



Solicitor to the Council and Monitoring Officer,  
T W Mortimer LLB Solicitor



ASHFORD  
BOROUGH COUNCIL

## Ashford Borough Council: Joint Transportation Board

Notice of a Meeting, to be held in the Council Chamber - Ashford Borough Council on  
Tuesday 5 December 2023 at 7.00 pm

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The Members of this Board are:-

Cllr Heyes (Chair)  
Mr B Bartlett (Vice-Chair)

Cllrs. Feacey, Forest, Gathern, Joseph, Meaden, Michael – Ashford Borough Council.

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

Mrs C Drury, Mr G Cosgrove – Kent Association of Local Councils.

**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). All requests to speak at this meeting must be received by no later than 10am on 4th December. Any petition put forward for consideration at this meeting must be received by 5pm on 28<sup>th</sup> November (Terms of Reference for the Joint Transportation Board refer).**

### Agenda

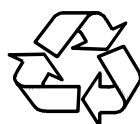
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1. <b>Apologies/Substitutes</b> To receive Notification of Substitutes in accordance with Procedure Rule 1.2(c)	
2. <b>Declarations of Interest</b> 1. <b>Declarations of Interest:-</b> To declare any interests which fall under the following categories, as explained on the attached document: a) Disclosable Pecuniary Interests (DPI) b) Other Significant Interests (OSI) c) Voluntary Announcements of Other Interests  See Agenda Item 2 for further details	3 - 4
3. <b>Minutes - To approve the Minutes of the Meeting of this Board held on the 5th September 2023</b>	5-14
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6.	<b>Parking restriction times in the town centre and residential zones</b>	
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RR  
23<sup>rd</sup> November 2023

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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 No. 2, Civic Centre, Tannery Lane, Ashford on the **5<sup>th</sup> September 2023**.

### **Present:**

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

Cllrs. – Forest, Gathern, Joseph, Meaden, Michael - ABC

Mr M Hill – KCC

Mr G Cosgrove - KALC Representative

### **Apologies:**

Cllr. Feacey – ABC

Mr C Campkin, Mr D Robey, Mr D Ross, Mr C Simkins – KCC

Mrs C Drury – KALC

### **Also present**

Cllrs. Hicks, Shilton, Spain - ABC

Head of Economic Development, Safety and Wellbeing Manager, Technical and Transport Officer, Member Services and Ombudsman Complaints Officer

### **In Attendance (virtually):**

Cllr. Ledger – ABC

Highways & Transportation Strategic Resilience Manager, Highway Manager  
Ashford – KCC

Mr G Williams - Secretary General and Chief Strategic Partnerships Officer  
Eurostar

## 120 Minutes

### Resolved:

**That the Minutes of the Meeting of this Board held on the 6<sup>th</sup> June 2023 be approved and confirmed as a correct record.**

## 121 Update on Eurostar Service to Ashford

The Chairman introduced this item and acknowledged receipt of a petition from Ms Akhtar on the return of the Eurostar service to Ebbsfleet and Ashford. He reminded the meeting that the Council, as the local authority, had no decision-making powers in this regard. The Council, together with KCC, had lobbied central Government, High Speed 1 and Eurostar and this topic had been discussed at previous Joint Transportation Board meetings on numerous occasions. He emphasized that the Council was very keen to encourage the return of the service to Ashford.

In accordance with Procedure Rule 9.3, Ms Akhtar attended and spoke on the item. Her speech is attached to these Minutes at Appendix A.

In accordance with procedure Rule 9.3, Ms Mbali attended and spoke on the item. Her speech is attached to these Minutes at Appendix B.

In accordance with procedure Rule 9.3, Mr Bienfait submitted a speech on this item and his speech was read out on his behalf by the Member Services and Ombudsman Complaints Officer. His speech is attached to these Minutes at Appendix C.

The Head of Economic Development explained that the service to Ashford had stopped in March 2020 as a result of the Covid pandemic and that a great deal of work had been undertaken pre-Covid to enable Ashford International Station to accommodate the Eurostar service. He said it was important to recognize that there were significant challenges to reinstating the service at Ashford but attention must be given to sustainable travel and the green agenda with the ability to access this service locally.

The Secretary General of Eurostar introduced himself. He explained that the Ashford service had only been 3% of their market, but it was a steady and loyal service, and closure of the service had not been a trivial decision. The Covid pandemic had cut Eurostar revenue by 97% for 18 months and the company had not received any direct Government support. It had been necessary for the company to borrow at full commercial rates and the consequence was that difficult commercial decisions now had to be taken to maximize income to repay the loan. The other important factor was the future of border controls and the consequences of the UK exiting the EU. New entry systems would be required at Eurotunnel and Dover and it would be some time before the effects of the new systems would be fully understood. Both the financial effects of Covid and the future border control systems had led to a need for harsh commercial choices and a cutting back to servicing core routes only. Next year could see changes following a company merger when consideration would be given to the company's financing and structure, and more would be known about the new systems of access to European borders.

The Chairman opened up the item for discussion and the following points/questions were raised:

- A Member suggested that as the Olympics were to be held in Paris next year, this would be an opportunity to support a reinstated service at Ashford, which could provide excellent transport links and parking opportunities. The Secretary General said that he understood this point, but that at present the business needed to focus on making the most effective use of resources, and that focus would continue to be on the London market. He advised that there had been a significant increase in loads on trains in London post-Covid, and it was not commercially viable to add the costs of stopping at Ashford while the trains from London were full. However, it may be possible to look at broader options in future.
- There was a question whether Eurostar had exclusive rights to the international service from Ashford and Ebbsfleet stations. The Secretary General said that this was not the case. Access to services was regulated and open to any operator and he confirmed that Ashford had no lack of station or track capacity. In response to a further question about trains, he said that only one type of train had been cleared for passing via the Tunnel and this could be purchased from the manufacturer by any operator.
- A Member asked whether the commercial impediment to stopping at Ashford was related to the extra cost of staff or whether it was due to running costs. The Secretary General replied that the running costs to Ashford were already built in so there was no penalty to stop at Ashford or Ebbsfleet. However, there would be additional staffing costs at Ashford in relation to border control. International train running costs were very high, with steep commercial charges imposed on operators. A Member asked if there was no potential to stop at Ashford and the Secretary General replied that there was currently too much demand from the London market and there was insufficient rolling stock to add extra services for the Ashford market.
- There was a question about border fluidity and how it impacted the service. The Secretary General said that 9 million people per year passed through security and exit/inbound border control, which required intense staff resources. Now that the UK was out of the EU, UK travelers would be third country nationals requiring additional border checks. Limited resources from control authorities meant that those resources had to be used where the need was most pressing.
- A Member asked whether the situation might be reviewed next year. The Secretary General said that business recovery was key at the moment, but the company did want to grow and diversify and they would continue to keep the situation under review.
- The Head of Economic Development emphasized that the Council was highly supportive of the reintroduction of the service at Ashford. He asked what more the authority could do. The Secretary General said that the Council was currently doing all the right things, such as maintaining visibility of the issue via petitions and support from the local Member of Parliament. This was effectively keeping this issue on the radar.

