

Joint Transportation Board

Minutes of a Meeting of the Joint Transportation Board held in the Council Chamber, Civic Centre, Tannery Lane, Ashford on the **13th March 2018**.

Present:

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

Cllrs. Bradford, Burgess, Feacey, Mrs Martin, Ovenden, Mrs Webb,
Mr. M J Angell, Mr D Farrell, Mr P M Hill, Mr S J G Koowaree, Mr C Simkins

Mr. K Ashby – KALC Representative.

Also Present:

Cllrs. Howard-Smith, Krause, Wedgbury

Assistant Project Manager – J10A (Highways England), Ashford District Manager – (KCC), Health, Parking and Community Safety Manager – (ABC), Parking, Highways and Transportation Team Leader – (ABC), Member Services Manager – (ABC).

377 Declarations of Interest

Councillor	Interest	Minute No.
Bartlett	Made a 'Voluntary Announcement' as he lived close to Junction 10 of the M20	382
Wedgbury	Made a 'Voluntary Announcement' in respect of the A28 Chart Road Report as he was a member of Kingsnorth Parish Council	381

378 Minutes

The Vice-Chairman referred to Minute No. 290 – Proposed KCC £4m reduction in Socially Necessary Bus Budget and advised that KCC had issued a press release which explained that a £455,000 reduction had only been necessary on the budget. The Vice-Chairman confirmed that no services in Ashford were affected by this proposal and that KCC would be undertaking a full consultation exercise in the Summer.

A Member noted, however, that some services crossed County boundaries, for example, the service between Tenterden and Rye.

Resolved:

That the Minutes of the Meeting of this Board held on the 12th December 2017 be approved and confirmed as a correct record.

379 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. It also asked the Board to agree recommendations regarding the recent public consultation on Amendments 4 and 5.

The Parking, Highways and Transportation Team Leader (ABC) introduced the report and advised upon the objections received in respect of Amendment 4 and asked the Board to agree the changes.

A Member said that he welcomed the proposed introduction of double yellow lines on the junction between Osborne and Romney Roads, Ashford.

Resolved:

- That**
- (i) the update on schemes be noted.**
 - (ii) the implementation of the changes outlined in the report in respect of Amendment 4 be supported.**
 - (iii) the implementation of the Residents Parking Zone without restrictions for TENT 1, as outlined in Amendment 5 be supported.**

380 Outcome of Willesborough Safety Scheme – Parking Near William Harvey Hospital

The report provided the results of observations undertaken by Ashford Borough Council Officers within the three areas adjacent to the existing Controlled Parking Zone (CPZ) within the immediate vicinity of the William Harvey Hospital. The report also identified the effects of overspill parking from the hospital and sought the Boards recommendations on the next steps.

In accordance with Procedure Rule 9.3 Mr Bailey, a local resident spoke on this item. He said that he wished to thank the Parking, Highways and Transportation Team Leader and his team for the data collection work undertaken as part of the Willesborough Safety Scheme and advised that it covered three roads namely Blackwall Road, Wilson Close and Hythe Road. He said that he believed that the problems for Blackwall Road and Wilson Close broadly fell in the same category whilst the parking in the Hythe Road service road represented a different issue. Mr Bailey explained that Blackwall Road was largely free of parking at the weekends. He further advised that last year meetings had been held with the William Harvey Hospital who had undertaken significant work to help reduce the level of parking in the local area. He believed that Hythe Road was, however, still suffering from this problem. In terms of Blackwall Road, once the construction works were complete, he believed that parking in this road would no longer be an issue. He considered that the data collected as part of the survey was generally accurate but commented that in terms of Wilson Close residents often undertook “defensive parking” to cover situations where visitors were expected or to provide parking for tradespeople for example. In conclusion, Mr Bailey said he wished to thank the Vice-Chairman of the JTB and Officers from Ashford Borough Council for listening to residents’ concerns

on this issue. He said that he was happy to support Option 2 within the report which was to continue monitoring of the area through observations to determine further effects, if any, of any overspill parking.

The Health, Parking and Community Safety Manager (ABC) clarified that the recommendation before the Board was to make no further changes to the existing CPZ but she also accepted that low level monitoring could be undertaken particularly in terms of any impact of the works being undertaken at Junction 10. She said that she believed that the hospital needed to be applauded for the work they had undertaken in helping alleviate some of the problems previously experienced in the area.

A Member also said he wished to thank the William Harvey Hospital for the work they had undertaken in helping reduce on-street parking in residential areas adjoining the hospital.

