

Joint Transportation Board

Minutes of a Meeting of the Joint Transportation Board held in the Council Chamber, Civic Centre, Tannery Lane, Ashford on the **12th September 2017**.

Present:

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

Cllrs. Bradford, Burgess, Feacey, Ovenden, Mrs Webb, Wedgbury
Mr. M J Angell, Mrs C L Bell, Mr D Farrell, Mr P M Hill, Mr S J G Koowaree.

Mr. K Ashby – KALC Representative.

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

Apologies:

Cllr. Mrs Martin, Mr C Simkins.

Also Present:

Paul Harwood (Regional Lead, Spatial Planning – Highways England), Andy Moreton (Project Manager for Major Projects – KCC), Barry Stiff (Project Manager – Major Projects - KCC), Lorna Day (Parking Enforcement Manager - KCC), Lisa Willoughby (Ashford District Manager – KCC), Andrew Osborne (Economic Development Manager – ABC), James Hann (Health, Parking & Community Safety Manager – ABC), Chris Miller (Parking, Highways and Transportation Team Leader – ABC), Mike Cook (Civil Enforcement Officer Team Leader - ABC), Danny Sheppard (Senior Member Services Officer – ABC).

145 Declarations of Interest

Councillor	Interest	Minute No.
Ovenden	Declared an 'Other Significant Interest' as he owned a business on the Cobbs Wood Industrial Estate and said he would leave the Council Chamber during consideration of the Parking and Waiting Restrictions item.	147
Wedgbury	Made a 'Voluntary Announcement' as he regularly used the A2070 pedestrian crossing.	152

146 Minutes

Resolved:

That the Minutes of the Meeting of this Board held on the 13th June 2017 be approved and confirmed as a correct record.

147 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 changes to Amendment 1.

Mr Miller introduced the report and advised that the Amendment Order included 12 items which the Board was being asked to support. He drew the Board's attention to the two locations which had received objections – Church Road, Kennington and Cobbs Wood Industrial Estate. At Church Road, Kennington an objection had been received from the Ward Member and, on reflection, Officers felt that the proposals may not offer the safest option. It was therefore recommended that the Board allowed Officers to conduct further investigations and report back to the next meeting in December. On Cobbs Wood Industrial Estate, there were two remaining objections from local Ward Members. As a result of this Officers had re-visited this site and been able to create the same amount of parking that had been removed in order to create a safer environment for traffic flowing in and out of the Industrial Estate. Those minor amendments were outlined in Paragraphs 14 and 15 of the report. The Board was therefore asked to agree to making the order in part rather than in full, to reflect the Church Road, Kennington deferral.

The KCC Division Member said that she supported the proposal to re-look at Church Road, Kennington as she had received concerns from residents in The Street about the potential knock on effects of the proposals.

Resolved:

That (i) the update on schemes be noted.

(ii) the implementation of the changes in the recently advertised Amendment 1 order be supported in part; subject to deferral of the item at Church Road, Kennington to allow Officers to conduct further investigations and report back to the next meeting of the Board in December

148 A28 Chart Road Widening Scheme

The report provided an update on progress on the A28 Chart Road dualling scheme. Mr Stiff ran through the report and gave a presentation giving details of: - the scheme in summary; the construction contract; land acquisition; the Compulsory Purchase Order; public engagement; the expected programme of works; and diagrams showing the phasing of works.

The Chairman thanked Mr Stiff for the presentation and opened the item up to Board Members for comments/questions. The following points were raised: -

- It was vitally important to give as much notice as possible of any road closures during the work, including early signage and press coverage. Mr Stiff confirmed that this was the intention and the contractor had engaged a full-time public liaison officer to proactively engage with the local community. Any road closures that were necessary would be planned to happen at night to minimise the impact and potential disruption. Closures would be advertised through a number of mediums including letter drops, social media and press releases.
- A lot of work had been undertaken on the acoustic barrier and the design team were working with ABC Officers to arrive at the best solution for the design of the scheme. The plan remained to maintain an acoustic barrier throughout the full length previously proposed and further details would be shared with the local Ward Members when available. Piling works for the bridge would be able to take place during the daytime hours so noise disruption at night would be limited. The Vice-Chairman advised that Network Rail had recently changed the design of their acoustic barrier at Sevington and this had improved the quality so it might be worth discussing with them how this had been achieved.
- Potential delays to the project following the Public Inquiry would not unduly place the project at risk. The budget had contingencies for inflation and an overrun and the Contractor had been engaged at an early stage which would also help mitigate risk.

Resolved:

That the progress report be received and noted.

149 A2070/Barrey Road Junction - Update

The report provided an update on the progress relating to potential improvements at the A2070/Barrey Road junction including the temporary installation of a 40mph speed limit and further investigations in to providing a signalised junction.

