



## Joint Transportation Board

Notice of a Meeting, to be held in the Council Chamber - Ashford Borough Council on  
Tuesday 11 June 2019 at 7.00 pm

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The Members of this Board are:-

Cllr Heyes (Chairman)  
Mr P W Bartlett (Vice-Chairman)  
Cllrs Burgess, Forest, Mrs Heyes, Krause, Michael, Ward  
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

	<b>Page Nos.</b>
1. <b>Apologies/Substitutes</b> To receive Notification of Substitutes in accordance with Procedure Rule 1.2(c)	
2. <b>Declarations of Interest</b> 1. <b>Declarations of Interest:-</b> 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  See Agenda Item 2 for further details	1 - 2
3. <b>Minutes - To approve the Minutes of the Meeting of this Board held on the 12 March 2019</b>	3 - 10
4. <b>To receive any Petitions</b>	
5. <b>Parking and Waiting Restrictions Update Summary</b>	11-20
6. <b>Proposed Waiting Restrictions - Imperial Way, Ashford</b>	21-26
7. <b>Proposed Permanent TRO Ashford HGV Overnight Parking</b>	27-30

8.	<b>M20 J10A Progress Report</b>	31-34
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KRF/AEH  
3rd June 2019

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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](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/5962/2193362.pdf)
- (b) The Kent Code of Conduct was adopted by the Full Council on 19 July 2012, and a copy can be found in the Constitution at <http://www.ashford.gov.uk/part-5---codes-and-protocols>
- (c) If any Councillor has any doubt about the existence or nature of any DPI or OSI which he/she may have in any item on this agenda, he/she should seek advice from the Corporate Director (Law and Governance) and Monitoring Officer or from other Solicitors in Legal and Democratic Services as early as possible, and in advance of the Meeting.

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## Joint Transportation Board

Minutes of a Meeting of the Joint Transportation Board held in the Council Chamber, Civic Centre, Tannery Lane, Ashford on the **12<sup>th</sup> March 2019**.

### Present:

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

Cllrs. Bradford, Buchanan, Feacey, Howard-Smith, Mrs Martin, Smith  
Mrs C L Bell, Mr C Simkins, Mr S J G Koowaree

Mr. K Ashby – KALC Representative.

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

### Apologies:

Cllr. Michael, Mr M J Angell

### Also Present:

Cllrs. Iliffe, Miss Martin

Commercial Director – Stagecoach South East, Managing Director – Stagecoach Bus South East England, Director of Highways and Transportation – (KCC), Assistant Project Manager – J10A (Highways England), Stakeholder Liaison – J10A (Vinci Construction UK), Senior Highway Manager – (KCC), Ashford District Manager – (KCC), Deputy Head of Community Safety and Wellbeing (ABC), Parking, Highways and Transportation Technical Officer (ABC), Civil Enforcement Officer Team Leader (ABC), Economic Development Manager (ABC), Economic Development Assistant (ABC), Member Services Liaison Manager – (ABC).

## 354 Declarations of Interest

Councillor	Interest	Minute No.
Bartlett	Made a 'Voluntary Announcement' as he lived close to Junction 10 of the M20	360

## 355 Minutes

The Chairman referred to Minute No. 259 – Kingsnorth Rail Halt and advised that he had made a further request for information to be circulated to the Board regarding how much of the original S106 funding was available.

### Resolved:

**That the Minutes of the Meeting of this Board held on the 11<sup>th</sup> December 2018 be approved and confirmed as a correct record.**

## 356 Operation Brock

The Senior Highway Manager (KCC) gave a presentation on the latest position in terms of Operation Brock and Brexit Preparedness. The presentation covered; the work of the Kent Resilience Forum; Operation Fennel; the use of the motorway and highway network for storing lorries wishing to access the ferries or Eurotunnel; the Manston Trial on 7<sup>th</sup> January 2019 and its revised layout; Operation Perch; and Communities. The presentation had been published on the Council's web site under:

[https://ashfordextranet.moderngov.co.uk/ieListDocuments.aspx?CId=190&MId=3260&Ver=4&\\$LO\\$=1](https://ashfordextranet.moderngov.co.uk/ieListDocuments.aspx?CId=190&MId=3260&Ver=4&$LO$=1)

Following the presentation the Chairman invited questions and comments and a summary of the responses is set out below:

- The fixed barrier on the M20 was the responsibility of Highways England and would initially be in place for a period of 6 months and would take approximately 3 weeks to remove. The M20 now had 3 lanes open in each direction, and if the London bound carriageway was joined at J10 or J11, the outside lane behind the barrier was available for non-lorry traffic.
- The Senior Highway Manager undertook to ascertain why it was not possible to have a moveable barrier between J9 and J8, similar to the one previously in place near J11, although he believed that the reason might be related to the distance involved ie approximately 15 miles.
- There were plans in place to minimise freight leaving the main routes and causing problems on rural roads. Resources were available to monitor traffic movements and the police and local authorities would have a role in enforcing weight restrictions. A Communication Plan was being developed by the County Council which would be shared with Ashford Borough Council (ABC) and other partners. ABC was also represented on the various Groups established by KCC to plan for Brexit.
- The impact on the A20 resulting from closures of the M20 was acknowledged and therefore KCC had been undertaking various strengthening works and had also introduced an embargo for roadworks on key routes.

- Funding of £28.8m had been provided to KCC by the Government for various works associated with Brexit, including the scheme at Manston.
- Operation Brock had an operational set up time of 3 hours and it was noted that the Port of Dover had a capacity for 1000 lorries; the Dover TAP, 250 lorries; Brock, 2000 lorries, Manston, 6,500, lorries and the M26 between 1,150 and 2,300 lorries. The Leader of KCC would also be writing to the Secretary of State in terms of what national plans would be put in place in the event that all of the above sites were full.
- The Department of Transport would redirect lorries carrying livestock to alternative ports.
- The 50mph restriction between J10 and J8 was monitored by average speed cameras, however the problem with foreign lorries ignoring this limit was acknowledged.

The Chairman thanked the Senior Highway Manager for the presentation.

**Resolved:**

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

## **357 Stagecoach Bus Services in Ashford**

The Commercial Director of Stagecoach South East gave a presentation on Stagecoach bus services in Ashford.

He explained that two years ago they had introduced the 'small but often' mini buses but these had had to be replaced by larger buses due to demand. The last two years had also seen major disruption to services arising from the extensive closure of Newtown Road for 32 weeks and the on going construction works at J10a. The recently completed works at the Newtown Road junction were also causing a problem for smaller buses due to the camber on the new highway, and the congestion in Church Road Willesborough also presented a challenge for bus services. Contingency plans were also in place to deal with Operation Brock.

The Commercial Director also explained that the C line usage was now 50% larger than 10 years ago and additional buses had been provided on the B and C lines. He also referred to specific problems in terms of the failure of the traffic signals at Bridgefield and the congestion which often occurred around Ashford Railway Station.

In conclusion he said that passenger numbers were increasing and Stagecoach was working with ABC on the Quality Bus Partnership and were committed to support growth in the Borough.

Following the presentation the Chairman invited questions and comments and a summary of the responses is set out below:

- In terms of the congestion in Church Road, Willesborough, ABC would be happy to investigate this issue and to see whether it was possible to create some passing places. ABC was also keen to work with the landowner, Network Rail in terms of improving the Station Forecourt area. KCC would investigate problems being experienced with the traffic lights on Bridgefield Road.
- The service between Repton Park and Eureka was often sporadic and did not provide an early morning service for workers. The Commercial Manager advised that the G and R services were operated under contract with KCC who were responsible for setting the timetable and Stagecoach worked proactively with them. He also advised that his Company did not tolerate drivers running red lights.
- Due to increases in demand Stagecoach had to replace the small buses with larger vehicles, and Kent generally operated more large buses than smaller ones. In terms of the 666 Service, this was operated under contract with KCC and was also subject to a new tender process. The issue of the provision of rural services was also to be looked at with KCC.
- The Portfolio Holder for Community Safety and Wellbeing advised that in terms of the station, the Borough Council had worked with Southeastern on design work for the station forecourt but this had not progressed. This would be taken forward with the new franchisee when announced. He also reported upon the success of the Rolvenden Rocket project and explained that a similar scheme was shortly to be introduced in Woodchurch. Discussions were also planned with the villages of Wye and Bethersden.
- The Ward Member for the South Willesborough Ward said that he wished to thank Stagecoach and their team for their work in providing a bus service during the closure of Newtown Road.
- In terms of comments in respect of the timings and frequency of services in Kennington and routes 1 and 1X, the Commercial Manager said that he would examine these comments, but he explained that in terms of the services 1 and 1X from Canterbury problems were often experienced due to traffic congestion and also the need for the buses to cross the railway to serve Chartham and Wye.
- Stagecoach were aware of a problem with the Godinton Road lights and they believed it was being caused by a faulty sensor. An additional bus had been introduced from 24 February on the B line to improve punctuality and Stagecoach would be launching an updated app with a live map feature following a test period.
- With reference to extending the B line into Finberry, this was something Stagecoach wished to do but the route was currently blocked. This would also help improve the service to Bridgefield. ABC and KCC Officers agreed to check the position on this matter and in particular whether buses could operate on unadopted highway.

