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

Present:

Chairman: Councillor S C Manion (Minute Nos 22-28 only)

Councillors: T A Bond
P M Brivio (Minute Nos 22-29 only)
P I Carter
N J Collor
G Cowan
M R Eddy
G Lymer
M J Ovenden
L B Ridings
E D Rowbotham
D A Sargent
P Walker (Minute Nos 22-30 only)

Also Present: Mrs L Burke (Dover Town Council)
Mr M W Moorhouse (Sandwich Town Council)
Mr K Gowland (KALC)

Officers: Dover District Manager (KCC Highways, Transportation and Waste)
Street Light Asset Manager (KCC Highways, Transportation and Waste)
Senior Project Engineer (KCC Highways, Transportation and Waste)
Highway Projects Engineer (KCC Highways, Transportation and Waste)
Traffic Engineer (KCC Highways, Transportation and Waste)
Freight and Network Improvement Officer (KCC Highways, Transportation and Waste)
Highways and Parking Team Leader
Corporate Estate and Coastal Engineer
Democratic Support Officer

22 APOLOGIES

Apologies for absence were received from Councillor T P Johnstone and Mr R S Walkden.

23 APPOINTMENT OF SUBSTITUTE MEMBERS

It was noted that there were no substitute Members.

24 DECLARATIONS OF INTEREST

It was noted that there were no declarations of interest.

25 MINUTES

The minutes of the meeting of the Joint Transportation Board held on 10 September 2015 were approved as a correct record and signed by the Chairman.

The Senior Project Engineer (SPE) introduced the report which gave an update on the Safe and Sensible Street Lighting project. As part of Phase 1 of the project, four sites in the Dover District had initially been switched off for a period of 12 months which had subsequently been extended to 2 years. Consultation with the Police indicated that there had largely been no impact on crime or road safety as a result of the switch-off.

In respect of Whitfield Hill, 15 enquiries had been received since 2013. One incident of crime had occurred in December 2013 but this had not been related to the absence of lighting. If columns were restored, the cost of running and maintaining them needed to be taken into account.

Councillor G Cowan expressed surprise that it was proposed to remove columns on Whitfield Hill. Before 2013 there had been fatalities there, and a couple of cars had recently ended up in the roadside hedge. Councillor M R Eddy stressed that an improved maintenance regime was needed for road markings and reflectors if there was to be no lighting. The SPE advised that there were always a number of factors involved in any road traffic accident. For each site the team had considered whether lighting was a contributory factor, but he undertook to review this site. He advised that maintenance work had been carried out in 2013 on road studs and reflectors, and that additional markers could be installed to help motorists maintain a visual line. However, beyond that there was no special maintenance regime for unlit roads. In response to Councillor M J Ovenden, he agreed to review whether lights in the vicinity of houses could remain in place. In response to Members who suggested cats' eyes to replace reflector strips on columns, the SPE undertook to investigate these whilst highlighting their relatively high cost. He also agreed to look at reflectors for the escape lane.

In respect of the A257 Ash Bypass, Councillor P I Carter raised concerns about agricultural workers using the road in darkness. Councillor L B Ridings commented that he had received no enquiries or concerns about this site since switch-off. The SPE clarified that only two junctions were currently lit.

In respect of Betteshanger Road, the SPE advised that, whilst there had been no concerns raised about crime, it was recommended that the lights be left switched off but not removed at this stage until such time as it became clearer what impact the Hadlow College development would have on traffic numbers, etc.

Turning to Farthingloe, Folkestone Road, Members were advised that, whilst there had been one serious accident involving a foreign lorry driver, the absence of lighting had not been a factor. It was proposed to restore lighting to six columns to coincide with the start of the 40mph speed limit and light the cycle path. Columns outside this area would be removed.

Councillor Cowan commented that there had been two burglaries at the farm shop immediately after the switch-off. He had therefore requested that a small number of columns around the farm shop be switched back on. Councillor N J Collor agreed, adding that the Farthingloe development would be considerably bigger than development taking place at Betteshanger. The SPE undertook to review the reinstatement of five columns around the farm shop. He added that Farthingloe was likely to require significant improvements and changes to the road network in order to provide an access to the new development. The development access layout was most likely to incorporate use of the existing lights. At Betteshanger the

road was relatively new and the alignment straightforward which meant that it was likely that the Hadlow development would be able to use the existing lights. The SPE undertook to consult the KCC development team who had details of the proposals.