- A Member asked whether the primary impediment to reintroducing the service at Ashford was the company's debt situation. The Secretary General replied that it was a combination of the need to maximize contributions to pay down the debt and complexities around future border controls. He finished by saying that he appreciated the opportunity to attend the meeting and provide an update and he thanked those who had submitted the petition and spoken at the meeting. He said that Eurostar were aware that Ashford had been a steady and loyal market in the past.

## **122 Minutes of meeting with Stagecoach on 11<sup>th</sup> July regarding bus service changes**

The Chairman opened this item for discussion and invited comments/questions.

- A KALC representative said that he had been asked by Kennington Parish Council to enquire about the withdrawal of the bus services from Little Burton Farm. This had been done without consultation or communication with the Parish Council or residents.
- Mr Bartlett commented that KCC had supported 44 bus services across the county, and that other authorities were also available to provide support if they so chose.
- A representative from Kennington Parish Council said that there used to be an hourly service running through the estate. The withdrawal of the bus service from that route clearly impacted residents, with no information or warning given prior to ceasing the service.
- A Member said it was necessary to give notice to the Transport Commissioner before suspension of any bus service. He added that he was disappointed that at the meeting with Stagecoach in July they had not mentioned the withdrawal of the service from Little Burton Farm.
- A Member asked whether there was any work being undertaken to see if the services were viable for funding by others. He also noted that buses in other local areas were empty at certain times of the day and he questioned whether it would be viable to reduce services at those times and increase them at busier times.
- The Safety and Wellbeing Manager advised that a new District Bus Partnership Group has been established and the first meeting is on 12 September, to include Council Members, Stagecoach senior representatives and officers from the Council and KCC.
- There was a question about the recent free bus weekend which had been designed to encourage bus use. A Member said that this had not been well publicized and many people she had spoken to knew nothing about it. She felt this was a missed opportunity. The Safety and Wellbeing Manager said she would feedback to KCC on this point.
- A Member noted a diminution in bus services around Ashford in past years, and he pointed out that this was not encouraging less car use.



## 123 Border Traffic Management

The Strategic Resilience Manager introduced this item. He said that Operation Brock had been in place over the summer, and would continue for some time as there was currently no alternative when there was congestion at Eurotunnel or Dover. Although Operation Brock was not in place at the moment, National Highways were undertaking works between Maidstone and Ashford and hence the limits on the motorway were still in place. The system of border controls would be changing next year after the Olympics with the introduction of the Entry Exit System (EES) system, followed by the European Travel Information and Authorisation System (ETIAS) system. The full impact of the new systems could not be assessed until more was known from the EU. The Kent Resilience Forum and KCC were looking at transport systems to encourage fluidity and would develop traffic management plans as soon as more information was available

The Chairman opened up the discussion for comments and questions:

- The Head of Economic Development noted that Eurostar was piloting an app at St Pancras Station but it needed final approval before it could be fully rolled out.
- A Member asked about the land reclamation programme in Dover and questioned whether this would provide more traffic holding capacity. The Strategic Resilience Manager said that he was familiar with the suggestion but that it was a long-term project. At present there was no space at Dover for holding traffic for customs clearance. There was a proposal to fill in the dock at the old marina to process coaches and cars, but this had some drawbacks as well as the obvious benefits.
- A Member suggested using the car parks at the IBF facility in Ashford. The Strategic Resilience Manager explained that the French border force were likely to require the security of a vehicle once it had been checked. He considered that the IBF facility would be too far away to guarantee this security.
- There was a question about transport of goods. The Strategic Resilience Manager advised that 85-90% of freight was European which would impact less on checks and these could be managed by the port. The main problem was the necessary checks on coaches and cars.
- A Member noted that, in the main, HGVs had kept to the main routes in the past during Operation Brock. He asked whether checks were still in place with penalties for using different routes. The Strategic Resilience Manager replied that the authorities set up controls in strategic areas to mitigate the problem but resources were limited.
- A Member asked whether it was likely that the motorway between Ashford and Maidstone would have all three lanes in operation again. The Strategic Resilience Manager said that National Highways were currently working on the road but he had been assured that once the maintenance works were complete, all three lanes would be open, together with the 70mph speed limit. This would be the situation unless further maintenance work was required or Operation Brock was introduced.

## 124 Highway Works Programme Update Report

The Highway Manager – Ashford introduced this item and drew Members' attention to the key points within the report.

The Chairman opened up the item for discussion and the following points/questions were raised:

- A Member asked about the roadworks on Trinity Road. He said he usually got advance warning about road works in his ward but this had not happened on this occasion. The Highway Manager – Ashford replied that Ward Members were usually notified about road works in advance unless they were emergency road works, in which case the work could commence before an advice was sent out.
- A Member asked the Highway Manager – Ashford to report back to her colleagues that the roundels in Bybrook Road had not been repainted.

## 125 Parking

The Technical and Transport Officer introduced this report and highlighted the key points. The Chairman opened up the item for discussion:

- A Member noted that a great deal of work had been done in preparation for the parking spaces on Tannery Lane outside the Sorting Office and he thanked officers. He was very pleased to learn that three spaces were to be provided instead of two. However, he was disappointed that the introduction of the parking spaces coincided with severely reduced hours at the Sorting Office. The Technical and Transport Officer confirmed that parking outside the Sorting Office is anticipated to be in place by end of October 2023.

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## APPENDIX A

### BUSHRA AKHTAR

Thank you for inviting us to this meeting which is of great importance to us. My name is Bushra Akhtar and I am part of the 'Bring Back Euro Trains' residents committee who are a group of active Kent based residents passionately campaigning for the reinstatement of our European train connections. We present to you a petition with over 30,000 individuals who have signed, who want to see the return of the Eurostar service in Ebbsfleet and Ashford as it was before Covid. The signatures represent a small fraction of individuals who would be using this critical service for either business, tourism and visiting families.

The ceasing of the Eurostar service in Kent has had an impact to our communities, particularly to jobs and businesses, not to mention dual European and British families like mine, who have had to reduce how often we visit each other. For these reasons we hope that you will hear our voices and help support the initiative to get our European train connection re-instated.

<https://www.change.org/p/bring-back-eurostar-train-services-to-kent>

We understand that behind the scenes there are complexities to the Eurostar service returning, including the impact of Covid and border control checks caused by Brexit. We hope that the 'Bring Back Eurostar Petition' can be used as an element in order to help build a case for Eurostar to re-consider their current position, as it shows sentiment and interest for their service within Kent. We want to continue to help support the joint initiative with local government and would like to provide our modest contribution where we are able to.

Under what circumstances would Eurostar re-consider re-instating this service?  
How can we continue to help build enough of a solid case to convince Eurostar to return to Kent?

JTB  
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## **APPENDIX B**

### **CHARLOTTE MBALI**

I am Charlotte Mbali, the Vice chairperson of East Kent for Europe.

East Kent for Europe is a branch of the European Movement. One of the movement's aims is to further links between THE UK and Europe. We wish to know if Eurostar, in advance of restarting regular timetabled stops at Ashford for individually booked passengers, would consider charter trains again, similar to the ski train that used to run. Also, to enhance tourism on both sides of the Channel, it would be good to run local-to-local tourist trains (Ashford-Calais-Lille and back) for group bookings by youth groups, choirs, battlefield and heritage tours etc.