In conclusion the Managing Director said that Stagecoach believed in providing bus services to the community and they would help to take this forward in years to come.

The Chairman thanked Stagecoach for their presentation and said he wished to encourage all to utilise the KCC report it app to report any highway problems. The link to the KCC web page is shown below:

<https://www.kent.gov.uk/roads-and-travel/report-a-problem>

**Resolved:**

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

### **358 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 Deputy Head of Community Safety and Wellbeing advised that her team was undertaking a school education programme and were also receiving income for undertaking traffic regulation orders for developers.

The Chairman referred to page 17 of the report and asked when resurfacing work would be undertaken in Gasworks Lane and Elwick Road. The Ashford District Manager said that there were no plans to resurface Gasworks Lane. The Parking, Highways and Transportation Technical Officer advised that the TRO on Elwick Road was to amend the order to reflect the restrictions as they appeared on the ground. ABC and KCC were looking at improvements to directional signing in that area of the town.

**Resolved:**

**That the update on schemes be noted.**

### **359 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 which had been introduced on the 30th October 2017.

The Deputy Head of Community Safety and Wellbeing said that the end of the 18 month trial period was approaching and that the pilot had been very successful. Discussions were now taking place with the DfT with a view to obtaining their consent to make the order permanent. Following approval the Traffic Regulation Order (TRO) would need to be subject to a 3 week period of consultation. If objections were received it was noted that there may be the need for an extraordinary meeting of the Board. It was noted that this would be a Kent County Council TRO.

In response to a question about the total cost of the trial, the Deputy Head of Community Safety and Wellbeing undertook to let the Vice Chairman have details in due course. In terms of the operation of the 'unofficial' lorry park in Victoria Way, she also undertook to check the position with the planning team and also said that KCC could be asked to monitor the use by lorries of the layby on the A28 near Great Chart when doing their county wide monitoring.

In response to a question from the Chairman regarding the letters sent out by Highways England regarding additional lorry sites, the Director of Highways and Transportation said that Highways England were evaluating 14 to 16 sites, but despite requests they had not disclosed the locations of them. As and when this information became available he said it would be circulated to interested parties.

**Resolved:**

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

### **360 M20 J10A Construction Programme Update**

The report advised on progress on the above scheme since the last meeting in December 2018.

The Assistant Project Manager outlined the work undertaken to date which included the installation of the East and West Interchange Bridges and concrete pours on the new bridge decks; installation of edge beams on the West Interchange bridge; and the completion of the traffic switch on the A2070.

In response to a question about traffic backing up to J10 and the Orbital roundabout. the Assistant Project Manager said that traffic was currently single file but when the scheme was complete it would revert to a dual carriageway. The removal of the existing slip road would also help the situation.

The Chairman thanked the representatives from Highways England for attending the meeting.

**Resolved:**

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

### **361 Ashford International Station and Eurostar Services**

The report provided an update on the project to enable the new Eurostar trains to access Ashford International Station.

Following the identification of complex technical issues operating the Class 374 Eurostar trains through Ashford, a number of tests had been undertaken to identify a solution. A Project Team had been put in place and Atkins had been commissioned

by Network Rail High Speed to provide specialist consultancy support and to design the preferred solution.

The Economic Development Manager also explained that work was continuing with Eurostar in terms of the timetable.

A further report would be submitted to the next meeting in June.

**Resolved:**

**That the report be received and noted**

### **362 Highway Works Programme 2019/20**

The report updated Members on the identified schemes approved for construction in 2019/20.

The Ashford District Manager referred to the Safer Roads Fund and explained that the KCC Project Team was now in place. The KCC Member for Ashford Rural East said that she wished to be involved with this scheme. The Ashford District Manager agreed to relay this request. She also referred to the street works at Newtown Road and said that these would commence from 13 May 2019.

Following a request from the Ward Member, the Ashford District Manager said she would ask the Street Works Team to inspect the raised camber and also to investigate whether there would be temporary traffic lights at the junction of Crowbridge and Gladstone Roads which had been in place during the last closure. In response to a question she also confirmed that grips were not part of programmed schemes but were made in the highway as part of reactive works and also that in terms of the Flanders Roundabout, it was not considered suitable to be undertaken with development work.

**Resolved:**

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

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## Parking and Waiting Restrictions

### Update summary

To: **Ashford Joint Transportation Board – 11<sup>th</sup> June 2019**  
By: **Parking, Highways and Transportation Team Leader**  
Classification: **For information**  
Ward: **Across the district – Various**

**Summary: This Report:**

- (i) **Provides an update and summarises schemes that have been or are to be brought through the Joint Transportation Board.**
- (ii) **Report on any consultations made in relation to amendments to the Traffic Regulation Order and Parking Places Order**

#### Introduction and Background

1. This report provides an update and summarises parking and waiting restrictions and any schemes that have been through the Joint Transportation Board.
2. Updates and forthcoming proposals are listed in **Appendix 1**
3. The most recent Quarterly Liaison Meeting between Kent County Council and Ashford Borough Council took place on Wednesday 27<sup>th</sup> March 2019. None of the locations considered were prioritised for proposals relating to permanent enforceable restrictions or require the amendment of the Traffic Regulation Order.

## **ON STREET ORDERS (Amendments to 2018 Consolidated Order)**

### **4 Amendment 5 (Victoria Crescent and Others) Victoria Ward**

- 4.1 This amendment received no objections and was approved after following the streamlined procedure agreed in the December 2018 JTB meeting.
- 4.2 The Order was made by Kent County Council on 10<sup>th</sup> April 2019. Lining and signage is currently being installed.
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### **5. Amendment 6 (Imperial Way, Ashford)- Kent County Council Singleton West Ward (see separate submission from KCC)**

- 5.1 This Order was proposed and consulted upon by Kent County Council directly, as the highway authority.

Following completion of the formal consultation process, several objections to the proposed parking restrictions were received. As a result, KCC officers were minded to put the matter before members of the Ashford Borough Council's Joint Transportation Board (JTB) with a recommendation

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### **6. Amendment 7 (Ashford, various)**

**Norman, Victoria, Furley, Aylesford & East Stour, Weald South & Tenterden North Wards**

#### **Proposal**

- 6.1 The purpose of this Order is;

- (i) To introduce restrictions prohibiting vehicle waiting in certain locations in **Heathfield Road, Ashford**; for the following reasons:
- To avoid danger to persons or other traffic using these roads and for preventing the likelihood of such danger arising.
  - To facilitate the passage of large vehicles, such as refuse collection vehicles and emergency vehicles, on these roads.
- (ii) To amend existing restrictions prohibiting vehicle waiting in certain locations in **Lower Denmark Road, Providence Street, Torrington Road, Upper Denmark Road and Whitfeld Road, Ashford**; for the following reasons:
- To improve the parking amenity for residents and visitors to the area through which the road runs.

