



## Joint Transportation Board

Notice of a Meeting, to be held in the Council Chamber, Civic Centre - Ashford Borough Council on Tuesday 13 March 2018 at 7.00 pm

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The Members of this Board are:-

Cllr Heyes (Chairman)  
Mr P W Bartlett (Vice-Chairman)  
Cllrs. Bradford, Burgess, Feacey, Mrs Martin, Ovenden, Mrs Webb  
Mr M J Angell, Mrs C L Bell, Mr D Farrell, Mr PM Hill, Mr S J G Koowaree, Mr C Simkins

**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

	<b>Page Nos.</b>
1. <b>Apologies/Substitutes</b> To receive Notification of Substitutes in accordance with Procedure Rule 1.2(iii)	
2. <b>Declarations of Interest</b> To declare any interests which fall under the following categories, as explained on the attached document:  1. Disclosable Pecuniary Interests (DPI) 2. Other Significant Interests (OSI) 3. Voluntary Announcements of Other Interests	1 - 2
See Agenda Item 2 for further details	
3. <b>Minutes</b> - To approve the Minutes of the Meeting of this Board held on the 12 <sup>th</sup> December 2017	3 - 10
4. <b>To receive any Petitions</b>	
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6. <b>Outcome of Willesborough Safety Scheme</b>	35 - 50
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| 10. | <b>Highway Works Programme Update Report</b> | 61 - 74 |

KRF/AEH  
5<sup>th</sup> March 2018

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Queries concerning this agenda? Please contact Keith Fearon:  
Telephone: 01233 330564 e-mail: [keith.fearon@ashford.gov.uk](mailto:keith.fearon@ashford.gov.uk)  
Agendas, Reports and Minutes are available on: <http://ashford.moderngov.co.uk>



## 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/5962/2193362.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/5962/2193362.pdf)
- (b) The Kent Code of Conduct was adopted by the Full Council on 19 July 2012, 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.

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## Joint Transportation Board

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

### Present:

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

Cllrs. Bradford, Feacey, Howard-Smith, Mrs Martin, Smith, Mrs Webb,  
Mr. M J Angell, Mrs C L Bell, Mr S J G Koowaree

Mr. K Ashby – KALC Representative.

In accordance with Procedure Rule 1.2 (iii) Councillor Howard-Smith and Councillor Smith attended as Substitute Members for Councillor Burgess and Councillor Ovenden respectively.

### Apologies:

Cllrs. Burgess and Ovenden, Mr D Farrell, Mr P M Hill, Mr C Simkins.

### Also Present:

Paul Harwood (Regional Lead, Spatial Planning – Highways England) Andy Moreton (Project Manager - Major Projects – KCC), Barry Stiff (Project Manager – Major Projects - KCC), Lisa Willoughby (Ashford District Manager – KCC), Phil Lightowler (Head of Public Transport - KCC), Sheila Davison (Head of Health, Parking & Community Safety – ABC), Chris Miller (Parking, Highways and Transportation Team Leader – ABC), Keith Fearon (Member Services Manager – ABC).

## 278 Declarations of Interest

Councillor	Interest	Minute No.
Bartlett	Made a 'Voluntary Announcement' as he lived close to Junction 10 of the M20	282

## 279 Minutes

### Resolved:

**That the Minutes of the Meeting of this Board held on the 12<sup>th</sup> September 2017 be approved and confirmed as a correct record.**

## **280 Public and Voluntary Transport Liaison Task Group**

The Chairman of the Task Group advised that the name of the Group had recently been changed to the 'Strategic Transport Group' and he also explained that Stephen Gasche from KCC would be attending the next meeting on 6<sup>th</sup> April 2018.

### **Resolved:**

**That the Minutes of the Meeting of the Public and Voluntary Transport Liaison Task Group held on the 6<sup>th</sup> October 2017 be received and noted.**

## **281 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 3. The report also gave details of the options for parking controls for the TENT1 development, Tenterden and sought the Board's views on the preferred way forward.

Mr Miller introduced the report and advised that no objections had been received in respect of the consultation undertaken on Amendment 3 and asked the Board to agree the changes. In terms of Church Road, Kennington he advised that in view of the lack of suitable alternative proposals the Ward Member, ABC and KCC Officers and the Portfolio Holder had agreed that the scheme be no longer pursued.

In terms of the proposed parking restrictions for the TENT 1 development, Mr Miller explained that this had been discussed at the Tenterden Parking Forum and the option of a Residents Parking Zone without restrictions was the favoured option.

### **Resolved:**

- That**
- (i) the update on schemes be noted.**
  - (ii) the implementation of the changes outlined in the report in respect of Amendment 3 be supported.**
  - (iii) proposals for waiting restrictions in Church Road, Kennington be discontinued.**
  - (iv) public consultation on a Residents Parking Zone without restrictions for the TENT 1 development be undertaken.**

## **282 A2070/Barrey Road Junction**

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

Mr Harwood advised that following the original statement from Highways England he was pleased to report that Highways England would fund the provision of a signalised junction for Barrey Road as part of the works to be undertaken in respect

of the construction of Junction 10A. In response to a question from a Member he explained that the signalised junction would not enable right turns to be undertaken, however the J10A works would include a new roundabout which would enable traffic to travel south of junction 10 shortly after exiting Barrey Road.

The Vice Chairman said that this announcement was a major breakthrough and believed that credit needed to be acknowledged for the work of residents, businesses, the Willesborough Forum and the Parish Council. He also thanked Highways England in terms of reaching this conclusion. With reference to the conditions attached to the Consent Order for Junction 10A, he asked who would be responsible for monitoring their implementation. Mr Harwood explained that he was unable to answer that question with certainty but believed that ABC would be the appropriate body. In response to a further question from a Member, he advised that the temporary 40mph limit had been removed as the limit had been counter productive and had actually increased waiting times at the Barrey Road junction.

Mr Harwood further explained that a press statement detailing this announcement would be released shortly.

**Resolved:**

- That (i) the contents of the report and Appendices be received and noted.**
- (ii) the announcement from Highways England on the proposed funding and signalisation of the Barrey Road junction to be undertaken as part of the J10A construction works be welcomed.**

## **283 A28 Chart Road Dualling, Ashford**

The update report had been produced as an Appendix to the Highway Works Programme item, however the Chairman advised that he wished for it to be considered separately.

Mr Stiff updated Members on the progress of the A28 Chart Road Improvement scheme covering the three months since the last JTB meeting in September. He explained that it was hoped that the design work would be finalised before Christmas and that confirmation of the Compulsory Purchase Order should be received towards the end of January. Subject to finalising land agreements and receiving the security bond from the Chilmington developers, which was required prior to the award of the Stage 2 construction contract, site clearance works were provisionally programmed to commence in February and main works in March 2018. Information about the works would be publicised via letter drops, social media and public exhibitions.

In response to a question from a Member, Mr Stiff explained that the Roadworks Team co-ordinated traffic management schemes to minimise the impact of highway works throughout other areas of the borough. In terms of this scheme he agreed to arrange a meeting after Christmas with local ward members to discuss the proposed traffic management measures associated with the construction works.

**Resolved:**

**That the report be received and noted and a further update be submitted to the next meeting of the Board in March 2018.**

## **284 Experimental Overnight HGV Enforcement and Clamping Trial 2017**

The report provided an update on the operation of the first four weeks of the pilot clamping scheme on the A20 between Charing and the Drivers roundabout since 30 October 2017.

Mrs Davison advised that figures for week 5 were now available which showed that 88 lorries had been clamped, with 41 of those on the A20. She also explained that the DfT had been approached to request the Secretary of State increase the current £40 release fee. The Chairman said that on behalf of the Board he wished to thank all of the Officers and in particular those from the Enforcement Team for their work on this initiative. As Chairman, and subject to the Boards agreement, he said that he would be happy to write direct to the Secretary of State requesting an increase in the statutory release fee.

A Member said that the introduction of 'Unsuitable for HGV' signs introduced in Willesborough had been very effective in reducing the problems of lorry parking in that area, however since the current clamping trial on the A20, there had been 2 instances of lorries returning to this area. Mrs Davison said that she would make note of this and asked Members to let her team know of any similar instances of this happening in other areas of the borough.

### **Resolved:**

- That (i) **the Board notes the progress made to date and a further update report be submitted to the March 2018 meeting.**
- (ii) **the Chairman write to the Secretary of State for Transport seeking support for increasing the statutory release fee for vehicles clamped as part of the enforcement and experimental trial.**

## **285 Process for the Introduction of Parking Management Schemes**

Mr Miller introduced the report which outlined a draft policy for use when receiving requests for Parking Management Schemes which complemented the process for traffic management requests supported by the Board in June 2015.

The Chairman said that careful consideration was required before bringing proposals for residents parking schemes to the Board as often potential solutions could cause problems in other areas.

In response to a comment from a Member suggesting that more parking space could be made available on the highway by actually marking parking spaces, Mr Miller said that in some situations this would be the case but each request should be considered on its own merits. This could have the effect of reducing space if smaller vehicles were parked. Mr Miller encouraged Members to visit the office to view the work currently undertaken on this policy.

Another Member referred to problems being caused in Newtown as a result of parking restrictions being introduced in the off road car parks managed by the

Housing department and considered that this initiative should be part of the same process outlined in the report. Mr Miller said that the housing initiative had been introduced on a trial basis and he undertook to convey this concern to the Housing department.

**Resolved:**

- That (i) the report be received and noted.
- (ii) a further report be submitted to the Board in March 2018 seeking formal endorsement of the Policy.

## **286 Highway Works Programme 2017/18**

The report updated Members on the identified schemes approved for construction in 2017/18.

In response to a comment from a Member regarding a recent problem with the reinstatement of lining following highway works, Mrs Willoughby confirmed that such works were usually checked, however in this particular instance this had not been the case.

Mr Ashby referred to recent footpath works in Kenardington and said that there was a lengthy diversion in place whilst the works were undertaken which had resulted in certain members of the public being quite aggressive to the workmen concerned. Mrs Willoughby explained that diversions could be quite lengthy as they had to be via comparable types of road. She also explained that the advance Public Notices advising of forthcoming road closures were distributed very comprehensively.

**Resolved:**

That the report be received and noted.

## **287 Drovers Roundabout Phasing of Lights**

The report gave details of a proposed casualty reduction measure at Drovers Roundabout and an explanation upon the signal timings at the junction. Tabled at the meeting was a plan which showed the proposals for additional lane markings and additional lane signage.

Mrs Willoughby said that it was anticipated that the road marking works would be undertaken before the end of March. She also confirmed that the accident data was based on information provided by the Police. The Chairman suggested that perhaps consideration needed to be given to the implementation of box junctions.

**Resolved:**

That the report be received and noted.

## **288 Local Winter 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 borough/district.

In response to a question from Mr Ashby, Mrs Willoughby explained that the term 'secondary route' related to the less strategic routes and said that information regarding the classification of highways could be checked on the KCC web site.

Mrs Willoughby also confirmed that Parish Councils and Community Forums could be provided with salt in either 1 tonne or 25 kilo bags. She also explained that the KCC policy in respect of gritting and snow clearance from pavements had not changed in the past six years.

**Resolved:**

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

## **289 Response from Highways England on A2070 Pedestrian Crossing**

Attached to the agenda was a copy of a letter from Highways England in response to concerns raised at the previous meeting regarding the A2070 Pedestrian Crossing.

**Resolved:**

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

## **290 Proposed KCC £4m Reduction in Socially Necessary Bus Budget**

The report explained that within the Kent County Council's previously published Medium Term Financial Plan there was a proposed reduction of £4m to the budget for Socially Necessary Bus Services (SNBS) over the 2018-2020 period. The report summarised the proposed approach and provided information on the contracts which were likely to be affected in Ashford should the current SNBS be applied.

Mr Lightowler updated the Board and explained that at a recent County Council meeting the Leader had said that work would be undertaken with operators to review the potential impacts of the initial proposals. This process would be ongoing with a view to conducting a full KCC consultation exercise, including surgeries in key locations and coverage in the local press. Mr Lightowler also said that he would be happy to attend meetings of parish councils and the Quality Bus Partnership (QBP) and wished to emphasise that the table in the report represented a set of current contracts and not a list of defined cuts.

The Chairman said that he had concerns over the potential loss of school buses and the social consequences of the loss of other services. He, however, said that he was pleased that the QBP would be consulted. Another Member said that he had concerns about the effect of any loss of services to the William Harvey Hospital and he also drew attention to the variance of passenger subsidy levels on

different routes. Other Members expressed concern at how this issue was being handled.

In response to a question about consultation, Mr Lightowler said that his team would be in close contact with local schools who would be provided with information about the consultation to disseminate to parents. In terms of the consultation he said that ample space would be provided for detailed responses and the information provided would specify the service under consideration. He also confirmed that the Leader of the County Council had said that he wished to limit the material impact of home to school journeys.

The Vice-Chairman said that in his view it was not unreasonable for KCC to look at the operation of subsidised bus services and said that he believed that if bus useage increased services could become more commercially viable.

In conclusion Mr Lightowler encouraged Members of the Board to let him have their views on the consultation.

**Resolved:**

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

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## Parking and Waiting Restrictions – Update summary

To: **Ashford Joint Transportation Board – 13<sup>th</sup> March 2018**

By: **Chris Miller - Parking Highways and Transportation Team Leader**

Classification: **For decision**

Ward: **Across the district – Various**

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### **Summary:**

#### **This Report:**

- (i) Provides an update and summarises schemes that are being brought through the Joint Transportation Board;**
- (ii) Seeks the Board’s recommendation regarding the recent public consultation on Amendments 4 & 5 (Appendices 2-3).**

### **Background**

1. This report provides an update and summarises parking and waiting restrictions and schemes that have been through the Joint Transportation Board (JTB). Information on their status is provided at Appendix 1.
2. Kent County Council and Ashford Borough Council officers reviewed these matters at the quarterly liaison meeting which took place on the 21st November 2017. There has been no further meeting since that time.
3. The following sections summarise the various schemes, identify reasons for including restrictions where appropriate and provide officers’ conclusions.

