

# Public Document Pack

## DOVER JOINT TRANSPORTATION BOARD

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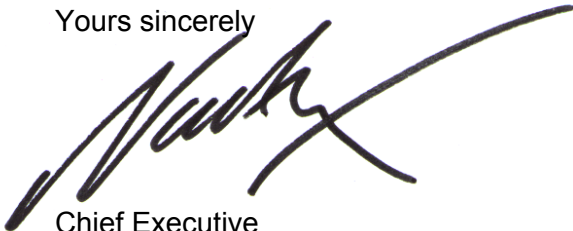
1 December 2015

Dear Councillor

NOTICE IS HEREBY GIVEN THAT a meeting of the **DOVER JOINT TRANSPORTATION BOARD** will be held in the Council Chamber at these Offices on Thursday 10 December 2015 at 6.00 pm when the following business will be transacted.

Members of the public who require further information are asked to contact Kate Batty-Smith on (01304) 872303 or by e-mail at [kate.batty-smith@dover.gov.uk](mailto:kate.batty-smith@dover.gov.uk).

Yours sincerely



Chief Executive

### Dover Joint Transportation Board Membership:

#### Dover District Council Members

N J Collor (Vice-Chairman)  
T A Bond  
P I Carter  
T P Johnstone  
M J Ovenden  
D A Sargent  
P Walker

#### Kent County Council Members

S C Manion (Chairman)  
P M Brivio  
G Cowan  
M R Eddy  
G Lymer  
L B Ridings  
E D Rowbotham

#### Town Councils and Kent Association of Local Councils (non-voting)

R J Frost (Deal Town Council)  
R S Walkden (Dover Town Council)  
M W Moorhouse (Sandwich Town Council)  
K Gowland (Kent Association of Local Councils)  
S E Hooper (Kent Association of Local Councils)

### AGENDA

#### 1 APOLOGIES



To receive any apologies for absence.

2     **APPOINTMENT OF SUBSTITUTE MEMBERS**

To note appointments of Substitute Members.

3     **DECLARATIONS OF INTEREST** (Page 4)

To receive any declarations of interest from Members in respect of business to be transacted on the agenda.

4     **MINUTES** (Pages 5-11)

To confirm the attached Minutes of the meeting of the Committee held on 10 September 2015.

5     **SAFE AND SENSIBLE STREET LIGHTING UPDATE** (Pages 12-21)

To consider the attached report of the Project Manager, KCC Highways and Transportation.

6     **QUALITY BUS PARTNERSHIP COORDINATION MEETINGS: APPOINTMENT OF JTB REPRESENTATIVE**

Along with Councillor E D Rowbotham, Councillor F J W Scales was appointed in 2014 to attend quarterly meetings of the Quality Bus Partnership on behalf of the JTB. As Councillor Scales is no longer a member of the JTB, there is a need to appoint a replacement.

The Board is asked to note that both appointments will be reviewed at the first meeting of the JTB to be held in 2016/17.

7     **COOTING ROAD, AYLESHAM - PROPOSED WAITING RESTRICTIONS** (Pages 22-28)

To consider the attached report of the Head of Transportation, Kent County Council.

8     **SOUTH STREET, DEAL - HIGHWAY IMPROVEMENTS** (Pages 29-38)

To consider the attached report of the Head of Transportation, Kent County Council.

9     **SANDWICH: TRAFFIC MANAGEMENT PROPOSALS**

To consider the report of the Head of Transportation, Kent County Council (to follow).

10    **LOCAL WINTER SERVICE PLAN** (Pages 39-67)

To note the attached report of the Head of Highway Operations, KCC Highways and Transportation.

11    **HIGHWAY WORKS PROGRAMME 2015/16** (Pages 68-81)

To consider the attached report of the Director of Highways and Transportation, Kent County Council.

12 **EXCLUSION OF THE PRESS AND PUBLIC** (Pages 82-84)

The recommendation is attached.

The procedure for determining applications for on-street disabled persons' parking bays is attached.

MATTERS WHICH THE MANAGEMENT TEAM SUGGESTS SHOULD BE CONSIDERED IN PRIVATE AS THE REPORT CONTAINS EXEMPT INFORMATION AS DEFINED WITHIN PART 1 OF SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AS INDICATED AND IN RESPECT OF WHICH THE PROPER OFFICER CONSIDERS THAT THE PUBLIC INTEREST IN MAINTAINING THE EXEMPTION OUTWEIGHS THE PUBLIC INTEREST IN DISCLOSING THE INFORMATION

13 **APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS** (Pages 85-108)

To consider the attached report of the Director of Environment and Corporate Assets.

**Access to Meetings and Information**

- Members of the public are welcome to attend meetings of the Council, its Committees and Sub-Committees. You may remain present throughout them except during the consideration of exempt or confidential information.
- All meetings are held at the Council Offices, Whitfield unless otherwise indicated on the front page of the agenda. There is disabled access via the Council Chamber entrance and a disabled toilet is available in the foyer. In addition, there is a PA system and hearing loop within the Council Chamber.
- Agenda papers are published five clear working days before the meeting. Alternatively, a limited supply of agendas will be available at the meeting, free of charge, and all agendas, reports and minutes can be viewed and downloaded from our website [www.dover.gov.uk](http://www.dover.gov.uk). Minutes will be published on our website as soon as practicably possible after each meeting. All agenda papers and minutes are available for public inspection for a period of six years from the date of the meeting.
- If you require any further information about the contents of this agenda or your right to gain access to information held by the Council please contact Kate Batty-Smith, Democratic Support Officer, telephone: (01304) 872303 or email: [kate.batty-smith@dover.gov.uk](mailto:kate.batty-smith@dover.gov.uk) for details.

Large print copies of this agenda can be supplied on request.

**Declarations of Interest**

Disclosable Pecuniary Interest (DPI)

Where a Member has a new or registered DPI in a matter under consideration they must disclose that they have an interest and, unless the Monitoring Officer has agreed in advance that the DPI is a 'Sensitive Interest', explain the nature of that interest at the meeting. The Member must withdraw from the meeting at the commencement of the consideration of any matter in which they have declared a DPI and must not participate in any discussion of, or vote taken on, the matter unless they have been granted a dispensation permitting them to do so. If during the consideration of any item a Member becomes aware that they have a DPI in the matter they should declare the interest immediately and, subject to any dispensations, withdraw from the meeting.

Other Significant Interest (OSI)

Where a Member is declaring an OSI they must also disclose the interest and explain the nature of the interest at the meeting. The Member must withdraw from the meeting at the commencement of the consideration of any matter in which they have declared a OSI and must not participate in any discussion of, or vote taken on, the matter unless they have been granted a dispensation to do so or the meeting is one at which members of the public are permitted to speak for the purpose of making representations, answering questions or giving evidence relating to the matter. In the latter case, the Member may only participate on the same basis as a member of the public and cannot participate in any discussion of, or vote taken on, the matter and must withdraw from the meeting in accordance with the Council's procedure rules.

Voluntary Announcement of Other Interests (VAOI)

Where a Member does not have either a DPI or OSI but is of the opinion that for transparency reasons alone s/he should make an announcement in respect of a matter under consideration, they can make a VAOI. A Member declaring a VAOI may still remain at the meeting and vote on the matter under consideration.

Note to the Code:

Situations in which a Member may wish to make a VAOI include membership of outside bodies that have made representations on agenda items; where a Member knows a person involved, but does not have a close association with that person; or where an item would affect the well-being of a Member, relative, close associate, employer, etc. but not his/her financial position. It should be emphasised that an effect on the financial position of a Member, relative, close associate, employer, etc OR an application made by a Member, relative, close associate, employer, etc would both probably constitute either an OSI or in some cases a DPI.

Minutes of the meeting of the **DOVER JOINT TRANSPORTATION BOARD** held at the Council Offices, Whitfield on Thursday, 10 September 2015 at 6.00 pm.

Present:

Chairman: Councillor S C Manion (Items 11-17 only)

Councillors: S F Bannister (Items 11-16 only)  
T A Bond  
P M Brivio  
P I Carter  
N J Collor  
G Cowan (Items 11-17 only)  
M R Eddy  
T P Johnstone  
G Lymer  
M J Ovenden  
E D Rowbotham  
D A Sargent

Also Present: Mr B W Bano (Deal Town Council)  
Mr P M Wallace (Dover Town Council) (Items 15-21 only)  
Mr M W Moorhouse (Sandwich Town Council)  
Mr K Gowland (KALC)

Officers: Dover District Manager (KCC Highways and Transportation)  
East Kent Highway Manager (KCC Highways and Transportation)  
Traffic and Safety Team Leader (KCC Highways and Transportation)  
Project Engineer (KCC Highways and Transportation)  
Highways and Parking Team Leader  
Corporate Estate and Coastal Engineer  
Democratic Support Officer

### 11 APOLOGIES

Apologies for absence were received from Councillors L B Ridings, P Walker, Mr R J Frost and Mrs S E Hooper.

### 12 APPOINTMENT OF SUBSTITUTE MEMBERS

It was noted that, in accordance with Rule 4 of the Council's Procedure Rules, Councillor S F Bannister had been appointed as a substitute Member for Councillor P Walker.

### 13 DECLARATIONS OF INTEREST

It was noted that there were no declarations of interest.

### 14 MINUTES

The minutes of the meeting of the Joint Transportation Board held on 4 June 2015 were approved as a correct record and signed by the Chairman.

### 15 PROPOSED RAISED TABLES - NEW STREET AND HIGH STREET, SANDWICH

The Traffic and Safety Team Leader (TSTL) presented the report which outlined proposals to install four raised tables in High Street and New Street, Sandwich in response to measures requested by residents through the local Kent County Council (KCC) Member, Councillor Leyland Ridings. The scheme, which would be funded by Section 106 monies, had strong support from Sandwich Town Council, Sandwich Town Team and Stagecoach. The proposals were designed to improve pedestrian safety and reduce the speed of traffic using the town's one-way system. Traffic surveys, carried out from 18 May, had shown that average speeds had been 19.2mph in the High Street and 22mph in New Street. There were limitations on where the tables could be placed, but it was intended to site them in the vicinity of the town's main pedestrian routes.

Councillor P I Carter proposed that recommendation 4.2 of the Officer's report should be taken forward. A good deal of work had been done by Sandwich Town Team and the scheme ticked all the boxes. Councillor N J Collor supported the scheme since it had Stagecoach's support, but expressed concerns about the number of responses received after the deadline and the poor response rate. Mr Moorhouse advised that Sandwich Town Team had contacted some High Street residents who had not responded to the consultation. They had indicated their support for the proposals, thus increasing the overall number of residents in favour of the scheme.

Councillor G Cowan questioned the need for the tables, given the average speed of traffic using the roads. The number of consultation responses had been very low and, in his opinion, the tables would look unsightly. Councillor M J Ovenden expressed concerns about option 4.2 since it was not clear what would happen in the event that the vibration and core surveys indicated that the tables would cause damage to buildings. Councillor M R Eddy agreed, adding that traffic speeds were generally compliant and the streets narrow, and the money could therefore be spent more productively elsewhere. Councillor S F Bannister commented that the tables were unlikely to be effective at slowing down the minority of drivers who were the real target of these measures. In response to Councillor Bannister, the TSTL confirmed that the Sandwich town area was not a KCC priority for casualty reduction measures. Councillor T A Bond stated that he was very much in favour of giving local people what they wanted. However, he too had concerns about the very poor consultation response and believed that the money could be better spent elsewhere.

Mr Moorhouse and Councillor Carter expressed concerns about some Members' responses. The proposals were part of a wider plan to address longstanding traffic problems in Sandwich, including traffic speeds and HGVs striking buildings. It appeared that some Members were unaware of these. A considerable amount of time, effort and money had been put into resolving these problems, and it was disappointing that Members were not more sympathetic.

It was moved by Councillor P I Carter and duly seconded that Option 4.2 of the report should be progressed. On being put to the vote, the motion was LOST.

Councillor Eddy opined that there was a reasonable case for taking measures in New Street. If it could be clearly demonstrated that the measures were effective there, then further measures could be implemented in the High Street. It was incumbent upon Members to consider the outcome and potential efficacy of measures taken, not the amount of money that had been spent to date.

RESOLVED: (a) That, taking into account the number of objections to the proposals in High Street, it be recommended that the proposed scheme there be abandoned and further investigations be made into other options.

(b) That it be recommended that the raised tables in New Street should proceed as proposed in the consultation.

16 PROPOSED HIGHWAY IMPROVEMENTS TO SOUTH STREET, DEAL

The Project Engineer (PE) introduced the report which outlined proposed highway improvements to South Street. These would be funded by a specific allocation made by Government which could not be used elsewhere. KCC Highways had worked with Deal Town Council on the improvements. Public consultation, including an exhibition, had taken place between 16 July and 14 August 2015, in response to which 118 objections had been received, including from Deal Town Council. Section 2 of the report summarised the various points raised during consultation. As a result of the concerns raised, Officers were proposing to make amendments to the original scheme and to take the amended scheme out for further public consultation.

The principal point arising from the consultation had been the change in traffic flow which would be reviewed as part of the amended scheme. The key objective for KCC was to ensure that the scheme caused no detriment to local businesses. The public's concerns about Middle Street being used as a 'rat run' could be addressed by reversing the one-way directional flow of traffic. Other concerns related to the location of taxi bays, bus-stops, increased pedestrian movements and the safety of pedestrians and other road users. In particular, Officers were keen to address issues surrounding buses double parking and pedestrians crossing through moving traffic and between parked cars.

Councillor E D Rowbotham emphasised that the needs of the elderly and schoolchildren should be taken into account. This was an opportunity to improve safety and make improvements to the appearance of South Street, the latter potentially with funding from Deal Town Council. Councillor Eddy supported the amended scheme set out at Appendix B of the report. Consultation should be undertaken with businesses, Stagecoach, local residents, taxi and bus users/drivers. He suggested that Deal Town Council be approached to establish what funding it could provide for environmental improvements to the area.

Mr B W Bano stressed that the needs of bus users should be prioritised, as was improving the bus shelter. A scheme was needed which would allow bus users, particularly the disabled and those with prams, to get on and off buses safely. Councillor Bond praised KCC for the work it had done and the level of consultation. South Street was a confined space which needed tidying up. To achieve this it might be necessary to consider relocating some facilities, such as taxis and coaches. Councillor Collor added that public safety should be a priority, and pointed out that some dropped kerbs did not appear in the revised plan.

In response to Councillor Carter, who questioned why the scheme was going ahead given traffic problems elsewhere in Deal, the PE undertook to check on South Street's accident/fatality record and where the scheme ranked in priority. In respect of Sondes Road, it was clarified that it was intended to install 'no stopping' and 'no loading' 'blips' on its junction with Victoria Road in order to ensure that there was clear access for buses which were regularly obstructed by cars parked illegally. In

response to a point raised by Councillor Bond, the PE advised that he would be addressing the issue of lorries reversing into the High Street which was an illegal manoeuvre.

- RESOLVED:
- (a) That it be recommended that, following the substantial objections received in response to the consultation on the initial designs, the initial designs should not be proceeded with.
  - (b) That it be recommended that further consultation be undertaken on the alternative plans set out at Appendix B of the report.
  - (c) That it be noted that Kent County Council will work closely with local businesses (including taxi companies) to firm up proposals prior to consultation, as a result of which the design of the scheme may alter further.

## 17 OPERATION STACK UPDATE

KCC's East Kent Highway Manager (EKHM) presented the report which updated Members on the plan to use Manston as a holding area for HGVs unable to cross the Channel due to industrial action.

Councillor Collor referred to the KCC Environment and Transport Cabinet Committee report that had been circulated to Members in advance of the meeting. This report differed to the report presented to the JTB as it stated that traffic would be diverted to Manston once it became apparent that Phase 2 of Operation Stack was needed. The JTB report indicated that traffic would only be diverted to Manston if Phase 3 was required. Given that Phase 3 had never been implemented, the level of manpower and machinery based at Manston until June 2016 was wasteful and unnecessary.

The plan to restrict departures from Manston to conveyors of 20 vehicles at a time would unnecessarily prolong the period of disruption to east Kent's roads. It was estimated that 28 police officers would be needed to police the route where it fell within Dover district alone. In any case, the proposed scheme would only deal with traffic for Dover; Channel Tunnel traffic would still be stacked on the M20. He was aware that Highways England were working on a long-term solution.

Councillor Cowan agreed that the use of Manston was idiotic and would simply lead to the clogging up of east Kent's roads. Kent had effectively been closed for business during the summer, with a loss to the economy of £250 million per day, and a long-term solution had to be found. The levy of £10 imposed on HGVs by the Government should be used to build lorry parks, but these would have to be free, or the cost of them included in Eurotunnel or ferry tickets, or drivers would not use them. Councillor Eddy commented that the potential disruption to local roads would be horrendous. The idea of a lorry park at Westenhanger, broached some time ago, had not been pursued and should be reinvestigated.

Councillor Ovenden was concerned that the villages she represented would be used as diversion routes from the A2. Councillor Bond shared the concerns raised by other Members, adding that the expansion of the Port of Dover was only likely to make matters worse. He was incredulous that the trial carried out at Manston had not gone on to test the transfer of lorries from Manston to Dover.



The EKHM sympathised with Members' concerns, particularly those relating to rural roads. He clarified that the plan to release a limited number of trucks was designed to minimise the impact on Sandwich and the A256. Signs were already in place to discourage lorries from entering Sandwich and minor roads as it was evident that the police would be physically unable to resource the scheme. Members were reassured that lorry parking was high on KCC's agenda and a meeting, involving all agencies and authorities, was scheduled for the following month to consider options. Many man-hours had been spent by numerous bodies (including Highways England, Balfour Beatty and Mott McDonald) trying to find a solution.

RESOLVED: That a letter be written by the Chairman on behalf of the Board to the Secretary of State for Transport and Highways England (copied to KCC) expressing the Board's concerns about the use of Manston and the need to find a long-term solution.

#### 18 STREET LIGHTING - LED PROJECT UPDATE

The Dover District Manager (DDM) advised that the consultation period would run from 21 September to 29 November 2015 and not as stated in the report. The proposals would be publicised extensively, including on the radio, on KCC's website and in libraries.