The Vice-Chairman referred to the works being undertaken for the construction of the M20 Junction 10A and advised that he had contact details if any Members had complaints relating to construction workers parking in Willesborough and advised that he would send them to the Member Services team for inclusion in the Minutes.

Post Meeting Note: Complaints relating to J10A construction workers parking in Willesborough can be made direct to Highways England Customer Contact Centre via email – info@highwaysengland.co.uk or 0300 1235000, or to the Project Team via email – M20J10Aimprovements@highwaysengland.co.uk, or by contacting Matt Orchard of Vinci (the Contractor's Public Liaison Officer) on email matt.orchard@taylorwoodrow.com or 07778674458.

Resolved:

That no changes be made to the existing Controlled Parking Zone, but the situation be reviewed if there any adverse impacts on the area arising from the J10A construction works.

381 A28 Chart Road Dualling, Ashford

The report provided an update on the progress of the A28 Chart Road Improvement Scheme. The report advised that to safeguard KCC of any risk of non-payment and to recover interest charges, the Section 278 Agreement included a provision for the developer to provide a Security Bond prior to awarding the construction contract. To date this Bond had not been provided by the developer and KCC were unable to award the construction phase of the contract and consequently could not commence this work. High level discussions had been taking place between Kent County Council, Ashford Borough Council, Homes England and the developer to find a resolution but at the present time there was not a solution that would allow the construction works to commence.

The Chairman said that the situation was regrettable and very disappointing as the improvements were a significant highway infrastructure scheme for Ashford.

In response to a question, the Ashford District Manager (KCC) said that she had no further information as to whether any further progress had been made since the publication of the report.

A Member, who was also one of the Ward Members for the area said that he had received complaints from residents that trees and vegetation had been removed before any works had been undertaken.

Resolved:

That the report be received and noted.

382 M20 J10A Construction Programme

The report provided an update on progress for the period to the end of February 2018.

The Chairman referred to page 55 of the Agenda and to the comment “Notice to Proceed deferred until early March....” and asked what the up to date position was in this regard.

The Assistant Project Manager – J10A (Highways England) advised that in terms of the Notice to Proceed, target costs had been agreed that day and that the Notice would hopefully be issued later in the month. A Member referred to the large pothole on the coastbound entry slip at Junction 10 and asked why this had not been repaired at the same time as the resurfacing work had been undertaken at Junction 10. The Assistant Project Manager advised that Highways England had been undertaking the resurfacing of the motorway itself and she was unclear whether this would also include the slip roads. She undertook to take this matter back to her team and agreed to provide an update at the next meeting.

The Vice-Chairman referred to paragraph 3.2, Barrey Road and the comment in the report that the preliminary design stage 1/2 Road Safety Audit had highlighted an issue with insufficient distance between the link roundabout westbound and the right turn lane for Barrey Road and arising from this additional traffic modelling work had been undertaken to develop an alternative option. He asked for an assurance that the alternative option would still proceed. The Assistant Project Manager said that she was pretty certain that the signalised junction would go ahead and would form part of the final design but undertook to clarify this issue with the Highways team and would advise the Board accordingly at the next JTB meeting.

Resolved:

That the report be received and noted.

383 Experimental Overnight HGV Enforcement and Clamping Trial 2017

The report provided an update on the operation of the pilot clamping scheme on the A20 between Charing and the Drovers roundabout from 30 October 2017.

In accordance with Procedure Rule 9.3, Christine Drury, Chairman of Westwell Parish Council spoke on this item. Mrs Drury thanked the Chairman for the opportunity to address the Committee and advised that she had a short report from Westwell Parish Council but it had been prepared in consultation with Hothfield and

Charing which were the two other parishes along the five mile stretch of the A20 on which the experimental overnight parking ban and clamping trial was in force. She explained that there had been a great improvement and offered enormous thanks to all involved. In terms of road safety; the number of dangerous turning manoeuvres by HGV's had greatly reduced, and that those that did happen were during the day; large vehicles turning in the dark on unlit roads, causing huge stress and near misses for other road users seemed to be thankfully over and the whole community was gratified at this situation; the roadside was cleaner; much less litter; far fewer bottles of urine and just a few banana skins. Mrs Drury said it was now possible to use the pavements again.

