

# Ashford Joint Transportation Board

Minutes of a Virtual Meeting of the Joint Transportation Board held on Microsoft Teams on the **8 December 2020**

## Present:

Mr M J Angell (Chairman);  
Cllr B Heyes (Vice-Chairman);

Cllrs. Burgess, Cornish, Forest, Krause, Spain  
Mr P W Bartlett, Mrs C L Bell, Mr D Farrell, Mr S J G Koowaree, Mr C Simkins.

In accordance with Procedure Rule 1.2 (c) Councillor Forest attended as a Substitute Member for Councillor Feacey.

## Apologies:

Mr Hill, Cllr. Feacey.

## Also present:

Cllrs Ledger, Michael, Ovenden.

## In Attendance:

Cllr. T Heyes and Mr T Bartlett (KALC) could not access the live meeting but observed via the web site.

Senior Highway Manager (EU Exit Highway Lead) – (KCC), Ashford District Manager – (KCC), Team Leader – Road and Footway Asset Team – (KCC), Community Safety and Wellbeing Manager – (ABC), Parking, Highways and Transportation Team Leader – (ABC), Parking, Highways and Transportation Technical Officer - (ABC), Civil Enforcement Officer Team Leader – (ABC), Member Services Liaison Manager – (ABC),

## 164 Declarations of Interest

Mr Bartlett	Made a 'Voluntary Announcement' as he lived close to the Sevington Inland Border Facility.	171
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## 165 Minutes

### Resolved:

**That the Minutes of the Meeting of this Board held on the 15<sup>th</sup> September 2020 be approved and confirmed as a correct record subject to the inclusion of apologies from Mr Hill.**

## **166 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 explained that there had been a small number of objections to Amendment No. 7 which had been dealt with by the agreed procedure with the JTB Chair and Vice Chair, Portfolio Holder and Ward Member.

In response to a question about the need for the proposed restrictions in Barrow Hill, the Parking, Highways and Transportation Technical Officer explained that they were required as a stretch of the current double yellow lining was missing. In terms of Gravel Walk (which was a KCC Order), the further restrictions were needed to incorporate the additional section of highway up to where the new flats were being constructed.

### **Resolved:**

**That due to the level of response to the proposals the Board noted the results of the formal consultation and agreed that the restrictions proposed be implemented.**

## **167 Overnight HGV Enforcement and Clamping**

The report advised that the experimental HGV clamping trial had operated between 30 October 2017 and 30 April 2019 and that the permanent Traffic Regulation Order (TRO) had commenced in September 2019. The Civil Enforcement Officer Team Leader explained the current position and summarised the operation of the scheme since the TRO had been made permanent. In particular, it was noted that since the enforcement had recommenced on 23 October there has been 359 HGV's clamped.

In response to a question, the Civil Enforcement Officer Team Leader advised that the ABC Traffic Regulation Order only covered enforcement in the 5 specified areas but her team were aware of some issues in terms of other rural areas. The Team Leader also explained that Kent County Council (KCC) were currently waiting for agreement to introduce similar measures as adopted by Ashford across the wider area of East Kent and said that if agreed KCC would assume responsibility for enforcement in these areas, including Ashford from 1<sup>st</sup> January 2021.

A Member commented that he believed that the DfT should be approached and asked to financially support enforcement activities in Ashford which might be necessary after 1<sup>st</sup> January 2021. The Chairman agreed to pursue this matter.

In response to a further question, the Civil Enforcement Officer Team Leader explained that her team was comprised of 8 Officers in total and said that during the period when KCC would assume responsibility for enforcement, the ABC Officers would still be able to deal with any issues raised in residential areas.

**Resolved:**

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

## **168 Footway Preservation Treatments**

The report outlined the background and set out the reasons why footway slurry sealing preservative treatments were used in Kent.

The Team Leader – Road and Footway Asset Team explained that they had been used for a number of years in Kent and said that their primary purpose was to extend the life of the footway and pavement network.

A Member said that he wished to thank the Team Leader for the engagement he had undertaken with residents of areas of the town where treatments had recently been applied but said that he understood that there was some remedial work to be undertaken.

The Team Leader confirmed that some areas required remedial work and that these had been brought to the attention of the contractor. In response to a further comment, he explained that his service did have a set capital budget, and that an amount of that budget was set aside with the sole purpose of protecting the footway network with a footway preservation treatment. This slurry sealing treatment was used to extend the life of the footways and to stop them from deteriorating, in the medium term, to a point when major reconstruction work would be required. He confirmed that it was not a cost cutting exercise, and although the slurry treatment was in the region of a third of the price of renewal of the asphalt layers, it was a nationally recognised and vital element to protect structural integrity and achieve the expected span of the lifecycle of a footway.