## **APPENDIX C**

### **ALEXANDER BIENFAIT**

I am Alex Bienfait, a resident of Ashford, and part of the 'Bring Back Euro Trains' residents action group. Part of the reason my family choose to come and live in Ashford was because of the town's international train connections.

There are well-publicised capacity constraints at St. Pancras station; reportedly some Eurostar trains are filled to only 70-80% of their maximum capacity. It is perplexing, given the bottlenecks in London, why a short stop in Ashford is not used to help alleviate these problems, and thereby make maximum use of the space on trains. This would also help alleviate the reported shortage of passenger seats.

We look forward to understanding this issue further.

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**Agenda Item No:**

**Report To:** Joint Transportation Board

**Date of Meeting:** 5th December 2023

**Report Title:** **A28 Dualling scheme update**

**Report Author:** Simon Cole, Assistant Director – Planning & Development,  
Ashford Borough Council

<b>Summary:</b>	This report provides an update on the latest situation regarding the proposed A28 dualling scheme in Ashford.
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## Introduction and Background

1. This report provides an update on the position regarding the proposed dualling of the A28 between the 'Matalan' roundabout and the 'Tank' roundabout on the western side of Ashford.
2. The proposals for dualling this stretch of the A28 within the Ashford urban area were conceived and drawn up to support the growth of new development on the western side of the town, most notably the development of the Chilmington urban extension which has outline planning permission for 5,750 dwellings and associated supporting services including retail, employment and 5 schools (4 primary and 1 secondary).
3. The dualling scheme is intended to provide more junction and link capacity along the part of Chart Road between the junction with Brookfield Road (the 'Matalan' roundabout and with Templar Way (the 'Tank' roundabout). A plan of the proposed scheme is attached at Appendix 1 to this report.
4. The delivery of the dualling scheme is predicated on funding from the lead developer at the Chilmington development (Hodson Developments Ltd) and this is enshrined in the Section 106 Agreement for the Chilmington site. Whilst this does not require Hodson to directly procure and deliver the scheme, they are obliged in the Section 106 Agreement to provide a financial bond to KCC to cover KCC's costs of delivery. At that stage it would then be KCC's responsibility to procure and deliver the dualling scheme on the ground, by forward funding the project and recovering the money over a 10 year period as detailed in the Section 106 Agreement.
5. The S106 Agreement sets a trigger-point for the provision of the bond at 400 occupations on the Chilmington development. This relates to occupations from all developers on the site, not just those on properties built by Hodson. Currently, there are just over 300 occupations recorded at Chilmington but if properties currently under construction on the site are completed and occupied, this would take the development past the 400 dwelling occupation threshold.
6. In the last month, Hodson has submitted an appeal to the Planning Inspectorate in respect of an outstanding Section 106A application to both ABC and KCC that seeks to vary or delete a significant number of the current

obligations in the S106 Agreement for the site. Amongst those requests is one that seeks to a significant postponement of the provision of the financial bond to cover the costs of the A28 dualling from the 400 dwelling occupation trigger-point. In the absence of any alternative form of funding the scheme, the consequence of this proposal would be to postpone the delivery of the dualling scheme.

7. The two Councils are currently awaiting a view from the Planning Inspectorate on the validity of the appeal but if confirmed, it is expected that a Public Inquiry would be held to consider all the proposed amendments to the S106 Agreement at some point in 2024.
8. KCC undertook a further study of this section of the A28 earlier this year to establish whether the need still remains for the dualling scheme in light of various new development coming forward (or not) in the vicinity and any changes in travel patterns relating to workforce behaviour such as increased 'working from home'. This study indicated that overall traffic flows in the peak hours are broadly similar to those when the scheme was conceived, evidence suggests that 'peak spreading' has occurred with drivers now using the corridor earlier or later than the traditional peak. It is considered that traffic conditions on the study network in 2023 remain heavily congested, as was the case in 2013 and the subsequent years when the A28 Chart Road improvement scheme was conceived.
9. Officers from ABC and KCC have met recently to discuss this issue and have reaffirmed that the scheme design remains appropriate (subject to minor updating to accord with current design standards) and the need for the additional highway capacity that the scheme would deliver also remains. With the passage of time from the initial scheme design and indicative costings, these have now increased to c. £30m as inflationary pressures have increased costs. In September, officers from KCC and ABC proposed to Hodson a without-prejudice discussion as to how and when the scheme should be moved forward but are still awaiting a response.
10. Officers have considered whether there are options for breaking the dualling scheme into separate phases that might deliver incremental improvements over time but the nature of the scheme means that delivering it in this way would only create marginal increases in highway capacity in any first phase whilst further adding to the overall scheme costs. Therefore, this is not considered to be a practical or cost-effective option to pursue.
11. The scheme has also been reviewed to see if it could be re-designed to reduce overall costs. However, there are significant limitations in how the scheme can be designed given land constraints, in particular the need to extend the existing A28 bridge over the Ashford – Tonbridge railway line. Design of the dualling also needs to factor in the connection to both roundabouts at either end and the Loudon Way signalised junction approximately halfway between them. In conclusion, officers are satisfied that the scheme design is the optimum available to deliver the necessary capacity improvements.
12. In 2018, initial works on the scheme, including some felling of trees alongside the road, commenced on the basis that there was partial funding available to



support the scheme from the Local Enterprise Partnership which would have reduced the overall financial burden on the developer. However, this option was eventually not pursued by the developer and this external funding support opportunity fell away. Since this time, no further works have been undertaken.

13. Once funds are available to deliver the scheme, procurement would be expected to take around 6 months with a further 3 months required to mobilise contractors on the site. Thereafter, a construction programme of around 1two years is envisaged to deliver the scheme.

### **Conclusion**

14. There remains officer and Member-level support for the delivery of the A28 dualling scheme. The need for discussions with, and the current planning appeal from, the lead Chilmington developer means that there is currently some uncertainty about precisely how and when the scheme may be delivered. The outcome of these processes may assist in this and a further report to update the JTB at that point is suggested.