Councillor Eddy stressed that if some sites were being considered for permanent removal, Members should be consulted. Mr P M Wallace criticised the scheme and questioned how much money it would actually save given that £4 million had already been spent on installing timers. He was also critical of the standard of original consultation, and referred to the unpopularity of the scheme with members of the public, as evidenced by a 10,000-signature petition. Both Councillors Bond and Collor stated that they were sceptical of the scheme and in particular the time allowed in providing a meaningful report to the JTB on the outcome of consultation.

RESOLVED: (a) That the report be noted.

(b) That the Chairman writes on behalf of the Board to express its concerns about the very short period allowed between the consultation deadline and reporting the outcome of the consultation to the Dover Joint Transportation Board at its meeting to be held on 10 December 2015.

(Following the departure of the Chairman, Councillor N J Collor assumed the chairmanship of the meeting).

#### 19 HIGHWAY WORKS PROGRAMME 2015/16

The DDM introduced the report which updated Members on works that had been approved for construction in 2015/16. In respect of Appendix A, Members were advised that microsurfacing works to Telegraph Road, Deal had been rescheduled and would now go on next year's programme. Works to Albert Road, Dover had been postponed due to the weather and were now scheduled to start on 28 September. The DDM undertook to pass on concerns raised by Councillor Carter about lorries and other commercial vehicles using the Sandwich toll bridge in order to avoid the A256 Sandwich by-pass during machine resurfacing works. In respect of Appendix B, the DDM acknowledged recent flooding problems experienced in Mill Hill Road raised by Councillor Rowbotham, but explained that this was common

throughout the district and was caused by a lack of capacity in the sewerage system.

In respect of Appendix D, the DDM advised that remedial access works at Buckland Hospital had been completed, but another access was due to be constructed. With regards to Appendix F, the DDM advised that works to path no EB10 (Maxton to Aycliffe) were due to commence in 2 to 3 weeks' time. Works to the North Downs Way at Guston had started and were due to take 6 weeks. Councillor Eddy passed on compliments from a Walmer Parish Councillor regarding the speedy filling of potholes, and reported that a Belisha beacon by a crossing at Marke Wood was not working.

RESOLVED: That the report be noted.

20 EXCLUSION OF THE PRESS AND PUBLIC

That, under Section 100(A)(4) of the Local Government Act 1972, the public be excluded from the meeting for the remainder of the business on the grounds that the item to be considered involves the likely disclosure of exempt information as defined in paragraphs 1 and 2 of Part 1 of Schedule 12A of the Act.

21 APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS

The Corporate Estate and Coastal Engineer introduced the report which outlined details of thirteen disabled parking bay applications and proposed the removal of three bays which were no longer required. Following informal consultation with neighbours, letters of objection had been received in respect of Applications A to E and I to K, with one letter of support received for Application C. Applications A, B, C, D, F, G, H, I, J, L and M met all the criteria and it was therefore recommended that they proceed to the second stage of formal advertisement and, thereafter, be sealed by KCC should no objections be received during the advertisement period.

The Board was advised that Application E met all the criteria. However, KCC guidelines suggested a minimum road width of 3.2 metres to accommodate a parking bay. The road was narrower than this and it was therefore recommended that the application should be refused. The applicant of Application K was not the driver of the vehicle and had access to off-street parking which was provided at cost. The applicant chose not to make use of this, but had been offered use of the access driveway for loading and unloading by the freeholder. The road in question was very narrow and did not meet KCC's minimum width guidelines. The recommendation was therefore that the application should be refused. Whilst Councillor Eddy expressed sympathy for the applicant, the road was very narrow and, given that the individual had driveway access for loading and unloading, he agreed that the application should be refused.

Item N of the report dealt with three bays which were no longer needed.

RESOLVED: (a) That it be recommended that Applications A, B, C, D, F, G, H, I, J, L and M be formally advertised and, in the event that no objections are received, they be recommended for sealing by Kent County Council (with any objections being referred back to a future meeting of the Dover Joint Transportation Board for further consideration).

- (b) That it be recommended that Applications E and K be refused.
- (c) That it be recommended that the three disabled persons' parking bays detailed in Item N of the report be formally advertised with the intention of removing them and, in the event that no objections are received, that they be recommended for sealing by Kent County Council (with any objections being referred back to a future meeting of the Dover Joint Transportation Board for further consideration).

The meeting ended at 8.15 pm.

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**SAFE AND SENSIBLE STREET LIGHTING - UPDATE**

To: Dover Joint Transportation Board  
By: Robert Clark – Project Manager  
Date: 10 December 2015  
Classification: For Recommendation

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**Summary: This report provides an update to Members about Phase 1 of the SSSL project – Trial switch off**

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**1.0 Introduction and Background**

- 1.1 In August 2013, following a Member decision in 2011, the County Council began implementing its Safe & Sensible Street Lighting (SSSL) project to reduce the costs of providing street lighting across the County.
- 1.2 SSSL comprised two phases:  
  
Phase 1 – Trial switch off of surplus lights;  
Phase 2 – Conversion of approximately 60,000 lights to part-night operation.
- 1.3 Details of the sites to be included in the trial switch off (Phase 1), and the proposed hours of switch off and the exclusion criteria for Phase 2, were reported to Members at the Spring 2013 cycle of JTB meetings.
- 1.4 For the trial switch off sites, Members were invited at those JTB meetings to provide any information that should be considered when making the final decision on whether to proceed with the trial. This resulted in some lights being excluded from the trial and some others being amended from a full switch off to being included in Phase 2 – part night lighting.
- 1.5 For Phase 2, Members were asked to comment on the proposed hours of switch off which were 12.00 midnight to 05.30am Greenwich Mean Time (GMT) and 01.00 to 06.30 British Summer Time (BST). Members generally agreed with the proposals for Phase 2.
- 1.6 Both Phases of SSSL were largely completed by autumn 2014 and are currently saving around £1m each year.
- 1.7 This report provides Members with an update on Phase 1 of SSSL.
- 1.8 This report does not include any details about Phase 2 – Part night lighting, as a public consultation with regard to street lighting operation ends on 29<sup>th</sup> November 2015, with a decision anticipated to be made in early 2016.

**2.0 Phase 1 – Trial Switch Off**

**Selection of sites**

- 2.1 The sites selected for inclusion in the trial switch off were those where street lighting is present; however, if these roads were being designed and built today, it is most unlikely that street lighting would be provided.

- 2.2 The purpose of the trial switch off was to establish if there would be any adverse impact on a site if the lights were switched off completely. If it was found that there was no adverse impact, it would be the County Council's intention to consider these lights for removal.
- 2.3 When originally presented to Members at the Spring 2013 JTB meetings approximately 133 sites across Kent totalling around 2500 lights were identified as being potentially suitable for inclusion in the trial switch off. In the Dover district, the sites identified were:

East Kent Access Location A – Sandwich by-pass  
East Kent Access Location B  
East Kent Access Location C  
East Kent Access Location D – Monks Way  
East Kent Access Location E – Ramsgate Road  
East Kent Access South – Ramsgate Road  
A256 By-Pass – Venson, Tilmanstone and Eythorne junctions  
Whitfield Hill  
A257 Ash By-Pass – Sandwich Road  
Betteshanger Road  
Folkestone Road, Farthingloe

These sites are shown on the plan included at Appendix A.

- 2.4 At the JTB meeting Members were invited to consider three options for each site. The options were:
- a) The site should be included in the trial switch off.
  - b) The site should be excluded from the trial but the lights converted to part-night operation
  - c) The site should be withdrawn from the trial switch off and the lights left to operate without change.
- 2.5 Information provided by Members at the JTB meeting was later considered together with other factors such as crime and road safety. A recommendation was then made to the Director of Highways, Transportation & Waste, who made the final decision on whether to include each site within the trial.

- 2.6 As a result of this process, the following sites were included in the trial switch-off:

Whitfield Hill  
A257 Ash By-Pass – Sandwich Road  
Betteshanger Road  
Folkestone Road, Farthingloe

In addition, the following sites were identified as suitable for part-night operation:

East Kent Access Location A – Sandwich by-pass  
East Kent Access Location D – Monks Way  
East Kent Access Location E – Ramsgate Road  
East Kent Access South – Ramsgate Road

The remaining sites were excluded from the trial switch off:

East Kent Access Location B  
East Kent Access Location C  
A256 By-Pass – Venson, Tilmanstone and Eythorne junctions

- 2.7 In respect of sites in other districts in the county the JTB meetings and decision making process resulted in the original 2500 lights being reduced to around 1200 lights that were actually switched off for a trial period.

### **Mitigation works**

- 2.8 A key aspect of the trial switch off was to ensure the absence of lighting did not create an unsafe situation.
- 2.9 Prior to switching any street lights off, each site was inspected to establish the condition of the site and identify the need for any works to be undertaken to ensure that the safety of the site was not affected. The works required were generally found to be carriageway markings, cleaning signs, and for some sites installing reflective road studs.
- 2.10 An additional safeguard that was included in these mitigation works was that strips of reflective material were fixed to individual street lights so they would be picked up by car headlights alerting drivers to the presence of the columns.
- 2.11 All mitigation works were undertaken before any street lights were switched off.

### **Date of switch off**

- 2.12 The date that each site in the Dover district was switched off is shown in the summary tables within paragraph 2.29 below.
- 2.13 On the date of the switch off, information signs with a contact telephone number were erected at each site.

### **Monitoring during the switch off period**

- 2.14 Throughout the period of the trial switch off, the sites were monitored for any adverse impacts that may have been due to the absence of street lighting. The monitoring included:
- a) Liaising regularly with Kent Police in respect of criminal activity.
  - b) Reviewing any Road Traffic Collisions (RTCs) that occurred.
  - c) Reviewing information received from others e.g. Members, the public, Parish and Town Councils, Emergency Services.
- 2.15 If any adverse impact was identified, then following consultation with the Cabinet Member, the street lights were switched back on.
- 2.16 Within the Dover district there were no sites that experienced any adverse impact that required the street lights to be switched back on before the end of the trial.

### **Feedback received**

- 2.17 Following the switch off, a number of enquiries about the trial were received. Most enquiries were received within a few weeks of the date of the switch off and have generally declined in number and frequency since then.
- 2.18 The enquiries were generally from customers who felt that the safety of the road would be reduced without lighting.
- 2.19 Each enquiry was considered and investigated when it was received and a response provided at the time. All enquiries received were considered again as part of the review of the trial switch off.
- 2.20 The number of enquiries received and the date of the most recent enquiry are included in the tables within paragraph 2.29 below.

### **Review of the trial**

- 2.21 Each of the trial switch off sites was reviewed, with the following factors being considered:
- a) Enquiries received

- b) Feedback from Kent Police on crime
- c) RTCs occurring during the trial switch off
- d) Future requirements for street lights at the site.

### **Financial implications**

- 2.22 The objective of SSSL as a whole is to reduce the cost to the County Council of providing street lighting, the savings being made principally from reduced energy consumption and reduced carbon emissions. In preparation for the LED conversion rollout, there are two additional savings that can be realised from the trial switch off sites: future maintenance costs would be eliminated, and the installation costs of new LED lanterns would be avoided.
- 2.23 In order to assess the financial implications of this element of the project a comparison was made between the cost of removing the lights and the cost of retaining the lights.
- 2.24 The cost to remove a light is principally dependent on the nature of the road in which it is located and the extent of traffic management required. In all other respects the works involved are the same regardless of the location and would include disconnection, removal and disposal of the equipment and reinstatement of the highway surface.
- 2.25 The cost of retaining the light was assessed over a period of 15 years as this coincides with the duration of the forthcoming new Street Lighting Term Services Contract.. The costs of retaining the light included installation of a new LED luminaire, replacement of the column if this is likely to be needed within 15 years, energy costs and routine electrical and structural testing.
- 2.26 The comparison of costs shows that the costs of removal are lower than retaining a light over this period of time. A longer period would further increase the cost of retaining the light. Additionally if at some stage it was decided that the lights are no longer required the cost of removal would still be incurred.
- 2.27 Funds have been specifically allocated for the removal of lights associated with the trial switch off and are currently available. If the lights are to be retained the availability of this funding in the future is not certain.
- 2.28 The cost of each of these options is included in the tables within paragraph 2.29 below.

### **Summary of review, financial implications and recommendations for each site**

- 2.29 The findings of the review are summarised in the tables below, together with conclusions and recommendations for each site.

<b>Site</b>	<b>Whitfield Hill</b>
Number of lights	31
Date of switch off	22/08/2013
Number of enquiries received	15
Date of most recent enquiry	January 2015
Number of incidents of crime or ASB occurring during the trial switch off	1
Date of incidents of crime or ASB	December 2013
Number and severity of RTCs occurring in darkness during the trial switch off	1 - SLIGHT
Remarks relating to RTCs	Single vehicle lost control.
Feedback from Development Team	No concerns raised
Feedback from Operations Team	No concerns raised
Cost to remove	£22,500.00
Cost to retain and operate for 15 years	£53,700.00
Other remarks	None
Conclusions	<p>The trial switch-off has not led to an increase in crashes or a significant increase in crime, and although several residents initially expressed concerns about the trial, the reduction in enquiries over time suggests that Kent's residents are now largely accepting of the switch-off.</p> <p>Most of these columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £32,000 over the next 15 years, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>
<b>Recommendation</b>	<b>The recommendation to the Cabinet Member is that the street lights should be removed.</b>



<b>Site</b>	<b>A257 Ash Bypass</b>
Number of lights	28
Date of switch off	23/08/2013
Number of enquiries received	1
Date of most recent enquiry	January 2014
Number of incidents of crime or ASB occurring during the trial switch off	1
Date of incidents of crime or ASB	January 2014
Number and severity of RTCs occurring in darkness during the trial switch off	0
Remarks relating to RTCs	-
Feedback from Development Team	No concerns raised
Feedback from Operations Team	No concerns raised
Cost to remove	£28,000.00
Cost to retain and operate for 15 years	£60,760.00
Other remarks	None
Conclusions	<p>The trial switch-off has not led to an increase in crime or crashes, and other than a single enquiry relating to the bus service, Kent's residents have not commented on these lights being switched off, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>These columns, although in acceptable condition, are likely to need replacing during the next 15 years, so removing them immediately will result in savings to Kent County Council of around £33,000 over this period, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>
<b>Recommendation</b>	<b>The recommendation to the Cabinet Member is that the street lights should be removed.</b>

<b>Site</b>	<b>Betteshanger Road</b>
Number of lights	24
Date of switch off	22/08/2013
Number of enquiries received	0
Date of most recent enquiry	-
Number of incidents of crime or ASB occurring during the trial switch off	0
Date of incidents of crime or ASB	-
Number and severity of RTCs occurring in darkness during the trial switch off	0
Remarks relating to RTCs	-
Feedback from Development Team	Hadlow College may be relocating to this area and use Betteshanger Road as the main access route.
Feedback from Operations Team	No concerns raised
Cost to remove	£12,500.00
Cost to retain and operate for 15 years	£16,750.00
Other remarks	None
Conclusions	<p>Although there has been no increase in crime or crashes since switch-off, and Kent's residents have not commented on these lights being switched off, the likelihood of increased traffic linked to the Hadlow College proposals suggests that there may be a future need to provide lighting to this part of the highway.</p> <p>As the columns at this site are less than half-way through their expected lifespan, they are unlikely to need replacing within the next 15 years, so the cost of continuing to run them over this period would be only around £5,000 more than the cost of removing them. Taking this into consideration, it is recommended that the trial be extended until the columns are fitted with LED lanterns as part of the roll-out of the LED project.</p>
<b>Recommendation</b>	<b>The recommendation to the Cabinet Member is that the trial switch off should be continued until the lights are converted to LED in due course, when they will be switched back on.</b>

Site	Folkestone Road, Farthingloe
Number of lights	61
Date of switch off	23/08/2013
Number of enquiries received	4
Date of most recent enquiry	December 2014
Number of incidents of crime or ASB occurring during the trial switch off	2
Date of incidents of crime or ASB	March 2014 May 2014
Number and severity of RTCs occurring in darkness during the trial switch off	1 – SERIOUS
Remarks relating to RTCs	Foreign vehicle. Police confirmed that the absence of lighting was not a factor.
Feedback from Development Team	No concerns raised
Feedback from Operations Team	No concerns raised
Cost to remove	£45,750.00
Cost to retain and operate for 15 years	£112,870.00
Other remarks	Restoring lighting to 6 columns would align the lit area with the start of the 40 mph speed limit and light the cycle lane.
Conclusions	<p>The trial switch-off has not led to an increase in crashes, and where crimes have been reported the police have not identified lack of lighting as a significant factor, whilst the small number of enquiries received suggest that Kent's residents are largely accepting of the switch-off.</p> <p>Reviewing the site, six of the columns are within the 40 mph speed limit, where they light the cycle lane. To address the safety concerns raised by officers and emphasise the start of the speed limit, it is recommended that these lights be switched back on, and the columns fitted with LED lanterns in due course.</p> <p>All 61 columns are all at the end of their lifespan, so will need replacing within the next 15 years. Removing 55 of them immediately will result in savings to Kent County Council of around £62,000 over that period, with further savings in the longer term. It is thus recommended that the columns outside the 40 mph speed limit be removed.</p>
Recommendation	<b>The recommendation to the Cabinet Member is that the six columns within the 40 mph speed limit should be switched back on immediately and converted to LED in due course, and the remaining columns should be removed.</b>

### 3.0 Legal implications

- 3.1 The County Council has no statutory duty to provide street lighting, but where it does so the lighting must be provided and maintained in accordance with industry good practice.

