



Joint Transportation Board

Notice of a Meeting, to be held in the Council Chamber - Ashford Borough Council on
Tuesday 12 June 2018 at 7.00 pm

The Members of this Board are:-

Mr P W Bartlett (Chairman)
Cllr Heyes (Vice-Chairman)

Cllrs. Bradford, Buchanan, Feacey, Howard-Smith, Mrs Martin, Michael
Mr M J Angell, Mrs C L Bell, Mr D Farrell, Mr P M Hill, Mr S J G Koowaree, Mr C Simkins
Mr K Ashby – KALC Ashford Area Committee

Under the Council’s Public Participation Scheme, members of the public can submit a petition, ask a question or speak concerning any item contained on this Agenda (Procedure Rule 9 refers)

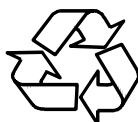
Agenda

	Page Nos.
1. Apologies/Substitutes To receive Notification of Substitutes in accordance with Procedure Rule 1.2(iii)	
2. Declarations of Interest:- To declare any interests which fall under the following categories, as explained on the attached document:	1 - 2
a) Disclosable Pecuniary Interests (DPI)	
b) Other Significant Interests (OSI)	
c) Voluntary Announcements of Other Interests	
See Agenda Item 2 for further details	
3. Minutes - To approve the Minutes of the Meeting of this Board held on the 13th March 2018	3 - 10
4. Strategic Transport Group Notes - 6th April 2018	11-18
5. To Receive Any Petitions	
6. Pedestrian Crossing A2070 Traffic Cameras - report from Cllr Wedgbury	19-20
7. Parking and Waiting Restrictions Update Summary	21-34

- | | | |
|-----|--|-------|
| 8. | M20 J10A Construction Programme Update | 35-38 |
| 9. | Experimental Overnight HGV Enforcement and Clamping Trial 2017 | 39-42 |
| 10. | Highway Works Programme Update Report 2018/19 | 43-58 |
| 11. | Protocol & Procedures on Road Closures and Request for Road Space | 59-60 |
| 12. | Future of Bus Gates - output of meeting held on 5 June 2018 (to follow) | |

KRF/AEH
4 June 2018

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Declarations of Interest (see also “Advice to Members” below)

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

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

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

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

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

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

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

Advice to Members on Declarations of Interest:

- (a) Government Guidance on DPI is available in DCLG’s Guide for Councillors, at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/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 **13th March 2018**.

Present:

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

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

Mr. K Ashby – KALC Representative.

Also Present:

Cllrs. Howard-Smith, Krause, Wedgbury

Assistant Project Manager – J10A (Highways England), Ashford District Manager – (KCC), Health, Parking and Community Safety Manager – (ABC), Parking, Highways and Transportation Team Leader – (ABC), Member Services Manager – (ABC).

377 Declarations of Interest

Councillor	Interest	Minute No.
Bartlett	Made a 'Voluntary Announcement' as he lived close to Junction 10 of the M20	382
Wedgbury	Made a 'Voluntary Announcement' in respect of the A28 Chart Road Report as he was a member of Kingsnorth Parish Council	381

378 Minutes

The Vice-Chairman referred to Minute No. 290 – Proposed KCC £4m reduction in Socially Necessary Bus Budget and advised that KCC had issued a press release which explained that a £455,000 reduction had only been necessary on the budget. The Vice-Chairman confirmed that no services in Ashford were affected by this proposal and that KCC would be undertaking a full consultation exercise in the Summer.

A Member noted, however, that some services crossed County boundaries, for example, the service between Tenterden and Rye.

Resolved:

That the Minutes of the Meeting of this Board held on the 12th December 2017 be approved and confirmed as a correct record.

379 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 Amendments 4 and 5.

The Parking, Highways and Transportation Team Leader (ABC) introduced the report and advised upon the objections received in respect of Amendment 4 and asked the Board to agree the changes.

A Member said that he welcomed the proposed introduction of double yellow lines on the junction between Osborne and Romney Roads, Ashford.

Resolved:

- That**
- (i) the update on schemes be noted.**
 - (ii) the implementation of the changes outlined in the report in respect of Amendment 4 be supported.**
 - (iii) the implementation of the Residents Parking Zone without restrictions for TENT 1, as outlined in Amendment 5 be supported.**

380 Outcome of Willesborough Safety Scheme – Parking Near William Harvey Hospital

The report provided the results of observations undertaken by Ashford Borough Council Officers within the three areas adjacent to the existing Controlled Parking Zone (CPZ) within the immediate vicinity of the William Harvey Hospital. The report also identified the effects of overspill parking from the hospital and sought the Boards recommendations on the next steps.

In accordance with Procedure Rule 9.3 Mr Bailey, a local resident spoke on this item. He said that he wished to thank the Parking, Highways and Transportation Team Leader and his team for the data collection work undertaken as part of the Willesborough Safety Scheme and advised that it covered three roads namely Blackwall Road, Wilson Close and Hythe Road. He said that he believed that the problems for Blackwall Road and Wilson Close broadly fell in the same category whilst the parking in the Hythe Road service road represented a different issue. Mr Bailey explained that Blackwall Road was largely free of parking at the weekends. He further advised that last year meetings had been held with the William Harvey Hospital who had undertaken significant work to help reduce the level of parking in the local area. He believed that Hythe Road was, however, still suffering from this problem. In terms of Blackwall Road, once the construction works were complete, he believed that parking in this road would no longer be an issue. He considered that the data collected as part of the survey was generally accurate but commented that in terms of Wilson Close residents often undertook “defensive parking” to cover situations where visitors were expected or to provide parking for tradespeople for example. In conclusion, Mr Bailey said he wished to thank the Vice-Chairman of the JTB and Officers from Ashford Borough Council for listening to residents’ concerns

on this issue. He said that he was happy to support Option 2 within the report which was to continue monitoring of the area through observations to determine further effects, if any, of any overspill parking.

The Health, Parking and Community Safety Manager (ABC) clarified that the recommendation before the Board was to make no further changes to the existing CPZ but she also accepted that low level monitoring could be undertaken particularly in terms of any impact of the works being undertaken at Junction 10. She said that she believed that the hospital needed to be applauded for the work they had undertaken in helping alleviate some of the problems previously experienced in the area.

A Member also said he wished to thank the William Harvey Hospital for the work they had undertaken in helping reduce on-street parking in residential areas adjoining the hospital.

The Vice-Chairman referred to the works being undertaken for the construction of the M20 Junction 10A and advised that he had contact details if any Members had complaints relating to construction workers parking in Willesborough and advised that he would send them to the Member Services team for inclusion in the Minutes.

Post Meeting Note: Complaints relating to J10A construction workers parking in Willesborough can be made direct to Highways England Customer Contact Centre via email – info@highwaysengland.co.uk or 0300 1235000, or to the Project Team via email – M20J10Aimprovements@highwaysengland.co.uk, or by contacting Matt Orchard of Vinci (the Contractor's Public Liaison Officer) on email matt.orchard@taylorwoodrow.com or 07778674458.

Resolved:

That no changes be made to the existing Controlled Parking Zone, but the situation be reviewed if there any adverse impacts on the area arising from the J10A construction works.

381 A28 Chart Road Dualling, Ashford

The report provided an update on the progress of the A28 Chart Road Improvement Scheme. The report advised that 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. To date this Bond had not been provided by the developer and KCC were unable to award the construction phase of the contract and consequently could not commence this work. High level discussions had been taking place between Kent County Council, Ashford Borough Council, Homes England and the developer to find a resolution but at the present time there was not a solution that would allow the construction works to commence.

The Chairman said that the situation was regrettable and very disappointing as the improvements were a significant highway infrastructure scheme for Ashford.

In response to a question, the Ashford District Manager (KCC) said that she had no further information as to whether any further progress had been made since the publication of the report.

A Member, who was also one of the Ward Members for the area said that he had received complaints from residents that trees and vegetation had been removed before any works had been undertaken.

Resolved:

That the report be received and noted.

382 M20 J10A Construction Programme

The report provided an update on progress for the period to the end of February 2018.

The Chairman referred to page 55 of the Agenda and to the comment “Notice to Proceed deferred until early March....” and asked what the up to date position was in this regard.

