



## JOINT TRANSPORTATION BOARD

Notice of a Meeting, to be held in the Committee Room 2 (Bad Münstereifel Room) -  
Ashford Borough Council on Tuesday, 7th June, 2022 at 7.00 pm.

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The Members of the Joint Transportation Board are:-

Mr P Bartlett (Chairman)  
Cllr. B Heyes (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 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 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

Page Nos..

### 1. **Apologies/Substitutes**

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

### 2. **Declarations of Interest**

1 - 2

1. **Declarations of Interest:-** To declare any interests which fall under 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 1st March 2022**

3 - 12

### 4. **Provision of vehicular waiting spaces outside the Royal Mail**

13 - 18

**sorting office, Tannery Lane**

- |     |   |           |
|-----|---|-----------|
| 5.  | <b>Report on antisocial behaviour on the A2070</b>                          | 19 - 28   |
| 6.  | <b>Parking and Waiting Restrictions Update Summary (to follow)</b>          |           |
| 7.  | <b>Highway Works Programme Update Report</b>                                | 29 - 56   |
| 8.  | <b>Sevington Inland Border Facility Update (to follow)</b>                  |           |
| 9.  | <b>Presentation on Electric Vehicles Infrastructure on the road network</b> | 57 - 66   |
| 10. | <b>Update Report on the consultation on moving traffic violations</b>       | 67 - 68   |
| 11. | <b>Station Road, Charing</b>  | 69 - 80   |
| 12. | <b>Proposed Bybrook 20mph Scheme TRO</b>                                    | 81 - 100  |
| 13. | <b>HGV Enforcement Clamping update</b>                                      | 101 - 102 |

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RR  
26<sup>th</sup> May 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 Hybrid Meeting of the Joint Transportation Board held in Committee Room 2, Civic Centre on the **1<sup>st</sup> March 2022**.

### Present:

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

Cllrs. Cornish, Feacey, Forest, T. Heyes, Krause, Spain – ABC.

In accordance with Procedure Rule 9.3, Cllr. Forest attended as Substitute Member for Cllr. Burgess.

Mr. S Campkin, Mr C.Simkins – KCC.

Mrs. C Drury, Mrs A Hicks, Mr A Rogers – KALC Representatives.

### Apologies:

Cllr. Burgess – ABC.

Mrs C Bell, Mr D Ross – KCC.

### Also present:

Cllrs. Brooks, Michael, C. Suddards, Wright – ABC.

Mr M Hill, Mr D Robey – KCC.

### In Attendance:

Economic Development Manager – ABC, Community Safety and Wellbeing Manager – ABC, Civil Enforcement Team Leader – ABC, Commercial Development & Regeneration Manager – ABC, Head of Community Safety and Wellbeing – ABC, Member Services and Ombudsman Complaints Officer – ABC

Senior Highway Manager – KCC, District Manager – Ashford – KCC, Street Lighting Manager – KCC, Street Lighting Maintenance Team Leader – KCC.

Head of Public Affairs - Eurostar

## 307 Declarations of Interest

Mr Bartlett	Made a Voluntary Announcement as he lived adjoining the Sevington Inland Border Facility site.	313
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Mr Campkin	Made a Voluntary Announcement as South Willesborough was affected by the HGVs and he was a Member of South Willesborough and Newtown Community Council.	315
Cllr Cornish	Made a Voluntary Announcement as the A2070 road was in her Ward.	317
Mrs Drury	Declared an Other Significant Interest as she had a personal interest.	315
Cllr T Heyes	Made a Voluntary Announcement as the A2070 road was in her Ward.	317
Mr Rogers	Made a Voluntary Announcement as South Willesborough was affected by the HGVs and he was a Member of South Willesborough and Newtown Community Council.	315
Mr Robey	Made a Voluntary Announcement as he was Divisional Member, but he had no connection with the proposals.	316

## **308 Minutes**

### **Resolved:**

**That the Minutes of the Meeting of this Board held on the 14<sup>th</sup> December 2021 be approved and confirmed as a correct record.**

## **309 Petition for vehicular waiting spaces outside the Royal Mail sorting office, Tannery Lane**

In accordance with Procedure Rule 9.1, Mrs Roberts, a local resident, presented a petition to the Joint Transportation Board calling for the provision of vehicular waiting spaces outside the Royal Mail Sorting Office, Tannery Lane. Mrs Roberts spoke on this item, and her speech, as supplied in advance of the meeting, is attached to these Minutes at Appendix A.



The Chairman thanked Mrs Roberts for attending and acknowledged receipt of the petition. He advised that the petition would now be passed over to officers, who would provide Mrs Roberts with a formal response in due course.

## **Resolved**

**That the petition be received and officers provide a response in due course.**

## **310 Eurostar Service to Ashford**

The Head of Public Affairs - Eurostar introduced this item. He drew attention to the key points within the report and gave a presentation, which covered:

- Eurostar's covid impact and recovery
- Impact of Omicron restrictions
- Recovery financial trajectory
- Consequences on Eurostar services
- A major mid-term risk
- Non-EU passengers border crossing under EES
- Green Speed: Eurostar/Thalys merger

The Economic Development Manager – ABC confirmed that this had been a challenging commercial period for Eurostar but it was hoped that the coming year would be more favourable in terms of returning services. He considered that there was a clear commercial case for Ashford to put forward, particularly in light of the recent announcements about Newtown Works and Brompton, which highlighted Ashford's location in terms of international services and interconnectivity into Europe. He added that a high-level meeting was likely to take place in May to include key Members, the Leader ABC, KCC and the Borough MP.

A Member asked whether Eurostar had approached the Government to seek support to enable continued provision of services throughout the pandemic. The Head of Public Affairs - Eurostar advised that many approaches had been made to Government but these had been unsuccessful due to the nature of Eurostar's shareholding structure.

The Chairman asked whether, in view of the rapidly booming travel market, Eurostar would consider providing one stop in Kent, either at Ashford or Ebbsfleet. The Head of Public Affairs - Eurostar said that the decision to open either of these stations was not a simple one and at present it was not a financially viable option.

A question was asked about the percentage of commuters using Ashford. The Head of Public Affairs - Eurostar responded that Eurostar considered this commercially sensitive information and he could not provide numbers. The Economic Development Manager – ABC added that assumptions of 200,000 passengers per year travelling through Ashford had been made during the Ashford Spurs project several years ago.

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A Member asked about the winter ski market and questioned whether a Saturday service could be provided. The Head of Public Affairs - Eurostar confirmed that a seasonal service to the French Alps was running in conjunction with a French travel operator. However, a contract was in place to ensure that Eurostar's costs were covered.

The Head of Public Affairs - Eurostar was asked whether Eurostar were concerned about competition to their Ashford service and he replied that Eurostar welcomed competition.

### **Resolved**

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

## **311 Parking and Waiting Restrictions**

The Community Safety and Wellbeing Manager – ABC introduced this item and drew attention to the report, which covered the work currently being managed and progressed through the Parking, Highways and Transportation team.

A Member suggested that a holistic review of all parking restrictions in the town centre was required to accommodate changes to businesses. He hoped that the Town Centre reset would address this particular issue. The Commercial Development & Regeneration Manager – ABC advised that ABC officers would be meeting with KCC representatives to collaborate on traffic, parking and bus issues.

In response to a question about moving traffic enforcement, the Community Safety and Wellbeing Manager said that KCC would be putting in a submission for the three existing bus gate sites in Ashford, with a consultation exercise starting at the end of March.

### **Resolved**

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

## **312 Highway Works Programme**

The District Manager – Ashford – KCC introduced this item and explained that the report provided an update from KCC Highways on schemes approved for construction.

A Member drew attention to the forthcoming night-time closures on the A2070 at the Orbital roundabout.

### **Resolved**

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

### **313 Sevington Inland Border Facility**

The Senior Highway Manager – KCC introduced this item and gave an update on the Border Facility operation. More checks were now taking place by HMRC which had led to more inbound and outbound traffic using the site. Construction was continuing on the DEFRA control post, with live animals, animal produce and plants due to transit the site from July. Permanent freight signing was still to be erected on the strategic road network, although details of signage and location had now been approved. Work on the Eastern side would be commencing this week, with a protected Public Right of Way running through the site. Store Eunice had led to a brief closure of the site, but it had been used instead to hold freight delayed by the weather conditions. EES was due to be introduced later in the year and this would impact on freight and tourists leaving Dover, so a solution was awaited.

A Member highlighted the work done on the Eastern side and said this was a good example of joint agency work. He thanked the Senior Highway Manager – KCC and all other officers concerned.

#### **Resolved**

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

### **314 Street Lighting Maintenance Service**

The Street Lighting Manager – KCC introduced this item and highlighted the key points within the report.

A Member asked about missing street lights in Willesborough and questioned whether they had been officially removed. The Street Lighting Manager – KCC said that KCC was not currently removing lights. The lights referred to may have been damaged or failed a structural test and were due to be replaced. The Street Lighting Maintenance Team Leader said that if she could have further details of the specific lights in question, she would look into the matter further and respond to the Member offline.

A Member explained that he had called this item to the meeting as part of the Safer Streets project. He was grateful for the presentation and pleased to know that lights were being maintained to ensure that safety of women was treated as priority.

A question was raised about the problem getting spare parts to fix the lights in Godinton Road. The Street Lighting Manager – KCC said that officers had been in touch with the manufacture for a solution, but there was no timescale at present.