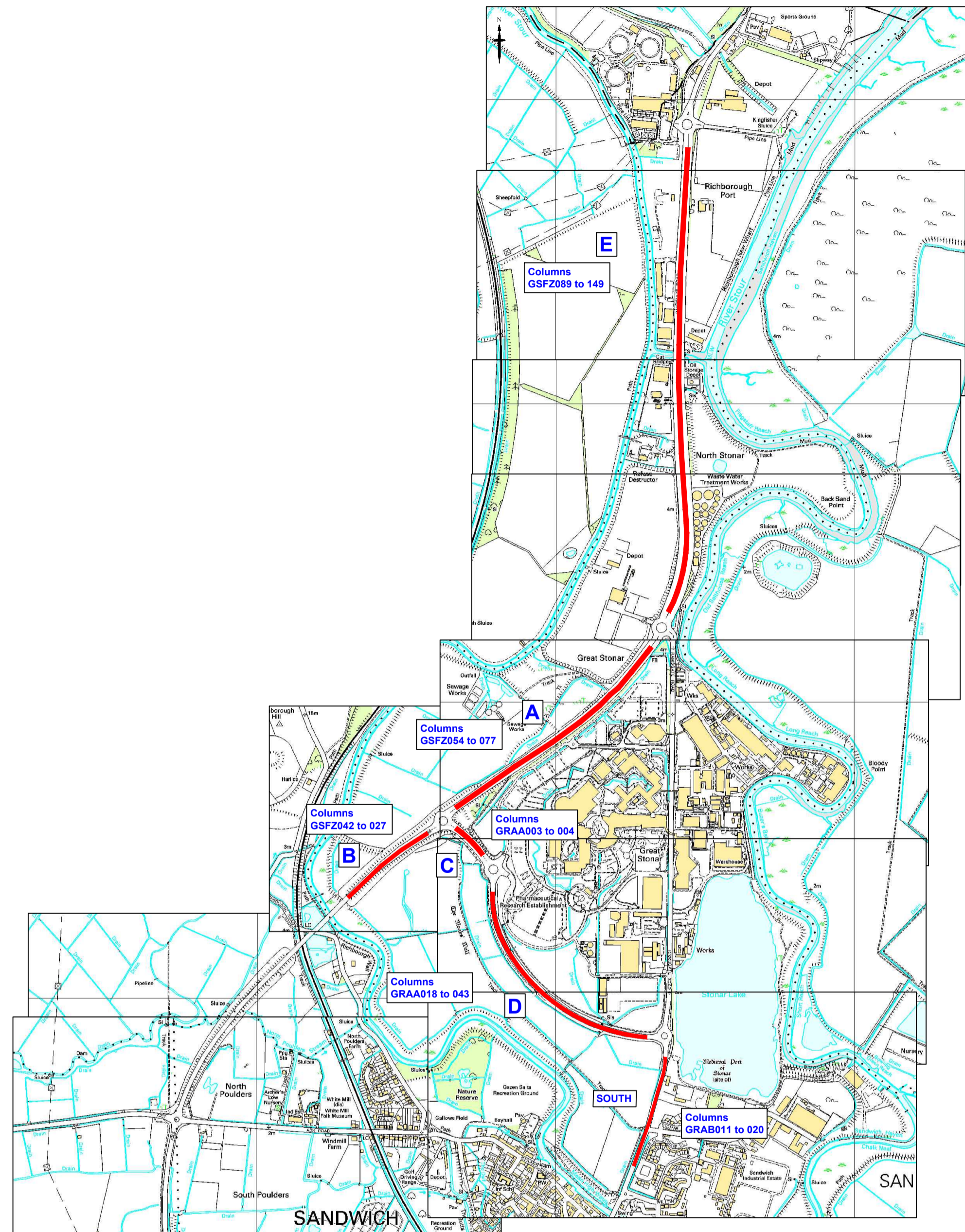
- 3.2 Power for the street lights is supplied by UK Power Networks and switching the lights off for a trial period is acceptable to UKPN, however UKPN will not allow the street lights to remain connected to their network indefinitely if they are not using the power.
- 3.3 If the power to the street lights is removed to satisfy UKPN's requirements the street lights would be considered to be a number of individual highway obstructions. If one of these 'obstructions' were struck, the County Council could be liable for any costs.
- 3.4 In order for the County Council to avoid any legal liability the street lights must be either turned back on or removed.
- 3.5 The presence of a system of street lights in a road restricts vehicle speeds in that road to a maximum speed of 30mph. Where a speed limit in a road with street lights exists that is more or less than 30mph that speed limit would have been made by the creation of a specific Speed Limit Order (SLO).
- 3.6 Where a SLO does not exist the removal of street lights in a road would mean that the road becomes automatically subject to the national speed limit i.e. 60mph for a single carriageway road or 70mph for a dual carriageway.
- 3.7 If the removal of street lights led to the speed limit changing from 30mph to the national speed limit, a SLO would be made to restrict vehicle speeds to a maximum of 30mph.

#### **4.0 Conclusions**

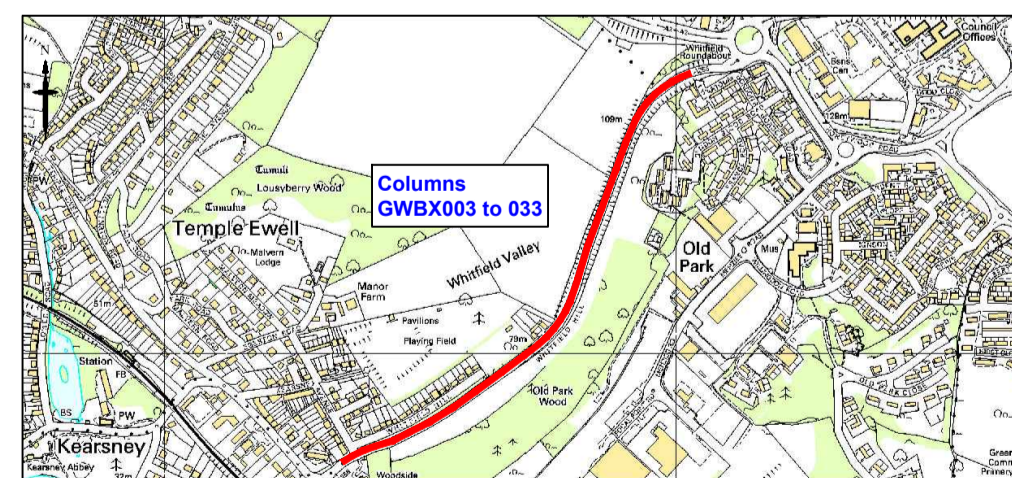
- 4.1 For the majority of sites across Kent that were included in the trial, turning off the lights has not had an adverse effect.
- 4.2 There are a small number of sites where the absence of lighting has had an adverse effect and some of these were returned to lighting during the trial. The review has identified some other sites where the recommendation is that lighting is restored.
- 4.3 To avoid any legal liability the lights must be switched back on or removed.
- 4.4 The cost to the County Council of removing the lights will in every case be less than the cost of turning the lights back on and maintaining them into the future.
- 4.5 The switch off and removal of the lights will this generate financial savings for the County Council.

#### **5.0 Recommendations**

- 5.1 For each site in the summary tables Members are asked to provide any local information that would require the recommendation being made to the Cabinet Member to be changed.