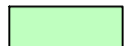



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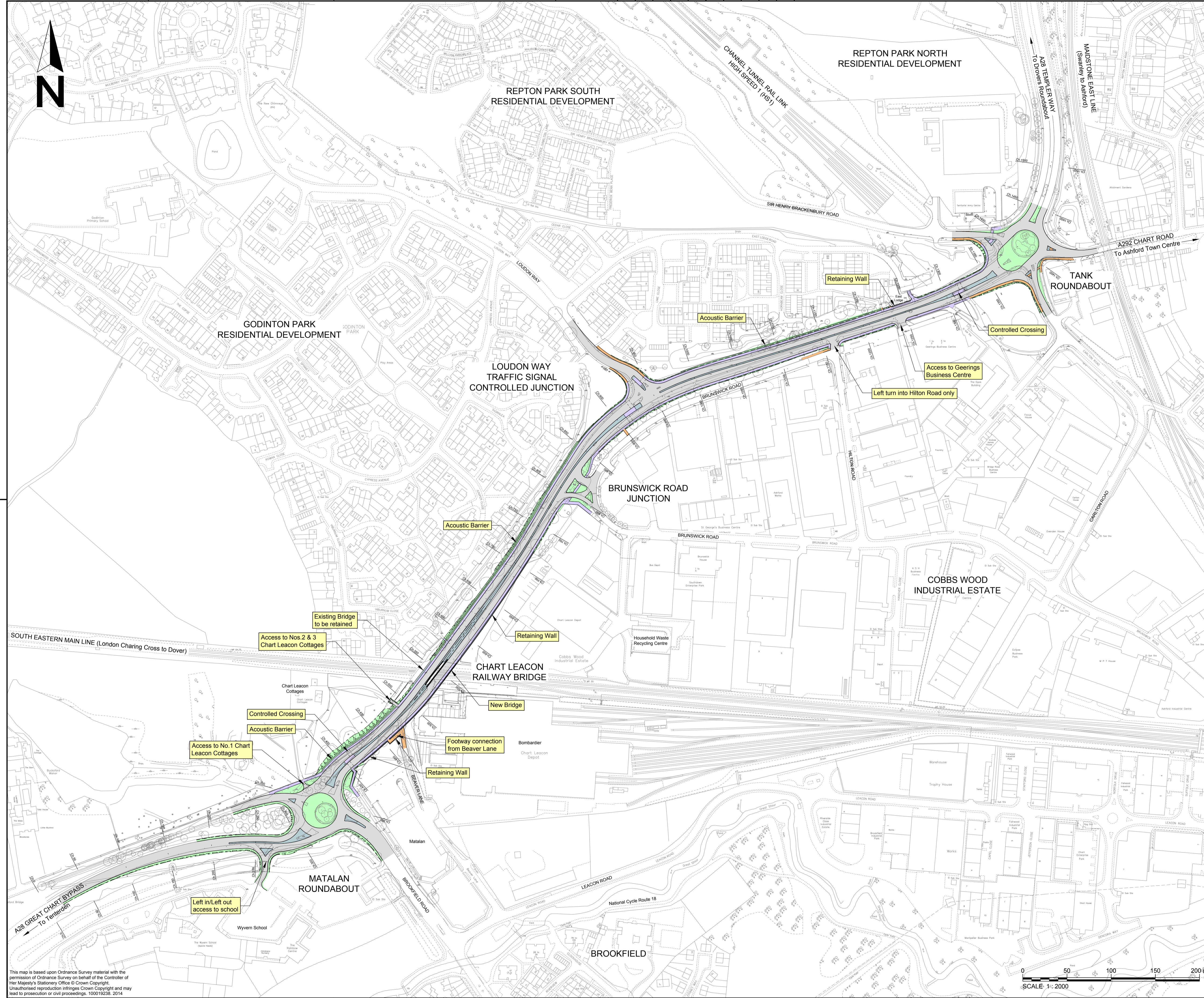
15. Simon Cole – Assistant Director – Planning & Development, Ashford Borough Council
16. Email: [simon.cole@ashford.gov.uk](mailto:simon.cole@ashford.gov.uk) / Telephone: 01233 330 642

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**KEY**

-  Carriageway Improvement
-  Verge / Earthworks / Landscaping
-  Footway
-  Shared Unsegregated Footway/Cycleway
-  Non Pedestrian Hardstanding



Rev	Revision details	Chkd	Appd	Date
Drawn:	TMW			Preliminary
Design:	RBF			For comment
Chkd:	BDB			For tender
Appd:	DBB			For construction
Date:	20 November 2015			As constructed
				Other



Client

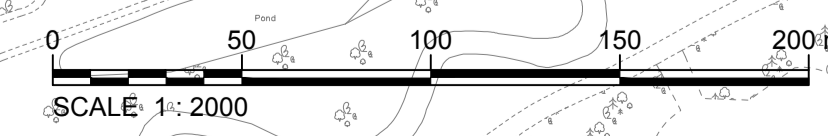


Project Name  
**A28 CHART ROAD, ASHFORD IMPROVEMENT SCHEME**

Drawing Title  
**Scheme Plan**

Original Drawing Size : A1	Dimensions : m
Scale : 1:2000	Copyright © Amey

Drawing No <b>4300246/000/79</b>	Rev <b>0</b>
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**To:** Ashford Joint Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 5<sup>th</sup> December 2023  
**Subject:** Highways Forward Works Programme: 2022/23 and 2023/24  
**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 2022/23 and 2023/24.

In summer 2021 Kent County Council published a Highways Asset Management Plan (HAMP), which included, as Appendix C, a five-year Forward Works Programme for the years 2021/22 to 2025/26. This reflected the need to move away from annual programmes and to consider asset management activity a multi-year one.

The first part of the programme concerned the two years 2021/22 - 2022/23. Around half of the schemes included in that programme have now been delivered, and as a result we have now produced a new programme covering the years 2022/23 - 2023/24. As before, most of the sites included in this programme have already been verified by our engineers.

The second part of our programme related to years three to five of our five-year programme (2023/24 - 2025/26). This too is in need of revision to cover the years 2024/25 – 2026/27, and the work required to do this is currently in progress. As before, our new years three to five programme will be 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, inflationary pressures such as material price increases, conflicting works, 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

## **Conclusion**

1. This report is for Members' information.

## **Contact Officers:**

The following contact officers can be contacted on **03000 418181**

Pauline Harmer	Senior Highway Manager East Kent
Lisa Willoughby	Ashford Highway Manager
Alan Casson	Strategic Asset Manager
Earl Bourner	Drainage Asset Manager
Helen Rowe	Structures Asset Manager
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic Operations and Technology Manager
Jamie Hare	Development Agreements Manager
Nikola Floodgate	Road Safety and Active Travel Group 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>
Lower High Street	Ashford	Between North Street and Wellesley Road	Completed
Shadoxhurst Road	Woodchurch	Between Coldblow Lane Hengherst Farm	Completed
Cage Lane	Smarden	Beult Meadow to (near) junction The Whim	Completed
Stanhope Road	Ashford	<u>Reconstruction</u> Between Frinsted Close and Leaveland Close	Completed
A28 Ashford Road	Great Chart	Lodge Place to Bethersden Road	Completed
Elwick Road	Ashford	Church Road to Station Road	Completed
Brookfield Road	Ashford	<u>Concrete Rehabilitation</u> Allenfield to Cross Stile	Completed
A28 Simone Weil Avenue	Ashford	<u>Concrete Rehabilitation</u> Between Drovers Roundabout and A28 Canterbury Road	Completed
Bybrook Road	Ashford	<u>Concrete Rehabilitation</u> Between A28 Canterbury Road and Nine Acres	Completed
Jemmett Road	Ashford	<u>Concrete Rehabilitation</u> Between Beaver Road and Musgrove	Completed
Church Road	Mersham	Railway overbridge to Blind Lane	Completed
<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>
School Road	Charing	A20 to Joint OS Vision Hair Salon	Complete
Front Road	Woodchurch	From 2022 Scheme End to Bonny Cravat Public House	Complete
Shalmsford Road	Chilham	Highbank to Sunnyside Farm	Complete
The Street	Brabourne	Between Scotts Lane and Canterbury Road	Complete
Pluckley Road	Bethersden	Fridd Lane to River Buelt	Complete
Finn Farm Road	Kingsnorth	Bond Lane to Violet Way	Complete
Bulllane	Bethersden	Pot Kiln Lane to end of woods	Complete