- To maintain the facility for passage by large vehicles, such as refuse collection vehicles and emergency vehicles, on these roads
- (iii) To amend existing restrictions prohibiting waiting by vehicles over a proscribed weight in certain locations in **Providence Street, Torrington Road and Whitfeld Road, Ashford**; for the following reasons:
- To preventing the use of the road by vehicular traffic of a kind which is unsuitable, having regard to the existing character of the roads
  - To maintain the facility for passage by large vehicles, such as refuse collection vehicles and emergency vehicles, on these roads
- (iii) To remove the disabled persons parking bay on **Bond Road, Ashford** (OS no.11) for the following reason:
- To improve the parking amenity for residents and visitors to the area through which the road runs.
- (v) To remove parking charges from various locations, to allow for free parking in designated parking bays in sections of **New Street, Ashford**, whilst amending the written descriptions in the Order to more accurately reflect the existing restrictions in this location, for the following reasons:
- To improve the amenity for motorists for the area through which the road runs
  - To improve the accuracy of the Consolidated Order.
- (vi) Introduction of a Disabled Persons Parking Bay and amendment of existing double yellow lines on **Cudworth Road, Ashford** (close to junction with Gladstone Road)
- To improve the amenities for disabled persons for the area through which the road runs
- (vii) To amend the written Order to allow for civil enforcement of the existing school entrance markings on **Ashford Road, St Michaels** (outside St Michaels Church of England Primary School), for the following reasons:
- To avoid danger to persons or other traffic using these roads and for preventing the likelihood of such danger arising.
  - To facilitate the passage of pedestrians at times when the area be most likely to be used by schoolchildren.
- (viii) Amend each set of existing school entrance markings on **Ashford Road, Tenterden** (those serving Homewood School) to extend the enforceable period to Mon-Fri 8am-5pm, for the following reasons:
- To avoid danger to persons or other traffic using these roads and for preventing the likelihood of such danger arising.

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

(ix) Formalise existing school entrance markings on **Ashford Road, Hamstreet (Warehorne & Orlestone)** (outside Hamstreet Primary School) for the following reasons:

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

(x) Amendment of existing definitions in the interpretation and addition of further definitions, for the following reasons:

- To improve the accuracy of the Consolidated Order and to allow civil parking restrictions to be enforced as originally construed.

### **Process following consultation period**

**6.2** The Consultation period for this amendment ended on 18<sup>th</sup> April 2019.

- Three objections to part of the proposals were received during the consultation period (one objection to each of three separate proposals).
- Ten responses were received in support of the proposals, three of which made comments in support of additional changes outside the scope of the current consultation.

**6.3** No objections were received from statutory consultees or elected members.

**6.4** Due to the level of objections, confirmation of the finalised proposals are to be shared with relevant members (determined after Selection and Constitutional Review Committee) -

Barring any objection from these members, the finalised proposal will go to Kent County Council for making.

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## **OFF STREET ORDERS**

### **(Amendment Parking Places Order 2007)**

#### **7. Amendment 8 Victoria Way Car Park, Ashford**

**7.1** This amendment received no objections and was approved after following the streamlined procedure agreed in the December 2018 JTB meeting.

**7.2** The Order was made by Ashford Borough Council on 4<sup>th</sup> April 2019.

Contact Officer:	Kieron Leader- Technical Officer <a href="mailto:kieron.leader@ashford.gov.uk">kieron.leader@ashford.gov.uk</a>
Reporting to:	Jo Fox – Health, Parking and Community Safety Manager <a href="mailto:Jo.fox@ashford.gov.uk">Jo.fox@ashford.gov.uk</a>

<b>Appendix List</b>	
Appendix 1	List of current consultations & forthcoming consultations

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## Appendix 1- JTB June 2019

### 1.1 MADE ORDERS

<b>AMENDMENT 4 (Park Street &amp; Others)</b>			
<b>Location</b>	<b>Description of scheme</b>	<b>Date at JTB</b>	<b>Current Status</b>
<p><b>Park Street, Ashford</b></p> <p>Discrete section west of junction of North Street.</p>	<p>Proposal of a loading area with specific exemptions for taxis.</p>	<p><b>Dec 2018</b></p>	<p>Order completed February 2019- Now being enforced</p>

<b>AMENDMENT 5 (Victoria Crescent &amp; others)</b>			
<b>Location</b>	<b>Description of scheme</b>	<b>Date at JTB</b>	<b>Current Status</b>
<p><b>Ashford</b></p> <p><b>Scheduled Amendment 5</b></p> <ul style="list-style-type: none"> <li>• <b>Victoria Crescent,</b></li> <li>• <b>George Street and</b></li> <li>• <b>Victoria Road</b></li> </ul>	<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>Installation of a 'drop off and pick up bay' on Victoria Road whilst bus stop clearway is not being used for that purpose (will be returned to</p>	<p><b>Mar 2019</b></p>	<p>Order made by KCC 10<sup>th</sup> April 2019</p>

## Appendix 1- JTB June 2019

### 1.2 POST-CONSULTATION

#### 1.2.1

<b>AMENDMENT 6 (Ashford)</b>			
<b>Location</b>	<b>Description of scheme</b>	<b>Date at JTB</b>	<b>Current Status</b>
<b>Ashford</b>  <b>Scheduled Amendment 6</b>  <ul style="list-style-type: none"> <li>• Imperial Way</li> </ul>	Section of double yellow lines on one section of Imperial Way (bus route)	<b>Mar 2019</b>	<b>Consultation ended 18<sup>th</sup> March 2019</b>  <b>See separate KCC submission</b>

#### 1.2.2

<b>AMENDMENT 7 (Ashford)</b>			
<b>Location</b>	<b>Description of scheme</b>	<b>Date at JTB</b>	<b>Current Status</b>
<b>Ashford</b>  <b>Scheduled Amendment 7</b>  <ul style="list-style-type: none"> <li>• Providence Street</li> <li>• Lower Denmark Road</li> <li>• Upper Denmark Road</li> <li>• Whitfeld Road</li> <li>• Bond Road</li> <li>• Ashford Road, St Michaels</li> <li>• Ashford Road, Ham Street</li> </ul>	<b>For streets in Ashford</b>  <b>Potential reduction of existing restrictions in certain places to allow for increased parking amenity. Approved in principle by KCC in liaison with ABC.</b>  <b>For Ashford Road, St Michaels Ashford Road, Ham Street</b>  <b>Introduce enforceable school entrance markings at a number of schools in the borough where currently only advisory markings are in place.</b>	<b>Jun 2019</b>	<b>Consultation ended</b>  <b>Results of consultation shared with-</b> <ul style="list-style-type: none"> <li>• JTB Chairman</li> <li>• JTB Vice-Chairman</li> <li>• Affected ward members and</li> <li>• ABC Portfolio Holder for Community Safety and Wellbeing</li> </ul>

## Appendix 1- JTB June 2019

### 1.3 FORTHCOMING AMENDMENTS

#### 1.3.1

<b>AMENDMENT 8 (REPTON AVENUE)</b>			
<b>Location</b>	<b>Description of scheme</b>	<b>Date at JTB</b>	<b>Current Status</b>
<b>Repton Avenue- Amendment 8</b>	Developer request- enforce area outside school.	<b>Sep 2019</b>	Consultation on this amendment is due to commence on 13 June 2019 and will run until 04 July 2019

#### 1.3.2

<b>AMENDMENT 9 (CRESCENT WEST)</b>			
<b>Location</b>	<b>Description of scheme</b>	<b>Date at JTB</b>	<b>Current Status</b>
<b>Crescent West</b>  Croudace Development (behind Godinton Road)	Investigations into parking controls for adoptable highway in line with the expectations set out in the Section 106 agreement for the planning application (14/01305/AS)	<b>TBC</b>	Proposed alternative permit parking area variant described JTB March 2019 still awaiting approval from Department for Transport.
<b>Scheduled Amendment TBA</b>	The making of any order and enforcement can only be undertaken following the adoption of the road by Kent Highways.		Following approval we will be able to undertake informal consultation, to include permitted variant as an option.

## Appendix 1- JTB June 2019

### 1.3.3

Location	Description of scheme	Date at JTB	Current Status
<b>Consolidation Order 2019</b>	Consolidate all amendments made subsequent to	<b>Sept or Dec 2019</b>	Will be completed after Amendments 6 to 8 are made.