The Economic Development Manager – ABC advised that the ABC contact for Safer Streets was the ABC Community Safety and Wellbeing Manager.

#### **Resolved**

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

### **315 Ashford HGV Enforcement**

The Civil Enforcement Team Leader – ABC introduced this item and drew attention to the key points within the report, which provided an update on overnight HGV enforcement and clamping.

A Member asked about the clamping trial and the extent to which enforcement officers were trained. The Civil Enforcement Team Leader – ABC explained that officers were fully trained as civil enforcement officers, which was mandatory in order to be able to issue a Penalty Charge Notice. However, they were only contracted to undertake enforcement work for overnight parking clamping of lorries and would not take action against any other forms of infringement.

There was a question about the comparison between numbers this year and in previous years. The Civil Enforcement Team Leader – ABC said that it was hard to make a direct comparison at the moment, but it appeared that numbers were higher now. A high percentage of complaints were coming from the Orbital Park.

A Member commented that there was a lack of services for HGV drivers in this area, and a lack of communication regarding parking availability. The Civil Enforcement Team Leader – ABC said that Ashford International Truck Stop had worked hard to improve the facilities at the site, and were now running a successful app. They had also undertaken work on promoting the pre-booking facility to ensure that drivers had a slot. The main problem appeared to be for lorry drivers who had not planned ahead and pre-booked. A Member said it was likely that the larger companies used this system, but he considered that smaller companies may be penalised for not being aware of the system.

A Member asked whether the clamping officers could issue tickets for vehicles parked outside a designated area. The Civil Enforcement Team Leader – ABC said that there was no change in the current enforcement arrangements. The clamping officers could only clamp lorries, but could not undertake the work of the Civil Enforcement Officers elsewhere in the Borough.

A Member asked whether it would be possible to provide more obvious signage in areas where there were particular problems with HGV parking. The Senior Highway Manager – KCC replied that it had not been possible to identify any signage that was going to be effective if a driver had decided that they were going to park in a particular location. Enforcement was helping, but when the truck stop was full there was a resulting problem in the residential areas. A Member asked about potential for installing physical barriers in residential areas but the Senior Highway Manager – KCC said that this would be problematic because of the need to allow access for removals vehicles and vehicles relating to businesses in the area.

A Member said that there were particular problems at the moment with HGV parking over the weekend at Matalan and also in Park Farm. The Civil Enforcement Team Leader – ABC said she would pass this information to the Community Safety Unit.

A KALC rep said that Ashford was a victim of its own success and was now attracting more lorries than ever. She considered that a Kent-wide review was needed as this was not only a problem for Ashford.

A Member thought it would be helpful to provide more information outside the truck stop site i.e. overhead motorway signs to indicate available capacity. He asked whether this could be pushed back to KCC to consider provision of this kind of information.

The Commercial Development & Regeneration Manager – ABC said that the Council had been successful in encouraging the truck stop to expand from 300 to 600 spaces, but more work was still needed. It was necessary to seek ways to provide more lorry parks. Officers would speak to the truck stop regarding any future plans to extend further. They would also discuss the need to make provision at the moment for Ukrainian lorry drivers who were stranded or in difficulty.

It was agreed that a further progress report on this item would be received at a future JTB meeting.

**Resolved**

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

### **316 Extension of B Line to Finberry**

The Community Safety and Wellbeing Manager – ABC introduced this item and drew attention to the main points within the report. She would report back to the next meeting on the progress of this project.

A Member suggested that it would be useful to get Crest on board with the project as they had an obligation under S106 to provide bus stops. However, he did request that any new bus stops at Finberry should not be made of glass, to assist with anti-vandalism.

**Resolved**

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

### **317 ASB on A2070**

The Community Safety and Wellbeing Manager – ABC introduced this item and highlighted the key points within the report in relation to ASB on the A2070. She explained that a Task and Finish Group had been established with a view to reducing the noise problem and an Action Plan had been produced. It was acknowledged that it was not possible to change the road design but it was possible to focus on driver behaviour and the impact on local residents. A further progress report would be presented to the next JTB meeting.

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A Member stressed that reporting noise incidents was critical as it was only possible for Kent Police to take steps if they had information to act on. He considered that the current progress was a very good example of agencies working together.

Another Member said that websites in Europe were actively encouraging bikers to come to Ashford as a good location for bike trials and questioned how this could be prevented. The Community Safety and Wellbeing Manager – ABC said that part of the Action Plan was to counteract this by putting alternative messages on the same social media platforms. There would be a three-pronged approach to resolving the problem through a mix of education, engagement and finally enforcement action. Targeted publicity articles were useful to convey the potential impacts of this continued behaviour and the ultimate danger of enforcement action and bike loss. Attempts would also be made to engage with bikers at biking events and educate them on the impacts of their behaviour. Enforcement would be considered the final solution after engagement and education efforts had been made. The first day of action would take place during the Easter weekend with a multi-agency team working in Rye and possibly in Ashford too. This would be a cross-border event with Sussex Police. Another event was envisaged for the summer. The Community Safety and Wellbeing Manager – ABC stressed that people must report incidents of noise to the Police in order for the Police to be aware of the scale of the problem and allocate Police resources to that area.

A Member asked why speed cameras were not in operation. The Community Safety and Wellbeing Manager – ABC explained that nowhere along the road was considered safe to site a fixed speed camera or mobile speed van. The only other enforcement option was via road policing teams.

In response to a question about Community Speed Watch, the Community Safety and Wellbeing Manager – ABC advised that Community Speed Watch did not operate on the A2070 but was focused on the surrounding local residential roads.

A Member stressed that the main noise nuisance came as bikers were leaving and accelerating away from the roundabout, when the noise became deafening for local residents. The Community Safety and Wellbeing Manager – ABC acknowledged this problem. She said that this would be an area of focus for engagement and education, but stressed that there was no simple and quick fix to this problem.

## **Resolved**

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

## **318 The construction of bus shelters in the Borough pertaining to anti-vandalism measures**

The Commercial Development & Regeneration Manager – ABC introduced this item and drew attention to the summary report. She explained that broken glass was being replaced with Perspex and that there was a contract with a company to manage and repair bus shelters in the Borough. There were very few bus shelters in

rural areas which were still in ABC ownership, and any of those that required replacement would be funded via S106 funding.

A Member asked about green roofs, and suggested that these would be open to vandalism. The Commercial Development & Regeneration Manager – ABC explained that the idea of green roofs came out of the carbon neutrality workshops. Officers were currently investigating possibilities in more detail, and it was possible that the town centre only might be considered the most appropriate location for any shelters with green roofs.

### **Resolved**

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

## **319 Dates of Meetings 2022/23**

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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## APPENDIX A

I feel that there has been a long standing issue over many years for the need of temporary vehicular waiting bays outside the Sorting Office In Tannery Lane. As you will probably know there are double yellow lines on the road outside the building and people are not supposed to park there. Most times I am able to walk to make my collections but occasionally take the car if I'm in a rush which I found with my working schedule in the run up to Christmas. Whilst doing so I witnessed several other vehicles also waiting and about 6 people queuing outside to make their collections.

I have had some conversations with other customers and Royal Mail employees and came to believe that there is a valid need for 3 official 15 to 20 minute waiting bays outside the Sorting Office. Currently many a customer nervously leaves their vehicle there. Some are met by traffic wardens and are issued parking tickets. This can be very upsetting for a brief visit to collect missed deliveries.

To gauge the public feeling on this I instigated a petition at the beginning of January which you will see has now gained over 3000 signatures and many comments of support and the feeling is strong.

There are many people from all walks of life within the community who at some time need to collect or deliver post and parcels and require a brief 5 minute stop off for their vehicle while they do so. The car parks in the town are some distance and not conducive for those with mobility or health issues who can't walk far including elderly customers or people working busy shifts and schedules with little time to spare, for those managing children or for people carrying heavy parcels to or from the Sorting Office. Having to pay for parking to make collections also seems an unfair charge to ask the public to make to receive their mail.

My feeling, and evidently the public feeling, is that there is now a strong need for a change to the current restrictions. This area of road is already well used for waiting and has been so for many years. Provision of vehicular waiting spaces in this area is a public need and would highly benefit the local community so we would appreciate your serious consideration of this matter.

Thank you.





**Agenda Item No:**

**Report To:** Joint Transportation Board

**Date of Meeting:** 7 June 2022

**Report Title:** Installation of limited waiting bays outside Royal Mail Delivery Office, Tannery Lane, Ashford

**Report Author:** Alison Oates – Community Safety and Wellbeing Manager  
**Job Title:** Mandy Cracknell – Parking, Highways and Transportation Team Leader

**Portfolio Holder:** Cllr. Peter Feacey

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

**Summary:** A petition has been submitted to the Joint Transportation Board calling for vehicular waiting spaces outside the Royal Mail Delivery Office, Tannery Lane, Ashford.

This report details the current position concerning parking within this area alongside several options available to address the request within the petition.

**Key Decision:** NO

**Significantly Affected Wards:** Victoria Ward

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

- I. Support the introduction of limited waiting bays outside the Royal Mail Delivery Office, Tannery Lane, Ashford subject to the outcome of a road safety audit and the development of a detailed scheme.**
- II. Support officers to progress implementation of a suitable scheme following required statutory process, subject to the findings of the road safety audit.**

**Financial Implications:** The estimated cost for the full process is £5820 This cost would be borne by Ashford Borough Council.