Mr Moreton said he was pleased to report that the temporary speed restriction was installed during the week commencing 11th August. Since then there had been some additional monitoring to capture traffic volumes and speeds and work was still ongoing to directly compare with the monitoring undertaken before the restriction went in. It was important to note that this latest monitoring captured the busy Bank Holiday weekend.

In respect of the junction improvements, Highways England had undertaken their own assessment of the Options Study undertaken by Consultants WSP, including cost estimates and these was contained at Appendix A to the report. Mr Moreton outlined the three options that had been costed which were: - temporary signals; permanent signals with the existing junction arrangement; and permanent signals with an additional signal head and alterations to the existing kerb lines, central reservation, carriageway and road markings (Option 3c). Option 3c had been recognised as the preferred option and it had been an extremely worthwhile

exercise, demonstrating that if works went ahead at the same time as the M20 Junction 10A works, there would be some definitive savings for the public purse. Funding remained an issue and discussions continued. KCC had commissioned WSP to do further work looking at improvements to cycle provision and connectivity which may in turn improve the likelihood of the project receiving funding. He expected this information to be passed to Highways England by the end of September. Results of traffic monitoring would also be in by the end of September. Results would then be collated and reported with intended proposals and timeframes and some idea of the likelihood of obtaining funding from Highways England expected by the end of October. These elements would form the basis of Mr Moreton's next update to the Board in December.

The Chairman thanked Mr Moreton for the update and opened the item up to Board Members for comments/questions. The following points were raised: -

- The potential installation of temporary lights would still take some time and as they would not be able to operate as desired, and with an estimated cost of more than £60k and their temporary nature, it was considered that the focus should be on the permanent works. Construction of M20 Junction 10A was scheduled for early 2018 and if Barrey Road was to be signalised, the Contractors Vinci were looking to do this towards the front of the programme. This was welcomed but it brought in to focus the need to get funding in place in quick order. Securing funding remained the key obstacle and Members asked how much confidence there was that it would be obtained. Mr Moreton advised that a lot of work was ongoing to convince Highways England of the importance of this scheme, but at the end of the day schemes had to be prioritised and score sufficiently against the criteria for funding from the relevant programme in order to attract funding.
- There was concern that temporary speed restriction signage was being ignored because drivers assumed that it only related to night time works. Therefore, it was considered that the data being collected would be flawed because significant numbers of drivers were not observing the speed limit. Additionally, where they were observing the limit, the effect was to 'concertina' traffic which left smaller gaps and made exiting Barrey Road even more difficult. Mr Harwood accepted that whilst any data collected would be able to be questioned, they had done their best and he considered they would be able to draw meaningful conclusions when analysing the impact of the temporary speed limit. If the level of compliance was not good, it may be possible to ask the Camera Safety Partnership to introduce enforcement and then redo the data collection with cameras in place. In response to a further question, he advised that the wider Junction 10A works would include a 40mph speed limit during construction, so it was unlikely they would lift the temporary restriction only to reintroduce it shortly afterwards.
- Safety concerns about the right turn in to Barrey Road across the dual carriageway did not appear to have been addressed. A Member considered Highways England could potentially have a corporate manslaughter issue if they did not make this part of the junction safe and that the right turn should be closed. Mr Harwood advised that this type of junction was widely used across the country and the safety of this element of the junction had been assessed in the work that had been undertaken and not deemed as an

accident blackspot. The driver behind the proposals was more about allowing traffic to safely exit Barrey Road rather than wider safer issues.

- There was sufficient space to provide on and off slip roads at Barrey Road and this still did not appear to have been given enough consideration. Mr Moreton advised that slip roads were looked at by WSP as part of the Options Study and whilst these may have been possible, in essence this was discounted because it was not seen to improve the current situation even with the introduction of a lower speed limit on the A2070. Sight lines would not be improved, drivers would have to look over their shoulders over a considerable distance to exit the slip road and combined with the proximity to the new roundabout as part of the Junction 10A works, this would mean a departure from design standards and be unlikely to be accepted.

Members wanted to thank those Officers who had been involved in this project and in particular Mr Moreton for taking personal ownership of the problems expressed at the Board meeting in December 2016. It was considered that great progress had been made since January and whilst it was clear that nothing could happen unless funding was secured, considering how long they had been waiting for a solution, the position they were in now was extremely pleasing.

Resolved:

That the Board notes the progress made to date and will receive a further update report at its next meeting in December.