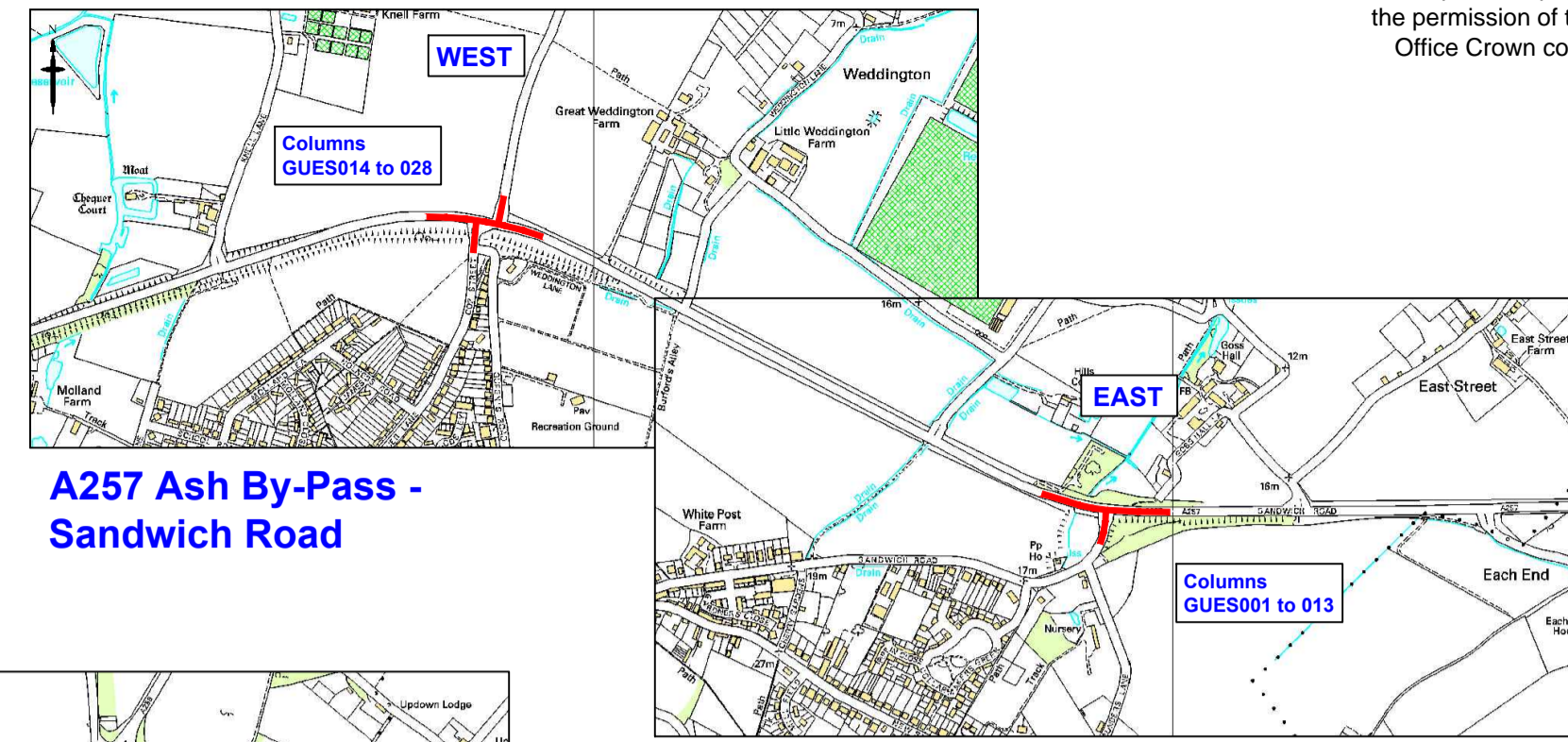


**A256 EAST KENT ACCESS PHASE 1 - Locations A, B, C, D, E  
Ramsgate Road (South)**

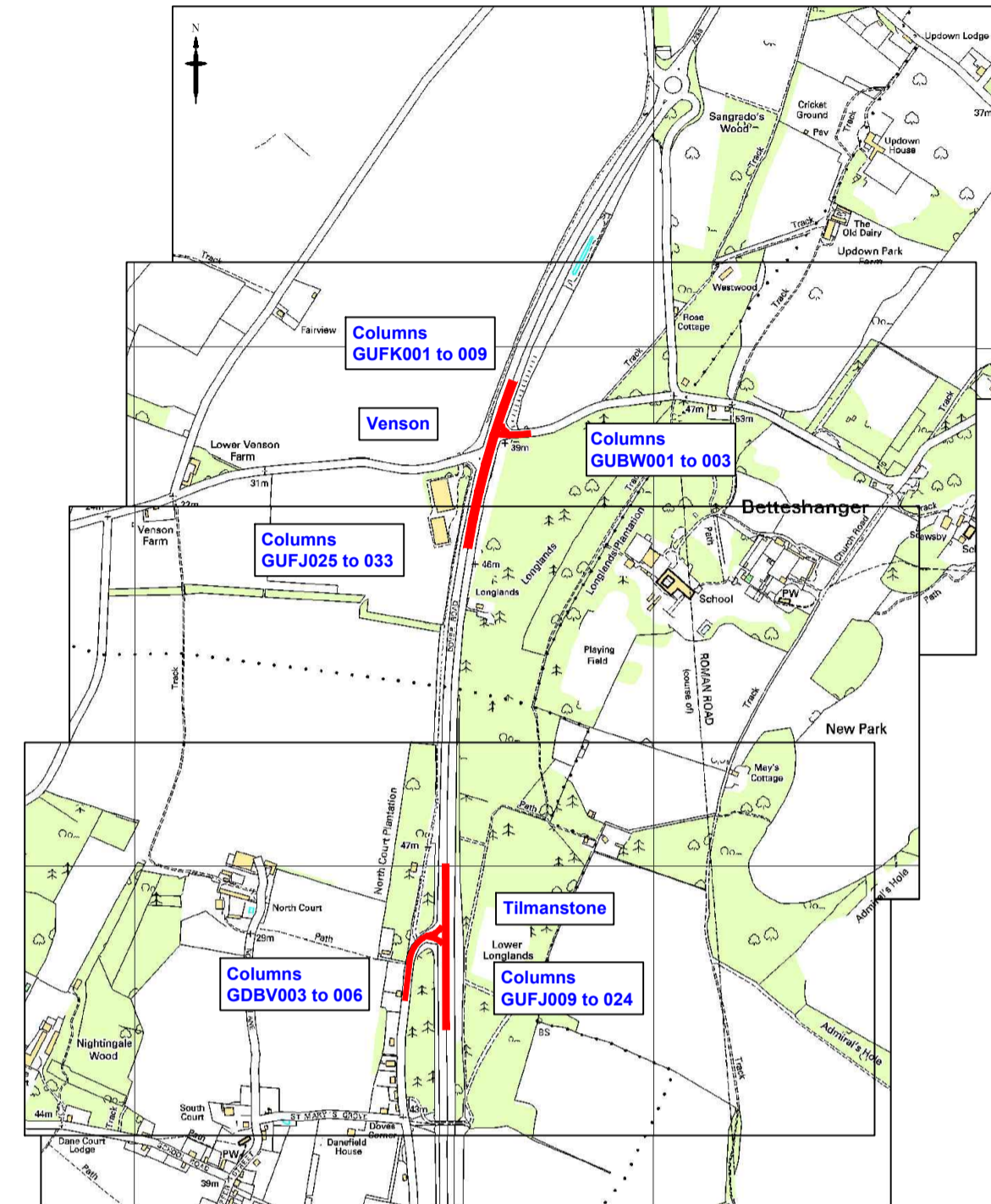


**Whitfield Hill**

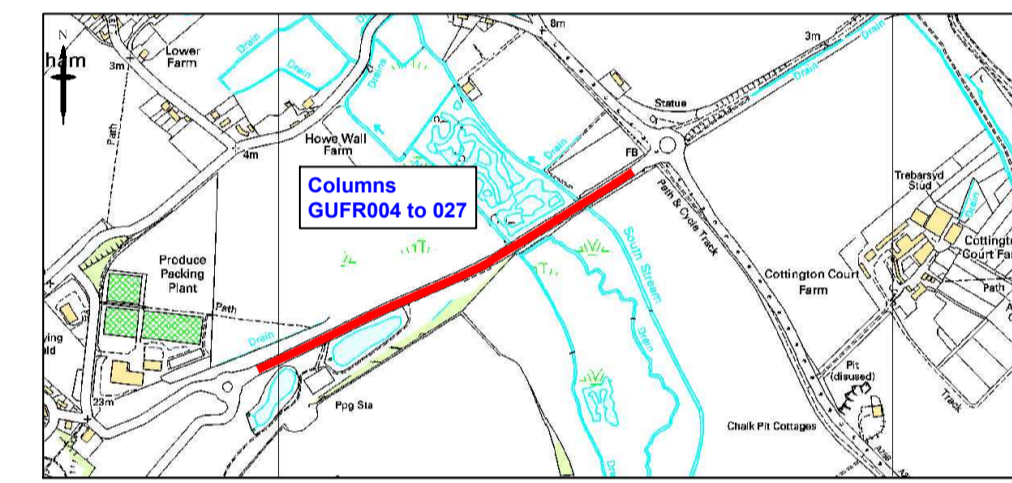
**DOVER**



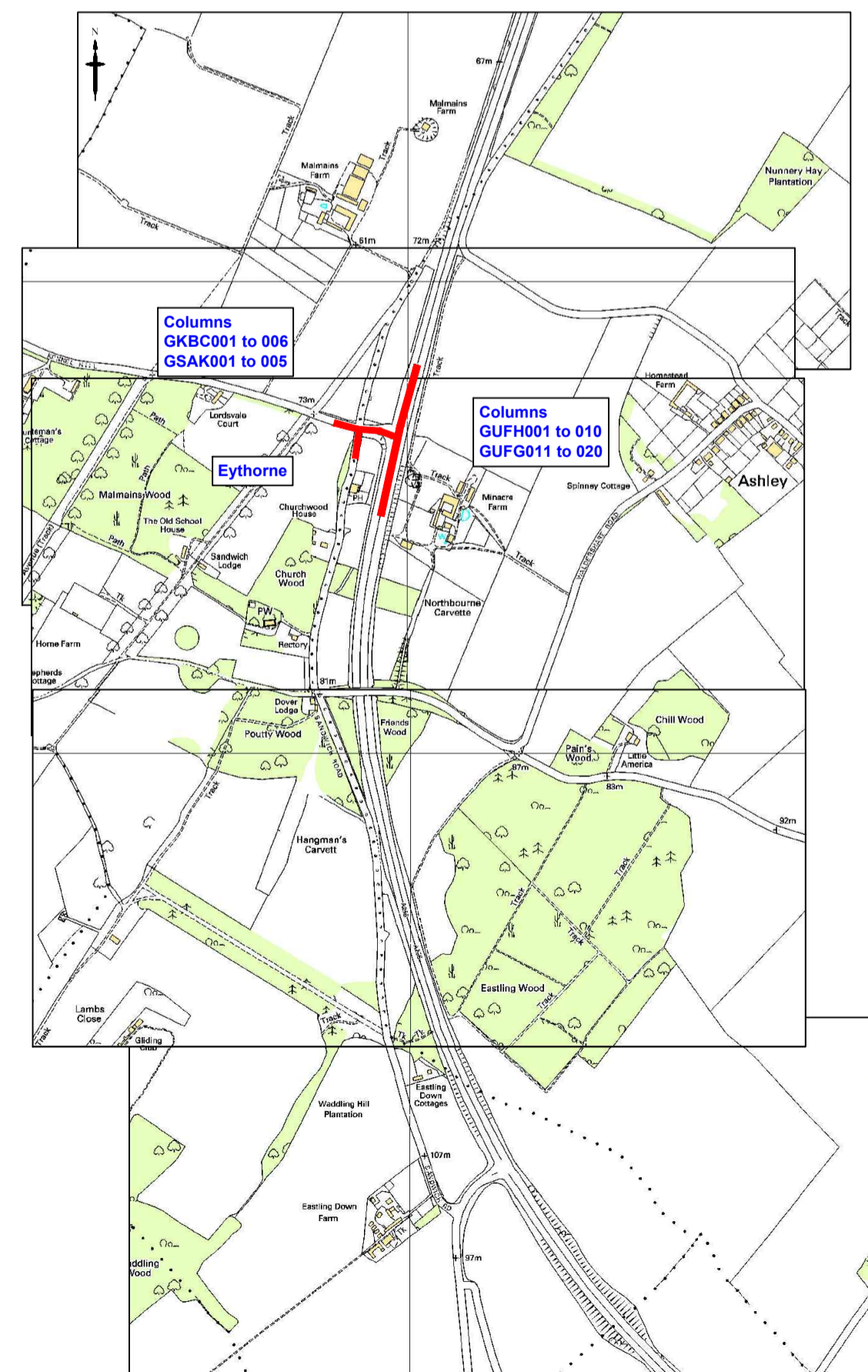
**A257 Ash By-Pass -  
Sandwich Road**



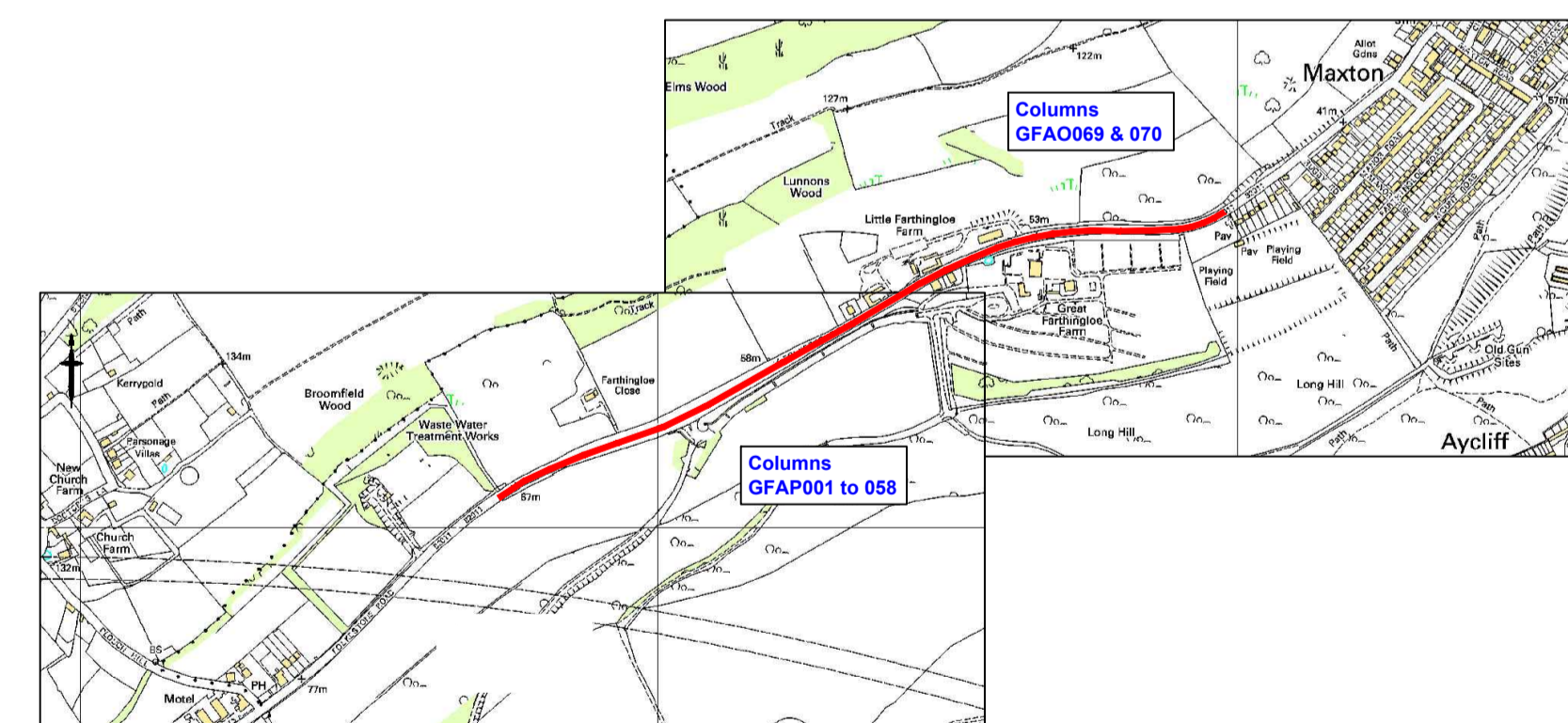
**A256 By-Pass Right Turn Lane - Venson and Tilmanstone**



**Betteshanger Business Park**



**A256 By-Pass - Right Turn Lane - Eythorne**



**Folkestone Road, Farthingloe**

**KEY**

- Extent of Columns to be switched off.
- GUES001 Column Ref No. of columns to be switched off.

2	28/01/2013	Plan Revised for JTB	HC	CH	CH
1	22/01/2013	Notes changed to indicate switch off	HC	CH	CH
0	02/01/2013		HC	CH	CH
Rev	Revision Date	Purpose of revision	Drawn	Checked	Approved



Kent County Council  
Ashford Highway Depot, Javelin Way,  
Ashford, Kent, TN24 8AD  
Tel: 08458 247 800

Project **Safe and Sensible Street Lighting  
Phase 1  
Trial Switch Off of Surplus Lights**

Drawing title

**Location Plan - Dover District**

Drawing status **For Consultation**

Scale **Not to Scale Do not scale**

Drawing number **KCC/HL/ESP/Dover/01** Rev **2**

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

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**PROPOSED WAITING RESTRICTIONS - COOTING ROAD, AYLESHAM**

To: **Dover Joint Transportation Board - 10 December 2015**

Main Portfolio Area: **Environment, Highways and Waste**

By: **Tim Read, Head of Transportation, Kent County Council**

Classification: **For Recommendation**

Ward: **Aylesham** Division: **Dover North**

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**Summary: This report presents the results of the statutory consultation for a Traffic Regulation Order that would result in the installation of 'at any time' Waiting Restrictions (double yellow lines) in Cooting Road, Aylesham.**

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**1.0 Introduction and Background**

**1. Introduction**

- 1.1 Cooting Road is located within the village of Aylesham, and has a 30mph speed limit. The road is bordered on its southwest side by an industrial estate whilst on its north east side there is a mixture of industrial units and hedges/verge. Although the road appears to be only bordered by industrial units, the back gardens of several houses are located the other side of the hedges/shrubs.
- 1.2 Concerns have been raised by local residents about the overnight lorry parking along Cooting Road namely concerns about refrigeration units running, drinking and noisy behaviour, and late night music which causes disturbance, especially on warm nights when they wish to have their windows open. In addition there are environmental health issues such as the use of the area as a lavatory and the presence of bottles and bags of human waste.
- 1.3 The KCC Freight Officer has been involved and has funded multilingual signs stating 'no overnight parking'. These were put up in November 2014 but as these are advisory only the Parish Council comments that they are widely ignored by drivers.
- 1.4 Kent Police have also been involved to address some issues of antisocial behaviour, but as the lorries are not parking illegally, they can do nothing to move drivers on. Kent Police have advised that if waiting restrictions are put in they will assist DDC in periodic enforcement.

**2.0 Traffic Regulation Order**

- 2.1 The County Member, Mr Steve Manion, expressed a desire to fund the investigation and processing of a Traffic Regulation Order to introduce waiting restrictions to help address the problem.
- 2.2 The investigation is being joint funded with Aylesham Parish Council, who has contributed £600 towards it.
- 2.3 It was considered to introduce an overnight restriction of 7am -7pm but due to concerns over weekend parking, Residents requested that a 24hour restriction (double yellow lines) be advertised. A copy of the proposal can be seen in Appendix A.

- 2.4 It is worth considering that such a restriction could have the effect of displacing parking to other areas which may also be environmentally sensitive.
- 2.5 The Traffic Regulation Order was advertised on 21 August 2014. Consultation letters were sent to statutory consultees as well as all the businesses in Cooting Road and a representative of the local residents. The closing date for comments was 14 September 2014
- 2.6 As a result of the consultation, seven responses were received. In addition a petition was received with 27 signatures from 23 companies located within the Aylesham Industrial Estate. A copy of the petition can be seen in Appendix B and the other responses are summarised in Appendix C.
- 2.7 It can be seen from the responses received that despite the apparent problems with lorries parking in Cooting Road, there are also concerns about the effect that all day parking restrictions could have on the operation of businesses in the road. The petition suggests that the proposal is extremely unpopular with local businesses.
- 2.8 The problem seems to be most apparent in the evenings and weekends. It is therefore proposed that a compromise might be the most appropriate approach whereby parking is restricted in the evenings Mon-Sun 7am-7pm, and that Dover District Council be approached with a view to placing bins that can be used for the disposal of litter and other waste products.
- 2.9 This proposal has been put to Mr Manion, The Parish Council and a representative of local residents. The representative understands the need to reach a compromise and therefore was in support of this proposal. She has asked that her e-mail response be made known to Members of the JTB, and is attached in Appendix D. Also attached is an e-mail from another local resident sent in October regarding the problem.
- 2.10 The Parish Council have indicated, in view of the response made by the local residents' representative, they would support the proposal put forward in paragraph 2.8.

### **3.0 Financial**

- 3.1 The scheme is being jointly funded through Mr Manion's Combined Member Grant and Aylesham Parish Council.

### **4.0 Legal implications**

- 4.1 None

### **5.0 Conclusions**

- 5.1 Given the competing factors of public amenity for nearby residents and the business needs of local businesses, it is felt an overnight restriction would be the most balanced way forward.**

### **6.0 Recommendations**

- 6.1 It is recommended that Board Members consider the need to balance the requirements of local resident and local businesses
- 6.2 It is recommended that Board Members approve the progression of waiting restrictions that apply overnight Mon-Sun 7am-7pm.

Contact Officer:	Richard Heaps
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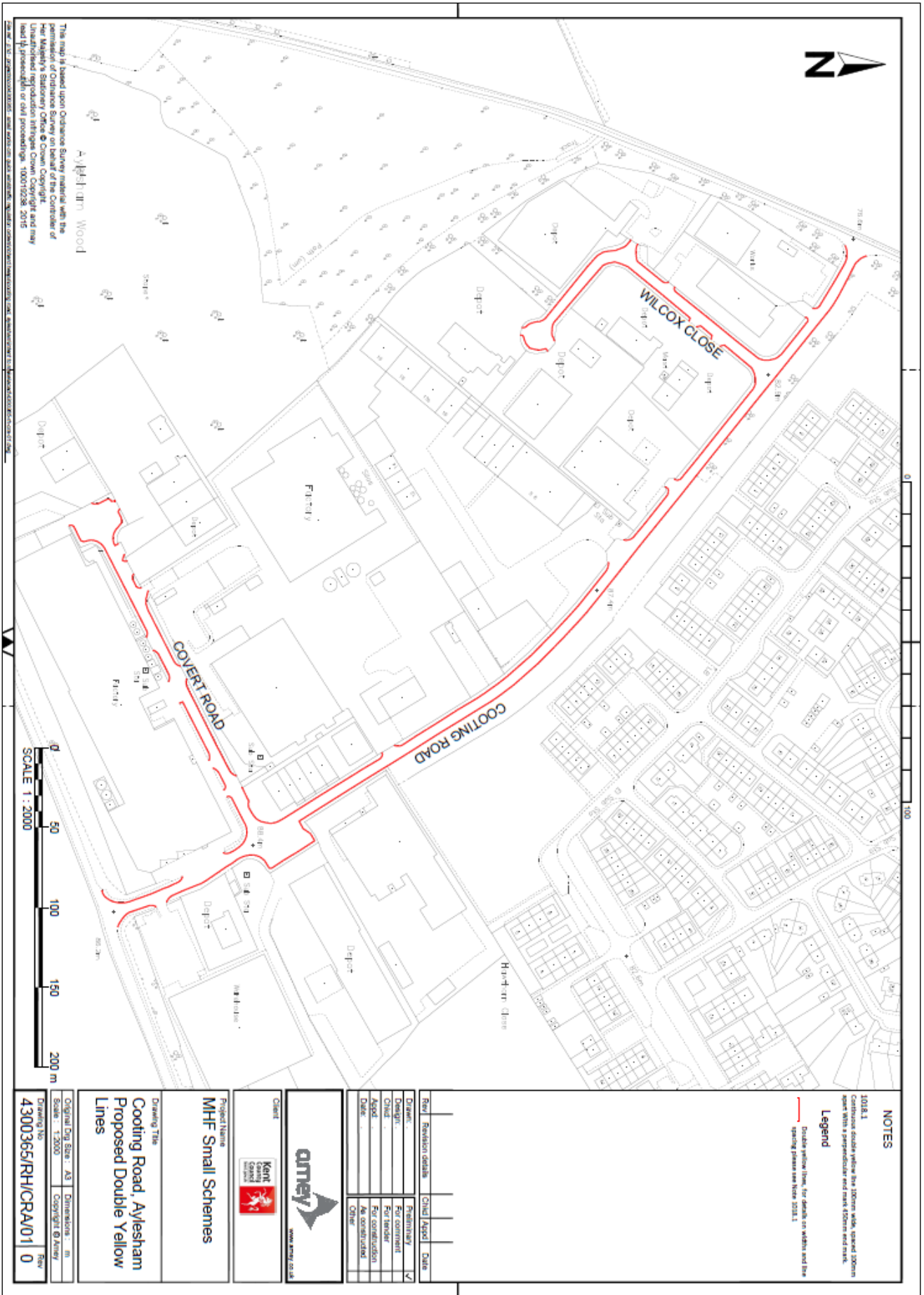
Reporting to:	Tim Read
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***Appendix List***

<i>Appendix A</i>	<i>Plan of the Proposal</i>
<i>Appendix B</i>	<i>Copy of Petition</i>
<i>Appendix C</i>	<i>Summary of Responses</i>
<i>Appendix D</i>	<i>E-mails from Representative of Local Residents</i>



# Appendix A – Plan of the Proposal



**Appendix B – Copy of Petition**

Petition against Kent County Council plans to restrict waiting times and street parking on Aylesham Industrial Estate

KCC Reference: 21/RH/2015

NAME	SIGNATURE	COMPANY
IRISIAN O'NEEDEN		Boss Plant Hire Ltd
GEORGE MICKEN		Alwork
DAVID O'NEEDEN		Geoffrey Demolition.
CHRIS GUY		Geoffrey Demolition
JOY PITCHER		Geoffrey Demolition.
MARK WILLIAMS		GJ Steele.
PHILIP BROWNING		CVMS TRUCK RENTAL LTD
CARL DUNNAGE		MUSTLET PLANT SERVICE.
SIMON ESTON		DSDI LTD
MARTIN HORRUS		AWD ENGINEERING
SCOTT WORSCLEY		KIRKLAND UK.
GARY WORSLEY		AGALCAGE
FARLEY O'NEEDEN		O'NEEDEN CONCRETE.
PETER HOLLAND CERMATRAS LTD		CERMATRAS LTD.
ROD		Aglesham Actos
JAMES EARLE		Aylesham Actos
SPRING		Aylesham Actos
RON WELLSHIP		AYLESHAM HWYS
OLYMPIA TOWNERY.		OLYMPIA TOWNERY.
ARRANNE MILLS		Fudge Kitchen LTD
DAVE ADAMS/AGINC		A. Sains And Embroidery LTD
BRUCE CAMPBELL		EAST HENT RECYCLING
TRIN STELTON		Stelton group
Simon Stelton		STOUR VALLEY GROUP
SMOKE HOOD		WOODS COMMERCIAL SERVICES LTD
STEVE BRID		YMS Travel LTD
Z. WILKINSON		Theatre Traps Ltd
MATT CHAPMAN		SARAFAR AYLESHAM

### Appendix C – Summary of Responses

	Support/ Object	Comment
Kent Police	n/a	<ul style="list-style-type: none"> <li>• No specific observations.</li> </ul>
Local business	Object	<ul style="list-style-type: none"> <li>• Drivers need to take mandatory rest breaks.</li> <li>• Parking take place at weekends and evenings.</li> <li>• Will be difficult to enforce against foreign-registered HGVs.</li> <li>• Money will be better spent on providing a proper HGV facility.</li> </ul>
Local business	Object	<ul style="list-style-type: none"> <li>• Industrial estate is the correct place for HGVs.</li> <li>• Some lorries belong to local businesses.</li> <li>• Nature of business requires 24/7 collection and delivery.</li> <li>• Many are abnormal loads and there are restrictions on movement so sometimes they need to park and wait until they are permitted to move.</li> <li>• Proposal would affect operation of business.</li> <li>• Unnecessary expenditure on part of KCC.</li> </ul>
Local business	Object	<ul style="list-style-type: none"> <li>• Areas are needed for parking.</li> <li>• Area is an industrial estate and therefore there will be commercial vehicles using it.</li> <li>• Will affect operation of business.</li> <li>• By removing parking, traffic speed may increase.</li> <li>• May force operation to transfer to Faversham site and result in loss of local jobs.</li> <li>• Proposes restrictions on one side of road only or restrictions in part of road only.</li> <li>• Issue is overnight, not during the day.</li> </ul>
Local business	Object	<ul style="list-style-type: none"> <li>• Will affect operation of businesses as lorries delivering or picking up often need to wait for space or until they have taken required rest period.</li> <li>• No alternative parking locations will displace lorries elsewhere into village.</li> </ul>
Local business	Support	<ul style="list-style-type: none"> <li>• All their cars and trucks are parked on their site.</li> <li>• Many other trucks park along boundary fence and often obstruct entrance.</li> <li>• Bags of waste thrown over fence into their site.</li> <li>• Any restrictions would need to be enforced.</li> </ul>
Local resident representative	Support	<ul style="list-style-type: none"> <li>• Disturbance from refrigerated units, lorry drivers drinking and loud music.</li> <li>• Public health problem as they use bushes and trees as a toilet.</li> <li>• People walk along here and have to pick their way past litter and human waste.</li> <li>• Only a narrow strip of vegetation between them and houses.</li> <li>• Parking signs have but put up but are ignored.</li> </ul>

## Appendix D – E-mails from Representative of Local Residents

**Subject:** RE: Cooting Road, Aylesham

Dear all

Obviously we are disappointed that 24/7 parking restrictions have been objected to by local businesses, but also appreciate and understand that businesses on the industrial estate must be able to operate fully. The proposal of parking restrictions from 7pm to 7am Monday to Sunday is a good compromise. This still means that lorries won't be able to park all weekend as the restrictions will prevent them staying overnight. I think this will need some initial cooperation from the Police/parking enforcement officers, particularly at the weekends, to ensure that the lorries using the area as a lorry park are moved on/issued with parking tickets before they get settled in for the night.