**Exempt from Publication:** NO

## **Report Title: Installation of limited waiting bays outside Royal Mail Delivery Office, Tannery Lane, Ashford**

### **Introduction and Background**

1. A petition was submitted by Mrs Roberts to the Joint Transportation Board (JTB) on 1 March 2022 requesting parking provision be made outside the Royal Mail Delivery Office in Tannery Lane, Ashford. It initially started as an on-line petition prior to being presented to the JTB. Whilst the version of the petition that was submitted contains over 3,000 signatures, 2,172 are classed as 'valid' under the provisions of the Ashford Borough Council Petitions Scheme i.e. people who "live or work in the Borough". In presenting the petition at JTB Mrs Roberts gave the following supporting statement:

2. *I feel that there has been a long-standing issue over many years for the need of temporary vehicular waiting bays outside the Sorting Office in Tannery Lane. As you will probably know, there are double yellow lines on the road outside the building and people are not supposed to park there. Most times, I am able to walk to make my collections but occasionally take the car if I'm in a rush which I found with my working schedule in the run up to Christmas. Whilst doing so I witnessed several other vehicles also waiting and about 6 people queuing outside to make their collections.*

*I have had some conversations with other customers and Royal Mail employees and came to believe that there is a valid need for 3 official 15 to 20 minute waiting bays outside the Sorting Office. Currently many a customer nervously leave their vehicle there. Some are met by traffic wardens and are issued parking tickets. This can be very upsetting for a brief visit to collect missed deliveries.*

*To gauge the public feeling on this I instigated a petition at the beginning of January which you will see has now gained over 3000 signatures and many comments of support and the feeling is strong.*

*There are many people from all walks of life within the community who at some time need to collect or deliver post and parcels and require a brief 5 minute stop off for their vehicle while they do so. The car parks in the town are some distance and not conducive for those with mobility or health issues who can't walk far including elderly customers or people working busy shifts and schedules with little time to spare, for those managing children or for people carrying heavy parcels to or from the Sorting Office. Having to pay for parking to make collections also seems an unfair charge to ask the public to make to receive their mail.*

*My feeling, and evidently the public feeling, is that there is now a strong need for a change to the current restrictions. This area of road is already well used for waiting and has been so for many years. Provision of vehicular waiting spaces in this area is a public need and would highly benefit the local community so we would appreciate your serious consideration of this matter.*

3. The relevant agencies, namely Kent County Council (KCC) and Ashford Borough Council (subsequently referred to as the council), have been approached on previous occasions to install limited waiting bays outside the Royal Mail Delivery Office in Tannery Lane. This became an issue after the Royal Mail decided to stop their customers parking within the Delivery Office site. These requests were previously refused on the grounds of safety, hence, the existence of Double Yellow Lines (DYLs).
4. It is important to note that DYLs allow those displaying a valid blue badge or those undertaking genuine loading activity (i.e. heavy bulky goods) to legally park immediately outside the Delivery Office. In short, the current arrangements allow those with the greatest need to park near the Delivery Office. Penalty charge notices are only issued to those who do not meet either criteria.
5. If the limited waiting bays are introduced blue badge holders or those undertaking genuine loading activity may be unable to park outside and therefore could be disadvantaged.
6. The Delivery Office has the advantage of being located near to four public car parks that are within easy walking distance for those who do not have mobility issues and who are not delivering or collecting heavy or cumbersome items. It is possible to park, without charge, for 15 minutes outside the Civic Centre or for a minimum of 60p for 30 minutes of the other nearby car parks i.e. when charging periods are in operation.
  - It takes 5 minutes to walk to the Civic Centre Car Park.
  - It takes 3 minutes to walk to Dover Place Car Park.
  - It takes 3 minutes to walk to Vicarage Lane Car Park.
  - It takes 3 minutes to Station Road Car Park.
7. There is a notice outside the Delivery Office informing their customers that there is already a 15-minute waiting area outside the Civic Centre and that Dover Place car park is the closest parking option.
8. The majority of local people are aware that Civil Enforcement officers (CEOs) are stationed in the Civic Centre at end of the Road. When the CEOs walk out of the council building, they are completely transparent, so motorists have a choice to seek alternative parking arrangements that will avoid issuance of a Penalty Charge Notice (PCN).
9. This request will support the business needs of Royal Mail and we need be clear that a precedent is not being set by changing restrictions to suit a local business as other businesses may make similar requests which we would find difficult to reject.

## **Proposal**

10. KCC has advised that the request to install these bays is not believed to be a current movement or safety problem that can be addressed through their highways interventions. Therefore, it falls to the council to recommend the relevant action and seek funds to make any desired changes to any on-street parking restrictions.

11. The level of traffic using Tannery Lane is a consideration. It is noted that usage has decreased over recent years as a consequence of Kent Wool Growers closing and access to the Stour Centre from Station Approach. The reduction in use means that two limited waiting bays could potentially be introduced.
12. The above notwithstanding, the now vacant KWG site next to the Delivery Office is due to be developed and this would result in increased traffic on Tannery Lane. These factors need to be considered part of any future application TRO process.
13. In developing a scheme, it will be necessary to check that safety is not compromised as well as ensuring that access for HGVs to the Delivery Office is not a problem. A road safety audit would ensure that there are no safety concerns associated with introducing limited parking bays. The estimated cost of this would be £2920. Once this has been received and if deemed safe to continue, then an application to amend the Traffic Regulation Order (TRO) would be required. The required statutory process would be followed including publicising the proposed changes, a period of consultation, consideration any objections before the final decision to implement the scheme or not. The cost of this process is currently £2,500.
14. If the TRO was amended then the lining in the road would need to be amended alongside the installation of additional signage. The estimated cost of these works is £400.

### **Consultation Planned or Undertaken**

15. The consultation would follow the requirements as per the statutory process detailed in paragraph 13.

### **Other Options Considered**

16. Officers have asked Royal Mail previously to reconsider their decision and to once again allow their customers to park on their site. Unfortunately, they have stated that they are unable to support this request as the site is fully utilised for Royal Mail vehicles (including HGVs) and have recently relocated their staff parking to free up more space on the site.
17. The Council's Corporate Property Team are in contact with the owners of the KWG site to explore the possibility of providing parking for use by Royal Mail customers on their land, however, as this is a secured site for development, this is not a viable option.

### **Reasons for Supporting Option Recommended**

18. There is clearly significant public support for the introduction of limited waiting bays and currently there are no other obvious solutions. The other options considered and outlined above are not open to us to pursue. The option recommended will enable the safety issues to be checked and the necessary statutory process can then be followed towards introducing the desired waiting bays.

## **Next Steps in Process**

19. Commission road safety audit as detailed in paragraph 10.
20. Review result from audit in conjunction with KCC. If no safety or movement concerns then TRO amendment process to commence by the Council.

## **Conclusion**

21. The concerns raised by the petitioners about the effects of being unable to park outside the Delivery Office are understandable. However, the existing DYLS do allow those most at need to park immediately outside and deliver or collect their parcels. Also, the Council has provided adequate free parking within walking distance of the Delivery Office.
22. KCC has stated that they have no safety or movement concerns were a limited number of bays to be provided. In these circumstances, the petition's aims could therefore be considered through the statutory TRO process, which would allow consultation with relevant stakeholders such as KCC, the Police, neighbouring businesses and the public.

## **Contact and Email**

23. [Alison.oates@ashford.gov.uk](mailto:Alison.oates@ashford.gov.uk) – Tel: (01233) 330225  
[Mandy.cracknell@ashford.gov.uk](mailto:Mandy.cracknell@ashford.gov.uk) – Tel: (01233) 330571

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# Agenda Item 5



ASHFORD  
BOROUGH COUNCIL

**Agenda Item No:**

**Report To:** Joint Transportation Board

**Date of Meeting:** 7 June 2022

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

**Report Author:** Alison Oates

**Job Title:** Safety and Wellbeing Manager

**Portfolio Holder:** Cllr. Peter Feacey

**Portfolio Holder for:** 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, forming and implementing an action plan was required. The actions were identified through partnership engagement, utilising the professional skills and knowledge of the group members.

This is the final report to present the group's work.

**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.**

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

### Introduction and Background

1. Irresponsible and dangerous driving by specific 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 dangerous driving/riding and nuisance such as noise pollution. These concerns were raised by residents with their 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 established Group consists of representatives from Ashford Borough Council, Kent Police (Ashford Community Safety and Roads Policing), National Highways, and Safer Roads for Kent Partnership.
3. The Task and Finish group have formulated an action plan and meets regularly to assess progress. The plan is split into three distinct areas:
  - Engage and Explain
  - Encourage
  - Enforcement
4. The action plan is located in **Appendix A**.

### Action Plan Progress

5. The action plan has been finalised and can be found in Appendix A, but the key areas of work are as follows:
6. Increased awareness of relevant National Roads Partnership campaigns such as the Alcohol and Drugs (December 2021), Using a Mobile Phone Whilst Driving (February 2022) and National 2 wheels operation (April 2022).
7. Details of National Roads Partnership campaigns in 2021/22 can be found at [Tier 1 v1 - April to April 2021 - 2022 \(nationalfirechiefs.org.uk\)](https://www.nationalfirechiefs.org.uk).
8. The Task and Finish Group worked closely with Kent County Council to promote their Kent Biker website and shared the necessary safety messages that it contains.
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. As part of this report, a process to provide financial assistance to support the implementation of approved schemes has been agreed upon. Information can be found on the Ashford Boroughs Council website. The recommendations are delivered in full in Appendix B for member information.