The Assistant Project Manager – J10A (Highways England) advised that in terms of the Notice to Proceed, target costs had been agreed that day and that the Notice would hopefully be issued later in the month. A Member referred to the large pothole on the coastbound entry slip at Junction 10 and asked why this had not been repaired at the same time as the resurfacing work had been undertaken at Junction 10. The Assistant Project Manager advised that Highways England had been undertaking the resurfacing of the motorway itself and she was unclear whether this would also include the slip roads. She undertook to take this matter back to her team and agreed to provide an update at the next meeting.

The Vice-Chairman referred to paragraph 3.2, Barrey Road and the comment in the report that the preliminary design stage 1/2 Road Safety Audit had highlighted an issue with insufficient distance between the link roundabout westbound and the right turn lane for Barrey Road and arising from this additional traffic modelling work had been undertaken to develop an alternative option. He asked for an assurance that the alternative option would still proceed. The Assistant Project Manager said that she was pretty certain that the signalised junction would go ahead and would form part of the final design but undertook to clarify this issue with the Highways team and would advise the Board accordingly at the next JTB meeting.

Resolved:

That the report be received and noted.

383 Experimental Overnight HGV Enforcement and Clamping Trial 2017

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

In accordance with Procedure Rule 9.3, Christine Drury, Chairman of Westwell Parish Council spoke on this item. Mrs Drury thanked the Chairman for the opportunity to address the Committee and advised that she had a short report from Westwell Parish Council but it had been prepared in consultation with Hothfield and

Charing which were the two other parishes along the five mile stretch of the A20 on which the experimental overnight parking ban and clamping trial was in force. She explained that there had been a great improvement and offered enormous thanks to all involved. In terms of road safety; the number of dangerous turning manoeuvres by HGV's had greatly reduced, and that those that did happen were during the day; large vehicles turning in the dark on unlit roads, causing huge stress and near misses for other road users seemed to be thankfully over and the whole community was gratified at this situation; the roadside was cleaner; much less litter; far fewer bottles of urine and just a few banana skins. Mrs Drury said it was now possible to use the pavements again.

Air quality was greatly improved and some residents who were long-term asthma sufferers had commented that it was easier to breathe. A principal contributor to poor air quality was the diesel chillers of the refrigerated trucks and at lorry parks these could be plugged in to electric power sockets. It was therefore much quieter and there was less vibration from chillers turning on and off and trucks running on damaged roads surfaces and better sleep was a massive relief. Residents did accept that HGV's and all other vehicles could still park up during the day and they did so for short stops generally for up to four hours. Mrs Drury said that the really big change was at the weekends when this stretch of the A20 was being used for 45 hour weekend stops and now it was largely clear. One resident who lived near Cades Road had described it as "it had felt like we were living in the middle of an industrial park, now we are rural again". Mrs Drury explained that there had been a big improvement in terms of road safety, air quality, sleep and quality of life but the residents were aware that this was an 18 month experiment and unless there was a significant increase in lorry parking capacity it would not be possible to maintain this ban or extend it to other areas. In conclusion Mrs Drury said she would like to give a big thank you to all those who were running the trial especially the overnight enforcement and clamping teams and those in Ashford Borough Council and other Boroughs working to deliver more medium sized fully serviced lorry parks for HGV drivers. With this the condition for drivers would improve and the new Waterbrook would be an excellent example. The Road Haulage Association and the DfT had visited and it was clear that they were very supportive and impressed of what Ashford Borough Council and the Kent County Council were doing.

The Health, Parking and Community Safety Manager explained that Ashford and Kent were the only Authorities in the country undertaking such a scheme, however, other Councils were monitoring the situation closely. Work had also been undertaken with Kent County Council, the Department for Transport and the Road Haulage Association and a great deal had been learned by all in terms of this issue and also taking into account the need for HGV drivers to take proper mandatory breaks.

Resolved:

That the Board received and noted the report.

384 Highway Works Programme 2017/18

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

In response to a question from a Member regarding anticipated progress on the casualty reduction measures at Drivers Roundabout, Ashford, the Ashford District Manager (KCC) advised that these were programmed to be undertaken at the end of March or early April 2018.

The Vice-Chairman referred to the proposed closure of Highfield Lane, Mersham and said that he believed a sign needed to be put in place at the junction of Roman Road and Cheesemans Green Lane advising that there was no access to the A20.

Mr Ashby referred to page 70 of the Agenda and the scheme for the new footway on Appledore Road, Kenardington and advised that all works had been completed. He explained that in terms of the proposed works to repair potholes on the Kenardington to Appledore Road a contractor had advised him that it was not appropriate to have two different contractors working on the same stretch of road at the same time. Half of the road therefore had to be closed one week and the other half of the road the following week. He questioned the need for KCC Highways to close the roads as he believed that this was only appropriate where potholes were located in the middle of the road and for all other works they could be undertaken using temporary traffic lights.

The Ashford District Manager (KCC) advised that a full explanation on this issue had been sent to both Mr Ashby and the Parish Council but she confirmed that Kent County Council did not take the closing of roads lightly and said that it was important to bear in mind that adequate road space was needed to take account of all the different types of vehicles which used the highway and also the need to take into account the health and safety of the highway workers and the public who used the highway itself. She also explained that it was possible for two different contractors to work on the same stretch of road. Mr Ashby said in the past repairs at the side of the road had been dealt with via temporary traffic lights. The Ashford District Manager (KCC) explained that where possible temporary traffic lights were used but it did depend on the width of the road concerned and that roads were only closed when absolutely necessary.

In response to a question from a Member, the Vice-Chairman said that in terms of Loudon Way the result of the traffic survey was expected but he would chase up the progress on the scheme with the Officer concerned. In terms of the proposed speed reduction measures on Harville Road, Wye, the Ashford District Manager (KCC) advised that the position was as set out in the report. In terms of the works being undertaken in Elwick Road near the College, the Ashford District Manager (KCC) undertook to make enquiries of the Project Manager and to try and ascertain a timescale for the completion of the works and said she would advise the Chairman accordingly.

A Member sought the Board's views as to whether the issue of scrutinising the implementation of Section 106 Agreements was something that the Board should consider and he referred to delays in some schemes and in particular to the delay in terms of Bridgefield. A Member, who was also a member of the Borough Council's Overview and Scrutiny Committee advised that this was an issue that the Committee had concerns with. Another Member advised that from his reading of the report the majority of Section 106 Agreements had commenced.

The Chairman said that he believed that as the Ashford Borough Council's Overview and Scrutiny Committee had indicated their wish to look into this issue, it was not a matter he wished the Board to consider.

Resolved:

That the report be received and noted.

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Strategic Transport Group

Minutes of a Meeting of the Strategic Transport Group held in the Council Chamber, Civic Centre, Tannery Lane, Ashford on the **6th April 2018**.

Present:

Cllr. Feacey (Chairman);
Cllr. Heyes.

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

Also Present:

Cllrs. Mrs Bell, Mrs Blanford, Bradford, Burgess, Clokie, Dehnel, Galpin, Sims, Webb.

Stephen Gasche, Principal Transport Planner – Rail – Kent County Council;
Mike Whiting – Kent County Council Cabinet Member for Planning, Highways, Transport and Waste; Chris Vinson, Senior External Communications Manager – Southeastern Railway; Matthew Arnold – Stagecoach in East Kent; Katherine Jones – Stagecoach in East Kent; Jason Atkinson – Kent Police; Derek Goodwin – Ashford Driving Instructors Association; Russell Coleman – Ashford Driving Instructors Association; Economic Development Manager – Ashford Borough Council; Head of Environment and Land Management – Ashford Borough Council; Parking, Highways and Transportation Team Leader – Ashford Borough Council; Member Services Manager – Ashford Borough Council.

Apologies:

Cllr. Buchanan; Graham Sivyler – Wealden Wheels; Yvonne Leslie – Southern.

1 Declarations of Interest

Councillor Feacey made a “Voluntary Announcement” as he was the Managing Director of Energyshift who worked with members of the taxi trade and was on the Management Committee of UK LPG.

2 Minutes – 6th October 2017

Resolved:

That the Minutes of the Meeting of the Public and Voluntary Transport Liaison Task Group held on the 6th October 2017 be approved.