### 1.3.4

Location	Description of scheme	Date at JTB	Current Status
<b>Consolidation Order (Parking Places Order) 2019</b>	Consolidate amendments made of Original 2007 Parking Places Order into one document	<b>Sept 2019</b>	Consolidation underway. Due to be completed by end of June 2019

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## **PROPOSED Waiting Restrictions, Imperial Way, Ashford**

To: **Ashford Joint Transportation Board – 11th June 2019**

By: **Tim Read, Head of Transportation, Kent County Council**

Classification: **Unrestricted**

Ward: **Great Chart with Singleton North, Ashford District**

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**Summary:** **This report gives details of a proposed No Waiting at Any Time restriction to be implemented on Imperial Way in Ashford**

### **For Recommendation**

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#### **1.0 Introduction and Background**

- 1.1 Imperial Way is situated within the District of Ashford. The area consists of primarily residential development.
- 1.2 A number of residential properties located on Imperial Way are provided with areas of off street parking. There is some demand in the area for parking on street.
- 1.3 Imperial Way is served by the A line bus service which is operated by Stagecoach. The service operates Monday to Sunday.
- 1.4 Singleton with Great Chart Parish Council, Stagecoach and local residents have raised concerns relating to public service vehicles regularly having to mount the footway to negotiate parked vehicles on a short section of Imperial Way
- 1.5 An investigation of the site has identified that the current problem of large vehicles mounting the footway can be resolved by relocating the current on street parking to the opposite side of the road to the inside radius of the bend and providing no waiting at any time parking restrictions on the outside of the bend to prevent the current on street parking issue. This will allow more space for large vehicles to negotiate the parked cars without the need to mount the footway. The proposal will result in the loss of one parking space.

## 2.0 The Proposal

- 2.1 The proposal is to install and implement a section of double yellow line road marking for a distance of 30 Metres between 39 & 41 imperial Way in Ashford

## 3.0 Consultation and Traffic Regulation Order

- 3.1 The advert for the Traffic Regulation Order was placed in the Kent Messenger on 22<sup>nd</sup> February 2019 with a closing date for comments on the 18<sup>th</sup> March 2019.
- 3.2 The County Member and local Councillors were notified of the consultation. Notices were placed on site with a minimum of one notice per street. Letters were sent to residents in the vicinity of the proposed restrictions in Imperial way notifying them of the proposed waiting restrictions.
- 3.3 17 responses were received as a result of the consultation. These are summarised as follows:

Support	9	53%
Object	8	47%

- 3.4 A number of comments were made by both those supporting the proposal and objecting to it. The main concerns are summarised below.

Comment	KCC response
The bend is a VERY dangerous blind bend that does not allow cars or buses the space or sight to navigate it safely. Cars & buses use the pavement as an additional road causing the pavement extremely unsafe for pedestrians. Surrounding properties are also being damaged due to the shuddering due to the buses mounting the pavements.	Relocating the current on street parking to the opposite side of the road will overcome the current issues.
The buses don't need to come round the whole estate as there are several stops on the hill This will lead to complete chaos due to the parking being reduced to a crisis situation were people will start parking badly	Drivers have a duty to park their vehicles in a safe and responsible manner. The local bus service is provided to encourage sustainable means of transport and provides a service for the local community
If the plan to add double yellow lines goes ahead then we will be considering a house move as will our neighbours due to the inability to park outside our own home or have family and friends visit us- something quite normal.	There is no right in highway law to park outside your property.
The issue has become particularly	The decision to operate a bus service has been made by the service operator and has

<p>noticeable since the decision to run a bus route into the southern part of Imperial Way, not only on this stretch of Imperial Way, but throughout the whole route, in which case why only this 30m stretch of Imperial Way.</p> <p>This fairly modern housing development and road system cannot have been designed to have a bus route running around it, otherwise the road would not have been designed with the number of bends in it.</p> <p>If the road can only be navigated safely by the introduction of DYL due to its width, then would not a restriction on vehicles over certain weight limits or lengths be more appropriate.</p> <p>The parking on Singleton Hill is inadequate for modern family life, and the introduction of a DYL will only make the inadequate situation worse, and push this 'pinch point' elsewhere along Imperial Way and the surrounding roads.</p>	<p>been approved by the Transport Commissioner. The service has been provided to encourage sustainable transport links to the town centre and other public transport infrastructure and so reduce congestion on the surrounding road network</p>
<p>I disagree with the parking restrictions because not everyone around here has enough space on their drive or a space to park more than one car. Considering people now days has more than one car. So there would be nowhere to park other cars unless it is on the side of the road.</p>	<p>There is no right in highway law to park on the public highway. The public highway is provided to facilitate the requirement to pass and re-pass.</p>

Members can see a copy of responses upon request.

#### **4.0 Corporate Implications**

##### **4.1 Financial and VAT**

4.1.1 None for Ashford Borough Council.

##### **4.2 Legal**

4.2.1 None for Ashford Borough Council.

##### **4.3 Corporate**

4.3.1 None for Ashford Borough Council

#### **5.0 Recommendation(s)**

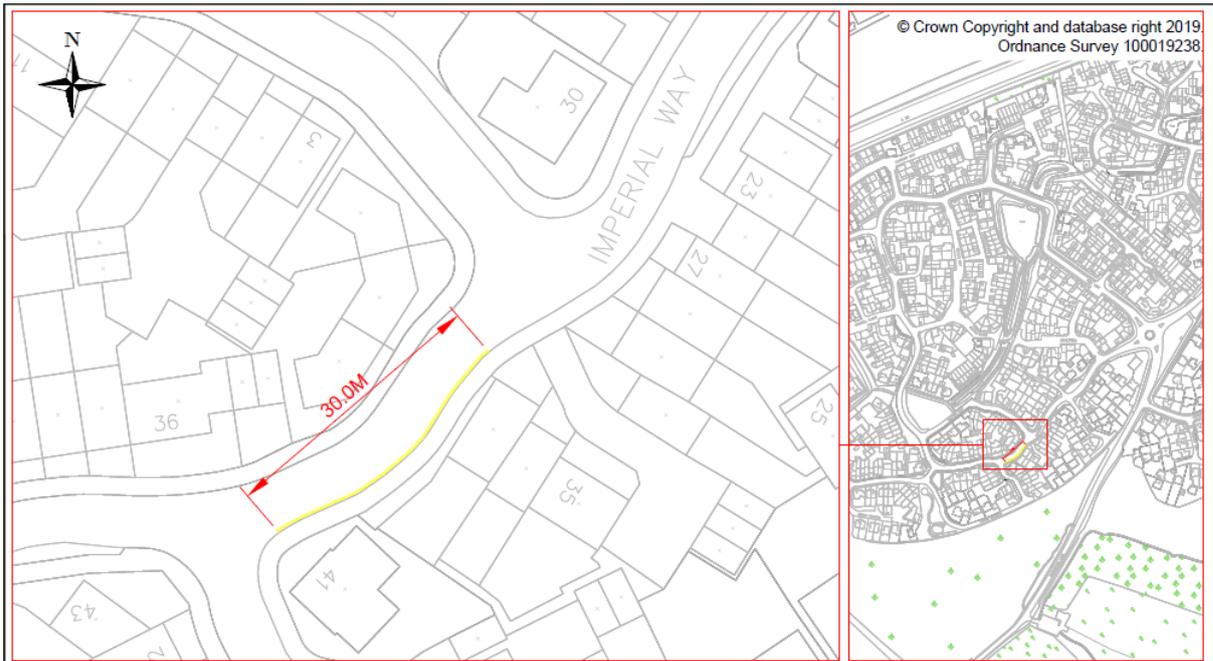
5.1 That Members agree to the implementation of the proposed waiting restrictions on Imperial Way, Ashford

Contact Officer:	Darren Hickman, Schemes Project Engineer , Kent County Council, 03000 418181
Reporting to:	Tim Read, Head of Transportation, Kent County Council, 03000 418181

#### **6.0 Referencing**

6.1 Traffic Signs & General Directions 2016

# Appendix A – Proposed waiting restrictions for imperial Way Ashford



<b>Key:</b>				Project			 Kent County Council Ashford Highway Dept Herwood Industrial Estate Ashford TN24 8AD Tel: 02030 418181													
 Proposed No Waiting At Any Time parking restriction				2018/19 Small Works			Drawing status													
<table border="1"> <thead> <tr> <th>Rev</th> <th>Revision Date</th> <th>Purpose of revision</th> <th>Drawn</th> <th>Checked</th> <th>Approved</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>25/01/19</td> <td>First Issue</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>				Rev	Revision Date	Purpose of revision	Drawn	Checked	Approved	0	25/01/19	First Issue				Drawing title			For consultation	
Rev	Revision Date	Purpose of revision	Drawn	Checked	Approved															
0	25/01/19	First Issue																		
<small>This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.</small>				Imperial Way Ashford Proposed Parking Restrictions			Scale													
							Not to scale													
							Drawing number													
							1819/AS/SW/IW/AAT													
							Rev													
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## **PROPOSED PERMANENT TRAFFIC REGULATION ORDER – ASHFORD HGV OVERNIGHT PARKING ENFORCEMENT**