### **Amendment 4**

4. The period of public consultation ran from midnight on Thursday 1<sup>st</sup> February 2018 to midnight on Thursday 22<sup>nd</sup> February 2018.
5. Members are asked to indicate whether they support the introduction of Amendment 4, plans of which are provided at **Appendix 2**.
6. **Appendix 2** also provides a breakdown of consultation responses received from members of the public and statutory consultees.

### **Romney Road, Ashford/Osborne Road Ashford.**

7. Introduction of double yellow lines on the junction between Osborne and Romney Roads.

Description	No.
Statutory Consultee letters (No. sent all plans and specific councillors and other bodies)	29
Consultation letters sent	42
Objections	4
Support	5
Statutory consultee support	0

8. The reasons for introducing these restrictions are:

- To avoid danger to persons or other traffic using these roads and for preventing the likelihood of such danger arising;
- To facilitate the passage of large vehicles, goods vehicles and emergency vehicles, on these roads.

9. One letter of support welcomed the introduction of these measures specifically on the grounds of having witnessed issues with access for emergency vehicles.

10. The objections to these restriction centres upon the basis of a loss of currently used parking provision through informal but potentially obstructive parking practices.

11. It is the view of officers that the benefits of the scheme outweigh the merits of the objections.

### **Noakes Meadow, Ashford**

12. Formalise existing school keep clear markings.

Description	No.
Statutory Consultee letters (No. sent all plans and specific councillors and other bodies)	29
Consultation letters sent	9
Objections	0
Support	0
Statutory consultee support	0

13. The reason for formalising this restriction is:

- To avoid danger to persons or other traffic using these roads and for preventing the likelihood of such danger arising.

- To facilitate the passage of pedestrians at times when the areas are most likely be used by schoolchildren.

### **Thompson Road, Ashford**

14. Introduction of waiting restrictions, double yellow lines on the access road between Kroner Houser and the Trinity Road roundabout.

Description	No.
Statutory Consultee letters <i>(No. sent all plans and specific councillors and other bodies)</i>	27
Consultation letters sent	12
Objections	0
Support	1
Statutory consultee support	0

15. The reason for formalising this restriction is:

- To avoid danger to persons or other traffic using these roads and for preventing the likelihood of such danger arising.
- To facilitate the passage of large vehicles, such as refuse collection vehicles and emergency vehicles, on these roads.

### **Wesley School Road, Ashford**

16. Introduction of enforceable school entrance markings at either entrance to the forecourt fronting John Wesley School.

Description	No.
Statutory Consultee letters <i>(No. sent all plans and specific councillors and other bodies)</i>	30
Consultation letters sent	12
Objections	0
Support	5
Statutory consultee support	0

17. The reason for formalising this restriction is:

- To avoid danger to persons or other traffic using these roads and for preventing the likelihood of such danger arising.
- To facilitate the passage of pedestrians at times when the areas will most likely be used by schoolchildren.

## **Church Hill, Kingsnorth**

18. Formalise existing school keep clear markings.

Description	No.
Statutory Consultee letters <i>(No. sent all plans and specific councillors and other bodies)</i>	29
Consultation letters sent	16
Objections	0
Support	2
Statutory consultee support	0

19. The reason for formalising this restriction is:

- To avoid danger to persons or other traffic using these roads and for preventing the likelihood of such danger arising;
- To facilitate the passage of pedestrians at times when the areas are most likely be used by schoolchildren.

### **Amendment 5 (Tent 1)**

20. The period of public consultation ran from midnight on Thursday 8<sup>th</sup> February 2018 to midnight on Thursday 1<sup>st</sup> March 2018.
21. **Appendix 3** provides a breakdown of the responses received during the consultation period put forward by members of the public and statutory consultees.

### **Tent1 development area**

22. To introduce a Restricted Parking Zone (RPZ) where waiting by all vehicles will be prohibited, except within signed bays, across the area known as the 'Tent 1A' Development; comprising the following streets:
- Bishop Crescent
  - Burgess Drive
  - Fuggle Drive
  - Goodsall Road
  - Holdstock Road
  - Mercer Drive
  - Pierce Lane
  - Recreation Ground Road (within bounds of Tent 1A development)
  - Three Fields Road

Description	No.
Statutory Consultee letters <i>(No. sent all plans and specific councillors and other bodies)</i>	34
Consultation letters sent  <i>As the development is yet to be completed, letters were also sent to addresses which were listed as those who were notified of the application (14/00757/AS) or who may have subsequently expressed an interest in that application.</i>	114
Objections	1
Support	6
Statutory consultee support (ie Tenterden Town Council)	1

23. The introduction of a restricted parking zone is being recommended for the following reasons:

- To avoid danger to persons or other traffic using these roads and for preventing the likelihood of such danger arising;
- To facilitate the passage of large vehicles on these roads;
- To preserve or improve the visual amenity of the area through which the road runs.

24. One letter of objection was received. It was not directly about the RPZ but the potential of displaced parking onto Smallhythe Road once the development is complete and occupied. The design of TENT/1 is in line with recommended planning parking guidance and therefore with the RPZ in place intends to lead to the desired outcome of suitable parking practices.

25. Note in respect to the TENT/1 development, the section 106 Agreement outlines that contributions are required for or towards the making and implementation of a traffic regulation order in order to introduce parking restrictions for the roads on the development. The intention of the order is to address planning condition 19 that states that parking controls should be instituted *'To ensure that streets remain free of clutter in the interests of visual amenity'*. This matches the sentiments expressed in the Vision Statement for the Tent 1 development that state *'People first, cars second'*.

Contact Officer:	Chris Miller – Parking, Highways and Transportation Team Leader <a href="mailto:chris.miller@ashford.gov.uk">chris.miller@ashford.gov.uk</a>
Reporting to:	Jo Fox – Health, Parking and Community Safety Manager <a href="mailto:jo.fox@ashford.gov.uk">jo.fox@ashford.gov.uk</a>

<b>Appendix</b>	<b>Content</b>
Appendix 1	List of sites and current status
Appendix 2	Plans of restrictions proposed in Amendment 4
Appendix 3	Plans of restrictions proposed in Amendment 5

## Appendix 1- JTB March 2018

### In the Town of Ashford

Location	Description of scheme	Date at JTB	Current Status
<b>Foster Road</b>	Introduction of restrictions indicating 'no waiting at any time' (double yellow lines) at various points, to prevent obstructive parking	December 2017	Consultation complete, report to this JTB
<b>Noakes Meadow</b>	Formalise existing school entrance markings	December 2017	Consultation complete, report to this JTB
<b>Osborne Road</b> (jct. with Romney Road)	Introduction of double yellow lines to prevent obstructive parking	December 2017	Consultation complete, report to this JTB
<b>Romney Road</b> (jct. with Osborne Road)	Introduction of double yellow lines to prevent obstructive parking	December 2017	Consultation complete, report to this JTB
<b>Thompson Road</b> (jct. with Trinity Road)	Introduction of double yellow lines to prevent obstructive parking	December 2017	Consultation complete, report to this JTB
<b>Wesley School Road</b>	Introduction of school entrance markings	December 2017	Consultation complete, report to this JTB

**THE FOLLOWING AMENDMENTS IN THE TOWN OF ASHFORD DO NOT CHANGE ANY OF THE RESTRICTIONS AS THEY CURRENTLY APPEAR ON THE GROUND**

## Appendix 1- JTB March 2018

### In the Village of Kingsnorth

Location	Description of scheme	Date at JTB	Current Status
Church Hill	Formalise existing school entrance markings	Dec 2017	Consultation complete, report to this JTB

### Scheme Updates

Amendment 1, 2017			
Location	Description of scheme	Date at JTB	Current Status
<b>Ashford- Various</b>			
Brunswick Road (southern arm)  & Cobbs Wood Industrial Estate in general	Revocation of certain lengths of existing waiting restrictions (single yellow lines) and removal of some existing areas where parking permitted.  Replacement with unlimited waiting restrictions (double yellow lines)	Sept 2017	Order sealed as advised September JTB. We were awaiting confirmation from KCC on remedial works which would preclude lining works until such time as that work had been undertaken.  Kent County Council have advised that these remedial work, relating to areas of resurfacing across Cobbs Wood, do not have a date for these have yet to be scheduled.

## Appendix 1- JTB March 2018

			<p>As a result, there is little scope for widespread lining of the estate, as intended, until at least some of this work has been done.</p> <p>ABC will schedule those changes which have been identified in Amendment 1 of the 2017 order and will need to wait for at least some of the remedial work before we proceed with more widespread lining.</p>
Carlton Road (between Godinton Bus Gate and Brunswick Road- southern arm)	<p>Revocation of certain lengths of existing waiting restrictions (single yellow lines) and removal of existing areas where parking is permitted.</p> <p>Replacement with unlimited waiting restrictions (double yellow lines)</p>	Sept 2017	See above
Hanover Close	<p>Revocation of certain lengths of existing waiting restrictions (single yellow lines) at junction with Brunswick Road and replacement with double yellow lines at the junction.</p>	Sept 2017	See above
Hilton Road	<p>Revocation of certain lengths of limited waiting restrictions (single yellow lines) and their replacement with double yellow lines (no waiting at any time)</p>	Sept 2017	See above

### **In the village of Wye**

<b>Location</b>	<b>Description of Scheme</b>	<b>Date at JTB</b>	<b>Current Status</b>
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## Appendix 1- JTB March 2018

High Street	Minor reduction in extent of existing parking bays to avoid bays intruding over existing dropped footway	Sept 2017	Order sealed. Lining completed Feb 2018.
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### In the Town of Ashford

Amendment 2, 2017			
Location	Description of Scheme	Date at JTB	Current Status
Station Approach <i>(Road between Station Road &amp; junction with Civic Centre &amp; Stour Centre Car Park)</i> Not including station forecourt	Formalise existing double yellow lines and extend them to prevent obstructive parking.  Length of single yellow line in one area where parking late at night would be permissible to allow pedestrians to access vehicles more safely.		Order sealed.  Public realm works and lining now complete (Feb 2018)  Enforcement can now proceed on the Station Approach road only.  <b>N.B. the traffic order specifically does not allow for enforcement of the station forecourt area, which remains under control of the railway authority.</b>

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Forthcoming

## Appendix 1- JTB March 2018

Location	Description of scheme	Date at JTB	Current Status
<b>Ashford/ Tenterden- Various</b>			
Croudace Development (behind Godinton Road)	Investigations into parking controls for adoptable highway in line with the expectations set out in the Section 106 agreement for the planning application (14/01305/AS)  Highway has yet to be adopted by KCC.	June 2018	Investigations prior to possible order
Kings Avenue, Ashford	Investigations into parking controls for adoptable highway in line with the expectations set out in the Section 106 agreement for the planning application (09/0962/AS)  Highway due to be adopted by KCC.	June 2018	Investigations prior to possible order
Repton Park, Ashford	Investigations into parking controls for adoptable highway in the areas currently not subject to civil enforcement.  Highway has yet to be adopted by KCC.	June 2018	Investigations prior to possible order
Schools around the borough	Identify schools without enforceable restrictions that would be better rendered enforceable through the traffic order-making process	June 2018	Investigations prior to possible order
Consolidation Order 2018	Consolidation of entire on-street order and amendments into a single document, in the interest of clarity.	June 2018	Preparation of order for notification once outstanding amendments (4&5) have been agreed.

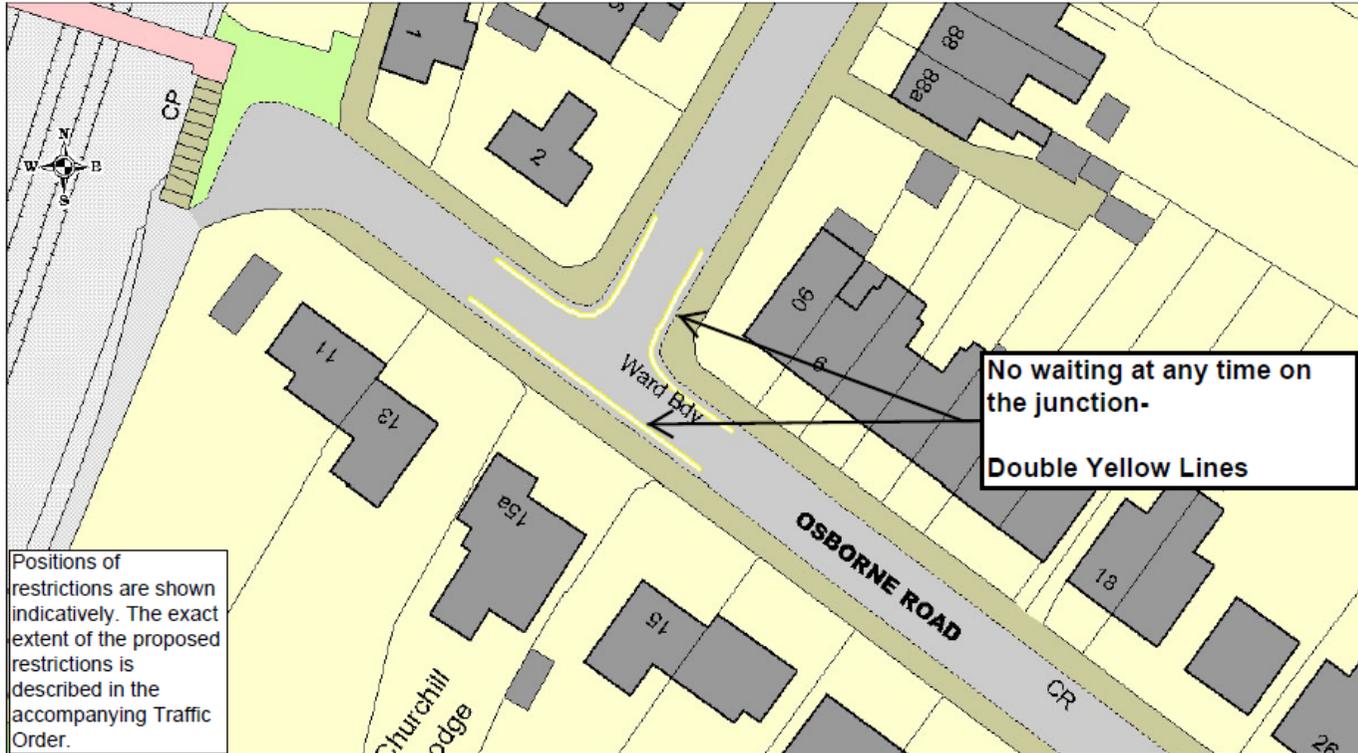
## APPENDIX 2- JTB March 2018 Amendment 4, 2017- Consultation responses

