

## **Joint Transportation Board**

Minutes of a Hybrid Meeting of the Joint Transportation Board held in Committee Room 2, Civic Centre on the **7<sup>th</sup> June 2022**.

### **Present:**

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

Cllrs. Burgess, Cornish, Forest, Link, C Suddards – ABC.

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

Mr. S Campkin – KCC.

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

### **Apologies:**

Cllrs. Feacey, T Heyes – ABC.

Mrs C Bell, Mr D Robey – KCC.

Senior Highway Manager (EU Exit Highways Lead) - KCC,  
District Manager – Ashford – KCC

### **Also present:**

Cllrs. Ledger, Michael, Spain, Wedgbury, Wright – ABC.

Mr P M Hill, Mr D Ross, Mr C.Simkins – KCC

Mr A Rogers – KALC Representative.

### **In Attendance:**

Safety and Wellbeing Manager – ABC, Civil Enforcement Team Leader – ABC,  
Parking, Highways & Transportation Team Leader, Member Services and  
Ombudsman Complaints Officer – ABC

East Kent Highway Manager - KCC, Transport Innovations Programme Manager -  
KCC, Road Safety Engineering Project Manager – KCC, Planning & Advice Principal  
Engineer (Road Safety).

### **30 Declarations of Interest**

Mr Bartlett	Made a Voluntary Announcement as he lived adjoining the Sevington Inland Border Facility site.	36
Cornish	Made a Voluntary Announcement as the A2070 road was in her Ward.	33
Wedgbury	Made a Voluntary Announcement as he was a Member of Kingsnorth Parish Council	33

### **31 Minutes**

**Resolved:**

**That the Minutes of the Meeting of this Board held on the 1<sup>st</sup> March 2022 be approved and confirmed as a correct record.**

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

The Chairman introduced this item and explained that he had been contacted by Mrs Roberts, who spoke on this item at the last Joint Transportation Board meeting. He said that Mrs Roberts noted the progress to date, and she would be invited to attend and speak at a future Board meeting when this matter was next discussed.

The Safety and Wellbeing Manager drew Members' attention to the main points within the report. The Chairman opened up the item for discussion and the following points were made:

- Members were keen to pursue the possibility of a minimum of three waiting spaces, rather than the two proposed. The Safety and Wellbeing Manager explained that the safety audit would determine how many bays could be provided, but she noted the general desire of the meeting for three bays. She added that further work still needed to be done on this question and that she would report back in due course.
- In response to a number of questions from a Member, the Safety and Wellbeing Manager explained that the provision of a disabled bay was not straightforward as it would not be used for a large percentage of time, but there was more work to be done on this particular issue. Officers had liaised with Kent Woolgrowers over the use of their site for temporary parking but this was not a solution at the moment. She added that it was not possible to suspend penalty notices on a temporary basis outside the sorting office as Civil Enforcement Officers were not allowed to ignore parking contraventions under any circumstances.

## **Resolved**

### **That the Joint Transportation Board**

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

## **33 Update on Antisocial Behaviour on the A2070**

The Safety and Wellbeing Manager introduced this item and highlighted the key points within the report. She added that officers had written to Damian Green asking for Ashford to become a national trial area for acoustic cameras.

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

- The Chairman advised Members that he had used part of his Community Members Grant to cover the purchase of an acoustic camera.
- A Member said he was baffled that it was not considered possible to erect visual signs on the A2070. He also expressed frustration at the delay in getting a Speed Watch programme set up in his ward. The Safety and Wellbeing Manager explained that visual messaging was not considered possible on the A2070 due to safety reasons, but she would take this up further with national highways to try to understand better the reasons behind this decision. With regard to Speed Watch, she said this was run by Kent Police, and required the commitment of volunteers. A Member added that Speed Watch had been established in her ward, but that the commitment of volunteers to run the initiative had been disappointing. The Safety and Wellbeing Manager advised that it was possible to ask the Police for officers to run Speed Watch exercises, but this had to be paid for out of public funds, and it was only like to achieve results on sunny days or public holidays. A Member noted that some Parish Councils were already trained and were using Speed Watch and speed signs. A Member said that a Speed Watch exercise in his ward had been hugely effective but that it had fallen away due to the pressure on volunteers. He recommended that Speed Watch be undertaken randomly, more than once a week, with plenty of volunteers to call on. Another Member asked whether it would be possible for Speed Watch to be invited to give a presentation to a future Joint Transportation Board meeting. The meeting agreed that it would also be useful to include a

presentation to Parish Councils, as well as all Members of the Borough Council, to encourage new schemes and volunteers.

