:

- i. Acceleration lane/nearside taper £300,000
- ii. Roundabout £450,000
- iii.
 - (a) Signalise existing layout £175,000
 - (b) As (a) but with segregation £200,000
 - (c) As (b) but with additional signals £250,000

The partial-signalised option would remove any conflict between Barrey Road and the A2070 and could be constructed at the same time as Junction 10A. He drew attention to the independent cost review contained within the agenda papers which focused on the three signal options and identified estimated costs if the scheme were to be delivered as a standalone project. These costs were summarised as follows:

Option	Anticipated Minimum Cost	Anticipated Maximum Cost
a	£477,000	£532,000
b	£521,000	£590,000
c	£613,000	£687,000

Mr Moreton confirmed and it was important to note that these figures were based on the findings of the Options Study, and as such, would be subject to alteration when the detailed design was carried out. There would be a need to investigate funding streams for these works, at the current time neither KCC nor Highways England (HE) had monies available to fund the works. Mr Moreton hoped that the Board would recognise the work undertaken on this matter to date and would endorse the recommendation before them.

Mr Harwood confirmed the timings for the implementation of the temporary speed limit and confirmed that works for the part-signalised junction would take place, should they be approved, in 18 months' time to coincide with the completion of Junction 10A. He drew attention to the difficulties to identify funding for the part-signalisation works and highlighted a number of potential options but these would need to be full investigated. Mr Harwood confirmed and committed that the intention was to use the same contractor to undertake the works who would be constructing Junction 10A.

The Chairman read out a statement from the KCC Divisional Member for Ashford East, who had been unable to attend the meeting. The statement read as follows; "Paragraph 3 Reallocation of Church Road Bollards, I ask the board to give due regard to the majority wishes of the consultees and leave the bollards where they are, taking their objections in consideration. Item 4 Junction Improvement. I have been asking for Barrey Junction to be controlled by Traffic Lights for almost 20 years. At last this option has been recommended after the 3 options identified in the study by the consultant WSP commissioned by KCC. I would like to thank Both KCC and WSP for their challenging work which should have been done years ago. The option of a speed limit of 40 mph recommended by Highways England will not be sustainable in the long run because it is not guaranteed that it will be observed, the risk of a tragedy will still be there, whereas Traffic Lights will almost guarantee the safety of drivers at that junction. Please fellow Councillors vote for Traffic Lights."

The KCC Divisional Member for Ashford Rural South advised that he was inclined to agree with the statement. Road safety and cost should be considered but in that order. He was concerned that motorists would still be inclined to drive at much higher speeds than the proposed 40mph and questioned whether it would be possible to install ANPR cameras to monitor vehicle speeds. Whilst he personally would prefer a roundabout at that location, he was in agreement with the views put forward by the KCC Divisional Member for Ashford East.

Mr Moreton advised that he was not in a position to confirm if ANPR cameras would be installed, he suspected that they would not be. In respect of a roundabout at this location, he confirmed that this would have the potential to create the same issues at Barrey Road as the A2070 traffic would retain priority over the junction. A partial-signalised junction would ensure positive control of the traffic on both the A2070 and Barrey Road.

The Vice-Chairman agreed with the comments put forward and felt that the biggest hurdle would be funding the scheme. It was vital that the scheme progressed and the urgency around the works was not lost. He queried whether use could be made of developer contributions. He was pleased to hear that the bollards would remain in their current location as he felt that moving them would create additional problems in an already stressed location.

The Ward Member for the area supported the proposed part-signalised junction and urged the Board to endorse the proposal. In respect of the entrance to the housing area he questioned whether improved signage could be installed, including a width restriction to prevent HGVs using the road by error.

A Member questioned whether the right hand turn on the southbound carriageway of the A2070 could be closed with traffic being directed to the roundabout and back up the A2070 to eliminate tailbacks in the short term. Mr Moreton advised that modelling had not shown any problems with tailbacks from the right hand turn. He further advised that the roundabout near the orbital park was likely to become a signalised junction in the longer term.

Resolved:

That the Board notes the progress made to date and endorses taking forward the proposed partial signalisation of the A2070/Barrey Road junction for further assessment and the identification of potential funding streams.