The Hill	Charing	Pett Lane to A252	Complete
High Halden Road	Biddenden	Telegraph Pole to Public Footpath	Complete
<b>Surface Dressing</b>			
<b>Road Name</b>	<b>Parish/Town</b>	<b>Extent of Works</b>	<b>Current Status</b>
Frith Road	Aldington	Ashford Road to Priory Road	Complete
Bethersden (Ashford) Road	Bethersden	Old Surrenden Manor Road to Forge Hill	Complete
Park Lane	Bethersden	Whole Road (Daniels Water)	Complete
Hinxhill Road From J/W Goodcheap Lane	Wye With Hinxhill	Goodcheap Lane to Spelders Hill	Complete
Military Road	Appledore	The Street to Kent Boundary (Kent Ditch)	Complete
Flood Street	Mersham	Chequer Tree Farm Road to Red Pad near Blind Lane	Complete
Canterbury Road	Charing	Squids Gate Lane to 30mph Speed Limit	Complete
Appledore Road/Woodchurch Road/Bench Hill	Woodchurch	From Bench Hill Cottage to Beech Tree Farm	Complete
Smarden Bell Road	Smarden	Burnt Ash Lane to A274	Complete
Bramble Lane	WYE	Harville Road to Canterbury Road	Complete
<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>
Pound Lane	Wittersham	Whole Road	Complete
Mayshaves	Bethersden	Whole Road	Complete
Pound Lane	Brabourne	Granary Court Road to Canterbury Road	Complete
<b>Footway/Cycleway Asset Renewal &amp; Preservation Schemes - Contact Officer: Neil Tree</b>			
<b>Road Name</b>	<b>Parish/Town</b>	<b>Extent of Works</b>	<b>Current Status</b>
Okehampton Close	Kennington	<u>Footway Protection Treatment</u> Entire Extents	Completed
Tritton Fields (Incl. Tritton Close)	Kennington	<u>Footway Protection Treatment</u> Entire Extents	Completed



Marlborough Way	Kennington	<u>Footway Protection Treatment</u> Entire Extents	Completed
St Mary's Green	Kennington	<u>Footway Protection Treatment</u> Entire Extents	Completed

**Appendix B - Drainage**

<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>
Church Hill	Bethersden	Specialist consultant review of existing culvert capacity and options for providing additional capacity of culverts at site. Review completed and LLFA leading on additional catchment assessments as well as s.19 flooding investigation.	Culvert upgrade works in progress October/November 2023.
East Hill	Tenterden	Installing new gullies and raising kerbs and reshaping carriageway	Works completed
Swain Road	Tenterden	Replace 110m of damaged pipework and install new gullies.	Works order raised
Charing Heath Road	Charing	Instal new gully and 50m of kerbs to stop bank erosion.	Works order raised
Great Chart Bypass	Ashford	Instal 1 new gully and 20m of edgings to help reduce the flooding to the underpass.	Works Order Raised to be carried out in November 2023

## **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>Streetlighting Column Replacement – Contact Officer Sue Kinsella</b>			
<b>Road Name</b>	<b>Location</b>	<b>Description of Works</b>	<b>Status</b>
Hunter Avenue	Aylesford Green	Replacement of 10 no streetlights	Completed
Canterbury Road	Kennington	Replacement of 4 no streetlights	One completed. Three works programmed for completion by end March 2024
Northdown	Stour	Replacement of 1 no streetlight	Completed
Country Way Footpath	Park Farm	Replacement of 1 no streetlight	Completed
Fpth D1250 from Singleton Hill to Singleton	Great Chart with Singleton	Replacement of 1 no streetlight	Completed
Canon Woods Way	Kennington	Replacement of 1 no streetlight	Completed
Admirals Walk	Tenterden	Replacement of 1 no streetlight	Completed
Beecholme Drive	Bybrook	Replacement of 1 no streetlight	Completed
Birchett	Singleton	Replacement of 1 no streetlight	Works programmed for completion by end March 2024
Bensted	Washford	Replacement of 1 no streetlight	Completed
Brunswick Road	Godinton	Replacement of 1 no streetlight	Completed
Bybrook Road	Bybrook	Replacement of 1 no streetlight	Completed
Chart Road	Godinton	Replacement of 1 no streetlight	Completed
Crowbridge Road	Aylesford Green	Replacement of 2 no streetlights	Completed
Cypress Avenue	Godinton	Replacement of 3 no streetlights	Completed
Eastwell Barn Mews	Tenterden	Replacement of 1 no streetlight	Completed
Farrers Walk	Park Farm	Replacement of 1 no streetlight	Completed
Faversham Road	Kennington	Replacement of 1 no streetlight	Works programmed for completion by end March 2024
Gasworks Lane	Godinton	Replacement of 2 no streetlights	Completed
Greenbank	Bybrook	Replacement of 1 no streetlight	Completed
Greencroft	Washford	Replacement of 2 no streetlights	Completed
Harvest Way	Singleton	Replacement of 1 no streetlight	Completed
Hillcrest Close	Kennington	Replacement of 1 no streetlight	Completed
Lakemead	Singleton	Replacement of 1 no streetlight	Completed
Langney Drive	Washford	Replacement of 1 no streetlight	Works programmed for completion by end March 2024
Millbrook Meadow	Singleton	Replacement of 2 no streetlights	Works programmed for completion by end March 2024

Nine Acres	Bybrook	Replacement of 1 no streetlight	Completed
Park Road	Bybrook	Replacement of 1 no streetlight	Completed
Penn Hill	Washford	Replacement of 1 no streetlight	Completed
Pound Field Walk	Singleton	Replacement of 1 no streetlight	Completed
Stanhope Road	Stanhope	Replacement of 2 no streetlights	Completed
Station Road	Victoria	Replacement of 1 no streetlight	Works programmed for completion by end March 2024
Summer Leeze	Aylesford Green	Replacement of 1 no streetlight	Completed
Twelve Acres	Aylesford Green	Replacement of 3 no streetlights	Completed
West Moors	Washford	Replacement of 1 no streetlight	Completed
Western Gardens	Aylesford Green	Replacement of 1 no streetlight	Completed

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

### **Casualty Reduction Measures**

The Road Safety and Active Travel Group is implementing schemes within the Ashford District, in order to meet Kent County Council's (KCC) strategic targets (for example, addressing traffic congestion or improving road safety). Casualty reduction measures have been identified to address a known history of personal injury crashes. Current status' correct as of 16 August 2023.

