



## JOINT TRANSPORTATION BOARD

Notice of a Meeting, to be held in the Committee Room 2 (Bad Münstereifel Room) -  
Ashford Borough Council on Tuesday, 1st March, 2022 at 7.00 pm.

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The Members of the Joint Transportation Board are:-

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

Cllrs. Burgess, Cornish, Feacey, T Heyes, Krause, Spain.

Mrs C Bell, Mr S Campkin, Mr P M Hill, Mr D Robey, Mr D Ross, Mr C Simkins.

Mrs C Drury, Mrs A Hicks, Mr A Rogers – 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)**

### **IMPORTANT INFORMATION FOR THE PUBLIC ABOUT THIS MEETING**

Subject to Coronavirus risk assessments and procedures, a very small number of members of the Press and public can register to attend and observe the Meeting in person (without speaking at it), on a first-come, first served basis. To register to attend and observe the Meeting on this basis, please email [membersservices@ashford.gov.uk](mailto:membersservices@ashford.gov.uk). You will be sent details of the procedures established by the Council in order to manage the risk of COVID-19 at the Meeting, which may include requirements such as to wear face coverings, and to not attend the Meeting if you are affected by any relevant circumstances relating to COVID-19. You will be expected to confirm your agreement to these requirements prior to attendance. However, instead of attending and observing in person, the Council encourages everyone to take advantage of the opportunity to watch and listen to the proceedings at the Meeting via a weblink, which will be publicised on the Council's website at [www.ashford.gov.uk](http://www.ashford.gov.uk) about 24 hours before the Meeting.

### **Summary of Public Participation for Committee Meetings after 6 May 2021**

In line with legal requirements, and subject to Coronavirus risk assessments and procedures:-

- A small number of members of the Press and public can register to attend and observe the meeting in person;
- In addition, seats in the meeting room are provided for those who register to speak on each item, by following the procedure below:-

1. Written notice of a wish to speak at the meeting (by means of the procedure below) must be given, either to [membersservices@ashford.gov.uk](mailto:membersservices@ashford.gov.uk) or on the Council's website at <https://secure.ashford.gov.uk/committeesystem/haveyoursay.aspx> by 10:00 hours on the working day before the meeting.

2. Registering to speak at the meeting confers the right to submit (and, if desired, make in person) a speech

3. All those registered to speak must submit to [membersservices@ashford.gov.uk](mailto:membersservices@ashford.gov.uk) by 10:00 hours on the day of the meeting, a copy of their speech in written, legible English. Speeches must be no longer than 400 words, printed in 12-point non-italic sans-serif font (e.g. Arial); any text above 400 words will not be read out. No speech should contain personal data about individuals, other than the speaker's name and (if relevant) postal address. Any registered speakers who do not submit their speeches as above are not permitted to speak at the meeting (even if present in person).

4. At the meeting:- (i) Speakers who are present in person may read their previously submitted speeches when called to do so, but may not read any other material; (ii) If speakers are not present in person, their previously-submitted speeches will be read to the meeting by a competent Officer for and on behalf of the speakers, at the normal times and in the normal order (subject to the Chairman's normal discretion).

**IMPORTANT:** An Officer reading any speech on behalf of any speaker shall have discretion to omit/edit out any inappropriate language, information or statements. If any defamation, insult, personal or confidential information, etc. is contained in any speech received from any speaker, and/or is read to the meeting by an Officer, each speaker accepts by submitting the speech to be fully responsible for all consequences thereof and to indemnify the Officer and the Council accordingly.

## Agenda

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**1. Apologies/Substitutes**

To receive Notification of Substitutes in accordance with Procedure Rule 1.2(c)

**2. Declarations of Interest**

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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

**3. Minutes - To approve the Minutes of the Meeting of this Board held on the 14th December 2021**

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**4. To receive any Petitions**

**5. Eurostar Service to Ashford Update**

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11.	<b>Extension of B Line to Finberry</b>	57 - 58
12.	<b>ASB on A2070 Update</b>	59 - 66
13.	<b>The construction of bus shelters in the Borough pertaining to anti-vandalism measures (report to follow)</b>	

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18<sup>th</sup> February 2022

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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 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 alone, such as:

- Membership of amenity societies, Town/Community/Parish Councils, residents' groups or other outside bodies that have expressed views or made representations, but the Member was not involved in compiling or making those views/representations, 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: Where an item would be likely to affect the financial position of a Member, relative, close associate, employer, etc.; OR where an item is an application made by a Member, relative, close associate, employer, etc., there is likely to be an OSI or in some cases a DPI. ALSO, holding a committee position/office within an amenity society or other outside body, or having any involvement in compiling/making views/representations by such a body, may give rise to a perception of bias and require the Member to take no part in any motion or vote.]

### **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 alongside the Council's Good Practice Protocol for Councillors dealing with Planning Matters. See <https://www.ashford.gov.uk/media/2098/z-word5-democratic-services-constitution-2019-constitution-of-abc-may-2019-part-5.pdf>
- (c) Where a Member declares a committee position or office within, or membership of, an outside body that has expressed views or made representations, this will be taken as a statement that the Member was not involved in compiling or making them and has retained an open mind on the item(s) in question. If this is not the case, the situation must be explained.

**If any Member has any doubt about any interest which he/she may have in any item on this agenda, he/she should seek advice from the Director of Law and Governance and Monitoring Officer, or from other Solicitors in Legal and Democracy as early as possible, and in advance of the Meeting.**

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## Joint Transportation Board

Minutes of a Virtual Meeting of the Joint Transportation Board held on Microsoft Teams on the **14<sup>th</sup> December 2021**.

### **Present:**

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

Cllrs. Burgess, Cornish, Feacey, Krause, Spain.

Mr. S Campkin, Mr. P M Hill, Mr. D Robey, Mr. D Ross, Mr C.Simkins.

Mrs. C Drury – KALC Representative.

### **Apologies:**

Cllrs. Mrs A Hicks, Mr A Rogers.

### **Also present:**

Cllrs. Brooks, Hayward, Michael, Ovenden.

### **In Attendance:**

Community Safety and Wellbeing Manager – ABC, Civil Enforcement Team Leader – ABC

Schemes Project Engineer – KCC, District Manager – Ashford – KCC.

## **208 Declarations of Interest**

Mr Bartlett	Made a 'Voluntary Announcement' as he lived adjoining the Sevington Inland Border Facility site.	212
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## **209 Minutes**

### **Resolved:**

**That the Minutes of the Meeting of this Board held on the 7<sup>th</sup> September 2021 be approved and confirmed as a correct record.**

## **210 Parking and Waiting Restrictions – update summary**

The report provided an update on schemes that were currently being managed and progressed through the Parking, Highways and Transportation team.

**Resolved:**

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

## **211 Highway Works Programme Update**

The report provided an update and summarised the Highways Works Programme and the identified schemes approved for construction and delivery in the next two years. An additional item had also been appended to this report and circulated separately, giving details of a proposed speed limit reduction to 40mph to be implemented on Chart Road and Long Length, Ashford.

With regard to the Programme itself, the Chairman opened up the item for discussion. The District Manager Ashford agreed to report back to Members on the following points: -

- Would the improvements to existing road markings at the Drivers Roundabout would include hatchings to prevent blocking?
- The absence of a 20mph scheme in Bybrook Road from Appendix H (Combined Members Grant Programme Update).

In relation to the Chart Road and Long Length speed limit reduction, the Schemes Project Engineer introduced this part of the report which advised that the current speed limit of this single carriageway urban distributor road was National speed limit (60mph). This had been considered as inappropriate when adjoining roads were 30mph and primarily residential, and a proposed speed limit reduction to 40mph for this section of road had received support from Kent Police and a majority of local residents who had responded to the consultation.

Both the local KCC and ABC Members supported the proposals. It was suggested by a number of Members that 30mph may be more suitable in this particular location as it was close to schools and a children's play centre/nursery, without footpaths. The Chairman advised that the Board could only vote on the proposal before them, which was a reduction to 40mph.

**Resolved:**

- That**
- (i) the Highway Works Programme be received and noted.**
  - (ii) the implementation of the proposed speed limit reduction on Chart Road and Long Length, Ashford be agreed.**



## **212 Update on the Sevington Inland Border Facility**

The Senior Highway Manager – KCC had submitted an update report on the Sevington Inland Border Facility (including Operation Fennell). He had been unable to attend the meeting but had endeavoured to respond to any questions that were raised.

The Vice-Chairman said that with regard to the strategic signage being arranged by the DfT, by way of an update he could advise that Ashford's MP Damian Green had met with National Highways and this would be happening in the New Year.

**Resolved:**

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

## **213 Overnight HGV Parking Enforcement and Clamping**

The Civil Enforcement Team Leader introduced the update report which advised that Ashford CEO's had recommenced enforcement on 7<sup>th</sup> September 2021, following the six month KCC trial, and gave details of activity since that date.

The Vice-Chairman asked if data could be collected during the first six months of 2022, including reports from the public, about which locations HGV's were still using to park once the larger Ashford Truck Stop was open. This would enable hotspots outside of the five designated clamping areas to be identified and the Board could perhaps decide whether any further action was required at its June 2022 meeting. This was supported by the Board.

A Member said that most lorries coming in to the UK did not have enough money to park in the Truck Stop due to wages and this forced them to park at alternate places. He did have a lot of experience in this area having worked in transport all his life and he would be happy to be involved in finding solutions in the future.

**Resolved:**

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

## **214 Moving Traffic Enforcement**

The Civil Enforcement Team Leader gave a verbal update and advised that the Government had announced its intention to enact part 6 of the 2004 Traffic Management Act which would give devolved powers to CEOs for some Moving Traffic Enforcement (MTE) contraventions. Subject to parliament timescales, it was currently expected to go through in February 2022. KCC had already confirmed they would be applying for the devolved powers for Kent when possible to do so and would then discuss with Districts how to move forward once they decided how the powers were delegated. Only a select number of contraventions would be included and all MTE would be done through certified camera enforcement. The PCN would be issued by a CEO from a desk using the camera enforcement and this could be a

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Static or Mobile camera. No MTE could be issued by a CEO in uniform from the street and this did not replace any powers currently held by the Police. MTE would not change anything in the enforcement of Parking currently and how CEOs enforce on street - this would be additional and a separate way of working.

In response to questions, it was clarified that bus gates were included in the list of MTE contraventions and this was already on Officers' radar for the Ashford Borough. Members mentioned the Finberry/Bridgefield and Beaver Road Bus Gates as potential locations. The Community Safety and Wellbeing Manager advised that she was meeting with the KCC Lead Officer for MTE the following day and she would be discussing Bus Gates in particular.

**Resolved:**

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

## **215 Date of Meetings 2022/23**

1<sup>st</sup> March 2022

7<sup>th</sup> June 2022

6<sup>th</sup> September 2022

6<sup>th</sup> December 2022

7<sup>th</sup> March 2023.