<b>Location of amendment</b>	<b>Romney Road/ Osborne Road, Ashford</b>	
<b>Proposal</b>	<b>Additional lengths of restrictions where waiting is prohibited at all times (double yellow lines)</b>	
<b>Notes</b>	<ol style="list-style-type: none"> <li>1. This location is the most problematic for refuse collection crews across the borough.</li> <li>2. Crews can only collect for up to a distance of 25m from the collection vehicle, leaving a number of properties without collection.</li> <li>3. Crews have issued reminder notices to vehicles found to be parked on the junction but the issues have persisted.</li> <li>4. Both Osborne and Romney Roads have existing waiting restrictions on junction with main roads.</li> <li>5. The highway is narrow, whilst a number of properties do not benefit from off-street parking.</li> </ol>	
<b>Correspondence OUT</b>		
Number of advice letters sent to businesses in immediate area		42
Number of letters with all proposals to statutory consultees		29
Number of advice letters to statutory consultees relating to this proposal		3
<b>Correspondence IN</b>		
Number of responses received from residents/businesses		10
Responses received as a % of letters sent out to residents		24%
Number of responses in support or in support with additional points		5
Number of objections		4
Number of objections from stakeholders		0
Number of responses in support from stakeholders		0

# APPENDIX 2- JTB March 2018 Amendment 4, 2017- Consultation responses

Plans

Page 23



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Romney/Osborne Road AM4 no waiting markings

SCALE	1 : 412
DATE	29/01/2018
DRAWING No.	
DRAWN BY	

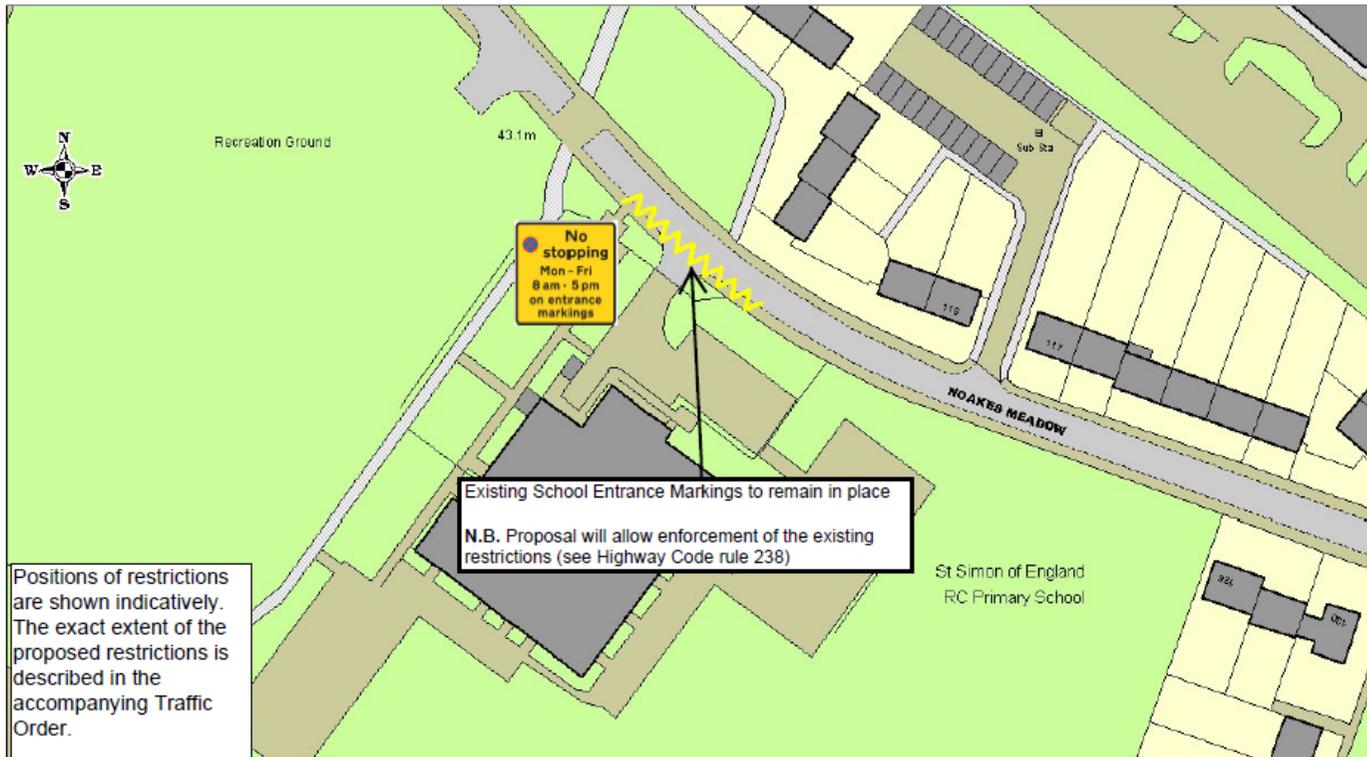
## APPENDIX 2- JTB March 2018 Amendment 4, 2017- Consultation responses

<b>Location of amendment</b>	<b>Noakes Meadow, Ashford</b>
<b>Proposal</b>	<b>Enforcement of existing school entrance markings.</b>
<b>Notes</b>	<ol style="list-style-type: none"> <li>1. Existing markings outside are advisory- no civil enforcement can be undertaken at present.</li> <li>2. In order for enforcement to take place, these restrictions must be included in the written traffic order.</li> </ol>
<b>Correspondence OUT</b>	
Number of advice letters sent to businesses in immediate area	9
Number of letters with all proposals to statutory consultees	29
Number of advice letters to statutory consultees relating to this proposal	3
<b>Correspondence IN</b>	
Number of responses received from businesses & other than statutory consultees	0
Responses received as a % of letters sent out to businesses	0
Number of responses in support <b>or in support with additional points</b> (total % of responses)	N/A
Number of objections (total % of responses)	N/A
Number of objections from stakeholders	0
Number of responses in support from stakeholders	0
<b>Objection Comments</b>	N/A

# APPENDIX 2- JTB March 2018 Amendment 4, 2017- Consultation responses

Plans

Page 25



Positions of restrictions are shown indicatively. The exact extent of the proposed restrictions is described in the accompanying Traffic Order.

Existing School Entrance Markings to remain in place  
N.B. Proposal will allow enforcement of the existing restrictions (see Highway Code rule 238)



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Noakes Meadow AM4 School Entrance Markings

SCALE	1 : 800
DATE	29/01/2018
DRAWING No.	
DRAWN BY	

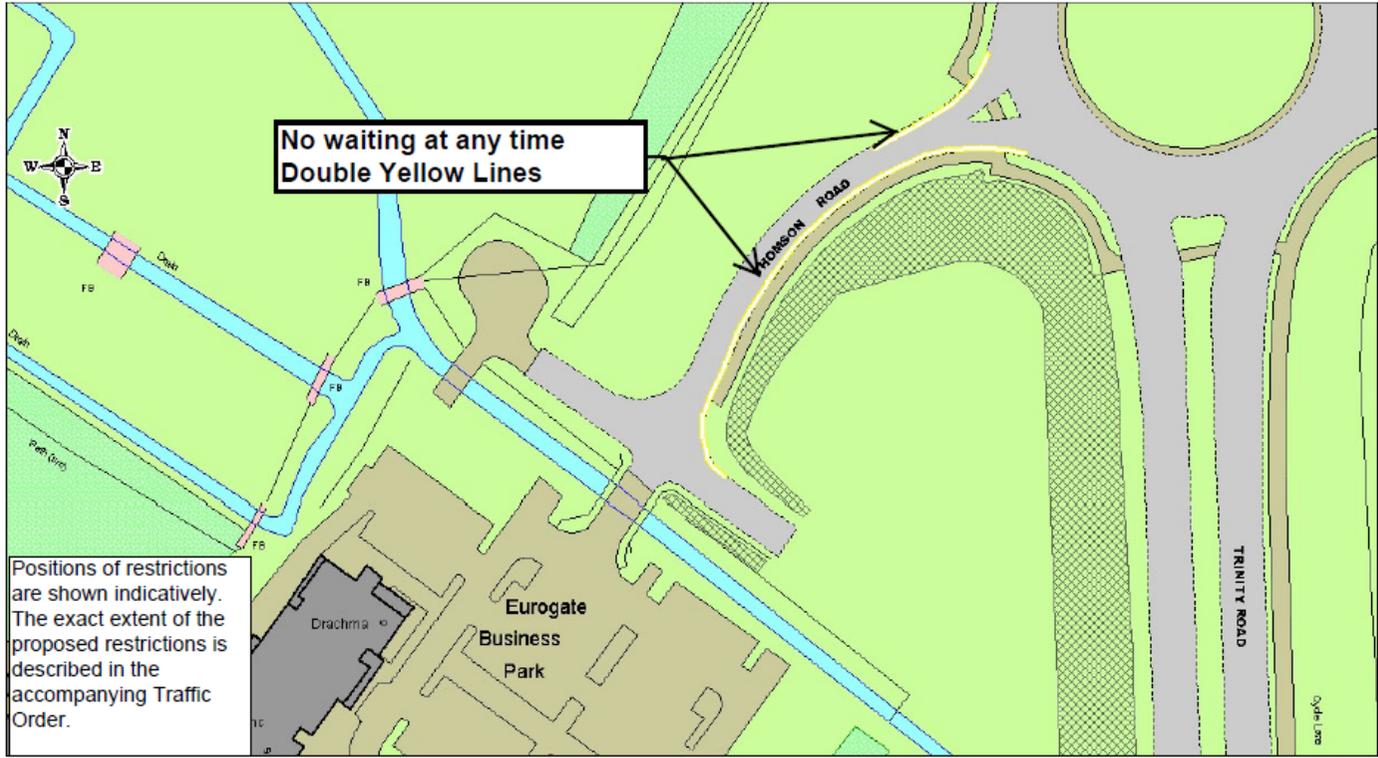
## APPENDIX 2- JTB March 2018 Amendment 4, 2017- Consultation responses

<b>Location of amendment</b>	Thompson Rd, Ashford	
<b>Proposal</b>	<b>Inclusion of existing disabled persons parking bay into the written traffic order.</b>	
<b>Notes</b>	<ol style="list-style-type: none"> <li>1. Existing markings are advisory- no civil enforcement can be undertaken at present. Reported by civil enforcement team as regularly used by vehicles not displaying a valid disabled badge.</li> <li>2. In order for enforcement to take place, these restrictions must be included in the written traffic order.</li> </ol>	
<b>Correspondence OUT</b>		
Number of advice letters sent to businesses in immediate area		12
Number of letters with all proposals to statutory consultees		27
Number of advice letters to statutory consultees relating to this proposal		1
<b>Correspondence IN</b>		
Number of responses received from businesses & other than statutory consultees		1
Responses received as a % of letters sent out to businesses		8%
Number of responses in support <b>or in support with additional points</b>		1
Number of objections		0
Number of objections from stakeholders		0
Number of responses in support from stakeholders		0
<b>Objection Comments</b>		N/A

# APPENDIX 2- JTB March 2018 Amendment 4, 2017- Consultation responses

Plans

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Positions of restrictions are shown indicatively. The exact extent of the proposed restrictions is described in the accompanying Traffic Order.