In response to a further question, the Team Leader explained that the KCC web site contained comprehensive information about Asset Management together with a selection of videos which demonstrated the various different surface treatments.

**Resolved:**

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

## **169 Local Winter Service Plan 2020/21**

The Ashford District Manager (KCC) outlined the Local Winter Service Plan 2020/21 and explained that arrangements had been made between Kent County Council and Ashford Borough Council to provide a local winter service in the event of an operational snow alert in the Borough.

**Resolved:**

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

## **170 Highway Forward Works Programme 2020/21 Onwards**

The report updated Members on the identified schemes which had been programmed for delivery in 2020/21.

In response to a question about the extent of the surface dressing works planned for Hythe Road, the Ashford District Manager agreed to provide the KCC Member for Ashford Central with a plan. In response to a further question, the Ashford District Manager explained that Highways England were responsible for the maintenance of slip roads off the A2070 and the various motorway junctions.

### **Resolved:**

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

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

The Senior Highway Manager (EU Exit Highway Lead) – Kent County Council gave an update on the Sevington Inland Border Facility and said that a great deal of progress had been made since he had last spoken to the Board in September. He displayed several recent photographs of the site and explained that soundproofing walls had been erected which provided an effective sound barrier in the area of the site near Church Road which he understood the residents were very happy with.

The Senior Highway Manager further explained that delays had occurred due to the incidents of heavy rainfall and the fact that the site was clay and this had put pressure on the DfT in terms of completing the works prior to the site being required to be operative. ABC had assisted in terms of agreeing to changes to the times of the operation of the construction work, which was now 7 days a week working, and 6 nights. However, the delay might require the need for the site at Waterbrook to be operational at the same time and therefore Officers were looking at revising the traffic management plan to avoid problems at Junction 10. He also explained that Local Haulier Permits had been sent out to local traders.

A Member said that he wished to thank the team for keeping the residents informed but also commented that he had concerns that the enforcement of HGV parking was to be undertaken by KCC when the residents of Ashford had been used to emailing their concerns direct to ABC Parking Services.

In response, the Senior Highway Manager said that it was essential that KCC worked closely with each of the 6 districts concerned and explained that Neil Edwards (KCC Traffic Manager) would be in regular liaison with the Civil Enforcement Team at Ashford. The Civil Enforcement Officer – Team Leader said that they had agreed that all reports of incidents in Ashford would still be received by them and that they would forward them on to KCC.

The Chairman said that he was concerned that some lorries may arrive in the country but then fail to travel to the Sevington facility. The Senior Highway Manager

said that the UK Border Force was aware of this issue and he also explained that both the Police and the DVSA had responsibilities in terms of the freight using the M20. Furthermore HGV's could be fined if they varied from the approved routes through the County.

**Resolved:**

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

## **172 Future Meeting Dates**

The Member Services Liaison Manager advised of the following meeting dates for 2021/22:-

- 2<sup>nd</sup> March 2021
- 1<sup>st</sup> June 2021
- 7<sup>th</sup> September 2021
- 14<sup>th</sup> December 2021
- 1<sup>st</sup> March 2022

A Member referred to the Active Travel Plan and asked that the Board be consulted on any schemes forming part of the second tranche. In response a Member advised that she understood that there were no Ashford schemes within the second tranche. In terms of the first tranche, the Board noted that due to the tight deadlines imposed by the DfT, formal consultation exercises on the proposals had not been possible but considered that the nature of the schemes should have been communicated more affectively to ABC and local ward members in advance of them being implemented.

The Vice Chairman suggested that the Board receive a report about the adoption process for new roads as often there were lengthy delays in this taking place. Another Member referred to the recent traffic accident on the A2070, Willesborough Road, in the vicinity of Premier Foods and explained that he understood that footways were not available on both sides of the road and wondered whether this matter could be looked at.

The Chairman explained that he had attended a meeting with representatives from Highways England and the Police regarding safety issues on the A2070 between Ashford and Brenzett and arising from this meeting Highways England had undertaken to examine the provision of double white lining down the centre of the carriageway.

In conclusion the Chairman wished all those present a Happy Christmas and New Year.

**Resolved:**

**That the meeting dates be received and noted.**

JTB  
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