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**Report To:** Ashford Joint Transportation Board

**Date:** 1<sup>st</sup> March 2022

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

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

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<p><b>Summary: Report to update members on the suspension of Eurostar services from Ashford International Station.</b></p>
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## **1. Introduction**

- 1.1 Following the start of the Covid-19 pandemic in March 2020, Eurostar suspended all services from all intermediary stations including Ashford International Station and Ebbsfleet International Station in Kent. Both stations have subsequently been closed due to the length of time before Eurostar expected services to return. In September 2020 following the first lockdown period, Eurostar announced that services from Ebbsfleet and Ashford would not return until 2022. Following the second extended lockdown period, Eurostar then announced in September 2021 that services would not return until 2023.
- 1.2 At the end of November 2021, just prior to the Omicron variant becoming a major concern, the Leader of KCC wrote to Eurostar's CEO to express concern about the further postponement to 2023, a potential return of services and the uncertainty the prolonged loss of services could cause to Kent's economy and planning. The correspondence sought for Eurostar to give some future clarity over the conditions or basis for a return of services, and how KCC and its partners could assist Eurostar with information and evidence to help make decisions based on those requirements.
- 1.3 In advance of the pandemic, the works to allow Class 374 Eurostar trains to access Ashford International Station were completed in December 2019, with the full 2016 Ashford service due to commence again in May 2020. This would have seen the introduction of the third daily Paris service alongside the Brussel's, Eurodisney, and South of France services, but this never came about due to the impact of the pandemic.

## **2. Eurostar Services**

- 2.1 In advance of this meeting, Eurostar were asked for a statement on their latest position, which is provided below:

*“Covid-19 devastating and prolonged impact on Eurostar has led to the difficult decision to remove services at Ashford International and Ebbsfleet International until 2023.*

*“Since the beginning of the pandemic, Eurostar has been affected more than any other rail and air operator by the very different and constantly changing travel restrictions imposed independently by the governments of the countries it serves. This has resulted in a 95% revenue drop between March 2020 and June 2021 (15 months). Since last summer, recovery has not been linear. Despite claiming about 50% of patronage back and reaching breakeven in late October, Eurostar has been hit by the autumn’s fifth wave and by the Omicron variant very severely.*

*“The collapse in revenues has not been mitigated by direct public support, contrary to Eurostar’s airline competitors in the UK and France. As a result, the business has contracted an additional £500 million of debt under very restrictive conditions. In these circumstances, Eurostar has no choice but to control its costs rigorously and to focus on its core routes, which have the best prospect of supporting its debt and eventually returning the business to profit. These core routes are unlikely to recover fully until the end of 2022 and Eurostar will continue to bear considerable debt costs far beyond that.*

*“Eurostar will review the status of intermediate stations and services (which include Calais and French seasonal services) when it is back to normal business circumstances. Making progress on stabilising and meeting its financial obligations is likely to remain the business priority for some time.”*

#### **4.0 Next steps**

- 4.1 Ashford Borough Council, along with colleagues from Kent County Council will continue to meet with Eurostar to monitor the commercial return of passenger numbers following the recent further lifting of restrictions on international travel. A high-level meeting is proposed to take place in May 2022 to discuss plans to support Eurostar in bringing back services as soon as possible.
- 4.3 Ashford Borough Council and Kent County Council will continue to work with Eurostar to make the case for returning the services to Ashford International Station, highlighting the demand from local residents and companies within the area, and the potential increased demand through the expansion of the Designer Outlet, and future development of Newtown Works, alongside the growth of housing in Ashford and Kent.

#### **Contacts:**

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

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

# Agenda Item 6



**Agenda Item No:**

**Report To:** Joint Transportation Board

**Date:** 14 February 2022

**Report Title:** Parking and Waiting Restrictions Update Summary

**Report Author:** Mandy Cracknell, Team Leader – Parking, Highways and Transportation

**Summary:**

**This Report:**

- (i) **Provides an update of schemes that are currently being managed and progressed through the Parking, Highways and Transportation team.**

**Key Decision:** No

**Affected Wards:** All

**Recommendations:** **None.** No consultations conducted and completed by ABC in the period since last JTB meeting. Any consultation that has been conducted has been led by KCC.

**Contacts:** [engineering.gov.uk](http://engineering.gov.uk) – tel: (01233) 330517

## **Introduction and background**

1. This report provides an update of schemes that are currently being managed and progressed through the Parking, Highways and Transportation team.
2. Due to the continued vacancy of the Technical and Transport Officer, there has been an unavoidable delay in processing certain matters. However we are prioritising work accordingly and seeking alternative recruitment solutions.

## **3. Reports**

### **I. Park Mall**

Due to the closure of the NCP car park at Park Mall and Ashford Borough Council taking ownership the parking order is being amended to include Park Mall car park.

- The effect of this amendment will be:
- To apply council parking rules relating to the use of this car park
- To apply council parking charge tariffs to the car park as agreed at recent cabinet meeting
- To reflect the availability of virtual permits and virtual season tickets as valid methods of payment for parking
- To include rules relating to the use of electric vehicle charging bays where present
- To introduce new hours of operation

### **II. Pavement Parking**

There has been nothing substantive on pavement parking for England outside of London since March 2021. DfT did run a consultation in 2021 which received thousands of responses. BPA advise that last update received was that they had finally got through all of the responses and were briefing ministers, this was before Christmas.

The next step usually would be for them to publish the consultation findings along with their recommendations but we do not have an indication as to when to expect that.

Their focus I should imagine, is on the new regulations to enable moving traffic enforcement which will also consolidate all into one set for England outside of London and perhaps the pavement parking conclusions will follow once they have that all sorted – if so then that would take us to late spring/early summer.

### **III. DfT Advice Note - changes to regulations and implementation**

Please find attached the latest advice note from DfT regarding the changes to Civil Enforcement of Parking, Bus Lane, and Moving Traffic Contraventions

This note covers the administrative changes required for CPE and bus lane enforcement which councils who currently reference the regs will need to undertake. Although the commencement date of the regs is 1<sup>st</sup> June, the changes to be made to take effect on 31<sup>st</sup> May.

See Appendix 1

### **IV. Sorting Office in Tannery Lane Petition**

Once a petition is formally submitted, I, the Team Leader for Parking Highways and Transport PHT will produce a report for a debate and a recommendation at the next Council meeting (21<sup>st</sup> April).

## **Portfolio Holder's Views**

4. To be provided at the meeting.

**Contact:**      **Mandy Cracknell (01233) 330571**

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

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## Civil Enforcement of Parking, Bus Lane, and Moving Traffic Contraventions

**All English enforcement authorities currently undertaking civil enforcement of parking and bus lane contraventions need to read the following as this may affect you from 00:00 on 31<sup>st</sup> May 2022. Regulations, due to come into force on that date will result in some or all of the below changes needing to be made. While the regulations remain subject to Parliamentary approval you will need to be ready.**

**This note also applies to those outside London intending to take up moving traffic enforcement powers.**

### Background and Context

The Government has committed to make the moving traffic enforcement powers under Part 6 of the Traffic Management Act 2004 available to local authorities outside London. The regulations giving effect to these powers were laid in Parliament on 27<sup>th</sup> January. In making these powers available, the legislative opportunity has also been taken to consolidate, under the 2004 Act, the existing civil enforcement regimes for bus lane contraventions (outside London currently under 2005 regulations made under the Transport Act 2000) together with parking contraventions (England-wide currently under 2007 regulations made under the 2004 Act). Creating a cohesive civil enforcement regime will remove numerous inconsistencies which inherently arose due to the disparate enabling legislation, enabling more efficient regime administration.

The purpose of this note is to notify you that the above changeover will require some urgent updates to local authorities' stationery, notices and systems as, while not a current or future requirement in regulations, it has come to light that the vast majority of English local authorities refer to the enabling regulations in their parking and bus lane Penalty Charge Notice, Notice to Owner, Notice of Rejection of Representations, Charge Certificates, Order of Recovery, Bailiff letters and associated correspondence, as well as possibly their TROs.

Although Ministers agreed to exclude London authorities' bus lane and moving traffic regimes from the above-mentioned consolidation, IT changes will still be necessary if regulations are cited in their parking notices. Outside London changes will be required to parking and bus lane notices irrespective of whether councils intend to take up moving traffic enforcement powers.

### Parking Enforcement

Any PCN issued up to and including 30<sup>th</sup> May 2022 will be subject to the current regulatory regime for parking enforcement. This includes any statutory notices and associated correspondence relating to subsequent representations, appeals and debt recovery procedures. If the enabling regulations have been referenced, then statutory notices must still refer to the current regulations throughout the life of the case.

Any PCN issued on 31<sup>st</sup> May 2022 and thereafter will be subject to the 2022 regulations. As such, if authorities are seeking to replace current references to the regulations as shown in Column 1 in the table below, they will need to be replaced as shown in Column 2:

<b>(1) Existing regulations:</b>	<b>(2) To be replaced with:</b>
The Civil Enforcement of Parking Contraventions (England) General Regulations 2007	The Civil Enforcement of Road Traffic Contraventions (Approved Devices, Charging Guidelines and General Provisions) (England) Regulations 2022
The Civil Enforcement of Parking Contraventions (Guidelines on Levels of Charges) (England) Order 2007	
The Civil Enforcement of Parking Contraventions (Approved Devices) (England) Order 2007	
The Civil Enforcement of Parking Contraventions (England) Representations and Appeals Regulations 2007	The Civil Enforcement of Road Traffic Contraventions (Representations and Appeals) (England) Regulations 2022
The Civil Enforcement Officers (Wearing of Uniforms) (England) Regulations 2007	Any such reference must remain unchanged

## Bus Lane Enforcement

Any PCN issued up to and including 31 May 2022 will be subject to the current regulatory regime for bus lane enforcement. This includes any statutory notices and associated correspondence relating to subsequent representations, appeals and debt recovery procedures. If the enabling regulations have been referenced, then statutory notices must still refer to the current regulations throughout the life of the case.

Any PCN issued from 31 May 2022 onwards, will be subject to the 2022 regulations. As such, if authorities are seeking to replace current references to the regulations as shown in Column 1 in the table below, they will need to be replaced as shown in Column 2:

<b>(1) Existing regulations:</b>	<b>(2) To be replaced with:</b>
The Bus Lane Contraventions (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2005	The Civil Enforcement of Road Traffic Contraventions (Approved Devices, Charging Guidelines and General Provisions) (England) Regulations 2022
The Bus Lanes (Approved Devices) (England) Order 2005	
The Tribunals and Inquiries (Bus Lane Adjudicators) (England) Order 2005	The Civil Enforcement of Road Traffic Contraventions (Representations and Appeals) (England) Regulations 2022

For a contravention of using a bus lane, unless to stop or load where permitted, local authorities outside London can currently charge £40 (Band 1), £50 (Band 2) or £60 (Band 3). To achieve consistency overall, bus lane penalties, and discount and surcharge periods, are being aligned with those for higher level parking offences as below.

<b>Band</b>	<b>Penalty charge</b>	<b>Penalty charge paid early</b>	<b>Penalty charge paid after service of a charge certificate</b>
1.	£60	£30	£90
2.	£70	£35	£105

It should be noted that the current 50% discount period for early payment of bus lane PCNs will increase from 14 days to 21 days, in line with other PCNs issued based on evidence captured by CCTV camera for parking or moving traffic contraventions. This change will also need to be updated in IT systems.