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Thompson Road AM4 no waiting markings

SCALE	1 : B12
DATE	29/01/2018
DRAWING No.	
DRAWN BY	

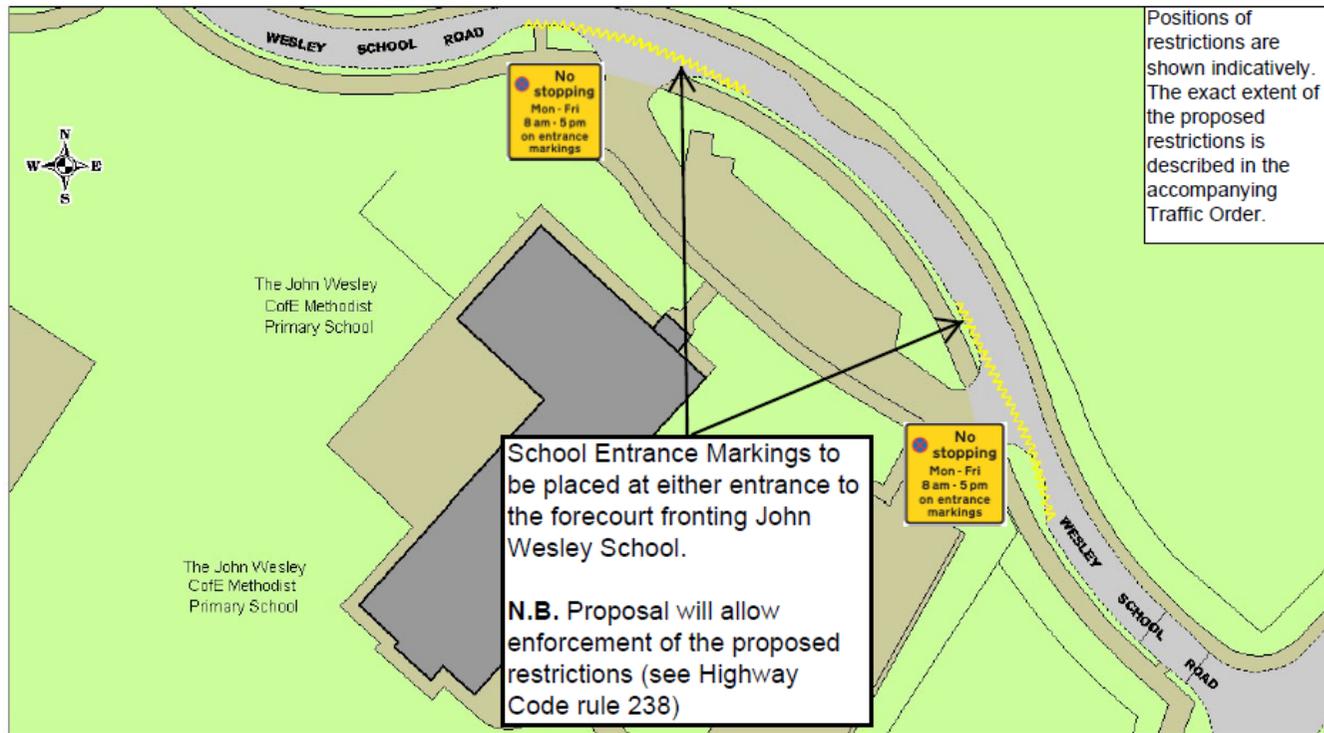
## APPENDIX 2- JTB March 2018 Amendment 4, 2017- Consultation responses

<b>Location of amendment</b>	Wesley School Rd, Ashford	
<b>Proposal</b>	Introduction of enforceable school entrance markings at either entrance to the forecourt fronting John Wesley School	
<b>Notes</b>	<ol style="list-style-type: none"> <li>1. There are no markings on the main road leading to the forecourt fronting this popular school.</li> <li>2. Entrance markings to both entrances to forecourt will allow for better movement on and off this area, whilst providing passing space for traffic on the main carriageway.</li> </ol>	
<b>Correspondence OUT</b>		
Number of advice letters sent to businesses in immediate area		12
Number of letters with all proposals to statutory consultees		30
Number of advice letters to statutory consultees relating to this proposal		4
<b>Correspondence IN</b>		
Number of responses received from businesses & other than statutory consultees		3
Responses received as a % of letters sent out to businesses		25%
Number of responses in support <b>or in support with additional points</b>		3
Number of objections		0
Number of objections from stakeholders		0
Number of responses in support from stakeholders		2
<b>Objection Comments</b>		N/A

# APPENDIX 2- JTB March 2018 Amendment 4, 2017- Consultation responses

Plans

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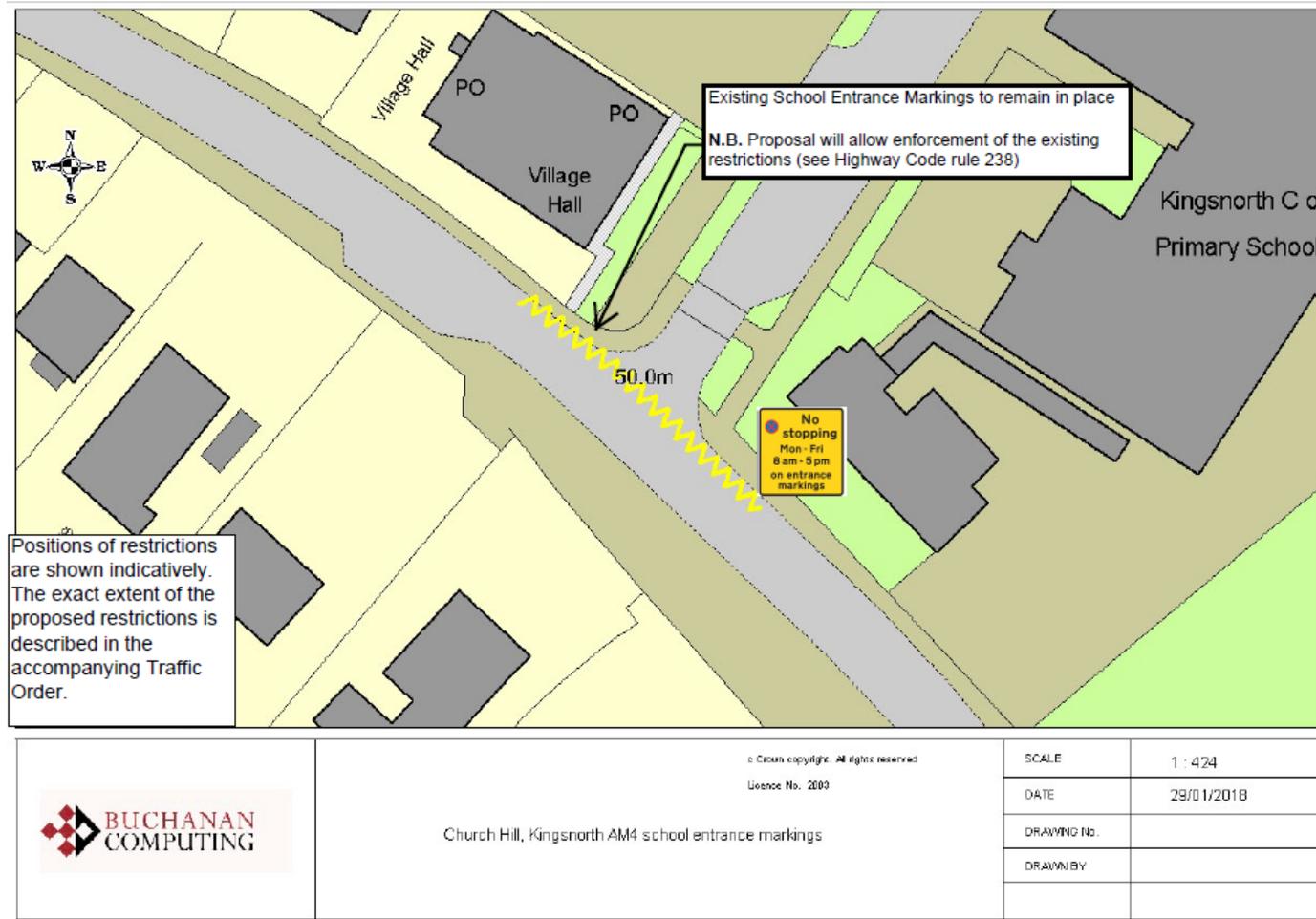
	© Crown copyright. All rights reserved Licence No. 2000	SCALE	1 : 713
	Wesley School Road AM4 School Entrance Markings	DATE	29/01/2018
		DRAWING No.	
		DRAWN BY	

## APPENDIX 2- JTB March 2018 Amendment 4, 2017- Consultation responses

<b>Proposal</b>	<b>Formalise existing school keep clear markings.</b>
<b>Notes</b>	<ol style="list-style-type: none"> <li>1. Existing markings outside Kingsnorth CEP School are advisory- no civil enforcement can be undertaken at present.</li> <li>2. In order for enforcement to take place, these restrictions must be included in the written traffic order.</li> </ol>
<b>Correspondence OUT</b>	
Number of advice letters sent to residents in immediate area	16
Number of letters with all proposals to statutory consultees	29
Number of advice letters to statutory consultees relating to this proposal	3
<b>Correspondence IN</b>	
Number of responses received from residents & other than statutory consultees	2
Responses received as a % of letters sent out to residents	12.5%
Number of responses in support <b>or in support with additional points</b>	2
Number of objections	0
Number of objections from stakeholders	0
Number of responses in support from stakeholders	0
<b>Objection Comments</b>	N/A

