

## Joint Transportation Board

Minutes of a Meeting of the Joint Transportation Board held in the Council Chamber, Civic Centre, Tannery Lane, Ashford on the **3<sup>rd</sup> March 2020**

### Present:

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

Cllrs. Forest, Krause, Michael, Rogers, Spain  
Mr M J Angell, Mr D Farrell, Mr S J G Koowaree,

In accordance with Procedure Rule 1.2 (c) Councillors Rogers and Spain attended as Substitute Members for Councillors T Heyes and Ward respectively.

### Apologies:

Cllrs. Burgess, T Heyes, Ward, Mr Hill and Mr Simkins

### Also Present:

Interim Highway Manager East Kent – (KCC), Community Safety and Wellbeing Manager – (ABC), Parking, Highways and Transportation Team Leader – (ABC), Parking, Highways and Transportation Technical Officer - (ABC), Member Services Liaison Manager – (ABC).

## 328 Declarations of Interest

Mr Bartlett	Made a 'Voluntary Announcement' as he lived close to Junctions 10 and 10A of the M20.	331
Cllr. Heyes	Made a 'Voluntary Announcement' as he lived in Kings Avenue.	330

## 329 Minutes

### Resolved:

**That the Minutes of the Meeting of this Board held on the 10<sup>th</sup> December 2019 be approved and confirmed as a correct record.**

## 330 Parking and Waiting Restrictions – update summary

The report provided an update and summarised parking and waiting restriction schemes that had been through the Joint Transportation Board. The Parking, Highways and Transportation Technical Officer referred to the Halstow Way consultation and advised that one objection had been received to the scheme. Following consideration of the response to the objection the matter would be referred

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to the Chairman and Vice Chairman of the Board for decision. In response to a comment, he said that the opportunity to renew the existing lining in this area would also be taken. In terms of the Ashford (various) Amendment, there had been a small number of objections, with the end of the consultation period being 12 March.

In response to a question from the Chairman about the proposals for Kings Avenue in the vicinity of the new dwellings, the Parking, Highways and Transportation Technical Officer explained that if it was possible that the overall extent of the restrictions could be reduced.

In response to a question about Thomson Road, Kennington and the possible displacement of parking from that location into residential areas, the Parking, Highways and Transportation Technical Officer said that following the introduction of restrictions in 2018 there was now only limited parking available and therefore the number of displaced vehicles would be relatively small.

**Resolved:**

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

### **331 M20 J10A Construction Programme Update**

The report advised on progress on the above scheme since the last meeting in December 2019.

The major tasks completed included:- the opening of the London facing slip roads making junction 10a fully operational to traffic; the opening of the Barrey Road junction; earthworks on the A20 and activity at the A2070 Roundabout, the link road itself and the gyratory finishing works such as permanent signs, topsoiling and completing utility diversions.

The Chairman advised that representatives from Highways England were no longer able to attend meetings as the scheme was moving to completion but said that if any Members of the Board had any questions or concerns over the report they could be forwarded to them after the meeting.

The Vice Chairman explained that he had concerns in respect of the quality of the road sweeping in Kingsford Street and he said he had some photographs which could be sent to Highways England.

A Member asked for more information about the proposals for traffic signals on the A2070 and Junction 10a. The Vice Chairman said that he believed that the installation of traffic signals on Junction 10A was important as it was often difficult to access the new gyratory from the A20.

The Chairman asked the Member Services Liaison Manager to convey the above issues to the Junction 10a team from Highways England.

**Resolved:**

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

### **332 Highway Forward Works Programme 2019/20 onwards**

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

In response to a question about the apparent lack of the durability of pothole repairs, the Interim Highway Manager – East Kent explained that there had been no changes to the materials used or to the method of repair and said that the problems were generally attributable to the level of incessant rain the County was currently experiencing. The problem was widespread throughout the County and staff were being redeployed across the various districts to deal with essential highway safety repairs.

A Member said that he believed that the use by heavy vehicles of side roads was causing damage to the highways concerned and considered that steps should be taken to classify such roads as unsuitable for use by HGV's. The Member also asked for further information on the nature of the works planned for Trinity Road, Boughton Aluph and, in particular, whether they were in respect of Upper or Lower Pemberton Road. The Interim Highway Manager undertook to advise the Member accordingly and to also check the position in terms of the damage to the drainage system in Victoria Crescent.

In response to a comment about the poor condition of the Shared Space area in the town centre, the Interim Highways Manager explained that for reasons of safety temporary repairs were being undertaken using black aggregate. The Community Safety and Wellbeing Manager also advised that KCC were undertaking a review of the Shared Space and the Council was awaiting further details.

The Chairman referred to the discussion at the previous meeting regarding consultations on changes to speed limits and said that he had not been informed of any forthcoming changes. The Parking, Highways and Transportation Technical Officer explained that he had not been notified of any speed limit consultations since the last meeting in December.

**Resolved:**

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

### **333 Pollution caused by traffic calming**

The report set out for information the various issues associated with the removal of speed bumps with a view to improving air quality and pollution.

The Chairman advised that he had requested that this item be added to the agenda as he had been made aware of research undertaken by Kings College London upon the harmful impact of dust from worn brake pads which he said was released when vehicles braked before travelling over speed bumps. In view of this he questioned whether speed bumps were the most appropriate and healthiest method for restricting the speed of vehicles. By way of an example he drew attention to the use of extended pavements in Beaver Road which he believed quite effectively controlled vehicle speeds.

The Vice Chairman said that speed bumps could also be quite a source of nuisance to neighbours with vehicles braking heavily and then accelerating after passing over them and was sure that there were other ways by which vehicle speeds could be reduced. He referred to the 20mph scheme for Bybrook Road which was at the outline design stage and said that it would be interesting to see what came forward.

A Member referred to the use of speed bumps in Park Farm and said that they were essential in that location to control vehicle speeds. Furthermore, he explained that the cost had been met by the developers as part of the Section 106 agreement.

In response to a request from another Member, the Chairman said he would ask Officers to circulate details of the resource material used to compile the report.

**Resolved:**

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

### **334 Date of Next Meeting**

2<sup>nd</sup> June 2020

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