With reference to worries about the lorries being displaced to other inappropriate areas in the village, I fear this is just a way of saying that people don't want them on view in the village near houses. I am still of the opinion that Cooting Road is an inappropriate place for a lorry park because although they are out of sight, they are just yards from our front doors. I must also point out that now trees have been cut down to make way for the relief road across the green at the top of Boulevard Courriers, the noise from the lorry refrigerated units parked overnight is worse as the trees acted as a baffle to the continual throbbing of the engines.

It was mentioned in an earlier email that I would be able to speak at the Joint Transportation Board meeting in December. Unfortunately I will be unable to attend as I will be working out of the area but would be grateful if this email could be made known at that meeting on behalf of all the residents affected by this problem.

I would also like to reiterate that we do understand the lorry parking needs of the local businesses in this area and hope that we can come to a suitable solution to suit everyone concerned.

Kind regards

Sent from my Windows Phone

Attached pictures.

Thought we might get a break now from lorrys parking on the industrial estate road and it be quieter as summers over but no.

The attached is a refrigeration lorry and has had its motor/engine/transformer or whatever running all night right outside my house.

I've managed to sleep but with only a few interruptions my partner however had to resort to going into the spare room.

This is ridiculous and unfair I know lorry drivers have a job to do but they need to be found proper locations to stop.

Regards

**PROPOSED HIGHWAY IMPROVEMENTS TO SOUTH STREET, DEAL**

To: **Dover Joint Transportation Board - 10 December 2015**

By: **Tim Read - Head of Transportation**

Classification: **For Information**

Ward: **Deal North Ward**

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**Summary: This report provides an update on the progress of a secondary consultation to improve the highway layout on South Street together with installing an extended Bus Stop on the southern side of South Street.**

**This report identifies the issues raised as part of the consultation together with the Officer responses to the points raised.**

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## **1 Introduction**

### **1.1 Existing Arrangements**

South Street is an extremely busy area fronted by a number of small businesses generating a high number of pedestrian and vehicular movements all times of the day. South Street is currently one-way travelling East to West and is approximately 15m in width with little designation for its multiple users. The road space is filled with a mix of pedestrians, cyclists, cars, taxis and multiple sized delivery vehicles and buses.

South Street acts as a main focal point for buses in the Deal area with many services terminating and connecting thus laying over here. Given the importance of South Street as 'bus hub', buses (Including Stagecoach, National Express and School buses') often park 2 or 3 abreast in South Street, causing both congestions and concerns to highway safety for all road users. During certain times of the day when multiple buses are in South Street, pedestrians are forced to walk in the carriageway between parked vehicles including buses. The situation in South Street is far from ideal and although the crash record is relatively low, issues over pedestrian safety and the encouragement of sustainable transport use have come into dispute.

### **1.2 Proposed aims and objectives**

The proposals for improvement in South Street can be summarised as:

- Improve pedestrian facilities and reduce the carriageway width
- Improve pedestrian, bus user and general road safety
- Rationalise the conflict between the various users by reallocating road space
- Encourage the use of sustainable travel by providing bus interchange improvements
- Improve on street Bus facilities
- Provide for Taxi's, loading, buses, through traffic and passing trade
- Improvement to the street scene
- To reiterate, the proposals are to improve the services for residents and passengers of Deal as set out in the Dover Quality Bus Partnership Group.

### **1.3 Proposed alterations to achieve the aims and objectives**

Kent County Council has received funding to provide improvements on South Street for all road users. Below is a summary of the proposals that can be seen in Appendix A:

- Maintaining existing flow of traffic on South Street allowing buses to align on the southern carriageway reducing the necessity of buses parking side by side blocking the carriageway
- Footway widening to the northern and southern footways
- Taxi Bays to remain on the northern side of South Street
- Improved Crossing Facilities on South Street for all road users
- Improved Street Scene for South Street including resurfacing of footways
- Provision of a loading bay on South Street to be utilised by local businesses on a daily basis

## **2 – South Street Alterations Consultation**

### **2.1 Secondary consultation on proposals**

Due to the number of objections received during the previous consultation, amendments were made to the design taking into account the objections. It was therefore decided to undertake a secondary consultation allowing consultees to respond to the proposals. The secondary consultation started on 23/10/2015 and ended 13/11/2015. Letters were dropped to the businesses and residents on South Street together with erecting notices on site identifying the proposals to residents, businesses and road users. Traffic Orders have also been advertised to coincide with the initial consultation. Kent County Council also undertook a secondary exhibition on 06/11/2015 held at the Deal Town Hall in Deal allowing residents and businesses to comment on proposals.

Kent County Council has received **4 letters of objection to the scheme**, below is a summary of issues raised during the consultation period together with comments to overcome some of the said concerns.

**Bus Stop Length too long on South Street** – Residential properties at the junction on South Street/Victoria Road have raised concerns with Double Decker Buses being at the same height as the properties above the shops.

*Officer Recommendation – Reduce the length of the Bus Stop to allow a short section of road space to be utilised overnight. Road space from end of Bus Stop to Police Parking Bay, to remain as Single Yellow Lines as existing.*

**Taxi Concerns regarding accessibility issues** – There has been numerous concerns raised at the exhibition with the potential ‘blocking in’ of taxis. The concern is when a taxi not at the front of the queue is called out to a pick up.

*Officer Recommendation – Maintain segregation on South Street but use different materials ‘Concrete Setts or different coloured surfacing’ on the carriageway to allow Taxis to over-run the area. Section of kerbing has to be installed to provide safe access to Loading Bay.*

**Removal of Bus Stand on Beach Street** – An objection was raised at the exhibition regarding the location of the Bus Stand due to possible congestion caused by parked buses.

*Officer Recommendation – Discuss location with Dover District Council to seek whether existing space for Coaches on Beach Street can also be utilised by Buses. This will be a separate exercise and will not form part of this scheme as it will need a further consultation due to Traffic Orders needing to be advertised.*

**Deal Town Council** supports the amendments based on the recommendations above but still has concerns regarding Bus movements which will be discussed with Dover District Council. The Town

Council have concerns with the number of buses in South Street and have asked for the existing National Express service to be relocated away from South Street on to Beach Street.

They have also asked that the proposed Bus Stand on Beach Street in the vicinity of Regent House be relocated onto the other side of the carriageway. This will involve potentially relocating some parking on Beach Street to accommodate this. This will be a separate exercise and will not form part of this scheme as it will need a further consultation due to Traffic Orders needing to be advertised.

*Officer Recommendation – Discuss Bus concerns with Deal Town Council and Dover District Council to utilise the road space in Beach Street.*

Kent County Council received **2 responses supporting** the scheme proposals.

**The revised drawing taking into account officer recommendations can be seen in Appendix B**

### **3 Finance**

Kent County Council has been allocated funding for improvements at South Street. The funding has been allocation through The Local Growth Fund from Central Government. The budget allocated is £200,000 to improve the highway layout and street scene in South Street for all road users.

### **4 Conclusions**

The re-design has taken into account many valuable points identified in the initial consultation. The secondary proposal shows amendments to the highway layout whilst still achieving the objectives set out as part of the scheme. As we have received fewer than 5 written objections, Roger Wilkin – Acting Director of Highways, Transportation and Waste has delegated authority to approve and progress the scheme under delegated powers. Therefore this report is for information only.

As a result of the consultation, Officer Recommendation to proceed with the proposed design taking into account the officer recommendations listed as part of the secondary consultation.

### **5 Recommendations**

It is recommended to proceed to the construction phase inclusive of the amendments shown in Appendix B. Consultation works on Beach Street to be progressed early 2016.

#### **Contact Officers**

Ben Hilden – Project Engineer - 03000 413668

[ben.hilden@kent.gov.uk](mailto:ben.hilden@kent.gov.uk)

#### **Annex List:**

Appendix A – South Street Secondary Consultation proposals

Appendix B – Revised Drawing subject to Consultation responses.

Appendix C – Equality Impact Assessment Form



**Appendix B**  
**South Street, Deal**  
**(Alternative Layout)**

Drawing No: KCCJST06/002





South Street, Deal  
(Revised Layout)

Drawing No: KCCJST06/002A

**KENT COUNTY COUNCIL  
EQUALITY ANALYSIS/IMPACT ASSESSMENT (EqIA)**

**This document is available in other formats, Please contact  
Ben.hilden@Kent.gov.uk or telephone on 03000 413668**

**You need to start your Equality Analysis and data collection when you start to create or change any policy, procedure project or service**

**When developing high-level strategies under which other policies will sit, if those policies are jointly owned by KCC and partner organisations, they will need to take the partnership approach to EqIAs,**

Please read the EqIA GUIDANCE and the EqIA flow chart available on KNet.

**Directorate:** Growth, Environment and Transport

**Name of policy, procedure, project or service**  
South Street, Deal – Bus Hub Improvements

**What is being assessed?**  
Capital project

**Responsible Owner/Senior Officer**  
Andy Corcoran/Tim Read

**Date of Initial Screening**  
30/03/2015

**Date of Full EqIA :**  
30/03/2015

<b>Version</b>	<b>Author</b>	<b>Date</b>	<b>Comment</b>
1A	BH	30/03/2015	First issue

March 2014

**Screening Grid**

Characteristic	Could this policy, procedure, project or service, or any proposed changes to it, affect this group less favourably than others in Kent? YES/NO If yes how?	Assessment of potential impact <b>HIGH/MEDIUM</b> <b>LOW/NONE</b> <b>UNKNOWN</b>		Provide details: a) Is internal action required? If yes what? b) Is further assessment required? If yes, why?	Could this policy, procedure, project or service promote equal opportunities for this group? YES/NO - Explain how good practice can promote equal opportunities
		Positive	Negative	Internal action must be included in Action Plan	If yes you must provide detail
Age	No	Low	Low	No	No
Disability	No	Low	Low	No	No
Gender	No	Low	Low	No	No
Gender identity	No	Low	Low	No	No
Race	No	Low	Low	No	No
Religion or belief	No	Low	Low	No	No
Sexual orientation	No	Low	Low	No	No
Pregnancy and maternity	No	Low	Low	No	No
Marriage and Civil Partnerships	No	Low	Low	No	No
Carer's responsibilities	No	Low	Low	No	No

## Part 1: INITIAL SCREENING

**Proportionality** - Based on the answers in the above screening grid what weighting would you ascribe to this function – see Risk Matrix

<b>Low</b>	<b>Medium</b>	<b>High</b>
Low relevance or Insufficient information/evidence to make a judgement.	Medium relevance or Insufficient information/evidence to make a Judgement.	High relevance to equality, /likely to have adverse impact on protected groups

State rating & reasons

This project is designed to benefit all users of the Highway network in Kent

### Context

The scheme is designed to reduce journey times and congestion

### Aims and Objectives

The aim of this project is to improve journey times by reducing congestion and to ensure pedestrians of all types can use the network at this junction safely

### Beneficiaries

All users of the public highway

### Information and Data

The scheme has been designed using data from traffic count surveys and junction modelling and is based on a predicted 10 year growth pattern

### Involvement and Engagement

The scheme and outcomes are to be reported to members via Joint transportation board meetings. A press release will be issued prior to the start of construction and a letter drop to surrounding properties will take place in advance of works

### Potential Impact

None

March 2014

**Adverse Impact:**

None

**Positive Impact:**

The scheme when installed will improve journey times locally by minimising peak time congestion

**JUDGEMENT**

**Option 1 – Screening Sufficient** **YES**

Following this initial screening our judgement is that no further action is required.

**Monitoring and Review**

We will undertake to review this assessment should the scope of the scheme change during the design process.

**Sign Off**

I have noted the content of the equality impact assessment and agree the actions to mitigate the adverse impact(s) that have been identified.

***Senior Officer***

Signed: \_\_\_\_\_ Name: \_\_\_\_\_

Job Title: \_\_\_\_\_ Date: \_\_\_\_\_

**DMT Member**

Signed: \_\_\_\_\_ Name: \_\_\_\_\_

Job Title: \_\_\_\_\_ Date: \_\_\_\_\_

**Equality Impact Assessment Action Plan**

<b>Protected Characteristic</b>	<b>Issues identified</b>	<b>Action to be taken</b>	<b>Expected outcomes</b>	<b>Owner</b>	<b>Timescale</b>	<b>Cost implications</b>

## LOCAL WINTER SERVICE PLAN

**To:** Dover Joint Transportation Board  
**By:** Andrew Loosemore – Head of Highway Operations  
**Date:** 10 December 2015  
**Classification:** Information only

**Summary:** This report outlines the arrangements that have been made between Kent County Council and Dover District Council to provide a local winter service in the event of an operational snow alert in the borough/district

### Introduction

1. Kent County Council Highways, Transportation & Waste (KCC HTW) takes its winter service responsibilities very seriously and is proactive as well as reactive to winter weather conditions. Winter service costs KCC in the region of £3.2m every winter and needs careful management to achieve safety for the travelling public and to be efficient. The Highways Operations teams in HTW work to ensure that the winter service standards and decisions made are consistent across the whole county.

HTW prepares an annual Winter Service policy and plan which are used to determine actions that will be taken to manage its winter service operations. The policy was approved at the Environment, Highways and Waste Cabinet Committee on 16 September 2015.

### District based winter service plans

2. The Local Winter Service Plan for the Dover District is a working document. It will evolve and be revised as necessary throughout the year. This document complements the KCC Winter Service Policy and Plan 2015-16, which will be available on the KCC website. Following successful work in previous years with district councils, arrangements have again been put in place this year whereby labour from district councils can be used during snow days. Additionally HTW will supply a quantity of a salt/sand mixture to district councils to use on the highway network. The details are contained in the plan which enhances the work that HTW will continue to do in providing a countywide winter service. The local plan comes into effect when a snow operational alert is declared that affects the district of Dover.

<http://www.kent.gov.uk/roads-and-travel/what-we-look-after/winter-service>

### Pavement clearance

3. Areas for clearing pavements have been identified in the local plan. These are the areas where local knowledge has indicated that people are concerned and would most like to be kept clear when there is snow and ice.

## **Farmers**

4. The work that our contracted farmers have done in recent years is greatly appreciated and has made a big difference in keeping rural areas clear on snow days. Again this year farmers will have predetermined local routes and will use their own tractor and KCC ploughs for clearing snow. The ploughs supplied are serviced by KCC each year. Each farmer will have plans detailing the roads that they are responsible for ploughing. When snow reaches a depth of 50mm on roads in their areas the farmers will commence ploughing notifying KCC as agreed in their contract. A list of farmers and their contact details can be found in the local plan, (although some personal information will not be available via this report or the website due to Data Protection legislation).

## **Conclusion**

5. Working in partnership with the district councils will enable HTW to provide an effective winter service across the county.

## **Recommendations**

**6. Members are asked to note this report.**

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Attachments: Appendix 1 – Local Winter Service Plan (redacted version)

<b>Background documents:</b> <b>Kent County Council Winter Service Policy and Plan 2015/16</b>
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## **Contact officer:**

Steve Rivers -Tel: 03000 41 81 81



**KENT COUNTY COUNCIL  
HIGHWAYS AND  
TRANSPORTATION**

**Dover  
Local Winter Service  
Plan**

**2015/16**



Redacted Version 1 - 02/10/15

## 1. Winter service procedure

During normal working hours the District Manager will deal with all winter service matters, including managing local action in snow/ice emergencies. The Duty Officer (DO) will assume control out of hours. District Manager (DM) will also ensure that adequate support is provided to DO out of hours in emergency situations and that a suitable handover briefing takes place at the start and end of the normal working day. See Appendix 1 for personnel roles in winter service.

- 1.1 The DO will commence duty at 1700 hours on Friday until 1700 the following Friday and will be responsible for all the actions below. Assistance will be given but the ultimate responsibility will be with the DO.
- 1.2 Immediately after 1400 hours daily the weather forecast/information will be available on email/telephone on 03000 413111. (Update forecasts may be available at 21.30 hours each day, or when issued.)
- 1.3 **Instructing and recording actions** –The DO will record action taken on the Winter Service action sheet (attached as Appendix 2). The District team will record all Ad Hoc actions on the winter service action sheet. Email to Amey; this will instruct them of the action that is needed. Provide as much detail as possible on the form. In the event that additional actions are needed, confirm by phone with the Amey Duty Supervisor. If, in the opinion of the duty officer, or on a site check, different action is taken to that recommended by the Winter Duty Officer (WDO), please inform the WDO. Amey will be informed directly of the main action. DO will decide and instruct on any other action needed.

The winter service action sheet should also be copied by email to the relevant Priority Response Officer (PRO), DO and Highways Manager (HM). The PRO will ensure that a WAMS order is raised as soon as practicable. The PRO will save the form in the designated folder on the H&T IT system.

- 1.4 At weekends/bank holidays the winter forecast/action will be sent out at 14.00 hours or soon thereafter. In the event that a forecast is not received the DO will phone the KCC forecast on 03000 413111 to receive forecast and instructions.
- 1.5 If there are any changes, i.e. rain, contact the Amey Winter Duty Supervisor as soon as possible to cancel/ amend the instruction and inform the WDO
- 1.6 A snow/ice emergency can be declared by a HM or in exceptional circumstances by the WDO. In the event of a snow/ice emergency being declared, strategic action should be considered, i.e. opening an Emergency Room and calling in other staff etc.
- 1.7 In a declared snow emergency the treatment priorities are primary routes and secondary routes followed by recorded snow clearance priorities when resource allows and finally anything reported by the public etc. All urgent public reports will be entered as enquiries into the WAMS system and followed up accordingly.  
Sections of primary and secondary routes that we are unable to clear using lorry mounted ploughs, due to on street parking, will be attended to as resources permit.