3 Ashford Rail Developments

3.1 Stephen Gasche, Principal Transport Planner – Rail – Kent County Council gave a detailed presentation on strategic rail issues affecting Ashford. A

summary of the issues covered during the presentation is set out below:-

- Journey Time Improvement (JTI) – Phase 1 – This would reduce the journey time between Ashford and Canterbury West and therefore improve connectivity with Thanet and this project had recently been completed. Phase 2 was at the design stage with likely implementation by May 2020. The combined effect of both Phase 1 and Phase 2 would reduce the overall journey time by three minutes.
- Thames Link peak service to London Bridge/St Pancras/Cambridge – The connection from Maidstone East to Cambridge was now likely to be deferred until December 2019, however, for Ashford this initiative resulted in three additional journeys to London at the start of and at the end of the day.
- Four Trains Per Hour (TPH) to Charing Cross from Ashford. This would be two fast trains and two slow trains from December 2022 and was included within the basic specification for the current franchising exercise. The aim of this was to encourage modal shift from HS1. Hastings would also achieve a faster service to Charing Cross.
- HS1 – Marsh Link – This was a complex and expensive project to be undertaken in three phases which included the need to change the track to link Platform 2 to the Marsh Link services. The third phase was likely to be completed in 2024 or later.
- New Marsh Link timetable – May 2018 – Govia/Southern had undertaken two consultation exercises and were introducing a completely new timetable from May 2018. For Ashford, trains from the Marsh would arrive at nine minutes past the hour therefore allowing seven minutes to connect to the high speed services to London.
- International Service Improvements – Ashford Spurs Project had been completed which would enable the higher and wider trains to use the Ashford International platforms and signaling.
- Stephen Gasche would be meeting the new Chief Executive of Eurostar in May where he would present a business case for achieving one additional journey per day from Ashford to and from Brussels (via Lille).

The Chairman then opened up the presentation for questions.

- In terms of JT1 Phase 2, there were no plans to upgrade the spurs to allow services to serve Faversham. However, this could form part of the overall long term improvements up to 2044. In terms of the proposals for the Ashford to Brighton service which (would in future require this service to change at Eastbourne) Stephen Gasche explained that he believed that there would be a 10 minute wait for connecting trains and also some extra stops between Eastbourne and Brighton. He did not believe that this would significantly affect Ashford

as the majority of people travelling from Ashford did not travel beyond Eastbourne.

- In response to a question as to whether there were any proposals to overcome the overcrowding difficulties on HS1, Stephen Gasche explained that from May 2018 there would be 698 seats added to the morning peak trains of 7.44 and 8.16 by increasing these trains from six to 12 cars.
- In terms of past discussions about proposals for a halt at Park Farm, Stephen Gasche did not consider that this was an option as the Section 106 funding available for this was £180,000 whereas under the current Department of Transport regulations a fully operational station would be required to be constructed at an estimated cost of £20 million. Other issues that would affect this would be the tight timetable on the Marsh Link and the current lack of capacity on that line. In summary he believed that the solution was to utilise the Section 106 money to support public transport connections from Bridgefield to the town.
- In response to a question about whether it was preferable to change at Hastings or Eastbourne when travelling to Brighton, Stephen Gasche said it depended upon personal preferences. Eastbourne had better station facilities but getting on at Hastings meant having a seat on the train when it initially left.
- Stephen Gasche also gave details of the newly introduced service from London St Pancras to Amsterdam, which ran non-stop to Brussels. A Member asked whether there were any plans to improve the capacity of Ashford Domestic Station. Stephen Gasche said he was unaware of any initial plans but said that a part of the franchise proposals would be for the successful franchisee to work with Network Rail to assess what improvements could be undertaken, and he suggested perhaps this could include improvements to the passenger circulation area around the ticket office. In terms of the proposals outlined in the Press about an HS2 service to Gatwick, Stephen Gasche did not think that this project would be a viable option.

The Chairman thanked Stephen Gasche for his presentation.

4 Strategic View of the Road Network in Kent

- 4.1 The Group received a presentation from Mike Whiting, Kent County Council Cabinet Member for Planning, Highways, Transport and Waste on the road network in Kent and the importance of Junction 10A.
- 4.2 A summary of the issues covered during the presentation is set out below:-
 - There were two tiers of network of roads in the County with the major strategic routes falling under the responsibility of the Department for Transport and Kent County Council for the other routes.

- Proposals for a major road network – the Department for Transport had a proposal for funding to be used to improve the middle tier of the busiest and most economically important Local Authority ‘A’ roads and if successful would give KCC access to new areas of funding. These included all of the A20, the A28 from Canterbury to Ashford and Detling Hill.
- Strategic Transport Priorities for Kent – these were: enabling growth in the Thames estuary; a new Lower Thames Crossing; bifurcation of port traffic; port expansion; a solution to Operation Stack; and the provision of overnight lorry parking.
- M20, Junction 10A – this scheme would provide the infrastructure to support the provision of new development and also improve road safety.
- County-wide Priorities – these were: active travel; aviation; highways maintenance and asset management; public rights of way; home to school travel; sustainable transport; and road safety.
- Maintenance Backlog – Mike Whiting explained that a respected industry report in 2017 estimated that the road maintenance backlog in England and Wales was around £12 billion with Kent’s road backlog at around £630 million which could rise to around £1 billion over the next ten years even if the current level investment was maintained. He explained that Paul Carter, Leader of KCC had made a very clear case to the Minister with a view to receiving increased funding for Kent to take care of its highway maintenance responsibilities which included bridges, street lighting, drains and trees. In terms of a budget to deal with the pothole problem, Mike Whiting explained that KCC had a budget of £11 million and contractors would shortly commence work in repairing the identified potholes throughout the County.

The Chairman then opened up the presentation for questions.

- A Member asked whether there had been any research undertaken in terms of the durability of pothole repairs as very often repaired potholes failed. Mike Whiting said he understood that a lot of research was going on and referred to an authority in Cumbria which was using recycled plastics to repair the pothole. He advised that the County Council agreement with the repairing contractor required them to repair the pothole free of charge if it failed within two years of the first repair.
- In terms of future proposals for a lorry park following the Highways England abandonment of the former proposal for the creation of a lorry park near Westenhanger, Mike Whiting said he understood that Highways England would bring forward a revised proposal at the end of May. KCC were also encouraging the owners of existing lorry parks to expand and provide further facilities. He believed that there was probably in the region of 900 spaces short in the County per night and said that Ashford had been successful in terms of its clamping trial,

however, that had moved the lorries on to other areas. The enforcement had, however, improved the market for the provision of more lorry parking space.

- In terms of the recent road closure announcement regarding Newtown Road, Mike Whiting said he did not have the background information to this particular issue and undertook to take the concerns raised at the meeting back to Officers at County. In terms of the role of Joint Transportation Boards, he believed that they were important and performed a useful function and said that he was considering organising a meeting of all Joint Transportation Board Chairmen in due course to discuss how they operated. In terms of the proposals for the third Thames Crossing, Mike Whiting explained that he had met with Highways England who considered that traffic would use the M2 to Dover or go via Detling Hill to access Eurotunnel or the M20. They were considering widening the M2 to Faversham and also dualling the section of the A2 at Lydden. He believed that the Lower Thames Crossing scheme gave added impetus to adding Detling Hill to the strategic road network. Mike Whiting also said that he would be shortly meeting with the freight operators to discuss this issue. Derek Goodwin referred to difficulties of liaising with Highways England over some highway matters in Ashford and in particular arranging for the undergrowth to be cut down on the Cloverleaf junction on the A2070.
- The Head of Environment and Land Management advised that Aspire undertook this type of work for the Borough Council and for the County and explained that they were working with Highways England to identify effective ways to be able to gain access to the highway and resolve the problem of vegetation restricting visibility splays.

The Chairman thanked Mike Whiting for the presentation.

5 Southeastern Railway – General Update

5.1 Chris Vinson, Senior External Communications Manager – Southeastern Railway, gave a presentation on current developments and also an update of the severe winter weather and its impact on services. A summary of the issues covered during the presentation is set out below:-

- Chris Vinson advised that the provision of Wi-Fi was already available on most of Southeastern's rolling stock and the roll out would be completed over the next six weeks.
- Smart ticketing would be extended over the course of the following year which would enable season tickets to be renewed at local ticket offices and also additional journeys purchased via the on-train ticket inspector.
- From May 2018 there would be additional capacity on the high speed morning peak services and there would be a full refresh of all rolling stock forming the Southeastern railway fleet.

- In terms of the impact of severe weather the presentation covered the events of the week commencing 26th February 2018 and also the key route strategy from 28th February to Saturday 3rd March 2018. Chris Vinson also outlined details of the severe disruption on Friday 2nd March arising from significant snowfall and freezing rain.
- In terms of Sunday 4th March onwards, Chris Vinson advised that a third of the fleet were out of action due to damage and although many of them had returned to service they were more fragile than they would usually be. **Post Meeting Note:** All trains had now returned to service.