<b>CASUALTY REDUCTION MEASURES</b> Local Transport Plan funded casualty reduction schemes		
<b>Road Name</b>	<b>Description of Works</b>	<b>Current Status</b>
2122-CRM-AS-0001 Somerset Road junction with North Street Ashford	New traffic signs, road markings and pedestrian guard rail.	Works complete (signing abandoned due to utility complications)
22-AS-CRM-224 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.	Works complete

<b>INTEGRATED TRANSPORT SCHEMES</b> Local Transport Plan funded non-casualty reduction schemes			
<b>Road Name</b>	<b>Description of Works</b>	<b>Source of Funding</b>	<b>Current Status</b>
2021-CMG-AS-0002 Bybrook Road, Kennington	Bybrook Road, The Pasture & adjoining roads – 20mph zone.	LTP with contribution from CMG & local councils	Works complete
22-AS-LTP-499 Roman Road and Calleywell Road, Aldington	DDA access improvements	LTP	Works ordered- Estimated start date 13/11/2023

### **Externally Funded Schemes**

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

<b>Externally Funded Schemes</b>			
<b>Road Name</b>	<b>Description of Works</b>	<b>Source of Funding</b>	<b>Current Status</b>
23-AS-PAR-733  Golden Square, Tenterden	New one-way Traffic management system & 20MPH speed limit	Tenterden Town Council	Consultation on scheme principles complete. Detailed design works ongoing expected delivery in Spring 2024

<b>OTHER FUNDED SCHEMES</b>			
The Road Safety & Active Travel Group is implementing schemes within the borough of Ashford funded by Kent Lane Rental.			
22-AS-EXT-542TMA Bluebell Road Ashford (overbridge across A2070)	Installation of new infrastructure to allow for remote CCTV enforcement of existing traffic prohibitions	Kent Lane Rental	Design stalled – until we can liaise with camera supplier on detail. Expected completion Spring 24.
22-AS-EXT-545TMS Sackville Crescent Ashford (overbridge between Sackville Crescent and Carlton Road)	Installation of new infrastructure to allow for remote CCTV enforcement of existing traffic prohibitions	Kent Lane Rental	Currently being constructed.
22-AS-EXT-717 Beaver Road Ashford between junctions with Lower Denmark Road and South Stour Avenue	Removal of existing rising bollard and Installation of new infrastructure to allow for remote CCTV enforcement of existing traffic prohibitions	Kent Lane Rental	Works complete

## 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>
Church Lane	AS003513	Aldington	Access to Electricity Condenser Plant	In technical audit stage
Court Lodge Road	AS003477	Appledore	Accesses to houses and public carpark	Works complete and in maintenance period
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
Newtown Road, Designer Outlet	AS003143	Ashford	New traffic signals	Works complete and in maintenance period
Austin Road	AS003157	Ashford	New junction and vehicle crossovers	Works complete and in maintenance period
Victoria Crescent	AS003165	Ashford	New vehicle access and footway works	Maintenance period complete; remedial works required
Leacon Road	AS003166	Ashford	New vehicle access and bus stops	Works complete and in maintenance period
Victoria Road	AS003180	Ashford	2 new accesses and footway works in George Street	Works complete, snagging required
Hinxhill Park, Hythe Road	AS003238	Ashford	New signalised junction	Works complete and in maintenance period
Spindlewood to Repton Park	AS003281	Ashford	Short length of link Road	Works complete and in maintenance period
Abbey Way Willesborough	AS003415	Ashford	Carriageway ramp	Technical Acceptance issued; Agreement not yet signed
Newtown Road Development	AS003446	Ashford	New access near railway bridge	Agreement signed, works under construction
Conningbrook Park Phase 1	AS003452	Ashford	Two new accesses to development from A2070	Agreement signed, works under construction

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	Technical Acceptance issued; Agreement not yet signed
Conningbrook Park Phase 2	AS003456	Ashford	Provision of footway over railway bridge	Technical Acceptance issued; Agreement not yet signed
Halstow Way	AS003461	Ashford	Provision of access to housing development	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 complete and in maintenance period
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	Technical Acceptance issued; Agreement not yet signed
Victoria Park	AS003483	Ashford	Three new accesses to the park from Jemmett Road	Agreement signed, works under construction
Orchard Farm, Canterbury Road	AS003484	Ashford	Access to 30 house development + A28 realignment	In technical audit stage
Hall Avenue, Orbital Park	AS003486	Ashford	HGV Access	Works Complete, snagging works required
Victoria Road	AS003503	Ashford	Access to carpark at Powergen redevelopment	Technical Acceptance issued; Agreement not yet signed
A28 Chart Road	AS003504	Ashford	Toucan Crossing near new McDonalds	Technical Acceptance issued; Agreement not yet signed
Newtown Road	AS003505	Ashford	HGV Access to old railway sheds	In technical audit stage
Little Randolfs Farm	AS003508	Biddenden	Field Access	In technical audit stage
Church Hill	AS003397	Bethersden	Two new entrances to new development	Adopted
Little Oak Farm A28	AS003502	Bethersden	HGV access to farm	Works complete, snagging works required
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
Ashford Road	AS003049	Chilham	Bagham Place access and pedestrian crossing	Maintenance period complete; 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
Pluckley Road	AS003506	Charing	Footway and pedestrian crossing	In technical audit stage
New Road	AS003507	Egerton	New access to 15 house development + footway and pedestrian crossing	Agreement signed, works under construction
Mock Lane and Coulter Road	AS003169	Great Chart	Laybys for gas delivery	In technical audit stage
Chilmington Bartlets Lane	AS003424	Great Chart	Passing bays and accesses	TA. issued; 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	TA. issued; Agreement not yet signed; works partially complete
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	Agreement signed, works under construction
Chilmington Access C	AS003467	Great Chart	New roundabout on the A28	TA issued; Agreement not yet signed; works partially complete
Chilmington Secondary School	AS003485	Great Chart	Temporary construction access from Chilmington Green Road	Agreement signed, works under construction
Chilmington Secondary School	AS003492	Great Chart	Temporary construction access from A28	Agreement signed, works under construction
Chilmington Secondary School	AS003493	Great Chart	Footway and vehicular accesses to school	Technical Acceptance issued; Agreement not yet signed

Chilmington Green Road junction with The Avenue	AS003500	Great Chart	New junction and Toucan Crossing	Technical Acceptance issued; Agreement not yet signed
Former Golf Course Bears Lane	AS003473	Great Chart	Access to housing development	Agreement signed, works under construction
Warehorne Road	AS003451	Hamstreet	Access to housing development plus traffic signals and footway	Agreement signed, works under construction
Ashford Road	AS003475	Hamstreet	Access to housing development school parking and puffin crossing	Agreement signed, works under construction
Marsh Road Garden Centre	AS003512	Hamstreet	Access to housing development	In technical audit stage
Ransley Oast	AS003423	High Halden	Bellmouth and zebra crossing	Works complete and in maintenance period
Hopes Grove	AS003472	High Halden	Bellmouth and footway on A28	Agreement signed, works under construction
Houchin Field	AS003070	Kennington	Access	In technical audit stage
Blind Lane	AS003476	Mersham	Bellmouth	Agreement signed, works under construction
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 and in maintenance period
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	Technical Acceptance issued; Agreement not yet signed
Finn Farm Road footway/cycleway	AS003443	Park Farm	Footway link over bridge	Technical Acceptance issued; Agreement not yet signed
Violet Way	AS003471	Park Farm	Pedestrian Crossing	Technical Acceptance issued; Agreement not yet signed
Station Road	AS003160	Pluckley	New vehicle access	Works complete; snagging works required
A2070/Finberry Park junction	AS003154	Sevington	Junction improvement	Works completed; snagging works required
The Street	AS003219	Smarden	2 new accesses and drainage	Works complete; in maintenance period

Tenterden Site #1	AS002080	Tenterden	Small Hythe Road, Tenterden. New housing development	Works complete; in maintenance period
Tilden Gill	AS003215	Tenterden	Junction realignment	Works complete; in maintenance period
Tilden Gill Roundabout	AS003230	Tenterden	New roundabout	Works complete; in maintenance period
Church View	AS003299	Tenterden	Replace roundabout with turning head	Works complete; in maintenance period
Sicklefield	AS003458	Tenterden	New access to development	Works completed; snagging works required

**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>
Front Road	Woodchurch	Stone Bridge (196) – Structural lining	In Design. Delivery in early 2024.
Frogmore Lane	Bonnington	Refurbishment of Bonnington culvert (388)	In Design. Delivery in 2024
Rye Road	Newenden	Refurbishment of Newenden (50)	Relining and Structural Assessment scheduled 2023.
North Of Drovers Roundabout	Ashford	Maidstone Railway Bridge (869) - Strategy Report and remedial measures	Ground Investigation scheduled 2023.
Flood Street	Mersham	Mersham Forstal – Strengthening	In Design. Delivery in 2024

## **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>
A28 High Street / Recreation Ground Road, Tenterden (13-0672)	Upgrade of existing signal junction	Not yet programmed

## **Appendix H - Combined Members Grant programme update**

### **Member Highway Fund programme update for the Ashford Borough.**

The following schemes are those which have been approved for funding by both the relevant Member and by Simon Jones, Director of Highways & Transportation. 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 **16 November 2023**.