## 2. Useful Phone numbers/sites

### Weather

KCC Weather 03000 413111

Metdesk

### Senior Management - Operations

Carol Valentine	
Toby Howe	
Andrew Loosemore	

### Winter Service Manager

Carol Valentine	
-----------------	--

### Winter Duty Officers 2015/16

WDO	Office telephone	Home telephone	Mobile
Earl Bourner			
Carol Valentine			
Toby Howe			
Richard Emmett			

### District Managers

Name	District	Telephone number
Steve Rivers	Dover	
Alan Blackburn	Swale	
Paul Valek	Thanet	
Chris Maw	Canterbury	
Julian Cook	Sevenoaks	
Mark Simmons	Tonbridge& Malling	
Earl Bourner	Tunbridge Wells	
Richard Emmett	Maidstone	
John Reynolds	Dartford	
Lisa Gillham	Gravesham	
Pauline Rockett	Shepway	
Lisa Holder	Ashford	

## Engineers

Name	District	Telephone number
Stephanie Wadhams	Dover	
Jamie Cunningham	Swale	
Kingsley Williams	Thanet	
Kevin Abell	Canterbury	
Lee Goodman	Ashford	
James Bowen	Shepway	
Mike Payton	Sevenoaks	
Roger Beasley	Dartford	
Mike Payton	Tunbridge Wells	
Sue Laporte	Maidstone	
Jez Massey	Tonbridge & Malling	
Tony Atherton	Gravesham	

## Other

Name	Position	District	Telephone number
KCC contact centre			03000 418181
KCC contact centre priority nos			
Traffic Link (informs all radio stations)			

**Police Force Control** switch board (24/7)

**Highway England** 0300 123 5000

**Other numbers specific to your area.**

Dover District Council – 01304 821199

Dover Duty Cleansing 9-5 -  
Barry Finch (DDC – salt bins) –  
Sue Carr DDC Resilience Officer  
Teresa Young KCC Emergency Planning Officer  
KCC Emergency Planning Centre

**KCC Highway & Transportation Inspectors/ Stewards / HUB**

### Stewards

Paul Hubbard  
Craig Marsh  
Michelle Matthews

### PRO

Nicky Harrison

3. **Team duty officer rota**  
See Appendix 4.
4. **Senior duty officer rota**  
See Appendix 5.
5. **Amey depot staff rota**  
See Amey plan
6. **Farmer snow plough**  
See Appendix 7.
7. **Alphabetical list of roads & Traffic calming features on primary routes**  
See Appendix 8.
8. **Snow clearance priorities, with details by town/area in priority order**  
See Appendix 9.
9. **Plans of primary and secondary routes**  
See Appendix 10
10. **Spot salt list i.e. wet spots on and off precautionary routes.**  
See Appendix 11
11. **Emergency primary actions**  
See Appendix 12
12. **Salt bin locations**  
See Appendix 13  
**Parish salt bag locations**  
See Appendix 14
13. **Local agreements/actions with Districts/others**

### **Pavements**

During snow days arrangements will be made to clear pavements in key town centre and other areas as identified and agreed by district council and H&T staff. The prioritised pavements/footways are identified in this document.

## **14. Emergency local control centres**

KCC Highway Depot  
Ash Road  
Sandwich  
CT13 9HZ

Dover District Council  
White Cliffs Business Park  
Honeywood Parkway  
Whitfield  
Dover  
CT16 3PT

## **Appendix 1**

### **Personnel Roles**

Duty Officer (DO), is the DO who assumes responsibility for winter service out of hours and is usually the same DO that would deal with all out of hours calls.

Winter Duty Officer (WDO) is the H&T officer who receives weather forecasts and decides the appropriate salting actions.

Amey Winter Duty Supervisor (EWDS) is the Amey officer who arranges the Amey out of hours winter service actions

Highway Manager (HM) will declare a snow/ice emergency when appropriate

District Managers will co-ordinate action during normal office hours in conjunction with the WDO and where necessary the relevant HM

Appendix 2

# ENGINEER'S INSTRUCTION

---

**Contract:** Winter Service 2015/16

**Contractor:** Amey

---

The Contractor is instructed to act on or carry out work in accordance with the undernoted instruction.

Instruction Number .....

Date ..... Time .....

**Issued under the authority of Clause 7(1) of the conditions**

---

Action

..... for (evening/morning of ..... 2015/16

(other .....

Engineer's Representative .....

Appendix 3

WINTER SALTING REQUEST FOR:						
Parish - Road	C/W, F/W, Salt Bin Fill	CSM Log	Suitability for gritter or hand salt	Route Priority Primary, Secondary, Other	Inspector knowledge if needed	Budget Code
Shoreham -	CW	1000000000	HS	S		
Shoreham Rd	CW	1000000000	HS	S		
London Road	FW	1000000001	Gritter	O		
Richards Close	SBF	1000000002	Gritter	S		

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## Appendix 4

## Appendix 5

### APPENDIX B – Winter Duty Rota

	<p><b>Kent County Council</b>  <b>Highways and Transportation</b>  <b>Operational Winter Service Period 2014-2015</b>  <b>Winter Duty Officer Rota</b>  <b>Kent Road Weather Forecast is available on</b>  <b>telephone 03000 413111</b></p>
--	--

	Winter Duty Officer
16 October 2015	Richard Emmett
23 October 2015	Toby Howe
30 October 2015	Carol Valentine
06 November 2015	Richard Emmett
13 November 2015	Earl Bournier
20 November 2015	Toby Howe
27 November 2015	Carol Valentine
04 December 2015	Richard Emmett
11 December 2015	Earl Bournier
18 December 2015	Toby Howe
27 December 2015	Richard Emmett
01 January 2016	Toby Howe
08 January 2016	Earl Bournier
15 January 2016	Carol Valentine
22 January 2016	Richard Emmett
29 January 2016	Earl Bournier
05 February 2016	Toby Howe
12 February 2016	Carol Valentine
19 February 2016	Richard Emmett
26 February 2016	Earl Bournier
04 March 2016	Toby Howe
11 March 2016	Carol Valentine
18 March 2016	Richard Emmett
25 March 2016	Earl Bournier
01 April 2016	Toby Howe
08 April 2016	Carol Valentine

## Appendix 6 – N/A

## Appendix 7

## Appendix 8

Road	Area	Route	Feature
Astor Avenue	Dover	Primary - Dover	Traffic calming site
Bunkers Hill Road	Dover	Not on route	Too steep
Clarendon Place	Dover	Secondary - Dover A	Parked cars
Douglas Road	Dover	Not on route	Traffic calming site
Eaton Road	Dover	Primary - Dover	Traffic calming site
Eythorne Road	Shepherdswell	Primary - Sandwich 3	Traffic calming site
Freemans Way	Deal	Not on route	Traffic calming site
Goschen Road	Dover	Not on route	Traffic calming site
Lowther Road	Dover	Not on route	Traffic calming site
Melbourne Avenue	Dover	Primary - Dover	Traffic calming site
Mill Hill	Deal	Primary - Sandwich 4	Traffic calming site
Mount Road	Dover	Secondary - Dover A	Parked cars
Park Street	Deal	Secondary - Dover B	Traffic calming site
Salisbury Road	Deal	Primary - Sandwich 4	Traffic calming site
Sandown Road (from Alfred Square to Godwin Road)	Deal	Secondary - Dover B	Traffic calming site
Sandown Road (Godwin Road to dead end)	Deal	Not on route	Traffic calming site
Sandwich Road	Whitfield	Primary - Sandwich 3	Traffic calming site
Sandwich Road	Eythorne	Not on route	Traffic calming site
Shakespeare Road	Dover	Not on route	Too steep
Shepherdswell Road	Eythorne	Primary - Sandwich 3	Traffic calming site
South Road	Dover	Primary - Dover	Traffic calming site
Tower Street	Dover	Primary - Dover	Traffic calming site
Upper Street	Kingsdown	Primary - Sandwich 9	Parked cars

		pod	
Wyndham Road	Dover	Not on route	Traffic calming site
Church St St Marys	Sandwich	Not on route	Traffic calming site

## Appendix 9

### DOVER

Pencester Road  
 Pedestrian shopping area  
 London Road/High Street  
 Coombe Valley Road

Bus area and shops  
 Market Sq to Town Hall  
 Up to Cherry Tree Avenue  
 Around *Buckland Hospital*

Folkestone Road

Length to railway station

### DEAL

High Street  
 South Street  
 Park Street  
 West Street  
 Broad Street/Queen Street  
 London Road, Bowling Green Lane  
 Mill Hill  
 The Strand

Precinct areas

*Deal Hospital*  
 Shops  
 Starting at The Cedars surgery

### OTHER

Sandwich  
 Aylesham  
 Eastry

Town centre, Guildhall, Market Street, King Street  
 Shops and Market Place  
 High Street/Surgery

<b>Ambulance Stations</b>	
Deal	Bowling Green Lane, Deal( included with Hosp above)
Dover South	Winchelsea Road, Dover CT17 9TT
Dover North	Menzies Road, Dover CT16 2HQ
<b>Fire Stations</b>	
Dover	Ladywell, Dover, CT16 1DG
Aylesham	Milner Cres
Whitfield	Sandwich Road, Whitfield, CT16 3LZ
Deal	London Road, Deal, CT14 9TB
Eastry	Mill Lane, Eastry, CT13 0JW
Sandwich	Ash Road, Sandwich, CT13 9HZ

### **Dover Coastguard**

HM Coastguard  
 Langdon Battery  
 Swingate  
 Dover  
 Kent  
 CT15 5NA

Operational Area :  
 Reculver Towers to BeachyHead,Belle Tout

### **Walmer Lifeboat Station**

The Strand  
 Walmer  
 Kent  
 CT14 7DY  
 Station telephone:

# WINTER CLEARANCE PROCEDURES ON BUS ROUTES IN EAST KENT

## FINAL VERSION – DECEMBER 2011

- 1 During adverse winter weather conditions the local Stagecoach Operations Manager (or Deputy Manager) will contact his or her local counterpart in KCC to identify any particular sections of bus route which need attention.
- 2 Close liaison between each local Operations Manager and local KCC District Highway Manager will ensure that as much as possible of the main bus routes are kept clear.
- 3 Kent Road and Shakespeare Road in Folkestone, and Menzies Road in Dover, are both a high priority for snow clearance, and are now included in the secondary route snow clearance list as these roads provide essential access to Cheriton and Dover bus depots respectively.
- 4 Contact details for both parties must not be made public, and are given here solely for internal use and for use between each party. Please use the different KCC contact numbers depending on whether the call is made inside or outside operating hours.
- 5 The **Out of Hours** numbers should be used as follows:

### **Out of Hours**

Monday 1700 - 0900 Tuesday

Tuesday 1700 - 0900 Wednesday

Wednesday 1700 - 0900 Thursday

Thursday 1700 - 0900 Friday

Friday 1700 – 0900 Monday (inc. all day Saturday and Sunday and Public Holidays)



AC Mottershead	10 Pencester Road, Dover	Dover
Eastry Surgery	High Street, Eastry	Eastry
The Market Place Surgery	Cattle Market, Sandwich	Sandwich
The Surgery	Chilton Place, Ash	Ash
Dr T Bahadur	Brookfield Place, Dover	Dover
Balmoral Surgery*	Canada Road, Walmer	Deal
Collins & Partners	Peter Street, Dover	Dover
Dover Medical Practice	Maison Dieu Road, Dover	Dover
The Surgery	7 The Butchery, Sandwich	Sandwich
The Cedars Surgery*	24 Marine Road, Deal	Deal
High Street Surgery	100 High Street, Dover	Dover
St James Surgery	2 Harold Street, Dover	Dover
M Ford	38 Manor Road, Deal	Deal
P Premnath	143 Folkestone Road, Dover	Dover
R Premnath	23 Cherry Tree Avenue, Dover	Dover
River Surgery	110 London Road, Dover	Dover
Sandwich Road Branch Surgery	43 Sandwich Road, Whitfield	Dover
T Bahadur	The Droveaway, St Margarets Bay, Dover	Dover
St Richards Road Surgery	227 St Richards Road, Deal	Deal
Lydden Surgery	114 Canterbury Road, Lydden	Lydden
White Cliffs Medical Centre	Mill Lane	Shepherdswell
Golf Road Surgery	22 Golf Road	Deal
Wingham Surgery	2 North Court Road	Wingham
Aylesham Medical Centre	Market Place, Aylesham	Aylesham
Deal Hospital	London Road, Deal	Deal
Buckland Hospital	Coombe Valley Road, Dover	Dover

\*Plan in file includes footway to Pharmacy

School	Address	Parish	Type
Astor College for the Arts	Astor Avenue, Dover, CT17 0AS	Dover	High School

Aycliffe Community Primary School	Saint Davids Avenue, Dover, CT17 9HJ	Dover	Primary School
Aylesham Primary School	Attlee Avenue, Aylesham, Canterbury, CT3 3BS	Aylesham	Primary School
Barton Junior School	Barton Road, Dover, CT16 2ND	Dover	Primary School
Capel-le-Ferne Primary School	Capel Street, Capel le Ferne, CT18 7HB	Capel-le-Ferne	Primary School
Cartwright & Kelsey CE Primary School	School Road, Ash, CT3 2JD	Ash	Primary School
Castle Community College	Mill Road, Deal, CT14 9BD	Deal	Academy
Charlton CE Primary School	Barton Road, Dover, CT16 2LX	Dover	Primary School
Deal Parochial CE Primary School	Gladstone Road, Walmer, Deal, CT14 7ER	Walmer	Primary School
Dover Christ Church Academy	Melbourne Avenue, Whitfield, Dover, CT16 2EG	Whitfield	Academy
Dover Grammar School for Boys	Astor Avenue, Dover, CT17 0DQ	Dover	Grammar School
Dover Grammar School for Girls	Frith Road, Dover, CT16 2PZ	Dover	Grammar School
Downs CE Primary School, The	Owen Square, Walmer, Deal, CT14 7TL	Walmer	Primary School
Duke of York's Royal Military School	Dover, CT15 5EQ	Dover	Academy
Eastry CE Primary School	Cook's Lea, Eastry, Sandwich, CT13 0LR	Eastry	Primary School
Eythorne Elvington Community Primary School	Adelaide Road, Eythorne, CT15 4AN	Eythorne	Primary School
Goodnestone CE Primary School	The Street, Goodnestone, CT3 1PQ	Goodnestone	Primary School
Green Park Community Primary School	The Linces, Buckland, Dover, CT16 2BN	Dover	Primary School
Guston CE Primary School	Burgoyne Heights, Guston, Dover, CT15 5LR	Guston	Primary School
Harbour School	Elms Vale Road, Dover, CT17 9PS	Dover	Special Schools
Hornbeam Primary School	Mongeham Road, Deal, CT14 9PQ	Deal	Primary School
Kingsdown & Ringwould CE Primary School	Glen Road, Kingsdown, CT15 8DD	Ringwould with Kingsdown	Primary School
Langdon Primary School	Westside, East Langdon, Dover, CT15 5JQ	Langdon	Primary School
Lydden Primary School	Stonehall Road, Lydden, Dover, CT15 7LA	Lydden	Primary School
Nonington CE Primary School	Church Street, Nonington, Dover, CT15 4LB	Nonington	Primary School
Northbourne CE Primary School	Coldharbour Lane, Northbourne, CT14 0LP	Northbourne	Primary School
Portal House School	Sea Street, St Margarets at Cliffe, CT15 6SS	St Margarets at Cliffe	Special Schools
Preston Primary School	Mill Lane, Preston, CT3 1HB	Preston	Primary School



Priory Fields School	Astor Avenue, Dover, CT17 0FS	Dover	Primary School
River Primary School	Lewisham Road, River, CT17 0PP	River	Primary School
Sandown School	Golf Road, Deal, CT14 6PY	Deal	Primary School
Sandwich Infant School	School Road, Sandwich, CT13 9HT	Sandwich	Infant School
Sandwich Junior School	Saint Bart's Road, Sandwich, CT13 0AS	Sandwich	Junior School
Sandwich Technology School	Deal Road, Sandwich, CT13 0FA	Sandwich	Academy
Shatterlocks Infant School	Heathfield Avenue, Dover, CT16 2PB	Dover	Infant School
Sholden CE Primary School	London Road, Sholden, Deal, CT14 0AB	Sholden	Primary School
Sibertswold CE Primary School	Coldred Road, Shepherdswell, CT15 7LF	Shepherdswell	Primary School
Sir Roger Manwood's School	Manwood Road, Sandwich, CT13 9JX	Sandwich	Grammar School
St Edmund's Catholic School	Old Charlton Road, Dover, CT16 2QB	Dover	Wide Ability School
St Joseph's Catholic Primary School	Ackholt Road, Aylesham, CT3 3AS	Aylesham	Primary School
St Margaret's at Cliffe Primary School	Sea Street, St Margarets at Cliffe, CT15 6SS	St Margarets at Cliffe	Primary School
St Martin's School	Markland Road, Dover, CT17 9LY	Dover	Primary School
St Mary's Catholic School	St Richard's Road, Deal, CT14 9LF	Deal	Primary School
St Mary's CE Primary School	Laureston Place, Dover, CT16 1QX	Dover	Primary School
St Richard's Catholic Primary School	Castle Avenue, Dover, CT16 1EZ	Dover	Primary School
Temple Ewell CE Primary School	3-4 Brookside, Temple Ewell, CT16 3DT	Temple Ewell	Primary School
Vale View Community School	Vale View Road, Elmsvale, Dover, CT17 9NP	Dover	Primary School
Warden House Primary School	Birdwood Avenue, Deal, CT14 9SF	Deal	Primary School
White Cliffs Primary College for the Arts	St Radigund's Road, Dover, CT17 0LB	Dover	Primary School
Whitfield and Aspen School	Mayfield Road, Whitfield, CT16 3LJ	Whitfield	Primary School
Wingham Primary School	School Lane, Wingham, CT3 1BD	Wingham	Primary School
Worth Primary School	The Street, Worth, Deal, CT14 0DF	Worth	Primary School

## Day Care Centres

Deal, Dover and Sandwich Age Concern Day Care Centres are all situated in areas that are identified in treatment priorities shown in appendix 9.