The Chairman then opened up the presentation for questions.

- A Member referred to an incident he had witnessed in terms of severe overcrowding on the High Speed 1 service which had followed the cancellation of one of the trains at Ashford which had broadly meant that the occupants of a 12 coach train were crammed into a six car train and asked whether there were any plans to add an additional six car unit when such situations occurred? He also gave details of a recent incident whereby the Wi-Fi did not work and indeed indicated that this made reference to Southern. He also asked why it was not possible to buy a ticket from a ticket machine for a future date.
- In response, Chris Vinson said it was possible to buy a ticket for a journey on a future date but there was a need to select the option on the first screen. He accepted that the wording could be clearer and explained that software updates would be undertaken to make this much clearer. In terms of Wi-Fi, he said the reason that this made reference to Southern was that the stock was at that time on loan from Southern but he undertook to feed this point back to Southeastern's engineers. In terms of capacity of HS1 units, he advised that Southeastern had 29 of the six car units and there was a need to balance the day to day capacity and resilience. Indeed most of those units were in use at all times over the network. He indicated that Southeastern did not have a policy of stopping people from boarding trains, even if they were severely overcrowded.

The Chairman thanked Chris Vinson for his presentation.

6 Industry Updates Discussion

Southern/Govia

- 6.1 Tabled at the meeting was an update from Southern and Govia Thames Link Railway.

Stagecoach

- 6.2 Matthew Arnold advised that it would shortly be a year since the Little and Often services had been in operation and he therefore wished to undertake a full review and undertook to provide an update to the next meeting of the

Group in October.

- 6.3 In terms of recent issues he explained that the biggest problem Stagecoach had faced had related to congestion on both the Strategic and KCC highway network and he was in dialogue with KCC to help improve this situation. He also explained that there had been an independent survey undertaken by Transport Focus on bus services and advised that the satisfaction level for Stagecoach was at the figure of 91% and for the fifth year running the Group had been rated as providing the best value for money. In terms of the forthcoming road works at Newtown Road mentioned earlier in the meeting, he explained that his company had not been aware of these proposals prior to being notified by a Kentish Express reporter. He explained that this would affect the Service E which would not be able to serve Newtown for the duration of the works. He also warned of potential problems in terms of rail replacement services which he believed would not be able to access the road network via Newtown bridge. He explained that he had already raised this matter with Go Ahead in London. With reference to the poor winter weather, Matthew Arnold said that Stagecoach had run a comprehensive service and had made available their services for users who were unable to travel by rail but who had a valid rail ticket. He also gave details of services the Company had provided to commuters who were stuck at Ashford Railway Station and Stagecoach had been able to take them to Canterbury. A Member asked whether the opening of the Beaver Road bollard would help in terms of bus services for Newtown and Matthew Arnold said he would consider this and discuss it with the Member outside of the meeting. In terms of the "G" Line, a Member asked why, after 7.00 pm, that service not travel via Bank Street and Vicarage Lane. Matthew Arnold explained that this issue had been examined and it was likely that from June this situation would be resolved.
- 6.4 A Member referred to the "A" Line – Arlington/Singleton and expressed concern that you often had to wait 30 minutes and when it arrived it was often full. The Member also commented that furthermore the buses were very dirty.
- 6.5 Matthew Arnold explained that when the Little and Often service was introduced, Stagecoach for Ashford had only been allocated 30 buses and although they could have covered the "A" service with those, they would not have been able to provide services on the "B" and "C" lines and therefore that type of service had not been introduced on this route. He explained that in terms of the external appearance of the buses, the area of the depot they were stored in was adjacent to a building site which had caused problems in terms of keeping them clean and also the recent very wet weather had hampered the cleaning process. He explained that they would be relocated within the next three weeks and therefore the standard should improve. In terms of punctuality he said that the Company had had a very difficult time particularly stemming from the roadworks at Station Road/Elwick Road junction and during the time of those works there had been a period where buses could no longer serve the Station due to it taking 50 minutes to access and leave the Station area. From June he indicated that Stagecoach were considering splitting the "A" line into two separate routes.

Kent Police

- 6.6 Jason Atkinson advised that the Police wish to extend an offer to undertake safeguarding training for the drivers and staff of Stagecoach which would be repeating the process recently undertaken with the Taxi trade. He undertook to speak to Matthew Arnold outside of the meeting.

7 Date of Next Meeting

The date of the next meeting was Friday 5th October 2018.

Councillor Feacey
Chairman of the Strategic Transport Group

Joint Transportation Board

12 June 2018

A2070 – Pedestrian Crossing – Report of Cllr Wedgbury

I once again wish to raise the need for a speed camera to be installed on the toucan crossing on the A2070. Since I last raised this issue in September 2017 there have been two further crashes on this stretch of road.

On a daily basis cars overtake other vehicles on the crossing and I can report that this has happened to me personally. Cars also regularly ignore the red light and furthermore motorcyclists meet up at the clover leaf and race/ carry out illegal time trials on this stretch of road.

I reiterate my view that Highways England would be responsible for corporate manslaughter if they fail to act on the considerable evidence and fail to fit a camera.

Cllr Jim Wedgbury
Ward Member Park Farm South

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Parking and Waiting Restrictions – Update summary

To: **Ashford Joint Transportation Board – 12th June 2018**

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

Classification: **For information**

Ward: **Across the district – Various**

Summary: This Report:

- (i) Provides an update and summarises schemes that are to be brought through the Joint Transportation Board.**

1.0 Introduction and Background

1.1 This report provides an update and summarises parking and waiting restrictions and any schemes that have been through the Joint Transportation Board and at what stage in the process they have reached since the last meeting (see appendix 1).

1.2 The most recent Quarterly Liaison Meeting between Kent County Council and Ashford Borough Council took place on Wednesday 16th May 2018. This identified various parking and waiting schemes that are to be investigated ahead of the September JTB, (see appendix 1).

2.0 Consolidation Order

2.1 Officers have completed the consolidation of the On Street Traffic Regulation order entitled 'The Kent County Council, Various Roads, Borough of Ashford waiting restrictions and street parking places consolidation order 2018.

2.2 This order sees the amendments 1-4 made during 2017 placed into the full order.

2.3 The order has been sealed by Kent County Council and is available for public inspection.

3.0 School Keep Clear markings

3.1 There is a need to review restrictions outside all schools within the borough to ensure there is adequate enforcement for safety purposes, this is supported as a priority by the Community Safety and Wellbeing Portfolio Holder Cllr Bradford.

- 3.2 Officers from Parking and Enforcement are working closely with members, KCC and the Police to ensure the restrictions are reviewed in an order of priority need due to safety concerns.
- 3.3 The Civil Enforcement Team are the eyes and ears out on the ground and work closely with other partners such as the police on the subject of school enforcement. Through engagement with partners and the schools our Civil Enforcement Officers attend schools and deliver an education programme alongside identifying any issues and concerns, which can then be prioritised to go into traffic orders.
- 3.4 Appendix 2 provides a table showing the status of school keep clear markings across the borough, if they are enforceable, advisory or do not exist.
- 4.0 Elwick Place Car Park (car park at the cinema site, Ashford town centre)**
- 4.1 Officers have completed an amendment to the Off-Street parking places order to incorporate the new car park associated to the Cinema and Hotel complex currently under construction in Elwick Road. This will ensure that the rules and enforcement in place across all ABC car parks are replicated at this location.
- 4.2 The order will, in due course be advertised in the local press.

Contact Officer:	Chris Miller – Parking, Highways and Transportation Team Leader chris.miller@ashford.gov.uk
Reporting to:	Jo Fox – Deputy Head of Community Safety & Wellbeing jo.fox@ashford.gov.uk

Appendix List	
Appendix 1	List of sites and current status
Appendix 2	List of Schools and current keep clears markings

Appendix 1- JTB June 2018

In the Town of Ashford			
Location	Description of scheme	Date at JTB	Current Status
Blackwall Road South	Safety measures Waiting restrictions to reflect new development	Sept 2018	KCC third party order paid direct by developer- This will be Amendment 1 of the 2018 Consolidated Order
Beaver Lane near 141-151	Safety measures Waiting restrictions proposed	Sept 2018	Approved by KCC for further investigation following Liaison Meeting 16 May 2018. Proceed to next Amendment of the TRO post-consolidation
Repton Avenue- road up to school	Developer request- enforce area outside school. Currently private street	Sept 2018 or Dec 2018	KCC may issue part 2 for the section of Repton Avenue leading up to and fronting the school. Developer is either to approach KCC or ABC for an order to be made to allow for civil enforcement as soon as practicable.