10. On 17 April 2022, the Kent Road Safety Unit deployed to OP Swift, which focused on engagement and enforcement with Motorcycles on the rural roads in the east of the county, mainly Ashford rural towards East Sussex. The operation crossed borders as the Sussex Road Safety Unit undertook similar work on the Kent/Sussex border.
11. At the start of the shift, two marked bikes attended the A249 bike location meet at Mickeys Diner; numerous riders were spoken to. Discussions were had with many riders promoting Bike Safe, and advice was given regarding number plates and exhausts. The same occurred in Rye later in the day, in which many of the riders had come from Kent.
12. Considerable time was spent on the A2070, whereby numerous cars and bikes were stopped. Some were given advice, warnings issued, and traffic offence reports (TORS). Time was then spent on the roads between Ashford and Rye with high visibility patrols. Static locations were maintained to act as a deterrent to any anti-social or reckless driving/riding.
13. Speed check sites on 17 April 2022
  - A20 Harrietsham
  - Barrow Hill Vet, Maidstone Road Ashford,
  - Maidstone Road Charing (thanked by local residents),
  - Appledore ( thanked in person by the local parish counsellor)
  - Ashford Town Centre

These speed checks resulted in

- Traffic Offence Report (TOR) for speeding x 19
  - TOR for not wearing a Seat belt x 1
  - TOR for Exhaust related offence x 1
  - TOR for Number plate offence x 1
14. Several agencies, including Kent Roads Policing Team, Kent Fire and Rescue Service and National Highways, attended high-profile events such as Superbike events at Brands hatch. They engaged and promoted safety messages alongside explaining the impact that rider behaviour (fast acceleration and associated noise) can have on surrounding communities.
  15. 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 to be sited with the required safety barriers.

## **Next Steps in Process**

16. The outstanding action is the promotion of Community Speedwatch in the surrounding areas of the A2070, which will be progressed by the Community Safety Unit and the Community Speedwatch Coordinator.

## **Conclusion**

17. 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 provided expert advice and knowledge on this subject and provided an opportunity for focused activity on this road.
18. It is important to emphasise that this work will not stop the issues raised in September 2021. However, it is hoped that the activity has educated drivers and riders that use this road. It has provided agencies with the opportunities to review their tools and powers and work together and plan multi-agency events, which will continue past the date of this report. Processes have been established to share relevant safety messages and be able to engage with road users.

## **Contact and Email**

19. Alison Oates
20. [alison.oates@ashford.gov.uk](mailto:alison.oates@ashford.gov.uk) – 01233 330225

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

Ref.	Action	Responsible Agency	Target Date	Current Status	Progress
<b>Engage and Explain</b>					
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.	<p>Completed</p> <p>The Community Safety Partnership has developed this aspect by sharing localised messages via “Community Voice” and Ashford Borough Council media channels and encouraging partners to share relevant messaging.</p> <p>My Community Voice is a messaging service that helps Kent and Medway residents, businesses, and community groups to</p>

					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.	Cannot be completed as per current status update.
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.	Completed  This forms part of the communications plan as detailed in point 1.
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.	Completed  Held on 17 April 2022. Outcome report held shared as part of JTB report, June 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 agency's websites. Consider joint briefing document to Members.	Completed  This has been achieved through the Cabinet report reference Vision Zero (ABC Cabinet

					December 2021)
6.	Promotion and education campaigns on distractions, drink/drug driving, seat belts and speeding.	All agencies	Throughout life of this plan	Ongoing	Completed  This forms part of the communications plan as detailed in point 1.
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	Completed as per progress update.
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	Ongoing
9.	Use of Community Speedwatch database to identify locations for focused activity.	CSW co-ordinator for Kent Police Kingsnorth Parish Council Neighbourhood	1 April 2022	Task and finish group Chair to contact the community speed watch coordinator to progress this action	Ongoing

		and residents forums			
<b>Enforcement</b>					
10.	Work with Police and Kent and Medway camera partnership to understand if fixed and/or mobile camera enforcement is possible in the identified area of A2070 and surrounding roads.	Kent and Medway Camera Partnership  National Highways	1 Feb 2022	The criteria is not met for the placement of fixed speed cameras.  The mobile camera enforcement van cannot be sited due to safety concerns as this is part of the SRN and no adequate location for it to be placed.	Cannot be completed as per the current status update.

## APPENDIX B

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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.**

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**14o:** Ashford Joint Transportation Board  
**By:** KCC Highways, Transportation & Waste  
**Date:** 7<sup>th</sup> June 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 Bourner	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	Completed
A28 Great Chart Bypass	Great Chart	<u>Phase 1</u> Brookfield roundabout to Tithe Barn Lane	Completed
A28 Great Chart Bypass	Great Chart	<u>Phase 2</u> Tithe Barn Lane to new (Developer) roundabout near to Blue Barn	Completed
A251 Trinity Road	Kennington	Between Nicholas Road and A2042 Faversham Road	Completed
Ulley Rd/The Street	Kennington	A28 Canterbury Rd to A251 Faversham Rd	Programmed 28 <sup>th</sup> June 2022
A28 Ashford Road	Bethersden	Toll Cottage (Red Gateway) to Cricket Ground access	Programmed 5 <sup>th</sup> August 2022
A251 Buck Street	Challock	50m either side of Forest Cottages entrance	Programmed 15 <sup>th</sup> July 2022
North Street	Ashford	Somerset Road to A28 Canterbury Road	Programmed 11 <sup>th</sup> July 2022
A251 Faversham Road	Boughton Lees	Middleton Cottages to access road at Eastwell Manor	Programmed 20 <sup>th</sup> July 2022
B2080 Tenterden Road	Appledore	Between Redhill Bridge and sharp double bend (towards Appledore)	Programmed 8 <sup>th</sup> July 2022
Pluckley Road	Pluckley	Pluckley Station/ Railway Bridge to Stanford Bridge Farm	To be programmed late 2022
Spelders Hill	Brook	Nats Lane to Brook Primary School	To be programmed late 2022
Ashford Road	High Halden	<u>Phase 1</u> Little Robhurst to Church Hill <u>Phase 2</u> Church Hill to 40mph sign	To be programmed late 2022

		(Tenterden end)	
<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>
SMARDEN ROAD	Biddenden	Pook Lane to Vain Court Farm	To Be Programmed
FRONT ROAD	Woodchurch	Junction of B2067 to Number 82	Completed
SCHOOL ROAD	Charing	A20 to Joint OS Vision Hair Salon	To Be Programmed
ROLVENDEN ROAD	Tenterden	From Railway Crossing to Cranbrook Road (including approach to traffic signals) 10mm MA	Completed
MAIDSTONE ROAD	Charing	From HFS Joint on Charing Roundabout to start of Dual Carriageway. From Entrance of Old Waste Site through to End of Dual Carriageway (Ashford Bound Only)	Programmed for 16 <sup>th</sup> June 2022
THE STREET (INC BETHERSDEN ROAD)	Hothfield	SECTION 1 Red Pad near Church Lane to gate entrance by green fence SECTION 2 MJ ALLEN Entrance to junction of Bears Lane	To Be Programmed
PLAIN ROAD (& STONE HILL)	Smeeth	From junction Granary Court Road to junction with A20	Completed
FAVERSHAM ROAD	Kennington	From junction near A28 to Tudor Road	To Be Programmed
LOWER ROAD	Woodchurch	From Front Road to Crossroads	Programmed for 18 <sup>th</sup> June 2022
ROMNEY MARSH ROAD	Ashford	From HFS at Pedestrian Crossing to roudabout at junction with A2042	Programmed for 13 <sup>th</sup> June 2022
ROMAN ROAD	Aldington	Calleywell Lane to Goldwell Lane	Programmed for 16 <sup>th</sup> June 2022
WOODCHURCH ROAD	Tenterden	From Knockwood Road to just past Oast House	Completed

<b>Surface Dressing</b>			
<b>Road Name</b>	<b>Parish/Town</b>	<b>Extent of Works</b>	<b>Current Status</b>
POOK LANE	Biddenden	From Smarden Road to Wagstaff Lane	Programmed for July 2022
MOUNTS LANE	Rolverden	Whole Road	Programmed for July 2022
PIXS LANE	Rolverden	Whole Road	Programmed for July 2022
BIRCHETT LANE	Woodchurch	Ham Street to End of Wooded Section	Programmed for July 2022
WISSENDEN GREEN	Bethersden	Wissenden Lane to Tuesnoad Lane	Programmed for July 2022
CROCKENHILL ROAD	Egerton	Chapel Lane to Forstal Road	Programmed for July 2022
NEW ROAD HILL	Bonnington	Boat Lane to B2067	Programmed for July 2022
CANTERBURY ROAD	Boughton Aluph	From Whitehill to Bilting Lane	Programmed for July 2022
<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>
POPE STREET	Chilham	Whole Road	Complete
PARK LANE	Bethersden	Whole Road	Complete
HAMPTON LANE	Brabourne	Between Plumpton to Pilgrims Way	Programmed for 20 <sup>th</sup> June 2022
ETCHDEN ROAD	Bethersden	From Fridd Lane to Longberry Farm	Complete
<b>Footway/Cycleway Asset Renewal &amp; Preservation Schemes - <i>Contact Officer: Neil Tree</i></b>			
<b>Road Name</b>	<b>Parish/Town</b>	<b>Extent of Works</b>	<b>Current Status</b>
Rothbrook Drive	Kennington	<u>Footway Resurfacing</u> From approximately No.16 to its junction with Bockhanger Lane.	Completed
Crownfield Road	Ashford	<u>Footway Resurfacing</u> Extents to be defined at design stage.	To be designed and programmed
Maypits	Ashford	<u>Footway Resurfacing</u>	To be designed

