

Joint Transportation Board

Minutes of a Meeting of the Joint Transportation Board held in the Council Chamber, Civic Centre, Tannery Lane, Ashford on the **11th September 2018**.

Present:

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

Cllrs. Bradford, Feacey, Howard, Miss Martin, Mrs Martin, Michael,
Mrs C L Bell, Mr C Simkins.

Mr. K Ashby – KALC Representative.

In accordance with Procedure Rule 1.2 (iii) Councillor Miss Martin and Councillor Howard attended as a Substitute Members for Councillor Buchanan and Councillor Howard-Smith respectively.

Apologies:

Cllrs Buchanan, Howard-Smith, Mr M J Angell, Mr P M Hill, Mr S J G Koowaree

Also Present:

Cllrs Barrett, Wedgbury.

Project Manager – J10A (Highways England), Assistant Project Manager – J10A (Highways England), Folkestone and Hythe District Manager – (KCC), Principal Transport Planner – Rail – (KCC), Head of Community Safety and Wellbeing (ABC), Parking, Highways and Transportation Technical Officer (ABC), Community Safety and Wellbeing Manager (ABC), Civil Enforcement Officer Supervisor (ABC), Economic Development Manager (ABC), Member Services Liaison Manager – (ABC).

133 Declarations of Interest

Councillor	Interest	Minute No.
Bartlett	Made a 'Voluntary Announcement' as he lived close to Junction 10 of the M20	137
Howard	Made a 'Voluntary Announcement' as he lived close to Junction 10 of the M20	137

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Resolved:

That the Minutes of the Meeting of this Board held on the 12th June 2018 be approved and confirmed as a correct record.

135 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 Ward Member for Park Farm South referred to the proposed introduction of double yellow lines to prevent obstructive parking in Reed Crescent, Ashford and considered that this proposal would merely move the problem of parking on to other roads within the estate. He believed that the solution for this was to widen the road. He also suggested that consideration be given to BIFA collecting waste at a different time of the day. The Parking, Highways and Transportation Technical Officer advised that the issue in relation to this site had been brought to his attention by the Street Scene and Civic Enforcement Officers and he advised that BIFA scheduled their collections outside of school times between either 10.00 and 11.30 am or 1.00 and 2.00 pm. The Head of Community Safety and Wellbeing also explained that this issue did not purely relate to refuse vehicles, but also related to problems of access for other emergency vehicles generally.

The Chairman referred to the proposals for Repton Avenue and asked what the wording “KCC may issue Part 2” meant? The Technical Officer advised that the whole of the Repton Estate had yet to be adopted and the measure proposed by Kent County Council would cover those areas where advisory lines were currently in place.

Resolved:

- (i) the update on schemes be noted.**
- (ii) the implementation of the changes outlined in the report in respect of Amendment 2 be supported.**

136 Update on the Rolvenden Rocket Project and the Big Conversation

The report gave an update on the community minibus scheme, the ‘Rolvenden Rocket’ and also provided information on the Borough Council’s response to the Kent County Council Consultation on rural transport.

The Community Safety and Wellbeing Manager explained that the Rolvenden Rocket pilot project was doing well with both residents and clubs using the minibus. She said that the elderly were using the bus as transportation to the shops and local clubs had organised day trips to both Ramsgate and Hastings and an event was also planned for young people to visit the roller disco. She explained that she was in weekly contact with the Parish Council and other volunteers and that they were scheduled to meet on a quarterly basis. She advised that a further report would be brought back to Members in due course.

In response to a question from a Member as to whether the use of volunteers was sustainable, the Community Safety and Wellbeing Manager explained that the Parish Council were responsible for the scheme and they had a number of volunteers to draw upon but confirmed that this matter would be kept under review. In answer to a question, she advised that interest has been expressed by other parishes in the project and it was hoped that if successful the project could be expanded.

Resolved:

That the report be received and noted and a further update be submitted to the Board in nine months' time.

137 M20 J10A Construction Programme Update

The report advised on progress on the above scheme to the end of August 2018. A number of Members of the Board had attended a site visit that afternoon to view the works in progress, and the Chairman thanked Highways England for making the arrangements for the visit.