- Members agreed that noise nuisance was a Borough-wide problem and that there were many appropriate areas for trial cameras throughout the Borough.
- A Member asked whether a layby could be created on the A2070 to provide space for a mobile camera enforcement van or a police enforcement vehicle. The Safety and Wellbeing Manager said she would discuss this with national highways colleagues, but it was unlikely to be something that would be provided in the short term. She would report back on this question to a future meeting.
- A Member noted that noise nuisance was caused by cars as well as motorbikes. She said that it may be sensible to consider speed limits throughout the Borough. She cited an example on the A20 where drivers had a short opportunity to accelerate to 70mph, and this may be an inadvertent encouragement to speeding and extra noise. The Chairman said this point would be taken up further.
- A Member commented that some of the noise nuisance on the A2070 was caused by acceleration in and out of roundabouts. She also mentioned that there was still advertising on websites encouraging bikers and car drivers to come to Ashford for the racing possibilities on the A2070. She did not believe that education would be productive in such cases and a permanent acoustic camera was needed. She asked whether permission was required to install an acoustic camera, and the Chairman explained that the location of such cameras was entirely in the hands of the Police.
- A question was asked about take up by bikers to the educational offers. The Safety and Wellbeing Manager said that she had not received feedback from the Police or KCC, but she would follow up on this question.
- A Member noted that the visual sign, which used to be in situ on the Faversham Road, had been very effective. Unfortunately KCC had removed the sign on the grounds that they did not think a 'thank you' sign was appropriate. The Member disagreed and considered that drivers responded well to this message of thanks.
- The Safety and Wellbeing Manager closed this item by encouraging everyone to report instances of anti-social noise nuisance to the Police to give a better understanding of the extent of the problem.

## **Resolved**

### **That the Joint Transportation Board**

- i) Notes the action plan and the work that has been completed.**

### **34 Parking and Waiting Restrictions Update Summary**

The Parking, Highways & Transportation Team Leader introduced this item and drew Members' attention to the key points within the report.

A Member said he was very pleased to note the introduction of EV chargers in the Edinburgh Road car park and he asked what planned restrictions were in place for those spaces. The Parking, Highways & Transportation Team Leader said that quick turnover would be encouraged on the lower floors of multi-storey car parks and for this reason EV chargers would be installed on the higher floors, with a maximum charging time of 4 hours. Civil Enforcement Officers would be asked to check that the units were charging to ensure proper use of the charging spaces. Car parks would be moving to 24/7 operation to encourage local residents to use charging points overnight.

#### **Resolved**

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

### **35 Highway Works Programme Update Report**

The East Kent Highway Manager – KCC introduced this item. A Member asked for an explanation on what was means by the introduction of a carriageway ramp in Abbey Way. It was agreed that the East Kent Highway Manager would follow this up with the Member concerned outside the meeting.

The Chairman noted the ongoing delays experienced on the A2070 at Finberry Park junction, making access difficult for residents. The East Kent Highway Manager read out a statement on this issue from FM Conway, explaining the situation and apologising for any inconvenience during roadworks. The East Kent Highway Manager asked the Chairman to let her know of any further issues, and said she would follow up with FM Conway, on behalf of the Chairman. The Chairman stressed that any unacceptable behaviour towards highway officials was not appropriate.

#### **Resolved**

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

### **36 Sevington Inland Border Facility Update**

The Chairman explained that Operation Brock had been lifted in the last few days. He recommended an update on this item to the next meeting by the Senior Highway Manager (EU Exit Highways Lead) - KCC.

A Member questioned whether the 50mph speed limit would be retained between junctions 9 and 8, as reported in the press. The Chairman responded that work was currently underway on the central reservation, but it was his understanding that once this was completed, there would be no reason for the speed limit to remain at

50mph. A Member added that this was a substantial piece of work and was likely to continue for many months, and possibly the rest of the year. The Chairman asked the Senior Highway Manager (EU Exit Highways Lead) – KCC to provide Board Members with a response on the progress of the works and the likely timescale to completion, as well as the intentions for the future speed limits.