Appendix 1- JTB June 2018

Elwick Road- loading bay to replace DBYLS in TRO	Part of College development-	Sept 2018	Approved by KCC for further investigation following Liaison Meeting 16 May 2018. Proceed to next Amendment of the TRO post-consolidation
Bridge Road	S.278 agreement- part of planning for new access. DBYLS to replace SYL due to Stage 1/2 Safety Audit report (2.3.1)	Sept 2018 or Dec 2018	S.278 agreement with KCC resulting from changes to road layout- entrance protection required for new entrance to car park. Await funds from developers to undertake amendment as required
Earlsworth Road	East Stour Primary School entrance markings into TRO- reports of anti-social parking. Advisory markings already in place.	Sept 2018	Approved by KCC for further investigation following Liaison Meeting 16 May 2018. Proceed to next Amendment of the TRO post-consolidation
Park Street	Proposal of a loading area with specific exemptions for taxis.	Sept 2018 or Dec 2018	Approved by KCC for further investigation following Liaison Meeting 16 May 2018.

Appendix 1- JTB June 2018

			Proceed to next Amendment of the TRO post-consolidation
Hunter Avenue- junction with Billington Grove	Safety measures Waiting restrictions proposed	Sept 2018	Approved by KCC for further investigation following Liaison Meeting 16 May 2018. Proceed to next Amendment of the TRO post-consolidation
Henwood, Ashford	Minor amendment of existing double yellow lines- join two existing lengths opposite 'Flip Out'.	Sept 2018 or Dec 2018	S.278 agreement with KCC resulting from changes to road layout- entrance protection required for new entrance to car park. Await funds from developers to undertake amendment as required
Reed Crescent, Park Farm	Safety- double yellow lines on one or both sides of the bend close to Furley Park Primary School.	Sept 2018	Approved by KCC for further investigation following Liaison Meeting 16 May 2018. Parking is causing considerable difficulty for Refuse Collection Vehicles

Appendix 1- JTB June 2018

			and reported by CEOs when patrolling other restrictions in the area. Proceed to next Amendment of the TRO post-consolidation
In the village of Bethersden			
Church Hill, Bethersden	School entrance markings into TRO Advisory markings already in place.	Sept 2018	Approved by KCC for further investigation following Liaison Meeting 16 May 2018. Reported difficulties from school and from CEOs. Proceed to next Amendment of the TRO post-consolidation
Off-street			
Elwick Place Car Park	New car park – Cinema development on Elwick Road	Sept 2018	This allows the authority to make charge for parking and permits the rules and enforcement in place across all other ABC car parks to be replicated at this location.

Appendix 1- JTB June 2018

Scheme Updates

Amendment 1, 2017			
Location	Description of scheme	Date at JTB	Current Status
Ashford- Various			
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	Lining schedule with Property Services for liaison with private contractors. Work will be scheduled at earliest available date.

In the Village of Kingsnorth

Location	Description of scheme	Date at JTB	Current Status
Church Hill	Formalise existing school entrance markings	Dec 2017	Order sealed (Amendment 4, 2018) Lining schedule with Property Services for liaison with private contractors. Work will be scheduled at earliest available date. Posts also lodged with ABC Property Services for liaison with private contractors.

Appendix 1- JTB June 2018

			<p>Work will be scheduled at earliest available date.</p> <p>Necessary signage already in store at ABC ready for use.</p>
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Location	Description of scheme	Date at JTB	Current Status
Foster Road	Introduction of restrictions indicating 'no waiting at any time' (double yellow lines) at various points, to prevent obstructive parking	December 2017	<p>Order sealed (Amendment 3, 2017 and scheme complete</p> <p>Lining completed</p>
Noakes Meadow	Formalise existing school entrance markings	December 2017	<p>Order sealed (Amendment 4, 2018)</p> <p>Lining in place- await permission from KCC to use existing street furniture or schedule post installation.</p> <p>Necessary signage already in store at ABC ready for use.</p>

Appendix 1- JTB June 2018

			Responses to outstanding objections sent in line with LATOR
Osborne Road (jct. with Romney Road)	Introduction of double yellow lines to prevent obstructive parking	December 2017	Order sealed (Amendment 4, 2018) Lining schedule with Property Services for liaison with private contractors. Work will be scheduled at earliest available date. Responses to outstanding objections sent in line with LATOR
Romney Road (jct. with Osborne Road)	Introduction of double yellow lines to prevent obstructive parking	December 2017	Order sealed (Amendment 4, 2018) Lining schedule with ABC Property Services for liaison with private contractors. Work will be scheduled at earliest available date.
Thompson Road (jct. with Trinity Road)	Introduction of double yellow lines to prevent obstructive parking	December 2017	Order sealed (Amendment 4, 2018)

Appendix 1- JTB June 2018

			<p>Lining schedule with ABC Property Services for liaison with private contractors. Work will be scheduled at earliest available date.</p>
Wesley School Road	Introduction of school entrance markings	December 2017	<p>Order sealed (Amendment 4, 2018)</p> <p>Lining schedule with Property Services for liaison with private contractors. Work will be scheduled at earliest available date.</p> <p>Posts also lodged with ABC Property Services for liaison with private contractors. Work will be scheduled at earliest available date.</p> <p>Necessary signage already in store at ABC ready for use.</p>

Appendix 1- JTB June 2018

Location	Description of scheme	Date at JTB	Current Status or update
Ashford/ Tenterden- Various			
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.	Dec 2018	Adoption by KCC is not imminent, but properties are inhabited. Consultation with residents will take place for this and adjacent zone to ascertain the nature of the likely controls. An order can be made to come into force following the adoption of the road by the highway authority. Civil enforcement can only take place once KCC has been able to adopt the road.
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.	Dec 2018	Highway has now been adopted by KCC. Investigations prior to possible order It is not considered that parking behaviour in this area shows evidence that residents are being crowded

Appendix 1- JTB June 2018

			out by commuters/town workers.
Consolidation Order 2018	Consolidation of entire on-street order and amendments into a single document, in the interest of clarity.	June 2018	Order made and in effect 31 May 2018

Appendix 2

Key: White- Currently proposed or in made order (awaiting works) **Green**- Order made and enforceable; **Red**- No markings and not in order; **Orange**- Unenforceable markings, not in order