## Moving Traffic Enforcement

Though not critical for the transition to the 2022 regulations, those local authorities intending to acquire moving traffic enforcement powers will also need to ensure that their IT systems are ready to reflect the requirement in the forthcoming statutory guidance that, for a period of six months following implementation of moving traffic enforcement in practice, at each particular camera location, local authorities outside London should issue warning notices for first-time moving traffic contraventions. This also applies to any new camera location in the future. The warning notice should set out the six-month period and advise that any further moving traffic contravention at the same camera location would result in the issue of a PCN.

Although outside the scope of statutory guidance, within London where moving traffic contraventions have been enforced for many years, enforcement authorities are expected to issue warning notices in the same way as set out above for first-time contraventions of the new cycle lane, cycle route and 'buses prohibited' contraventions (civilly enforceable in London for the first time).

### **Applying for Designation of Civil Enforcement Area for Moving Traffic Contraventions**

Under Schedule 8 to the TMA, local authorities with existing civil parking enforcement powers may be granted moving traffic enforcement powers. The area covered by a moving traffic Designation Order may only be within, or co-extensive with, the geographic area already designated as a civil enforcement area for parking contraventions. Before making any such Designation Order, the Secretary of State must consult the relevant Chief Officer of Police.

Applications may be made for the whole, or part of, a local authority area by a county council, a unitary authority or an individual metropolitan district council. Applications may also be made by two or more metropolitan district councils acting jointly, in which case the moving traffic enforcement powers will apply to the whole of their administrative areas.

It is sufficient to formally apply for designation of the moving traffic enforcement powers by means of a letter to the Secretary of State, signed by the Chief Executive or other senior officer as the local authority deems appropriate. A suggested template application letter, linked below, has been developed which we encourage applicant authorities to use:



Any letter the applicant authority chooses to use will need to state:

- The full name of the authority applying and the type of authority (a county council, a unitary authority, a metropolitan district council or two or more metropolitan district councils acting jointly);
- The area to be designated; and
- Any roads to be excluded.

The letter will also need to confirm that it has been sent with the authority of the Council, and that the Council has already:

- a) Consulted the appropriate Chief Officer of Police;
- b) Carried out a minimum six-week public consultation on the detail of planned civil enforcement of moving traffic contraventions (rather than whether people agree with the principle of moving traffic enforcement), including the types of restrictions to be enforced and the location(s) in question. This is intended to communicate the rationale for, and benefits of, moving traffic enforcement to residents and businesses, and allow them the opportunity to raise any concerns. There is no requirement for newspaper advertising. Local authorities should consider the full range of media available to them when communicating with the public. They should consider telling every household in the CEA when they propose changes - for example, to the operation of a scheme.
- c) Considered all objections raised and has taken such steps the Council considers reasonable to resolve any disputes;
- d) Carried out effective public communication and engagement as the Council considers appropriate, for example using local press and social media, and that this will continue up to the start of enforcement and for a reasonable period thereafter;
- e) Ensured all moving traffic restrictions to be enforced will be underpinned by accurate TROs, where applicable, and indicated by lawful traffic signs and road markings. Local authorities are not required to audit all their TROs and traffic signs; but instead those that are directly related to the moving traffic restrictions to be enforced;
- f) Ensured all the relevant equipment has been certified by the Vehicle Certification Agency (VCA) specifically for moving traffic contraventions.

When applying for designation of the moving traffic enforcement powers, Chief Executives (or other appropriate senior officer) will also be required to undertake to carry out all of the steps set out in **a-f above** in respect of any new camera locations in the future. However, it will not be necessary to seek further approval from the Secretary of State for additional enforcement locations in cases where the whole area has already been so designated.

As part of ensuring that TROs and traffic signs are accurate and lawful, applicant local authorities are encouraged to take the opportunity to identify and remove any traffic signs at the enforcement site that are either obsolete or no longer necessary, whether or not relating directly to the restriction being enforced. This will reduce sign clutter, and aid effective enforcement by ensuring drivers are presented with clear information in an uncluttered environment.

Applicant local authorities are encouraged to confer with neighbouring authorities and, where relevant, combined authorities as it is important that road users benefit from a consistent approach to moving traffic enforcement.

The 2004 Act does not prescribe the list of traffic signs and road markings subject to moving traffic enforcements on a selective basis, therefore all the prescribed traffic signs and road markings will apply under the Designation Order. These are listed at **Annex**.

Local authorities are not required to enforce every sign or marking; instead, enforcement should only be used to target problem locations. At any location where it is considered that contraventions could be avoided by reasonable improvements to the highway or to traffic signing, such improvements should be made, and appropriate monitoring carried out before enforcement action is considered.

Improvements to signing may include removal of redundant or poorly maintained signs and posts, which have the potential to confuse drivers. Local authorities are therefore encouraged to review their traffic signing at the camera enforcement locations in accordance with the 'Golden Rules' as set out in **Chapter One** of the Traffic Signs Manual.

To help the certification process, early engagement with the Vehicle Certification Agency is also encouraged, at: [civil-enforcement@vca.gov.uk](mailto:civil-enforcement@vca.gov.uk). An updated edition of the

We request that applications are sent to [Parking.queries@dft.gov.uk](mailto:Parking.queries@dft.gov.uk).

The Department must be satisfied in relation to the above matters before a Designation Order can be made. Delays in confirming the above requirements fully at the outset may result in delays. The Department is open to receiving applications from February. Depending on uptake, we expect it will be necessary to make Designation Orders in tranches. We will aim to lay the first Designation Order in Parliament as soon as practicable after the regulations come into force on 31<sup>st</sup> May 2022, although this will be subject to the Parliamentary timetable.

To be included in the first tranche, applications meeting the above requirements must reach the Department **by 20<sup>th</sup> May at the latest**.

Subsequent applications will be considered as they are submitted. We expect to lay the second tranche Designation Order in late-2022. Decisions will be taken on the frequency of subsequent Order-making based on demand.










**Traffic & Technology Division**  
**Department for Transport**  
**3<sup>rd</sup> February 2022**










## Annex

### Traffic Signs Subject to Moving Traffic Enforcement







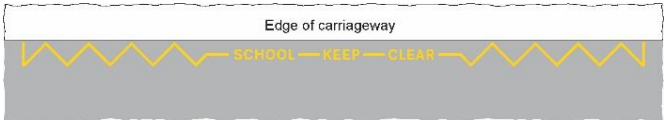
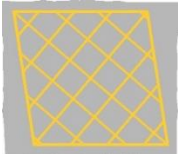
Under TMA Schedule 7, restrictions indicated by the below traffic signs, as prescribed in the Traffic Signs Regulations and General Directions 2016 (as amended: 'TSRGD') are civilly enforceable as moving traffic contraventions. This applies to any permitted variant under TSRGD; for example, diagram 606 when varied to point ahead or to the right.

It should be noted that the Government committed only to introduce moving traffic enforcement powers in respect of those signs listed. Therefore, any traffic sign or road marking not listed will remain enforceable only by the police.

Description	TSRGD diagram number & location	
Vehicular traffic must proceed in the direction indicated by the arrow	606 (Schedule 3, Part 2, item 1 and Schedule 14, Part 2, item 42)	
Vehicular traffic must turn ahead in the direction indicated by the arrow	609 (Schedule 3, Part 2, item 2)	
Vehicular traffic must keep to the left/right of the sign indicated by the arrow	610 (Schedule 3, Part 2, item 3)	
No right turn for vehicular traffic	612 (Schedule 3, Part 2, item 7 and Schedule 14, Part 2, item 43)	
No left turn for vehicular traffic	613 (Schedule 3, Part 2, item 8 and Schedule 14, Part 2, item 43)	
No U-turns for vehicular traffic	614 (Schedule 3, Part 2, item 6 and Schedule 14, Part 2, item 43)	
Priority must be given to vehicles from the opposite direction	615 (Schedule 3, Part 2, item 9)	
No entry for vehicular traffic (when the restriction or prohibition is one that may be indicated by another traffic sign subject to civil enforcement)	616 (Schedule 3, Part 2, item 10 and Schedule 14, Part 2, item 44)	
All vehicles prohibited except non-mechanically propelled vehicles being pushed by pedestrians	617 (Schedule 3, Part 2, item 11)	

Description	TSRGD diagram number & location	
Entry to and waiting in a pedestrian zone restricted	618.3B (Schedule 8, Part 2, item 1)	
Entry to and waiting in a pedestrian and cycle zone restricted	618.3C (Schedule 8, Part 2, item 2)	
Motor vehicles prohibited	619 (Schedule 3, Part 2, item 12)	
Motor vehicles except solo motorcycles prohibited	619.1 (Schedule 3, Part 2, item 18)	
Solo motorcycles prohibited	619.2 (Schedule 3, Part 2, item 20)	
Goods vehicles exceeding the maximum gross weight indicated on the goods vehicle symbol prohibited	622.1A (Schedule 3, Part 2, item 13)	
One-way traffic	652 (Schedule 9, Part 4, item 5)	
Buses prohibited	952 (Schedule 3, Part 2, item 17)	
Route for use by buses, pedal cycles and taxis only	953 (Schedule 3, Part 2, item 33)	



Description	TSRGD diagram number & location	
Route for use by tramcars only	953.1 (Schedule 3, Part 2, item 36)	
Route for use by pedal cycles only	955 (Schedule 3, Part 2, item 28)	
Route for use by pedal cycles and by pedestrians only	956 (Schedule 3, Part 2, item 29)	
Route comprising two ways, for use by pedal cycles only and by pedestrians only	957 (Schedule 3, Part 2, item 32)	
With-flow cycle lane	959.1 (Schedule 9, Part 4, item 9)	
Contra-flow cycle lane	960.1 (Schedule 9, Part 4, item 6)	
Part of the carriageway outside an entrance where vehicles must not stop when the marking is placed in conjunction with the prescribed upright sign which includes the symbol at Schedule 4, Part 3, item 10	1027.1 (Schedule 7, Part 4, item 10)	
Box junction markings	1043 (Schedule 9, Part 6, item 25)	

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**14o:** Ashford Joint Transportation Board

**By:** KCC Highways, Transportation & Waste

**Date:** 1<sup>st</sup> March 2022

**Subject:** Highways Forward Works Programme: 2021/22 and 2022/23

**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 2021/22 and 2022/23.

Kent County Council has recently published a forward works programme for the next five years covering planned maintenance of our highway assets. It is in two parts: the first concerns the next two years (2021/22 - 2022/23), and most of the sites included have already been verified by our engineers. The second part relates to years three to five of our five-year programme (2023/24 - 2025/26) and is largely based on data from our asset management systems, so may be subject to more changes as the schemes are verified.

This programme is subject to regular review and may change for a number of reasons including budget allocation, contract rate changes, and to reflect our changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase, and additional sites may be added or others advanced if their condition deteriorates rapidly so that we need to react in order to keep the highway in a safe and serviceable condition.