To: **Ashford Joint Transportation Board – 11th June 2019**

By: **Tim Read, Head of Transportation, Kent County Council  
Jo Fox, Deputy Head of Community Safety & Wellbeing, Ashford  
Borough Council**

Classification: **Unrestricted**

Ward: **Across the Borough – Various**

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**Summary:** **This report gives details of a proposed permanent Traffic Regulation Order to manage the overnight parking of HGV's on the A20 Ashford between Charing and Ashford and Four Industrial Estates in the Borough.**

### **For Information**

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#### **1.0 Introduction and Background**

- 1.1 The Ashford clamping trial has been a partnership between Kent County Council (KCC), Ashford Borough Council (ABC) and the Department for Transport (DfT). The overnight clamping trial was part of a zonal parking ban which operated between 8pm and 7am and covered the A20 between Charing and Ashford and four industrial estates in the borough. The trial allowed first time clamping of vehicles that contravene restrictions and the Penalty Charge Notices (PCN) include a £150 clamp release fee.
- 1.2 A Statutory Instrument that restricted local authorities outside of London to not charge more than a £40 release fee for each clamp was 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 incurred by ABC to remove each clamp.
- 1.3 The £150 release fee, agreed by DfT for the Experimental Order, simply covers the cost of the clamping company. We are currently seeking formal DfT approval to continue first time clamping on vehicles that contravene restrictions and an increased clamp release fee to endure costs can be covered with no additional impact on KCC and ABC finance.
- 1.3 The experimental HGV clamping trial has been extremely successful in reducing the number of HGVs parking in inappropriate locations in the Ashford District. During the trial 2,754 HGVs have been clamped of which 1,449 were on the A20. The number of HGVs issued a PCN and clamped more than once is 22, this represents less than 1% of the overall number of HGVs clamped. During the trial there have been 42 internal appeals to ABC against penalty charge notices issued to HGVs in contravention. All appeals have been rejected except 6 that have been cancelled. 1 case was taken to the next stage of Tribunal on the point of lack of signage and the outcome was that the adjudicator agreed with ABC's decision and this case was dismissed.

- 1.4 KCC have undertaken overnight lorry parking surveys with the most recent being in September 2018. There has been a dramatic reduction in on-street parking in the Ashford Borough since the trial was introduced. The survey shows a 61% decrease in inappropriate parking in the Ashford Borough between September 2017 and September 2018 with very little displacement to neighbouring districts.
- 1.5 The Ashford Truck Stop has reported that they were at full capacity 25 out of 31 nights during January and the 6 remaining nights were near to full capacity. In April the truck stop increased capacity by a further 200 spaces and continue to now have spaces available.
- 1.6 The clamping trial was introduced on 30 October 2017 and expired on 30 April 2019. KCC has undertaken a Traffic Regulation Order (TRO) consultation, which included statutory consultees, to make the trial area permanent.
- 1.7 The DfT has made it clear that clamping and zonal overnight parking bans can only be implemented in the vicinity of existing lorry parks where HGVs can choose to park elsewhere. In future if new lorry parks are built in the county a similar clamping scheme could be considered in the vicinity subject to DfT approval.

**2.0 Consultation and Traffic Regulation Order**

- 2.1 The advert for the Traffic Regulation Order was placed in the Kent Messenger on 19 April 2019 with a closing date for comments on the 13 May 2019.
- 2.2 The County Member and local Councillors were notified of the consultation. Notices were placed on site. Letters were sent to residents in the vicinity of the proposed restrictions to notify them of the proposed waiting restrictions.
- 2.3 18 responses were received as a result of the consultation. These are summarised as follows:

Support	16	94.12%
Object	1	5.88%

- 2.4 Several comments were made by both those supporting the proposal and objecting to it. The main concerns are summarised below.

Comment	KCC response
17 responses have been received by local residents of the area where the trial has been carried out including Sandyhurst Residents Association and Westwell Parish Council. All 17 responses support the permanent extension of the current Traffic Regulation Order due to improvements in both traffic management and environmental issues.	All responses have been acknowledged.
1 response has been received from The Road Haulage Association. The	All the objections have been thoroughly investigated by KCC and ABC. The

<p>objection is based upon the general administration and wording of the Traffic Regulation Order and the extent of the information included on the onsite signage. The Road Haulage Association claim that the Traffic Regulation Order does not meet statutory requirements. The Road Haulage Association also state that they believe there is not sufficient lorry parking within Kent and that this ban will adversely affect the ability of HGV drivers to park overnight.</p>	<p>proposed Traffic Regulation Order meets all the necessary statutory requirements and that the signage on site meets the regulations laid down in the Traffic Signs Regulations and General Directions 2016.</p> <p>The proposed Traffic Regulation Order will only prevent parking in areas where overnight parking of HGV's is considered unsafe, inconsiderate and has an adverse effect on the environment and the amenities of the local residents.</p>
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Members can see a copy of responses upon request to KCC.

**3.0 Corporate Implications**

**3.1 Financial and VAT**

3.1.1 The implementation of the Traffic Regulation Order itself does not create any financial implications. It should be noted that current legislation permits a maximum £40 clamp release fee and clamping is permitted only when there are 3 or more unpaid fines. The formal DfT approval to clamp on the first offence and an increased release fee is still awaited.

**3.2 Legal**

3.2.1 None.

**3.3 Corporate**

3.3.1 See 3.1.1

**4.0 Recommendation(s)**

4.1 That Members agree to the implementation of the proposed time limited overnight waiting restrictions on A20 between Charing and Ashford and four industrial estates in the area.

Contact Officer:	Neil Edwards, Traffic Manager, Kent County Council, 03000 418181 Catherine Darlington, Civil Enforcement Team Leader Ashford Borough Council 01233 330429
Reporting to:	Tim Read, Head of Transportation, Kent County Council, 03000 418181 Jo Fox Deputy Head of Community Safety and Wellbeing, Ashford Borough Council, 01233 330331

**5.0 Referencing**

5.1 Traffic Signs & General Directions 2016

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## M20 J10a

Highways England

Period to end of June 2019

### 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.

The major tasks completed are:

- Installation of the foundations for Church Road Footbridge, the bridge deck was installed during an overnight closure of the A2070
- Construction has started for the eastbound off for slip junction 10a.
- Soil nailing completed to embankment of junction 10a London bound exit slip road
- On the new slip roads, abutments on the North East, South East and South West have been poured.
- On the East and West interchange bridge the final deck pours have been completed, the project is now starting the construction on the load bearing supporting walls.
- Reinforced Earth Wall at Kingsford Street is now complete.



## 2. Construction works completed in the period

### a. Installation of Church Road Footbridge

We have recently completed another major milestone for the project by installing Church Road Footbridge. The footbridge was successfully installed on the 1 June 2019 during an overnight closure of the A2070 between orbital park roundabout and junction 10. This bridge including its approach ramps will be opened during the latter part of 2019.

### b. Utility Diversion Works

During this period a number of utility diversions have been successfully completed and there has been ongoing progress with others:

- UKPN have successfully diverted a cable on Highfield Lane with the connection to the new feeder pillars due to be carried out in due course.
- South-East Water have successfully installed connection points and are in the process of completing the diversion.
- A BT cable has been lowered into the new road alignment in the A20. This avoided a diversion having to occur.
- Southern Water are due to commence with the extension of a water main through the current site compound car park at the end of April 2019.
- Southern Gas Network are due to commence with the diversion of a medium pressure gas main on the A2070.

### c. Earthworks



Earthworks are ongoing for the construction of the new balancing ponds (for water storage), with the excavation of the first pond now complete and works underway on the second pond. Additionally, earthworks on the A2070 link road (which links the junction 10a with the A2070) and the new junction 10a slip roads are also ongoing.

### **3. Traffic Management**

#### **a. 60mph Speed Trials**

The 60mph speed limit on the coastbound carriageway of the stretch of motorway is part of an on-road trial being undertaken for the M20 Junction 10a project.