Councillor P Walker commented that there would almost certainly be an increase in criminal activity in residential areas if lighting were removed. The SPE responded that, following the implementation of part-night lighting across the county, Police analysis had indicated that there was no correlation between crime and darkness and, in fact, crime had increased and decreased in both lit and unlit areas.

In response to questions from Members about the lack of certainty surrounding column switch-off times, the SPE advised that columns used cheaper lunar-based timers. The new LED columns would incorporate a clock-based timer linked to a central management system.

Councillor Cowan referred to the recent consultation on LED lights, and suggested that KCC should wait to see the outcome of this consultation before making any decisions on removing columns, particularly as considerable savings were likely to be made. The SPE explained that the switch-off exercise had begun at a time when the availability of £40 million to install LED columns could not have been foreseen. If the roads which were the subject of the switch-off were being built today, lighting would not be installed. He emphasised that installing LED lights at these sites was not an option.

RESOLVED: That, notwithstanding that Members have significant concerns about some of the proposals, recommendations not be made to the KCC Cabinet Member at this stage as it is considered appropriate to wait until the outcome of the LED project consultation is known, and that this should be the subject of a report to the Board at the earliest opportunity.

27 QUALITY BUS PARTNERSHIP COORDINATION MEETINGS: APPOINTMENT OF JTB REPRESENTATIVE

The Board was advised that it was required to appoint a replacement for Councillor F J W Scales, who was no longer a member of the Board, to attend quarterly coordination meetings of the Quality Bus Partnership.

It was proposed by Councillor M R Eddy and duly seconded that Councillor P M Brivio should be appointed. On being put to the vote, the motion was LOST.

It was proposed by Councillor N J Collor and duly seconded that Councillor T A Bond should be appointed. On being put to the vote, the motion was CARRIED.

RESOLVED: That Councillor T A Bond be appointed to attend quarterly coordination meetings of the Quality Bus Partnership.

28 COOTING ROAD, AYLESHAM - PROPOSED WAITING RESTRICTIONS

The Traffic Engineer (TE) presented the report which outlined proposals to introduce waiting restrictions at Cooting Road, Aylesham. As a result of concerns raised by local businesses during consultation, a compromise was proposed in that parking would be restricted overnight only – from 7.00pm to 7.00am. The parish council and residents had indicated that they were in favour of this proposal. In

response to the Chairman, the TE advised that the new access road to be constructed off Cooting Road would have restrictions on its corners, and was likely to have a slight effect on daytime parking. He understood that it would be for buses only.

RESOLVED: That it be recommended that waiting restrictions at Cooting Road, to apply overnight between 7.00pm and 7.00am, Monday to Sunday, be progressed.

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

29 SOUTH STREET, DEAL - HIGHWAY IMPROVEMENTS

The Project Engineer (PE) reported to Members the outcome of secondary consultation undertaken on proposals to improve the highway layout of South Street. The initial consultation had elicited a huge response, with many objecting to the proposed change in the direction of traffic. As a result, the proposals had been amended (as set out at Appendix B of the report) to better meet the needs of Deal's residents, businesses and bus users. Members were referred to paragraph 1.3 of the report which set out the key objectives/outcomes of the proposed improvements.

Particular concerns raised by respondents during the secondary consultation had been the loss of loading facilities, the length of the bus-stop and reduced accessibility to the taxi rank. These issues had all been addressed, with the provision of a loading bay and dropped kerbs to maintain access for businesses; a reduction in length of the bus-stop to ensure that buses could not park underneath residential properties; and the use of different materials on the carriageway to allow taxis to over-run the area. Concerns had also been raised about the location of the bus-stand in Beach Street. Officers were potentially looking to utilise the coach bay in Beach Street as a waiting area for buses. Members were requested to agree that the South Street scheme be progressed to the construction stage, and to note that proposals for Beach Street would be a separate scheme requiring further consultation.

In response to a query from Councillor Rowbotham, the PE undertook to find out whether funding for the scheme, if partially unused, would be returned to central Government. Councillors Bond and Eddy praised Mr Hilden's refreshing approach to consultation, and his efforts in achieving a scheme that addressed residents' and businesses' concerns. In respect of Victoria Road, Members were advised that the length of the loading bay had been shortened and 'blips' would be installed. These measures would address a problem highlighted by Deal Town Council caused by cars parking on the corner and blocking access for buses.

