



Joint Transportation Board

Notice of a Meeting, to be held in the Council Chamber - Ashford Borough Council on
Tuesday 11 December 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

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

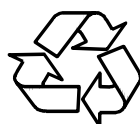
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1. Declarations of Interest:- To declare any interests which fall under the following categories, as explained on the attached document:	
a) Disclosable Pecuniary Interests (DPI)	
b) Other Significant Interests (OSI)	
c) Voluntary Announcements of Other Interests	
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KRF/AEH
30th November 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 **11th September 2018**.

Present:

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

Cllrs. Bradford, Feacey, Howard, Miss Martin, Mrs Martin, Michael,
Mrs C L Bell, Mr C Simkins.

Mr. K Ashby – KALC Representative.

In accordance with Procedure Rule 1.2 (iii) Councillor Miss Martin and Councillor Howard attended as a Substitute Members for Councillor Buchanan and Councillor Howard-Smith respectively.

Apologies:

Cllrs Buchanan, Howard-Smith, Mr M J Angell, Mr P M Hill, Mr S J G Koowaree

Also Present:

Cllrs Barrett, Wedgbury.

Project Manager – J10A (Highways England), Assistant Project Manager – J10A (Highways England), Folkestone and Hythe District Manager – (KCC), Principal Transport Planner – Rail – (KCC), Head of Community Safety and Wellbeing (ABC), Parking, Highways and Transportation Technical Officer (ABC), Community Safety and Wellbeing Manager (ABC), Civil Enforcement Officer Supervisor (ABC), Economic Development Manager (ABC), Member Services Liaison Manager – (ABC).

133 Declarations of Interest

Councillor	Interest	Minute No.
Bartlett	Made a 'Voluntary Announcement' as he lived close to Junction 10 of the M20	137
Howard	Made a 'Voluntary Announcement' as he lived close to Junction 10 of the M20	137

134 Minutes

Resolved:

That the Minutes of the Meeting of this Board held on the 12th June 2018 be approved and confirmed as a correct record.

135 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.

The Ward Member for Park Farm South referred to the proposed introduction of double yellow lines to prevent obstructive parking in Reed Crescent, Ashford and considered that this proposal would merely move the problem of parking on to other roads within the estate. He believed that the solution for this was to widen the road. He also suggested that consideration be given to BIFA collecting waste at a different time of the day. The Parking, Highways and Transportation Technical Officer advised that the issue in relation to this site had been brought to his attention by the Street Scene and Civic Enforcement Officers and he advised that BIFA scheduled their collections outside of school times between either 10.00 and 11.30 am or 1.00 and 2.00 pm. The Head of Community Safety and Wellbeing also explained that this issue did not purely relate to refuse vehicles, but also related to problems of access for other emergency vehicles generally.

The Chairman referred to the proposals for Repton Avenue and asked what the wording “KCC may issue Part 2” meant? The Technical Officer advised that the whole of the Repton Estate had yet to be adopted and the measure proposed by Kent County Council would cover those areas where advisory lines were currently in place.

Resolved:

- (i) the update on schemes be noted.**
- (ii) the implementation of the changes outlined in the report in respect of Amendment 2 be supported.**

136 Update on the Rolvenden Rocket Project and the Big Conversation

The report gave an update on the community minibus scheme, the ‘Rolvenden Rocket’ and also provided information on the Borough Council’s response to the Kent County Council Consultation on rural transport.

The Community Safety and Wellbeing Manager explained that the Rolvenden Rocket pilot project was doing well with both residents and clubs using the minibus. She said that the elderly were using the bus as transportation to the shops and local clubs had organised day trips to both Ramsgate and Hastings and an event was also planned for young people to visit the roller disco. She explained that she was in weekly contact with the Parish Council and other volunteers and that they were scheduled to meet on a quarterly basis. She advised that a further report would be brought back to Members in due course.

In response to a question from a Member as to whether the use of volunteers was sustainable, the Community Safety and Wellbeing Manager explained that the Parish Council were responsible for the scheme and they had a number of volunteers to draw upon but confirmed that this matter would be kept under review. In answer to a question, she advised that interest has been expressed by other parishes in the project and it was hoped that if successful the project could be expanded.

Resolved:

That the report be received and noted and a further update be submitted to the Board in nine months' time.

137 M20 J10A Construction Programme Update

The report advised on progress on the above scheme to the end of August 2018. A number of Members of the Board had attended a site visit that afternoon to view the works in progress, and the Chairman thanked Highways England for making the arrangements for the visit.

The Project Manager then outlined the work undertaken to date which included the overnight demolition of the Church Road footbridge; earthworks completed for a temporary diversion of the A20; the installation of a contraflow on the A2070; the demolition of Highfield Lane Bungalow and diversion works for utilities. He also explained that in terms of Barrey Road, no safety issues had been raised that were directly attributable to the signalisation of the junction and therefore there was no reasons for this option not to proceed as planned.

In response to a question, the Project Manager advised that it was currently planned that the works on Barrey Road would be undertaken in the June/July 2019 period but undertook to provide further details confirming this in due course.

The Chairman referred to a recent article in the Kentish Express about the bridge removal and explained that he understood that the M20 would be closed between Junctions 9 and 11 for a much shorter period of time than set out in the article. The Chairman also advised that he understood that following concerns expressed by members of the public the 50 mph restriction on the M20 had been amended. The Project Manager later advised that the 50 mph signs had been relocated to allow more time for drivers to register the change in speed limit before the first speed cameras. For example on the coast bound carriage way the 50 mph sign had moved further west, extending the distance between the first 50 mph sign and the first camera. In terms of the closure between Junctions 9 and 11, proposals were in hand to sign the diversions via the A2. In terms of the diversion route, the Project Manager explained that it was the intention to move traffic away from the M20 as early as possible and advance signing would be in place on the M25. In respect of the extent of the 50 mph speed limit, he explained that he would be meeting colleagues later that week to look at whether they could be further relaxed. The Project Manager also explained that roadworks throughout the County were co-ordinated via the Kent Corridor Group who looked at closures on a holistic basis following input from stakeholders such as Kent County Council.

Resolved:

That the report be received and noted.

138 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 that was introduced on the 30th October 2017. The report also gave an update on the recent planning application to

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increase the lorry parking spaces at the Truckstop at Sevington to 600 spaces which had been approved by the Planning Committee in July 2018, subject to the completion of a Section 106 agreement.

Tabled at the meeting were comments from Westwell and Hothfield Parish Councils supporting the clamping trial.

The Chairman drew attention to the tabled papers and thanked the Parish Councils for their comments. He said that the general theme throughout the note was that the scheme was very important for the Borough and he drew particular attention to the comment “the improvement in overnight and over-weekend conditions along the A20 is transformative for residents and for road users”.

The Head of Community Safety and Wellbeing explained that the project was successful and had seen a reduction in the number of lorries parking overnight in unsuitable locations. She further explained that the scheme would be reviewed in consultation with the Department of Transport (DfT) and the Kent County Council with a view to assessing the possibility of carrying on with the scheme after the pilot period.

The Chairman referred to the recent planning application granted subject to a Section 106 Agreement which would increase the capacity of the current lorry park and also the “Bellamy Gurner” A2070 Orbital Park upgrade scheme which would provide a signalised junction on a “all movements” basis and he hoped that this would come forward sooner rather than later.

A Member, who was also the Portfolio Holder for Community Safety and Wellbeing hoped that the scheme could continue particularly bearing in mind that there was likely to be an annual 6% increase in haulage traffic. He also said that there was a need to encourage drivers to use the existing Truck Stop parking spaces.

Resolved:

That the report be received and noted.

139 Highway Works Programme 2018/19

The report updated Members on the identified schemes approved for construction in 2018/19.

The Chairman said he was aware of a DfT funded casualty reduction scheme at Chilham on the A252 but commented that this was not listed within the current report. He asked the Folkestone and Hythe District Manager to advise the Committee in due course when this work was likely to commence. **Post Meeting Note:** At the present time Officers had been given a statement from the DfT that funding had been approved for 2019/20. The governance and any further information was not yet available. A Project Manager will be appointed and Officers will liaise with the Road and Footway Asset Team to ensure things are co-ordinated. The planned resurfacing will more than likely take place before KCC works but close liaison will be key to the delivery of this project.

The Chairman also asked when the casualty reduction measures on the Drivers Roundabout, Ashford were due to commence.

The Folkestone and Hythe District Manager explained that the Drovers Roundabout work was originally due to be undertaken on the 24th August, however, due to health and safety issues, the work had not been completed. A revised date of the 7th September 2018 had not been able to be progressed due to work on the M20, however, the scheme was now scheduled to be undertaken on the 14th September 2018. A Member advised that he had witnessed appalling driving every day whilst using the Drovers Roundabout and suggested that the installation of enforcement cameras on that roundabout might improve the situation. The Folkestone and Hythe District Manager undertook to take this comment back to the relevant Officers for consideration. **Post Meeting Note:** A red light camera survey was carried out and the results were inconclusive, highlighting no issues above what would normally be expected at a traffic signal junction. The main issue appears to be lane discipline, which it is hoped will be resolved by the imminent scheme.

In response to a question, the Folkestone and Hythe District Manager advised that the reference to “Kingsnorth Turbo Roundabout” was an upgrade of the existing roundabout at the junction of the A2042/Bad Münstereifel Road/Malcolm Sargent Road and was proposed to be renamed the Flanders Roundabout. The works were intended to reduce crashes by 43% and increase capacity by up to 50% with works anticipated to be undertaken prior to the end of the financial year. She undertook to advise the Vice-Chairman of the proposed capacity of the roundabout. **Post Meeting Note:** These figures are based on the turbo roundabout concept as a whole and as such cannot be broken down by hour as it depends on the specific site. Officers are confident that there will be gains in terms of safety and congestion reduction.

The Ward Member for Singleton South said that he had a dossier of eight photographs showing the condition of Brookfield Road which he believed was becoming very dangerous. He explained that he was a member of the Bockhanger, Bybrook and Ashford South Advisory Committee and he wished to bring this matter to the JTB for their attention. He explained that the respective KCC Ward Member had previously advised that there was no money available for resurfacing. The Chairman said that KCC Officers would be asked to look into this matter and bring it back to the Board in due course.

Resolved:

- That (i) **the report be received and noted.**
- (ii) **a report back on the condition of Brookfield Road be submitted to the Board in due course.**

140 Ashford International Station and Eurostar Services

The report updated Members on the project to enable new Eurostar trains to access Ashford International Station, and the current disruptions to International services at Ashford.

The Principal Transport Planner – Rail (KCC) explained the technical issues which had affected the Eurostar timetable but said that from the 1st October 2018 it was intended that they would revert to the same level of service as operated prior to June 2018 from the Ashford International Station.

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A Member referred to the difficulties a member of her family had had in terms of the length of the journey to Cologne and problems with communications with Eurostar. She explained that many businesspeople used the services and she hoped that the problems would be resolved. The Chairman said that the Board was very supportive of Eurostar in starting and maintaining the services from Ashford and he said he was aware of the efforts of KCC and ABC working with Eurostar to resolve the problems.

In response to a question as to when the new class 374 trains would be able to resume the service from Ashford, the Principal Transport Planner explained that the issue would be resolved during 2019 and he confirmed that a similar problem elsewhere on the national network had been remedied. He emphasised that the new signalling system which had been installed at Ashford International Station had been completed on time and had been operating successfully since that date and indeed were used by HS1 trains and the old Eurostar E300 trains. In terms of the current reliability of Eurostar services, the Principal Transport Planner explained that to date for September, 45 out of the 46 services to Ashford had been undertaken without problem with the only failure due to a totally different reason.

Resolved:

- That (i) the report be received and noted.**
- (ii) a further report be presented to the next meeting of the Board in December 2018.**

141 Pedestrian Crossing on the A2070- Ashford

Further to the discussion at the June 2018 meeting, enclosed with the agenda papers was a copy of a letter dated 24 July sent by the Chairman to Highways England requesting that they give further consideration to installing traffic cameras at this location.

The Chairman advised that to date he had not received a reply to his letter and he drew attention to further incidents on the 11th August 2018 whereby two cars had overtaken a vehicle on the crossing. He said he intended to write a follow up letter to Highways England in due course.

The Chairman said he also wished to draw Members' attention to the forthcoming meeting of the Strategic Transport Group on the 5th October 2018. The Chairman of the Strategic Transport Group advised that the Rt Hon Damian Green MP would be giving a talk and he encouraged all Members to attend that meeting.

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 **5th October 2018**.

Present:

Cllr. Feacey (Chairman);
Cllrs. Farrell, Heyes, Pickering

Also Present:

Cllrs. Bradford, Clokie, Galpin, Howard-Smith, Wedgbury

Rt Hon Damian Green MP, Chris Vinson, Senior External Communications Manager – Southeastern Railway; Dimitri Bridgland – Stagecoach in East Kent; Katherine Jones – Stagecoach in East Kent; Russell Coleman – Ashford Driving Instructors Association; Paul Coombes – Ashford Independent Taxi Drivers; Corporate Director (Law and Governance) – Ashford Borough Council; Head of Community Safety and Wellbeing – Ashford Borough Council; Parking, Highways and Transportation Technical Officer – Ashford Borough Council; Civil Enforcement Officer Supervisor – Ashford Borough Council; Member Services Liaison Manager – Ashford Borough Council.

Apologies:

Cllrs Mrs Bell, Burgess, Mrs Heyes, Mrs Hicks, Mr Claughton - Ashford Access, Jason Atkinson - Kent Police, Yvonne Leslie – Govia Thameslink, Graham Sivyer – Wealden Wheels

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 April 2018

Resolved:

That the Minutes of the Meeting of the Group held on the 6th April 2018 be approved.

3 Strategic Transport Issues for Ashford and the wider South East Area

- 3.1 The Rt Hon Damian Green MP gave a presentation setting out his personal views on strategic transport issues affecting Ashford and the wider South East Area.

- 3.2 The Rt Hon Damian Green MP advised that the Department of Transport looked at issues for the whole of the wider South East Area rather than on a Kent-only basis. In terms of public spending on railways this was higher in the South East than other regions within the country outside of London, however, the spend on local transport (ie buses) was lower than any non-London Authority. He explained that a new transport body for the South-East had been established called "Transport for the South East" which was aiming to become a statutory body by 2020. He drew attention to the possible effect in terms of lobbying etc that this may have on the role of the Joint Transportation Boards throughout the county. He also explained that it comprised 16 Transport Authorities, five local enterprise areas and representatives from Highways England, Network Rail and the rail operators. The body was chaired by local councillors from regions outside of Kent and one of the first pieces of work they would undertake would be to develop a strategy up to 2050. They were also undertaking an economic connectivity review. Damian Green explained that Ashford and Kent as a whole had done well in terms of obtaining funding via the Local Enterprise Partnerships (LEP's) and there was therefore a need to bear in mind this body when seeking support for future projects.
- 3.3 He also advised that the Department of Transport was responsible for considering and determining the new operator of the rail franchise which he explained was intended to be a joint Network Rail and operator arrangement. The requirements of the tender were that trains had to be longer and cater for an extra 40,000 passengers and it also had a requirement to make WiFi fully available and the introduction of a smart ticketing system which would include a pilot pay as you go scheme. Improvements to customer services would also be part of the new franchise and he believed that the ultimate decision would be one of the most important decisions for the Borough for the next 10 years.
- 3.4 In terms of electric vehicles, he explained that there was a Plug-in Infrastructure Grant to enable the roll out of more charge points throughout the country and he encouraged the Borough Council to explore these particularly in terms of helping reduce the carbon footprint of the Authority and the Country.
- 3.5 Damian Green then outlined some issues of concern which included the potential for the future need to introduce Operation Stack and the Department of Transport's plans to deal with lorry parking. On a similar issue, he also said that he understood that there was a planning application to re-use Manston for airport use again and he questioned how this sat with the proposed use of this site as an emergency lorry park. Other issues included the continuing problems associated with the ability of the new Eurostar trains to serve Ashford and given the expected growth in population in the South East, he wondered whether the requirement for the rail franchises to cater for 40,000 extra passengers was sufficient. With reference to the bus service he questioned whether the timetables were sufficiently flexible and said that most users were flexible in terms of their needs for bus services, apart from school children and particularly those who lived in villages. He also referred to problems caused when Junction 9 of the M20 was closed and the lorries had to gain access to other routes via the Drivers Roundabout which quickly became congested. He suggested that consideration needed to be given to

the introduction of yellow box markings on the junction which would help keep it clear. He also explained that concerns had been expressed to him that lorries were using routes through Kennington as rat runs when the M20 was closed and he believed more proactive signing should be introduced on the M20 to reduce the incidents of HGV's travelling through residential areas.