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 Highway Improvement Team, the online database for all Combined Member Grant schemes and studies, or by contacting the Engineer for the Combined Member Grant Ashford District.

### **COMBINED MEMBER GRANT SCHEMES**

**Contact Officer: Kieran Doble**

**Paul Bartlett**

<b>Details of Scheme</b>	<b>Status</b>
Bybrook Road, The Pasture & adjoining roads – 20mph zone. CMG Contribution.	Works complete

## Appendix I

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

Report Highlights all works in the Ashford District that a require a Road Closure with a planned Duration of +5 Days.

For Information on all in-progress and proposed works please visit <https://one.network/>

Road/Street	Area	Promoter	Proposed start date	Proposed end date	Description of work	Permit conditions
Willesborough Road	Kennington	KENT COUNTY COUNCIL	04/12/2023	09/12/2023	Undertake carriageway re-surfacing under full road closure associated with the s.278 works to Phase 1 Conningbrook Site.	NCT02b - night works for re-surfacing works. expected road to be re-opened for the next day. NCT10a - Should an incident happen on the M20 and is closed or problems with Brock then works will need to be closed within 4 hrs and road clear of TM. This will need to be 24/7 response NCT11b - Stagecoach, Public Transport, The Hospital, and all local Parishes to be contacted 4 weeks prior to start date. VMS signs to also be displayed 4 week prior
Blackwall Road	Wye	VIRGIN MEDIA	11/12/2023	15/12/2023	GAIN ACCESS TO MANHOLES FOR DESILTING AND GULLY SUCK, CLEAR POTENTIAL BLOCKAGES AND INSTALL TRACK	NCT02a - ACTIVITIES TO TAKE PLACE 08:00-18:00 - ALL OTHER TIMES HIGHWAY TO BE CLEAR NCT11b - advanced warning signs and letter drop to all affected residence and businesses two weeks before works commence
Faversham Road	North Of Buck Street	KENT COUNTY COUNCIL	11/12/2023	16/12/2023	Drainage Cleansing	NCT02b - 2000-0500 NCT07a - Road Closure NCT08b - Gatemen to man all approaches to A251 and man each end of the closure maintaining access for residents NCT10a - Diversion route to be symbolised NCT11b - VMS Advanced Warnings & Letter Drop, Bus Company have been notified,

Tadworth Road	Ashford	UK POWER NETWORKS SOUTH EASTERN	02/01/2024	09/01/2024	Connections Small Service: Installation of a new electricity supply for a customer: x1 joint bay in footway x5m trench in carriageway and x3m trench in footway REQUESTING EARLY START DATE IF POSSIBLE	
Ashford Road	Bilsington	SOUTH EAST WATER	15/01/2024	19/01/2024	INSTALL UNDER PRESSURE TEE ON WASHOUT	
Appledore Road	Stone	SOUTH EAST WATER	22/01/2024	29/01/2024	DIG SLIP TRENCH TO LOCATE 3" CAST IRON MAIN AND CUT IN NEW FIRE HYDRANT	NCT10a - After 24/01 in the evening after 5ish the road will be re-opened for curing time with SLG on site NCT11b - Letter drop and AWS to be on site 2 weeks prior to works starting
Mead Road	Willesborough	SOUTHERN GAS NETWORKS PLC	12/02/2024	05/04/2024	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	NCT02b - Mon - Fri 08.00-16.30, working Saturday 08:00-16:30pm.  NCT07a - Junction Closure with Canterbury Road/Mead Road. Then Road closure required throughout with Junction Closure with Gladstone Road/Mead Road. Road Closure required due to location of gas mains and services with insufficient road width for passing vehicles. Road closure also to junction Bath Road . Advanced warning signs 2 weeks before works start. Advanced letter drop. Advanced notification to Bus Company



Canterbury Road	Willesborough	SOUTHERN GAS NETWORKS PLC	12/02/2024	01/03/2024	Abandon 30m of 4"CI and Lay 30m of 75mm PE, Open Cut & Insertion, mains connections with works to Mead Road	<p>NCT02b - Mon - Fri 08.00-16.30, working Saturday 08:00-16:30pm.  NCT04b - Material and Plant Storage within works area  NCT05a - Where FW closure pedestrians to use other FW or walkway to be made in CW/Road Closure  NCT07a - Junction Closure with Canterbury Road/Mead Road due to location of gas mains and mains connections with insufficient road width for passing vehicles.</p> <p>NCT11b -. Advanced warning signs 2 weeks before works start.  Advanced letter drop.  Advanced notification to bus company</p>
Gladstone Road	Willesborough	SOUTHERN GAS NETWORKS PLC	13/05/2024	31/05/2024	Open cut excavations for mains connections with works to Mead Road 4 way junction	<p>NCT02b - Mon - Fri 08.00-16.30, working Saturday 08:00-16:30pm.  NCT04b - Material and Plant Storage within works area  NCT07a - Junction Closure with Gladstone Road/Mead Road. Road Closure required due to location of gas mains and connections with insufficient road width for passing vehicles.</p> <p>NCT11b - Advanced warning signs 2 weeks before works start.  Advanced letter drop,  advanced notification to bus company</p>
Mead Road	Willesborough	SOUTHERN GAS NETWORKS PLC	13/05/2024	31/05/2024	Open cut excavations for mains connections with works to Gladstone Road 4 way junction	<p>NCT02b - Mon - Fri 08.00-16.30, working Saturday 08:00-16:30pm.  NCT04b - Material and Plant Storage within works area  NCT07a - Junction Closure with Gladstone Road/Mead Road. Road Closure required due to location of gas mains and connections with insufficient road width for passing vehicles.  NCT10a - Open cut &amp; Insertion  NCT11b -. Advanced</p>