## APPENDIX 2- JTB March 2018 Amendment 4, 2017- Consultation responses

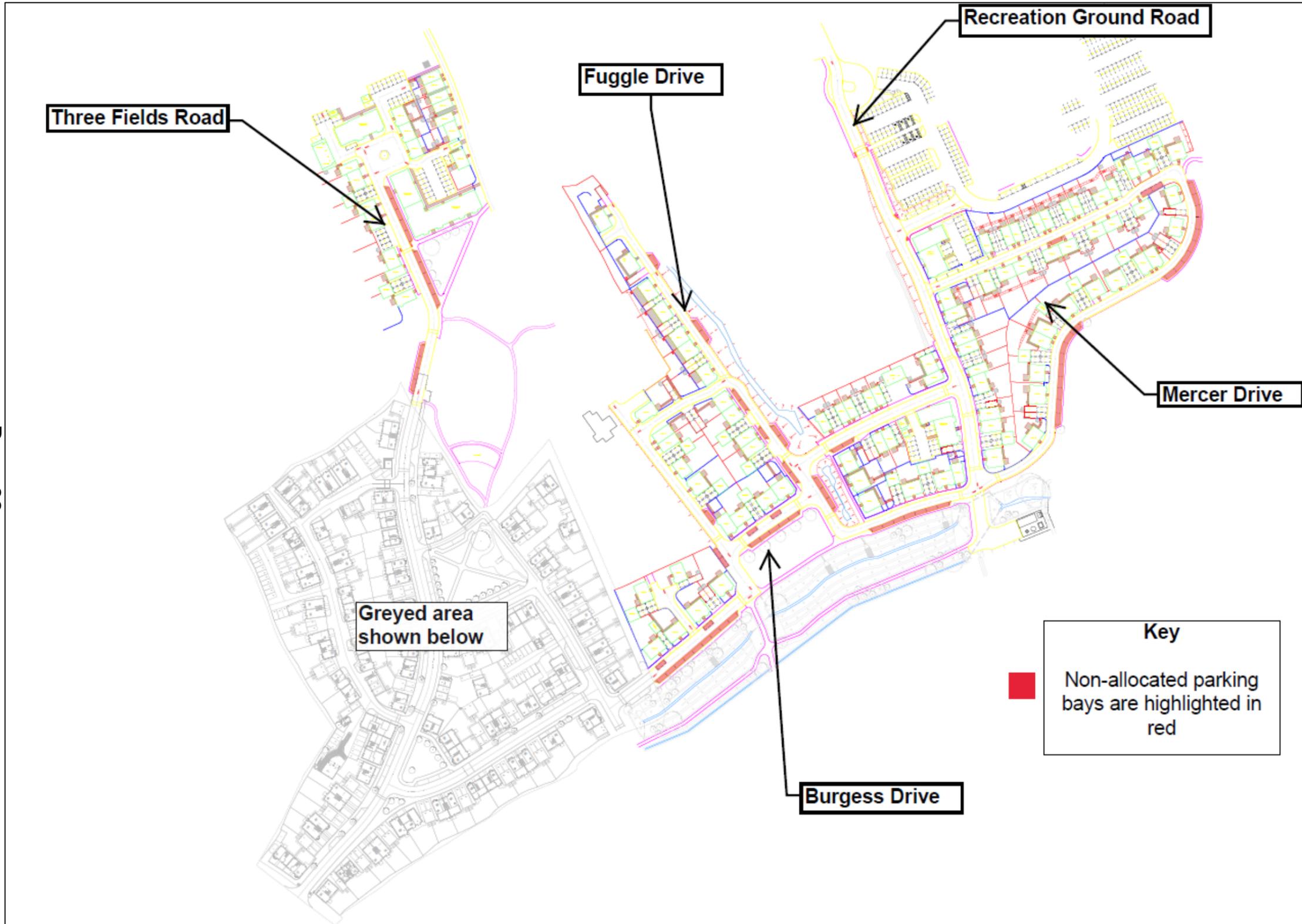
Page 31



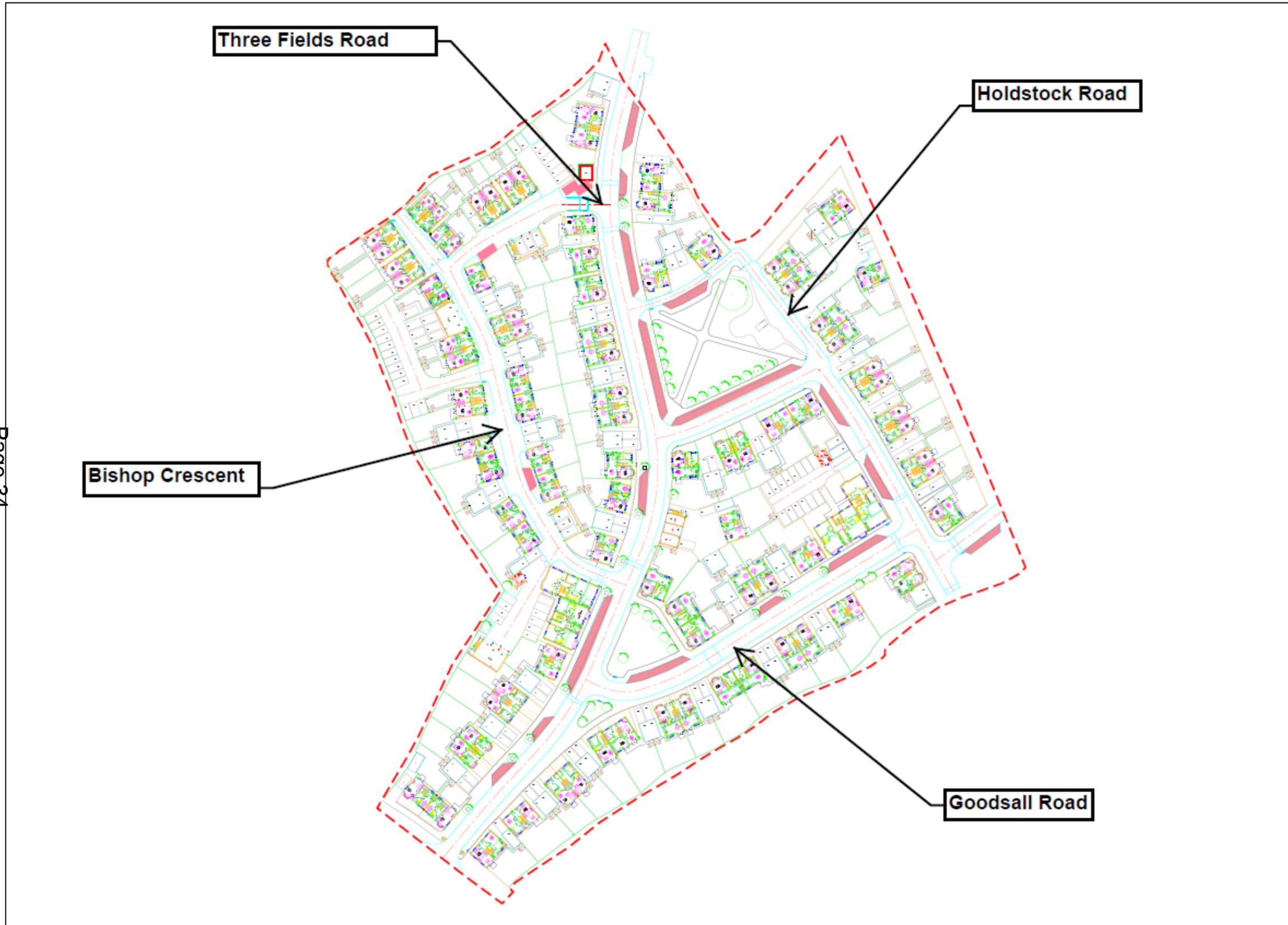
**APPENDIX 3- JTB March 2018**  
**Amendment 5, 2017- Consultation responses**

<b>Location of amendment</b>	<b>1. Tent1A Tenterden</b>
<b>Proposal</b>	To introduce a Restricted Parking Zone (RPZ) where waiting by all vehicles will be prohibited, except within signed bays, across the area known as the 'Tent 1A' Development.
<b>Notes</b>	<ol style="list-style-type: none"> <li>1. There is a planning condition for a scheme of parking controls across adoptable highway across the development to be investigated.</li> <li>2. Roads are designed to permit parking in bays in most locations, whilst dissuading parking on the carriageway, as occurs in existing street patterns.</li> </ol>
<b>Correspondence OUT</b>	
Number of advice letters sent to businesses in immediate area	114
Number of letters with all proposals to statutory consultees	34
Number of advice letters to statutory consultees relating to this proposal	N/A
<b>Correspondence IN</b>	
Number of responses received from residents/businesses	6
Responses received as a % of letters sent out to residents	5%
Number of responses in support <b>or in support with additional points</b>	6
Number of objections	1
Number of objections from stakeholders	0
Number of responses in support from stakeholders	1

APPENDIX 3- JTB March 2018  
Amendment 5, 2017- Consultation responses



APPENDIX 3- JTB March 2018  
Amendment 5, 2017- Consultation responses



## Outcome of Willesborough Safety Scheme – parking near William Harvey Hospital

To: **Ashford Joint Transportation Board – 13<sup>th</sup> March 2018**

By: **Chris Miller - Parking Highways and Transportation Team Leader**

Classification: **For decision**

Ward: **North Willesborough**

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### **Summary**

#### **This report:**

- I. Details the results of observations undertaken by Ashford Borough Council officers of three areas adjacent to the existing Controlled Parking Zone (CPZ) within the immediate vicinity of the William Harvey Hospital (WHH);**
- II. Identifies the effects of overspill parking from the WHH;**
- III. Seeks the board's recommendation on next steps.**

### **Introduction and Background**

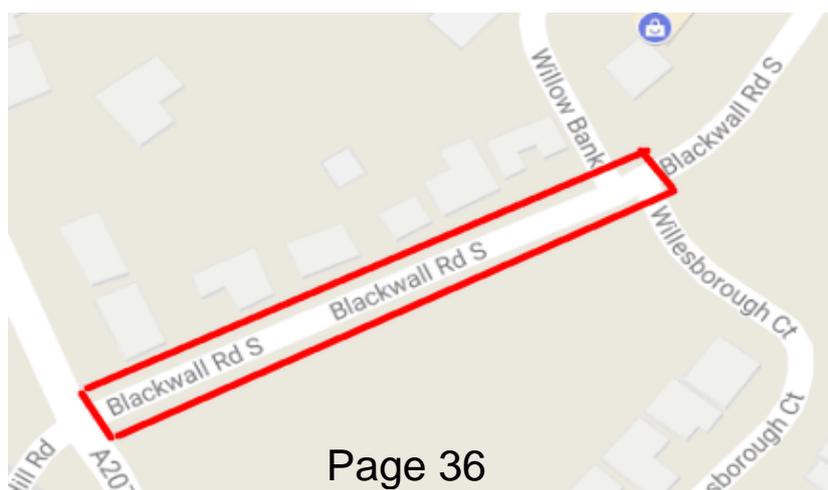
1. Following the creation of the Controlled Parking Zone (CPZ) around the WHH in 2006 a two-tier level of restriction exists on roads in the immediate area. The areas outside the existing zone are those considered at the time of the creation of the zone to be distant enough not to lead to unnecessary overspill. The purpose of a CPZ is to prevent residents' own parking needs being compromised by the presence of vehicles belonging to non-residents. Recently residents of Willesborough have requested a review of the CPZ to encompass additional locations i.e. Wilson Close and Blackwall Road South.
2. In addition, observations were conducted on Hythe Road, (service road leading to junction 10 footbridge) where it has been noted that hospital parking occurs. This location is on the opposite side of the M20 junction 10 to Wilson Close and Blackwall Road South.
3. All affected areas are part of the public highway. It is not desirable to prevent non-residents from using available kerb space if there is capacity, as this would likely displace traffic to the nearest unrestricted location, renewing the issue elsewhere.
4. WHH have undertaken a number of measures over recent years to increase staff parking capacity and to incentivise the use of parking on site parking including a revised price structure for hospital staff.

5. North Willesborough residents had requested observations of the areas most affected by the presence of visitor and non-resident parking in order to show the effects of overspill.
6. It is desirable to maximise the resource of on-street parking by allowing shared use parking, but in residential areas give priority to residents. Generally residents only parking is not supported, as this does not allow best use of the on-street parking resource available in an area. Best practice has also shown that shared schemes are more effective in dealing with the competing demands for limited parking space. Permit holder only schemes also restricts access for residents visitors.
7. The creation of a CPZ would lead, by default, to the separation of the kerb space into designated parking bays and waiting restrictions and would likely reduce parking provision.

### **Observations**

8. Photographs were taken on each set of observations and are provided to help show the nature of the concerns and the existing restrictions in place by way double yellow lines.
9. Observations were undertaken on weekends and weekdays, at varying times, from 08:00 to 23:00, in order to establish demand from residents.
10. Observations were commenced after the improvements to the A2070 (KCC widening project) had been completed, to show a more typical usage pattern of roads in the area.
11. The maximum number of vehicles that can be accommodated on the various streets can be approximated with the highest observed numbers seen.
12. The highest consistent number of vehicles (in terms of number and percentage capacity) is on the service road adjacent to Hythe Road.
13. Below are diagrams identifying the area observed at each location.

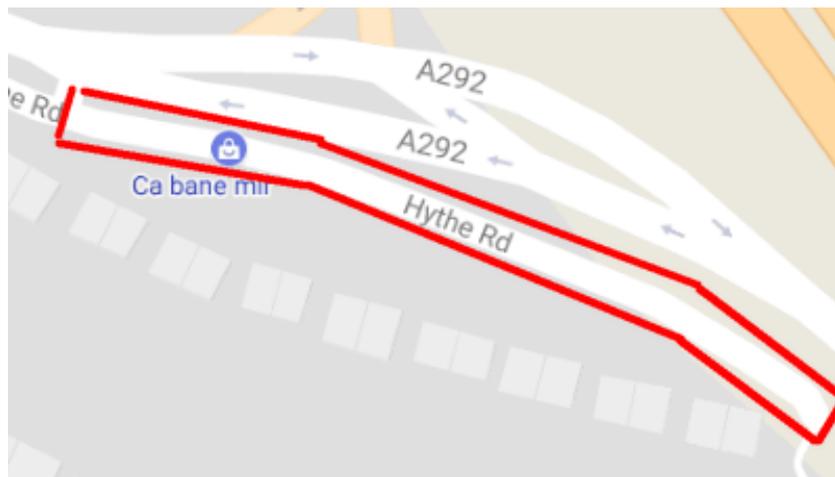
### **Blackwall Road South – 14 spaces maximum capacity**



### Wilson Close – 13 spaces maximum capacity



### Hythe Road (Service Road) – 25 spaces maximum capacity



### Findings for each area

#### Blackwall Road South

14. One incidence of 14 vehicles was observed. A number of incidences were recorded whereby there were either no vehicles present or very few.
15. Parking along Blackwall Road South is subject to the highest variance, with certain dates and times likely to produce low and often zero figures. Clearly, the WHH is subject to greater use during the week, but operates at all times.
16. Parked vehicles on Blackwall Road South are considered to be related to the adjacent new development. The presence of vans and other commercial vehicles during the day and site worker's vehicles would more accurately explain the highest variance in parking demand.

17. Off-street parking and residential driveways serve properties on Blackwall Road South, which naturally limits the amount of available kerb space for parking. Parking naturally conforms to the side of the road adjacent to the properties and footway and there is no evidence that residents are prevented from accessing the public highway. The presence of parked vehicles, particularly larger vehicles such as the vans that may be related to the nearby development no doubt compromise such access, but this will likely be reduced with the completion of that development; it is not believed to be related to overspill from the WHH.

### **Wilson Close**

18. One incidence of 13 parked vehicles was observed on the highway, with three other occasions when ten vehicles were present. A number of these vehicles evidently belong to residents of Wilson Close.
19. There is an underlying level of residential traffic relating to use of certain areas by residents as a parking resource. Parking at the end of the cul de sac is predominantly residential.
20. The turning head at the end of the carriageway, although used habitually by a number of residents, would be restricted if a CPZ were introduced which would remove this parking resource. It would likely also displace residential parking into marked bays within the cul-de-sac, closer to the junction with the main road.
21. Most properties have off-street parking in the form of driveways, which naturally limits the amount of available kerb space for parking.
22. Observations suggest that a number of residents park vehicles upon the road within Wilson Close rather than undertake tandem parking on residential driveways.

### **Hythe Road**

23. There is one incidence of 25 parked vehicles being observed on the highway with a considerable number of occasions where there is a high parking density.
24. This section serves a service road adjacent to the A292 Hythe Road. There is ample space for parking for residents and visitors. Most properties have off-street parking.
25. Parking conforms to the western side of the service road for the most part, with the exception of the section closest to the footway leading over the M20.

26. There are other potential attractors to this location, such as the proximity of the M20 junction. This may suggest use as parking for pool car commuting, but the turnover of vehicles suggests that this is not commonplace.
27. Upon Hythe Road there appears to be a mixed demand from residents (vehicles in place at varied times and days) and visitors.

### **Conclusions**

28. It is appreciated that parking by non-residents is a cause for concern; however, it is not conclusive that parking at these locations is related to a general or persistent overspill from hospital staff or visitor parking.
29. Parking appears to be commonplace within the turning head in Wilson Close which would most likely be lost in the event of marked bays to support a CPZ.
30. The new development in Blackwall Road South, as any other in the area, will be planned with a view to meet KCC and Borough Council residential parking requirements. There may be an additional demand for parking here from residents of new properties, or a replacement of vehicles by hospital overspill once the construction work has ceased but the level of this cannot be predicted.
31. Without strong evidence that the parking attractor of the WHH is regularly crowding out residents in this location it is unclear what purpose a scheme would achieve other than to reduce a usable public resource. A majority of properties in the area possess off-street parking and therefore residents are not forced to compete with other user groups.
32. There is little evidence that the level of traffic in any of the areas reaches a level close to capacity on a regular basis, either in the working week or otherwise and those conducting the observations did not report a high level of difficulty in terms of access or evidence of obstructive parking
33. The council's waste collection service stated that refuse crews have not experienced any regular issues in these streets in terms of collections.
34. **Appendix A** provides a selection of photographs representative of typical scenarios observed at the three locations followed by data showing parking demands.

### **Options and Recommendation**

35. The options open at this point in time are as follows:
  - Make no changes to the existing CPZ;
  - Continue monitoring of the area through observations to determine further the effects, if any, of overspill;

- Undertake informal consultation of a wider area, encompassing not only those streets, which were observed, but also an area which allows for feedback by those likely to be affected near to any amended CPZ boundary.

36. On the basis of the evidence presented within this report officers are minded to recommend that no changes be made to the existing CPZ.