3.6 The Chairman then opened up the presentation for questions.

- In terms of the extent of the boundary of the new transport body, it was explained that this covered Berkshire, Hampshire, Isle of Wight and included Southampton and Portsmouth.
- In terms of the Eurostar services serving Ashford, it was noted that the old timetable was now in place which had stabilised services.
- With reference to the possibility of Ramsgate being opened up for cross channel traffic, Damian Green said that from his discussions with hauliers, the additional crossing time and resultant journey time still justified their use of Dover even despite the potential for delays on the M20.
- A Member considered there was a need for three x 12 car high speed trains. Chris Vinson explained that the high speed services had proved very popular and passenger growth had been 12½% year on year. Currently South Eastern had 29 x six car units and since their introduction they had extended the routes they served. Measures had been taken to refine the schedule of maintenance to ensure that the maximum available stock was able to be used. He also explained that two particular services now used 12 cars.
- It was hoped that the increased capacity for the existing lorry park would help deal with problems of lorries parking in residential areas such as Park Farm.
- It was hoped that the new rail franchise would lead to renovations of Ashford Station and improved vehicle access as it was accepted that the Station now catered for significantly more passengers than when the last improvements were undertaken approximately 15 years ago.

The Chairman thanked the Rt Hon Damian Green MP for his presentation.

4 Industry Updates Discussion

South Eastern Railway

- 4.1. Chris Vinson, Senior External Communications Manager – South Eastern Railway, explained that since the last update to the meeting in April 2018 there had been widespread disruption throughout the country in rail services but these had not really affected the services offered by South Eastern. Indeed he advised that several High Speed 1 trains had been added at peak times. In terms of punctuality, this was now amongst the highest figures

achieved in the country with more than 70% of the trains arriving exactly on time. An extensive programme of refurbishment of the train fleet had commenced at an overall cost of £30 million which would take 1½ years to complete. The refurbished stock related to the Class 375 trains which served services on the main line ie non-High Speed 1 services.

- 4.2. Chris Vinson also advised that following the timetable changes in May, there would be no additional changes in December 2018. Work was also in hand to upgrade the information screens located in stations. This would include delay information and also indicate where the train was actually located. There would also be live information showing the services on the London Underground. These improvements would cost in the region of £700,000. He also encouraged members of the Group to visit the station to see the two snow dogs and also advised that on Saturday 6 October, South Eastern were trialling a Super Saturday rail ticket which would cost £20 and allow travel all day throughout the region.
- 4.3. In response to a question expressing concern about the standard of WiFi and the availability of toilets on trains, Chris Vinson explained that the roll out of WiFi was now complete and previous issues with on-loan rolling stock from Southern Railway had now been resolved. Indeed, enhancements to the existing WiFi offer would also be rolled out which would include a full information and entertainment programme. With reference to toilet provision, he explained that following a fatal accident, there had been restrictions placed on the ability of South Eastern to empty the toilets at the depot and significant investment and work was in hand to improve the safety at depots. This had taken longer to achieve than originally envisaged, but in the long run it should resolve the overall problem.

Southern/Govia

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

Taxi Trade

- 4.5. Paul Coombes advised that this was his first meeting of the Strategic Transport Group and at the present time he had no updates.

Ashford Driving Instructors Association

- 4.6. Russell Coleman – Ashford Driving Instructors Association said that once the various roadworks within Ashford were completed, his Association would look at the junctions in and around the Borough and he anticipated reporting on the outcome of that work to the next meeting in April 2019.

Stagecoach

- 4.7. Dimitri Bridgland advised that there had been timetable changes in September to cater for the schools return from their Summer holiday period. The 666 service had been changed to revert to its former route following a request from the Kent County Council and services to the Eureka Park had

been awarded to Chartwell Coaches. Adjustments had been made to the morning peak service between Ashford and Canterbury and this now no longer served Wye village but this service was accessible at Wye station. Problems were still being experienced mainly relating to the volume of traffic and there was a need to build in extra journey time for services. He explained that there was a general perception that roadworks this year were more of a problem than previously experienced.

- 4.8. In response to a question about problems with the bus gate serving Park Farm, Katherine Jones explained that on the B Line they had replaced the Little and Often buses with the larger buses in response to the wishes of the general public. In terms of specific problems at Bridgefield regarding buses waiting for the red lights to change, she explained that residents had been advised to contact Kent County Council as they were responsible for the highways. If Members had any specific concerns over individual services, she asked that she be emailed with the fleet number of the bus and she would investigate the matter. Dimitri Bridgland explained that in terms of the Canterbury service, the main problems related to the volume of traffic particularly on the A28 leading into Thanington, but he did explain that there was a two hour off-peak service which was scheduled to take 55 minutes. A Member said that the 10A when it arrived at Ashford Station still showed the destination as Hythe which he believed was confusing for school children who mistook this for Hythe Road. Katherine Jones undertook to raise this with the Depot Manager in Folkestone.
- 4.9. With reference to the Route 2 service between Ashford and Tenterden, a Member referred to concerns expressed by residents of High Halden and Bethersden in terms of the service changes. Dimitri Bridgland explained that the changes reflected the actual usage of the route but advised that Stagecoach were constantly reviewing and looking at the operation of the various services. With reference to the operation of the Stagecoach App, Katherine Jones explained that the live feed indicator was taken from the information from the ticket machines in buses. However, she advised that if services were cancelled and the ticket machine was not switched off, this would still show as a live service on the App. She explained that she was working with her control staff to help remedy this situation. The Chairman asked that consideration be given to providing a bus service to serve the new Finberry development.

5 Date of Next Meeting

The date of the next meeting was Friday 5th April 2019.

Councillor Feacey
Chairman of the Strategic Transport Group

Parking and Waiting Restrictions – Update Summary

To: **Ashford Joint Transportation Board – 11th December 2018**

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

Classification: **For decision**

Ward: **Across the district – Various**

Summary:

This Report:

- (i) Provides an update and summarises schemes that are to be brought through the Joint Transportation Board.**
- (ii) In relation to forthcoming amendments and Amendment 4 (currently undergoing consultation), to seek the Board's agreement to abide by the recommendation of the Board on 8th December 2015.**

On 8th December 2015 the Board agreed that-

'the Board delegate a decision... to the Chairman, Vice-Chairman and ABC Portfolio Holder for Highways, Wellbeing and Safety if fewer than 10 objections are received related to the statement of reasons for proposing The Order; or if 10 or more such objections are received or any objection is received from any statutory consultee, then to convene a special meeting of the Board...' (Minuted item 253, point ii)

Such a decision would facilitate swifter implementation of matters which are not subject to a significant number of objections and/or do not receive any objections from statutory consultees.

Further to this, amendments to the Order made

- As part of agreed planning applications**
- As a result of Stage 3 Safety Audits or**
- Made only to allow the written order to more correctly reflect existing markings on the ground**

will be reported to the Board at the subsequent meeting for information only

Key Decision:

We seek the Board's support to formalise the decision made on 8th December 2015, to permit Amendments to the Traffic Regulation Order to be approved by The Chairman, Vice-Chairman and ABC Portfolio Holder for Community Safety and Wellbeing, to facilitate a swifter implementation of Traffic Regulation Orders, if

- **Fewer than 10 unresolved objections (objections either to part or all of the proposal) are received related to the statement of reasons for proposing the Order, and**
- **No objections are received from statutory consultees**

Amendments made will be reported to the Board at the subsequent meeting for information only.

If more than 10 unresolved objections are received related to the statement of reasons for proposing the Order (objections either to part or all of the proposal) , or if any unresolved objection is received from a statutory consultee, a decision is to be deferred to the subsequent scheduled meeting of the Board.

This decision will apply to the current Amendment detailed below (Amendment 4, Park Street and Other) and to the forthcoming amendments outlined in section 1.2 of Appendix 1 (Forthcoming Amendments).

Introduction and Background

1. This report provides an update and summarises parking and waiting restrictions and all 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).
2. The most recent Quarterly Liaison Meeting between Kent County Council and Ashford Borough Council took place on Monday 12th November 2018. This identified various parking restrictions to be brought forward for recommendation by the board.

Report

3. Amendment 4 (Park Street and Other)

Amendment 4 is currently being consulted upon. The consultation period is due to end on 13th December 2018.

As of the date of this submission (29th November 2018) we have received three responses and no objections to the proposals.

- a. The main purpose for this amendment is the introduction of a loading only area in the discrete section of Park Street that sits between the High Street and Edinburgh Road.
- b. Other aspects relate to minor amendments made to reflect markings on the ground or other changes to road layout that need to be reflected within the written descriptions in the Order.

3.1 Park Street, Ashford (West of North Street - East/West arm)

To introduce a 'loading only area' in a discrete of Park Street

This restriction is applied where a road, or part of a road, is designated for loading only. It is close to premises where loading and/or unloading takes place on a regular basis, serving the High Street and Park Mall.

This is a busy but discrete area, which serves a number of large businesses, with regular deliveries and movements by large vehicles.

The area is already subject to waiting restrictions throughout. However, the presence of parked vehicles on existing restrictions impedes access and movement by goods vehicles and general deliveries.

These changes will not affect the existing taxi ranks located on the northern side.

3.1a Re: Taxis

It is seen that the taxi rank on the southern side, which it is proposed to change over for use by disabled motorists, is not used, or not used with any regularity, by licensed taxis, given the proximity of other ranks.

Moreover, the introduction of the loading only area will allow for better access and movement on the main rank in that location, which will benefit taxis and their customers.

Due to the introduction of the loading only area (item 1), two existing disabled persons parking bays in this section of Park Street will be relocated to another part of Park Street (East of North Street - Service Road at rear of High Street)

There are already four other existing disabled bays in this location. This will lead to no net loss of on-street disabled parking bays in the area.

Note:

Investigations relating to the possible relocation of disabled bays to the Park Street rank and the introduction of the 'loading only area' were brought to the attention of the Ashford Taxi Forum at the meeting of 30 May 2018. The final proposals were presented to the Taxi Forum meeting of 19th September 2018.

4. The following amendments do not change any of the restrictions as they currently appear on the ground

4.1 Austin Road, Ashford

Amend description to remove reference to restrictions affected by changes to road layout (result of development 14/01515/AS).

The new development necessitated the movement of the existing bollards and speed bump

4.2 Elwick Road (junction between ringway and Bank Street), Ashford

Amend descriptions to reflect restrictions as they are on the ground

3.5 Gasworks Lane (north of railway line), Ashford

Amend description to reflect restrictions as they are on the ground

3.6 Wotton Road, Ashford

Amend description to remove reference to restrictions affected by changes to footway layout undertaken by Kent Highways.

A single bay had been located in a 'layby' area at the southern end of Wotton Road (close to the junction with Malcolm Sargent Road). Kent County Council upgraded and improved the footway along Wotton Road, with the effect of removing this layby.

3.7 High Street, Tenterden (bay outside 10-12)

Amend descriptions to reflect restrictions as they are on the ground.

Contact Officer:	Kieron Leader- Technical Officer kieron.leader@ashford.gov.uk
Reporting to:	Jo Fox – Deputy Head of Community Safety and Wellbeing Jo.fox@ashford.gov.uk

Appendix List	
Appendix 1	List of current consultation (Amendment 4) & forthcoming consultations <ul style="list-style-type: none">• Repton Avenue (developer funded)• Victoria Crescent (developer funded)• Ashford Borough (Misc- Schools and areas approved by KCC)
Appendix 2	Maps of proposals within Amendment 4 and forthcoming proposals relating to – <ul style="list-style-type: none">• Victoria Crescent• Repton Avenue• Crescent West

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Appendix 1- JTB December 2018

1.1 CURRENT CONSULTATION

N.B. There is no report on any completed consultation for this report. Amendment 4 is ongoing- consultation due to end midnight 13th December 2018.

Ashford borough- various			
Location	Description of scheme	Date at JTB	Current Status
Austin Road, Ashford (off Wotton Road)	Remove/amend TRO in light or highway changes by KCC	Dec 2018- Consultation due to end 13th December 2018	This forms part of Amendment 4 of the 2018 Consolidation Order Amend description in existing TRO due to highway changes made by KCC- necessitated through adjacent development. ABC planning ref: 14/01515/AS
Elwick Road (btw Ringway and Bank Street)	Amend TRO to reflect restrictions as they appear on the ground	Dec 2018- Consultation due to end 13th December 2018	This forms part of Amendment 4 of the 2018 Consolidation Order Amend description of existing restrictions to reflect the situation on the ground

Appendix 1- JTB December 2018

Location	Description of scheme	Date at JTB	Current Status
Gasworks Lane	Amend existing description in TRO to remove redundant wording for area leading to cinema site	Dec 2018- Consultation due to end 13th December 2018	Amend description of existing restrictions to reflect the change of wording required. This will form part of Amendment 4 of the 2018 Consolidation Order No change to extent of existing waiting restrictions
High Street, Tenterden	Amend TRO to reflect restrictions as they appear on the ground	Dec 2018- Consultation due to end 13th December 2018	This forms part of Amendment 4 of the 2018 Consolidation Order Amend description of existing restrictions to reflect the situation on the ground

Appendix 1- JTB December 2018

Location	Description of scheme	Date at JTB	Current Status
<p>Park Street- Discrete section west of junction of North Street.</p>	<p>Proposal of a loading area with specific exemptions for taxis.</p>	<p>Dec 2018- Consultation due to end 13th December 2018</p>	<p>Proposal to create a loading area in the discrete area of Park Street currently restricted with waiting restrictions and taxi rank.</p> <p>Relocate two existing disabled bays to existing taxi rank (2 bays) on Park Street (East of North Street) to prevent loss of amenity to disabled motorists.</p> <p>This will form part of Amendment 4 of the 2018 Consolidation Order</p>
<p>Wotton Road, Ashford</p>	<p>Remove/amend TRO in light of highway changes by KCC</p>	<p>Dec 2018</p>	<p>Remove one bay from existing TRO due to extended footway works.</p> <p>This will form part of Amendment 4 of the 2018 Consolidation Order</p>

Appendix 1- JTB December 2018

1.2 FORTHCOMING AMENDMENTS

Location	Description of scheme	Date at JTB	Current Status
<p>Crescent West</p> <p>Croudace Development (behind Godinton Road)</p> <p>Scheduled Amendment 8</p>	<p>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)</p> <p>The making of any order and enforcement would only be undertaken following the adoption of the road by Kent Highways.</p>	<p>TBC</p>	<p>Private enforcement of un-adopted highway within the development is now in place.</p> <p>This will take place to cover period between now and adoption by KCC.</p> <p>Stage 3 safety audit has been received. No major conclusions over parking quantum were made in the safety audit.</p> <p>Any amendment to rules here to match waiting rules with adjacent schemes would require DfT approval for signage.</p> <p>This is being sought prior to a proposal going to consultation.</p>

Appendix 1- JTB December 2018

Location	Description of scheme	Date at JTB	Current Status
<p>Repton Avenue-</p> <p>Scheduled Amendment 7</p>	<p>Developer request- enforce area outside school.</p>	<p>Mar or June 2019</p> <p>Subject to agreement with developer</p>	<p>KCC have issued partial part 2 adoption status for the section of Repton Avenue leading up to and fronting the school (already explained in previous</p> <p>Developer is either to approach KCC or ABC for an order to be made to allow for civil enforcement as soon as practicable.</p>
<p>Victoria Crescent</p> <p>Scheduled Amendment 5</p>	<p>Developer request- movement of two sets of existing bays along Victoria Crescent</p> <p>Amendment due to works relating to planning application.</p>	<p>Mar 2019</p> <p>Subject to agreement with developer</p>	<p>Swept path analysis shows that the bays adjacent to the flats being constructed on the southern side of Victoria Crescent will need to be reduced by around two metres.</p> <p>To make up for this loss of space (which turns a bay which can accommodate three vehicles to two) a set of bays on the northern side of Victoria Crescent will be increased at the same time.</p> <p>The result will result in no loss of space.</p> <p>Note: It should be noted that the bay due to be reduced will still permit two vehicles to park, which can be seen to be the normal level of use for a bay of this size.</p>

Appendix 1- JTB December 2018

Location	Description of scheme	Date at JTB	Current Status
<ul style="list-style-type: none"> • Providence Street • Upper Denmark Road • Ashford Road, St Michaels • Ashford Road, Ham Street <p>All items to be included as part of an Amendment- Scheduled Amendment 9</p>	<p>For Providence Street & Upper Denmark Road</p> <p>Potential reduction of existing restrictions in certain places to allow for increased parking amenity. Approved in principle by KCC in liaison with ABC.</p> <p>For Ashford Road, St Michaels Ashford Road, Ham Street</p> <p>Introduce enforceable school entrance markings at a number of schools in the borough where currently only advisory markings are in place.</p>	<p>Mar 2019</p>	<p>Misc amendments relating to items discussed and approved by KCC Parking Manager</p>

Appendix 1- JTB December 2018

1.3 SCHEME UPDATES

In the Town of Ashford			
Location	Description of scheme	Date at JTB	Current Status
Beaver Lane near 139-153	Safety measures Waiting restrictions proposed	Sept 2018	Order now made (Amendment 2, 2018) Lining booked- First available date is January 2019
Elwick Road- loading bay to replace DBYLs in TRO	Part of College development	Sept 2018	Order now made (Amendment 2, 2018) Lining booked- First available date is January 2019
Elwick Road- Diversify use of bus stop outside new Elwick Place Car Park	Improve transport links to cinema complex and make use of new options available through TSRGD- no change to existing markings, only signs.	Sept 2018	Order Made (Amendment 2, 2018) No change to markings, only signage
Earlsworth Road	East Stour Primary School entrance markings into TRO- reports of anti-social parking. Advisory markings already in place.	Sept 2018	Order now made (Amendment 2, 2018) Now enforceable, signs in place
Henwood, Ashford	Minor amendment of existing double yellow lines- join two existing lengths opposite 'Flip Out'.	Dec 2018-	Amendment 3 Made Lining is already in place
Hunter Avenue-	Safety measures	Sept 2018	Order now made