SCHOOL NAME	ADDRESS	TOWN	Listed in TRO? (Y/N)	Markings In place? (Y/N)	NOTES
Bethersden Primary School	School Road, Bethersden, Ashford, Kent TN26 3AH	Bethersden	No*	Yes	Due to be proposed for Amendment 2 of the 2018 Consolidated order
East Stour Primary School	Earlsworth Road, South Willesborough, Ashford, Kent TN24 0DW	Ashford	No*	Yes	Due to be proposed for Amendment 2 of the 2018 Consolidated order
Highworth Grammar School	Maidstone Road, Ashford, Kent, TN24 8UD	Ashford	Yes*	Yes	AM3. 2017 Await post- signs in storage
John Wesley CofE Methodist Primary School	Wesley School Road, Singleton, Kent TN23 5LW	Ashford	Yes*	No	AM3. 2017 Await markings and posts- signs in storage
Kingsnorth CEP School	Church Hill, Kingsnorth, Ashford, Kent TN23 3EF	Kingsnorth	Yes*	Yes	AM4. 2018 Await post- signs in storage
Repton Manor Primary School	Repton Avenue, Ashford, Kent TN23 3RX	Ashford	No*	Yes	If possible, to be proposed for Amendment 2 of the 2018 Consolidated order. KCC need to issue part 2 for the highway to allow for civil
St Simon of England RCP School, Ashford	Noakes Meadow, Ashford, Kent TN23 4RB	Ashford	Yes*	Yes	AM4. 2018 Need signs to be put in place- KCC may approve use of street light furniture.
St Teresa's Catholic Primary School	Quantock Drive, Ashford, Kent TN24 8QN	Ashford	Yes*	Yes	AM3. 2017 Await post- signs in storage
Aldington Primary School	Roman Road, Aldington, Kent, TN25 7EE	Aldington	Yes	Yes	
Beaver Green Primary School	Cuckoo Lane, Ashford, Kent TN23 5DA	Ashford	Yes	Yes	
Downs View Infant School	Ball Lane, Kennington, Ashford, Kent TN25 4PJ	Ashford	Yes	Yes	
Egerton CEP School	Stisted Way, Egerton, Ashford, England, TN27 9DR	Egerton	Yes	Yes	
Furley Park Primary Academy	Reed Crescent, Park Farm, Ashford, Kent, TN23 3PA	Ashford	Yes	Yes	
Great Chart Primary School	Hoxton Close, Ashford, Kent TN23 5LB	Ashford	Yes	Yes	AM1.2017
Homewood School and Sixth Form Centre	Ashford Road, Tenterden, Kent. TN30 6LT	Tenterden	Yes	Yes	
John Wallis Church of England Academy (Primary)	Stanhope Road, Ashford TN23 3HG	Ashford	Yes	Yes	
Kennington C of E Academy	Upper Vicarage Road, Ashford, Kent TN24 9AG	Ashford	Yes	Yes	
Lady Joanna Thornhill (Endowed) Primary School	Bridge Street, Wye, Ashford, Kent TN25 5EA	Wye	Yes	Yes	
Rolvenden Primary School	Hastings Road, Rolvenden, Cranbrook, Kent TN17 4LS	Rolvenden	Yes	Yes	
Smarden Primary School	Pluckley Road, Smarden, Ashford, Kent TN27 8ND	Smarden	Yes	Yes	
St Michael's CEP School, Ashford	Ashford Rd, Tenterden, Kent TN30 6PU	Tenterden	Yes	Yes	
Tenterden CEJ School	Recreation Ground Road, Tenterden, TN30 6RA	Tenterden	Yes	Yes	
Tenterden Infant School	Recreation Ground Road, Tenterden, TN30 6RA	Tenterden	Yes	Yes	
Victoria Road Primary School	Victoria Road, Ashford, Kent TN23 7HQ	Ashford	Yes	Yes	
Willesborough Infant School	Church Road, Willesborough, Ashford, Kent TN24 0JZ	Ashford	Yes	Yes	

SCHOOL NAME	ADDRESS	TOWN	Listed in TRO? (Y/N)	Markings In place? (Y/N)	NOTES
Willesborough Junior School	Highfield Rd, Willesborough, Ashford TN24 0JU, UK	Ashford	Yes	Yes	
Brabourne CEP School	School Lane, Brabourne, Ashford, Kent TN25 5LQ	Brabourne	No	No	
Brook Community Primary School	Spelders Hill, Brook, Ashford, TN25 5PB	Brook	No	No	
Challock Primary School	Church Lane, Challock, Ashford, Kent TN25 4BU	Challock	No	No	
Goat Lees Primary School	Hurst Road, Kennington, Ashford, Kent TN24 9RR	Ashford	No	No	
Godinton Primary Academy	Lockholt Close, Ashford TN23 3QF, UK	Ashford	No	No	
Goldwyn School	Godinton Lane, Great Chart, Ashford, Kent TN23 3BT	Great Chart	No	No	
John Wallis Church of England Academy (Secondary)	Millbank Road, Kingsnorth, Ashford, Kent TN23 3HG	Ashford	No	No	
The Norton Knatchbull School,	Hythe Road, Ashford, Kent, TN24 0QJ	Ashford	No	No- Pedestrian Crossing	
Phoenix Community Primary School	Belmont Road, Ashford, Kent, TN24 9LS	Ashford	No	No	
Pluckley Church of England Primary School	Pluckley, Ashford, Kent TN27 0QS	Pluckley	No	No	
Smeeth Community Primary School	Caroland Close, Ashford, Kent TN25 6RX	Smeeth	No	No	
St Mary's CEP School, Ashford	Western Avenue, Ashford, Kent TN23 1ND	Ashford	No	No	
Towers School and Sixth Form Centre, The	Faversham Road, Ashford, Kent TN24 9AL	Ashford	No	No- Pedestrian Crossing	
Woodchurch CEP School	Woodchurch Ashford Kent TN26 3QJ	Woodchurch	No	No	
Wye School	Kempe Centre, Olantigh Road, Wye TN25 5EJ	Wye	No	No	
The Wyvern School	Great Chart Bypass, Ashford, Kent TN23 4ER	Ashford	No	No	
Finberry Primary School	Avocet Way, Finberry, Ashford, Kent TN25 7GS	Ashford	No	No	Unadopted road
Ashford Oaks Community Primary School	Oak Tree Road, Ashford, Kent TN23 4QR	Ashford	No	Advisory	
Charing CEP School	School Rd, Charing, Ashford TN27 0JN, UK	Charing	No	Advisory	
Chilham St Mary's Church of England Primary School	School Hill, Chilham, nr. Canterbury, Kent CT4 8DE	Chilham	No	Advisory	
Hamstreet Primary Academy	Hamstreet, Nr. Ashford, Kent TN26 2EA	Ham Street	No	Advisory	
High Halden CEP School	Church Hill, High Halden, Ashford, Kent TN26 3JB	High Halden	No	Advisory	
John Mayne CEP VC Primary School	High Street, Biddenden, Ashford, Kent TN27 8AL	Biddenden	No	Advisory	
Mersham Primary School	Church Road, Mersham, Ashford, Kent, TN25 6NU	Mersham	No	Advisory	
The North School	Essella Road, Ashford, Kent TN24 8AL	Ashford	No	Advisory	
Wittersham CEP School	The Street, Wittersham, Tenterden, Kent TN30 7EA	Wittersham	No	Advisory	

M20 J10A

Highways England Period to end of May 2018

1. Health, Safety and Wellbeing

There have been no RIDDORs or lost time accidents recorded therefore the accident frequency rate (AFR) and Lost Time Incidents (LTI) are zero.

All necessary health and safety procedures and reporting are in place.

Top 3 categories raised on our close calls/positive interventions:

1. Plant and Equipment
2. Welfare
3. Good Practice

2. Governance

2.1 Development Consent Order (DCO)

DCO made on the 1 December, very minor changes relating to the main DCO text rather than any of the planning requirements. The DCO came into force on the 22 December - no challenges to the DCO were made and the 7 week high court challenge finished on the 2 February 2018.

2.2 Discharging of Requirements

There are some 13 DCO requirements to discharge, 7 of which are required to be discharged ahead of SoW. On the 23 January Highways England received confirmation from DfT that all 7 requirements had been approved and therefore discharged - the 7 requirements noted permit the project to proceed to construction (subject to completion of other Notice to Proceed activities).

2.3 Third Party Funding

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

Await final seal for both contributions

3. Programme

3.1 Lands

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

Land has now vested to Highways England allowing unrestricted access to its Principal Contractor, Vinci.

3.2 Barrey Road

Before formalising the junction design Highways England need to complete a Roads Safety Audit stage 2 (RSA2) which is standard practice under the Design Manual for Roads and Bridges (DMRB).

The RSA2 for Barrey Road has been completed and is currently with the designer to formulate the designers' response which the project team will review to determine the next course of action. The designer's response is due the end on the 1 June 2018.

There are 14 problems identified which will need review and analysis before accepting the auditors comments and cover items such as the use passively safe posts, lengths of road restraints and working widths.

No safety issues were raised that are directly attributable to the signalisation of this junction and thus there are no reasons for this alternative option not to proceed as planned and as per our press release.

The designer's response to the audit will fall into three categories as follows:

1. The designer accepts the auditors recommendation and it is incorporated into the final design
2. The designer disagrees with the auditor and provides an explanation as to why - HE disagree and instruct the auditors recommendation into the final design
3. The design disagrees with the auditor's recommendation and the explanation provided is supported by HE and an exception report is produced.

The project is funding the signalisation of Barrey Road and the works are programmed to take place alongside the M20 J10a works and are likely to be installed in 2019 based on the current programme.

3.3 Achievements

- Start of Works achieved on 29th January.
- Public Information Exhibition held on 24 April
- Stage 1 vegetation clearance complete
- Southern Gas Networks haul road and A2070 access complete
- Sweatman Mowers and Wyevale garden centre demolished.
- Great Crested Newts/Reptile trapping commenced
- Strip/map/sample & watching brief topsoil strip ongoing with only minor archaeological finds
- M20 temp CCTV and interrupter cable ducting commenced

3.4 3 Month Look ahead

- Main site compound ground works and permanent offices
- Installing CCTV and Cameras M20
- Piling, Augering and Earthworks around structures on the carriageway
- Service Diversion work
- Site clearance tree stump removal

4. Construction Progress Update

4.1 Site Clearance

Site clearance is being undertaken, avoiding potential disturbance to nesting birds. Fingertip searches are conducted prior to scrub clearance to ensure that wildlife is not harmed. Vegetation clearance is carried out methodically and slowly with a licenced Ecologist present to advise on local wildlife. This encourages the animals to safely move away from the work areas. During the winter months hibernating animals were protected by slowly removing vegetation with a specialist present when animals were due to emerge. In addition, environmental personnel have worked carefully to consider the number of trees and foliage that need to be removed.