		Extents to be defined at design stage.	and programmed
Rylands Road	Kennington	<u>Footway Resurfacing</u> Extents to be defined at design stage.	To be designed and programmed
Bramble Lane	Wye	<u>Footway Preservation Treatment</u> From Bramble Cottage to the level crossing.	Designed and to be programmed

## Appendix B – Drainage Repairs & Improvements

<b>Drainage Repairs &amp; Improvements - Contact Officer Earl Bourner</b>			
<b>Road Name</b>	<b>Parish</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 Completed
Ashford Road	Bethersden	Full CCTV Survey from Kiln Lane to Forge Hill	Works Completed – Awaiting full reports
Brook Street JW Moor lane	Woodchurch	Replace damaged culvert under road	Awaiting update from engineer
Church Lane	Shadoxhurst	Replace collapsed culverts and install new brick headwalls.	Works Completed
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	Works Complete
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.	Chasing contractor to complete siphon head installation to finalise works.
Cows Roundabout	Ashford	Replace broken beany kerbs	Looking at an alternative solution – awaiting funding

Finn farm Road	Ashford	Repair collapsed pipework and build a new brick headwall	Works Completed
Blind Lane	Mersham	Repair collapsed culvert and install a new chamber and replace a collapsed headwall	Works Completed
Ashford Road	Charing	Investigate water leaking from verge. Water found to be issuing from old ducts. Installation of new filter drain proposed.	Works Completed
Ruckinge Road/Hamstreet Road	Hamstreet	Repair to highway drainage system	Works Completed
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. Utility survey proposed to inform further works to highway drainage pipe.
The Street	Bethersden	Highway drainage cleansing, investigations and repair works.	Works Completed
Orchard Drive	Wye	Adjacent to property 17, adjust kerb and carriageway levels and resurface to help prevent carriageway flooding issues.	Works Completed



Pested Lane junction with A251 Faversham Rd	Challock	Carriageway flooding issue adjacent to Barnfield. Blocked possibly damaged pipe to soakaway in garden.	Drains discharge via soakaway in adjacent lane. Job passed to contractor for cleansing.
Coopers Lane	Mersham	Investigate and repair damage pipe from gully outside Shelwyn.	Job passed to contractor. Programmed 30 <sup>th</sup> May 2022
Spelders Hill Brook	Brook	Replacement of damaged highway drainage pipe	Job passed to contractor. Programmed 25 <sup>th</sup> July 2022
Hastings Road	Rolvenden	Replacement of damaged highway drainage pipe	Works Completed
Boldshaves Lane	Ashford	Replacement of damaged highway drainage pipe	Job passed to contractor. Programmed 8 <sup>th</sup> June 2022

## **Appendix C – Street Lighting**

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

<b>Street Lighting Column Replacement – Contact Officer Sue Kinsella</b>			
<b>Road Name</b>	<b>Location</b>	<b>Description of Works</b>	<b>Status</b>
Hythe road	North Willesborough	Replacement of 4 no streetlight	Works programmed for completion by end July 2022
High street	Tenterden	Replacement of 1 no streetlight	Works programmed for completion by end July2022
Romsey Close	North Willesborough	Replacement of 1 no streetlight	Completed
Jacobs Oak	South Willesborough	Replacement of 1 no streetlight	Completed
Tithe Barn Lane	Singleton South	Replacement of 2 no streetlight	Completed
The Rise	Beaver	Replacement of 1 no streetlight	Completed
Forge Lane	Victoria	Replacement of 1 no streetlight	Works programmed for completion by end July 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</b> <b>Contact Officers: Darren Hickman &amp; Kelly Garrett</b> Local Transport Plan funded casualty reduction schemes		
Road Name	Description of Works	Current Status
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. Banned right turn from Station Road.	Detailed design works complete. TRO consultation complete (see separate report). 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.	Guard rail complete, signs & road markings to be programmed once sign posts available (supply issue).
Somerset Road junction with Mace Lane Ashford	Signing improvements.	To be delivered with scheme above (Somerset Road/ North Street).
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.	At design stage. To be programmed for delivery.
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.	Tunnel hoods ordered. Lining to be programmed for delivery.
B2080 Tenterden Road junction with School Road	New yellow backed stop sign and junction lining refresh.	At design stage. To be programmed for delivery.

Appledore		
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### INTEGRATED TRANSPORT SCHEMES

**Contact Officers: Darren Hickman & Kelly Garrett**

Local Transport Plan funded non-casualty reduction schemes

Road Name	Description of Works	Source of Funding	Current Status
A28 Ashford Road, St Michaels	Installation of signalised pedestrian crossing.	LTP	Works complete
Cuckoo Lane Ashford	Provision of new parallel zebra crossing to improve pedestrian and cycling links to John Wesley School.	LTP	Works complete
Somerset Road junction Forge Lane Ashford	Provision of formal pedestrian crossing facilities within existing traffic signal-controlled junction.	LTP	Detailed design works ongoing, scheme to be delivered in 2022/23
Bybrook Road, Kennington	Bybrook Road, The Pasture & adjoining roads – 20mph zone.	LTP with contribution from CMG & local councils	Detailed design stage. TRO consultation complete (see separate report). To be programmed for delivery
Roman Road and Calleywell Road, Aldington	DDA access improvements	LTP	Detailed design stage

### **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 – Contact Officer: David Petcher</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) – Contact Officer Jamie Hare</b>				
<b>Scheme Name</b>	<b>Mastergov File Ref</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Court Lodge Road	AS003477	Appledore	Accesses to houses and public carpark	Works under construction
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 and in maintenance period
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
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	Works under construction
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	Works under construction
Elwick Road	AS003469	Ashford	Provision of access to housing development	In technical audit stage
Tank Roundabout, Chart Road	AS003478	Ashford	New McDonalds Restaurant + amendment to roundabout	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	Adopted
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, works under construction
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	Agreement signed, works not yet started
Hopes Grove	AS003472	High Halden	Bellmouth and footway on A28	Agreement signed, works not yet started
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	Agreement signed, works not yet started
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	Works complete; snagging works required
Secondary Access - Cheeseman Green	AS003437	Park Farm	New vehicle access to housing development	Works complete; snagging works required
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	Pedestrian 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 and in maintenance period
Woodchurch Road	AS003355	Shadoxhurst	New bellmouth and footway crossing	Adopted

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; in maintenance period
Danemore Road	AS003152	Tenterden	New vehicle crossover and turning head	Adopted
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	Works completed; snagging works required
Stonebridge Barn	AS003445	Woodchurch	Access to private road	Works complete; in maintenance period
Olantigh Road	AS003126	Wye	School crossing	Adopted

**Appendix F – Bridge Works**

<b>Bridge Works – Contact Officer Helen Rowe</b>			
<b>Road Name</b>	<b>Parish</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	Completed
Front Road	Woodchurch	Stone Bridge – Structural lining	Discussions ongoing with Environment Agency. Delivery in 2023.

## **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 - Contact Officer: Toby Butler</b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
A20 Ashford Road, Charing (13-0509)	Modification of existing traffic signal crossing and upgrade to near-sided	Programmed July 2022
A28 High Street / Recreation Ground Road, Tenterden (13-0672)	Refurbish existing traffic signal-controlled junction	Not yet programmed
A292 New Street / Somerset Road, Ashford (13-1034)	Modification of existing traffic signal junction to add pedestrian facilities	Programmed September 2022

## Appendix H - Combined Members Grant programme update

### Combined Member Grant programme update for the Ashford District.

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

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

The list is up to date as of **25<sup>th</sup> May 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 Schemes Planning & Delivery team, the online database for all Combined Member Grant schemes and studies, or by contacting the Traffic and Safety Engineer for the Combined Member Grant Ashford District.