Highways England is committed to minimising disruption from roadworks. The work taking place on M20 J10a provides an opportunity to safely trial an increase of the speed limit in these roadworks from 50mph to 60mph. The speed limit was changed on the night of Monday 29 April 2019. We carried out a detailed risk assessment before increasing the speed, and we will continue to monitor the road conditions carefully.

#### **b. A20 Hythe Road**

The A20 Swatfield Culvert strengthening was completed and the road was reopened to two-way flowing traffic. However, we have re-implemented the traffic controlled one lane during day time hours in order to safely conduct further works on the A20 including the diversion of utility mains.

### **4. Key Activities planned in the next period**

- Completion of excavation for balancing ponds.
- Completion of Southern Water utility diversion works.
- Demolition of Highfield Bridge in the Summer.
- Installation of traffic lights on Barrey Road – September 2019.

### **5. 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.

On the last Thursday of every month we stand down all work on site and hold a health and safety breakfast for all members of staff. During these stand downs we discuss all relevant health, safety, wellbeing and environmental matters and engage the workforce in everything that has happened over the month in relation to these topics.

Furthermore, we are continuously offering further training to our workforce including the new Think Again training, which focusses on eliminating health and safety incidents by changing behaviors and attitude towards how we safely conduct work on site.

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**Report To:** Ashford Joint Transportation Board

**Date:** 11<sup>th</sup> June 2019

**Report Title:** Ashford International Station and Eurostar services

**Report Author:** Andrew Osborne, Economic Development Manager,  
Ashford Borough Council

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**Summary: Report to update members on the project to enable new Eurostar trains to access Ashford International Station.**

## **1. Introduction**

- 1.1 Following the completion of the KVB signalling in March 2018 and launch of the new trains at Ashford International Station, complex technical issues have been identified which have meant that Eurostar have had to suspend the operation of their new Eurostar trains (Class 374) through Ashford until the cause of the technical issue could be identified and a solution is implemented. Since its implementation, the KVB signalling system has operated without fault, being used daily by the Class 373 Eurostar trains and the Southeastern Javelin trains.

## **2. Technical Issues at Ashford International Station**

- 2.1 Following the identification of complex technical issues operating the Class 374 Eurostar trains through Ashford, Eurostar, HS1, Network Rail, Network Rail High Speed, Kent County Council and Ashford Borough Council have undertaken a number of tests and work to identify the issues. A project team has been working to reduce the options down to a preferred scheme for this unique technical solution. Budget is in place from the underspend on the original Ashford International Rail Connectivity project, principally funded through the South East Local Enterprise Partnership Local Growth Fund. The project team has commissioned Atkins to undertake the feasibility report completed in March 2019, and undertake the detailed design work to provide a safe and sustainable solution for all trains running through Ashford International Station.
- 2.2 The technical issue is happening when the new Class 374 Eurostar trains cross the AC/DC power interface coming off HS1 into Ashford International Station on the Ashford Spur / Chord. A power spike at this point is currently damaging equipment on the Eurostar Class 374 trains and therefore needs to be resolved in order for these trains to be able to access Ashford. A contactor and train detection system has been identified that will resolve the power issue following options appraisal. Further testing and site visits are being undertaken at Ashford International Station and a detailed design and programme is due to be in place for the end of June 2019.

- 2.3 Delivery of the solution is due to take place at the end of the year, with the commissioning of works by the end of December 2019. Current budget estimates are within the remaining funding for the Ashford International Rail Connectivity Project. The project continues to be closely monitored with monthly meetings of the Project Board, alongside the working groups to take forward the project deliverables.

### **3. Eurostar Services**

- 3.1 In light of the limited number of Ashford-compatible rolling stock, Eurostar are continuing to operate the same services timetable that was being operated prior to April 2018 using the original TMST and e300 trains (refurbished original Eurostar rolling stock), both of which can stop at Ashford. This provides two inbound and outbound Paris services per day, one inbound and one outbound Brussels service a day, the Disneyland Paris services, and the South of France services.
- 3.2 Continual discussions are being undertaken with Eurostar to ensure the current level of services are operated through to the commissioning of the new infrastructure in December 2019, which will then enable the introduction of Class 374 trains and the reintroduction of the third daily Paris service.

### **4.0 Next steps**

- 4.1 The project team will continue to progress a solution to the technical issues, working in partnership to maximise the resources available and to deliver the solution as quickly as possible.
- 4.3 Officers will bring a further update report to the Joint Transportation Board in September 2019 at which stage a detailed programme for the implementation will be available.

#### **Contacts:**

**Andrew Osborne, Economic Development Manager, Ashford Borough Council**

**Email: [andrew.osborne@ashford.gov.uk](mailto:andrew.osborne@ashford.gov.uk)**

**To:** Ashford Joint Transportation Board  
**By:** KCC Highways, Transportation & Waste  
**Date:** 11<sup>th</sup> June 2019  
**Subject:** Highway Forward Works Programme – 2019/20 onwards  
**Classification:** Information Only

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Summary: This report updates Members on the identified schemes approved for construction

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## 1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2019/20.

Kent County Council has agreed a substantial increase in the budget for planned highway works over the next three years, and as a result we are still in the process of identifying and designing schemes for inclusion in our full Year One to Two (2019/20 and 2020/21) and Year Three to Five (2021/22 to 2023/24) programmes. Because of this, we have decided to publish an interim programme, and to publish the full programmes later this year. For some assets this interim programme covers approximately the first six months of 2019/20, whilst for others it includes most of the works planned for the whole year.

This programme is subject to regular review and may change for a number of reasons including budget allocation, contract rate changes, and to reflect KCC's changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase.

**Road, Footway & Cycleway Renewal and Preservation Schemes** – see Appendix A

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

**Street Lighting** – see Appendix C

**Transportation and Safety Schemes** – see Appendix D

- **Casualty Reduction Measures**
- **Externally funded schemes**
- **Local Growth Fund**

**Developer Funded Works** – see Appendix E

**PROW** – see Appendix F

**Bridge Works** – see Appendix G

**Traffic Systems** – see Appendix H

**Combined Member Fund** – see Appendix I

**Street Works** – see Appendix J

## **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 Kent
Lisa Willoughby	Ashford District Manager
Alan Casson	Strategic Asset Manager
Earl Bournier	Drainage & Structures Asset Manager
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic & Network Solutions Asset Manager
Jamie Hare	Development Agreements Manager
Nikola Floodgate	Schemes Programme Manager

## **Appendix A – Road, Footway and Cycleway Renewal and Preservation Scheme**

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

<b>Road Asset Renewal Schemes – Contact Officer: Byron Lovell</b>			
<b>Machine resurfacing:</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
A292 Hythe Road	Willesborough	Lees Road to M20 J10 onslip	Programmed 8 <sup>th</sup> July 2019
A28 Canterbury Road	Kennington	George Williams Way to Bybrook Road	Programmed 9 <sup>th</sup> July 2019
Hamstreet Road	Hamstreet	Retexturing Crossroads at Bromley Green and Sugarloaf	To be programmed
A28 Ashford Road	Bethersden	Bull Lane to Standard Lane	To be programmed late 2019 / early 2020
<b>Road Asset Preservation Schemes - Contact Officer: Jonathan Dean</b>			
<b>Micro Surfacing</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
A28 Rolvenden Road	Rolvenden	From Halden Road to Cranbrook Road	Programmed for week commencing 19 <sup>th</sup> August 2019
Acton Lane	Wittersham	From Stone Corner to stream (100 metres before Rushgreen House)	Programmed for week commencing 19 <sup>th</sup> August 2019
Appledore Road/Bench Hill/Woodchurch Road	Appledore	Between B2067 and School Road	Programmed for week commencing 12 <sup>th</sup> August 2019
Biddenden Road	Smarden	From Bethersden Road to property 'West View'	Programmed for week commencing 27 <sup>th</sup> August 2019
Calleywell Lane	Aldington	Whole road	Programmed for week commencing 12 <sup>th</sup> August 2019
Heath Road	Appledore	From School Road to The Street	Programmed for week commencing 19 <sup>th</sup> August 2019
Knoll Hill	Aldington	From Boat Lane to Roman Road	Programmed for week commencing 12 <sup>th</sup> August 2019