Contact Officer:	Chris Miller – Parking, Highways and Transportation Team Leader <a href="mailto:chris.miller@ashford.gov.uk">chris.miller@ashford.gov.uk</a>
Reporting to:	Jo Fox – Health, Parking and Community Safety Manager <a href="mailto:jo.fox@ashford.gov.uk">jo.fox@ashford.gov.uk</a>

**Appendix A**

**Wilson Close- Monday 18 September 2018- 14:40-14:55**



**Wilson Close- Northern arm of highway**



**Wilson Close- Eastern end**



Wilson Close- turning head and eastern end  
(Google image)



Wilson Close- facing eastern end  
date stamped



**Blackwall Road South- Monday 18 September 2018- 14:40-14:55**

**Blackwall Road South-  
Facing A2070**



**Blackwall Rd South-  
Facing A2070**



Blackwall Road South-facing construction. 8/12/17 15:21pm



Blackwall Road South-facing away from A2070



20/10/2017 21:38

**Hythe Road (service road)- Monday 18 September 2018- 14:40-14:55**

**Hythe Road service road-facing  
entrance to Hythe Rd**



**Hythe Road service road-facing  
footbridge across M20**



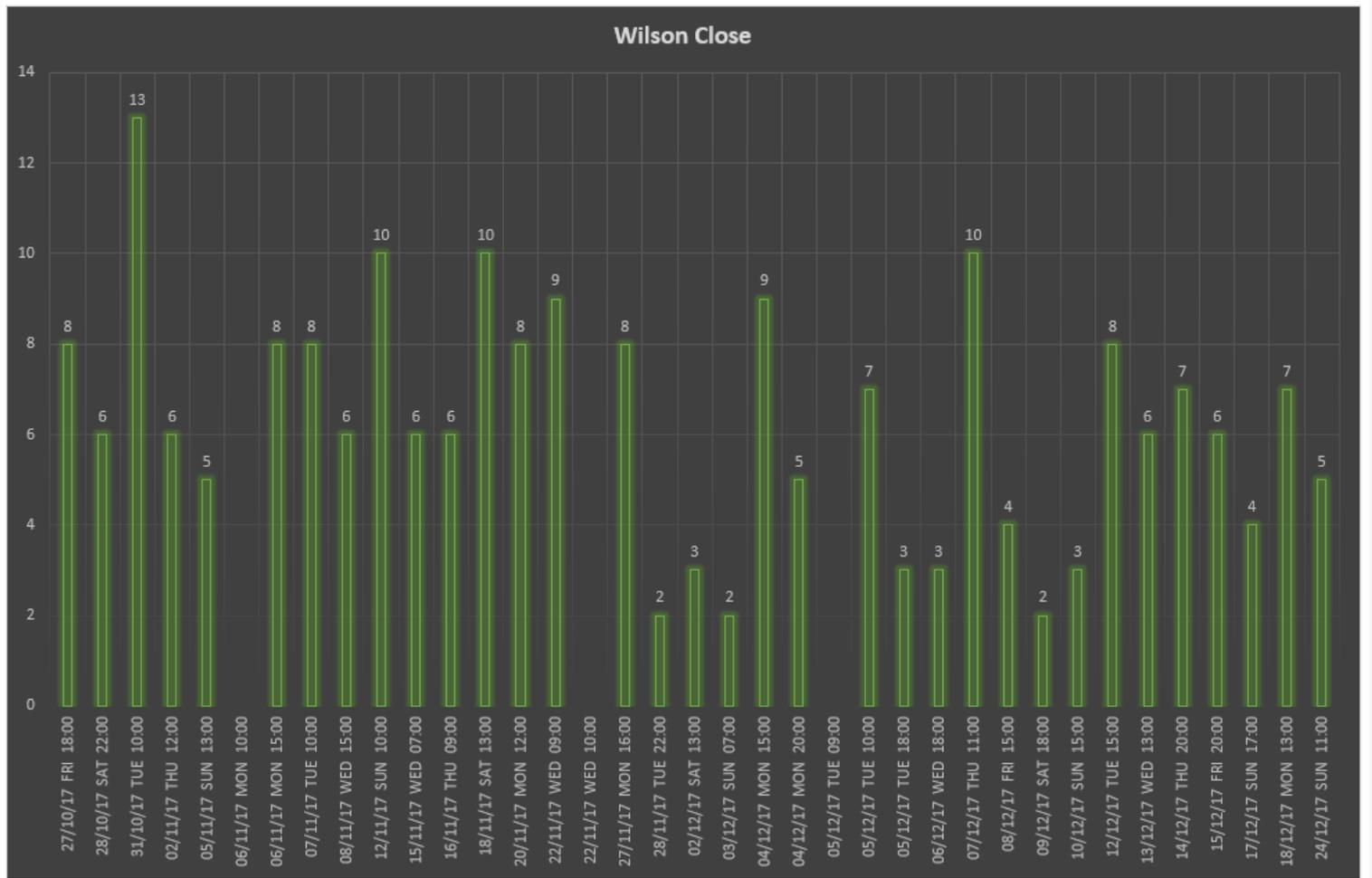
Hythe Road service road-  
from footbridge end



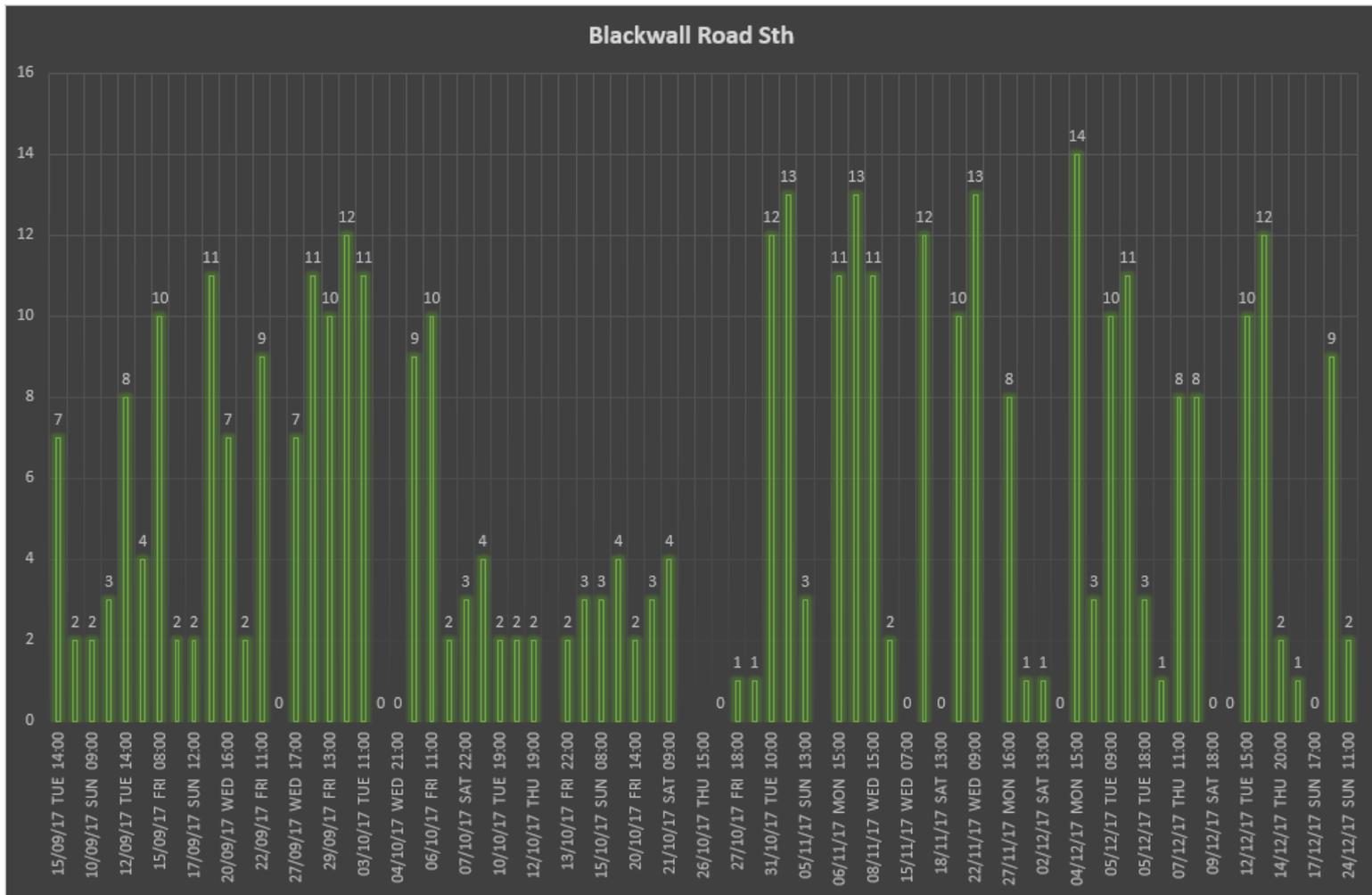
Hythe Road service road- facing footbridge  
date stamped



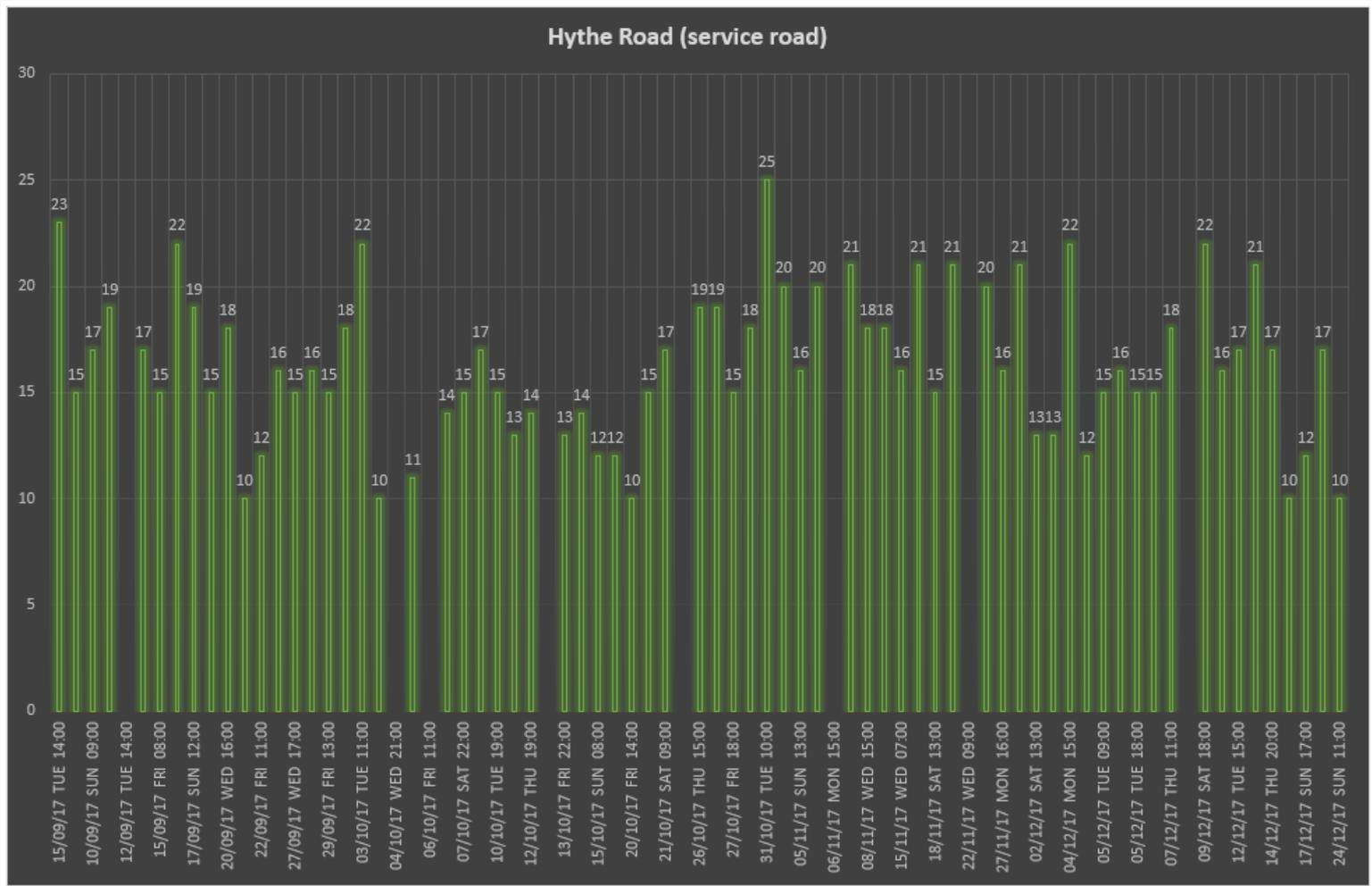
**Please note:** Dates **without** data labels indicate that no check was made in that location - a mark of zero indicates that no vehicle was present.



**Please note:** Dates **without** data labels indicate that no check was made in that location - a mark of zero indicates that no vehicle was present.



**Please note:** Dates **without** data labels indicate that no check was made in that location - a mark of zero indicates that no vehicle was present.



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## **A28 Chart Road Dualling, Ashford**

**To: Ashford Joint Transportation Board – 13 March 2018**

**Main Portfolio Area: Growth, Environment & Transport**

**By: Roger Wilkin, Director of- Highways & Transportation**

**Classification: For Information**

**Ward: Godinton, Great Chart with Singleton North, Victoria, and Singleton South**

**Division: Ashford Central, Ashford Rural West and Ashford South**

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**Summary:** This report provides an update on the progress of the A28 Chart Road Improvement Scheme

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### **1.0 Introduction**

1.1 This report provides an update on the progress of the A28 Chart Road Improvement Scheme covering the three months since the last JTB meeting in December.

### **2.0 Chilmington Funding**

2.1 The agreed funding arrangement with the Chilmington developer is that KCC forward fund their contribution to the project, which is paid back over a 10-year period. To safeguard KCC of any risk of non-payment and to recover interest charges the Section 278 Agreement included a provision for the developer to provide a security bond prior to awarding the construction contract.