### **COMBINED MEMBER GRANT SCHEMES**

**Contact Officers: Darren Hickman & Kelly Garrett**

#### **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.	Detailed design stage. TRO consultation complete (see separate report). To be programmed for delivery

**Appendix I – Public Rights of Way**

<b>Public Rights of Way – Contact Officer – Matthew Fox</b>			
<b>Path No</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
AE567	Ham Street	New HBM path.	On hold for now
AW358 – Pluckley Road	Bethersden	Fill in ruts along byway, new stone surface/grass strip	Works started, to be completed soon.
AT248 – Byway off Coldblow	Shadoxhurst	New stone surface on Damaged Byway	Works underway
AT69 – Rye Road	Newenden	Construction of stone path leading to burial ground	Works complete
AT77 – Swan Street	Wittersham	Short section of stone path	Works complete
AE390A – Between Damara Way and Rutledge Avenue	Mersham	Repair of damaged stone surface	Works complete
AW38 – The Moat	Charing	Breakout existing cracked tarmac path and lay down new tarmac surface.	Works complete

## 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/>

Street name	Area name	Works promoter	proposed start date	proposed end date	Works Description	Traffic management
SWAN LANE	KENT	BT	11/07/2022	29/07/2022	Install new Poles	Road closure
BEARS LANE		BT	19/07/2022	01/08/2022	NEW CHAMBERS AND LAY NEW DUCT REQUIRED	Road closure
BEAVER ROAD	ASHFORD	SOUTH EAST WATER	17/07/2022	24/07/2022	RENEW LEAKING FERRULE / COMM PIPE	Road closure
CRANBROOK ROAD	TENTERDEN	SOUTH EAST WATER	29/06/2022	01/07/2022	CUTTING IN NEW WASHOUT	Road closure
SMARDEN BELL ROAD	SMARDEN	SOUTH EAST WATER	25/07/2022	29/07/2022	NEW CONNECTION TO MAIN	Road closure
CHURCH ROAD	WILLESBOROUGH	SOUTH EAST WATER	02/08/2022	08/08/2022	FULL RELAY FROM EBCO TO MAIN	Road closure
SHEARWAY LANE		KCC	04/07/2022	08/07/2022	clear out 120m of ditch and make a bund on both sides of the verge, install 3 new kerbed grips, grass seed and topsoil 120sqm at the end of the works	Road closure
HIGH STREET		KCC	18/07/2022	11/09/2022	CRM junction improvement scheme Charing crossroads. . Site is located	Road closure

					adjacent to a road side nature reserve. No materials or equipment to be stored on grass verges	
CROCKEN HILL ROAD		KCC	14/07/2022	14/08/2022	KCC 2022 SURFACE DRESSING PROGRAMME	Road closure
THE STREET		KCC	28/06/2022	14/07/2022	Plane existing carriageway to depth of 80 mm and strengthen/ resurface. Reinstate traffic calming cushions	Overnight Road closure
ASHFORD ROAD		KCC	05/08/2022	10/08/2022	PLANE TO 80MM DEPTH AND INLAY NEW BINDER AND SURFACE COURSE WITH ASSOCIATED HIGH FRICTION SURFACING	Overnight Road closure
FAVERSHAM ROAD		KCC	20/07/2022	23/07/2022	Strengthening of carriageway - Plane existing carriageway to a depth of 80mm and inlay new binder and surface course	Overnight Road closure
CANTERBURY ROAD		KCC	11/07/2022	20/07/2022	Strengthening of carriageway - Plane existing carriageway to a depth of 80mm and inlay new binder and	Overnight Road closure



					surface course and associated High Friction Surfacing/ traffic light loops	
NORTH STREET		KCC	11/07/2022	20/07/2022	Strengthening of carriageway - Plane existing carriageway to a depth of 80mm and inlay new binder and surface course and associated High Friction Surfacing/ traffic light loops	Overnight Road closure
ULLEY ROAD		KCC	28/06/2022	14/07/2022	Plane existing surface to depth of approx 80 mm, strengthen and resurface. Reinstate existing Traffic calming features.	Overnight Road closure
GIGGERS GREEN ROAD		KCC	06/06/2022	14/06/2022	drainage works	Road closure
NEW ROAD HILL		KCC	04/07/2022	08/07/2022	drainage works	Road closure
BENENDEN ROAD		UK POWER NETWORKS SOUTH EASTERN	18/07/2022	24/07/2022	Connections Small Service: Installation of a new electricity supply for a customer: gang to trench 2m grass verge 6m road crossing from pole to customers trench.	Road closure

					Install 50mm duct and 35H 3+n to housing	
ACTON LANE		UK POWER NETWORKS SOUTH EASTERN	21/06/2022	24/06/2022	Connections Small Service: Installation of a new electricity supply for a customer: Gang to locate and excavate joint bay in grass verge on 70H main. Trench 14m unmade to customers trench. Install 50mm duct and 35H 3+mn to housing. Please take road plates for driveway access	Road closure
CHARING HEATH ROAD	BROADWAY	UK POWER NETWORKS SOUTH EASTERN	25/07/2022	31/07/2022	Connections Small Service: Installation of a new electricity supply for a customer: Dig Joint bay on side the of the road and Cable ID in the road	Road closure
OLD SURRENDE N MANOR ROAD		UK POWER NETWORKS SOUTH EASTERN	04/07/2022	10/07/2022	Connections Small Service: Installation of a new electricity supply for a customer: Gang to locate and excavate joint bay in	Road closure

					tarmac road on 300H main. Trench 5m tarmac road crossing to customers trench. Install 32mm duct and 2c 35h to kiosk	
MEAD ROAD	WILLESBOROUGH	SOUTHERN GAS NETWORKS PLC	11/07/2022	31/08/2022	Abandon 40m of 6"CI, 160m of 4"CI and Lay 40m of 125mm PE, 160m of 75mm PE, Open Cut & Insertion, Mains Connections, 28 x Services	Road closure
CANTERBURY ROAD	WILLESBOROUGH	SOUTHERN GAS NETWORKS PLC	11/07/2022	29/07/2022	Abandon 30m of 4"CI and Lay 30m of 75mm PE, Open Cut & Insertion, mains connections with works to Mead Road	Road closure
BATH ROAD	WILLESBOROUGH	SOUTHERN GAS NETWORKS PLC	25/07/2022	31/08/2022	Permit for Road Closure with works to Mead Road	Road closure
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	Road closure
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	Road closure

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**

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## **KCC approach to Electric Vehicle Charging**

To: **Ashford Joint Transportation Board – June 2022**

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

By: **Tim Middleton**

Classification: **For Information**

Electoral Division: **County Wide**

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**Summary:** **This report outlines the current position of Electric Vehicle (EV) Charging Infrastructure across Kent and identifies future infrastructure need. It then compares the projected outcomes of KCC's EV infrastructure programme against that need.**

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## **1. Introduction**

- 1.1. This report gives a broad overview of the EV charging network in Kent and will look at Kent County Council's role specifically in ensuring our residents and businesses are able to switch to electric vehicles.
- 1.2. It looks at the current numbers of EV chargers in Kent and outlines the target numbers required to enable full electrification of vehicles in line with the 2030 ban on new petrol and diesel vehicles.
- 1.3. The report then assesses those targets against the projects within the EV Charging Infrastructure programme that KCC is rolling out over the coming years and determines if additional projects need developing or adapting to meet those needs.

## **2. Electric Vehicles Charging Infrastructure**

- 2.1. Electric Vehicle (EV) sales are growing in the UK and the demand for charging infrastructure is rising - driven by the Government's plan to ban new sales of petrol and diesel vehicles from 2030. This is not traditional refuelling as we know it. The speed, and therefore price, of charging varies from the slowest 3kwh up to a potential 350kwh. This could be the difference between charging in 10 hours or charging in 10 minutes.
- 2.2. Industry data suggests the vast numbers of EV owners choose to charge at home if they have access to a home charger. It is convenient and provides the lowest cost option. VAT on electricity is paid at 5% at home but 20% on the public network - arguably offering a financial advantage to those with off street parking.

- 2.3. In order to help the transition to electrification, with all the carbon and air quality benefits this would bring, KCC have developed an EV infrastructure programme to install EV charging points across the county.
- 2.4. Providing charging infrastructure is not currently a statutory requirement of Local Authorities although the Government is consulting on this topic. However, helping residents and businesses switch to cleaner vehicles will help KCC achieve our climate and air quality goals. All the projects in development and mentioned in this report leverage external funding, grants and private sector investment – often giving an income back to the Local Authorities as landowners. This minimises up front financial risk and allows a long-term income generation while the technology and market develop.
- 2.5. KCC are waiting for the Government consultation on Local Authority EV Strategies to be published. Following this exercise it is anticipated that clarity will come on the amount of action public sector bodies are expected to take. This is due mid 2022. Until such a time officers can only estimate the percentage of chargers that Local Authorities should be or are expected to provide in comparison to the private sector.
- 2.6. Whatever the level of ambition, without some long term and significant funding being made available to Local Authorities, most charging infrastructure will need to fall to the private sector.
- 2.7. For the basis of this report officers propose 4 scenarios resulting in Local Authorities being responsible for 5%, 10%, 20% and 40% of the infrastructure. This percentage will change over time as Government guidance is released and market failures are realised – particularly in charging “black spots” where capital requirement is high and revenue return is deemed to be low.

Anticipating EV Charger socket requirements in Kent.

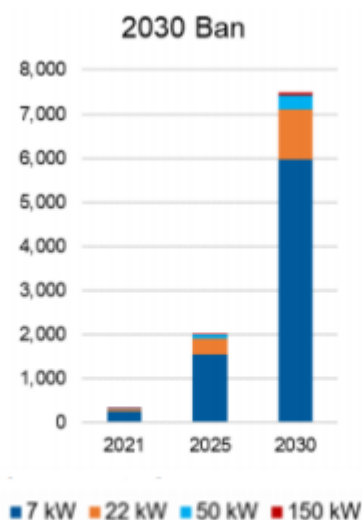
- 2.8. In 2018 KCC commissioned CENEX, a leading not for profit consultancy in the clean transport space, to forecast EV charger demand across Kent until 2028 for passenger vehicles. In light of recent technological advances, the 2030 ban on new petrol and diesel vehicles and the new companies moving into this space; KCC asked CENEX to update this report in 2021.
- 2.9. Cenex produced a number of scenarios, including those in line with the government's ban on new petrol and diesel vehicles from 2030 onwards, and proposed a number of chargers, categorised by speed, that have to be installed to meet that target. The data is presented here:

*Table 8: 2030 Ban Scenario chargepoint requirements.*

	2021	2025	2030
7 kW	253	1,551	5,982
22 kW	58	372	1,121
50 kW	15	88	328
150 kW	1	3	56
<b>Total</b>	<b>327</b>	<b>2,014</b>	<b>7,487</b>

*Figure 1 – Charger socket numbers required by 2030 in Kent*

- 2.10. Figure 1 shows that by 2030 Kent will need to have 7,487 public chargers (of varying speeds) installed to meet demand.
- 2.11. Figure 2 below presents the same data but more clearly shows that the vast majority will be at 7kw speed.