Smallhythe Road	Tenterden	From red high friction surfacing/30mph speed limit to nursery entrance	Programmed for week commencing 19 <sup>th</sup> August 2019
Susans Hill	Woodchurch	From Little Robhurst to Bethersden Road	Programmed for week commencing 19 <sup>th</sup> August 2019
Wassall Lane	Rolvenden	From A28 to Frog Lane	Programmed for week commencing 19 <sup>th</sup> August 2019
New Road / Forge Hill	Aldington	From Cherry Orchard Lane to Mill Lane	Programmed for week commencing 12 <sup>th</sup> August 2019
<b>Surface Dressing</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
A251 Faversham Road	Challock	From Pested Lane to Challock Crossroads	In Design Est completion August 2019
Benenden Road	Biddenden	Extents to be determined	In Design Est completion August 2019
<b>Retread</b>			
SPARROW HATCH LANE	Bethersden	Railway Bridge to Dowle Street	In Design Est completion September 2019
DOWLES STREET ROAD	Bethersden	From Rushbrook to Smarden Road	In Design Est completion September 2019
BETHERSDEN ROAD	Smarden	From Biddenden Road to Little Langley Farm	In Design Est completion September 2019
<b>Footway/Cycleway Asset Renewal &amp; Preservation Schemes - <i>Contact Officer: Neil Tree</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
No current works.			

**Appendix B - Drainage**

<b>Drainage Works – Contact Officer: Earl Bourner</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
The Street, Warehorne Road, Ruckinge Road and Ashford Road	Hamstreet	Full cleansing and CCTV carried out to identify defects	Awaiting work reports to identify the full extent of works required

## **Appendix C – Street Lighting**

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

<b>Street Lighting Column Replacement – Contact Officer: Sue Kinsella</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Loudon Path	Godinton	Replacement of 1 no street light	Completed
Somerset Road	Victoria	Replacement of 1 no street light	Completed
Norwood Street	Victoria	Replacement of 6 no street light	Completed
North Street	Victoria	Replacement of 5 no street light	Completed
Castle Street	Victoria	Replacement of 1 no street light	Completed
Bank Street	Victoria	Replacement of 7 no street light	Works programmed for completion by end August 2019
New Street	Victoria	Replacement of 7 no street light	Works programmed for completion by end August 2019
High Street Ashford	Victoria	Replacement of 31 no street light	Works programmed for completion by end August 2019

## **Appendix D – Transportation and Safety Schemes**

### **Casualty Reduction Measures**

The Schemes Planning & Delivery team is implementing schemes within the Ashford District, in order to meet Kent County Council's (KCC) strategic targets (for example, addressing traffic congestion or improving road safety). Casualty reduction measures have been identified to address a known history of personal injury crashes. Current status correct as of 16<sup>th</sup> May 2019.

<b>Local Transport Plan funded schemes – Contact Officer: Darren Hickman</b>		
<b>Road Name</b>	<b>Description of Works</b>	<b>Current Status</b>
<b>Casualty reduction measures (reactive) – Ashford</b>		
A274 Headcorn Road	Improvements to existing road surface, signing and lining	Outline design & Road Safety Audit
A20 Hythe Road J/W Church Road	Upgrade to existing junction layout	Junction capacity modelling and surveys
A20 Maidstone Road J/W Cades Road	Upgrade to existing junction layout and speed limit reduction to 50MPH	Detail design and consultation on speed limit reduction
Magpie Hall Road J/W Ashford Road	Improvements to traffic signs and road markings	Outline design
Swarden Bell Road	Improvements to road markings and traffic signs	Outline design
Appledore Road	Improvements to existing road surface, signing and lining and speed limit reduction to 50MPH	Outline design and consultation on speed limit reduction
Flanders (Kingsnorth) Roundabout	Upgrade of existing roundabout at junction of A2042 / Bad Münstereifel Road / Malcom Sargent	Changes to design of the scheme being undertaken to allow for completion of construction by end of 2019/20 financial year

<b>INTEGRATED TRANSPORT SCHEMES</b>			
Local Transport Plan funded non-casualty reduction schemes			
<b>Road Name</b>	<b>Description of Works</b>	<b>Source of Funding</b>	<b>Current Status</b>
Ashford International Station	Ashford	Pedestrian / cycle ramp	Works completed
High Street, Biddenden	Biddenden	Junction reconfiguration	Revision to initial designs being prepared following local concerns to original proposals for junction upgrade works

New Street J/W Chart Road	Ashford	Provision of maintenance bay on roundabout	Detailed design, tree clearance works completed
A20 Maidstone Road J/W A252 Charing Road	Charing	Provision of maintenance bay on roundabout	Detailed design and survey of protected plant species within road side nature reserve
A20 Maidstone Road J/W Orchard Heights	Ashford	Provision of maintenance bay on roundabout	Detailed design
Romney Marsh Road J/W Forestall Meadow	Ashford	Provision of maintenance bay on roundabout	Detailed design
Tithe Barn Lane	Singleton & Great Chart	Provision of new Toucan pedestrian crossing	Outline design

<b>Safer Roads Fund – Contact Officer: Darren Hickman</b>			
<b>Road Name</b>	<b>Description of Works</b>	<b>Source of Funding</b>	<b>Current Status</b>
A252 between Chilham (A28) and Charing (A20)	Charing, Challock, Molash, Chilham	Safety improvements along A252 between the villages of Chilham and Charing	Detail design ongoing. Engagement with stakeholders currently ongoing

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

<b>Developer Funded Works (Section 278 Agreement Works) – Contact Officer: Jamie Hare</b>				
<b>Scheme Name</b>	<b>Mastergov File Ref No</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Old Abattoir Site	AS003011	Aldington	New access	Works complete Adopted
Calleywell Lane	AS003039	Aldington	New access for development	Works complete and in maintenance period No Change
Roman Road	AS003153	Aldington	New vehicle access	Works complete and in maintenance period
Ragstone Hollow	AS003177	Aldington	Parking bays	Works complete and in maintenance period
Newtown Road, former railway site	AS000419	Newtown	New controlled pedestrian crossing and construction of site entrance	Works substantially complete – remedial works required
Hopewell School, St Stephens Walk	AS003033	Ashford	New vehicle cross overs and street lighting works	Works complete and adopted
Ashdown Court	AS003038	Ashford	New access to development and footway works	Works complete; remedial works required before Cert 1 is issued
Dover Place	AS003051	Ashford	Amendments to junction and works to the footway required	Works complete and in maintenance period
Henwood	AS003090	Ashford	New junction at Flipout	Works complete in maintenance period
Elwick Road	AS003076	Ashford	Vehicular access for hotel	Works complete in maintenance period
Carlton Road	AS003084	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
Newtown Road, Designer Outlet	AS003143	Ashford	New traffic signals	Works complete and in maintenance period
Boxley	AS003145	Ashford	New vehicle access	Works complete and in maintenance period
Charter House	AS003151	Ashford	New footway	Agreement signed, works commenced on site
Austin Road	AS003157	Ashford	New junction and vehicle cross-overs	Works complete and in maintenance period
Aldi, Victoria Road	AS003161	Ashford	New junction	Works complete, remedial works

				required
Curious Brewery Site, Victoria Road	AS003164	Ashford	New junction	Works complete, remedial works required
Victoria Crescent	AS003165	Ashford	New vehicle access and footway works	In technical audit stage
Leacon Road	AS003166	Ashford	New vehicle access and bus stops	Works commenced on site
Carlton Road	AS003170	Ashford	New junction for car park	Agreement being prepared
Jemmett Road	AS003179	Ashford	2 new junctions and footway	Works started on site
Victoria Road	AS003180	Ashford	2 new accesses and footway works in George Street	Agreement signed
Victoria Road	AS003235	Ashford	Access to new car park	Agreement signed
Hinxhill Park, Hythe Road	AS003238	Ashford	New signalised junction	In technical audit stage
Spindlewood to Repton Park	AS003281	Ashford	Short length of link Road	Agreement being prepared
A274 North Street	AS003103	Biddenden	New junction	Agreement signed
Faversham Road	AS003140	Challock	New junction	Works complete in maintenance period
Tile Lodge Road	AS003086	Charing	Residential parking area	Works complete in maintenance period
Maidstone Road	AS003168	Charing	New access to housing estate	Agreement being prepared
Ashford Road	AS003049	Chilham	Bagham Place access and pedestrian crossing	Works complete in maintenance period
Willesborough Road	AS003149	Conningbrook	Junction improvements at Julie Rose stadium	Agreement being prepared
A28 Chart Road, Brunswick Road	AS002081	Godinton	Rearrange junction alignment	In technical audit stage
Chilmington Green	AS003054	Great Chart	Access B to new housing development	Works complete and in maintenance period
Chilmington Access A – A28	AS003069	Great Chart	Roundabout	Works complete and in maintenance period
Chilmington Access D – Coulter Road	AS003097	Great Chart	New mini roundabout and amendments to the existing highway	Works complete and in maintenance period
Mock Lane and Coulter Road	AS003169	Great Chart	Laybys for gas delivery	In technical audit stage
Ashford Road	AS003214	High Halden	New controlled crossing	In technical audit stage