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junction with Adams Drive	Waiting restrictions proposed		(Amendment 2, 2018) Lining booked- First available date is January 2019
Reed Crescent, Park Farm	Safety- double yellow lines on one or both sides of the bend close to Furley Park Primary School.	Sept 2018	Order now made (Amendment 2, 2018) Lining booked- First available date is January 2019

In the village of Bethersden

Description of scheme	Date at JTB	Current Status	Description of scheme
Church Hill, Bethersden	School entrance markings into TRO Advisory markings already in place.	Sept 2018	Order now made (Amendment 2, 2018) Now enforceable, signs in place

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Off-street			
Description of scheme	Date at JTB	Current Status	Description of scheme
Vicarage Lane Car Park	<p>Extended car boundary to allow for use of small area adjacent to old Meccas Site.</p> <p>Note:</p> <p>This is likely to be a temporary extension of the existing car park boundary.</p>	Sept 2018	<p>Order made 29 August 2018 and advertised.</p> <p>(Amendment 7 Parking Places Order)</p> <p>Note:</p> <p>Works are awaited to render the area usable as an extension of the car park.</p>

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Ashford/ Tenterden- Various			
Location	Description of scheme	Date at JTB	Current Status or update
Blackwall Road South	Safety measures Waiting restrictions to reflect new development	TBC	<p>KCC third party order paid direct by developer</p> <p>This will be Amendment 1 of the 2018 Consolidated Order</p> <p>Status has not changed from previous JTB report.</p> <p>KCC has yet to complete this order- update has been again requested.</p>
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)	TBC	<p>S.278 agreement with KCC resulting from changes to road layout- entrance protection required for new entrance to car park.</p> <p>Status has not changed from previous JTB report.</p> <p>Await funds and plans from developers to undertake amendment as required.</p>

APPENDIX 2- JTB December 2018

Amendment 4, 2018- Consultation due between 22/11/18- 13/12/18

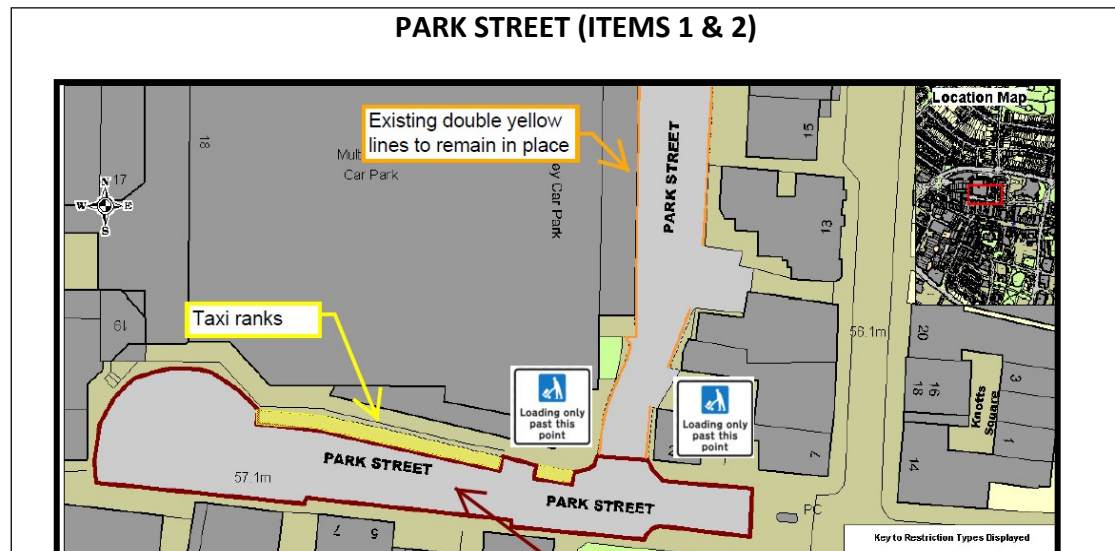
Location (Amendment 4)	Park Street, Ashford
Proposal	Introduction of a 'Loading only area' in section of Park Street. (items 1&2) Relocation of existing disabled bays to another section of Park Street (item 3)
Notes Page 31	<ol style="list-style-type: none">1. This location is used regularly for deliveries by large vehicles, serving businesses on High Street and other parts of the town centre.2. Parked vehicles are left in situ for lengthy periods, making manoeuvring and use of the area difficult for much of the day.3. There is a long-standing movement order affecting this area (KCC Order made 1997), which is indicated by signs at the entrance of the service road off Edinburgh Road. The changes will help to allow for this Order to more closely resemble the actual road use.4. Existing taxi ranks not to be affected other than the two vehicle rank, which will be turned into two disabled bays to ensure no net loss of this amenity in the area.

APPENDIX 2- JTB December 2018

Plans

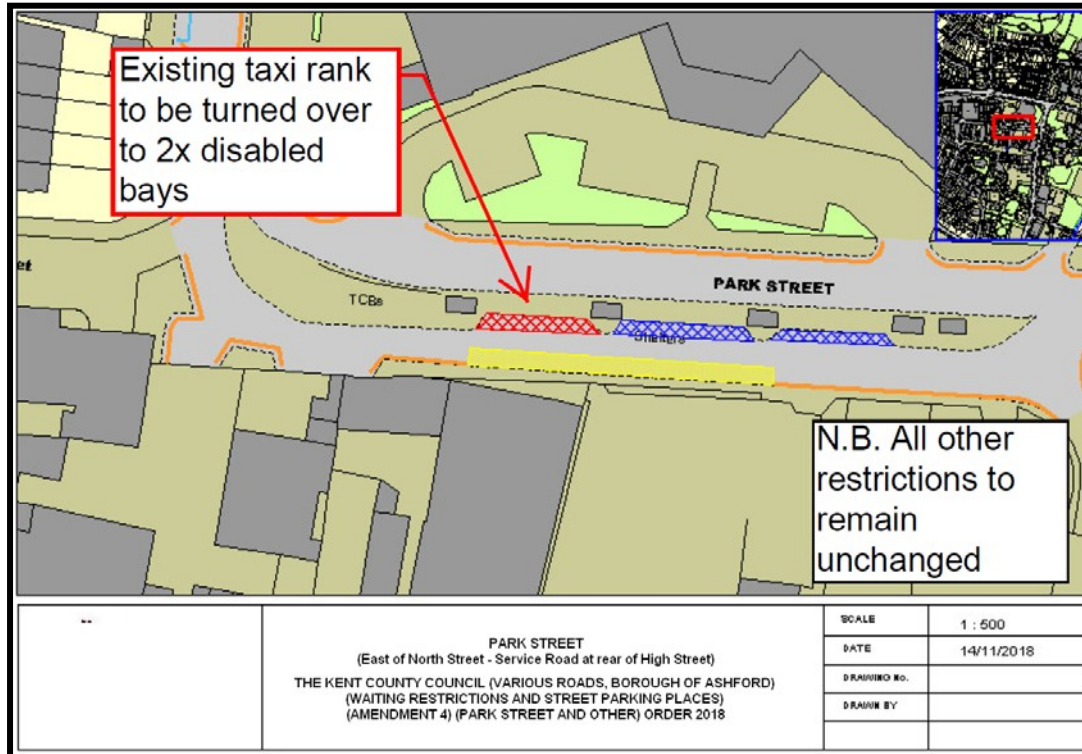
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PARK STREET (ITEM 3)



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Photographs

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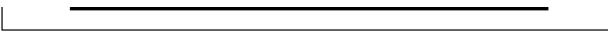


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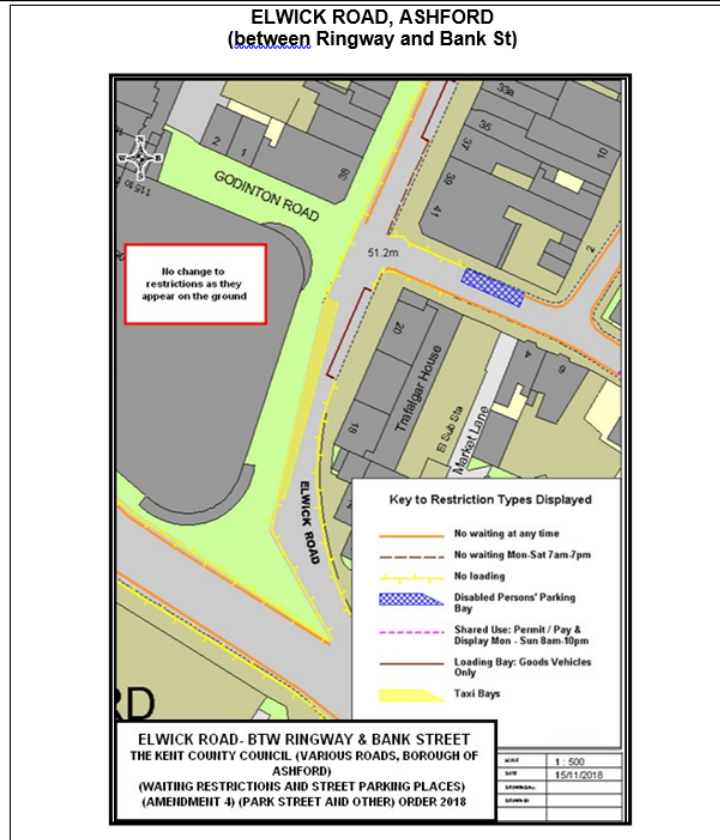
Location (Amendment 4)	Austin Road
Proposal	Amend description to reflect markings on the ground.
Notes	Amendment due to change in physical road layout.
Plans	

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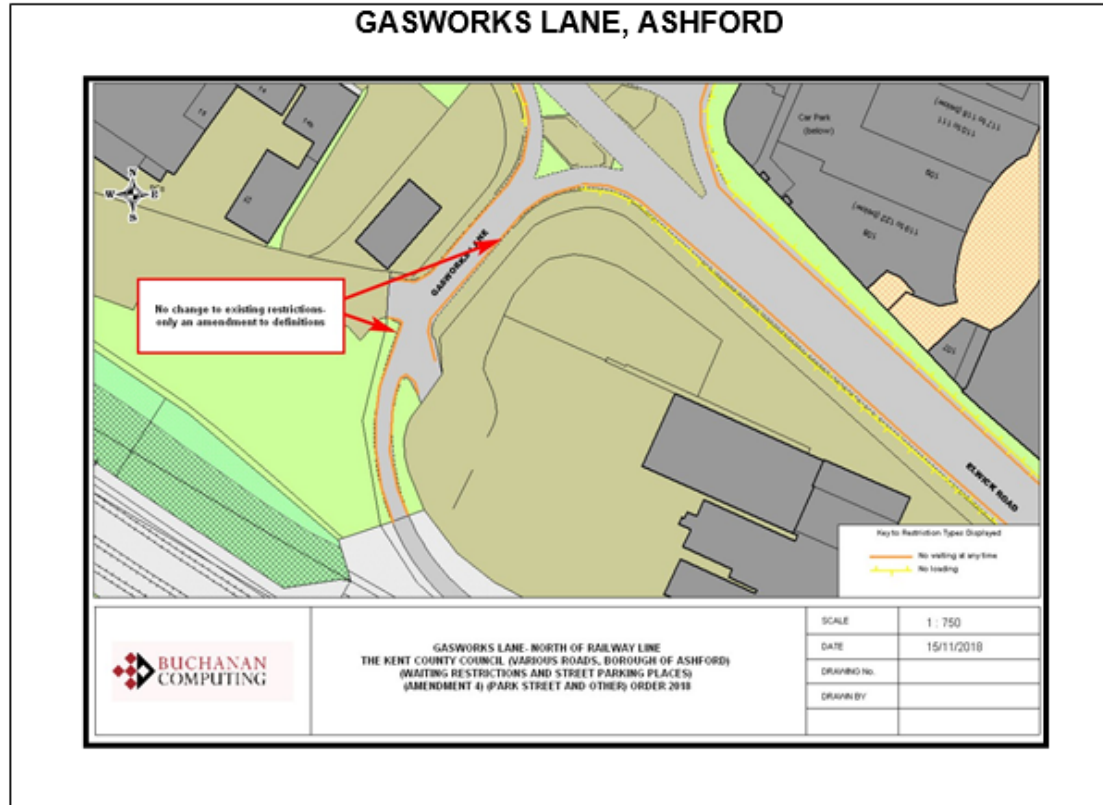
APPENDIX 2- JTB December 2018

Location (Amendment 4)	Elwick Road, Ashford
Proposal	Amend descriptions to reflect markings on the ground
Notes	Housekeeping measure for written Order
Plans	



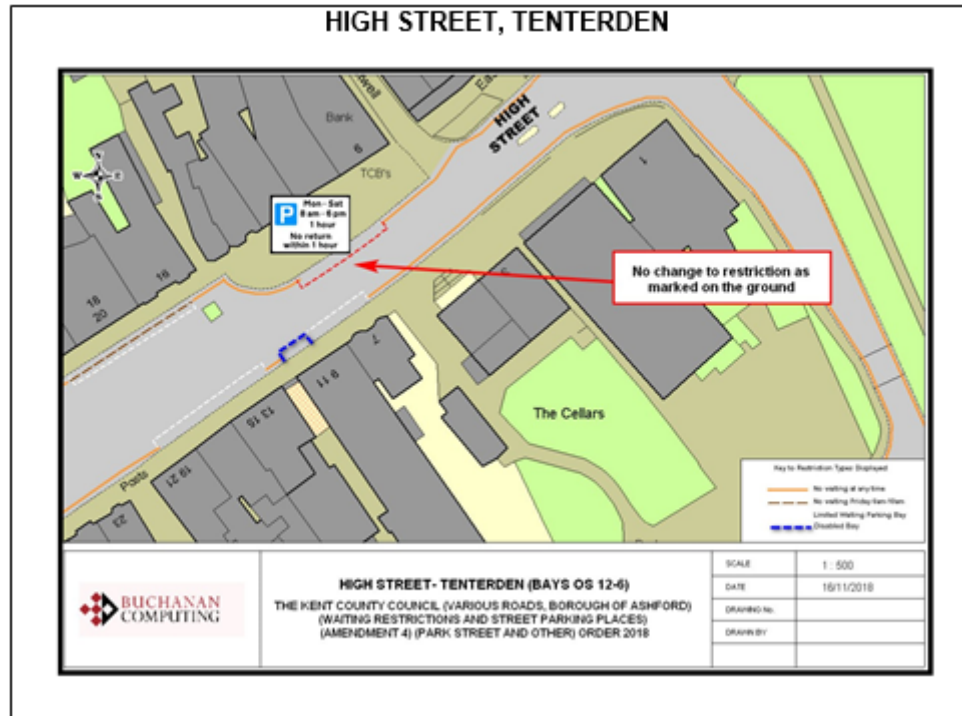
APPENDIX 2- JTB December 2018

Location (Amendment 4)	Gasworks Lane, Ashford
Proposal	Amend descriptions – no change to extent of restrictions on the ground
Notes	Housekeeping measure for written Order
Plans	



APPENDIX 2- JTB December 2018

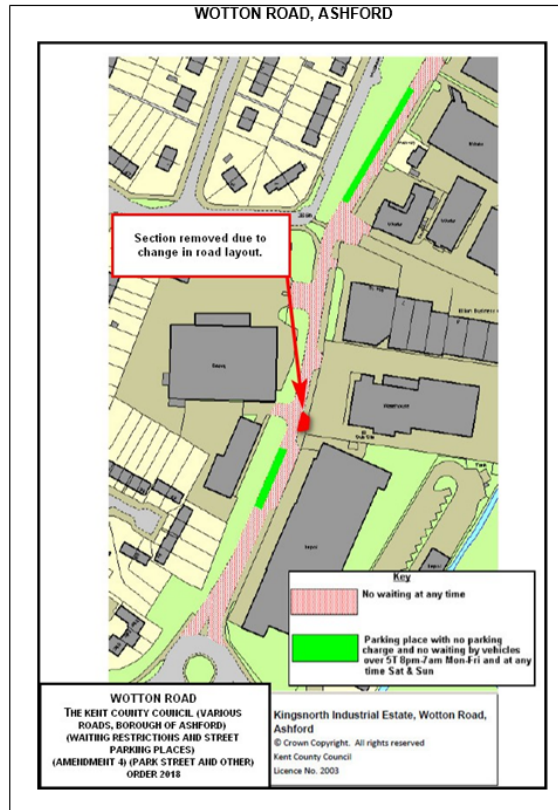
Location (Amendment 4)	High Street, Tenterden (bays outside 8-10)
Proposal	Amend restrictions to reflect changes the road layout
Notes	Housekeeping measure for written Order
Plans	