2.2 In accordance with the requirements of the Section 278, KCC served a notice for the bond on 14 December 2017 that required the bond to be in place by 26 January 2018.

2.3 To date this bond has not been provided by the developer and KCC are unable to award the construction phase of the project and consequently cannot commence this work.

2.4 High level discussions have been taking place between KCC, Ashford Borough Council, Homes England and the developer to find a resolution. These are currently ongoing but at the time of writing this report there is not a solution that will allow the construction works to commence.

2.5 To mitigate the risks of nesting birds delaying the programme any further, it was agreed that trees in programme critical areas would be removed and this work is currently ongoing. The remainder of the trees will be cleared either in the autumn, subject to a security bond, or at such time when a bond is provided, subject to the presence of nesting birds.

**3.0 Compulsory Purchase Order**

3.1 The compulsory purchase order (CPO) was confirmed at the beginning of February and notices to treat and enter are due to be issued to land owners at the beginning of March, although apart from two land owners early access has already been agreed.

**4.0 Land Acquisition**

4.1 Formal agreements are in place with all but two of the landowners regarding the voluntary acquisition of the land. Discussions are ongoing to conclude the two outstanding plots of land but if not successful the land will be secured through the CPO.

4.2 The transfer of Ashford Borough Council land has been completed and a licence granted for works which fall within other areas of their land.

**5.0 Programme**

5.1 Until such time that a bond is provided the detailed construction programme cannot be confirmed.

**6.0 Public Engagement**

6.1 Further engagement, including public exhibitions, will be held as soon as there is confirmation of the project proceeding.

**7.0 Conclusions**

7.1 Except for the vegetation clearance, KCC are unable to progress the project including any public engagement until such time that the Chilmington developer provides the security bond but there are risks that the project may not start in 2018 as previously advised. A verbal update will be provided at the JTB meeting.

**8.0 Recommendations**

FOR INFORMATION

Future Meeting if applicable: As necessary but none planned at present	Date:
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Contact Officer:	Barry Stiff - Project Manager (Major Capital Programme Team) email: <a href="mailto:barry.stiff@kent.gov.uk">barry.stiff@kent.gov.uk</a>
Reporting to:	Mary Gillett - Major Capital Programme Manager

## M20 J10A

Highways England

Period to end of February 2018

### 1. Health, Safety and Wellbeing

Due to the successful and positive management of Health and Safety on site, the AFR and LTI are zero, due to no lost of time accidents or RIDDORS occurring.

All necessary H&S procedures and reporting are in place.

A meeting was held on the 15<sup>th</sup> January in regards to H&S and the readiness for construction, which included a review of induction materials, risk controls, employee engagement and welfare. Lessons Learnt on other projects were discussed and agreed for adoption, which included red zone and cable awareness training (A21) and Risk Mapping and H&S Dashboard (Bexhill to Hastings).

#### 1.1 Highways England H&S passport scheme

and Safety Plan, the M20 Junction 10a project will be implementing a Health and Safety Passport Scheme to validate and maintain the standards of those who work on our network.

The Passport will make it more straightforward to gain access to Highways England site's and provide an industry wide common health and safety induction which will cover all major projects and operations sites on the strategic road network. For suppliers, the common induction gives the assurance that contractors have been trained in health and safety to a common standard, even if they are working between sites and helps contractors to prove qualifications and additional training.

### 2. Progress

#### 2.1 Development Consent Orders (DCO)

The DCO was awarded on the 1<sup>st</sup> December. A few minor changes to the DCO were required, regarding the text rather than any of the requirements.

On the 22<sup>nd</sup> December the DCO came into force, later than originally understood and therefore delaying the commencement of the General Vesting Declaration process to secure land. Where possible, this has been mitigated through early access licences.

The 7 week high court challenge period finished on the 2<sup>nd</sup> February 2018 and there are no challenges to the DCO.

#### 2.2 Discharging of Requirements

A meeting was held with the DfT discharge team on 14<sup>th</sup> November to discuss the discharging process. It was proposed that the turnaround period for the discharging of requirements, could be two weeks, as opposed to the statutory 8 weeks (on the assumption evidence of consultation has clearly been made with sufficient consultation period).

There are 13 DCO requirements to discharge, 7 of which are required to be discharged ahead of SoW.

All applications for discharge have been issued DfT and are as follows:

1. CEMP (Construction Environmental Management Plan):
2. Landscaping
3. Land and groundwater contamination
4. Archaeology
5. Traffic management
6. Surface water drainage

## 7. Flood compensation storage

On the 23<sup>rd</sup> January, Highways England received confirmation from DfT that all 7 requirements had been approved and therefore discharged and allowing the project to proceed to construction (subject to completion of other Notice to Proceed activities).

A requirement register has been drafted and is available on Highways England project pages <http://roads.highways.gov.uk/projects/m20-junction-10a/>. The register will remain live for three months post completion. .

### 2.3 Third Party Funding

South East Local Enterprise Partnership and Ashford Borough Council (ABC) have committed funding for the scheme (£19.7m and £16m respectively). Profile of payments has been agreed and finding committed.

## 3. Programme

### 3.1 Lands

The delivery programme assumes a SOW by end January 2018 in order to avoid ecological restrictions (bird nesting, dormice habitat clearance) that will likely be present towards the end of this financial year.

On receipt of the DCO decision (development granted and received on the 1 December), the project team revisited negotiations being made with landowners ahead of the guaranteed entry on the General Vesting Declaration (GVD) date of the 12<sup>th</sup> April 2018. Based upon this, negotiations with landowners continued but were resumed on the basis of acquiring an early license in order for the contractor complete environmental mitigation works in the intervening period between the DCO decision and GVD date.

### 3.2 Barrey Road

The Preliminary Design Stage 1 / 2 Road Safety Audit highlighted an issue with insufficient distance between the link roundabout SLTL westbound & the right turn lane for Barrey Road.

Southbound lane 2 exit from the link roundabout became the right turn lane for Barrey Road resulting in queuing traffic. Due to the high volumes of traffic experienced during peak times, the north bound left-turn deceleration lane into Barrey Road would have soon reached capacity, with vehicles stopped in Lane 1 - as a result visibility for the traffic turning left from the Barrey Road may have become obscured.

Additional traffic modelling was undertaken in order to develop an alternative option as below

Signalised Junction	Barrey Road Queue Length (m)	Queue length for right turn into Barrey Road (m)	Conclusion
No	417	95	Queues to and from Barrey Road
Yes	33	6	Minimal queues to / from Barrey Road, A2070 northbound queue 250m in a.m. However, signalisation inc. controlled crossing facilities across Barrey Road. – increase in delay to A2070 northbound, minor increase in queue in a.m. with existing pedestrian flow.

### 3.3 Achievements and Work Activities

- SOW achieved on the 29<sup>th</sup> January.
- Press release made on the 9<sup>th</sup> February

- Third Party funding contributions have been granted by SELEP (£19.7m) and ABC (£16m) await formal sealing.
- Over 80% of licenses agreed (ahead of GVD date) - mitigation underway to avoid bird nesting.
- Notice to Proceed deferred until the early March (date pending) subject to completion of Final Target Cost (5th March) & SGAR approval
- PMI issued to start early phase 2 works ahead of formal NTP includes
  - Procurement Activities
  - Site Clearance Works
  - Procurement of temporary site offices

Next Month Activities:

- Set up satellite compounds
- Apply for necessary traffic orders and road space
- Procure/Carry out temporary works designs
- Carry out demolition surveys
- Carry out archaeological works
- Commence forming ecological mitigation areas
- Procure disconnection of utilities to buildings to be demolished
- Commence bat mitigation measures

*SOW 29.01.18 | BCR confirmed at 1.31 | OFT Autumn 2019 | Completion Spring 2020.*

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## **Experimental Overnight HGV Enforcement and Clamping Trial 2017**

**To: Joint Transportation Board**

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

**Date: Tuesday 13<sup>th</sup> March 2018**

**Classification: For information**

**Ward: Across the Borough – Various**

### **Summary:**

Kent suffers from major issues because of HGV's parking in unsuitable locations. This causes danger, distress to residents and results in environmental waste in many locations. While Kent County Council (KCC) are pursuing a number of heavy good's vehicle (HGV) overnight parks in Kent it is clear that encouraging HGV's to use the parks will be key in finding a permanent solution. KCC, working with Ashford Borough Council (ABC) and the Department for Transport (Dft) have designed a zonal scheme that could be expanded to other areas or a countywide scheme. It is advised that a decision on any expansion of the scheme needs to be taken in conjunction with the level and availability of HGV overnight HGV parking. By the introduction and monitoring of a pilot scheme, the implications of such controls will be determined.

A pilot scheme, which involves clamping on the first offence, has been in operation on the A20 between Charing and the Drivers roundabout, Ashford since 30<sup>th</sup> October 2017. The Clamping trial also applies to the existing industrial estates that have overnight HGV parking bans in Ashford. This report summarises the trial so far.

### **Background**

1. There has been a growing problem with HGVs parking overnight in various locations in the borough for many years. This has resulted in a number of restrictions being put in place to prohibit the parking of HGVs overnight. The first ban prohibiting the parking of HGVs between 20.00 and 07.00 the following day was put in place at the Orbital Park and Ashford Business Park Sevington in 2003. ABC has piloted various enforcement initiatives to address this growing problem. These have included the appointment of Trans European collection agents, various multi-agency enforcement operations and a trial in 2015 involving the clamping of persistent evading HGVs.

2. All enforcement initiatives to date have had limited success. This Experimental Traffic Regulation Order and clamping trial has been developed by working with the DfT so that it can reflect the unique issues faced in the county. The DfT agreed to change the current clamping policy for HGV's so that a clamp can be introduced for first time offences.
3. The Experimental Traffic Regulation Order was written and sealed by KCC and came into effect on 30<sup>th</sup> October 2017 for eighteen months, prohibiting the overnight parking of HGV's along the A20 between Charing and the Drivers Roundabout Ashford and included existing Industrial Estates where there was already an overnight waiting ban. The prohibition also extends for some distance along adjoining roads off of the A20 to prevent displacement into adjacent villages.
4. KCC placed the necessary signage at the entrance points to the restricted zone. Some repeater signs were also placed in known locations affected by inconsiderate and dangerous parking along the A20.
5. The trial was preceded by a significant period of education and advertising. Warning notices in multiple languages were issued by our Civil Enforcement Officers to HGV's parked in areas where enforcement would be taking place.

### **Summary of the trial to date.**

6. Our officers have continued to patrol and enforce on a regular basis on the A20 and in the four existing locations where an HGV overnight ban is in place. Our officers have also continued to monitor possible displacement HGV parking on other Industrial Estates and nearby residential areas.
7. The numbers of HGV's parking on the A20 and all other areas continue for the most part to be less than before the commencement of the trial.
8. Weekend parking in all locations has been significantly reduced and there is an increased uptake in parking at the Ashford Truck Stop especially at weekends.
9. Displacement parking of HGV's into Industrial Estates continues but the numbers are comparable to before the commencement of the trial. The numbers as before vary depending on circumstances such as problems at the Channel Tunnel or Calais or other unforeseen road congestion issues. Displacement parking into residential areas has not been a discernible problem although we have had isolated reports.
10. A Statutory Instrument that restricted local authorities outside of London to not charge any more than a £40 release fee for each clamp has since been amended for the duration of this trial only. The DfT in December 2017 agreed to allow the release fee to be increased to £150.00 in order to cover the costs being incurred by ABC to remove each clamp

11. We continue to work closely with the clamping company, London Parking Solutions. Despite the numbers of HGV's reducing, we are still regularly clamping HGV's in all locations. The total clamped to date (2<sup>nd</sup> March 2018) is 987. Of which 414 have been on the A20.
12. Signage in some locations on the A20 where HGV's were continuing to park has been increased by KCC and this has had some additional affect in reducing the numbers parking at these locations.
13. To date there have been 16 appeals against the penalty charge notices. All appeals have been rejected and none have been taken to the next stage of Tribunal.
14. There have been no significant incidents of conflict with the HGV drivers however over the last two weeks three clamps have been removed by drivers who have then driven away. These incidents have all been reported to the police.
15. The number of HGV's issued a PCN more than once remains very low.
16. Recent discussions on HGV enforcement and the provision of overnight parking have also included a representative from the Road Haulage Association (RHA) and ABC, KCC and DfT will continue to work with the RHA to ensure the enforcement approach works alongside the delivery of further lorry parking provision and providing better working conditions for lorry drivers.

*Mike Cook – Civil Enforcement Officer Team Leader*

[mike.Cook@ashford.gov.uk](mailto:mike.Cook@ashford.gov.uk)

*Reporting to Jo Fox, Health, Parking & Community Safety Manager*

*Lorna Day-Kent Parking Enforcement Manager*

[lorna.Day@kent.gov.uk](mailto:lorna.Day@kent.gov.uk)

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**To:** Ashford Joint Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 13<sup>th</sup> March 2018  
**Subject:** Highway Works Programme 2018/19  
**Classification:** Information Only

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Summary: This report updates Members on the identified schemes approved for construction in 2018/19

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## 1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2018/19

**Footway and Carriageway Improvement Schemes** – see Appendix A

**Drainage Repairs & Improvements** – see Appendix B

**Street Lighting** – see Appendix C

**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** – see Appendix E

**PROW** – Appendix F

**Bridge Works** – Appendix G

**Traffic Systems** – see Appendix H

**Combined Member Fund** – see Appendix I

## Conclusion

1. This report is for Members information.

**Contact Officers:**

The following contact officers can be contacted on **03000 418181**

Toby Howe	Highway Manager (East)
Lisa Willoughby	Ashford District Manager
Alan Casson	Road and Footway Asset Manager
Katie Moreton	Drainage & Structures Manager
Sue Kinsella	Street Lighting Manager
Toby Butler	Intelligent Transport Systems Manager
Andrew Hutchinson	PROW
Jamie Hare	Developer Funded Work
Nikola Floodgate	Transportation and Safety Schemes

## Appendix A – Footway and Carriageway Improvement Schemes

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged and the residents will be informed by a letter drop to their homes.