Watery Lane	AS003150	Hothfield	Re-surfacing to Tarmac plant access road	Works complete and in maintenance period
Lambden Oaks	AS003107	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
A2070/Finberry Park junction	AS003154	Sevington	Junction improvement	Agreement being prepared
Woodchurch Road	AS003171	Shadoxhurst	New access to houses behind the Kings Head	Works under construction
Wesley School Road	AS003028	Singleton	Change of road alignment to introduce on street parking	Works complete outstanding remedial works
The Street	AS003219	Smarden	2 new accesses and drainage	Agreement being prepared
Calland	AS003146	Smeeth	Vehicle crossover	Agreement signed
Farrow Court	AS003012	Stanhope	New footway and relocation of pedestrian crossing facilities	Works complete Adopted
Tenterden Site #1 SAS	AS003036	Tenterden	Small Hythe Road, Tenterden. New housing development	Works commenced Ongoing
Danemore Road	AS003152	Tenterden	New vehicle crossover and turning head	Works complete and in maintenance period
Tilden Gill	AS003215	Tenterden	Junction realignment	In technical audit stage
Tilden Gill Roundabout	AS003230	Tenterden	New roundabout	In technical audit stage
Church Lane	AS003173	Warehorne	Two new vehicle accesses	Works commenced Ongoing
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 to Mercedes garage	Works commenced Ongoing
Jubilee Field	AS003147	Wittersham	Access to private road	Works complete, remedial works required
Brattle	AS003155	Woodchurch	New parking bays	Works complete in maintenance period
Court Farm	AS003058	Wye	Amendments to vehicle access	Works complete in maintenance period

Olantigh Road	AS003126	Wye	School crossing	Agreement signed – await start on site
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**Appendix F – Public Rights of Way**

<b>Public Rights of Way – Contact Officer: David Fleck</b>			
<b>Path No</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
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	Complete
AU27	Ashford Bybrook Cemetery	Short section of tarmac needing repair due to tree root heave	Complete

**Appendix G – Bridge Works**

<b>Bridge Works – Contact Officer: Earl Bournier</b>			
<b>Path No</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
AE643	Ruckinge	Path collapsing on Canal bank	Out for specification and permissions

## **Appendix H – Traffic Systems**

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

<b>Traffic Systems - <i>Contact Officer: Toby Butler</i></b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
A292 Hythe Road near Star Road, Ashford	Refurbishment of traffic signal controlled crossing	To be programmed
A28 West Cross/ B2082 Small Hythe Road, Tenterden	Refurbishment of traffic signal controlled crossing	To be programmed

## **Appendix I - Combined Member Grant programme update**

### **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
- about to be programmed
- Recently completed on site.

The list is up to date as of 16<sup>th</sup> May 2019.

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 by contacting the District Manager for the Ashford District.

#### **[ Clair Bell ]**

<b>Details of Scheme</b>	<b>Status</b>
New Road Hill Aldington – Speed limit reduction to 40MPH (Joint funded with Aldington Parish Council)	Outline design and Traffic Regulation Order consultation and engagement period
Wye village – Traffic surveys to investigate introduction of 20MPH zone	Survey works completed.

#### **[ Charlie Simkins ]**

<b>Details of Scheme</b>	<b>Status</b>
A 20 Maidstone Road Hothfield - Traffic survey to investigate options for improved pedestrian crossing facilities	Survey completed
Tithe Barn Lane Ashford - Traffic survey to investigate options for improved pedestrian crossing facilities	Survey completed
A 28 Ashford Road Bethersden - Traffic survey to investigate options for improved pedestrian crossing facilities	Survey completed
Charing Heath – Traffic survey to investigate speed limit reduction	Survey completed

## **Appendix J – Street Works**

Please note that this list is accurate at the time of running the report and is subject to cancellations and additions.

Report highlighting all works in Ashford District that require road closures with a duration of 10+ days

<b>Street Works – Contact Officer Alison Hews</b>						
<b>Road</b>	<b>Location</b>	<b>Works Description</b>	<b>Works Promoter</b>	<b>Dates from</b>	<b>Dates to</b>	<b>Traffic management comments</b>
<b>OLANTIGH ROAD</b>	WYE	Junction Improvement works – Wye School	Rydon Construction	20/7/2019	2/9/2019	Road closure
<b>TILE LODGE ROAD</b>	CHARING	Installation of new culvert	Brett Group	24/7/2019	28/8/2019	Road closure
<b>TUFTON ROAD</b>	HOTHFIELD	Excavate drive pit for auger boring, on diversion of sewer, associated with current over pumping in place on The Street.	Southern Water	12/8/2019	23/9/2019	Road Closure
<b>Canterbury Road</b>	Kennington	Resurfacing Works	Kent County Council	9/7/2019	31/7/2019	Overnight works – mis of road closures and Temp traffic lights
<b>Chilmington Green Lane</b>	Great Chart	Excavation to lay 5 x multi utility road crossings, extend foul sewer, surface water, and connect multi utility network across the road for a new development	GTC – Power on Connections	25/7/219	4/9/2019	Road Closure
<b>Evergreen Way</b>	Ashford	Lay 50 meters of	South East Water	24/7/2019	31/88/2019	Road Closure

		new main				
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**1.1 Legal Implications**

1.1.1 Not applicable.

**1.2 Financial and Value for Money Considerations**

1.2.1 Not applicable.

**1.3 Risk Assessment**

1.3.1 Not applicable.

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**Contacts: Toby Howe / Lisa Willoughby 03000 418181**

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## Joint Transportation Board 11 June 2019

### Operation Brock – M20 - Report of Cllr Bartlett, Vice Chairman, Joint Transportation Board

I wish to raise the issue of the continued use of the barriers on the M20 to restrict London bound traffic to two lanes. When I recently raised this matter with Highways England I received the following response:-

*"Brock is for now (until a permanent solution is identified and agreed by DFT) part of the preferred solution for responding to severe traffic congestion at the port and/or Eurotunnel. In effect replacing Op Stack. Operation Brock remains a temporary arrangement but the barrier takes 3-4 weeks to install and 3-4 weeks to remove from the road, and has significant time, expense and roadworks implications. HE would need a high level of confidence that there is no disruption expected to be able remove the barrier completely to return the M20 London bound carriageway to normal running.*

*At this stage, staying at two lanes on the London bound carriageway is essential to enable Brock to be implemented again within a short timeframe if necessary. **Re-opening three lanes would also require the repositioning of the steel barrier, which is fixed to the road surface and positioned to direct traffic to cross over on to the coastbound carriageway at each end.***

*The gaps in the central reservation have been left open to reduce the time to re-activate Brock should it be required. Increasing the capacity of the London bound carriageway would also add an unacceptable risk for road users because at the crossover points there are gaps in the central reservation barrier.*

*However, be assured that this situation will be kept under constant review and we will be meeting regularly with our partners – DFT, Police, district and borough colleagues to continue to discuss preparations for Brexit, including the future of Brock."*

I have highlighted above the section that I take issue with Highways England (HE) on and I consider that the repositioning of the steel barrier just at either end of Brock is small piece of work and would take just 48 hours to implement. In my view I think that it is unacceptable for Ashford and Folkestone residents to suffer for 6 months plus just to save HE 48 hours of work. I would like the Joint Transportation Board to discuss this matter and if they are so minded to ask the Chairman to make representations to the respective Government Minister and ask him to reconsider this matter.

**Cllr Paul Bartlett- Vice Chairman Joint Transportation Board**

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