APPENDIX 2- JTB December 2018

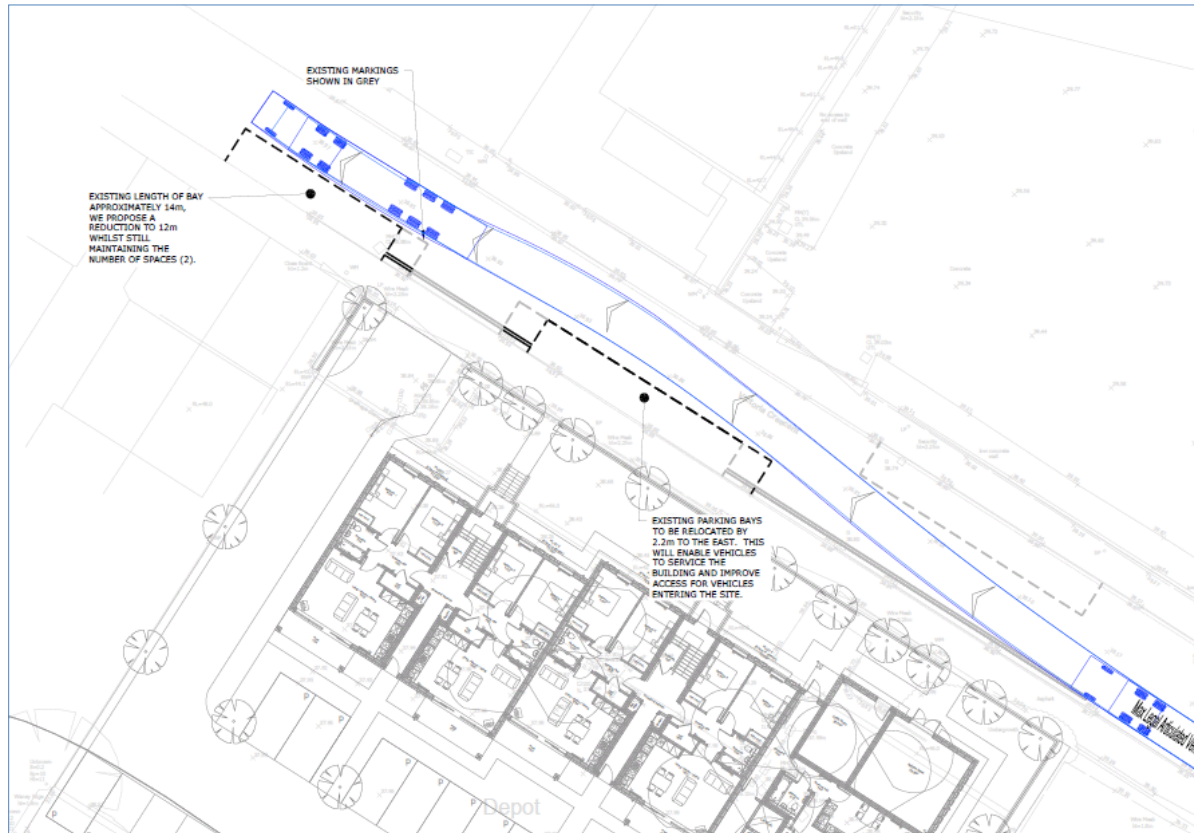
Location of amendment	Wotton Road, Ashford
Proposal	Amend restrictions to reflect changes the road layout
Notes	Footway improvements on Wotton Road necessitate a change to the wording of the Order
Plans	

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Location of amendment	Victoria Crescent, Ashford
Proposal	Amend written description to allow for safe access to new site whilst maintaining existing on-street parking quantum in Zone G
Notes	Swept path analysis (see plan) indicate that access requires slight reduction in one set of bays. The same diagram shows that nearby bay can be amended to make up for this loss.
Plans	Swept path diagram shows bay to be reduced (left) and bay to be extended (right)



APPENDIX 2- JTB December 2018

Report To: Ashford Joint Transportation Board

Date: 11th December 2018

Report Title: Kingsnorth rail halt

Report Author: Simon Cole, Head of Planning Policy, Ashford Borough Council

Summary: Report to consider the background to the proposed rail halt at Park Farm and confirm whether or not it is to be constructed.

1. Introduction and background

- 1.1 The initial proposition that there should be a new rail halt at Kingsnorth formed part of the Ashford Borough Local Plan 2000. Policy S17 for the extension of the Park Farm development on both sides of the A2070 (including what is now the Bridgefield part of the development) made provision for the construction of a rail halt as a means of encouraging alternative means of transport to the private car.
- 1.2 The 1st Section 106 Agreement for Bridgefield required the developer to identify and reserve land for a potential rail halt and use 'best endeavours' to pursue the provision of a rail halt and provide documentation of that with Network Rail (NR) and the train operating company. A developer cannot simply go ahead and construct any addition to the national rail system as it needs the agreement of the rail authorities to actually proceed as a deliverable project. In the event, the developer did approach both NR and Southern Rail about the prospect of a rail halt in this location.
- 1.3 Comprehensive documentation of the discussions with NR about the feasibility of a rail halt was provided by the developer and, in summary, the response towards the latter half of the last decade was that the scheme was not one that NR wished to take forward but that the door was, essentially, 'left ajar', for any business case to be made for it.
- 1.4 When negotiating the 2nd Section 106 Agreement following the resolution to grant the 2nd outline planning permission (10/01711/AS), as NR had not categorically refused to entertain the merits of a rail halt, besides rolling forward the safeguarding of the rail halt land the Council also required the developer to fund an independent consultant to progress the business case for the rail halt.
- 1.5 Peter Brett Associates (PBA) were appointed to undertake this exercise but the outcome was that NR was still not persuaded that a viable business case existed for a new rail halt. In essence, they considered that the halt would simply displace trips from Ashford International Station rather than generate new patronage and there would be the attendant practical issues of timetabling and journey time increase on the Ashford – Hastings line (through deceleration, stopping, acceleration) to consider, given the proximity of the halt to Ashford International.
- 1.6 Accordingly, the necessary consents from the railway authorities were not able to be achieved within the deadline in the Section 106 Agreement (and there has been no indication since of any change in the stance of NR).

- 1.7 Whilst this process has been played out, policy S14 of the new Local Plan to 2030 has been prepared and, earlier this year, formally examined by the Planning Inspectorate. This relates to the further extension of the Park Farm development south of Bridgefield. As the position on the rail halt had not been finally resolved at the time of drafting the policy, reference to the rail halt still appears in the policy but only in the context of contributions to its provision 'if required'.

2. Conclusion

- 2.1 The potential for a rail halt at Park Farm has been a long held aspiration in successive Local Plans but despite the efforts of both the Council and the developers to persuade Network Rail and the train operator of the potential benefits of a halt, there remains no support for its provision or for services to stop there.
- 2.2 It is accepted that the geographical proximity of the proposed halt to Ashford International could have given rise to some practical difficulties if commuters had sought to use the halt as a 'Park & Ride' facility on anything other than a very local scale. The creation of an additional stop on the Hastings line was also perceived as working against the general desire to improve journey times on the Marsh Link service.
- 2.3 The lack of any support for the delivery of the rail halt (or likely support in the future) amongst the railway authorities means that there can be no requirement to pursue a financial contribution towards it through the proposal for Site S14 and this has been reflected in the recent resolution of the Planning Committee to grant planning permission for the development of Site S14.
- 2.4 Consequently, it is now reasonable to conclude that there is no prospect of a Kingsnorth rail halt being delivered in the foreseeable future and that no reliance should be placed on it when considering the context of transportation matters in the area.

Contact: Simon Cole, Head of Planning Policy, Ashford Borough Council
Email: simon.cole@ashford.gov.uk

M20 J10a

Highways England

Period to end of November 2018

1. Summary

This report provides an update of activities and progress made on the M20 J10A project since the last Joint Transport Board; and outline plans for the next 3 months.

All planned activities have been completed to the planned timescales, and no significant issues or problems have occurred.

The major tasks completed are:

- Installation of the central span for Kingsford Street footbridge.
- Completion of high pressure SGN gas main diversion.
- Piling of the north and south abutments on both the East and West gyratory bridges.

2. Construction works completed in the period

a. Installation of Kingsford Street Bridge

One of the most significant construction works completed in this period was the successful installation of Kingsford Street footbridge on the night of Saturday 24th November.

The London bound carriageway was opened 6 hours early and the coast bound carriageway opening an hour after.

The new bridge, which is designed for pedestrians, cyclists and equestrians, is set to open next summer. The existing Highfield Lane Bridge is scheduled to be demolished next year, following the installation of East and West Gyratory Bridges which form the new Junction 10a.



Kingsford Street Footbridge - Central Span Installation.

b. Utility Diversion Works

The Scotia Gas Networks (SGN) successfully diverted the high pressure gas main under the M20.

Southern Water has commenced constructing a new pumping station (north east of Kingsford Street) and a gravity sewer.

Start-up meetings have been held to plan the diversion of various other utilities including a South-East Water (SEW) water main, a low pressure SGN gas main and Virgin fibre optic cables.

The diversion of these utilities is planned to be completed prior to the Open for Traffic date.

c. Piling works

Piling works for the East and West interchange bridge have been completed and are ready for installation in January 2019.

In preparation for the installation of Church Road Bridge, piling has started alongside the A2070.

d. Earthworks

Earthworks for the new balancing ponds are ongoing and lining of the ponds has commenced. The earthworks for the A2070 link road and the roundabout (which links the J10a with the A2070) is progressing well, traffic will be diverted onto the new roundabout after Christmas.

3. Traffic Management

The flow of traffic had to be changed in the following areas, as planned, to facilitate construction works:

a. M20

Overnight closures were necessary for the installation of the central span of Kingsford Street Bridge. There is constant dialogue and collaboration between our project and other M20 project contractors e.g. A-One+, Kier and Balfour Beatty to combine closures and minimise disruption to the travelling public and surrounding residents.

As an example during this overnight closure, a number of concurrent works were completed, such as repairs to carriageway surfacing between J10 -11, resurfacing the top of J9 slip road and vegetation clearance.

Two full weekend closures are planned in January, to allow for installing steel work required for the East and West Gyratory bridges, which form part of the new junction 10a.

- The first weekend closure will be Friday 11 January (22:00) through to Monday 14 January (06:00).
- The second weekend closure will be Friday 25 January (22:00) through to Monday 14 January (06:00).

Both of these closures are weather dependent, so if they cannot go ahead we have contingency weekends planned for the 18-21 January and the 1- 4 February.

b. A2070

Two weeks of overnight closures has taken place on the A2070 allowing for the installation of drainage and ducting, street lighting repairs, the tie in of the new roundabout and the removal of the old road surface.

Traffic will be diverted on to the new roundabout after Christmas.

c. A20 Hythe Road

The traffic barrier and two-way traffic signals remain in place on the A20 allowing for strengthening works where the road crosses Aylesford Stream (Swatfield Culvert). The road will be open for two way traffic before Christmas.

4. Ecology

We successfully translocated 800 reptiles and 200 amphibians, made up of 525 lizards, 150 slow worms, 25 grass snakes and 200 different types of newts including great crested newts under the appropriate licence. This was made possible by our commitment to the permitting system, the presence of a permanent ecological clerk of works and the commitment of staff and management to ecological protection.

To provide legacy enhancements from the M20 scheme we have built 2 new badger setts which were designed and overseen by our lead ecologists. We have created and protected a Great Crested Newt receptor area, complete with 2 hibernacula's, 2 habitat piles and a pond which were all in place during the construction period to militate against losses in other areas.

5. Key Activities planned for the next 3 months

The largest tasks planned for the period up the next report are:

- Successful installation of steel work for the East and West gyratory bridges.
- Completion of Swatfield Culvert strengthening and temporary diversion of A20 traffic.
- Successful diversion of traffic onto new roundabout on the A2070.

6. Health, Safety and Wellbeing

There have been no RIDDORs or lost time accidents recorded in the last 3 months therefore the accident frequency rate (AFR) and Lost Time Incident (LTI) are zero.

However, there have been several PPI incidents (albeit minor), therefore a Health and Safety Strategy and Improvement Plan was launched. The plan focusses on five key areas:

- 1) Leadership and communication
- 2) Risk control and planning
- 3) Communication and engagement
- 4) Training and competence
- 5) Performance monitoring.

The top 3 categories raised on our close calls/positive interventions were:

1. Plant, People, Interface (PPI)
2. Welfare – Positive PIs
3. Good Practice

7. AOB

a. Third Party Funding

SELEP and Ashford Borough Council (ABC) have committed funding for the scheme (£19.7m and £16.0m respectively). The profile of payments has been agreed and funding committed. The ABC is agreement currently being signed.

SELEP funding has been received with ABC expected shortly.

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

Experimental Overnight HGV Enforcement and Clamping Trial 2017

To: Joint Transportation Board

By: Community Safety & Wellbeing Service

Date: 11th December 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 goods 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 and with an update on Ashford Truckstop expansion and capacity.

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, this has continued to stay low and the trial has had no impact on displacement to other areas.
8. The numbers of HGV's parking on the A20 and all other areas have reduced significantly over the trial period. However it must be noted that at this time of year, October and November in particular, there are significantly more HGV's on the road network due to increased deliveries to businesses in preparation for the festive period.
9. 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 HGV's clamped to date (26th November 2018) is 2073. Of which 1009 have been on the A20.
10. To date there have been 32 appeals against the penalty charge notices issued to HGV's in contravention. All appeals have been rejected except 2 where HGV's had broken down. None have been taken to the next stage of Tribunal.

11. The number of HGV's issued a PCN and been clamped more than once is 19, this represents less than 1% of the overall number of HGV's clamped. It should be noted that previous reports identified those HGV's that had been issued a PCN more than once but these could have included vehicles outside of the trial zones. The statistics in this report are more relevant and will continue to be provided.
12. KCC have undertaken further overnight lorry parking surveys in September 2018. As can be seen in the table below, there has been a dramatic reduction in on-street parking in the Ashford Borough since the trial was introduced. The surveys show a 61% decrease in inappropriate parking in the Ashford Borough between September 2017 and September 2018 with very little displacement to other areas (Maidstone and Folkestone and Hythe).

Ashford Borough:

June 2016	Tues 7 th	Weds 8 th	Fri 10 th	Average
	109	94	117	107
Sept 2016	Tues 13 th	Weds 14 th	Fri 16 th	
	96	112	103	104
June 2017	Tues 6 th	Weds 7 th	Thurs 8 th	
	110	104	113	109
Sept 2017	Tues 26 th	Weds 27 th	Thurs 28 th	
	132	138	113	128
June 2018	Tues 5 th	Weds 6 th	Thurs 7 th	
	58	83	89	77
Sept 2018	Tues 25 th	Weds 26 th	Thurs 27 th	
	66	30	53	50

Update Ashford Truckstop, Sevington

13. The Ashford Truckstop has reported that they were at full capacity 24 out of 31 nights during October 2018 and the 7 remaining nights were near to full capacity. In addition we have been advised that the truckstop is likely to increase by a further 200 spaces by the end of February 2019.

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: 11th December 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

- **Integrated Transport Schemes** – see Appendix D1
- **Casualty Reduction Measures** – see Appendix D2
- **S106 Developer Funded** – 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
Earl Bourner	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	Completed
Swain Road	Tenterden	From The Gate Lodge Ingleden to Swain Farm	Completed
Amage Road	Wye with Hinxhill	From Brabourne Road for 250 metres	Completed
Stocks Road	Wittersham	From Rye Road for 117 metres west bound	Completed
Green Lane	Charing	Whole Lane	Completed
New House Lane	Egerton/Charing	Whole Length	Completed
The Street	Smarden	From junction with Water Lane to Zion Baptist Church	Completed
Nairne Close	Shadoxhurst	Whole Length	Completed
Wye Road	Wye with Hinxhill	From Staple Road to Crown Lodge	Completed
Chessenden Lane	Smarden	Whole Length	Completed
Appledore Road	Tenterden	Just after William Judge Close to Tassels Enterance	Completed
Bethersden Road	Bethersden	Pot Kiln Lane to Bull Lane through wooded section	Completed
Westwell Lane	Westwell	Crescent connecting to A20 end to end	Completed
Shawlands Lane	High Halden	From Hookstead to Cripple Hill	Completed
Church Road	Mersham	From Bower Road to Surface Change by Steel Gates	Completed
The Street	Pluckley	From Smarden Road to School	Completed
Glebeland	Egerton/Charing	Whole Length	Completed
Thornden Wood Road	Chestfield	Whole Length	Completed

Surface Treatments - Contact Officer Clive Lambourne

Surface Dressing

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

Machine Resurfacing – Contact Officer Byron Lovell

Road Name	Parish	Extent of Works	Current Status
A28 Ashford Road	Bethersden	Green Lane to approximately 80m past Gascoigne Road	Completed
North Street/Tenterden Road	Biddenden	Approx 200m around sharp bends between Redhill Bridge and property 'The Pines'	Completed
B2080 Tenterden Road	Appledore	From Red Hill Bridge to 200m East	Programmed 19 th February 2019
Ruckinge Road	Bilsington	Between properties 'The Beehive' and 'Herne House/ Hern Hill farm'	Programmed 18 th February 2019
A28 Canterbury Road	Kennington	The Old Mill public House to Willington Farm	Programmed 12 th February 2019

A28 Rolvenden Road	Tenterden	Between Plummer Lane and Cranbrook Road	Programmed 20 th February 2019
A252 Canterbury Road	Chilham	A28 Canterbury Road, Chilham (A252 jnt at Bagham X-roads)	Programmed 11 th February 2019
A2042 Wellesley Road	Ashford	Between High Street and St Johns Lane	Programmed 8 th February 2019
B2229 Brookfield Road Leacon Road	Ashford	Area of traffic lights at junction with Leacon Road	Programmed 14 th February 2019

Footway Improvement - *Contact Officer Neil Tree*

Road Name	Parish	Extent and Description of Works	Current Status
Charing Hill	Charing	From the roundabout at the A20 to the junction with Pilgrims Way. (Footway Protection)	Completed
Church Road	Kennington	Between Faversham Road and The Street. (Footway Protection)	Completed

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - <i>Contact Officer Katie Moreton</i>			
Road Name	Parish	Description of Works	Current Status
Hastings Road,	Rolvenden	Pipe Ditch to resolve flooding install ne System to replace damaged system	With contractor
Giggers Green road	Aldington	New gully	Planning

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.