**Figure 2 – Shows the number of charger sockets of each type required to support the 2030 ban scenario.**

- 2.12. Figure 3 below expands the Cenex prediction and makes some assumptions about charger socket numbers required each year between 2021, 2025 and 2030. This helps officers better plan the delivery for the projects and manage the funding requirements. The numbers of charger sockets scale up towards the end of the decade and provide a useful guide as to whether the projects are likely to meet these targets annually. If not, officers can look to redesign and develop more projects to meet demand.

	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
7 KW	253	350	800	1,100	1,551	2,000	2,600	3,400	4,500	5,982
22 KW	58	100	200	300	372	450	560	670	850	1,121
50 KW	15	25	40	60	88	120	150	200	280	328
150 KW	1	1	2	2	3	10	20	30	40	56
<b>Total</b>	<b>327</b>	<b>476</b>	<b>1,042</b>	<b>1,462</b>	<b>2,014</b>	<b>2,580</b>	<b>3,330</b>	<b>4,300</b>	<b>5,670</b>	<b>7,487</b>

**Figure 3 – Assumptions made about the numbers of charger sockets required per year scaling up to 2030.**

- 2.13. In order to assess whether the EV infrastructure programme is appropriate, officers need to understand if the planned projects will meet the demand up to 2025 and then on to 2030.
- 2.14. To do this, officers must look at the numbers of chargers currently installed, determine a quantity or percentage that the private sector are likely to install and add on the numbers that Local Authorities expect to install up to 2025.

District	Fast (7-22kwh)	Rapid (43-50kwh)	Ultra-Rapid (60 – 350kwh)	Total
Ashford	44	3	0	45
Canterbury	30	5	0	35
Dartford	17	8	17	42
Dover	3	3	3	9
Folkestone & Hythe	20	5	0	25
Gravesham	2	2	0	4
Maidstone	51	9	18	78
Sevenoaks	19	9	0	28
Swale	28	3	0	31
Thanet	22	5	0	27
Tonbridge & Malling	16	4	0	20
Tunbridge Wells	21	2	0	23
<b>Total</b>	<b>271</b>	<b>58</b>	<b>38</b>	<b>367</b>

*Figure 4 - Kent Charger numbers currently installed (July 2021)*

- 2.15. Figure 4 shows that charger numbers are currently exceeding KCC’s target numbers for 2021 by 40 chargers. Chargers are counted if they are provided to the public whether by the private sector, public peer to peer charging or Local Authorities. However, it should be noted that simply installing chargers does not necessarily mean they are being well used, maintained or are in strategically important locations and at the “right” speed. All these factors must work together to create a coherent and useful charging network.

Local Authority or Private Sector

- 2.16. Without clear guidance from the Government, officers have to make some assumptions with regards to the number of chargers that KCC and/or other Local Authorities are likely to need to provide versus the private sector. At this stage, indications from the Department for Transport (DFT) suggest the Government will not look to introduce quotas but are consulting on whether all car parks should be obliged to provide EV chargers. An assumption can be made that the large scale of capital requirement will need to be met somehow and without a clear Local Authority funding plan out to 2030 – this must largely come from the private sector.
- 2.17. Many private sector companies, including the traditionally fossil fuel-based companies, are making large investments into this space. With clear policy intent from the Government, legacy companies are concerned about losing market share and new start-ups in this space are seeking an opportunity for growth.
- 2.18. Local Authorities could capitalise on this, as landowners, in often sought-after locations (town centre car parks, for example) but a solution will have to be found as to those areas which are deemed to generate less revenue and which are perhaps expensive to install in.
- 2.19. The 4 scenarios below show a range between 5 – 40% of chargers being installed by Local Authorities with KCC leading much of this deployment. Over time the programme will adapt when the likely percentage becomes clearer. Note the other % of chargers



could be met by the private sector, other Local Authorities within the county of Kent and private individuals.

	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
<b>Total</b>	327	476	1,042	1,462	2,014	2,580	3,330	4,300	5,670	7,487
5% KCC allocation	17	24	52	73	100	129	167	215	284	275
10% KCC allocation	33	48	104	146	201	258	333	430	567	749
20% KCC allocation	66	96	208	292	402	516	666	860	1134	1498
40% KCC allocation	112	192	416	584	804	1032	1332	1720	2268	2996

*Figure 5 – Shows the numbers of chargers that Kent Local Authorities would have to provide up to 2030 depending on the assumed allocations between 5 and 40%*

- 2.20. Figure 5 shows the cumulative numbers of charge sockets that Local Authorities would need to provide per annum to meet the 4 percentage scenarios offered. It anticipates that by 2030 Kent Local Authorities will have needed to be responsible for delivering anywhere from 275 – 2996 charger sockets.

#### EV Charging Infrastructure Projects

- 2.21. Within the EV charging infrastructure programme KCC have a range of projects designed to meet the charging need. Some are based on a local level, some affect policy and some are large scale infrastructure plans working with other Local Authorities. These cater to the different charger speed requirements that electric transport offers.
- 2.22. When a project is being conceived and developed, all 12 Kent District Authorities (Parish where necessary) are engaged with to establish whether they would like to collaborate as strategic partners. This partnership working includes the submission of joint bids when securing grant funding through to procurement of suppliers, setting up of contracts, location selection and the installation/commissioning of chargepoint infrastructure.
- 2.23. KCC acknowledges that District Authorities may have their own EV infrastructure delivery strategies, therefore may not wish to collaborate on certain projects due to existing commitments. In such cases, KCC are still keen to keep an open dialogue and to share information and expertise to ensure District delivery plans can be delivered alongside KCC's approach, with the end user in mind.
- 2.24. KCC is aware that ABC have adopted the same approach to EVCP delivery as Canterbury City Council and therefore did not wish to collaborate on the district charger network project. It was noted that ABC's EVCP delivery programme is accommodating taxi charging, therefore ABC did not wish to participate in KCC's rapid taxi charger project.

Project Name	Completion year	Target charger sockets per annum	Progress to date	Notes	Delivering in (district)
Parish Charger network phase 1	2021	30	20	7 – 22kwh chargers across all of Kent. Typically installed in Parish and Village Hall car parks.	Ashford, Canterbury, Dartford, Dover, F&H, Gravesham, Maidstone, Swale, T&M

District Charger Network phase 1	2021	20 (15 in Kent)	0	7 – 75kwh chargers across 6 Kent Districts & Medway. Tender recently awarded. Feasibility studies carried out and installation underway.	F&H
Rapid Taxi and Private Hire Vehicle Chargers	2021	20	16	50kwh chargers across multiple Districts	Canterbury, Maidstone, Swale, Thanet, Tunbridge Wells
Parish Charger network phase 2	2022	60	NA	7 – 22kwh chargers across all of Kent. Typically installed in Parish and Village Hall car parks.	Ashford, Dartford, F&H, Sevenoaks, Tunbridge Wells
District Charger Network phase 2	2022	300 (250 in Kent)	NA	7 – 75kwh chargers across 6 Kent Districts & Medway. Tender recently awarded. Feasibility studies carried out.	F&H, Gravesham, Sevenoaks, Thanet, T&M, Medway
Rapid Taxi and Private Hire Vehicle Chargers	2022	8	NA	50kwh chargers across multiple Districts	F&H, Sevenoaks, Gravesham
Parish Charger network phase 3	2023	60	NA	7 – 22kwh chargers across all of Kent. Typically installed in Parish and Village Hall car parks.	TBC
District Charger Network phase 2	2023	280 (250 in Kent)	NA	7 – 75kwh chargers across 6 Kent Districts & Medway. Tender recently awarded. Feasibility studies carried out.	F&H, Gravesham, Sevenoaks, Thanet, T&M, Medway
Ultra Rapid charger network	2023	20	NA	Feasibility studies being carried out.	TBC
Parish Charger Network phase 4	2024	50	NA	7 – 22kwh chargers across all of Kent. Typically installed in Parish and Village Hall car parks.	TBC

**TOTAL = 763 new charger sockets**

Figure 6 shows that KCC have an estimated 743 new chargers planned by 2024 which have or will be directly influenced by Kent County Council. This does not include other Local Authority projects outside of our scope or the private sector installations.