## **Appendix 10**

<http://webapps.kent.gov.uk/KCC.MyNearestGIS.Web.Sites.Public/Default.aspx?lyrs=35&xmin=510905&xmax=671095&ymin=91716&ymax=191284&bg=osColour>

## **Appendix 11**

### **Spot salt list i.e. wet spots on and off precautionary routes.**

Liverpool Rd, Deal o/s KCC Social Education Centre - spot blast to carriageway adjacent to steep access when on 2ry route Sand D

## **Appendix 12**

### **Emergency Primary Actions**

In severe conditions consider:-

Whitfield Hill, Dover

Lydden hill, Lydden

A256 Dual Carriageway (particularly elevated section Whitfield end)

Use of farmer routes and possible additional hand salting

## Appendix 13

Total No.	Parish/Area	Street	No.	Location	
12	Alkham	The Forstal	1	by church gates	
		Hogbrook Hill	2	Junction Alkham Valley Road on bend	
		Meggett Lane	2	Alkham Court Farm House by Green Hill Farm	
		Short Lane	2	Junction Alkham Valley Road at lower entrance to Glebelands	
		Slip lane	2	Junction Whites Hill Junction Chalksole Green Lane	
		Wolverton Hill	3	Ewell Minnis (half way up) Ewell Minnis (by phone box) Ewell Minnis (bottom by bus stop)	
			6	Ash	Cop Street
Durlock Road	1				on corner at Minters
Holness Road	1	Junction Chequer Lane			
Molland Lane	1	Opposite Glebelands			
New Street	1	Junction Cherry Garden Lane			
Queens Road	1	Near village hall			
5	Aylesham	Cooting Road	2	Junction Spinney Lane Junction Adisham Road	
			Dorman Avenue North	1	Junction B2046
		Dorman Avenue North	1	Junction Market Place	
		Snowdown Road	1	Snowdown, nr Railway bridge	
1	Barfrestone	Barfrestone Road	1	Next to phone box near church	
3	Capel le Ferne	Capel Street	2	Junction with Lancaster Avenue Outside School	
		Cauldham Lane	1	Junction Cauldham Close	
2	Coldred	Coldred Hill (The Green)	1	Near Parsonage & Chilli Farms	
		Church Road	1	junction Singledge Lane	
5	Deal	Beauchamp Avenue	1	On roundabout	
		Downs Road	1	On hill approaching Owen Square	
		Downs Road	1	Entrance to alleyway near primary school	
		Rectory Road	1	Junction Addelam Road	
		Station Road	1	junction Sydney Road	
9	Denton	Agester Lane	2	at entrance to Homewood Farm Junction with A260 Canterbury Road	
			Denton Lane	1	on bend
		A260	1	opp Jackdaw PH	

84	Lodge Lees	1	Junction with Agester Lane
	Snode Hill	2	500m SW of junction Agester Lane Junction with Gatteridge Lane
	Shelvin Lane	1	Junction with A260 Canterbury Road
	Walderchain	1	100m from Agester junction
	Anstee Road	1	Junction with Shooters Hill
	Astley Avenue	1	At top adjacent to bridge
	Auckland Crescent	1	Opposite 17
	Belgrave Road	2	Junction with Westbury Crescent
			Outside Belgrave House
	Bunkers Hill	1	Junction Hillside Road
	Bunkers Hill Avenue	1	Junction Bunkers Hill Road
	Carlsden Crescent	1	on top of bend just off London Rd
	Castle Hill Road	1	Junction Dover Road, Guston
	Channel View Road	3	Between P&O and Travelmaster
			At the top of steps on spiral
			top of road
	Clarendon Road	1	Outside no. 1
	Colton Crescent	1	Junction Rokesley Road
	Connaught Road	1	Near Top entrance
	Upper Danes Court	2	On island outside 33
			At junction with Roman Road
	Lower Danes Court	1	on island jct Old Charlton Road
	De Burgh Hill	1	On bend at top of hill
	Dunedin Drive	1	Junction with Auckland Crescent
	Eaves Road	2	On bend by flats
			Outside 54 in turning head
	Edgar Road	1	junction Prospect Place
Elm Park Gardens	1	In turning head	
Farthingloe Road	1	East end jct with Manor Road	
Green Lane	1	Between Brookfield Ave and bridge	
Hobart Crescent	2	Side of 40, entrance to mast site	
		Junction Napier Rd o/s no.2	
Holmestone Road	1	In side road outside Rawlsons	
Kimberley Close	1	Junction with Durban Crescent	
Kings Road	2	Top of road	
		Junction with Queens Avenue	
Longfield Road	1	near 93	
Malvern Road	2	Opposite no.1	
	2	side of Malvern Pub	
Manor Rise		Junction Mount Road	
		Junction Farthingloe Road	

Marjan Close	1	On fork in road
Markland Road	1	Outside 130
Marlborough Road	2	Junction with Newbury Close
		Outside 23/25
Maxton Road		Junction Hardwicke Road
	2	Junction Mount Road
Mayfield Avenue	1	junction Mayfield Gardens
Military Road		On bend at jct Lancaster Road
	2	Junction with Citadel Road
Monks Way	2	Opposite number 1
Napier Road	1	On island outside 12
	1	opp 63
Nightingale Road	1	Outside 2 Heathfield Avenue
Noahs Ark Road	1	opp junction Anselm Road
Ottawa Crescent	1	on grass verge o/s no.4
Park Road	1	o/s Shatterlocks School
Peverall Road	1	Junction Rokesley Road
Pilgrims Way	1	Junction Friars Way
Pioneer Road	1	junction with Old Park Hill
Primrose Place	1	Junction with St Radigund's Road
Priory Hill		On bend outside 30/32
	2	on bend opp 6
Randolph Road	2	Opposite 31
		opp no.4
Reading Road	1	Outside 12
Shakespeare Road	3	Junction with Churchill Road
		Junction with Hardwicke Road
		Side of number 6
Shooters Hill	1	On bend in parking area
South Road	1	Junction with Tower Hill
St Andrew's Gardens St David's Avenue, Aycliffe	1	Junction Bunkers Hill
	2	jct St George's Cres (eastern end)
		jct St George's Cres (western end)
St Martins Road	1	Front garden of No.5
St Radigunds Road	1	On elevated section opp 82
Stanhope Road	1	Top of hill
Taswell Street	1	Junction with Harold Street
The Linces	1	Junction with Milton Crescent
Tower Hill	1	Junction with The Abbots
Vale View Road	1	Side of 3A at school entrance
Victoria Street	1	no.21
Westbury Road	1	Junction with Westbury Heights

		Widred Road	1	Junction with Edred Road
		Winant Way	1	Near junction with Green Lane
		Winchelsea Road	3	Entrance to Ambulance station
				on bend
				on top of road
15	Eastry	Boystown Place	1	Opposite 32
		Brook Stret	1	On bend by Old Lynch Cottage
		Centenary Gardens	1	Just off Gore Lane
		Cooks Lea	1	near Gore Lane/Close parking areas
		Gore Road	1	os 15
		High street	1	Outside Village Hall
		Mill Lane	2	Junction Gore Lane
				Junction Bellevue
		Northbourne Road	1	outside Eastry Park
		Orchard Road	1	junction Gore Lane
		Peak Drive	1	Junction Woodnesborough Lane
		Swaynes Way	1	Just off Mill Lane
		Wheelwrights Way	1	Just off Mill Lane
		Whitewood Road	1	Just off Liss Road
Wilmot Place	1	by entrance to skate park and alleyway		
13	Eythorne	Chapel Hill	1	On roundabout
		Church Hill (Elvington)	1	by Church
		Green Lane	1	Junction Sandwich Road
		Monkton Court Lane	1	Junction The Street
		Kennel Hill	1	j/w Green lane
		Rose Gardens	1	Junction Monkton Court Lane
		Shepherdswell Road	1	Junction Shooters Hill
		Sun Valley Way	1	Junction Sandwich Road
		Sweetbriar Ln (Elvington)	1	Junction Beech Drive
		Terrace Road (Elvington)	1	Junction Adelaide Road
		Tye Wood Rd (Elvington)	1	Junction Roman Way
		Willow Way	2	Junction Green Lane
				Junction Cherry Way
5	Goodnestone	Boyes Lane	1	Junction Cave Lane
		Catsole Hill	1	between G'stone and Chillenden
		Lower Rowling Road	1	at entrance to PROW EE276
		Goodnestone Road	1	jct Cave Lane
		Griffin Hill, Chillenden	1	Near Orchard Court
5	Great Mongeham	Mongeham Road	1	Junction Church Path
		St Richards Road	1	Junction Mongeham Road

		St Richards Road	1	Junction St Edmunds Close
		Cherry Lane	2	Junction with Northborne Road
				Junction Pixwell Lane
4	Guston	Old Charlton Road	1	Jct Guston Road/Dover Road
		Prescott Close	1	Below 21/23
		The Street	2	Junction Dover Road
Junction Pineham Road				
7	Hougham	Abbey Road	1	On hill near sharp bend
		Elms Hill	1	On verge by flint wall
		Gravel Hill	1	Between the Kennels
		Eight Acres	1	20yds from jct Capel Street
		Ingleton Wood Road	1	on bend near Fern Cottage
		Hougham Court Lane	1	opp Hougham Court Farm
		Lowslip Hill	1	Halfway up
8	Kingsdown	Balmoral Road	1	on verge near 51
		Cliffe Road	1	Slip road jct Undercliffe Road
		Clim Down	1	entrance to close on LHS
		Courtlands	1	Junction with Kingsdown Road
		Glen Road	1	on verge outside 5 Kings Close
		Sea Road	1	Junction Balmoral Road
		The Rise	1	Junction with Chalk Hill Road
		Upper Street	1	Junction with The Avenue
3	Langdon	Solton Lane	2	outside Glebelands Farm in dip
				Junction A258
		Station Road	1	Junction A258
2	Lydden	Stonehall Road	2	by the school
				opposite The Close
4	Martin	Hollands Hill	1	near Railway Bridge
		Lucerne Lane	1	near Pumping Station
		Martin Mill Station	1	at entrance
		Westside	1	opposite no.8
6	Nonington	Easole Street	2	Junction Mill Lane
				Junction Butchers Lane
		Holt Street	2	Opposite Vicarage Lane
				Junction Butter Street
Vicarage Lane	1	Junction St Marys Close		
Rubberies Wood	1	Junction The Street, Frogham		
7	Northbourne	Broad Lane	2	Approach to Burgess Green
				Junction North Way
		Northbourne Road	1	Junction Broad Lane
		Stoneheap Road	1	Jct Betteshanger Farm Rd nr school
		Straight Mile	1	Betteshanger Church Road



		The Street	2	Junction Northbourne Road O/S The Hare and Hounds
4	Preston	Preston Lane	1	j/w Court Lane
		The Forstall	1	
		The Street	1	j/w Bishop Jenner Court
		The Street	1	Junction Mill Lane
1	Ringwould	Front Street	1	(Green bin)
5	Ripple	Chapel Lane	1	Junction Pommeus Lane
		Church Lane	1	Junction Chapel Lane
		Mantles Hill	1	90m from junction Mongeham Road
		Sunnyside Close	1	Junction Mongeham Road
		Vale Road	1	junction Sutton Road
17	River	Ash Close	1	near steps
		Badgers Rise	1	o/s number 5
		Common Lane	1	Junction of Dove Lea Gardens
		Coxhill Gardens	1	Junction with Coxhill Crescent
		Crabble Lane	2	Junction with The Ridgeway
				Junction with Lewisham Road
		Deanwood Road	2	o/s number 69
				Junction Crabble Lane
		Hawthorne Close	1	Junction Lyndhurst Road
		Hazeldown Close	1	Opposite number 5
		Lower Rd	1	j/w Valley Rd
		Meadway	1	o/s number 5
		Minnis Lane	1	Opp Frangham Kennels
		Sanctuary Close	1	by sub station fence at close entrance
		Westdean Close	1	
Wingrove Hill	1	Junction with The Ridgeway		
Woodland Close	1	Junction with The Ridgeway		
6	Shepherdsweil	Church Hill	1	Outside 65
		Coxhill	1	on access slope to Village Hall
		Mill Lane	1	on The Green
		Westcourt Lane	3	Jct Eythorne Rd os Bricklayers
Junction The Grange				
o/s 98				
2	Sholden	The Street	1	on bend
		Vicarage Lane	1	Junction with The Street
3	St Margaret's	Downside	1	o/s number 1
		Kingsdown Road	1	Junction Freedown
		Kennilworth Close	1	at entrance to close
3	Staple	School Lane	1	Junction Durlock Road
		The Street	1	Buckland Lane

		Staple Road	1	opposite Grain Harvesters
2	Stourmouth	Church Lane	2	phone box
				junction Preston Road
8	Sutton	Waldershare Road, ashley	2	on A256 flyover outside Wellards
		Church Hill	1	at top
		Downs Road	2	Junction Strakers Hill, East Studdal
				Jct Northbourne Road, East Studdal
		Forge Lane	1	By Sutton Village nameplate
Roman Road	2	Junction Strakers Hill, East Studdal		
		On Three Horseshoes Triangle		
6	Temple Ewell	Church Hill	1	Entrance to Church
		Green Lane	2	Top junction with Target Firs
				Bottom junction with Target Firs
		London Road	1	Junction with High Street
		Whitfield Hill	1	Junction Kearsney Ave
Watersend	1	Junction with London Road		
9	Tilmanstone	Chapel Road	1	80m from Lower Street
		Dover Road	1	opposite St Mary's Grove
		Lower Street	2	Junction White Hill
				junction Dover Road
		School Road	2	On triangle jct Pike Rd
				Entrance Dane Ct Mews
Upper Street	3	Junction North Court Lane		
		Junction School Road		
		Outside Memorial Cottage		
10	Whitfield	Archers Court Road	1	Junction with Newlands
		Aspen Drive	1	Junction Kinson Way
		Beechwood Close	1	Junction Forge Lane
		Bewsbury Cross Lane	1	Junction Nursery Lane
		Castle Drive	1	Junction Singledge Lane
		Crangleigh Drive	1	Junction Alison Crescent
		Guildford Avenue	2	near junction Nursery Lane
				Junction with Forge Lane
		Lenacre Lane	1	j/w Lenacre Ave
Nursery Lane	1	Junction with Singledge Lane		
5	Wingham	Preston Hill	1	100m from A257
		St Mary's Meadow	1	by toilets
		School Lane	1	80m from junction Canterbury Road
		Southcourt	1	by bungalows
		Staple Road	1	outside Court Cottages
4	Woodnesborough	Sandwich Road	1	Junction with Drainless Road

		Sandwich Road	1	Jct Foxborough Hill/Beacon Lane
		The Street	1	Junction with Melville Lea
		The Street	1	Junction with Fir Tree Hill
6	Wootton	Geddinge Lane	1	Near Church
		Shelvin Lane	1	Junction with Shelvin Farm Road
		Wootton Hill	3	Jct A260 Canterbury Road
				200m from jct A260
				Near village nameplate
Wootton Lane	1	Junction with Hill House Lane		
1	Worth	Jubilee Road	1	Junction with The Street
5	Railway Stn bins not owned by us to be filled by us.	Dover priory Stn	1	
		Deal Stn	1	
		Martin Mill Station	1	
		Sandwich	1	
		Walmer	1	

## Appendix 14

Salt bags

**HIGHWAY WORKS PROGRAMME 2015/16**

**To:** Dover Joint Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 10 December 2015  
**Classification:** Information Only

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Summary: This report updates Members on the identified schemes approved for construction in 2015/16

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**1. Introduction**

1.1 This report provides an update and summarises schemes that have been programmed for delivery in 2015/16

**Footway and Carriageway Improvement Schemes** – see Appendix A

**Drainage Repairs & Improvements** – see Appendix B

**Street Lighting** – see Appendix C

**Transportation and Safety Schemes** – see Appendix D

- **Local Transport Plan /Local Growth Fund**– see Appendix D1
- **Casualty Reduction Measures** – see Appendix D2

**Developer Funded Works** – see Appendix E

**PROW** – see Appendix F

**Bridge Works** – see Appendix G

**Traffic Systems** – see Appendix H

**Combined Member Fund** – see Appendix I

**2. Conclusion**

2.1 This report is for Members information

**3.1 Legal Implications**

3.1.1 Not applicable.

**3.2 Financial and Value for Money Considerations**

3.2.1 Not applicable.

**3.3 Risk Assessment**

3.3.1 Not applicable.

### **3.4 Recommendation**

3.4.1 That Members note the information

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#### **Contact Officers:**

The following contact officers can be contacted on **03000 418181**

Toby Howe	Highway Manager (East)
Steve Rivers	District Manager
Alan Casson	Road and Footway Asset Manager
Katie Moreton	Drainage Manager/Interim Structures Manager
Sue Kinsella	Street Lighting Manager
Toby Butler	Intelligent Transport Systems Manager
Andrew Hutchinson	PROW
Jamie Hare	Developer Funded Work
Jamie Watson	Transportation and Safety Schemes
Kirstie Williams	Combined Member Fund

## **Appendix A – Footway and Carriageway Improvement Schemes**

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged and the residents will be informed by a letter drop to their homes.