22 M20 Junction 10A – Next Steps Following Public Hearing

Mr Harwood advised that works were due to commence in February 2018. In response to a question from the KALC representative, Mr Moreton advised that the works may be undertaken at the same time as the A28 duelling works. It should be noted that the works on the A28 would allow for a two-way flow of traffic and should not add to the congestion that may occur due to this. In addition, Mr Harwood, in response to a request from the Chairman, advised that normal practice would be to continue with liaison with local groups etc. and the construction process would be carried out as considerately as possible.

Mr Moreton stated that the Development Consent Order (DCO) examination process closed on 2nd June. The Planning Inspector had a maximum of three months to make his recommendation to the Secretary of State and subsequently, the Secretary of State then had a further three months to make his or her decision on the approval or rejection of the DCO.

Resolved:

That the report be received and noted.

23 Network Rail's Kent Route Study Consultation

The report updated the Board on the Council's draft response to Network Rail's consultation on the South East Route: Kent Area Route Study. The Study included proposed track, signalling and station improvements on the network and set out the

strategic vision for the next 30 years. The proposals that would directly impact on Ashford would include; a new connection at Ashford International that would allow trains from HS1 to access the Marshlink line, Electrification of the Marshlink line from Ashford to Ore, a spur line between the Ashford to Canterbury West line and the Faversham to Canterbury East line, lengthening of trains on the High Speed services from Ashford International and signalling upgrades and digital train management systems on parts of the network closer to London. Mr Osborne drew attention to the Council's proposed response, which was detailed within the agenda papers.

The Vice-Chairman was pleased to note the inclusion of the Park Farm Station and questioned how the report on the economic viability of this Station was progressing. A Member questioned whether the Section 106 monies set aside for the Station were still available and felt that this should be a priority. Mr Osborne advised that he would speak to the Officer dealing with the economic viability report and request an update to the Board in the future.

The Chairman reiterated that the document was a list of projects that Network Rail would like to pursue over the next 30 years and was heartened by the improvements that would in turn benefit the residents of Ashford and beyond. These improvements would undoubtedly reduce journey times.

Mr Osborne confirmed that Network Rail had taken account of the Local Plan process and reflected the proposals within the list.

Resolved:

That the report be received and noted.

24 Air Quality Update

The report provided an overview of the current situation in respect of air quality within the Ashford Borough. The Council monitored nitrogen dioxide in accordance with statutory duties. Particulate matter monitoring was not undertaken as there are no Air Quality Management Areas (AQMA) within the Borough. The air quality in Ashford was considered 'good' with concentrations of nitrogen dioxide significantly below national air quality objectives. Mr Ford advised that the highest measurement location was Lees Road (near to Junction 10 of the M20), it was anticipated that the development of Junction 10A would reduce this level through reduced congestion.

In response to questions, Mr Ford advised that the works to the A28 should improve traffic flow in the area and therefore have a positive impact on the levels of nitrogen dioxide in the area, however levels would likely be affected by planned development and increased vehicular journeys along the improved highway. He confirmed that the locations of passive diffusion tubes, used to measure pollutant levels, were reviewed annually.

Resolved:

That the report be received and noted.

25 Update on A28 Dualling at Chart Road, Ashford

The report provided an update on progress to date with the planned dualling works to the A28 at Chart Road. Kent County Council would be forward funding the developer contributions to the scheme to enable the scheme to be delivered fully, rather than as a phased scheme. The loan would then be repaid by the developer over a 10 year period, commencing in 2021. Progress on land acquisition had been hindered due to delays in completing the Section 106 Agreement, however to safeguard the scheme a Compulsory Purchase Order was published on 11 May 2017 and it was hoped that the land required would be agreed by Christmas 2017. It was envisaged that vegetation clearance would be carried out in January/February 2018 with the main construction work commencing in March 2018, with completion in the Autumn of 2019. Further community engagement was planned for July 2017 with an exhibition to be held at Godinton Village Hall.

Some concern was raised from both Members and KCC Divisional Members regarding the impact of these works taking place at the same time as the construction of Junction 10A. The Chairman advised that it was proposed for two way traffic to be maintained with most road closures to take place overnight. A Member questioned whether the National Institute for Health and Care Excellence (NICE) guidelines for the scheme would be adopted. Mrs Willoughby advised that she did not have this information available and would take the query back to the project lead.

Resolved:

That the report be received and noted.