Further information about how we manage our highway infrastructure, including our county-wide five-year forward works programme, may be found on our website:

<https://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/managing-highway-infrastructure>

In addition to planned maintenance of our highway assets, this report includes transportation and safety schemes, developer funded works, Combined Members Grant schemes, and planned maintenance of public rights of way.

**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**

**Developer Funded Works** – see Appendix E

**Bridge Works** – see Appendix F

**Traffic Systems** – see Appendix G

**Combined Members Grant – Member Highway Fund** – see Appendix H

**Public Rights of Way** – 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**

Pauline Harmer	Highway Manager East Kent
Lisa Willoughby	Ashford District Manager
Alan Casson	Strategic Asset Manager
Earl Bournier	Drainage Asset Manager
Neill Coppin	Structures Operations Team Leader
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic & Network Solutions Asset Manager
Jamie Hare	Development Agreements Manager
Nikola Floodgate	Schemes Programme Manager
Graham Rusling	Public Rights of Way & Access Manager
Alison Hews	Street Works Compliance 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>Road Name</b>	<b>Parish/Town</b>	<b>Extent of Works</b>	<b>Current Status</b>
Kingsnorth Road	Ashford	Knock Rd to Wotton Road Roundabout	Completed
Crowbridge Road	Ashford	Phase 1 -Gladstone Road to Crowbridge Link Phase 2- Crowbridge Link to The Boulevard	Completed
A2042 Romney Marsh Road	Ashford	Section over culvert	Programmed 7 <sup>th</sup> February 2022
A28 Great Chart Bypass	Great Chart	<u>Phase 1</u> Brookfield roundabout to Tithe Barn Lane	Programmed 4 <sup>th</sup> March 2022
A28 Great Chart Bypass	Great Chart	<u>Phase 2</u> Tithe Barn Lane to new (Developer) roundabout near to Blue Barn	Programmed 4 <sup>th</sup> April 2022
A251 Trinity Road	Kennington	Between Nicholas Road and A2042 Faversham Road	Programmed 14 <sup>th</sup> March 2022
Ulley Rd/The Street	Kennington	A28 Canterbury Rd to A251 Faversham Rd	To be programmed Spring 2022
<b>Road Asset Preservation Schemes - Contact Officer: Jonathan Dean</b>			
<b>Micro Surfacing</b>			
<b>Road Name</b>	<b>Parish/Town</b>	<b>Extent of Works</b>	<b>Current Status</b>
ASH HILL	Ruckinge	From Ruckinge Sign to X Cattle Grid (now concreted over)	Completed
FROG LANE	Rolverden	Wassells Lane to A28	Completed
BEDLAM LANE	Egerton	From TP2 (Just past Wanden Lane) to previous MS Joint o/s Pond House	Completed
HORNASH LANE	Shadoxhurst	Whole Road	Completed
HYTHE ROAD (10mm MA)	Ashford	<b>VARIOUS SECTIONS</b> From HA joint just before Bockham Lane to 40mph Sign at Sellenge	Completed

FAVERSHAM ROAD	Charing	From A252 Junction to Rushmere Lane	Completed
STATION ROAD	Pluckley	From Pluckley Village Hall to Gate Lodge	Completed
PLUCKLEY ROAD	Bethersden	Mill Lane to Tuesnoad Lane then to Bridge	Completed
PLUCKLEY ROAD	Hothfield	Bears Lane to BT Pole 13	Completed
OLD SURRENDEN MANOR	Bethersden	JCB Agriculture to BT Pole DP131 near Barton Farm Industrial Estate	Completed
WISSENDEN LANE	Bethersden	Norton Lane up to Junction with Wissenden Green (miss out 723 metres in middle)	Completed
<b>Surface Dressing</b>			
<b>Road Name</b>	<b>Parish/Town</b>	<b>Extent of Works</b>	<b>Current Status</b>
OXENTURN ROAD	Wye	J/w Chequers Road to new surfacing joint (Naccolt)	Completed
BUGGLESDEN ROAD	Tenterden	From Readers Bridge Road to A262	Completed
FAVERSHAM ROAD	Charing	Whole Road	Completed
NORTONS LANE	Tenterden	From A262 to Readers Bridge Road	Completed
POOK LANE	Biddenden	From Smarden Road to Wagstaff Lane	Postponed until 2022
ASHFORD ROAD	Bethersden	Red Pad (Near Bend) to Hannover Lodge (Joint)	Completed
OLD SURRENDEN MANOR	Bethersden	BT Pole DP131 near Barton Farm Industrial Estate to Mill Road Cross Roads	Completed
CANTERBURY ROAD	Challock	Green Lane to wooded section	Completed
<b>Retread (recycling and re-laying the existing surface material before applying a surface treatment)</b>			
<b>Road Name</b>	<b>Parish/Town</b>	<b>Extent of Works</b>	<b>Current Status</b>
MOUNTS LANE	Rolvenden	From 30 metres in from Tenterden Road to Lower Windsor Cottage	Completed
PIXS LANE	Rolvenden	Sparks Wood House to Junction with Mounts Lane	Completed
BIRCHETT LANE	Woodchurch	10 metres in from Ham Street Road to End of Wooded Section	Completed
WISSENDEN GREEN	Bethersden	Wissenden Lane to Tuesnoad Lane	Completed

CROCKENHILL ROAD	Egerton	From Chapel Lane to Forstal Road	Completed
<b>Footway/Cycleway Asset Renewal &amp; Preservation Schemes - Contact Officer: Neil Tree</b>			
Road Name	Parish/Town	Extent of Works	Current Status
Ashford Road	Charing	<u>Footway Resurfacing</u> From the junction with Wicken Lane to the "Cold Store"	Completed
Rothbrook Drive	Kennington	<u>Footway Resurfacing</u> From approximately No.16 to its junction with Bockhanger Lane.	Programmed to commence on 7 <sup>th</sup> February 2022.
Billington Gardens	Kennington	<u>Footway Protection Treatment</u> Full Extents	Completed
Beaver Road	Ashford	<u>Footway Protection Treatment</u> From the junction of Park Place to Norman Road	Completed

## **Appendix B - Drainage**

<b>Drainage Works – Contact Officer: Earl Bourner</b>			
<b>Road Name</b>	<b>Parish/Town</b>	<b>Description of Works</b>	<b>Current Status</b>
Victoria Crescent	Ashford	Existing drainage system appears to be damaged by services and construction work. Trial holes and topographical surveys proposed to inform scheme design	Works programmed February 2022 to replace pipe through private land.
Ashford Road	Bethersden	Full CCTV Survey from Kiln Lane to Forge Hill	In Progress
Brook Street JW Moor lane	Woodchurch	Replace damaged culvert under road	Further investigations required – with engineer to progress
Church Lane	Shadoxhurst	Replace collapsed culverts and install new brick headwalls.	Job passed to contractor
Church Hill	Bethersden	Specialist consultant review of existing culvert capacity and options for replacement of existing brick culvert due to poor structural condition.	Consultant review completed. Liaising with EA. Note KCC also leading flood investigation under s.19 FWMA.
Steeds Lane	Ashford	Investigate and replace damaged pipework near junction	Further investigations required – with engineer to progress
A252 The Street junction with Church Lane	Molash	Works in liaison with schemes team to improve the drainage system, possible new soakaway & deep bore the existing soakaway.	Works substantially complete. Only siphon heads to be fitted, with Contractor to arrange.
Drovers Roundabout	Ashford	Replace broken beany kerbs	Looking at an alternative solution
Finn Farm Road	Ashford	Repair collapsed pipework and build a new brick headwall	Works programmed for March 2022
Blind Lane	Mersham	Repair collapsed culvert and install a new chamber and replace a collapsed	Job passed to contractor

		headwall	
Ashford Road	Charing	Investigate water leaking from verge. Water found to be issuing from old ducts. Installation of new filter drain proposed.	Job passed to contractor, commenced 31/01/2022
Ruckinge Road/Hamstreet Road	Hamstreet	Repair to highway drainage system	Road closure arranged to start Feb 14 <sup>th</sup> 2022 for up to two weeks.
Harville Road	Wye	Highway Drainage and Culverts CCTV condition surveys to investigate any highway drainage works necessary to help reduce risk of highway and property flooding	Ditch clearance at Cobsweb carried out on 24/01/22, now to arrange camera survey to culvert crossing road. Further works required to remedy defects in highway drains (tree root damage etc.).
The Street	Bethersden	Highway drainage cleansing, investigations and repair works.	Further cleansing work to clear pipes and identify defects took place on 17/01/22. Civils work to investigate and repair defects are programmed for 02/03/22 to 04/03/22.
Orchard Drive	Wye	Adjacent to property 17, adjust kerb and carriageway levels and resurface to help prevent carriageway flooding issues.	Work programmed to start 02/05/22.
Pested Lane junction with A251 Faversham Rd	Challock	Carriageway flooding issue adjacent to Barnfield. Blocked possibly damaged pipe to soakaway in garden.	Various inspections have taken place, history searches carried out. Jetting order for

			another attempt to clear the outlet pipe has been passed to Contractor. Possible civils work required but still to be determined.
Coopers Lane	Mersham	Investigate and repair damage pipe from gully outside Shelwyn.	With engineer to raise job for works



## **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 – <i>Contact Officer: Sue Kinsella</i></b>			
<b>Road Name</b>	<b>Parish/Town</b>	<b>Description of Works</b>	<b>Current Status</b>
Royds Road	South Willesborough	Replacement of 3 no street light	Completed
Chart Road	Godinton	Replacement of 2 no street light	Completed
Glover Road	North Willesborough	Replacement of 1 no street light	Completed
Brookfield Road	Beaver	Replacement of 1 no street light	Completed
Canterbury Road	Kennington	Replacement of 1 no street light	Completed
Waterside	North Willesborough	Replacement of 1 no street light	Completed
Cudworth Road	Ashford	Replacement of 2 no street light	Completed
Hythe road	North Willesborough	Replacement of 4 no street light	Works programmed for completion by end April 2022
High street	Tenterden	Replacement of 1 no street light	Works programmed for completion by end April 2022
Mallards	South Willesborough	Replacement of 1 no street light	Completed
Ash Meadows	South Willesborough	Replacement of 2 no street light	Completed
HouseField	North Willesborough	Replacement of 3 no street light	Completed
Lees Road	North Willesborough	Replacement of 1 no street light	Completed
South Lea	Weald East	Replacement of 1 no street light	Completed

Harvey Road	North Willesborough	Replacement of 5 no street light	Completed
Albermarle Road	North Willesborough	Replacement of 1 no street light	Completed
Romsey Close	North Willesborough	Replacement of 1 no street light	Works programmed for completion by end April 2022
Jacobs Oak	South Willesborough	Replacement of 1 no street light	Works programmed for completion by end April 2022
Hunter Close	Aylesford Green	Replacement of 1 no street light	Completed
Fountains Close	North Willesborough	Replacement of 1 no street light	Completed
Blackwall Road South	North Willesborough	Replacement of 1 no street light	Completed
Bushy Royds	South Willesborough	Replacement of 1 no street light	Completed
Tithe Barn Lane	Singleton South	Replacement of 2 no street light	Works programmed for completion by end April 2022
The Rise	Beaver	Replacement of 1 no street light	Works programmed for completion by end April 2022
Forge Lane	Victoria	Replacement of 1 no street light	Works programmed for completion by end April 2022

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

### **Casualty Reduction Measures**

The Schemes Planning & Delivery team is implementing schemes within Ashford district, in order to meet Kent County Council's 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 10<sup>th</sup> February 2022.