<b>Machine Resurfacing – Contact Officer Byron Lovell</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
A256 Sandwich Bypass	Sandwich	Circulatory of roundabout and approaches at junction with Monk Way	Completed
A258	Deal	Queen St/West St/Blenheim Rd junction	Completed
<b>Footway Improvement - Contact Officer Neil Tree</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent and Description of Works</b>	<b>Current Status</b>
King Street	Sandwich	From its junction with Short Street to its junction with No Name Street – Footway reconstruction. This scheme is still in the design stages	Programmed for completion by end of March 2016
<b>Micro Surfacing - Contact Officer Wendy Boustead</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Bowling Green Lane	Deal	From its junction with London Road to its junction with Middle Deal Road	Completed
Telegraph Road	Deal	From its junction with St Richard's Road to its junction with Hamilton Road	Deferred due to planned utility works, will considered in next years programme
Little Haynes	Shepherdswell with Coldred	From its junction with Mill lane to its junction with Coldred Road	Completed
Albert Road	Dover	Whole length	Completed
Danes Court	Dover	Whole length (Upper and lower)	After specialist contractor assessment this site was found to be unsuitable for surface treatment due to the gradient of the road

Hallsdown Road	Aylesham/Goodnestone	From its junction with Bonnington Road to its junction with Ratling Road	Completed
Deerson Lane	Preston	From its junction with Preston Road to its junction with Wenderton Lane	Completed
Hearts Delight Lane	Wingham	From its junction with Preston Road to its junction with Wenderton Lane	Completed
Buckland Lane	Staple/Goodnestone	From its junction with Mill Road to its junction with Goodnestone Road	Completed
Sandwich Bypass	Sandwich/Woodnesborough	From its junction with Ash Road to its junction with Deal Road	Completed
Pond Lane	St Margarets at Cliffe	From its junction with Deal Road to its junction with Dover Road	Completed

**Surface Dressing - Contact Officer Wendy Boustead**

<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Side Hills	Denton with Wootton/Barham	From its junction with A260 to its junction with Shelvin Lane	Completed
Lowslip Hill	Hougham Without	From its junction with Eight Acres to its junction with Elms Vale Road (including Elm Hill)	Completed
Monkeys Hill	Eastry	From its junction with Heronden Road to its junction with Heronden Road	Completed
Palm Tree Lane	Aylesham/Goodnestone	From its junction with Bonnington Road to its junction with Old Court Road	Completed
Preston Lane	Preston/Wingham	From its junction with 30/60 speed limit plates at Court Lane to its junction with Wenderton Lane 30/60 plates	Completed
Beacon Lane	Woodnesborough	From its junction with Drainless Road to the 30/60 speed limit plates at Woodnesborough	Completed
Mill Lane	Nonington	From its junction with Mill Top to its junction with Sandwich Road	Completed

Ringwould Road	Ripple/Langdon	From its junction with Wingleton Lane to the 30/60 speed limit plates at Martin	Completed
West Street Farm Road	Northbourne	From its junction with Northbourne Lane to its junction with Updown Road	Completed
Ripple Road	Ripple	From its junction with Dover Road A256 to its junction with Crooked S Road	Completed
Upper Road	St Margarets at Cliffe	From its junction with the War Memorial to the 30/60 speed limit plates	Completed
White Hill	Langdon/St Margarets at Cliffe	From its junction with the A256 to 30/60 speed limit plates	Completed

### **Appendix B – Drainage**

<b>Drainage Works – Contact Officer Kathryn Moreton</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
No Drainage works planned over £5000			

### **Appendix C – Street Lighting**

Structural testing of KCC owned street lights has identified the following as requiring replacement this financial year. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

<b>Street Lighting Column Replacement – Contact Officer Sue Kinsella</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Status</b>
Ash Road	Dover	Replacement of 1 street light complete with LED lantern	Works completed
Sandown Road	Sandwich	Replacement of 1 street light complete with LED lantern	Works completed
Cavell Square	Deal	Replacement of 1 street light complete with LED lantern	Works completed
Hope Road	Deal	Replacement of 1 Sign Post complete with LED lantern	Works completed



Harold Road	Deal	Replacement of 1 Sign Post complete with LED lantern	Works completed
Liverpool Road	Deal	Replacement of 1 Sign Post complete with LED lantern	Works completed
Fishmonger Lane	Dover	Replacement of 1 Sign Post complete with LED lantern	Works completed
Northbourne Road	Deal	Replacement of 1 street light complete with LED lantern	Works completed
Ramsgate Road	Sandwich	Scheme Replacement of 6 street lights complete with LED lanterns	Works completed
Coombe Valley Road	Dover	Replacement of 1 street light complete with LED lantern	Works completed
Colton Crescent	Dover	Replacement of 1 street light complete with LED lantern	Works completed
Mayfield Road	Dover	Replacement of 1 street light complete with LED lantern	Works completed
Prescott Close	Dover	Replacement of 1 street light complete with LED lantern	Works completed
Seven Post Alley	Sandwich	Replacement of 1 street light complete with LED lantern	Works completed
Douglas Road	Deal	Replacement of 2 street lights complete with LED lanterns	Works completed
Dover Road	Sandwich	Replacement of 3 street lights complete with LED lanterns	Works completed
Dover Road	Deal	Replacement of 1 street light complete with LED lantern	Works completed
London Road	Dover	Replacement of 1 street light complete with LED lantern	Works completed
London Road	Temple Ewell	Replacement of 1 street light complete with LED lantern	Works completed
Deal Road	Sandwich	Replacement of 1 street light complete with LED lantern	Works completed
Wilmott Place	Eastry	Replacement of 5 street lights complete with LED lanterns	Works completed
Beach Street	Deal	Replacement of 1 street light complete with LED lantern	Works completed
Crabble Hill	Dover	Replacement of 1 street light complete with LED lantern	Works completed

Bench Street	Dover	Replacement of 10 street lights complete with LED lanterns	Part complete. Works to be completed by February 2016
King Street	Dover	Replacement of 9 street lights complete with LED lanterns	Part complete Works to be completed by February 2016
Market Square	Dover	Replacement of 12 street lights complete with LED lanterns	Part complete. Works to be completed by February 016
Cannon Street	Dover	Replacement of 11 street lights complete with LED lanterns	Part complete. Works to be completed by February 2016
Biggin Street	Dover	Replacement of 9 street lights complete with LED lanterns	Part complete. Works to be completed by February 2016
Vale View Road	Aylesham	Replacement of 2 street lights complete with LED lanterns	Works programmed for completion by end of December 2015
St Davids Avenue	Dover	Replacement of 2 street lights complete with LED lanterns	Works programmed for completion by end of December 2015
St Georges Crescent	Dove	Replacement of 1 street light complete with LED lantern	Works programmed for completion by end of December 2015
St Nicholas Close	Deal	Replacement of 4 street lights complete with LED lanterns	Works programmed for completion by end of December 2015
Liverpool Road	Walmer	Replacement of 3 street lights complete with LED lanterns	Works programmed for completion by end of December 2015
Freemans Way	Deal	Replacement of 4 street lights complete with LED lanterns	Works programmed for completion by end of December 2015

Wellesley Avenue	Walmer	Replacement of 3 street lights complete with LED lanterns	Works programmed for completion by end of December 2015
Redsull Avenue	Mill Hill	Replacement of 4 street lights complete with LED Lanterns	Works programmed for completion by end of December 2015
Davies Avenue	Mill Hill	Replacement of 3 street lights complete with LED Lanterns	Works programmed for completion by end of December 2015
Douglas Avenue	Mill Hill	Replacement of 5 street lights complete with LED Lanterns	Works programmed for completion by end of December 2015
Bulwark Road	Deal	Replacement of 3 street lights complete with LED Lanterns	Works programmed for completion by end of December 2015
Orchard Avenue	Deal	Replacement of 1 street light complete with LED Lantern	Works programmed for completion by end of December 2015
North Barrack Road	Walmer	Replacement of 2 street lights complete with LED Lanterns	Works programmed for completion by end of December 2015
Arthur Road	Deal	Replacement of 2 street lights complete with LED Lanterns	Works programmed for completion by end of December 2015
Russell Street	Dover	Removal of car park street lighting	Works programmed for completion by end of December 2015
St James Street	Dover	Complete removal of 3 street lights	Works programmed for completion by end of December 2015
St James Lane	Dover	Complete removal of 3 street lights	Works programmed for completion by end of December 2015

Dolphin Lane	Dover	Complete removal of 3 street lights	Works programmed for completion by end of December 2015
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**Appendix D – Transportation and safety schemes**

**Appendix D1 – Local Transport Plan /Local Growth Fund Schemes**

<b>Local Transport Plan Schemes - Contact Officer Gary Peak</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Sandwich	Sandwich	Dropped kerbs to facilitate pedestrian access	Funding from LTP budget 2016/17
Queen Street	Dover	Alterations to improve cycle crossing point	Outline design in progress
A257 Canterbury Road	Wingham Well	New footway in front of the properties on the South Eastern side of the road (Frema to Willow Cottage)	Outline design in progress
Dover Road/ Ringwould Road	Deal	Signing improvements (CRM)	Works complete
<b>Local Growth Fund Schemes - Contact Officer Gary Peak</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
South Street	Deal	Alterations to incorporate improved bus facilities	Outline design completed. Consultation to be carried out during the spring

**Appendix D2 – Casualty Reduction Measures**

<b>Casualty Reduction Measures - Contact Officer Gary Peak</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
No works planned			

## **Appendix E – Developer Funded Works**

<b>Developer Funded Works (Section 278 Agreement Works) – Contact Officer Michelle Ellis</b>				
<b>Scheme Name</b>	<b>Mastergov File Ref No</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
DO/3016	Honeywood Parkway (Near Tesco Supermarket)	Whitfield	Provision of a new access road junction	Works complete
DO/3007	Coombe Valley Road	Dover	Construction of vehicular accesses at Buckland Hospital	Further works required to alleviate damage to the footway
DO/3011	Old Park Hill	Dover	Footway works connected to S38 development	Works underway
DO/2010	Market Place	Aylesham	New parking bays and associated highway works	Works complete
DO/3000	A20 York Street Roundabout and Union Street Roundabout	Dover	Roundabout to be changed to Traffic Signalled Junction	Works to commence from January 2016 to January 2017
DO/3005	Whitfield Urban Expansion, Sandwich Road	Whitfield	New access and improvements on Sandwich Road	Works complete
DO/3023	Cranleigh Drive	Whitfield	Provision of a new access for Care Home	Works underway
DO/3024	A258 London Road	Sholden, Deal	New Puffin Crossing	Works complete. Minor remedial Works required and commissioning of signals
DO/3026	Hyton Drive (off Church Lane)	Deal	3 new accesses leading to a Development of 194 dwellings	Temporary accesses in place to provide access for S38 works
DO/3027	Spinney Lane	Aylesham	Junction improvements, Spinney Lane/Adisham Road/Pond Lane	Awaiting technical acceptance

DO/3028	Fishmonger's Lane	Dover	New public car park. Modifications to Fishmonger's Lane and Bench Street	Works complete
DO/3038	Wingham Wildlife Park, Rushenden Road	Wingham	Provision of enhancements to the existing pedestrian crossing from car park to Wildlife Park	Works complete, minor surfacing remedial works to be done, then certificate 1 will be issued
DO/3039	Station Road	Walmer	Relocation of bus stops on Dover Road and adjustment to kerblin on Station Road	Awaiting technical acceptance
DO/3042	Lasletts Yard, Marshborough Road	Woodnesborough	New bellmouth access, new footway and crossovers	Works underway
DO/3043	Coombe Valley Road	Dover	New access into private development	Works underway
DO/3044	The Street	Preston	Pedestrian/Footway improvements	Awaiting technical acceptance
DO/3045	Hammill's Brickworks, Hammill Road/Selson Lane	Woodnesborough	New bellmouth access into private development and minor amendments to existing access	Awaiting technical acceptance

### **Appendix F – PROW**

<b>Public Rights of Way – Contact Officer Andrew Hutchinson</b>			
<b>Path No</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
EB10	Dover	Provision of stone surface to footpath	Works in progress
ER55A, ER60 & EB13	Guston	Surface improvements to byways North Downs Way	Works in progress

## Appendix G – Bridge Works

<b>Bridge Works – contact officer Tony Ambrose</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
No works planned			

## Appendix H – Traffic Systems

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

<b>Traffic Systems - Contact Officer: Toby Butler</b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
A20 London Road / Cherry Tree Avenue	Refurbishment of traffic signal controlled junction	Completed April 2015

## Appendix I – Combined Member Fund

### **Combined Member Fund programme update for the Dover District.**

The following schemes are those which have been approved for funding by both the relevant Member and by John Burr, Director of Highways and is up to date as of 13<sup>th</sup> November 2015.

The details below are for Highway Schemes **only** and **does not** detail contributions Members have made to other groups such as Parish and District Councils or list traffic speed surveys.

More detail on their schemes can accessed by each Member via the online database or by contacting their Combined Member Fund Engineer.

### **Pam Brivio**

<b>Scheme</b>	<b>Status</b>
No current schemes	

### **Gordon Cowan**

<b>Scheme</b>	<b>Status</b>
No current schemes	

### **Mike Eddy**

<b>Scheme</b>	<b>Status</b>
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Salisbury Road, Deal – Double yellow lines	Complete
Manor Road & London Road, Deal – review of signage and car parking for hall	Design in progress
St Richards Road, Deal – Improved signage to surgery and white bar access marking	Design in progress
St Richards Road, Deal – bollards to prevent verge parking	Design in progress
Kingsdown Road, Walmer - Gateway	Design in progress
Middle Deal Road, Deal – Parking review	Design in progress
Beach Street, Deal – coloured surfacing and improved signage	Design in progress
Wellesley Avenue, Walmer – give way road markings	Handed over for delivery
Northwall Road, Deal – white bar access marking	Handed over for delivery
Dover Road, Walmer – SLOW road markings	Handed over for delivery
Golf Road, Deal - waiting restrictions	Design in progress

#### Geoff Lymer

Scheme	Status
Wootton Lane & Geddinge Lane, Wootton – extension of 30mph speed limit	Works complete
Alkham Valley Road – ‘Unsuitable for HGVs’ signs	Works complete
New Dover Road, Capel le Ferne – camber rings to stop HGV parking	Works complete
Crabble Road – redesign of HGV direction signage	Works complete

#### Steve Manion

Scheme	Status
Reduction in speed limit to 50mph on A258 between Upper Road and the A2.	Works complete
Cooting Road, Aylesham – Waiting restrictions	Design in progress
Cliffe Road and North Road, Kingsdown – Waiting restrictions	Works complete
West Langdon – bollards to protect island	Design in progress



**Leyland Ridings**

<b>Scheme</b>	<b>Status</b>
Sandown Road, Sandwich – extension of yellow lines	Design in progress

**Eileen Rowbotham**

<b>Scheme</b>	<b>Status</b>
Manor Road & London Road, Deal – review of signage and car parking for hall	Design in progress
St Richards Road, Deal – Improved signage to surgery and white bar access marking	Design in progress
St Richards Road, Deal – bollards to prevent verge parking	Design in progress
Kingdsown Road, Walmer - Gateway	Design in progress
Middle Deal Road, Deal – Parking review	Design in progress
Beach Street, Deal – coloured surfacing and improved signage	Design in progress
Wellesley Avenue, Walmer – give way road markings	Handed over for delivery
Northwall Road, Deal – white bar access marking	Handed over for delivery
Dover Road, Walmer – SLOW road markings	Handed over for delivery
Golf Road, Deal – waiting restrictions	Design in progress

**Contacts: Toby Howe /Steve Rivers 03000 418181**

DOVER DISTRICT COUNCIL

DOVER JOINT TRANSPORTATION BOARD – 10 DECEMBER 2015

**EXCLUSION OF THE PRESS AND PUBLIC**

**Recommendation**

That, under Section 100(A)(4) of the Local Government Act 1972, the public be excluded from the meeting for the remainder of the business on the grounds that the item to be considered involves the likely disclosure of exempt information as defined in the paragraphs of Part I of Schedule 12A of the Act set out below:

<u>Item Report</u>	<u>Paragraph Exempt</u>	<u>Reason</u>
Applications for Disabled Persons' Parking Bays	1 and 2	Information relating to any individual and Information which is likely to reveal the identity of an individual

# DOVER JOINT TRANSPORTATION BOARD

## PROCEDURE FOR DETERMINING APPLICATIONS FOR ON-STREET DISABLED PERSONS' PARKING BAYS

1. Under the current arrangements with Kent County Council (the Highway Authority), an applicant has to satisfy a list of criteria set by the County Council in order to qualify for a disabled person's parking bay being provided outside, or close to, his or her house. The set of criteria was adopted by this Board at its meeting held on 7 February 2005 and is as follows:
    - All applicants must hold a current and valid Blue Badge
    - All applicants must also be in receipt of, or have proof of entitlement to:  
  
Personal Independence Payment (PIP) at the enhanced rate **or**  
  
*If under 65 years of age* - entitlement to the higher rate mobility component of the Disability Living Allowance **or**  
  
*If 65 years or over* – entitlement to the Higher Rate of Attendance Allowance if applicant was 65 years or over when entitlement was first claimed **or**  
  
Another entitlement which may be allowable e.g. War Pension.
  - The applicant must not have any space available for parking their vehicle in an off-street parking facility.
  - There are parking problems within the road, for example, the applicant regularly has difficulty finding available space on-street close to his or her property (this will be assessed post-application by a highway engineer).
2. Bays will not be provided in locations which may compromise public safety, e.g. on a bend or brow of a hill, close to a junction, within a turning head of a cul-de-sac, where the road is too narrow or where parking is already prohibited, e.g. on yellow lines, zigzag lines, etc.
  3. The provision of a disabled persons parking bay **must** relieve congestion on the public highway.

### **Process after receipt of application**

4. Providing the applicant meets the criteria set out above, the first stage in processing the application is that neighbours who may be immediately affected by the provision of a bay will be informally consulted.
5. Once informal consultation has been completed, the proposals (including any objections received) will be reported to the Dover Joint Transportation Board which will make an initial decision on whether the application should be refused or progressed to the second stage of formal advertisement and consultation. A

recommendation to refuse the application would be made to Kent County Council and would mean that the application proceeds no further.

6. If the Board agrees that the application should be progressed to the second stage, a Traffic Regulation Order (TRO) will be made. This is a legal document that allows the Highway Authority to regulate the use of bays and helps to prevent their misuse. The proposed TRO will be advertised in a local newspaper and affected parties will be formally consulted.
7. At this stage, a bay may be marked on the highway. However, it will not be enforceable until the TRO has been formally made (or 'sealed').
8. If objections are received during the formal consultation stage, they will be reported to the Dover Joint Transportation Board for a further decision. In the event that Kent County Council accepts a recommendation from the Dover Joint Transportation Board to refuse an application, the interim bay will be removed. If the Board makes a recommendation to approve the application, the TRO will be sealed. (If no objections are received during the formal consultation stage, the TRO will be sealed without further reference to the Board.)
9. It should be noted that the applicant will not have exclusive rights to the parking bay. Anyone holding a valid Blue Badge may park in the bay.
10. A TRO can take between 9 and 12 months on average from when it has been agreed in principle to the time of implementation. It is a lengthy process due to the need for the Council to adhere to the statutory procedures laid down by the Department for Transport.
11. When a bay is established on the highway it will be assessed periodically against the criteria to ensure that it is still justified. If the bay is no longer required for the original use or the criteria are no longer met, it may be removed.

**Document is Restricted**