26 Station Approach

The report provided some background to the improvement projects proposed for Station Approach. The projects were all interlinked and were dependent on the successful relocation of the taxi waiting layby from Station Approach. In short, the aims of the projects were to improve pedestrian connectivity between the Commercial Quarter, the railway stations and South Park car parks and to reduce vehicle congestion on Station Approach and improve the flow of vehicles through the Station Forecourt at peak times. Mr Hann advised the Board of the consultation process that had been undertaken and revisions to the proposal had consequently been made. Discussions were on-going with Southeastern/Network Rail in regard to land that they owned or controlled; this related to physical works as well as the related Traffic Regulation Order. A meeting was due to be held with the Leader, Chief Executive and Southeastern to resolve these matters.

A Member raised some concerns regarding the consultation process and whether the taxi rank should be moved. Attention was drawn to the consultation that had been carried out and it was noted that 86% of respondents supported the aims of the proposal. Mr Hann advised that the taxi rank was not being moved. The proposal only related to the waiting area for taxis. Currently taxis waited along Station Approach, and these would be relocated to a new area in the Stour Centre Car Park. There would be CCTV in place, along with a low-tech system, to allow the taxis to proceed to the taxi rank accordingly.

Concerns were raised regarding congestion at the Station Forecourt, particularly at peak hours. Mr Hann advised that Southeastern were trialling a new layout to remove private vehicles from the immediate forecourt with directions to the drop off bays on Station Approach. He confirmed that the works to Station Approach would be discussed at the July meeting of the Council's Cabinet.

Resolved:

That the report be received and noted.

27 Elwick Road Temporary Car Park

Mr Hann advised that a temporary car park to be constructed on Elwick Road, for approximately 100 vehicles. Planning permission had been granted with construction due to start early July for a period of 6 weeks with the car park opening in September 2017. Permission had been granted for a three-year period linked to the opening of the cinema on Elwick Road.

Resolved:

That the report be received and noted.

28 Car Parking Strategy

Mr Hann advised that work on the review of the Car Parking Strategy had begun. The Strategy covered the short, medium and long terms requirements for the Borough. A capacity survey would be carried out and an update would be reported to the next meeting of the Board.

Members raised concerns regarding commuter parking in residential areas. Mr Osborne advised that the Network Rail Kent Area Route Study looked to address parking and affordability, it had been highlighted that the International Car Park was underutilised.

Resolved:

That the report be received and noted.

29 Lorry Parking Update

The report advised that Highways England was awaiting the outcome of the Judicial Review into the lawfulness of the decision by the Secretary of State on 6th July 2016 for a new lorry area to be created near Stanford, Kent. The hearing had been adjourned and a revised date had yet to be set.

The Vice-Chairman advised that KCC's Freight Action Plan would be discussed by the KCC Cabinet Committee on 15th June. He could not see the requirement for both a lorry park at Stanford and a Kent wide network. He considered that a lot of work would be required and a clear direction of travel was necessary.

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A Member felt that a Kent network of smaller lorry parks was preferential including the Stanford element. This would alleviate regular over-night parking in laybys and ease pressure on the motorway network when Operation Stack was implemented.

Resolved:

That the report be received and noted.

30 Highway Works Programme 2017/18

In response to questions from the Board, Mrs Willoughby advised that the Bridgefield bus service was due to commence in the Spring/Summer. She advised that she would make the project manager of the Drovers roundabout aware of the concerns raised regarding lane markings and further confirmed that accident records were kept.

Mr Hann advised that the works to create a ramp at the International Station related to the stairs that were accessed from the road frontage, to ensure a more cycle and pedestrian friendly access.

KCC Divisional Member for Ashford Rural South requested that three streetlamp 'stubs' be removed from Orlestone urgently as they posed a danger to pedestrians. He further questioned when the 'lanterns' for these streetlamps would be returned to the Parish Council. Mrs Willoughby advised that she would discuss this matter with the Street Lighting Team.

The KALC Representative raised concerns in respect of the Drainage Team. He stated that Parish Councils were having great difficulty making contact and when contact was made appointments were missed and vital works were not carried out. He also questioned whether the work contractors were employed to do was checked, as there were concerns that this was not being carried out initially as a second visit would command a higher remuneration. Mrs Willoughby advised that she would take note of these concerns and raise them with the Drainage Manager.

Resolved:

That the report be received and noted.

Queries concerning these Minutes? Please contact Kirsty Morland:
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