### **37 Electric Vehicles Infrastructure on the road network**

The Transport Innovations Programme Manager – KCC introduced this item. He said that there was currently a lack of firm guidance from central government, although the EV Infrastructure Strategy had been published at the end of March. This provided a little more clarity on the role of local authorities, who would be expected to develop a combined strategy for the region, led by the Highways Authority. The Transport Innovations Programme Manager said his preferred approach would be for Kent to draw up a combined Kent-wide approach so that all districts were aligned. He added that the charging provision was not clear and appeared to be a moving target, with local authority input ranging from 5% to 40% or above. The private sector were keen on ultra-rapid charging points, but more information was awaited from local government before a clearer picture could be achieved.

The Chairman opened up the item for discussion and the following points were made:

- A Member said that on-street charging was a big challenge, and that ultra-rapids were currently sited in poor locations. He believed better locations could be used to support town businesses.
- A Member queried the figures provided by Senex and considered that the proposed provision of 3 ultra-rapid units by 2025 and 56 units by 2030 county-wide appeared to be a very low and unsatisfactory aim. He also considered that KCC or local MPs should put pressure on local government to encourage UK Power Networks to reveal levels of network stress and capacity. This was critical information to guide local authorities in the location of additional charging points. The Transport Innovations Programme Manager replied that he agreed the proposed targets for provision of ultra-rapid units were low, although he emphasised that it was more important to consider the amount of power in kilowatts that was needed to move vehicles around Kent rather than a fixed number of charging points. He also added that since the report had been written, UK Power Networks had invited KCC to take part in a resource strategy team to consider the provision of charging units across the county, which may provide some clarity moving forward. However, access to the data was important. Ofgem would be changing the pricing rules in April 2023, which would result in cheaper connection to the grid in future.
- A Member said that the current rural scheme was targeted at village halls, but could be extended to include local pubs, which would have the effect of improving their viability, especially where village halls were not embracing the opportunity to provide charging points.

- The Chairman said that this item should be discussed at a future Board meeting, once more information had emerged from local government and various stakeholders.

**Resolved**

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

### **38 Consultation on Moving Traffic Violations**

**Resolved**

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

### **39 Station Road, Charing**

**Resolved**

**That the Joint Transportation Board**

**agrees to the implementation of the proposed left turn only restriction for traffic exiting Station Road onto the A20 in Charing as part of a wider package of road safety improvement at the crossroads junction for delivery in late Summer 2022.**

### **40 Proposed Bybrook 20mph Scheme TRO**

The Planning & Advice Principal Engineer (Road Safety) 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 were raised:

- A Member commented that the public response was disappointing. He also expressed concern about the potential introduction of speed bumps. The Planning & Advice Principal Engineer (Road Safety) explained that a community consultation had been carried out prior to the formal TRO consultation. The community consultation received 96 responses (85% in support) and 36 responses to the subsequent TRO (69% in support). It was typical that responses would be low if residents were content or did not have any further comments or objections to make. She advised that it was not intended to introduce speed bumps, but that an advisory cycle lane would be added, along with a raised table at the site of the zebra crossing and roundel markings on the carriageway. It was anticipated that these elements would lead to good compliance with the speed limit.
- There was discussion on safety of advisory cycle lanes to which the Planning & Advice Principal Engineer (Road Safety) responded that there was no evidence to suggest that advisory lanes were unsafe for use. The advisory

cycle lane proposed for Bybrook Road had been designed to recommended standards.

### **Resolved**

#### **That the Joint Transportation Board**

**agrees to the ‘making’ and implementation of the TRO for which the intent is to reduce the 30mph speed limit to 20mph on Bybrook Road, The Pasture and adjoining roads. Acknowledging this forms a key part of the wider 20mph zone scheme complete with associated signing, roundels, advisory cycle lane and raised table (at the site of the existing zebra crossing) – for delivery in the current 2022/23 financial year.**

## **41 HGV Enforcement Clamping update**

The Civil Enforcement Team Leader – ABC introduced this item. She said that, as reported at the March Board meeting, officers were looking to move HGV enforcement to a contractor to issue the PCN and clamp the vehicle. Board approval was required to support the continued enforcement with clamping using a contractor and suitable delegation was sought through the constitution for the Assistant Director of Safety and Wellbeing to have authority to instruct the use of Bailiffs, to include the use of vehicle clamps and removals.

### **Resolved**

#### **That the Joint Transportation Board agrees**

- 1) approval to support the continued enforcement with clamping using a contractor.**
- 2) delegation through the constitution for the Assistant Director of Safety and Wellbeing to have authority to instruct the use of Bailiffs, to include the use of vehicle clamps and removals.**

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

6<sup>th</sup> September 2022  
6<sup>th</sup> December 2022  
7<sup>th</sup> March 2023.

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