4.2 Ecology

The project region contains water voles, badgers, bats, dormouse, great crested and smooth newts as well as kingfishers. We have been working with Natural England and Ecologists to minimise disturbance to wildlife. So far we have translocated over 70 newts and 20 fish into a new permanent pond.

4.3 May 2018

A temporary pedestrian footbridge is due to be erected near Pilgrims Hospice over the stream adjacent to the A20.

On the M20, in the region of the new Junction, preparation works involving night closures and associated diversions. Traffic management on the M20 started in May 2018 with a temporary speed restriction and two lanes running in each direction.

4.4 Summer 2018

Earthworks for the new Junction 10a commence.

The existing Church Road footbridge over A2070 will be demolished with the provision of a temporary pedestrian crossing beforehand.

SOW 29.01.18 | BCR confirmed at 1.31 | OFT Autumn 2019 | Completion Summer 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: 12th June 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 30th 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 30th 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.
6. 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

Summary of the trial to date.

7. 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.
8. The numbers of HGV's parking on the A20 and all other areas have reduced significantly and we are now finding an average of between 5 and 10 HGV's in contravention each night. We must note that Tuesday nights there are generally a higher volume than any other night of the week. Overall the numbers have reduced by at least 50%.
9. 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.
10. 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.

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 (31st May 2018) is 1345. Of which 578 have been on the A20.
12. To date there have been 20 appeals against the penalty charge notices. All appeals have been rejected except 2 where HGV's had broken down. None have been taken to the next stage of Tribunal. The number of HGV's issued a PCN more than once is 83, this represents 6% of the overall PCN's issued.
13. In addition to the enforcement pilot the following information should be noted:
 - a) A recent planning application, ref: 18/00098/AS, has been out for consultation that ended on 31st May 2018. This is requesting an increase in the Lorry Parking spaces at the Truckstop, Sevington.
 - b) The DfT have recently published 2 reports including Lorry Parking Measures and the results of the lorry parking facilities in England, links attached for further information:

<https://www.gov.uk/government/news/new-operation-stack-plans-to-keep-kent-moving>

<https://www.gov.uk/government/publications/national-survey-of-lorry-parking>

Catherine Darlington – Civil Enforcement Officer Team Leader

catherine.darlington@ashford.gov.uk

Reporting to Jo Fox, Deputy Head of Community Safety & Wellbeing

Neil Edwards, Traffic Manager, Kent County Council

neil.edwards@kent.gov.uk

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To: Ashford Joint Transportation Board
By: KCC Highways and Transportation
Date: 12th June 2018
Subject: Highway Works Programme 2018/19
Classification: Information Only

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

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.

Surface Treatments - Contact Officer Clive Lambourne			
Micro Surfacing			
Road Name	Parish	Extent of Works	Current Status
Wicken Lane	Charing	A20 to Westwell Lane	Programmed for 3rd July
Swain Road	Tenterden	From The Gate Lodge Ingleden to Swain Farm	Programmed for 15th July
Amage Road	Wye with Hinxhill	From Brabourne Road for 250 metres	Programmed for 29th June
Stocks Road	Wittersham	From Rye Road for 117 metres west bound	Programmed for 18th July
Green Lane	TBC	Whole Lane	Programmed for 2nd July
New House Lane	Egerton/Charing	Whole Length	Programmed for 9th July
The Street	Smarden	From junction with Water Lane to Zion Baptist Church	Programmed for 9th July
Nairne Close	Shadoxhurst	Whole Length	Programmed for 14th July
Wye Road	Wye with Hinxhill	From Staple Road to Crown Lodge	Programmed for 29th June
Chessenden Lane	Smarden	Whole Length	Programmed for 9th July
Appledore Road	Tenterden	Just after William Judge Close to Tassels Entrance	Programmed for 16th July
Bethersden Road	Bethersden	In Sections Romden Road to Double 'S' Bend at Langly Farm	Programmed for 10th July
Bethersden Road	Bethersden	Pot Kiln Lane to Bull Lane through wooded section	Programmed for 10th July
Westwell Lane	Westwell	Crescent connecting to A20 end to end	Programmed for 3rd July
Shawlands Lane	High Halden	From Hookstead to Cripple Hill	Programmed for 14th July
Church Road	Mersham	From Bower Road to Surface Change by	Programmed for 29th June

		Steel Gates	
The Street	Pluckley	From Smarden Road to School	Programmed for 5 th July
Glebeland	Egerton/Charing	Whole Length	Programmed for 3rd July
Susans Hill	Woodchurch	Boldshaves Lane to Little Robhurst	Programmed for 13 th July

Surface Treatments - Contact Officer Jonathan Dean

Surface Dressing

Road Name	Parish	Extent of Works	Current Status
Great Chart Road	Ashford	Matalan Roundabout to Great Chart Roundabout then to Chilmington Green	To be programmed for July
Newchurch Road	Bilsington	Tar Pot Lane south for 600 metres	To be programmed for July
Egerton Road	Egerton/Charing	Iden Lane to Stonebridge Green Road	To be programmed for July
Newchurch Road	Bilsington	B2067 to Tar Pot Lane	To be programmed for July
Smallhythe Road	Tenterden	30 mph to Hopes Grove Nurseries	To be programmed for July
Woodchurch Road	Tenterden	Appledore Rd to Knockwood Road	To be programmed for July
Mulberry Hill	Chilham	A28 to Cobbs Hill	To be programmed for July
Evegate Mill Lane	Smeeth	Calleywell Lane to Stream	To be programmed for July
Peening Quarter Road	Wittersham	From double S Bend (End of Micro) to right hand bend after village	To be programmed for July
Canterbury Road	Brabourne	Plain Rd to start of 30 mph	To be programmed for July
Pluckley Road	Charing	Leacon Lane to Old Water Treatment Works at Lady Dane	To be programmed for July

Machine Resurfacing – Contact Officer Byron Lovell

Road Name	Parish	Extent of Works	Current Status
B2082 Small Hythe Road	Tenterden	70m approach to junction of A28 West Cross/Tenterden High Street	Completed
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	Completed
Bell Lane	Smarden	Retexturing 100m both sides of carriageway around bends	Programmed 5 th June 2018
Charing Hill	Charing	Retexturing From roundabout at bottom of Charing Hill junction with A20 to bend at Faversham Rd	Programmed 6 th June 2018
A251 Faversham Rd	Challock	Retexturing Around bends between Pested Lane junctions	Programmed 7 th June 2018
A2042 Romney Marsh Road Roundabout	Ashford	Retexturing Circulatory of roundabout	Programmed 23 rd May 2018
Wye Road	Hastingleigh	Cow Lees to "Robertsane"	Programmed 30 th July 2018
East Street	Ashford	Godinton Road to Regents Place	Programmed 31 st July 2018
A28 Ashford Road	Bethersden	Green Lane to approximately 80m past Gascoigne Road	To be programmed September 2018
North Street/Tenterden Road	Biddenden	Old Mill Court to The Weavers	To be programmed September 2018

Footway Improvement - Contact Officer Neil Tree

Road Name	Parish	Extent and Description of Works	Current Status
Wotton Road	Ashford	Both sides from Malcolm Sargent Road roundabout in a	Completed.

		northerly direction to the end, including 50m into Austin Road. (Footway Reconstruction).	
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)	Completed
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.
Church Road	Kennington	Sections to be identified between Faversham Road and The Street. (Footway Protection)	To be designed. (subject to specialist contractor assessment).

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - <i>Contact Officer Katie Moreton</i>			
Road Name	Parish	Description of Works	Current Status
Church Yard	Ashford	Replacement of Aco channels	Works on Site
Bank Street	Ashford	Replacement of Aco channels	Works on Site
High Street	Ashford	Replacement of Aco channels	Works programmed for June 2018
Highbury Lane	Tenterden	Replacement of channels	Works programmed for August 2018

Appendix C – Street Lighting

Structural testing of KCC owned street lights is currently underway. Once the results have been submitted a programme will be prepared for those lights that have been identified as requiring replacement.