<b>Surface Treatments - Contact Officer Jonathan Dean</b>			
<b>Micro Surfacing</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Mill Road/Forge Hill	Bethersden	From the A28 to the junction with Pluckley Road.	Completed
Redbrook Street	Woodchurch	From Woodchurch Road to the junction with Bethersden Road.	Completed
Tuesnoad Lane	Bethersden	From the junction with Wissenden Lane to the junction with Pluckley Road.	Completed
Pivington Lane	Pluckley	From the industrial estate to the junction with Barnfield Road	Completed
Appledore Road	Tenterden	From Leigh Green Fruit Farm to Frenchay Farm.	Completed
Perrywood Road	Sheldwich and Chilham	From Fisher Street Road to four way junction at Perrywood Road	Completed
Appledore Road	Tenterden	From the junction with William Judge Close to the junction with East Hill.	Completed
Goldwell Lane	Aldington	Approximately 200m section adjacent to Calleywell Barn	Completed
Front Road	Woodchurch	From the junction with Kirkwood Ave for approximately 200m South.	Completed
Lenham Heath Road	Charing	From the junction with Church Hill to the junction with Rose Lane.	Completed
Boat Lane	Aldington and Bonnington	From the junction with Cherry Orchard Lane to the Public Footpath immediately prior to the woodland.	Completed
Shenley Road	Smarden	From Junction with Smarden Bell Rd to the junction with White House Lane.	Completed.
Peening Quarter Road	Wittersham	From Smallhythe Place bridge for approximately 500m in a southerly direction.	Completed

Peening Quarter Road	Wittersham	From the junction with Wittersham Road to Malthouse Farm.	Completed
Watery Lane	Westwell	200m section adjacent to Nash Court at the junction with Westwell Lane.	Completed
Wrens Nest Lane	High Halden	From O/S No. 32 Hookstead to the junction with Gore Lane.	Completed
Omenden Lane	Smarden	From the junction with Bethersden Lane to the junction with Pook Lane.	Completed
Lambden Road	Pluckley	From the junction with Smarden Road to the junction with Station Road.	Completed
Church Lane	Warehorne	From junction with B2067 Kenardington Road to The Woolpack (PH)	Completed
Roman Road	Aldington	From Junction with Church Lane to 100 metres before junction with Goldwell Lane	Completed
Pound Lane	Kingsnorth	From junction with Ashford Road to Cobtree Tree Cottage	Completed
The Street	Ham Street	Between Warehorne Road to Cock Lane	Completed

**Surface Treatments - Contact Officer Jonathan Dean**

**Surface Dressing**

Road Name	Parish	Extent of Works	Current Status
Woodchurch Road	High Halden	From the junction with Redbrook Street to The Piggery.	Completed
A262 Tenterden Road	Biddenden	From 30 MPH Limit at High Halden Road to the junction of North Street and the A262	Completed
Bethersden Road	Bethersden and Woodchurch	From the property Mayshaves to the junction with Plurenden Road.	Completed
Headcorn Road	Smarden	Approximately 300m from the junction with Bell Lane in a westerly direction.	Completed

Evegate Mill Lane	Smeeth	From the East Stour River to just prior to the UK power Network service road.	Completed
<b>Machine Resurfacing – Contact Officer Byron Lovell</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
B2082 Small Hythe Road	Tenterden	70m approach to junction of A28 West Cross/Tenterden High Street	Programmed over 3 consecutive Sundays: 15 <sup>th</sup> April 2018 22 <sup>nd</sup> April 2018 29 <sup>th</sup> April 2018
A28 Canterbury Road	Godmersham	From "Dowsells" to the river bridge, including the bridge and from The Street to the brow of the hill towards Chilham	Programmed 9 <sup>th</sup> May 2018
<b>Footway Improvement - Contact Officer Neil Tree</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent and Description of Works</b>	<b>Current Status</b>
Wotton Road	Ashford	Both sides from Malcolm Sargent Road roundabout in a northerly direction to the end, including 50m into Austin Road. (Footway Reconstruction).	Commenced and On-going.
Tithe Barn Lane	Great Chart with Singleton	For the entire length one side only from the junction with Knoll Lane to the junction with Bucksford Lane. (Footway Protection)	The delivery date has been delayed. The site is to be Re-programmed and the actual date will be notified when agreed.
Charing Hill	Charing	From the roundabout at the A20 to the junction with Pilgrims Way. (Footway Protection)	The delivery date has been delayed. The site is to be Re-programmed and the actual date will be notified when agreed.

## Appendix B – Drainage Repairs & Improvements

<b>Drainage Repairs &amp; Improvements - Contact Officer Katie Moreton</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Rose Hill	Stone Cum Ebony	Investigation into water breaking out into carriageway	Works Completed
Canterbury Road	Molash	Excavation of silt from pond and system cleansing	Works Completed

## Appendix C – Street Lighting

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

<b>Street Lighting Column Replacement – Contact Officer Sue Kinsella</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Status</b>
Maunsell Place	Aylesford Green	Replacement of 1 No streetlight	Completed
Harvey road	Willesborough	Replacement of 1 No streetlight	Completed
Mace lane	Stour	Replacement of 3 No streetlight	Completed
Breadlands	Aylesford Green	Replacement of 1 No streetlight	Completed
Station road	Ashford	Replacement of 1 No streetlight	Completed
South Lea	Weald East	Replacement of 1 No streetlight	Completed
Ashford road	Downs West	Replacement of 3 No streetlight	Completed
Drake road	Highfield	Replacement of 2 No streetlight	Completed
Hythe road	Willesborough	Replacement of 3 No streetlight	Completed
Kingsnorth road	Norman	Replacement of 4 No streetlight	Completed
Canterbury road	Kennington	Replacement of 4 No streetlight	Completed
Quarry Wood	Saxon Shore	Replacement of 2 No streetlight	Completed
Royds road	Willesborough	Replacement of 1 No streetlight	Completed
Foley Close	Highfield	Replacement of 1 No streetlight	Completed
Church road	Willesborough	Replacement of 1 No streetlight	Completed
Copperfield close	Bockhanger	Replacement of 1 No streetlight	Completed

Dale Walk	Bockhanger	Replacement of 1 No streetlight	Completed
Duckworth Close	Highfield	Replacement of 1 No streetlight	Completed
Foster road	Highfield	Replacement of 1 No streetlight	Completed
Stirling Road	Aylesford Green	Replacement of 1 No streetlight	Completed
Summer Leeze	Aylesford Green	Replacement of 1 No streetlight	Completed
Tadworth road	Bybrook	Replacement of 1 No streetlight	Completed

### **The latest LED update for the Ashford JTB:**

Phase one was substantially completed in May 2017. Phase two of the LED conversion project commenced in June 2017, this phase includes main roads, town centres, any outstanding lights that were not able to be completed during phase one, ornate and heritage style lights.

The project completion is May 2019 by which time all lights should have been converted.

Ashford main roads have just commenced and further details can be found on our website at [www.kent.gov.uk](http://www.kent.gov.uk)

### **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 – **Rebecca Bailey**

<b>CASUALTY REDUCTION MEASURES</b>			
Identified to address a known history of personal injury crashes			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Drovers Roundabout, Ashford	Ashford	Improvements to existing signing and lining	Handed over to contractor for delivery

<b>INTEGRATED TRANSPORT SCHEMES</b>			
Local Transport Plan funded non-casualty reduction schemes			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Ashford International Station	Ashford	Pedestrian / cycle ramp	Scheme is designed, awaiting licence to be granted by High Speed 1 to enable construction on their land.
Highfield Lane, Mersham	Mersham	Permanent closure of Highfield Lane from the HS1 bridge to Kingsford Street, with turning head at the Kingsford Street	Vegetation clearance had commenced and will be completed in early April at the end of the current wildlife hibernation period. Assuming no

		junction.	protected species are found during this phase construction of the turning head will commence shortly after.
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<b>S106 Developer Funded</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Elwick Road traffic signals	Ashford	Upgrade of traffic signal junctions at Elwick Road/Station Road junction and also Victoria Way/Station Road junction.	Traffic signal works complete. Landscaping outside Ashford College is currently on site.
Bridgefield bus route	Kingsnorth	Upgrading of bridge to enable buses to cross and serve the east side of the development	With KCC to deliver. Design and procurement underway

#### **Appendix E – Developer Funded Works**

<b>Developer Funded Works (Section 278 Agreement Works)</b>				
<b>Scheme Name</b>	<b>Mastergov File Ref No</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Newtown Road - Former railway site	AS0419	Newtown, Ashford	New controlled pedestrian crossing and construction of site entrance	Remedial works due to be completed shortly
A28 Chart Road, Brunswick Road Junction	AS2081	Godinton	Rearrange junction alignment	Works Complete and in maintenance period
Knoll Lane	AS003009	Singleton	Access on to new development and relocation of pedestrian crossing point	Adopted 24.11.2017
Farrow Court	AS003012	Stanhope	New footway and relocation of pedestrian crossing facilities	Works completed.
Ashford Road	AS003049	Chilham	New Development Access and Pedestrian Crossing	Works Complete and in maintenance period

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	Remedial works have commenced
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 period
Tenterden Site 1	AS003036	Tenterden	New Proposed Housing Development	Works commenced
Chilmington Green	AS003054	Great Chart	New Proposed Housing Development	Works complete and in maintenance period
Hopewell School, St Stephens Walk	AS003033	Ashford	New vehicle cross overs and street lighting works	Works complete and in maintenance period due to be adopted
Wilesborough Dykes, Sheepfold Lane	AS003046	Kingsnorth	New cycleway/ footway tying in to existing network	Works completed and in maintenance period.
Calleywell Lane (Housing 21)	AS003050	Aldington	New footway	Adopted

Dover Place	AS003051	Ashford	Amendments to the junction and works to the footway required	Technical approval granted waiting on start date this may not progress due to funding)
Calleywell Lane (Taylor Wimpey)	AS003039	Aldington	New Access for development	Works complete and in maintenance period
Appledore Road, Kenardington (Parish Scheme)	AS003075	Kenardington	Proposed new footway	Works complete and in maintenance period
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 amendments to the existing highway.	Works Complete and in maintenance period
Blackwall Road South	AS003080	Willesborough	Proposed widening of carriageway	Works have commenced
Essella Road	AS003067	Willesborough	New Junction	Works complete and in maintenance period
Faversham Road	AS003140	Challock	New Junction	Awaiting start date for works to commence on the highway
Henwood	AS003090	Ashford	New junction	Agreement signed awaiting on new start date and contractor to be appointed
Aldi Site Victoria Road	AS003161	Ashford	New junction	Works due to commence
Curioius Brewery Site Victoria Road	AS003164	Ashford	New junction	Works have commenced on site
Station Road	AS003160	Pluckley	Road widening	In technical audit stage

Austin Road	AS003157	Ashford	New junction and vehicle cross overs	In technical audit stage
Charter House	AS003151	Ashford	New footway	In technical audit stage
Watery Lane	AS003150	Hothfield	Re-surfacing enter road to Tar Mac plant	Agreement completed waiting on start date
Boxley	AS003145	Ashford	New Vehicle Access	Works complete
Newtown Road	AS003143	Ashford	New Traffic Signals (Designer Outlet Scheme)	Agreement Signed – waiting on start date
B2042 Designer Outlet	AS003092	Ashford	New Slip Road to proposed car park	Works have commenced on site
Kimberley Way Roundabout	AS003093	Ashford	Ammendments to the existing roundabout to increase capacity	Works have commenced on site

### **Appendix F - PROW**

<b>Public Rights of Way – Contact Manager- David Fleck</b>			
<b>Path No</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
No planned works			

### **Appendix G – Bridge Works**

<b>Bridge Works – Contact Officer Katie Moreton</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
No planned works			

## **Appendix H – Traffic Systems**

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

<b>Traffic Systems - <i>Contact Officer: Toby Butler</i></b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
A292 Hythe Road near Knatchbull School, Ashford	Refurbishment of traffic signal controlled crossing	Completed May 2017

## **Appendix I – Member Highway Fund**

### **Member Highway Fund programme update for the Ashford District.**

The following schemes are those which have been approved for funding by both the relevant Member and by Roger Wilkins, Director of Highways, Transportation and Waste. The list only includes schemes, which are

- in design
- at consultation stage
- Handed over for delivery
- Recently completed on site.

The list is up to date as of **14<sup>th</sup> February 2018**.

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.

#### **Mike Angell**

<b>Details of Scheme</b>	<b>Status</b>
<b>1718-CMG-AS-438 Shadoxhurst village</b> Proposed speed reduction from 40mph to 30mph	<b>TRO complete, application for construction works to be sent to Member for approval</b>

#### **Clair Bell**

<b>Details of Scheme</b>	<b>Status</b>
<b>1718-CMG-AS-437 Harville Road, Wye</b> Proposed speed reduction from 60mph to 40mph	<b>TRO complete, application for construction works to be sent to Member for approval</b>

#### **Charlie Simkins**

<b>Details of Scheme</b>	<b>Status</b>
<b>1718-CMG-AS-436 Swan Lane, Little Chart</b> Lining and realignment of Swan Lane junction with The Street	<b>Handed over to contractor for delivery</b>

**1.1 Legal Implications**

1.1.1 Not applicable

**1.2 Financial and Value for Money Considerations**

1.2.1 Not applicable

**1.3 Risk Assessment**

1.3.1 Not applicable

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Contact: Lisa Willoughby / Toby Howe 03000 418181