<b>CASUALTY REDUCTION MEASURES– 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>		
A20 Maidstone Road junction Station Road, Charing	Junction improvement scheme to include narrowing of existing carriageway and removal of central traffic island on the A20. Relocation of junction Give Way on Station Road to improve visibility for turning traffic and shortening of the existing pedestrian crossing length on the A20.	Detailed design works complete. Works to be programmed – liaising with Streetworks for road space availability.
Somerset Road junction with North Street Ashford	New traffic signs, road markings and pedestrian guard rail.	Works to be programmed.
Somerset Road junction with Mace Lane Ashford	Signing improvements.	To be delivered with scheme above (Somerset Road/ North Street).
A20/A28 Drovers Roundabout Ashford	Improvements to existing road markings and traffic signs.	Road marking refreshing works completed. Further safety improvements under review for delivery in year 22/23 (see below scheme).
Benenden Road junction with Cranbrook Road (Castletons Oak) Biddenden	Improvements to existing traffic signs, road markings and carriageway surface. Speed limit reduction from National Speed Limit (60mph) to 40mph.	Works completed.
A28 Ashford Road/ A262 Biddenden Road, High Halden	Improvements to existing road markings and carriageway surface.	Works completed.

A28/ A292 Drovers Roundabout Ashford	Improved lining on circulatory between A292 Maidstone Road and A28 Templer Way & improved signing on A292 Maidstone Road approach to roundabout.	Feasibility and outline design stage. For delivery in 2022/23.
A28 Simone Weil Avenue junction with Warren Retail Park (Sainsbury's) Ashford	Fit signal tunnel hoods to the 3 signal aspects on the traffic island on the eastbound carriageway. Plus, lining refresh.	For delivery in 2022/23.
B2080 Tenterden Road junction with School Road Appledore	New yellow backed stop sign and junction lining refresh.	For delivery in 2022/23.

#### **INTEGRATED TRANSPORT SCHEMES – *Contact Officer: Darren Hickman***

Local Transport Plan funded non-casualty reduction schemes

<b>Road Name</b>	<b>Description of Works</b>	<b>Current Status</b>
A28 Ashford Road, St Michaels	Installation of signalised pedestrian crossing.	Works substantially complete. Southeast Water matter (leak and repair) has delayed opening of crossing.
Cuckoo Lane Ashford	Provision of new parallel zebra crossing to improve pedestrian and cycling links to John Wesley School.	Detailed design works completed. Programmed for construction in Easter 2022 school holidays.
Somerset Road junction Forge Lane Ashford	Provision of formal pedestrian crossing facilities within existing traffic signal-controlled junction.	Detailed design works ongoing, scheme to be delivered in 2022/23.
Bybrook Road, Kennington	Bybrook Road, The Pasture & adjoining roads – 20mph zone.	Community consultation complete. Detailed design stage. For delivery in 2022/23.
Roman Road and Calleywell Road, Aldington	DDA access improvements	Detailed design stage. For delivery in 2022/23.

### **Externally Funded Schemes**

The Schemes Planning & Delivery team is implementing schemes within the **Ashford District** funded by external corporations whilst still meeting Kent County Council's strategic targets with the road network.

<b>Externally Funded Schemes – <i>Contact Officer: David Petcher</i></b>			
<b>Road Name</b>	<b>Description of Works</b>	<b>Source of Funding</b>	<b>Current Status</b>
N/A			

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

<b>Developer Funded Works (Section 278 Agreement Works) – <i>Contact Officer: Aaron Dival</i></b>				
<b>Scheme Name</b>	<b>Mastergov File Ref No</b>	<b>Parish/Town</b>	<b>Description of Works</b>	<b>Current Status</b>
Dover Place	AS003051	Ashford	Amendments to junction and works to the footway	Works complete and in maintenance period
Repton Park	AS003074	Ashford	Road N6 tie-in with Ordinance Way	Technical audit stage - layout agreed, waiting for Southern Water Vesting and lighting
Kimberley Way Roundabout, Ashford Designer Outlet	AS003093	Ashford	Amendments to the existing roundabout to increase capacity	Works complete and in maintenance period
Newtown Road, Designer Outlet	AS003143	Ashford	New traffic signals	Works complete and in maintenance period
Willesborough Road	AS003149	Ashford	New access to Conningbrook Development	Works complete, snagging works required
Charter House	AS003151	Ashford	New footway and a layby	Works complete and in maintenance period
Austin Road	AS003157	Ashford	New junction and vehicle cross-overs	Works complete and in maintenance period
Curious Brewery Site, Victoria Road	AS003164	Ashford	New junction	Works complete - adopted
Victoria Crescent	AS003165	Ashford	New vehicle access and footway works	Works complete and in maintenance period; remedial works required
Leacon Road	AS003166	Ashford	New vehicle access and bus stops	Works under construction
Jemmett Road	AS003179	Ashford	2 new junctions and footway	Works construction largely complete
Victoria Road	AS003180	Ashford	2 new accesses and footway works in George Street	Works under construction
Hinxhill Park, Hythe Road	AS003238	Ashford	New signalised junction	Agreements signed - Hinxhill Road underway.

Spindlewood to Repton Park	AS003281	Ashford	Short length of link Road	Works complete. In maintenance period
Prince Albert redevelopment	AS003379	Ashford	Footway and carriageway works and new loading bay	Works complete. In maintenance period
Abbey Way Willesborough	AS003415	Ashford	Carriageway ramp	Technically approved; Agreement not yet signed
Newtown Road Development	AS003446	Ashford	New access near railway bridge	Agreement in place, works not yet started
Conningbrook Park Phase 1	AS003452	Ashford	Two new accesses to development from A2070	Technically approved; Agreement not yet signed
Simone Weil junction with A28	AS003454	Ashford	Junction improvement	In technical audit stage
William Harvey Hospital Roundabout	AS003455	Ashford	A2070 to be widened for 2 lane approaches	In technical audit stage
Conningbrook Park Phase 2	AS003456	Ashford	Provision of footway over railway bridge	In technical audit stage
Halstow Way	AS003461	Ashford	Provision of access to housing development	Agreement in place, works not yet started
Hilton Road	AS003462	Ashford	Footway reinstatement over two closed accesses	Works complete; in maintenance period
The Long Barrow	AS003463	Ashford	Provision of access to commercial development	In technical audit stage
The Long Barrow/ Monument Way	AS003464	Ashford	Provision of 2 accesses to commercial development	Agreement in place, works not yet started
Elwick Road	AS003469	Ashford	Provision of access to housing development	In technical audit stage
Church Hill	AS003397	Bethersden	Two new entrances to new development	Remedial works agreed, programme awaited
A274 North Street	AS003103	Biddenden	New junction	Works complete; in maintenance period
Maidstone Road	AS003168	Charing	New access to housing estate	Works complete, snagging works required

Swan Hotel	AS003395	Charing	A20 widening and new access	Technical Acceptance issued, Agreement not yet signed
Charing Lodge	AS003453	Charing	New access to 5 house development	Works complete; in maintenance period
Ashford Road	AS003049	Chilham	Bagham Place access and pedestrian crossing	Works complete; in maintenance period remedials required
Bowerland Lane	AS003430	Chilham	Resurfacing	Technical Acceptance issued, Agreement not yet signed
A28 Chart Road, Brunswick Road	AS002081	Godinton	Rearrange junction alignment	Works complete, snagging works required
Mock Lane and Coulter Road	AS003169	Great Chart	Laybys for gas delivery	In technical audit stage
Mock Lane Phase 1	AS003398	Great Chart	Road widening outside new school	Works complete; in maintenance period
Chilmington Bartlets Lane	AS003424	Great Chart	Passing bays and accesses	Agreement not yet signed; works partially complete
Chilmington Green Road	AS003450	Great Chart	Two new accesses to sewage pumping station	Agreement signed, work not yet started
Green Lane Chilmington	AS003457	Great Chart	Two accesses to new school	Technical Acceptance issued; under construction
Chilmington Green Lane - Parritt Land	AS003461	Great Chart	Access to housing development	Agreement signed, works under construction
Chilmington, Pig & Whistle	AS003466	Great Chart	Access to housing development	Technical Acceptance issued; Agreement not yet signed
Former Golf Course Bears Lane	AS003473	Great Chart	Access to housing development	In technical audit stage
Warehorne Road	AS003451	Hamstreet	Access to housing development plus traffic signals and footway	In technical audit stage
Ransley Oast	AS003423	High Halden	Bellmouth and zebra crossing	Bellmouth complete, Zebra Crossing in the technical audit stage
Hopes Grove	AS003472	High Halden	Bellmouth and footway on A28	In technical audit stage



Watery Lane	AS003150	Hothfield	Re-surfacing to Tarmac plant access road	Works complete; in maintenance period, remedials required
Houchin Field	AS003070	Kennington	Access	In technical audit stage
Blind Lane	AS003476	Mersham	Bellmouth	In technical audit stage
Rutledge Avenue	AS003325	Park Farm	Temporary vehicle access	Works complete and in maintenance period
Brockmans Lane	AS003383	Park Farm	New vehicle access to spine road	Agreement signed, works under construction
Secondary Access - Cheeseman Green	AS003437	Park Farm	New vehicle access to housing development	Agreement signed, works under construction
Primary Access - Finn Farm Road	AS003440	Park Farm	New vehicle access to spine road	In technical audit stage
Finn Farm Road footway/cycleway	AS003443	Park Farm	Footway link over bridge	In technical audit stage
Violet Way	AS003471	Park Farm	Pedestian Crossing	In technical audit stage
Station Road	AS003160	Pluckley	New vehicle access	Works complete; snagging works required
A2070/Finberry Park junction	AS003154	Sevington	Junction improvement	Works underway under agreement with National highways
Woodchurch Road	AS003171	Shadoxhurst	New access to houses behind the Kings Head	Works complete, snagging works required
Woodchurch Road	AS003355	Shadoxhurst	New bell mouth and footway crossing	Works complete, snagging works required
The Street	AS003219	Smarden	2 new accesses and drainage	Under construction
Plain Road	AS003459	Smeeth	Access to new housing development	Works complete and in maintenance period
Tenterden Site #1	AS002080	Tenterden	Small Hythe Road, Tenterden. New housing development	Works complete, snagging works required
Danemore Road	AS003152	Tenterden	New vehicle crossover and turning head	Works complete and in maintenance period
Tilden Gill	AS003215	Tenterden	Junction realignment	Works complete; in maintenance period

Tilden Gill Roundabout	AS003230	Tenterden	New roundabout	Works complete; in maintenance period
Church View	AS003299	Tenterden	Replace roundabout with turning head	Technical Acceptance issued, Agreement signed.
Sicklefield	AS003458	Tenterden	New access to development	Agreement signed, works under construction
Stonebridge Barn	AS003445	Woodchurch	Access to private road	Works complete; in maintenance period
Olantigh Road	AS003126	Wye	School crossing	Works completed; snagging works required

## **Appendix F – Bridge Works**

<b>Bridge Works – <i>Contact Officer: Neill Coppin</i></b>			
<b>Road Name</b>	<b>Parish/Town</b>	<b>Description of Works</b>	<b>Current Status</b>
Chart Road	Great Chart with Singleton	Bucksford Bridge – accidental wheel loading protection to Southern verge	In construction for 2021/22
Flood Street	Mersham	Mersham Forstal Bridge – bridge reconstruction	In design for delivery 2022/23
Front Road	Woodchurch	Stone Bridge – Structural lining	Discussions ongoing with Environment Agency

## **Appendix G – 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 Maidstone Road near New Street, Ashford	Renewal of traffic signal controlled crossing	Planned for February 2022

## **Appendix H - Combined Members 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 10<sup>th</sup> February 2022.

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 Lisa Willoughby for an Ashford District.