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***

CASUALTY REDUCTION MEASURES			
Identified to address a known history of personal injury crashes			
Road Name	Parish	Description of Works	Current Status
Drovers Roundabout, Ashford	Ashford	Improvements to existing signing and lining	Handed over to contractor for delivery. Works programmed for the May half term. Will be delivered as part of collaborative works with other highway teams.
Station Road junction with Tannery Lane	Ashford	Installation of segregated cycle route	Handed over to contractor for delivery
Bethersden Road junction with Tenterden Road	Biddenden	Installation of a 'virtual table top'. Works to include red high friction across the crossroads with granite setts laid across the carriageway in an aim to better highlight the crossroads to drivers.	Detailed design to be finalised
Hamstreet Road	Orlestone, Shadoxhurst and Ruckinge	Proposed signing and lining	Preparing to hand over to contractor to deliver

INTEGRATED TRANSPORT SCHEMES			
Local Transport Plan funded non-casualty reduction schemes			
Road Name	Parish	Description of Works	Current Status
Ashford International Station	Ashford	Pedestrian / cycle ramp	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 to be built at the Kingsford Street junction.	Construction substantially complete.
High Street, Biddenden	Biddenden	Junction reconfiguration	Preparing for consultation for 4 th June – 2 nd July 2018

S106 Developer Funded			
Road Name	Parish	Description of Works	Current Status
Elwick Road traffic signals	Ashford	Upgrade of traffic signal junctions at Elwick Road/Station Road junction and also Victoria Way/Station Road junction.	Works complete
Bridgefield bus route	Kingsnorth	Upgrading of bridge to enable buses to cross and serve the east side of the development	Works complete

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Agreement Works)				
Scheme Name	Mastergov File Ref No	Parish	Description of Works	Current Status
Newtown Road - Former railway site	AS0419	Newtown, Ashford	New controlled pedestrian crossing and construction of site entrance	Remedial works due to be completed shortly
A28 Chart Road, Brunswick Road Junction	AS2081	Godinton	Rearrange junction alignment	Works Complete and in maintenance period
Farrow Court	AS003012	Stanhope	New footway and relocation of pedestrian crossing facilities	Remedial works due to be completed shortly.

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

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	Adopted
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 completed
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	Works completed
Aldi Site Victoria Road	AS003161	Ashford	New junction	Works due to commence
Curious 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	Works complete
Boxley	AS003145	Ashford	New Vehicle Access	Works complete in maintenance period
Newtown Road	AS003143	Ashford	New Traffic Signals (Designer Outlet Scheme)	Works ongoing
B2042 Designer Outlet	AS003092	Ashford	New Slip Road to proposed car park	Works ongoing
Kimberley Way Roundabout	AS003093	Ashford	Amendments to the existing roundabout to increase capacity	Works ongoing

Appendix F - PROW

Public Rights of Way – Contact Officer – David Fleck			
Path No	Parish	Description of Works	Current Status
AB31 – Urban Footpath between High Street and Bells Lane	Tenterden	Repairs to surface	Out for specification
AW339 Byway between Shadoxhurst Road and Woodchurch Road	Shadoxhurst	Repairs to surface	Out for specification

Appendix G – Bridge Works

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

Appendix H – Traffic Systems

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

Traffic Systems - Contact Officer: Toby Butler		
Location	Description of Works	Current Status
No traffic signal refurbishment work being carried out this year		

Appendix I – Combined Member Grant

Combined Member Grant programme update for the Ashford District.

The following schemes are those which have been approved for funding by both the relevant Member and by the 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 **21st May 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 or by contacting the Traffic and Safety Engineer for the Combined Member Grant Ashford District.

Mike Angell

Details of Scheme	Status
1718-CMG-AS-438 Shadoxhurst village Proposed speed reduction from 40mph to 30mph	Handed over to contractor for delivery

Clair Bell

Details of Scheme	Status
1718-CMG-AS-437 Harville Road, Wye Proposed speed reduction from 60mph to 40mph	Handed over to contractor for delivery

Charlie Simkins

Details of Scheme	Status
1718-CMG-AS-436 Swan Lane, Little Chart Lining and realignment of Swan Lane junction with The Street	Construction works complete, lining still outstanding

Mike Hill

Details of Scheme	Status
18/19-CMG-AS-556 Maytham Road, Rolvenden Proposed advanced warning signs	Handed over to contractor for delivery

Appendix J – Pothole Blitz, Contact Officer Lisa Willoughby

At 23 May 2018, £200K has been committed. Phase 3 is due for completion by the end of August 2018.

Sites have been identified through programmed inspections and enquiries received from both members of the public and parishes.

Sites committed to date are listed below. Additional sites will be included throughout Phase 3.

Beaver Lane	Ashford
Stirling Road	Ashford
Rylands Road	Ashford
Quantock Drive	Ashford
Nutley Close	Ashford
Townland Close	Biddenden
Spinners Close	Biddenden
Shuttle Close	Biddenden
The Meadows	Biddenden
Cloth Hall Gardens	Biddenden
Glebelands	Biddenden
Church View	Biddenden
Chulkhurst	Biddenden
Chulkhurst Close	Biddenden
Cheeselands	Biddenden
Chart Road	Great chart

Mardol Road	Kennington
Reed Crescent	Kingsnorth
Hoppers Way	Singleton
Haymakers Lane	Singleton
Manorfield	Singleton
Shrubcote	Tenterden
Limes Close	Tenterden
Collison Place	Tenterden
Tilden Gill Road	Tenterden
Southgate Road	Tenterden
Bath Road	Willesborough
Hayward Close	Willesborough
Hayfield Road	Willesborough
Ripley Road	Willesborough

1.1 Legal Implications

1.1.1 Not applicable

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable

1.3 Risk Assessment

1.3.1 Not applicable

Contact: Lisa Willoughby / Toby Howe 03000 418181

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To: Ashford JTB

By: Alison Hews, East Kent Street Works Manager

Date: 23rd May 2018

Subject: **Protocol & Procedures on Road Closures and Request for Road Space**

Classification: Information only

<p>Summary: This report explains the protocol for booking road space and road closures including the permitting and co-ordination of works on the publicly maintainable highway under the powers of the Traffic Management Act 2004.</p>

Request for Road Space

Within Kent County Council works promoters/utility companies are required to apply to the KCC Streetworks team for a permit before they can commence works on the highway.

The Kent Permit Scheme (KPS), operates under the powers of the Traffic Management Act 2004, it aims to improve Kent County Council's ability to minimise disruption from utility companies' street works and KCC own highway works, both of which are covered by the scheme.

- Although the KPS will give KCC greater influence over how and when activities are carried out, the prime responsibility for planning, supervising and carrying out individual activities falls on the promoters.
- Utility companies are Statutory Undertakers and therefore have a legal right to access and maintain their plant, much of which is in the highway.
- As permit authority KCC can add specific conditions to a permit with regards to working hours, times, methodology and challenge durations where appropriate.
- Fines and penalties are imposed where works promoters do not comply with their permit conditions or where their works overrun.

Notice Periods

Under the New Road & Streetworks Act 1981 there are minimum notice periods that are required when permits are submitted.

Major Works: anything with a duration in excess of 10 days or anything that requires a road closures - 3 months' notice required

Standard Works: any works with a duration of 4-10 days – 10 days' notice required.

Minor Works: up to 3 days duration - 3 days' notice required

Emergency (immediate) Works: works promoters have up to 2 hours after works commence to inform the highway authority.

Road Closures: where works are to be carried out in the carriageway and the legal minimum road widths cannot be maintained then a road closure will normally be required.

Temporary Traffic Orders (TROs)

Temporary Traffic Orders are required for all planned activities.

- the works promoter is required to notify KCC at least **three months** in advance. This will allow KCC time to consult, draw up and advertise the order.
- KCC will meet with the works promoters, discuss suitable diversion routes and signage schedules and agree working conditions.
- Notification emails are sent to all interested parties/stakeholders advising of the closures
- Details of the closure are advertised in the approved media outlet both 14 & 7 days in advance of the closure.
- Works promoters are required to carry out letter drops to affected residents and to place advanced signage on site at least 7 days in advance.

Recommendations

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

**Contact officer: Alison Hews, KCC East Kent Street Works Manager,
03000 418181**