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Parish	Description of Works	Status
Queen Street	Victoria	Replacement of 7 no street light	Works programmed for completion by end March 2019
Canterbury Road	Kennington	Replacement of 1 no street light	Completed
Belmore Park	Stour	Replacement of 2 no street light	Completed
Cowdrey Close	Highfield	Replacement of 1 no street light	Completed
Drake Road	Highfield	Replacement of 1 no street light	Completed
East Hill	Victoria	Replacement of 1 no street light	Completed
Knoll Lane	Beaver	Replacement of 1 no street light	Works programmed for completion by end March 2019
Juniper Close	Godinton	Replacement of 1 no street light	Completed
Kennington Road	North Willesborough	Replacement of 1 no street light	Completed
Trinity Road	Boughton Aluph	Replacement of 1 no street light	Completed
Loudon Path	Godinton	Replacement of 1 no street light	Works programmed for completion by end March 2019
Great Chart Bypass	Great Chart	Replacement of 1 no street light	Completed
Edinburgh Road	Victoria	Replacement of 1 no street light	Works programmed for completion by end March 2019
Hollington Place	Victoria	Replacement of 1 no street light	Completed
Foley Close	Highfield	Replacement of 2 no street light	Completed
Foster Road	Highfield	Replacement of 2 no street light	Completed
Kingfisher Close	Highfield	Replacement of 1 no street light	Completed
Lacton Way	Highfield	Replacement of 1 no street light	Completed
Luckhurst Road	Highfield	Replacement of 1 no street light	Completed
Nightingale Close	Highfield	Replacement of 1 no street light	Completed
Shepherd Drive	Highfield	Replacement of 1 no street light	Completed
Woolmer Drive	Highfield	Replacement of 1 no street light	Completed
Canterbury Road	Kennington	Replacement of 1 no street light	Completed

Faversham Road	Kennington	Replacement of 1 no street light	Works programmed for completion by end March 2019
Kingsnorth Road	Norman	Replacement of 1 no street light	Works programmed for completion by end March 2019
Kennington Road	North Willesborough	Replacement of 1 no street light	Completed
Longbridge	Park farm north	Replacement of 1 no street light	Completed
Middle Street	Victoria	Replacement of 1 no street light	Completed
Somerset Road	Victoria	Replacement of 1 no street light	Works programmed for completion by end March 2019
Grampion Close	Stour	Replacement of 1 no street light	Completed
Heathfield Road	Stour	Replacement of 1 no street light	Completed
Wellesley Road	Victoria	Replacement of 1 no street light	Works programmed for completion by end March 2019
Stanhope Road	Stanhope Road	Replacement of 8 no street light	Works programmed for completion by end March 2019
Norwood Street	Victoria	Replacement of 6 no street light	Works programmed for completion by end March 2019
North Street	Victoria	Replacement of 5 no street light	Works programmed for completion by end March 2019
Albert road	Stour	Replacement of 1 no street light	Works programmed for completion by end March 2019
Arden Road	Stour	Replacement of 1 no street light	Works programmed for completion by end March 2019
Beaver Road	Norman	Replacement of 1 no street light	Works programmed for completion by end March 2019
Foster Road	Highfield	Replacement of 1 no street light	Works programmed for completion by end March 2019
Springwood Road	Godinton	Replacement of 1 no street light	Works programmed for completion by end March 2019

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 – **Darren Hickman**

D1 - 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	Works on site
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.	Works complete
High Street, Biddenden	Biddenden	Junction reconfiguration	Public consultation responses being analysed

D2 - 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	Works complete
Station Road junction with Tannery Lane	Ashford	Installation of segregated cycle route	Works complete
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.	Works complete
Hamstreet Road	Orlestone, Shadoxhurst and Ruckinge	Proposed signing and lining	Works on site
Flanders (Kingsnorth) Roundabout	Kingsnorth	Upgrade of existing roundabout at junction of A2042 / Bad Münstereifel Road / Malcom Sargent	Design complete, awaiting agreed program date

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 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) – Contact Officer Jamie Hare				
Scheme Name	Mastergov File Ref No	Parish	Description of Works	Current Status
Old Abattoir Site	AS003011	Aldington	New access	Works complete and in maintenance period
Calleywell Lane	AS003039	Aldington	New access for development	Works complete and in maintenance period
Roman Road	AS003153	Aldington	New vehicle access	Works ongoing
Ragstone Hollow	AS003177	Aldington	Parking bays	Works ongoing
Warren Site A, Ashford Road	AS003002	Ashford	Access to be updated for new housing development	Works completed
Kings Avenue	AS003006	Ashford	New housing development	Adopted

Hopewell School, St Stephens Walk	AS003033	Ashford	New vehicle cross overs and street lighting works	Works complete and in maintenance period
Ashdown Court	AS003038	Ashford	New access to development and footway works	Works complete and in maintenance
Dover Place	AS003051	Ashford	Amendments to junction and works to the footway required	Works under construction
Henwood	AS003090	Ashford	New junction	Works complete in maintenance period
B2042 Ashford Designer Outlet	AS003092	Ashford	New slip road to car park	Works complete in maintenance period
Kimberley Way Roundabout, Ashford Designer Outlet	AS003093	Ashford	Amendments to the existing roundabout to increase capacity	Works complete 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
Carlton Road, Ashford	AS003099	Ashford	Proposed new vehicular access for Network Rail	Works complete and in maintenance period
Newtown Road, Designer Outlet	AS003143	Ashford	New traffic signals	Works ongoing
Boxley	AS003145	Ashford	New vehicle access	Works complete in maintenance period
Charter House	AS003151	Ashford	New footway	In technical audit stage
Austin Road	AS003157	Ashford	New junction and vehicle cross-overs	In technical audit stage
Aldi, Victoria Road	AS003161	Ashford	New junction	Works complete, remedial works required

Curioius Brewery Site, Victoria Road	AS003164	Ashford	New junction	Works commenced on site
Victoria Crescent	AS003165	Ashford	New vehicle access and footway works	In technical audit stage
Leacon Road	AS003166	Ashford	New vehicle access and bus stops	In technical audit stage
Faversham Road	AS003140	Challock	New junction	Works complete in maintenance period
Ashford Road	AS003049	Chilham	New access and pedestrian crossing	Works complete in maintenance period
A28 Chart Road, Brunswick Road	AS002081	Godinton	Rearrange junction alignment	Works complete and in maintenance period
Chilmington Green	AS003054	Great Chart	New housing development	Works complete and in maintenance period
Watery Lane	AS003150	Hothfield	Re-surfacing to Tarmac plant access road	Works complete and in maintenance period
Wilesborough Dykes, Sheepfold Lane	AS003046	Kingsnorth	New cycleway/ footway tying in to existing network	Works complete in maintenance period
Newtown Road, former railway site	AS000419	Newtown	New controlled pedestrian crossing and construction of site entrance	Works due to be completed shortly
Lambden Oaks	AS003101	Pluckley	New vehicle access	In technical audit stage
Station Road	AS003160	Pluckley	Road widening	In technical audit stage
Cheesemans Green, Principal Access Road	AS000418	Sevington	New principal road to developments	Works complete and in maintenance period

Wesley School Road	AS003028	Singleton	Change of road alignment to introduce on street parking	Works complete and in maintenance period
Farrow Court	AS003012	Stanhope	New footway and relocation of pedestrian crossing facilities	Street lighting remedial works outstanding
Tenterden Site #1	AS003036	Tenterden	New housing development	Works commenced
Church Lane	AS003173	Warehorne	Two new vehicle accesses	In technical audit stage
Cudworth Road	AS003024	Willesborough	New access to development	Works completed and in maintenance
Essella Road	AS003067	Willesborough	New junction	Works complete in maintenance period
Blackwall Road South	AS003080	Willesborough	Proposed widening of carriageway	Works complete in maintenance period
Monument Way	AS003113	Willesborough	New vehicle access	In technical audit stage
Court Farm	AS003058	Wye	Amendments to vehicle access	Works complete in maintenance period
Olantigh Road	AS003126	Wye	School crossing	In technical audit stage

Appendix F – Public Rights of Way

Public Rights of Way – Contact Officer – David Fleck			
Path No	Parish	Description of Works	Current Status
AE643	Ruckinge	Path collapsing on Canal bank	Out for specification and permissions
AW339 Byway	Shadoxhurst	Repairs to surface	Due to the extent of 4x4 damage the work has been postponed (unknown date)

AT254 Byway	High Halden	Repairs to surface 4x4 damage	Contract awarded. Due to start despite many objections
AW51 NDW Byway	Westwell	Repairs to surface (Drainage issues)	Contract awarded Natural England permission sought.

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		

Pedestrian Crossing at Moatfield Meadow near Bluebell Road, Ashford

An engineer has attended the site on numerous occasions due to the reported faults. The equipment is always working as designed, with no faults found. These signals are a puffin type with near-sided red/green indicators and vehicle speed detection on the approaches. It is configured to give a maximum wait for pedestrians of 30 seconds but will react quicker if no traffic is in the vicinity. The site uses speed discrimination loops in the carriageway in advance of the crossing (as the speeds are >35mph) to ensure a green man is only shown when safe to do so. The lights also monitor pedestrians in the waiting area, and if they cross or leave the detection zone before a green man is given then the demand is cancelled. This is a feature to prevent delaying traffic unnecessarily and is standard for all new crossing installations.

There are four sites in the Ashford Borough Council area with the same operational parameters:

1. A28 Ashford Road near Grange Road, Tenterden
2. A28 Ashford Road near Rothley Close, Tenterden
3. A2042 Faversham Road near Ulley Road, Ashford
4. Moatfield Meadow near Bluebell Road, Ashford

Please note that there are no works planned at any of these sites as they are all working as designed and compliant with the latest specifications.

Appendix I – Street Works

Street Works – Contact Officer Alison Hews						
Road	Location	Works Description	Works Promoter	Dates from	Dates to	Traffic management comments
Susans Hills	Woodchurch	Insert ducting to facilitate Spine Cabling works	Openreach	21/1/19	01/2/19	Road Closures
Little Robhurst	Woodchurch	Insert ducting to facilitate Spine Cabling works	Openreach	21/1/2019	0/2/2019	Road Closures
Newton Road, Ashford	Further closure required at this location to complete the highway improvement works. provisional dates are April 2019 for 10 weeks, but this will be confirmed early 2019					

Appendix J – Combined Member Grant

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 Simon Jones, 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 **7th November 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.

Clair Bell

Details of Scheme	Status
New Road Hill Aldington -Traffic survey	Survey ordered
Nacolts Road Wye - New traffic signs and road markings	Works ordered
Wye village – Traffic surveys to investigate introduction of 20MPH zone	Awaiting confirmation of survey extents from the Parish Council before ordering the surveys

Harville Road, Wye Proposed speed reduction from 60mph to 40mph	Works completed
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Charlie Simkins

Details of Scheme	Status
A 20 Maidstone Road Hothfield - Traffic survey to investigate options for improved pedestrian crossing facilities	Surveys ordered
Tithe Barn Lane Ashford - Traffic survey to investigate options for improved pedestrian crossing facilities	Surveys ordered
A 28 Ashford Road Bethersden - Traffic survey to investigate options for improved pedestrian crossing facilities	Surveys ordered
Lining and realignment of Swan Lane junction with The Street	Surveys ordered

George Koowaree

Details of Scheme	Status
Kingsnorth Road Ashford – Provide drop kerb crossing	Works ordered
Tennyson Road, Ashford - Pedestrian dropped kerbs	Works completed

Mike Hill

Details of Scheme	Status
Smallhythe Road Tenterden – Traffic survey to investigate options for a speed limit reduction	Survey ordered
A 28 Hastings Road Rolvenden – School crossing patrol warning lights and advisory 20MPH signs	Works ordered
Maytham Road, Rolvenden – Provision of warning signs	Works completed

Mike Angell

Details of Scheme	Status
1718-CMG-AS-438 Shadoxhurst village Proposed speed reduction from 40mph to 30mph	Remedial works currently being carried out to complete scheme

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



Ashford - JTB
Local Winter Service Plan
2018/19

Winter Service Plan for Ashford

Contents

1. KCC Highways' Winter Service Policy Statement

1.1 Kent County Council Highways, Transportation & Waste (KCC HT&W) takes its winter service responsibilities very seriously and is proactive as well as reactive to winter weather conditions. Winter service costs KCC in the region of £3.3m every winter and needs careful management to achieve safety for the travelling public and to be efficient. The Highways Asset Management Operations teams in HT&W work to ensure that the winter service standards and decisions made are consistent across the whole county.

1.2 HT&W prepares an annual Winter Service Policy and Plan which are used to determine actions that will be taken to manage its winter service operations.

The Policy is available on the KCC website at <http://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/winter-service-policy>

2. District Based Local Winter Service Plans

2.1 The Local Winter Service Plan is a working document which will evolve and be revised as necessary throughout the year. This document complements the KCC Winter Service Policy and Plan mentioned above and comes into effect when a snow / ice emergency is declared by the Highway Manager (HM).

2.2 Following successful work in previous years with district councils, arrangements have again been put in place this year whereby labour from district councils can be used during snow days. Additionally, HT&W will supply a quantity of a salt/sand mixture to district councils to use on the public highway network. The details are contained in the plan which enhances the work that HT&W will continue to do in providing a countywide winter service.

3. Winter Service Procedure

3.1 During normal working hours, the District Manager, (DM), and Highway Engineer for the area will deal with all Winter Service matters, excluding primary and secondary salting route decisions which are made by the Winter Duty Officer. Any local action instructed should be recorded on an Engineers Instruction Sheet and issued to the Contractor.

3.2 The Standby Officer, (SO), will assume control out of hours, seeking advice as appropriate, from the Winter Duty Officer, (WDO), and Senior Duty Officer (SDO). The Standby Officer will commence duty at 17.00 hours on Friday until 09.00 the following Friday and will be responsible for all the actions below out of hours.

3.3 During the operational winter service period the Kent Road Weather Forecast will be issued every day, (between 1300 & 1400 hours), details of which will be sent to the Highway Management Centre (HMC) and the DM. The daily weather forecast/information will be available on 03000 413111.

The District Manager and/or Highway Engineer will review the forecast and any action instructed.

3.4 In a declared snow emergency, the priorities are primary routes. It is unlikely that any other actions, save safety critical issues, will be taken initially until KCC is on top of keeping primary routes clear. In the event that all primary routes are clear, secondary routes will be instructed for treatment by the WDO.

3.5 Any requests to spot salt locations or clear snow will be triaged, prioritised and actioned where necessary as resource allows. It is expected that the Contact Centre and Hub staff will be able to resolve most enquiries by referring to the Winter Service Policy linked in Section 1 of this document.

3.6 Reporting back information to Duty Officers on the conditions in their local area during a snow/ice emergency is essential and the District Update Report (Appendix J of the annual Winter Service Policy and Plan) is due to be completed by 09:30 and 15:30 every day.

4. Plans of Primary and Secondary Routes

4.1 Primary salting routes can also be seen and searched online at <http://www.kent.gov.uk/roads-and-travel/what-we-look-after/winter-service>

4.2 Primary and Secondary routes will not be amended mid-season. Instead any requests to change these routes will be considered next summer. Most bus routes will be covered by these routes but not all.

5. Salt Bin Locations

5.1 Current salt bin locations can be found on the website at the following address: <http://webapps.kent.gov.uk/KCC.MyNearestGIS.Web.Sites.Public.Default.aspx?lyrs=36&xmin=510905&xmax=671095&ymin=91716&ymax=191284&bg=osColour>

5.2 Salt bins will be filled once at the beginning of the winter season with further refills only if there is severe weather and time and resources permit. During the winter period, no additional salt bins will be deployed (unless funded through the Combined Members Grant). Any other requests will be considered during the following summer if considered at all.

6. Farmer Snow Plough Agreements

6.1 Farmers local to the area are contracted to plough snow on the more rural routes when necessary. Staff will be familiar with the farmers that have agreements and the roads they cover. Each farmer will have details of the roads to be ploughed. The farmer uses his own tractor, often with a KCC plough, which is serviced every year and maintained by KCC.