Air quality was greatly improved and some residents who were long-term asthma sufferers had commented that it was easier to breathe. A principal contributor to poor air quality was the diesel chillers of the refrigerated trucks and at lorry parks these could be plugged in to electric power sockets. It was therefore much quieter and there was less vibration from chillers turning on and off and trucks running on damaged roads surfaces and better sleep was a massive relief. Residents did accept that HGV's and all other vehicles could still park up during the day and they did so for short stops generally for up to four hours. Mrs Drury said that the really big change was at the weekends when this stretch of the A20 was being used for 45 hour weekend stops and now it was largely clear. One resident who lived near Cades Road had described it as "it had felt like we were living in the middle of an industrial park, now we are rural again". Mrs Drury explained that there had been a big improvement in terms of road safety, air quality, sleep and quality of life but the residents were aware that this was an 18 month experiment and unless there was a significant increase in lorry parking capacity it would not be possible to maintain this ban or extend it to other areas. In conclusion Mrs Drury said she would like to give a big thank you to all those who were running the trial especially the overnight enforcement and clamping teams and those in Ashford Borough Council and other Boroughs working to deliver more medium sized fully serviced lorry parks for HGV drivers. With this the condition for drivers would improve and the new Waterbrook would be an excellent example. The Road Haulage Association and the DfT had visited and it was clear that they were very supportive and impressed of what Ashford Borough Council and the Kent County Council were doing.

The Health, Parking and Community Safety Manager explained that Ashford and Kent were the only Authorities in the country undertaking such a scheme, however, other Councils were monitoring the situation closely. Work had also been undertaken with Kent County Council, the Department for Transport and the Road Haulage Association and a great deal had been learned by all in terms of this issue and also taking into account the need for HGV drivers to take proper mandatory breaks.

Resolved:

That the Board received and noted the report.

384 Highway Works Programme 2017/18

The report updated Members on the identified schemes approved for construction in 2017/18.

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In response to a question from a Member regarding anticipated progress on the casualty reduction measures at Drivers Roundabout, Ashford, the Ashford District Manager (KCC) advised that these were programmed to be undertaken at the end of March or early April 2018.

The Vice-Chairman referred to the proposed closure of Highfield Lane, Mersham and said that he believed a sign needed to be put in place at the junction of Roman Road and Cheesemans Green Lane advising that there was no access to the A20.

Mr Ashby referred to page 70 of the Agenda and the scheme for the new footway on Appledore Road, Kenardington and advised that all works had been completed. He explained that in terms of the proposed works to repair potholes on the Kenardington to Appledore Road a contractor had advised him that it was not appropriate to have two different contractors working on the same stretch of road at the same time. Half of the road therefore had to be closed one week and the other half of the road the following week. He questioned the need for KCC Highways to close the roads as he believed that this was only appropriate where potholes were located in the middle of the road and for all other works they could be undertaken using temporary traffic lights.

The Ashford District Manager (KCC) advised that a full explanation on this issue had been sent to both Mr Ashby and the Parish Council but she confirmed that Kent County Council did not take the closing of roads lightly and said that it was important to bear in mind that adequate road space was needed to take account of all the different types of vehicles which used the highway and also the need to take into account the health and safety of the highway workers and the public who used the highway itself. She also explained that it was possible for two different contractors to work on the same stretch of road. Mr Ashby said in the past repairs at the side of the road had been dealt with via temporary traffic lights. The Ashford District Manager (KCC) explained that where possible temporary traffic lights were used but it did depend on the width of the road concerned and that roads were only closed when absolutely necessary.

In response to a question from a Member, the Vice-Chairman said that in terms of Loudon Way the result of the traffic survey was expected but he would chase up the progress on the scheme with the Officer concerned. In terms of the proposed speed reduction measures on Harville Road, Wye, the Ashford District Manager (KCC) advised that the position was as set out in the report. In terms of the works being undertaken in Elwick Road near the College, the Ashford District Manager (KCC) undertook to make enquiries of the Project Manager and to try and ascertain a timescale for the completion of the works and said she would advise the Chairman accordingly.

A Member sought the Board's views as to whether the issue of scrutinising the implementation of Section 106 Agreements was something that the Board should consider and he referred to delays in some schemes and in particular to the delay in terms of Bridgefield. A Member, who was also a member of the Borough Council's Overview and Scrutiny Committee advised that this was an issue that the Committee had concerns with. Another Member advised that from his reading of the report the majority of Section 106 Agreements had commenced.

The Chairman said that he believed that as the Ashford Borough Council's Overview and Scrutiny Committee had indicated their wish to look into this issue, it was not a matter he wished the Board to consider.

Resolved:

That the report be received and noted.