						warning signs 2 weeks before works start. Advanced letter drop. Advanced notification to bus companies
Summer Close	Tenterden	SOUTHERN GAS NETWORKS PLC	17/06/2024	04/09/2024	Lay 110m x 75mm PE LP Gas Mains & Abandon 110m x 4in SI LP Gas Mains, 1x Gas Main Connection. 11x Services.	NCT04a - Plant, Materials and Storage Area NCT07a - Road Closure NCT10a - Insertion Works NCT11b - Letters to be sent to residents
Knockwood Road	Tenterden	SOUTHERN GAS NETWORKS PLC	17/06/2024	04/09/2024	Lay 260m x 75mm PE LP Gas Mains & Abandon 260m x 4in SI LP Gas Mains, 4x Gas Main Connection. 14x Services.	NCT11a - Permit number to be displayed at all times NCT04a - Plant, Materials and Storage Area NCT07a - Road Closure NCT10a - Insertion Works NCT11b - Letters to be sent to residents
Faversham Road	Kennington	SOUTHERN GAS NETWORKS PLC	24/07/2024	25/10/2024	Abandon 361m of 4"CI, 300m of 6"CI, replace with 354m of 75mm PE LP, 307m of 125mm PE LP, Insertion, Mains Connections, Services	NCT02b - Extended working hours/weekend working as and when required  NCT05a - Where FW closure pedestrians to use other FW or walkway will be provided within traffic lights NCT07a - Road closure required with junction Burton Road due to location of gas mains/connections/services with insufficient road width for passing vehicles NCT08a - 4 way/3 way lights required at junctions, then 2 Way Traffic Lights. Ped lights to be bagged off with temp ped lights within 4 way lights. NCT11b - Letter drop to residents, AWS signs 2 weeks before works start, bus stop suspensions contact bus company.

						Discussions with locals schools and bus companies will need to be arranged early 2024.
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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**

## **Parking and Waiting Restrictions Update**

**To: Joint Transportation Board**

**By: Michael Fairlie, Technical & Transport Officer (Parking, Highways and Transportation)**

**Date: 5 December 2023**

**Classification: For information**

**Ward: All**

**Recommendations: That the contents of the report be noted**

### **Summary:**

This report provides an update on schemes that are currently being progressed by the Ashford Borough Council's Parking Service.

### **Introduction & Background:**

1. This report provides an update of schemes that are currently being managed and progressed by the Parking Service.

### **Reports:**

#### **2. Tannery Lane**

This has had to go out for formal consultation for a second time due to an error with the number of bays (two) listed on the original application. This should have been listed as three bays. This has delayed the process by approximately three weeks. The second consultation ends on 8 December 2023 so will be implemented early in 2024 subject to there being no objections.

#### **3. Cash collection**

We have recently conducted a procurement process for our cash collection service. We only received two tender responses, neither of which were our current supplier; G4S. We have awarded the contract to BDI Securities for all parking machine collections and processing. The lack of responses to the tender indicates that cash collection services could become harder to procure in the future.

**4. Road Markings:**

A schedule of lining work was completed in September and November. This was to refresh existing lines, to install new disabled bays & remove ones which are no longer needed. No new restrictions were implemented.

**5. Bridewell Lane Car Park, Drainage Works**

Work is being done to upgrade the drainage in Bridewell Lane Car Park, Tenterden. This will be paid for using S106 money received from the nearby Tent1 development.

**6. East Lodge Road, Dropped Kerb Installation**

We have installed a pedestrian dropped kerb on Ashford Borough Council land following a request led by Cllr Bartlett. This improvement makes access easier between East Lodge Road and Sir Henry Brackenbury Road.

**7. Electric Vehicle Charge Points (New installations)**

Work still ongoing, with the contractor stating that the work should be completed by the end of 2023, with the exception of Tenterden Leisure Centre which will be completed in 2024.

- Civic Centre –11 points are live
- Edinburgh Road Car Park – 12 points are live
- Station Road, Tenterden – 4 points are live
- Vicarage Lane – Live by the end of 2023 (six points)
- Elwick Place – Live by the end of 2023 (four points)
- Victoria Road – Live by the end of 2023 (four points)
- Adley's Yard – Live by the end of 2023 (two points)
- Leisure Centre – Live in 2024

**8. Electric Vehicle Charge Points (Replacing old equipment)**

We're currently liaising with Kent County Council about joining the Kent600/Kent Connected scheme to replace our old electric vehicle charging points which are approaching ten years old and are unreliable or broken. Once both projects are complete, we will have 55 working charge points in our car parks.

**9. Road Closures**

This has been a busy period in terms of road closures. We have instigated Town Police Clauses Act closures for a number of events such as the memorial parades, bonfire and Christmas events across the entire borough, including the popular Carnival of the Baubles event in Ashford town centre.

Michael Fairlie – Tel: (01233) 330414

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

*Reporting to Catherine Darlington, Parking Team Leader*

## **HGV Enforcement and Clamping Update**

**To: Joint Transportation Board**

**By: Catherine Darlington – Parking Team Leader,  
Safety & Wellbeing Service**

**Date: 5 December 2023**

**Classification: For information**

**Ward: Across the Borough – Various**

### **Summary:**

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

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

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

### **Background:**

1. Ashford Borough Council (ABC) with Department for Transport (DfT) and Kent County Council (KCC) ran an 18-month lorry clamping trial (end date 30/04/2019) along part of the A20 and in 4 industrial estates in Ashford. DfT gave permission for ABC to a) clamp on issue of the first PCN and b) charge an increased clamp release fee of £150.
2. Following the successful conclusion of the trial, the Traffic Regulation Order (TRO) was made permanent by KCC. Therefore, ABC continued to enforce the TRO and the continuance of clamping HGVs parked in contravention of an overnight waiting ban.

3. From 1 January 2021 – The DfT gave KCC the same powers to run a trial across other parts of Kent. ABC, therefore, suspended the TRO and passed enforcement to them. A request to extend this was refused at the end of June. KCC immediately stopped enforcement, but the DfT confirmed ABC could revert to back to our previous TRO and continue enforcing with clamping in the previously agreed areas.
4. On 1 September 2022 a 12-month trial commenced with the current contractor London Parking Solutions issuing the PCN and clamping the vehicle. This allowed enforcement to be done on differing nights which was not possible with our small internal CEO team.
5. On 9 August 2023 following a procurement process, a three-year contract was rewarded to London Parking Solutions to continue with enforcement and clamping. The clamping company have the availability and flexibility to enforce on a variety of nights to ensure drivers are not aware when enforcement is taking place, and no patterns occur.
6. CEOs are not required to attend, which gives more availability for daytime priorities under the Traffic Management Act which is ensuring the free flow of traffic. This was being impacted whilst we were carrying out overnight enforcement.
7. All appeals are dealt with internally by our own Representation & Appeals officers at ABC.

### **Current Position & Summary**

8. To date in 2023, (19 November 2023) a total of 850 vehicles have been clamped across the five locations within the scheme.
9. The breakdown of vehicles issued in each location in 2023 is:
  - A20 between Charing and Ashford – 282
  - The Orbital Park – 335
  - Sevington Business Park – 198
  - Ellingham Industrial Estate - 28
  - Wotton Industrial Estate – 7
10. Since 1 January 2023 there has been 19 appeals against the penalty charge notices issued to HGVs in contravention. 13 have been rejected with 6 cancelled on evidence provided.
11. One appeal has been taken to the next stage, Traffic Penalty Tribunal (TPT). ABC was successful with this case.



12. There have been two police reported incidents where clamps have been cut off and the vehicles left without payment in 2023.
13. The Ashford Truck Stop reports that they continue to have near to full capacity most nights.
14. Displacement parking of HGVs into other Industrial estates & locations continues to be monitored, the numbers are comparable to before the commencement of the trial.

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

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