6.2 When snow reaches a depth of 50mm on roads in their areas the farmers will commence ploughing. They should email confirmation of start and stop times and advise of any issues with this. Farmers are paid by the hour when ploughing.

6.3. Farmers' areas are flexible and the farmers may be instructed to plough any adopted road.

7. Hand Clearance and Salting of Key Pedestrian Areas.

7.1 Hand clearance and salting of priority pedestrian areas and routes (including bridges and underpasses if appropriate) will be carried out using Amey operatives or District Council operatives during snow emergencies.

7.2 Inclusion in the Local Winter Service Plan does not guarantee that action will be taken at these locations. The crews will be directed to areas as the situation demands but staff will target resources to areas of higher risk such as approaches to emergency services, public transport stations and shopping centres and local shops.

7.3 In addition to this, Parish Councils will have been provided with bulk bags of salt/sand for use on the highway if requested, prior to the winter season.

8. Clearing Snow and Ice Guidance for the Public

8.1 The Department for Transport 'Snow Code' gives guidance for members of the public relating to the risks and liability of clearing snow and ice on the public highway <https://www.gov.uk/clear-snow-road-path-cycleway>

9. Ashford Borough Council – Mutual Aid

9.1 Ashford Borough Council may be available, resources permitting, in a winter emergency to assist with hand salting. Ashford BC Emergency Planning will be contacted when requesting mutual aid during a winter emergency.

From: David Latham - Highway Policy and Inspections Manager
To: Ashford Joint Transportation Board
Date: 11th December 2018
Subject: Well-managed Highway Infrastructure – Implementing the Code of Practice
Classification: For Information

Summary: This paper outlines the County Council's strategy for implementing the new Code of Practice for highway maintenance management which becomes fully effective in October 2018.

It is highly unlikely that there will be any material impacts on the volume or cost of highway maintenance works but there will be a greater emphasis on the assessment of risk. Currently, no changes to service standards are proposed however, prior to any changes being made a full evaluation of options would be required followed by approval in accordance with the County Council Constitution.

1. Introduction

- 1.1. Well-maintained Highways, the code of practice for highway maintenance management was published in July 2005. It provided local authorities with guidance on highways management and proposed some prescribed investigation levels for highway defects e.g. 50mm depth for carriageway potholes. The Code of Practice formed the basis for the County Council's Highway Safety Inspection Regime and our approach to highway maintenance. Well-maintained Highways was repeatedly deemed to be best practice by the Courts and by adopting the principles of The Code of Practice we have been able to defend claims against the County Council by demonstrating our defence (under Section 58 of the Highways Act 1980) of implementing all reasonable measures and demonstrating we are not a negligent highway authority.
- 1.2. Well-managed Highway Infrastructure was published in October 2016 and replaces Well-maintained Highways, Well-lit Highways, and Management of Highway Structures in October 2018. Like its predecessors, Well-managed Highway Infrastructure is a national, non-statutory code of practice which sets out a series of general principles for highway maintenance. It is endorsed and recommended by the Department for Transport and its production has been overseen by the UK Roads Liaison Group (UKRLG) and its Roads, Bridges and Lighting Boards. However, the new Code of Practice is less prescriptive and instead promotes the establishment of local levels of service through risk-based assessment.
- 1.3. On the 13th July 2018, the County Council's Environment & Transport Cabinet Committee endorsed the adoption and phased implementation of the fundamental principles of the Code of Practice. This decision was subsequently agreed by the Cabinet Member.
- 1.4. *Well-managed Highway Infrastructure - Implementing the Code of Practice* is published on the County Council's website. It outlines how we will go about applying the principles in the Code of Practice to the way we work and measure our success to ensure continuous improvement and a focus on the County Council's Strategic Outcomes.

2. Discussion

The Highway Network

- 2.1. Well-managed Highway Infrastructure recommends that the highway network should be considered as an integrated set of assets when developing infrastructure maintenance policies.

- 2.2. There are several classifications and hierarchies used for the planning and prioritisation of highway inspections, maintenance, renewals, improvements and new installations in Kent. However, residents, communities and businesses do not distinguish between the different categories of road, range of assets or types of work undertaken. They expect the network to be managed and maintained holistically to provide consistent and appropriate levels of service in the context of the County Council's strategic outcomes.
- 2.3. An integrated network hierarchy is the foundation of a risk-based maintenance strategy and will inform intervention levels, inspection frequencies and response times. It is important that it reflects the actual use of each infrastructure asset and needs to be sufficiently dynamic to respond to the changing nature of the network – the classification of an asset may alter because of short term influences such as seasonal fluctuations or due to longer-term factors such as climate change and development.
- 2.4. Much of our network hierarchy information is already published including our Resilient Highway Network and Winter Salting Routes. From April 2019, the County Council will publish a series of related hierarchies which include all elements of the highway network. These hierarchies will consider current and expected use, resilience, and local economic and social factors as well as the desirability for continuity of service across administrative boundaries and a consistent approach for walking and cycling.

Risk Based Approach

- 2.5. Well-managed Highway Infrastructure is underpinned by the fundamental principle that highway authorities should adopt a risk-based approach in accordance with local needs (including safety), priorities and affordability.
- 2.6. Meaningful risk management is an intrinsic part of the management of our highway infrastructure. Inspections, maintenance, renewals and improvements present extensive choices and therefore it is vital that the impact of implementation and the consequences of failure are fully understood. In addition, there are a variety of external influences which impact on the performance of the highway network. Weather, budget, political direction and demand from other service areas also need to be considered when determining the approach to maintenance and investment.
- 2.7. Many of our existing inspection regimes and methodologies for prioritising work on the highway already include a consideration of risk. Furthermore, the County Council has already a risk management approach, detailed in the Risk Management Policy & Strategy 2018-21. This approach will now be applied to all aspects for highway infrastructure maintenance. At a strategic level, the management of current and future risks will be embedded within our approach to asset management. At an operational level, a risk-based approach will be used to determine intervention levels, inspection frequencies, response times and investment priorities across all highway assets.
- 2.8. A case study outlining the practical application of a risk-based approach can be found at Appendix A.

Resilience and Sustainability

- 2.9. Kent provides key transport links between London and the continent and has some of the most intensively used roads in the country. Any disruption to the network has an immediate impact on road users, the economy and services. Ensuring these roads are as resilient and sustainable as is practicable must be a priority.
- 2.10. The County Council has long had robust systems in place to respond effectively to severe weather emergencies, unforeseen events and civil emergencies and we already take a hierarchical

approach to the management of our 8,700 km highway network. In September 2017, this approach was enhanced further when The Environment & Transport Cabinet Committee endorsed The Definition for Kent's Resilient Highway Network.

- 2.11. It is important that the highway network is maintained for future generations. In addition to responding effectively to emergencies and high impact events, it is important that due consideration is given to the impacts of climate change. Furthermore, a balance needs to be sought between providing sustainable growth and a competitive, innovative and resilient economy and protecting and improving our natural and historic assets.

Financial Management, Priorities and Planning

- 2.12. The way in which investment is prioritised needs to provide sufficient flexibility to deliver value for money. In addition to ensuring effective coordination, an asset management-based approach to managing highway infrastructure requires due consideration of different options and factors that influence their success:

- The differing life expectancies of various treatments and the future implications of these for the balance of capital and revenue funding; for example, renewing a bridge parapet might be more expensive than simply repointing the aging brickwork but doing so could generate a saving with respect to the long-term maintenance.
- The seasonal and weather sensitive nature of many treatments and the service as a whole; for example, renewing a road surface is best done during dry, mild weather as very cold or wet weather can cause the surface to rapidly fail.
- The uncertainties in prediction of out-turn costs for Winter Service, Severe Weather Events and emergencies and the need for financial year-end flexibility

- 2.13. The County Council has endorsed an asset management based approach to the maintenance and management of highway assets. Part of this approach involves viewing the highway network as a whole rather than as discrete asset groups such as carriageways, drainage, lighting and structures. A cross asset approach will now be taken when developing priorities and programmes and produce a rolling forward works programme that is updated regularly.

Performance Management

- 2.14. Effective performance monitoring will support the County Council in reviewing progress, performance requirements and works programmes. Our Highway Asset Management Framework establishes mechanisms for performance management, including performance measures and targets, which facilitate the monitoring of delivery with respect to the short, medium and long term strategic direction of the service.

3. Conclusion

- 3.1. The Code of Practice presents an opportunity for County Councils' to shape the services they provide based on local needs and priorities and does not need to represent a radical change from a customer perspective, particularly in the short term.
- 3.2. A programme is in place to ensure the timely and effective implementation of the Code of Practice, with a view to having the recommendations largely implemented from April 2019. Information sharing with local representatives and communities form a key part of this programme including planned engagement with Parish Councils via the annual Parish Seminars, "for information" updates to Joint Transportation Boards and enhanced information on the County Council's website.

4. Background Documents

4.1. Link to Well-managed Highway Infrastructure

<http://www.ukroadsliaisongroup.org/en/codes/index.cfm>

4.2. Well-managed Highway Infrastructure - Applying the Code of Practice in Kent

4.3. Well-managed Highway Infrastructure - Implementing the Code of Practice in Kent 2018 – 2020

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Case Study: Well-managed Highway Infrastructure – A practical application



Routine Enquiries – A carriageway pothole

The current approach

The current Code of Practice, Well Maintained Highways, prescribes that we use locally set intervention levels with respect to carriageway and footway defects in Kent those intervention levels are 50mm depth for carriageway potholes and 20mm depth for footway potholes.

For example, a highway steward identifies 8 potholes over a 20m stretch of a road.

Assuming that the location is not a pedestrian crossing point, those potholes exceed 50mm deep, an emergency order will be raised regardless of the location or usage of that road. If the potholes are 40mm deep and likely to deteriorate then a 7 day or 28 day order will be raised for the repair. If the potholes are 20mm deep, they will either be assessed as “intervention level not met” and then no further action would be taken until the next highway inspection or repairs will be incorporated into a longer term scheme.

The new approach

The new Code of Practice, Well-managed Highway Infrastructure removes the prescriptive service standards. This does not mean the County Council cannot continue to use them as the basis for inspections and repairs, but it does give greater flexibility.

Consider the previous example, a highway steward identifies 8 potholes over a 20m stretch of a road. The removal of prescriptive standards mean that the highway steward can now consider the context, the risk posed by the potholes and make an informed judgement about the timescale and nature of repairs.

If the potholes are 35mm deep, in the wheel track and the road is a high trafficked, 50mph road, a 7 day repair could be deemed necessary on the basis that the volume and speed of traffic means that there is a greater risk to safety.



Equally, if the potholes are 55mm deep but at the edge of a minor road used by farm traffic and a handful of vehicles, the risk is considerably lower and therefore temporary signs warning of the hazard and a 90 day repair could be deemed appropriate.

In summary, there are no material impacts on the volume or cost of pothole repairs, just a greater emphasis on the assessment of risk.

So, how and when would the Code of Practice have implications for service standards?

The Code of Practice promotes an integrated, asset management based approach to highway maintenance i.e. we need to consider and balance the needs of all asset groups.

In the context of the risk-based approach, this means that if we are not meeting with our statutory obligations or are at risk of failing to meet with our statutory obligations due to under investment, then we need to consider how this is overcome. There are several options that would be considered:

- Additional investment from a new source;
- A change of approach e.g. taking a more cost effective, planned approach so that more can be done with the existing budget; - one Highway Authority has made a conscious decision to maintain some roads to a lower standard and sign them accordingly
- A reduction in one service to fund the enhancement of another service

Currently no changes to service standards are proposed however, prior to any changes being made, a full evaluation of all the options would need to be undertaken and any notable changes would be subject to engagement, consultation and approval in accordance with the County Council's constitution.

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Well-managed Highway Infrastructure

Implementing the Code of Practice in
Kent
2018 - 2020

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Introduction

Our highway network is the most valuable asset we own. It enables safe and reliable journeys and in doing so supports social and economic prosperity. We are committed to good management of our highway network not only now but also, for future generations.

As the Highway Authority, the County Council has legal obligations to keep adopted highway routes available and safe for the passage of the travelling public. Our statutory duties are outlined in a number of pieces of legislation including the following:

- **The Highways Act 1980** outlines our duty of care to maintain the highway in a safe condition and protect the rights of the travelling public to use the highway.
- **The Traffic Management Act 2004** conveys a network management duty whereby we are required to facilitate and secure the efficient movement of traffic on the highway network.
- **The New Roads & Street Works Act 1991** requires us co-ordinate road works and to make best use of the existing network.
- **The Road Traffic Act 1991** describes our statutory responsibility to promote road safety and take measures to prevent collisions.
- **The Construction (Design and Management) Regulations 2015** details our duties to ensure that the work we do is designed and built competently and that risks to the work force and road users are properly considered and effectively managed. This places particular controls on how and when works are carried out.
- **The Equalities Act 2010** created the public equality duty which requires us to have due regard for advancing equality by removing or minimising disadvantage, encouraging participation and taking steps to meet the needs of all people from protected groups where these are different from the needs of other people.
- **The Wildlife & Countryside Act 1981** details the environmental legislation that we need to follow to ensure that we minimise our impact on local biodiversity whilst carrying out highway asset maintenance.

In October 2016 the UK Roads Liaison Group (UKRLG) published Well-managed Highway Infrastructure. The Code of Practice is non-statutory however it will be deemed to be guidance of best practice by the courts. The County Council will be required to demonstrate a robust decision-making process, an understanding of the consequences of those decisions, and how the associated risks are managed to ensure highway safety.

The Code of Practice, which is due for implementation by October 2018, is designed to promote the adoption of an integrated asset management approach to highway infrastructure based on the establishment of local levels of service through risk-based assessment. The County's Highway Asset Management Framework develops this approach in three documents: a policy [[Our Approach to Asset Management in Highways](#)], and two strategy documents [[Implementing Our Approach to Asset Management in Highways](#) and [Developing Our Approach to Asset Management in Highways](#)]. These documents demonstrate our commitment to an Asset Management approach and clearly outline the funding required and the wider benefits to be achieved. The Environment and Transport Cabinet Committee have endorsed all three documents, which are published on the County Council's website.

The Code of Practice recognises that the delivery of a safe and well-maintained highway network relies on good evidence and sound engineering judgement. A risk-based approach to highway maintenance needs to be founded on information that is sufficiently robust to enable decisions on levels of service, delivery methods and priorities for improvements can be taken and reviewed over time. Our [Asset Information Strategy](#) will detail how information to support a risk-based approach to highway maintenance will be collected, managed and made available in ways that are sustainable, secure, meet statutory obligations and facilitate transparency for network users.

Well-managed Highway Infrastructure provides guidance to support the development of approaches to highway maintenance that are in accordance with local needs, priorities and affordability. In the interest of route consistency for highway users, all authorities, are encouraged to collaborate in determining levels of service, especially across boundaries with neighbours responsible for strategic and local highway networks. Moreover the principles set out in the Well-managed Highway Infrastructure are intended to influence the ongoing development and evolution of the approach taken to asset management in highways. In accordance with asset management principles, the highway network should be considered as an integrated set of assets with due consideration given to the need to balancing the needs and inter dependencies of different asset groups.

Well-managed Highway Infrastructure states that “Where authorities elect in the light of local circumstances to adopt policies or approaches different from those suggested by the Code, it is essential that they are identified, together with the reasoning for such differences, be approved by the authority’s Executive and published.” However, the County Council’s Constitution states that “The Leader and Cabinet Members should...(d) participate in the approval by the full Council of Kent-wide policies and budgets; (e) lead the development of policies for the delivery of services to the whole community of Kent” [Article 2(2)]. Therefore, in addition to approving any deviations from the Code of Practice, the adoption of the principles of the Code of Practice and any fundamental changes to existing policies or service standards will be subject to Executive approval and publication.

Well-managed Highway Infrastructure - Implementing the Code of Practice outlines how we will go about applying the principles in the Code of Practice to the way we work and measure our success to ensure continuous improvement and a focus on the County Council’s Strategic Outcomes. Details of our approach will be actively communicated through engagement with stakeholders in setting requirements, making decisions and reporting performance.

The Highway Network

Network Hierarchies

There are several classifications and hierarchies used for the planning and prioritisation of highway inspections, maintenance, renewals, improvements and new installations in Kent:

- **Road Classifications** are administered by the Department for Transport and provide a system to direct motorists towards the most suitable routes for reaching their destination.
- **The Resilient Highway Network** is defined by the County Council as “the portion of our highway network that is vital to maintaining economic activity and access to key services during extreme weather emergencies and other major incidents”. The purpose of defining this network is to identify the most critical routes and associated highway assets, such as bridges, so that planned whole asset maintenance on that part of the network may be prioritised. Details of Kent’s Resilient Highway Network are published on the County Council’s website [<http://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/highways-asset-management>]
- **The Winter Network** is divided into primary and secondary routes and provides a minimum essential service to the public which includes links to the strategic network, access to key facilities and local communities. Precautionary salting of these routes is undertaken in accordance with the Winter Service Policy which is published on the County Council’s website [<http://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/winter-service-policy>] and reviewed annually.
- **Flooding Hotspots** are defined as “flood prone sections of the highway network” and are identified using drainage and flooding enquiry data. They are used to prioritise drainage maintenance, renewals and improvement works.
- **The Street Lighting Maintenance Hierarchy** is defined by the County Council and used to prioritise routine maintenance such as night scouting and bollard cleaning.
- **The Maintenance Hierarchy** is defined by the County Council and used to prioritise safety inspections and routine maintenance such as gully cleansing.
- **Critical Highway Infrastructure** is considered to be those assets where failure would result in significant impact to the local, and potentially the national, economy. Critical infrastructure assets form a crucial part of the highway network.