150 Experimental Overnight HGV Enforcement and Clamping Trial 2017

Mr Hann introduced the report which reminded the Board of the major issues suffered in Kent as a result of HGV parking in unsuitable locations. Ashford had already implemented a successful clamping trial in the Borough, although this alone would not deliver countywide enforcement. It was clear that increasing overnight lorry parking capacity across the county and encouraging lorries to use those facilities would be key in finding a permanent solution, but in the meantime KCC and the Department for Transport had designed a zonal enforcement scheme that could be expanded to other areas or countywide. He was delighted to report that Ashford had been given permission to introduce a pilot scheme for an experimental overnight parking and clamping trial on the A20 between Charing and the Drovers Roundabout. This area had been selected as there were already identified problems related to safety in this area and a history of residential complaints relating to overnight lorry parking. The clamping trial would include the existing industrial estates in Ashford which already had overnight lorry parking bans. He wanted to thank Officers from both ABC and KCC, particularly Mike Cook, Jo Fox, Catherine Darlington and Andrew Westwood, for their hard work in bringing this initiative to fruition. This was a national trial which would commence on the 30th October and could last up to 18 months, giving an opportunity to evaluate a new approach to enforcement. Other areas would be looking on with interest and the Board would be kept up to date with regular reports. Mr Hann pointed out a typographical error in Paragraph 3.10 of the report and confirmed that the trial would start on Monday 30th October 2017.

Board Members said they very much welcomed the trial and were excited about the potential outcomes. Caution was expressed about the risk of displacement, particularly in to the industrial estates that were not covered by the existing bans or even residential areas, and the importance of monitoring was stressed. Members said they would like to see some data on displacement in future update reports.

In terms of communication, Mr Hann assured the Board that Officers would be getting out to talk to the freight industry on both sides of the Channel to advise them of this trial as well as the businesses along the A20 that used these areas.

In response to a question from a Member, Mrs Day advised that enforcement would also apply to 'dropped trailers' as well as the cabs themselves.

The Board agreed to write to former Councillor Andrew Wickham, who had been one of the main figures involved in pushing this issue forward over the years, to inform him of this development and thank him for his efforts. All of the Officers involved over the years also deserved credit as well as Christine Drury who had campaigned tirelessly on this issue.

Resolved:

That the report be received and noted.

151 Highway Works Programme 2017/18

The KALC Representative gave an update on the proposed new footway at Appledore Road, Kenardington. This was still awaiting a start date after the process began in January 2015 and he considered that the contractor Amey had 'moved the goalposts' and continued to revise quotations upwards despite delays being no fault of the Parish Council. Mrs Willoughby advised that she had spoken to the street works team and would be able to provide further information shortly. Board Members considered the situation was regrettable and did not reflect particularly well on Amey.

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

- The exact location of carriageway widening at Blackwall Road South, Willesborough.

Members welcomed the completion of the road widening scheme at the A2070 Conningbrook Bends. It was considered that this would make it much easier for people to negotiate that part of the road.

Resolved:

That the report be received and noted.

152 Potential Red Light Enforcement Camera at A2070 Pedestrian Crossing

The report advised that Members had expressed concern at both the speed of vehicles approaching the pedestrian crossing on the A2070 and that vehicles had been reported as not stopping at the crossing when the lights were red.

A Member said that he was disappointed that the representative from Highways England had already left the meeting as this was an issue of public safety. He had personally witnessed cars jumping the lights, overtaking other vehicles who had stopped at the lights and it was clear that these signals were being ignored. Residents were not allowing their children to use the crossing and this was particularly concerning considering it was part of the cycle route linking Park Farm with the town centre. He said he was under no illusions that somebody would be killed at this crossing if nothing was done and he urged Highways England to install enforcement cameras at these traffic lights.

The Board agreed to write to Highways England expressing Members' concerns and asking for them to consider installing red light enforcement cameras at this crossing.

Resolved:

That the Chairman write to Highways England on behalf of the Board, expressing Members' concerns about abuse of the pedestrian crossing at the A2070 and asking for them to consider installing red light enforcement cameras.

153 Willesborough Safety Scheme Update

The report gave an update on a recent meeting held to address parking concerns in and around the William Harvey Hospital. The meeting had been a productive one and ABC had taken away a number of actions, chiefly designed to assess the scale of the parking problems in the area. The actions were outlined within the report.

Members who had been involved agreed that the meeting had been a useful one and wished to praise the Hospital for the work they had undertaken on this matter. It was considered to be a good example of partnership working.

The Chairman considered that perhaps more pressure should be put on the Hospital to review their own parking charges for visitors, however a Member pointed out that the issue of inconsiderate parking in residential areas had not been from visitors to the hospital, but staff.

Resolved:

That the report be received and noted.

Queries concerning these Minutes? Please contact Danny Sheppard:
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