#### **David Robey**

<b>Details of Scheme</b>	<b>Status</b>
Chart Road Kingsnorth - Speed limit reduction	Scheme recommended for approval at the December JTB. Programme date to be confirmed.
Stubbs Cross Kingsnorth - Refurbish existing village gateways and furnish with new signs	Works partially complete – awaiting signing.

#### **Paul Bartlett**

<b>Details of Scheme</b>	<b>Status</b>
Bybrook Road, The Pasture & adjoining roads – 20mph zone. CMG Contribution.	Community consultation complete. Detailed design ongoing. For delivery in 2022/23.

## **Appendix I – Public Rights of Way**

<b>Public Rights of Way - Contact Officer: Graham Rusling</b>			
<b>PRoW No.</b>	<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
AE567	Ham Street	New HBM path.	On hold for now
AW38 – The back of the moat near Charing recreation ground	Charing	Breakout existing cracked tarmac path and lay down new tarmac surface.	Works with contractor
AB31 – South from Bells Lane	Tenterden	Relaying existing tarmac path and adding new edging	Works complete
AT10 – Back of Rose Cottage Farm	Biddenden	Fill in lows with type 1 stone material	Works complete
AW358 – Pluckley Road	Bethersden	Fill in ruts along byway, new stone surface/grass strip	Works with contractor
AT8 - Cross field section off Sandemay Way	Biddenden	Repair of boggy areas x3	Works complete
AT24 junction with High Halden Road	Biddenden	Construction of short stone section to alleviate flooding issue	Works complete
AT165 Junction Church Hill	High Halden	Construction of short stone section to alleviate boggy area	Works complete
AT49 Church yard path	Rolvenden	Construction of compacted stone path across church yard	Works complete
AT2 Cross field	Biddenden	compacted stone section constructed across boggy section by bridge	Works complete
AW219	Great Chart	Construction of compacted stone path – Mock Lane to Chilmington Green Road to provide access to new school.	Works complete
AW240	Great Chart	Construction of compacted stone path from Mock Lane to A28 to provide access to new school.	Works complete.

AT51 Church yard path	Rolvenden	Construction of compacted stone path across Church yard.	Works complete
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## **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 5+ days.

**For information on all In-progress and proposed works please visit:** <https://one.network/>

LOCATION	PROMOTER	WORKSDESC	EST. START	EST. FINISH
OLANTIGH ROAD, ASHFORD	UK POWER NETWORKS	16/05/2022	20/05/2022	NEW ELECTRICITY SUPPLY
GLADSTONE ROAD, WILLESBOROUGH	SOUTHERN GAS NETWORKS PLC	15/08/2022	31/08/2022	OPEN CUT EXCAVATIONS FOR MAINS CONNECTIONS WITH WORKS TO MEAD ROAD 4 WAY JUNCTION
MEAD ROAD, WILLESBOROUGH	SOUTHERN GAS NETWORKS PLC	15/08/2022	31/08/2022	OPEN CUT EXCAVATIONS FOR MAINS CONNECTIONS WITH WORKS TO GLADSTONE ROAD 4 WAY JUNCTION
BATH ROAD, WILLESBOROUGH	SOUTHERN GAS NETWORKS PLC	25/07/2022	31/08/2022	PERMIT FOR ROAD CLOSURE WITH WORKS TO MEAD ROAD
CANTERBURY ROAD, WILLESBOROUGH	SOUTHERN GAS NETWORKS PLC	11/07/2022	29/07/2022	LAY 30M OF 75MM PE, OPEN CUT & INSERTION, MAINS CONNECTIONS WITH WORKS TO MEAD ROAD
MEAD ROAD, WILLESBOROUGH	SOUTHERN GAS NETWORKS PLC	11/07/2022	31/08/2022	LAY 40M OF 125MM PE, 160M OF 75MM PE, OPEN CUT & INSERTION, MAINS CONNECTIONS, 28 X SERVICES



BOWERLAND LANE, ASHFORD	KENT COUNTY COUNCIL	04/04/2022	22/04/2022	GAS CONNECTION
TRINITY ROAD, ASHFORD	KENT COUNTY COUNCIL	14/03/2022	06/04/2022	CARRIAGEWAY RESURFACING
ORCHARD DRIVE, ASHFORD	KENT COUNTY COUNCIL	02/05/2022	16/05/2022	KERB LEVEL ADJUSTMENT, FOOTWAY AND CARRIAGEWAY TO PREVENT SURFACE WATER PONDING ISSUES. BREAKOUT, DISPOSE AND RENEW 14.3M OF DROP KERBS. BREAKOUT AND RESURFACE 35M2 OF FOOTWAY TO NEW LEVEL,
SNUGHORNE LANE, ASHFORD	KENT COUNTY COUNCIL	24/04/2022	30/04/2022	2022 KCC RETREAD PROGRAMME
CHURCH HILL	BT	26/04/2022	26/04/2022	REPLACE DECAYED POLE
SMARDEN BELL ROAD, SMARDEN	SOUTH EAST WATER	06/06/2022	10/06/2022	NEW CONNECTION
THE STREET, WILLESBOROUGH	SOUTHERN WATER	11/04/2022	22/04/2022	DIG DOWN AND REPAIR DROPPED/BROKEN JOINT IN SEWER IN CARRIAGEWAY
BOWL ROAD, CHARING	SOUTH EAST WATER	14/03/2022	18/03/2022	NEW CONNECTION TO MAIN -
TRINITY ROAD, ASHFORD	KENT COUNTY COUNCIL	14/03/2022	06/04/2022	CARRIAGEWAY RESURFACING

GREAT CHART BYPASS, ASHFORD	KENT COUNTY COUNCIL	04/04/2022	12/04/2022	RESURFACING WORKS
GREAT CHART BYPASS, ASHFORD	KENT COUNTY COUNCIL	04/03/2022	16/03/2022	STRENGTHENING OF CARRIAGEWAY - PLANE EXISTING CARRIAGEWAY TO A DEPTH OF 80MM AND INLAY NEW BINDER AND SURFACE COURSE
HURST LANE, ASHFORD	UK POWER NETWORKS SOUTH EASTERN	29/03/2022	04/04/2022	NEW ELECTRICITY SUPPLY
BOWL ROAD, CHARING	SOUTH EAST WATER	14/03/2022	18/03/2022	NEW CONNECTION
BURNTHOUSE LANE, ASHFORD	BT	17/03/2022	17/03/2022	TO TEST OPENREACH POLES AS PART OF SAFETY PROGRAMME OF WORKS
BENTLEY ROAD, WILLESBOROUGH	SOUTH EAST WATER	21/03/2022	25/03/2022	RELAY FULL COMM PIPE
BENTLEY ROAD, WILLESBOROUGH	SOUTH EAST WATER	21/03/2022	25/03/2022	RELAY FULL COMM PIPE BACK TO MAIN
SILKS LANE, ASHFORD	BT	07/03/2022	07/03/2022	TO INSPECT OPENREACH POLES AS PART OF A SAFETY PROGRAMME OF WORKS
THE PINNOCK, PLUCKLEY	SOUTH EAST WATER	12/05/2022	05/06/2022	PART OF SCHEME TO LAY 1252 METRES OF NEW DRINKING WATER MAIN
THORNE ESTATE, PLUCKLEY	SOUTH EAST WATER	27/04/2022	11/05/2022	PART OF SCHEME TO LAY 1252 METRES OF NEW DRINKING WATER MAIN
SMARDEN ROAD, PLUCKLEY	SOUTH EAST WATER	06/04/2022	05/06/2022	LAY 418 METRES OF WATER MAIN AS PART OF SCHEME TO LAY 1252 METRES OF

				NEW DRINKING WATER MAIN
THE PINNOCK, PLUCKLEY	SOUTH EAST WATER	12/05/2022	05/06/2022	Carry out water main connection as part of scheme to lay 1252 metres of new drinking water main
THORNE ESTATE, PLUCKLEY	SOUTH EAST WATER	27/04/2022	11/05/2022	Carry out water main connection as part of scheme to lay 1252 metres of new drinking water main
SMARDEN ROAD, PLUCKLEY	SOUTH EAST WATER	06/04/2022	05/06/2022	Lay 418 metres of water main as part of scheme to lay 1252 metres of new drinking water main with associated services and connect to existing main

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 Pauline Harmer / Lisa Willoughby 03000 418181**

**To:** Ashford Joint Transportation Board

**By:** Sue Kinsella, Street Light Asset Manager

**Date:** 1<sup>st</sup> March 2022

**Subject:** Street Lighting Maintenance

**Classification:** Unrestricted

**Summary:** This report provides information on the street lighting maintenance service.

**For Information**

**1 Service Standards for Maintenance**

- 1.1 KCC owns and maintains approximately 123,000 street lights and also maintains the streetlighting assets of 5 District Councils (Ashford, Canterbury, Folkestone and Hythe, Gravesham and Swale).
- 1.2 We encourage reports of faulty streetlights to be logged as an enquiry via the KCC fault reporting tool where they are dealt with efficiently and can be monitored. E-mails sent direct to officers can result in delays as they may be directed to the incorrect officer, or officers may be out of the office. It is therefore recommended that all street lighting faults are reported via the fault reporting tool which is monitored daily.
- 1.3 It should be noted that not all streetlights are owned or maintained by KCC. Where these are reported as faulty to KCC, we endeavour to contact the streetlight owner to advise them of the problem.
- 1.4 On receipt of an enquiry, it will be assessed based on the information provided, and the appropriate action taken:
- dangerous faults are attended within 2 hours
  - 3 or more streetlights in a row not working are attended within 24 hours to investigate the cause
  - routine faults with streetlights are attended within 28 days, unless there is a more serious problem which could take longer e.g. a lantern or complete street light replacement. If the fault is due to a failure of the power supply, repairs will take longer than 28 days as the cable may need replacing or we may need to report the fault to the power company (there is currently a substantial backlog with the power company).
  - all other faults will be scheduled into our planned maintenance.
- 1.5 If the fault is identified as requiring UK Power Networks attendance, they have their own Guaranteed Standards of Performance. The response times are identified in the table below:

**Unmetered connections**

	Standard
Attend an emergency	2 hours
Repair High Priority fault repair (traffic light)	2 calendar days
Repair High Priority fault repair (non-traffic light)	10 days
Repair Multi-unit fault repair	20 days
Repair Single-unit fault repair	25 days

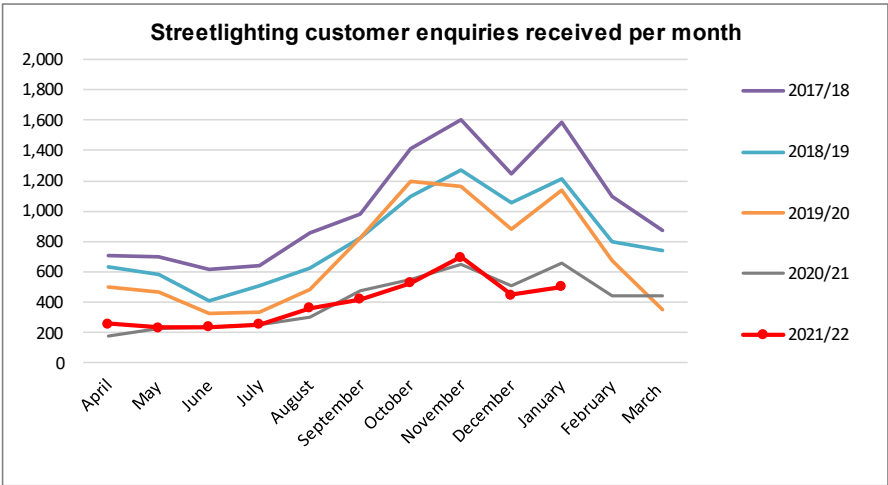
- 1.6 The above times are in addition to the timescales for attendance by KCC. Once a fault has been reported to UK Power Networks, there is very little that KCC can do to influence their timescale for repair.

2 Street Lighting Maintenance Performance 2021.

2.1 The number of street lighting faults in Ashford in 2021 was 1,160. The average time to attend these faults was 19.2 days, below the Kent average of 23 days.

District	Total number of faults	Average repair time (days)
Ashford	1,160.0	19.2
Canterbury	1,851.0	21.6
Dartford	1,339.0	31.6
Dover	735.0	20.9
Folkestone & Hythe	1,115.0	22.1
Gravesham	978.0	21.4
Maidstone	1,138.0	20.4
Sevenoaks	636.0	16.6
Swale	1,398.0	20.5
Thanet	1,285.0	27.4
Tonbridge & Malling	1,180.0	29.5
Tunbridge Wells	786.0	24.4
Kent total	13,601.0	23.0

2.2 In March 2016, KCC embarked on a project to convert all KCC owned streetlights to LED. The project has resulted in a significant reduction in both lighting faults and the volume of customer enquiries. The 5-year graph below demonstrates the reduction in enquiries.



3 Specific sites

3.1 The below sites have specifically been identified by ABC as areas for concern. Details of the time taken to attend and repair lights in these locations are shown below.

BEAVER ROAD	
MBBF035	
Enquiry received	09/11/21
Works order issued	10/11/21
Attended, further work required	11/12/21
New lantern installed	15/12/21

<b>MBBF033</b>	
Enquiry received	17/12/21
Works order already issued to UKPN	21/10/21
UKPN attended	31/01/22

<b>ELWICK PLACE</b>	
<b>7no KCC owned lights</b>	
ABC reported outages to KCC via e-mail	21/10/21
Night inspection carried out	25/10/21
Works order issued	26/10/21
Attended and repaired	12/11/21
<b>ABC owned/maintained lights</b>	
ABC reported outages to KCC via e-mail	03/11/21
KCC informed ABC	05/11/21

<b>BANK STREET</b>	
<b>MBAK002,</b>	
Night scout	25/10/21
Works order issued	26/10/21
Attended and repaired	25/11/21
<b>MBAK003</b>	
Night scout	25/10/21
Works order issued	26/10/21
Attended, further work required	24/11/21
Attended and repaired	10/02/22

<b>TUFTON STREET</b>	
<b>MTCQ001, MTCQ002</b>	
Enquiry received	16/11/21
Works order issued	16/11/21
Attended, but not accessible	03/12/21 & 10/12/21
Attended, further work required	15/12 21
Still outstanding as further work required at time of writing report	

<b>GODINTON ROAD</b>	
<b>MGAX001, MGAX002</b>	
Enquiry received	26/11/21
Works order issued	29/11/21
Attended further work required	10/12/21
Attended and repaired	10/02/22

- 3.2 A night inspection of the above and surrounding roads was undertaken on 02/02/2022 and all lights identified as not working, and do not already have works orders outstanding, have been reported to the street lighting term services contractor to attend.
- 3.3 E-mail correspondence has indicated that the above lights are important to the Ashford Borough Council 'Safer Streets Policy'. To date, there has not been any joint discussion regarding this policy, therefore KCC street lighting officers will engage with ABC officers to become familiar with the policy, so that we can consider how street lighting is linked to the policy.

#### **4 Night Scouting**

- 4.1 As part of the LED conversion project KCC installed a central monitoring system which automatically reports street lighting faults; therefore, we no longer carry out night-time inspections of these LED lights. Inspections include illuminated signs, illuminated bollards and KCC lights that have not been converted to LED. Night scouting is undertaken once a month.
- 4.2 Due to the bespoke nature of many of the lights in the Ashford Shared Space, these have not been converted to the current KCC LED luminaire specification, therefore these lights are included in our night scouting regime.

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**Contact Officer:** Sue Kinsella, Street Light Asset Manager, Kent County Council, 03000 413691



## **Overnight HGV Enforcement and Clamping**

**To: Joint Transportation Board**

**By: Catherine Darlington**  
**Civil Enforcement Team Leader, Community Safety & Wellbeing Service**

**Date: 1 March 2022**

**Classification: For information**

**Ward: Across the Borough – Various**

### **Summary:**

Kent suffers from issues because of HGVs parking in unsuitable locations. This causes danger, distress to residents and results in environmental waste in many locations. The Ashford clamping trial was a joint initiative between Kent County Council (KCC), Ashford Borough Council (ABC) and the Department for Transport (DfT).

The experimental HGV clamping trial operated between 30 October 2017 and 30 April 2019. It was extremely successful in reducing the number of HGVs parking in inappropriate locations within the Ashford borough. During the 18 month trial 2754 HGVs were clamped. The number of HGVs parked in Ashford borough has reduced by 61% with little displacement to neighbouring districts. The trial allowed first-time clamping of vehicles that contravene restrictions.

The permanent Traffic Regulation Order commenced in September 2019. This is part of a zonal parking ban that operates between 8pm and 7am and covers the A20 between Charing and Ashford, The Orbital Park, Sevington, Ellingham & Wotton Industrial Estates.

## **Background**

1. There was a growing problem with HGVs parking overnight in various locations in the borough for many years. This 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 8pm & 7am the following day was put in place at the Orbital Park and Ashford Business Park Sevington in 2003. ABC piloted various enforcement initiatives to address this problem. These included the appointment of Trans European collection agents, various multi-agency enforcement operations and a trial in 2015 involving the clamping of persistent evaders.

2. All enforcement initiatives detailed above had limited success. The Experimental Traffic Regulation Order (ETRO) and the clamping trial were developed by working with the DfT so that it reflected the unique issues faced in the county. The DfT agreed to change the current clamping policy for HGVs so that a clamp can be introduced for first-time offences.
3. Throughout the trial the total number of HGV's clamped was 2754 of which 1449 were on the A20.
4. The Traffic Regulation Order (TRO) consultation took place between 15 April and 13 May 2019 to make the trial area permanent thereby allowing enforcement to continue. Following agreement at the Joint Transportation Board on 11 July 2019 the TRO was sealed by KCC and went live on 15 July 2019.
5. Currently legislation allows clamping after 3 or more outstanding Penalty Charge Notices with a maximum release fee of £40. Formal DfT approval was given to continue first-time clamping on vehicles that contravene restrictions and an increased clamp release fee to ensure costs can be covered with no additional impact on ABC finances. This is reflected in the wording of the TRO.
6. Due to covid-19 enforcement was suspended and did not take place from 13 March to 20 October 2020, following monitoring of the enforceable areas an increased number of HGV's were seen to park overnight, so enforcement was recommenced.
7. 1 January to 30 June 2021 – KCC enforced all HGV parking by setting up a temporary order across East Kent for the EU transition. The analysis of this period is still being compiled.
8. December 2021, the Ashford Truck stop moved into a new site nearby increasing their capacity from 350 to 660 spaces.

### **Current Position & Summary**

9. Ashford Civil Enforcement Officer's (CEOs) have continued with enforcement, at 14 February 2022, 127 HGV's have been clamped across the five locations this year of which 35 were on the A20.
10. The Ashford Truck stop has seen an increase in use and reports they are at full capacity most weekday nights and are turning vehicles away.

11. There has been one reported incident with the clamp being cut off, but driver was later seen at the Inland Border Facility site and full payment was received as he left the site.
12. Since the beginning of 2022 there have been two appeals against the penalty charge notices issued to HGV's in contravention. All appeals have been rejected, one case has been taken to the next stage; Traffic Penalty Tribunal (TPT).

### **Future enforcement**

13. A trial has been agreed to run from April 2022. The current contractor London Parking Solutions will issue the PCN and clamp the vehicle. No CEO's need to attend, giving more availability for daytime priorities that are being impacted at present.
14. At present we have no scope to change the rota for enforcement to be done on different nights due to the limitations of having a small team, the clamping company would be able to enforce other nights to ensure drivers are not aware when enforcement is taking place and no patterns occur.
15. We will have no additional costs working this way but will be saving the cost of the team and fuel that are not covered at present.
16. All appeals will still be dealt with internally by our own parking officers.

*Catherine Darlington – Civil Enforcement Officer Team Leader*  
[catherine.darlington@ashford.gov.uk](mailto:catherine.darlington@ashford.gov.uk)  
*Reporting to Alison Oates, Community Safety & Wellbeing Manager*

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**Agenda Item No:**

**Report To:** Joint Transportation Board

**Date of Meeting:** 1 March 2022

**Report Title:** Extension of B Line to Finberry

**Report Author:** Alison Oates

**Job Title:** Community Safety and Wellbeing Manager

**Portfolio Holder:** Cllr. Peter Feacey

**Portfolio Holder for:** Community Safety and Wellbeing

**Summary:**

The Ashford Joint Transportation Board (JTB) requested both county council and borough council officers make progress towards the opening the "Bus Only Northern Link Road" which runs between Damara Way (Bridgefield Estate) and Avocet Way (Finberry Estate), thereby extending the current bus route and providing additional connectivity for the residents of these estates.

An Ashford Borough Council officer meeting has recently taken place and an external stakeholder meeting is happening shortly to review the current situation and seek agreement on how the Northern Link Road can be opened and promoted.

This is an interim report to update the board on the current position, with a further report coming to the next board in June 2022.