Whilst it is inevitable that different asset types might have their own hierarchies, all should be related such that each asset type can be considered in relation to others and to the whole highway network.

Network Inventory

Inventory information or “asset registers” are held for most of our major asset groups however the extent of the information varies greatly due to differing business needs. For example, an extensive inventory is needed for street lighting as it is not only used to inform maintenance activities but also the energy bills that run to several millions of pounds. Conversely, the inventory for the highway drainage network is less comprehensive because, whilst it would be nice to know construction information for each of our drainage pipes, the nature of the work we do and the processes that have been implemented do not require this level of detail.

The quality, appropriateness and completeness of asset data is reviewed regularly to ensure that the nature and extent of the network inventory collected is fit for purpose and meets business needs. The sensitivity of information is very limited but where sensitive information is held, it is managed in a security minded way.

Integrated Network Management

Kent’s residents, communities and businesses do not distinguish between the different categories of road, range of assets or types of work undertaken on the highway. They expect the network to be managed and maintained holistically to provide consistent and appropriate levels of service. To achieve this, it is vital that the whole highway network is considered and in the context of the County Councils strategic outcomes.

An integrated network hierarchy based on asset function is the foundation of a risk-based maintenance strategy. It is important that it reflects the whole highway network and the needs, priorities and actual use of each infrastructure asset. It therefore also needs to be dynamic and regularly reviewed to reflect the changing nature of the network as a consequence of short term influences such as seasonal fluctuations or longer-term factors such as climate change and development.

The whole highway

It is imperative that all highway assets are considered including traffic management and parking provisions. Moreover, it is important to consider the implications of a maintenance regime or scheme not only now but in the longer term. For example, if a road with defective drainage is resurfaced without also repairing the drainage it will remain in a good condition for a much shorter length of time. Over time standing water will cause the surface to deteriorate, increasing numbers of potholes will form and the overall lifespan of the road will be reduced. Prevention is generally more cost effective than cure and if, for example, the drainage is repaired before the road is resurfaced, efficiencies can be made on the remedial works and further savings achieved as responding to the consequences of flooding is not required.

Future Maintenance

The highway network increases in size year on year and as do the number of assets we maintain. The impact on future maintenance can vary dramatically depending on the approach taken. As local government finances become increasingly squeezed it is important that the selection and suitability of assets and their component parts and materials, doesn't place an unnecessary future burden on the Authority. For example, instead of laying a coloured road surface which is costly to maintain, white lining may demark a cycle route just as effectively.

Highway users

Highway maintenance regimes and improvements should consider the needs of all highway users, particularly vulnerable users. There may be opportunities while we carry out maintenance and improvements to minimise disadvantage, encourage participation and incorporate the needs of people from protected groups in accordance with the Public Equality Duty. Depending on the nature of the works, it may be possible to enhance safety, priority, integrity or quality of routes, crossing points, public transport facilities or freight movements and these opportunities should be given due consideration. Furthermore, the expectation of consistency means that consideration needs to be given to the hierarchy of neighbouring authorities for both the local and nationally maintained networks.

Kent County Council will apply these principles and consider the highway network as an integrated set of assets when developing our approach to inspections, maintenance, renewals, improvements and new installations.

Defining our Integrated Highway Network

The system of road classification used by Central Government does not necessarily reflect local needs or actual use now and in the future.

From April 2019, hierarchies will be defined and published for all elements of the local highway network. The inherent links between some asset groups such as signs, lines and the carriageway may mean that these network groupings are subsumed into a single hierarchy. Where asset hierarchies differ, they will all be founded on the principle of highway functionality and the desirability for a consistent approach with a view to achieving a high degree of compatibility.

Specific considerations will be dependent on the nature of the asset type however there will be consistent themes that underpin the hierarchy definition:

- **Importance** – this may include key routes between towns, connecting the strategic road network and main routes to critical infrastructure such as hospitals, schools and power stations

- **Environment** - rural, urban, busy shopping streets, residential streets, country lanes etc.
- **Usage** – this may include factors such as the volume and type of users, designations as traffic sensitive, diversion or ceremonial routes and the character and volume of traffic on the adjoining carriageway
- **Site history** - this may include factors such as historic casualty data, historic flooding data and crime statistics
- **Asset specific considerations** – this may include factors such as height or weight restrictions, historic structures, construction materials or the position with respect to the carriageway, footway or cycleway.

Kent County Council will publish a series of related hierarchies which include all elements of the highway network. They will consider current and expected use, resilience, and local economic and social factors as well as the desirability of continuity and of a consistent approach for walking and cycling.

Risk Based Approach

Context

As an organisation concerned with service provision and the social and economic development of the county, efficient and effective risk management is essential. By implementing sound management of our risks and the consequential threats and opportunities, we will be in a stronger position to deliver our business objectives, services that reflect local needs and achieve better value for money. Risk management is therefore at the heart of good management practice and the County Council's corporate governance arrangements. Our approach to risk management is proactive and enables decisions to be based on properly assessed actions and events that balance risk and reward with a view to ensuring that the right actions are taken at the right time.

It is not possible to eliminate all risk. Whilst some mitigation is often possible, it is important to understand the degree of risk and the potential consequences. These can then be balanced against the cost of reducing or eliminating the risk and the benefits of accommodating the risk.

The County Council has a mandatory approach to risk management called the [Risk Management Policy & Strategy 2018-21](#).

Risk Management in Highways

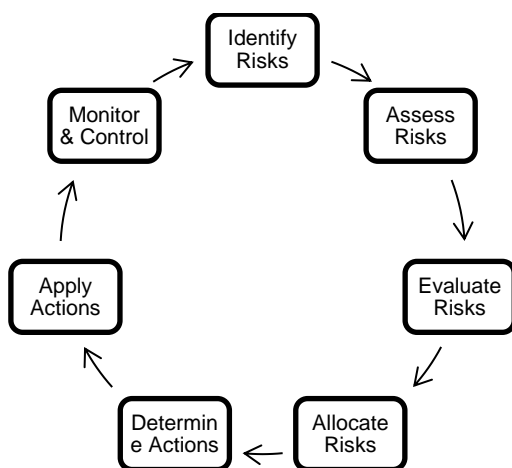
Meaningful risk management is an intrinsic part of the management of our highway infrastructure. Inspections, maintenance, renewals and improvements present extensive choices and therefore it is vital that the impact of implementation and the consequences of failure are fully understood. In addition, there are a variety of external influences which impact on the performance of the highway network. Weather, budget, political direction and demand from other service areas also need to be considered when determining the approach to maintenance and investment.

Adopting a risk-based approach will further facilitate the establishment and implementation of levels of asset condition and service standards that are appropriate to their circumstances.

Kent County Council will adopt a risk-based approach for all aspects for highway infrastructure maintenance, including setting levels of service, inspections, response, resilience, priorities and programmes. The management of current and future risks will be embedded within the approach to asset management and service delivery Strategic, tactical and operational risks will be included as will appropriate mitigation measures.

Risk Management

The County Council has adopted a risk management approach which aligns with the Office of Government Commerce (OGC) recognised best practice guidance – Management of Risk: Guidance for Practitioners. The approach is an iterative process to enable continuous improvement and is summarised below:



Identify Risks

Identifying risks is a crucial opportunity to ensure that risks are visible throughout the organisation. At this point risks are considered in their unmitigated state to allow for later prioritisation. Issues to be considered as part of the risk identification process may include:

- What are the risks to achieving the asset management strategy and levels of service?
- What is the source of each risk?
- What might happen?
- What would the effect be?
- When, where, why and how are these risks likely to occur?
- Who might be involved or impacted?
- What controls presently exist?
- What could cause the control to not have the desired effect on the risk?

A common approach is to commence the risk identification at a high level to obtain an assessment for the level of overall risk exposure. This may then be followed by a detailed assessment of more specific risks where critical assets, critical failure modes and high-risk areas can be defined and analysed in greater detail.

Assess Risks

Having identified the risks it is important to understand the potential consequences, positive or negative, and the likelihood of that impact being realised.

Consequence is the outcome of an event, such as increased journey times, isolation of local communities or a drop in public perception of the service provided. It can have positive or negative effects and can be expressed qualitatively or quantitatively. The consequences associated with an event leading to failure or service reduction may include:

- **Safety** – including fatalities and personal injuries;
- **Functionality** – impact of a loss or reduction in service at route, asset or component level, such as weight restrictions on a bridge;
- **Cost** – increased costs due to bringing forward or delaying work, repair costs, fines or litigation costs and loss of income or income potential;
- **Sustainability** – any impact on future use of highway infrastructure assets.
- **Environment** – environmental impacts, such as pollution caused through traffic delay or contamination from spillages, the sensitivity of the route/area, etc;
- **Reputation** – public confidence in organisational integrity; and
- **Community costs** – damage to property or other third-party losses, which may include business impacts, traffic delays, etc.

Likelihood is the chance of an event such as an asset failure or a fatality on the highway happening. It can be measured objectively, subjectively, qualitatively or quantitatively depending on the level of information available. However, it is measured, there are several issues that need to be considered, including the following:

- Changes in policy and funding;
- Current and historic performance (severity and extent) of the asset;
- Rate of deterioration and/or current age of the asset;
- Asset type, material type, mode of failure, extent of failure, etc;
- Exposure to incidents of all types;
- Human behaviour and workmanship;
- Vulnerability to climate change;
- Quality of asset management approach and systems.

The likelihood of physical failure of an asset is related to the current condition of the asset, hence the importance of accurate condition assessment. The likelihood of natural events is determined less easily but scientific studies are usually available. The likelihood of other events, such as poor work practices or planning issues can be difficult to ascertain. KCC have an established matrix-based approach for determining risk levels.

KCC's Standard for Determining Risk Levels

Risk Rating Matrix			Impact				
			1	2	3	4	5
			Minor	Moderate	Significant	Serious	Major
Likelihood	1	Very Unlikely	1 Low	2 Low	3 Low	4 Low	5 Low
	2	Unlikely	2 Low	4 Low	6 Low	8 Medium	10 Medium
	3	Possible	3 Low	6 Low	9 Medium	12 Medium	15 Medium
	4	Likely	4 Low	8 Medium	12 Medium	16 High	20 High
	5	Very Likely	5 Low	10 Medium	15 Medium	20 High	25 High

The target residual rating for a risk is “medium” or lower; in the event that this is not practicable the risk will be escalated for review.

Evaluate Risks

All identified risks need to be evaluated against the risk appetite and risk tolerance provides an assurance of a consistent approach to the measurement of risk and appropriate management and escalation. The County Council recognises that risk is inherent in delivering and commissioning services, including highways services, and aims to have an open approach to risk, appropriately balancing risk against reward, with risks managed in a proportionate manner.

With increasing spending demands and continued reductions in Government funding, there is a recognition that it is likely that a higher level of risk will need to be accepted in the future. This will require an approach that allows flexibility and support for well-informed and considered risk taking, promoting transparency and effective risk management, while maintaining accountability.

Allocate Risk

It is important that risks are suitably allocated to a stakeholder who is best placed to take ownership and manage them effectively. For example, the risk of a critical asset failure is best allocated to the asset manager who has the level of understanding to determine potential actions and the consequences of those actions, the authority to apply the selected action and the information and knowledge to monitor and control the risk in both the short and longer term.

Determine Actions

Mitigation options need be identified for all risks assessed to be unacceptable and there will often be many options to reduce the likelihood and/or consequence. It is therefore important that a logical approach to determining appropriate, proportionate and viable solutions to eliminate, reduce or control risk and enhance opportunities is established.

Some risks can be addressed more easily and effectively than others and costs may range significantly. Therefore, analysis of the costs of risk reduction against different options will facilitate identification of the optimum solution. It should be noted that in addition to the financial implications, the potential actions need to be considered in the wider context of the County Council’s strategic objectives and legal obligations i.e. the most

cost-effective action is not appropriate if it contradicts our strategic objectives, breaches our legal obligations or could significantly damage the Authority's reputation.

Apply Actions

Prior to applying actions, the assessment and evaluation stages need to be revisited to determine the residual risk and therefore the effect of the risk action. Having confirmed that this is satisfactory, the Action Owner is confirmed as are the appropriate reporting arrangements. For example, if the action involves significant service reductions, or significant changes in the way that services are delivered approval by the Cabinet Member; Cabinet or Leader of the County Council will be required. Moreover, if significant service changes are being made due to efficiency, economy or effectivity then formal consultation will be necessary.

Monitor & Control

Risks are not static and external and internal events can alter the likelihood and impact of risks. It is essential to continue reviewing risks and checking that actions to manage them are progressing to plan. All highway risks are routinely reviewed alongside other business management activities such as performance and financial reporting. Moreover, when emerging events or emergencies occur new and existing risks are assessed and responded to.

Inspections and Surveys

Authorities are not statutorily obliged to carry out inspections of all highway elements but are strongly advised to undertake safety inspections in accordance with the principles of Well-managed Highway Infrastructure. Inspection and survey regimes should be planned using a risk-based approach to provide increased levels of scrutiny to areas or assets deemed to be of higher risk.

An effective regime of inspection, survey and recording is the most crucial component of highway infrastructure maintenance and intrinsic to the management of risk. It provides basic information for addressing the core objectives of highway maintenance namely:

- network safety;
- network serviceability;
- network sustainability.

The characteristics of the regime are defined following an assessment of the relative risks associated with potential circumstances of location, agreed level of service and condition. For example, an 80-year-old bridge carrying a main road over a live railway line has greater risks associated with it than a new footbridge over a ditch on a rural footpath. The former may require 2 yearly visual inspections and 6 yearly detailed inspections supported by detailed reporting to reflect the complex nature of the structure. For the latter, it may be sufficient to carry out 2 yearly visual inspections with a "check list" style report and no detailed inspections if the simplistic nature of the structure means that all components are easily accessed and visible. Regardless of the specifics of the regime, it is crucial that they are applied systematically and consistently. Moreover, it is important to recognise that all information recorded, even if not primarily intended for network safety purposes, may have implications for safety and may therefore be relevant to legal proceedings and may have to be made available for public inspection and reference.

The County Council undertake a range of inspections and surveys with respect to the highway and its components:

Safety Inspections

The safety inspection regime forms a key aspect of an authority's approach to managing liabilities and risks. A countywide team of inspectors are tasked with the identification of all defects likely to create danger or serious inconvenience to users of the network or the wider community. The risk of danger is assessed on site and the defect identified with an appropriate priority response. The regime has been developed using a risk-based

approach and provides a practical and reasonable approach to the risks and potential consequences identified. Moreover, it takes account of potential risks to all users, and in particular the most vulnerable.

The processes and standards that underpin this regime are detailed in the [Highway Inspectors Manual](#) and are reviewed annually.

Service Inspections

The inspection requirements of different asset groups can vary significantly due to their composition and the way in which they function. Service inspections are tailored to the requirements of specific highway assets and elements to ensure that they meet requirements for serviceability. Examples of these type of inspections include electrical testing of lit signs and structural testing of street lighting columns. These inspections also include inspections for network integrity and for regulatory purposes, including NRSWA, intended to maintain network availability and reliability.

Condition Surveys

Condition surveys are primarily intended to identify defects which, if untreated, are likely to adversely affect long term performance, serviceability and safety. The data collected can be used to forecast life expectancy, to determine when intervention may be appropriate, to model the impact of different intervention strategies and to compare the likely costs. In addition, the information collected informs national government indicators and the annual valuation of the highway network.

Kent County Council will continue to implement asset condition surveys based on asset management need and in accordance with our statutory reporting requirements.

Structural Assessments

Structural Assessments are carried out on a targeted basis to determine the capacity of a structure to carry the loads which are imposed upon it, and increases that may be reasonably expected in the foreseeable future.

Reactive Inspections

The County Council proactively encourages our customers to report highway defects via our Online Fault Reporting Tool and a dedicated highways line to our Contact Point.

Reports from members of the public provide a further source of knowledge on the condition of the highway network. To maximise the value of this information, appropriate quality assurance measures are needed. As such, a regime of reactive inspections is in place to support the validation of reports, ensure duplicate reports are identified and combined, and to maintain auditability of information. It is not always necessary to inspect a defect to determine the required response but the decision to inspect or not, and the outcome of any inspection should be recorded systematically and consistently.

Kent County Council will develop and implement a risk-based approach to inspections for all asset groups.

Defect Recording and Repair

All defects observed during service, safety, condition and reactive inspections, need to be recorded and the type and speed of response determined on the basis of a risk assessment.

Defects that require urgent attention should be corrected or made safe at the time of the inspection, if reasonably practicable. In this context, making an asset safe may constitute displaying warning notices, coning off or fencing off to protect the public from the defect. If it is not possible to correct or make safe the defect at the time of inspection, repairs of a permanent or temporary nature should be carried out as soon as possible. If temporary repairs have been used, permanent repair should be carried out within a reasonable period.