The Project Manager then outlined the work undertaken to date which included the overnight demolition of the Church Road footbridge; earthworks completed for a temporary diversion of the A20; the installation of a contraflow on the A2070; the demolition of Highfield Lane Bungalow and diversion works for utilities. He also explained that in terms of Barrey Road, no safety issues had been raised that were directly attributable to the signalisation of the junction and therefore there was no reasons for this option not to proceed as planned.

In response to a question, the Project Manager advised that it was currently planned that the works on Barrey Road would be undertaken in the June/July 2019 period but undertook to provide further details confirming this in due course.

The Chairman referred to a recent article in the Kentish Express about the bridge removal and explained that he understood that the M20 would be closed between Junctions 9 and 11 for a much shorter period of time than set out in the article. The Chairman also advised that he understood that following concerns expressed by members of the public the 50 mph restriction on the M20 had been amended. The Project Manager later advised that the 50 mph signs had been relocated to allow more time for drivers to register the change in speed limit before the first speed cameras. For example on the coast bound carriage way the 50 mph sign had moved further west, extending the distance between the first 50 mph sign and the first camera. In terms of the closure between Junctions 9 and 11, proposals were in hand to sign the diversions via the A2. In terms of the diversion route, the Project Manager explained that it was the intention to move traffic away from the M20 as early as possible and advance signing would be in place on the M25. In respect of the extent of the 50 mph speed limit, he explained that he would be meeting colleagues later that week to look at whether they could be further relaxed. The Project Manager also explained that roadworks throughout the County were co-ordinated via the Kent Corridor Group who looked at closures on a holistic basis following input from stakeholders such as Kent County Council.

Resolved:

That the report be received and noted.

138 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 Drivers roundabout that was introduced on the 30th October 2017. The report also gave an update on the recent planning application to

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increase the lorry parking spaces at the Truckstop at Sevington to 600 spaces which had been approved by the Planning Committee in July 2018, subject to the completion of a Section 106 agreement.

Tabled at the meeting were comments from Westwell and Hothfield Parish Councils supporting the clamping trial.

The Chairman drew attention to the tabled papers and thanked the Parish Councils for their comments. He said that the general theme throughout the note was that the scheme was very important for the Borough and he drew particular attention to the comment “the improvement in overnight and over-weekend conditions along the A20 is transformative for residents and for road users”.

The Head of Community Safety and Wellbeing explained that the project was successful and had seen a reduction in the number of lorries parking overnight in unsuitable locations. She further explained that the scheme would be reviewed in consultation with the Department of Transport (DfT) and the Kent County Council with a view to assessing the possibility of carrying on with the scheme after the pilot period.

The Chairman referred to the recent planning application granted subject to a Section 106 Agreement which would increase the capacity of the current lorry park and also the “Bellamy Gurner” A2070 Orbital Park upgrade scheme which would provide a signalised junction on a “all movements” basis and he hoped that this would come forward sooner rather than later.

A Member, who was also the Portfolio Holder for Community Safety and Wellbeing hoped that the scheme could continue particularly bearing in mind that there was likely to be an annual 6% increase in haulage traffic. He also said that there was a need to encourage drivers to use the existing Truck Stop parking spaces.

Resolved:

That the report be received and noted.

139 Highway Works Programme 2018/19

The report updated Members on the identified schemes approved for construction in 2018/19.

The Chairman said he was aware of a DfT funded casualty reduction scheme at Chilham on the A252 but commented that this was not listed within the current report. He asked the Folkestone and Hythe District Manager to advise the Committee in due course when this work was likely to commence. **Post Meeting Note:** At the present time Officers had been given a statement from the DfT that funding had been approved for 2019/20. The governance and any further information was not yet available. A Project Manager will be appointed and Officers will liaise with the Road and Footway Asset Team to ensure things are co-ordinated. The planned resurfacing will more than likely take place before KCC works but close liaison will be key to the delivery of this project.

The Chairman also asked when the casualty reduction measures on the Drivers Roundabout, Ashford were due to commence.