	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Total charger sockets required	327	476	1,042	1,462	2,014	2,580	3,330	4,300	5,670	7,487
5% KCC allocation	17	24	52	73	100	129	167	215	284	275
10% KCC allocation	33	48	104	146	201	258	333	430	567	749
20% KCC allocation	66	96	208	292	402	516	666	860	1134	1498
40% KCC allocation	112	192	416	584	804	1032	1332	1720	2268	2996
FORECAST cumulative charger sockets KCC will install per annum	+65	+373	+693	+743	NA	NA	NA	NA	NA	NA

*Figure 7 – This table compares KCC's projected installation numbers to the required charger numbers in each % scenario.*

- 2.25. Figure 7 shows that in all but 2 scenarios (2021: 20% & 40% allocation) KCC is on track to exceed the number of chargers required in every scenario up to the end of 2024 and in the 5 and 10% allocations KCC will have exceeded the requirement 6 years early. This does not even account for additional chargers being provided by other Local Authorities or the fact that the 2021 allocation of 327 charger sockets has already been met with installations having already occurred.
- 2.26. This shows that the projects being delivered are likely to be on track and allows some flexibility if the numbers of chargers cannot be fully realised or are delayed. However, it should be noted that a certain number of charger sockets on the ground does not ensure the chargers are installed in the most optimum locations, are maintained, or are well used. Therefore, projects must be well designed, costed, and planned to ensure targets are met while considering good placement.

#### KCC EV charger Mapping.

- 2.27. To ensure KCC looks at the network on a strategic level and places investment and efforts in the areas where it will have the largest impact, officers in Transport Innovations are developing a mapping system. This is taking datasets such as existing charger locations, population density, off street parking capability, known future charger locations, land use and power availability to highlight those areas in Kent that are not likely to be catered for adequately. It will enable officers to understand where project development may be required and look for solutions to address the challenges in those areas. This will help provide area specific strategies where needed.
- 2.28. It is anticipated that localised charging in areas with little off street parking will be a particular challenge and new projects may need to be developed to address this gap. This could be a renewed review of on street charging solutions when all other options have been exhausted. This is an area the programme will adapt to in future if required.
- 2.29. KCC is in discussion with the Cabinet Office's Geospatial committee to help establish an aligned approach to location data to help Local Authorities plan and provide EV charge point infrastructure.

## The Planning system – Transport & Development Planning.

- 2.30. A new set of Planning Parking Guidance is due to be published in the Kent Design Guide, supporting national Building Regulations changes to require EV charger installations and passive installations (ducting and cabling) to be installed in new developments. With regards to the public charger network across Kent, the requirements for new commercial development will greatly increase the numbers of publicly available chargers.

### On Street Charging

- 2.31. Enquiries are rising from residents, without access to off street parking, to run a cable from their property to their vehicle on the road. There is no consistent method used for this but proposals include strapping down the cable or running a cable channel under the pavement itself. Although, in principle, this could help many more people to charge their vehicles, accessing lower costs of electricity – officers have not yet seen a solution that meets safety requirements or avoids maintenance, equalities, parking or cost difficulties.
- 2.32. Officers continue to monitor other Local Authority areas and the private sector for solutions and are awaiting more clarity from the Government, due in 2022, on the issue.
- 2.33. To enable on street charger installations, officers have published guidance for District Councils to follow to enable and promote safe installations on the highway. This guidance is not yet formally adopted KCC policy but could be brought forward in the coming months. Officers understand it is being used to inform central government advice on the matter.

### Available Grid Power in Kent

- 2.34. A fundamental challenge that presents itself when seeking to install new charging infrastructure is availability of grid connections. This is not unique to Kent and Ofgem are looking into this issue. Some areas of the county are quite well equipped to accommodate new chargers while others are severely constrained and require high capital investments.
- 2.35. A lack of power availability often leads to wasted resource when quotations are sought. For context the rapid taxi charger project has investigated nearly 50 locations around the county. Of those 50 only 8 have been viable financially to date. A rapid (50kwh+) charger equals the power requirement of 22 new flats. This can lead to a perceived slow roll out of charging infrastructure
- 2.36. UKPN have started to understand where their power limitations are on their grid. However, this information is still not freely available to charge point operators or local authorities. Therefore, formal quotations are still required to fully understand if a location is viable – usually after work has taken place to ensure the location is suitable from a user and operator perspective.
- 2.37. The Government is aware of the issue and officers understand this may be changed in the future. Some financial help with very high connection costs is expected to be available in 2022.

## **3. Supporting the transition to electric vehicles**

- 3.1. Expansion of the Kent electric vehicle charging network is critical to incentivise and provide confidence to residents, businesses and the public sector that switching to an electric vehicle makes good sense before the 2030 ban.
- 3.2. Kent County Council together with all other Local Authorities in Kent have set ambitious net-zero targets, in almost all cases to be achieved for their own organisation by 2030.

This will require the majority of public sector fleet vehicles to be switched to electric or other low emission fuel by this date.

3.3. Kent County Council was awarded a £1.5 million capital grant from Highways England to deliver the Kent REVS Up for Cleaner Air an electric van scheme, which was launched in February 2021. KCC provided £0.5 million revenue funding to operate the scheme for 2 years offering businesses, public and third sector organisations the opportunity to try an electric van for free for up to 2 months. The scheme has already supported over 110 organisations, with five already making the switch to an electric van.

3.4. The experience of driving an electric van has been mostly positive, with the main barriers to organisations switching to electric being the lack of local charging infrastructure, charge points being out of service and the complexity of payment methods from a range of providers.

3.5. Organisations have also reported that rural and coastal areas lack infrastructure, and this reflects the point made at 2.25 where the mapping of charging infrastructure will assist in identifying locations where investment is needed.

#### **4. Conclusions**

4.1. The report shows that current projects in the works should enable KCC to play a large role in meeting the charging needs of the county. Without clearer guidance from Government, officers will continue to monitor installations, national progress, and industry feedback to determine which scenario is most appropriate. It could be that more onus is placed on Local Authorities than the 40% shown in this report. If that is the case, then additional projects will need to be developed.

#### **5. Recommendation(s)**

For information only

#### **6. Contact details**

Contact Officer:	Tim Middleton – Transport Innovations Programme Manager
Reporting to:	Neil Edwards – Traffic Manager

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## Part 6 Amendments

### JTB Briefing

#### Background

The Traffic Management Act (TMA) 2004 introduced civil enforcement of traffic offences in England and Wales.

Part 6 of the Act allows councils outside of London to enforce moving traffic offences, making banned turns, exceeding weight limits, and stopping in yellow box junctions.

Despite the 2004 Act now being 18 years old, secondary legislation has never been introduced to parliament and moving traffic offences can only be enforced by the police under criminal law. New legislation has now been laid before parliament and is due to come into force from 1<sup>st</sup> June 2022.

The Government announced their intention to enact Part 6 of the 2004 Traffic Management Act in the “Gear Change: A bold vision for walking and cycling” strategy. The Department for Transport (DfT) is allowing applications to be submitted by Local Highway Authorities for the first tranche until 20<sup>th</sup> May 2022 and following approval will lay the 1st designation orders in parliament during the Summer of 2022. This is all subject to the Parliamentary timetable. Kent County Council (KCC) are on track to apply for these powers during the first tranche. Applications for latter tranches are expected to be invited later in the year.

The DfT have confirmed that the Minister has approved a prescribed list of Traffic Signs (restrictions) and that the powers, when designated, will permit civil enforcement using certified camera devices. These powers do not replace those already held by the Police, who would also be able to carry out enforcement.

#### DfT

The DfT announced in September 2020 that they would be fully enacting the remaining elements of Part 6 of the TMA, permitting local authorities outside of London to use approved camera devices to enforce moving traffic contraventions.

By introducing the enforcement of moving traffic contraventions and utilising the latest ANPR camera technology, authorities will be in a far better position to manage and improve their local road network and deliver key objectives outlined in their local transport plans.

#### KCC Proposal

Implementation and operation of moving traffic enforcement will be managed on a countywide approach undertaken by KCC which will strengthen the Local Highway Authority’s statutory duty in meeting the requirements placed upon it under the Traffic Management Act 2004: to reduce traffic congestion in towns and cities and manage the road network.

This will deliver the DfT’s requirement for Local Highway Authorities to provide a consistent, controlled enforcement of the highway network, that is in line with the general principles of good regulation. Enforcement under these powers will be carried out in a way which is transparent, accountable, proportionate, and consistent; and will only target locations where action is needed.

As part of the KCC application, a public consultation exercise took place between 15<sup>th</sup> March and 9<sup>th</sup> May 2022 in line with DfT guidance. KCC are now categorising and reviewing all feedback either positive, negative or neutral. Initial indications show support for the Local Highway Authority to take on the enforcement powers. KCC will then consider any objections and identify if there are any

reasonable actions that can be taken to resolve those objections. Following the review of the feedback, KCC will present the findings to KCC's Environment & Transport Committee, with the finalised report to be published on the KCC website.

#### Kent Network Benefits of moving traffic enforcement

KCC will use the enforcement of moving traffic contraventions to:

1. Improve road safety
2. Reduce network congestion
3. Increase public transport reliability
4. Improve Air Quality
5. Increase the lifespan of highway assets

Moving traffic enforcement will only be applied where action is needed to meet one of these objectives.

#### Key Dates

Activity	Timeframe
Public engagement on 1 <sup>st</sup> tranche sites	15 March to 9 May 2022
KCC to submit application to DfT	May 2022
Feedback provided to the public engagement	Summer 2022
Legislation passes through Parliament	Summer / Autumn 2022
KCC gains powers to begin enforcement	Late 2022

#### Feedback

For further information on KCC's proposal, the prescribed list of Traffic Signs (restrictions) allowed under civil enforcement, and the first tranche of sites, please see KCC's public engagement website:

[www.kent.gov.uk/trafficmanagementact](http://www.kent.gov.uk/trafficmanagementact)