Defects that do not represent an immediate or imminent hazard or risk of short term structural deterioration may have safety implications, although of far less significance than those which are considered to require urgent attention. They are more likely to have serviceability or sustainability implications. If repairs are to be undertaken these are likely to be within a planned programme of works with their priority determined by risk assessment. For example defects in highway trees may be identified during condition inspections and if the defect does not present an immediate safety threat, works will be ordered to reduce the risk of failure, eliminate the hazard or improve life expectancy of the tree. Access requirements, other works on the network, traffic levels, and the desirability of efficient traffic management, should also be considered as part of prioritising and scheduling the works.

Kent County Council will develop and implement a risk-based defect repair regime for all highway assets.

Managing the safety and wide range of other risks associated with the delivery of highway infrastructure maintenance requires effective and co-ordinated information systems to record inspections, defect reports, condition assessment and activity. The efficiency, accuracy and quality of information recorded is crucial both to the effective management of the service and to demonstrating that the County Council are a competent highway authority.

All information obtained from inspections and surveys, together with the nature of response, including nil returns, should be recorded consistently. It is important that the data from inspections and surveys can be reviewed and analysed both independently and in conjunction with other information to enable a holistic understanding of the likely future maintenance need, asset condition and trends related to network characteristics and use.

Kent County Council will develop and implement mechanisms for recording all inspections and subsequent activities to justify decisions made, inform future decision making and protect the authority from unjustified or fraudulent claims.

Competence and Training

To ensure that inspections, risk assessments and the analysis of the resulting information is meaningful and valid, appropriate competencies for all staff are required. Continued professional development is key to this and should be embedded in the annual Learning and Development cycle.

Kent County Council will ensure that the appropriate competency required for asset maintenance and management is identified and that training is provided where necessary.

Resilience and Sustainability

Kent, which provides key transport links between the capital and the continent, has some of the most intensively used roads in the country. Any disruption to the network has an immediate impact on road users, the economy and services. Ensuring these roads are as resilient and sustainable as is practicable must be a priority.

Managing Highways for Resilience

Resilience as defined by the Cabinet Office is the “ability of the community, services, are or infrastructure, to detect, prevent and if necessary to withstand, handle and recover from disruptive challenges”. Resilience in the context of highway infrastructure is the ability of a road network to withstand not only the impacts of extreme weather (snow, ice or flooding) but also industrial action, major incidents and other local risks. The level of resilience sought for any length of road needs to be commensurate with its intensity of use, economic or social importance and the availability of alternatives. The more intensively used and economically or socially important a route is, the shorter the disruption that is acceptable.

Kent County Council has long had robust systems in place to respond effectively to severe weather emergencies and we already take a hierarchical approach to the management of our 8,700 km highway network. In September 2017, this approach was enhanced further when The Environment & Transport Cabinet Committee endorsed The Definition for Kent’s Resilient Highway Network.

The overarching aims of Kent’s Resilient Highway Network are;

- to protect economic activity in and through the county;
- to protect access to key services; and
- to protect access to key infrastructure.

To achieve this, the following criteria have been used to identify and map a network of our most critical routes and highway assets;

- roads connecting main towns in the County of Kent with a population of 20,000 and above,
- roads connecting main towns with Highway England’s Strategic Road Network,
- roads connecting main towns with main employment sites,
- roads connecting with key operational services requiring emergency public access, such as hospitals with Accident and Emergency facilities,
- roads connecting with key infrastructure, such as power stations and main transport facilities.

The resulting network is used to inform intervention levels, prioritisation of maintenance and the case for investment in renewals and improvements to reduce the risk of asset failure.

Our Resilient Highway Network is reviewed at least every two years and after any major event to ensure it remains relevant as lessons are learnt and services and businesses within the County change.

In addition to the physical resilience of highway infrastructure, the management of disruption and speed of recovery are also key. There are several potential situations which could have a significant effect on the highway including inclement weather, subsidence, landslip or collapses, oil spills or local events such as Operation Stack.

Kent County Council have operational plans and procedures are in place with respect to winter service, severe weather events, unforeseen events and civil emergencies. These plans have been developed in consultation with partner organisations and include roles, responsibilities and contingency plans and procedures to enable timely and effective response. Clear communication plans are also in place to ensure that weather and flood forecasts are received by operational teams and disseminated to staff, contractors and our customers.

Responses to severe weather, emergency exercises and actual response are used to identify training opportunities and potential improvements to operational plans and procedures. Where appropriate, reviews are

carried out in consultation with multiple parts of the County Council and other responding organisations impacted by the event.

Climate Change and Adaptation

The Climate Change Act 2008 established a statutory framework for adaptation and set in place a five-year cycle for Government to report on the risk to the UK of climate change and to publish a programme setting out how these impacts will be addressed. The Government released the first National Adaptation Programme in 2013 containing a series of objectives and associated actions. Most notably with regards to highway infrastructure, these actions included:

- To ensure infrastructure is located, planned, designed and maintained to be resilient to climate change, including extreme weather events.
- To better understand the vulnerabilities facing local infrastructure from extreme weather and long-term climate change to determine actions to address the risks.

As such, it is important that due consideration is given to how the impacts of climate change, such as intense or prolonged rainfall, hotter temperatures and higher windspeed will impact on the types of highway assets that they manage. Some of the risks may have the potential to be reduced by mitigation action and options for mitigating the greatest risks should be explored with a view to prioritising those measures that will provide the greatest return on investment in terms of reduced risk.

Kent County Council will assess the risk of extreme weather events on highway infrastructure and identify ways to mitigate the impacts.

Sustainability

The County Council has an important role in ensuring Kent's residents and businesses benefit from sustainable growth and a competitive, innovative and resilient economy. This should be balanced with protecting and improving our natural and historic assets, for their unique value and positive impact on our society, economy, health and wellbeing. Materials and treatments used for highway maintenance can have a positive contribution to the public realm. There are a wide range of options, some of which are obligatory, but many of which provide for sympathetic application in particular circumstances. For example the selection of appropriate vegetation and trees during the planning stage of new schemes can bring environmental, drainage and social benefits.

Kent County Council will endeavour to balance the character of the area as well as whole life cost, environmental impact and sustainability when determining materials, products and treatments.

The management and maintenance of highway infrastructure have an inevitable impact on the environment and we therefore have a responsibility to make sure environmental risks and opportunities are managed positively and our use of natural resources is minimised for the benefit of future generations. The County Council's [Environmental Policy](#) outlines the actions and objectives that underpin our approach. In accordance with this policy statement highway verges, trees and landscaped areas are managed with regards to their nature conservation value and biodiversity principles as well highway safety and serviceability.

Financial Management, Priorities and Programming

Financial Planning and Budgeting Principles

It is essential that financial plans are linked to our Highway Asset Management Framework with respect to both short term activities such as routine maintenance, and for medium and long-term activities such as preventive maintenance and asset replacement. Our [Highway Asset Management Framework](#) describes how lifecycle planning principles are used to review funding levels, support investment decisions and substantiate the need for appropriate and sustainable long-term investment.

The way in which investment is prioritised needs to provide sufficient flexibility to deliver value for money. In addition to ensuring effective coordination, an asset management-based approach to managing highway infrastructure requires due consideration of different options and factors that influence their success:

- The differing life expectancies of various treatments and the future implications of these for the balance of capital and revenue funding; for example, renewing a bridge parapet might be more expensive than simply repointing the aging brickwork but doing so could generate a saving with respect to the long-term maintenance.
- The seasonal and weather sensitive nature of many treatments and the service as a whole; for example, renewing a road surface is best done during dry, mild weather as very cold or wet weather can cause the surface to rapidly fail.
- The uncertainties in prediction of out-turn costs for Winter Service, Severe Weather Events and emergencies and the need for financial year-end flexibility

Priorities and Programming

The County Council has endorsed an asset management based approach to the maintenance and management of highway assets. Part of this approach involves viewing the highway network as a whole rather than as discrete asset groups such as carriageways, drainage, lighting and structures. By sharing and coordinating both short and longer-term programmes of work efficiencies can be made, and the level of disruption caused can be reduced.

Kent County Council will take a cross asset approach when developing priorities and programmes and produce a rolling forward works programme that is updated regularly.

Performance Management

Effective performance monitoring will support the County Council in reviewing progress, performance requirements and works programmes. Our [Highway Asset Management Framework](#) establishes mechanisms for performance management, including performance measures and targets, which facilitate the monitoring of delivery with respect to the short, medium and long term strategic direction of the service.

Performance Measures and Targets

Information and data arising from implementation and delivery of asset management are used to identify actions for continual improvement of the approach, including delivery of the overall service. This enables relevant processes and practices to be assessed and form the basis for continuous improvement. Moreover, it ensures that critical performance issues are identified and addressed in a timely manner.

Performance Reviews

Regular reviews complement performance monitoring and reporting to support continuous improvement and input into the identification of opportunities for improvement. In more significant cases, these improvements should be formally documented with details of the expected outcomes, specific actions to be taken, the owner, the resources needed to deliver them and timescales. In doing so, focus is maintained, and benefit is maximised.

Benchmarking

Finally, benchmarking is a systematic process of collecting information and data to enable comparisons with the aim of improving performance, both absolutely and in relation to others. Through effective benchmarking and information sharing with neighbouring authorities and those authorities with a similar composition of highway network, the County Council can validate the approach taken and ensure that highway users' reasonable expectation for consistency is considered when developing the approach to highway infrastructure maintenance.

Introduction

Kent County Council (KCC) maintains 8,700km (5,400 miles) of highway network and associated “assets”.

Our roads, footways, street lights, street furniture, traffic signals, gullies and drains, trees, grass verges, signs, road markings, bridges and other structures are all different types of highway asset. These assets help to ensure that journeys around and through the County are safe and reliable.

The County Council has statutory obligations under the Highways Act 1980 to maintain the highway in a safe condition and appropriately safe and functioning state. In addition, the Traffic Management Act 2004 requires us to facilitate and secure the efficient movement of traffic on our highway network. Furthermore, the Climate Change Act 2008 obliges us reduce greenhouse gas emissions and prepare to adapt to longer term climate change. Finally, in 2011 the public sector equality duty (the equality duty) came into force. The equality duty was created under the Equality Act 2010 which explains that having due regard for advancing equality involves removing or minimising disadvantage, encouraging participation and taking steps to meet the needs of all people from protected groups where these are different from the needs of other people.

In October 2016 the UK Roads Liaison Group (UKRLG) published Well Managed Highway Infrastructure. The Code of Practice, which is due for implementation by October 2018, is designed to promote the adoption of an integrated asset management approach to highway infrastructure based on the establishment of local levels of service through risk-based assessment. In the interest of route consistency for highway users, all authorities are encouraged to collaborate in determining levels of service, especially across boundaries with neighbours responsible for strategic and local highway networks

KCC has adopted the principles set out in the Code of Practice and this document outlines how these principles are shaping the services we deliver in a way that supports and achieves the County Council’s priorities.

Our Vision

The County Council has a five year strategic statement called “Increasing Opportunities, Improving Outcomes” and this sets out the following vision:

Our focus is on improving lives by ensuring every pound spent in Kent is delivering better outcomes for Kent’s residents, communities and businesses

Funding to maintain the highway network is finite and investment decisions need to balance the competing needs and interdependencies of highway users, local communities, businesses and our highway assets themselves. Adopting an informed and holistic risk based approach enables integrated asset management and supports a principle of spending the right amount of money at the right time to keep our highway network safe and our assets working properly to meet the needs of Kent’s people, businesses and visitors now and in the future.

Our Strategic Outcomes

The County Council is committed to achieving its vision through three strategic outcomes which provide a simple and effective focus for everything we do.

Effective risk management and integrated highway asset management is vital in supporting the delivery of the County Council's three strategic outcomes:

Children and young people in Kent get the best start in life

Managing risk and applying asset management principles to create a safe and resilient highway network enables reliable journeys. These journeys enable Kent's young people to access work, education and training opportunities, supporting them to achieve their potential through academic and vocational education.

Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality life

Creating a highway network that is resilient is key to economic prosperity. As well as connecting the County's towns and villages, Kent highways also provide a key strategic link between the Capital and ferry, air and rail services to mainland Europe.

Older and vulnerable residents are safe and supported with choices to live independently.

Safe and reliable highways provide valuable access to services, amenities and social activities for older and vulnerable people supporting them to live with greater independence.

The demands of an aging population and the potential barriers to independent living need to be recognised and inform decisions we make about levels of service and maintenance priorities.

Our Approach to Asset Management in Highways

KCC has adopted an approach to highway service delivery which is underpinned by asset management principles. [Our Approach to Asset Management in Highways](#) was approved by the Environment and Transport Cabinet Committee in January 2017.

[Implementing Our Approach to Asset Management in Highways](#) is our strategy document which outlines how we are embedding asset management principles, including effective risk management, in the way that we deliver highway services.

Understanding the Assets We Manage

The highway network is made up of a diverse range of assets with an estimated value in excess of £25bn. Understanding our highway assets is intrinsic to effective risk management, integrated asset management and informed decision making.

Boundaries and changes in road hierarchy are not usually apparent to highway users and significant differences in maintenance standards are unlikely to be desirable. Whilst a main road will inevitably present a different risk profile to a minor road and different authorities will generate different outcomes, understanding these variances and being able to justify corresponding levels of service will be key.

Developing Maintenance Plans and Forward Works Programmes

Understanding the lifecycle of each asset group, the impact of current service levels, our statutory obligations, strategic objectives and public expectations all contribute to a meaningful assessment of risk and consequence.

Our first priority is always to maintain highway safety but there are a range of ways we can do this. There are often several ways we can respond to a highway defect and each of these comes with a cost, an implication for other asset groups and consequence for local communities. Local knowledge, historic evidence and engineering judgement can enable these consequences to be understood and taken account of. With limited resources at our disposal it is also paramount that the action taken is proportionate to the risk.

Measuring Success

It is important that we record and demonstrate the outcomes of our maintenance strategies and investment decisions. Clear performance measures and targets ensure that we are continuously improving the way we work and provide an opportunity to identify areas for further development. By empowering staff to analyse and understand the outcomes of different actions, informed and balanced asset management based decisions about future maintenance, repairs and improvements can be made.

Through bench marking, collaboration and engagement with National Forums, best practice can be shared and captured, service standards can be aligned and we can ensure that we remain focused on the needs of Kent's residents, businesses, visitors and communities.

Preparing For the Future

Critical Infrastructure refers to routes and assets where failure would result in a significant impact to the local, and potentially the national, economy. There are many potential risks and threats to the function of critical infrastructure and we need to ensure that they are managed effectively to maximise resilience now and in the future.

In an industry that is constantly changing and developing, the adoption of new ideas, methods of working and innovation can driver greater efficiency. Through effective working with our delivery partners, industry working groups and other authority's opportunities for improvement can be identified and maximised for the future benefit of the County.

[Developing Our Approach to Asset Management in Highways 2018/19 – 2020/21](#), describes the current condition of asset groups and condition/outcome trends going forward based on current resource levels. It includes areas that we want to develop in future as we implement the Code of Practice, strive to further enhance service delivery and ensure continuous improvement.

Implementing Well-managed Highway Infrastructure

Details of how the County Council intends to implement the Code of Practice in their delivery of highway maintenance will be outlined in “Implementing Well-managed Highway Infrastructure”.

Our ref: 18869418
Your ref:

Cllr Paul Bartlett
Ashford Borough Council
Civic Centre
Tannery Lane
Ashford
Kent
TN23 1PL

Colin Evans
Bridge House
1 Walnut Tree Close
Guildford GU1 4LZ

Direct Line: 0300 470 4081
15 October 2018

Dear Mr Bartlett

Pedestrian Crossing on the A2070 - Ashford

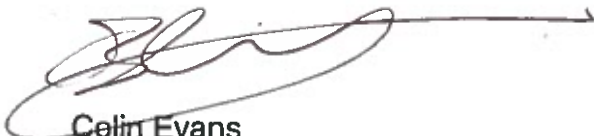
Thank you for your letter dated 18th September requesting the installation of a red light enforcement safety camera at the pedestrian crossing towards the northern end of the A2070. Unfortunately, I did not receive your previous enquiry dated July.

I have visited the site and observed the safety improvement measures Highways England has already put in place, which include high friction surfacing on the crossing approaches, additional advanced warning signs, and double signal heads to improve visibility of the crossing. I have also discussed the site with the Kent & Medway Safety Camera Partnership (KMSCP) who confirmed that cameras must be installed in accordance with strict criteria, and that these criteria are not met at this location.

In order for the criteria for a safety camera to be met there must be both evidence of offences and a history of fatal or serious injury crashes at the site in question. The crash and casualty data indicates that there have been no injury crashes of any severity at or near the crossing since the year 2000, so KMSCP will not conduct enforcement through camera technology at that location. Where there is evidence of offences but no crash record to support the installation of camera enforcement technology the responsibility for enforcing the law remains entirely with Kent Police, Highways England has no power or responsibility in that regard.

If you require any further information please contact me directly at the email address below.

Yours sincerely



Colin Evans
Regional Safety Coordinator
Email: colin.evans2@highwaysengland.co.uk

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