The Folkestone and Hythe District Manager explained that the Drovers Roundabout work was originally due to be undertaken on the 24th August, however, due to health and safety issues, the work had not been completed. A revised date of the 7th September 2018 had not been able to be progressed due to work on the M20, however, the scheme was now scheduled to be undertaken on the 14th September 2018. A Member advised that he had witnessed appalling driving every day whilst using the Drovers Roundabout and suggested that the installation of enforcement cameras on that roundabout might improve the situation. The Folkestone and Hythe District Manager undertook to take this comment back to the relevant Officers for consideration. **Post Meeting Note:** A red light camera survey was carried out and the results were inconclusive, highlighting no issues above what would normally be expected at a traffic signal junction. The main issue appears to be lane discipline, which it is hoped will be resolved by the imminent scheme.

In response to a question, the Folkestone and Hythe District Manager advised that the reference to “Kingsnorth Turbo Roundabout” was an upgrade of the existing roundabout at the junction of the A2042/Bad Münstereifel Road/Malcolm Sargent Road and was proposed to be renamed the Flanders Roundabout. The works were intended to reduce crashes by 43% and increase capacity by up to 50% with works anticipated to be undertaken prior to the end of the financial year. She undertook to advise the Vice-Chairman of the proposed capacity of the roundabout. **Post Meeting Note:** These figures are based on the turbo roundabout concept as a whole and as such cannot be broken down by hour as it depends on the specific site. Officers are confident that there will be gains in terms of safety and congestion reduction.

The Ward Member for Singleton South said that he had a dossier of eight photographs showing the condition of Brookfield Road which he believed was becoming very dangerous. He explained that he was a member of the Bockhanger, Bybrook and Ashford South Advisory Committee and he wished to bring this matter to the JTB for their attention. He explained that the respective KCC Ward Member had previously advised that there was no money available for resurfacing. The Chairman said that KCC Officers would be asked to look into this matter and bring it back to the Board in due course.

Resolved:

- That (i) the report be received and noted.**
- (ii) a report back on the condition of Brookfield Road be submitted to the Board in due course.**

140 Ashford International Station and Eurostar Services

The report updated Members on the project to enable new Eurostar trains to access Ashford International Station, and the current disruptions to International services at Ashford.

The Principal Transport Planner – Rail (KCC) explained the technical issues which had affected the Eurostar timetable but said that from the 1st October 2018 it was intended that they would revert to the same level of service as operated prior to June 2018 from the Ashford International Station.

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A Member referred to the difficulties a member of her family had had in terms of the length of the journey to Cologne and problems with communications with Eurostar. She explained that many businesspeople used the services and she hoped that the problems would be resolved. The Chairman said that the Board was very supportive of Eurostar in starting and maintaining the services from Ashford and he said he was aware of the efforts of KCC and ABC working with Eurostar to resolve the problems.

In response to a question as to when the new class 374 trains would be able to resume the service from Ashford, the Principal Transport Planner explained that the issue would be resolved during 2019 and he confirmed that a similar problem elsewhere on the national network had been remedied. He emphasised that the new signalling system which had been installed at Ashford International Station had been completed on time and had been operating successfully since that date and indeed were used by HS1 trains and the old Eurostar E300 trains. In terms of the current reliability of Eurostar services, the Principal Transport Planner explained that to date for September, 45 out of the 46 services to Ashford had been undertaken without problem with the only failure due to a totally different reason.

Resolved:

- That (i) the report be received and noted.**
- (ii) a further report be presented to the next meeting of the Board in December 2018.**

141 Pedestrian Crossing on the A2070- Ashford

Further to the discussion at the June 2018 meeting, enclosed with the agenda papers was a copy of a letter dated 24 July sent by the Chairman to Highways England requesting that they give further consideration to installing traffic cameras at this location.

The Chairman advised that to date he had not received a reply to his letter and he drew attention to further incidents on the 11th August 2018 whereby two cars had overtaken a vehicle on the crossing. He said he intended to write a follow up letter to Highways England in due course.

The Chairman said he also wished to draw Members' attention to the forthcoming meeting of the Strategic Transport Group on the 5th October 2018. The Chairman of the Strategic Transport Group advised that the Rt Hon Damian Green MP would be giving a talk and he encouraged all Members to attend that meeting.

Resolved:

That the report be received and noted.

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