**Key Decision:** NO

**Significantly Affected Wards:** Kingsnorth Village and Bridgefield, Sevington South and Finberry, Park Farm North. Park Farm South

**Recommendations:** **The Board is recommended to:-**

- I. Note the work that has been completed so far**
- II. Agree that the final report be presented to the Joint Transportation Board in June 2022**

## **Report Title: Extension of B Line to Finberry**

### **Introduction and Background**

1. The “Bus only Northern Link road” has remained closed for several years, due to unresolved matters linked to the roads adoption, bus gate enforcement and the commercial viability for the extended bus route.
2. Buses are vital for connecting people, homes and businesses. Opening this road is clearly important for the local community, providing additional connectivity as well as environmental and social benefits.
3. The extension will support wider county aspirations to develop bus services in line with the [www.kent.gov.uk/busfuture](http://www.kent.gov.uk/busfuture)

### **Current Position & Next Steps**

4. A Borough Council officer led meeting has been held involving officers from Planning, Legal, Finance and Community Safety and Wellbeing services.
5. The next phase is to convene a stakeholder meeting to resolve the issues as identified in paragraph 1 and seek commitment to open this link road and enable buses to operate in both estates. Invitations to this meeting are being sent to Kent County Council and Stagecoach.
6. A further report will be presented to the next board in June 2022.

### **Contact and Email**

7. Alison Oates
8. [alison.oates@ashford.gov.uk](mailto:alison.oates@ashford.gov.uk) – 01233 3302



**Agenda Item No:**

**Report To:** Joint Transportation Board

**Date of Meeting:** 1 March 2022

**Report Title:** Nuisance motor vehicles in and around the A2070

**Report Author:** Alison Oates

**Job Title:** Community Safety and Wellbeing Manager

**Portfolio Holder:** Cllr. Peter Feacey

**Portfolio Holder for:** Community Safety and Wellbeing

**Summary:**

The Ashford Joint Transportation Board (JTB) requested the formation of a Task and Finish Group to address issues linked to nuisance vehicles in and around the A2070. As part of the task and finish group, a requirement was to form and implementing an action plan. This has been done and actions have been identified through partnership engagement, utilising the professional skills and knowledge of the group members.

The plan is reviewed at the groups meetings and a final report will be presented to the JTB in June 2022.

This is an interim report to update the board on the current position.

**Key Decision:** NO

**Significantly Affected Wards:** Park Farm North. Park Farm South, Kingsnorth Village and Bridgefield

**Recommendations:** The Board is recommended to:-

- I. Note the action plan and the work that has been completed so far and
- II. Agree that the final report be presented to the Joint Transportation Board in June 2022

## **Report Title: Nuisance motor vehicles in and around the A2070**

### **Introduction and Background**

1. Irresponsible and dangerous driving by certain users of the A2070 has been raised as a concern for many years. Numerous agencies receive reports of nuisance motor vehicles (both cars and motorbikes) relating to not only dangerous driving/riding but also for nuisance such as noise pollution. These concerns were raised recently by a member of the public with her ward member (Cllr Cornish) and were subsequently brought to Joint Transportation Board (JTB) in September 2021.
2. At that meeting, the JTB required the formation of a Task and Finish Group to address the issues linked to nuisance vehicles in and around the A2070. The group that was established consists of representatives from Ashford Borough Council, Kent Police (Ashford Community Safety and Roads Policing), National Highways, Safer Roads for Kent Partnership.
3. The Task and Finish group have formulated an action plan and meet regularly to assess progress. The plan is split into three distinct areas:
  - Engage and Explain
  - Encourage
  - Enforcement
4. The action plan is located at Appendix A.

### **Action Plan Progress**

5. Some workstreams have been completed, while others are still in progress, namely increasing awareness of relevant National Roads Partnership campaigns such as the Alcohol and Drugs (December 2021) and Using a Mobile Phone Whilst Driving (February 2022).
6. Details of National Roads Partnership campaigns that took place in 2021/22 can be found at [Tier 1 v1 - april to april 2021 - 2022 \(nationalfirechiefs.org.uk\)](https://www.nationalfirechiefs.org.uk/tier-1-v1-april-to-april-2021-2022).
7. The Task and Finish Group is working closely with Kent County Council to promote their Kent Biker website and sharing the necessary safety messages that it contains.
8. Due to the A2070 being part of the Strategic Road Network (and thus under the control of National Roads), some of the identified actions cannot be implemented. For example, Visual Messaging Signs cannot be located along this stretch, nor can the mobile speed camera vehicles operate, as there is insufficient space for them to be sited with the required safety barriers.



9. A report was presented to Ashford's Cabinet in December 2021 (minute 222 CA 161221 refers), which offered information on road safety and proposed a council policy on vehicle speed limits. Reference was also made in this report to the recent changes to the Highway Code and specifically the new Hierarchy of Road Users. The Cabinet agreed to support the introduction of lower speed limits where appropriate and gave support to KCC's Vision Zero Road Safety Strategy. The recommendations are provided in full at Appendix B for member's information.
10. Work is continuing to achieve the recommendations contained within this report including establishing a process to provide financial assistance to support the implementation of approved schemes.

## **Next Steps in Process**

11. The Partners Action Plan will continue to be progressed by the Task and Finish group, focusing now on the promotion of Community Speedwatch in the surrounding areas of the A2070.
12. A day of action is being organised for April 2022. This will target the powered two-wheeler community. There will be high visibility for the Kent Roads Policing Team in and around the A2070.
13. Several agencies, including Kent Roads Policing Team, Kent Fire and Rescue Service and National Highways, will be attending high profile events such as Superbike events at Brands hatch. They will engage and promote safety messages, alongside explaining the impact that rider behaviour (fast acceleration and associated noise) can have on surrounding communities.

## **Conclusion**

14. The Task and Finish group was established quickly, and the agencies involved have shown commitment to support and deliver the associated action plan. The agencies involved provide expert advice and knowledge on this subject and provide an opportunity to develop ideas for local action.

## **Contact and Email**

15. Alison Oates
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## APPENDIX A

# TASK AND FINISH GROUP NUISANCE MOTOR VEHICLES IN AND AROUND A2070 Partners Action Plan

Position statement as of 10 February 2020

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Ref.	Action	Responsible Agency	Target Date	Current Status	Progress
Engage and Explain					
1.	Develop a Communications Plan	Ashford Borough Council	10 Dec 2021	This communication plan has been completed by ABC communications team. The plan focuses on sharing the campaigns that are part of the National Roads Partnership Calendar.	Ongoing  The Ashford Police Community Safety Unit is going to develop this aspect by sharing localised messages via "Community Voice". My Community Voice is a messaging service that helps Kent and Medway residents, businesses,

					and community groups to keep in touch with their local policing teams. The service sends updates about the local area directly from the police officers themselves.
2.	Understand if visual messaging signs can be installed in the locations and what the process is for implementation (if applicable)	National Highways	9 Feb 2022	Visual messaging signs cannot be installed on the A2070 as there is insufficient space for them to be sited with the required safety barriers.	The group is exploring if signage can be placed notifying that marked/unmarked police cars patrol are patrolling in the area.
3.	Raise awareness of Kent Bikers website and safety information	Safer Roads for Kent Partnership	31 March 2033	KCC host this website and Safer Roads for Kent Partnership will work to promote this with the biker community.	
4.	Arrange multi-agency events at locations where bikers meet to engage and provide agency messages	All agencies	1 May 2022	Meeting being held in late February to plan day of action in April 2022.	
<b>Encourage</b>					
5.	Raise awareness of process to request changes to the roads	KCC National Highways ABC	1 April 2022	Ensuring that the processes are available on relevant agencies websites. Consider joint briefing document to Members	
6.	Promotion and education campaigns on distractions, drink/drug driving, seat belts and	All agencies	Throughout life of this plan	Ongoing	

	speeding.				
7.	Promote good driving/riding and considerate road use through Share the Road, Urban Road and Country Road campaigns.	All agencies	Throughout life of this plan	Changes to the Highway code have been well promoted and shared with the public through numerous channels.  KCC Vision Zero strategy is being promoted and ABC acting as a keen supporter of this. As per the ABC cabinet report, entitled "Vehicle Speed and Vision Zero" dated 16 December 2021	As above. Changes to the Highway code
8.	Promote community Speedwatch (CSW) campaigns.	CSW co-ordinator for Kent Police Kingsnorth Parish Council Neighbourhood and residents forums	1 April 2022	Task and finish group Chair to contact the community speed watch coordinator to progress this action	
9.	Use of Community Speedwatch database to identify locations for focused activity.	CSW co-ordinator for Kent Police Kingsnorth Parish Council Neighbourhood and residents forums	1 April 2022	Task and finish group Chair to contact the community speed watch coordinator to progress this action	
<b>Enforcement</b>					
10.	Work with Police and Kent and Medway camera partnership to	Kent and Medway Camera	1 Feb 2022	The criteria is not meet for the placement of fixed	

	understand if fixed and/or mobile camera enforcement is possible in the identified area of A2070 and surrounding roads.	Partnership National Highways		speed cameras.  The mobile camera enforcement van cannot be sited due to the safety concerns as this is part of the SRN and no adequate location for it to be placed.	
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## **222 Vehicle Speeds and Vision Zero**

The Portfolio Holder introduced the report which presented information on road safety and proposed a Council policy on vehicle speed limits. It gave a commitment to support the introduction of lower speed limits where appropriate and took the opportunity to give support to KCC's Vision Zero Road Safety Strategy. Reference was also made to the recent changes to the Highway Code and specifically the new hierarchy of road users. It was accepted that such projects may need a small amount of monetary support and accordingly the Portfolio Holder proposed that a fund of up to £10k be made available from the Improvement Delivery Fund, to assist with supporting approved schemes (subject to a maximum of £2.5k per scheme). This would receive oversight from the Regeneration, Improvement and Infrastructure Co-ordination Board.

### **Resolved:**

- That**
- (i) proposals from Town, Community and Parish Councils to introduce lower speed limits in urban areas and villages where there is an identified demand for safer and vulnerable road users, be supported.**
  - (ii) the introduction of 30mph speed limits through all our villages that meet the relevant Department for Transport and Kent Highways criteria, be supported.**
  - (iii) the introduction of lower 20mph speed limits on the approach to certain rural villages wherever appropriate and where it meets the necessary road safety criteria, be supported.**
  - (iv) the introduction of 20mph speed limits on the approaches to, or in the vicinity of, schools wherever appropriate and where the circumstances meet the necessary road safety criteria, be supported.**
  - (v) the introduction of 20mph speed limits in areas where people and motorists meet or are in close proximity, e.g. the Ashford Shared Space arrangement, be supported.**
  - (vi) the KCC Vision Zero Road Safety Strategy be supported.**
  - (vii) the Council work with partner organisations to publicise the changes in the Highway Code and promote the new enhanced duty of care that road users owe to more vulnerable road users.**
  - (viii) £10,000 be made available from the Improvement Delivery Fund to assist supporting approved schemes (subject to a maximum of £2.5k per scheme). This to receive oversight from the Regeneration, Improvement and Infrastructure Co-ordination Board.**