RESOLVED: (a) That it be noted that the proposed scheme, inclusive of the amendments set out at Appendix B of the report, would be progressed to the construction phase.

(b) That it be noted that works to Beach Street would be the subject of further consultation.

30 SANDWICH: TRAFFIC MANAGEMENT PROPOSALS

The Freight and Network Improvement Officer referred Members to the report which gave an update on traffic management proposals for Sandwich town centre. Sandwich Town Council had voted for the proposals which were to be progressed using up to £80,000 of Section 106 monies that had been allocated to the Council to spend as it wished. A number of the proposals were likely to be contentious, such as proposals for Breezy Corner, but KCC engineers had been tasked to explore all options. Proposals for Breezy Corner, New Street and High Street would come back to the Board following consultation.

Mr Moorhouse informed the Board that there was a strong demand from Sandwich residents for action to be taken to resolve traffic problems in the town. The key issues highlighted during consultation undertaken by the Sandwich Town Team had been the damage to heritage assets, pedestrian safety and the need to encourage tourism and regeneration.

Councillor Eddy welcomed the proposals which were better conceived and more coherent than the proposals previously brought before the Board for consideration. Councillor L B Ridings welcomed the proposals which would help to address the significant number of foreign lorries getting stuck in the town centre. In response to Councillor Collor, it was clarified that the £80,000 would cover the cost of carrying out only some of the works. Some works would require additional funding, and it was intended to hire a consultant who had experience of bidding for additional funds from e.g. the Heritage Lottery Fund.

RESOLVED: That the report be noted.

31 LOCAL WINTER SERVICE PLAN

The Dover District Manager (DDM) presented the report which informed the Board of the arrangements in place in the event of snowfall/icy conditions.

RESOLVED: That the report be noted.

32 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, planned footway improvement works to King Street had encountered conservation problems. On street lighting, works to the Townwall Street underpass had largely been completed. In respect of developer-funded works at Coombe Valley Road, these had largely been completed but the developer's bond had been withheld pending remedial works to the footway to repair damage done by HGVs. Referring to Appendix E, Councillor Collor commented that works to the A20 York Street and Union Street roundabouts were being carried out as part of the Harbour Revision Order for the expansion of the Western Docks and, as such, would need to be completed by January 2017.

The DDM undertook to ask the Drainage Engineer to contact Councillor Bond in order to update him on whether there were any works planned for Church Lane, Albert Road and Southwall Road. Councillor Eddy added that it had been reported at KCC's Flood Risk Management Committee that groundwater levels were exceptionally high and a number of high tides were expected during the Christmas period. Councillor Carter mentioned a number of road signs that had fallen over or were obscured by vegetation, including signs at the junction of Dover and Deal Roads in Sandwich and Weddington Lane on the A257. The DDM advised that

highway inspectors made regular road checks so it was to be hoped that fallen signs would be picked up during these checks. Warning and regulatory signs were a priority and remedial works would generally be actioned within 28 days. Members were asked to report damaged signs to the KCC helpline or website. The DDM confirmed that he was aware of signs that had been flattened at the top of Lydden Hill, leading to foreign HGVs parking in the u-turn facility. The signs had been reported to Highways England whose responsibility they were. KCC was aware of particular sites which had been the subject of ongoing fly parking.

RESOLVED: That the report be noted.

33 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.

34 APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS

The Corporate Estate and Coastal Engineer introduced the report which outlined details of eleven disabled persons' parking bay applications, and proposed the removal of eight bays which were no longer needed. Following informal consultation with neighbours, no letters of objection had been received in respect of Applications A, C, E, F, G, I, J and K. Since these applications met all the criteria, it was 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.

One letter of objection had been received in respect of Application D but, since the application met all the criteria, it was recommended that it also be progressed to the second stage. Application B had been the subject of formal consultation which had elicited one letter of objection. However, the applicant met all the criteria and it was therefore recommended that the application be sealed by KCC. Three letters of objection had been received in respect of Application H following informal consultation. A garage and parking space were available to the applicant at the rear of the property. Given that provision of a disabled parking bay would not improve the applicant's existing circumstances, it was recommended that the application be refused.

Item L of the report recommended the removal of eight bays which were no longer needed.

- RESOLVED: (a) That it be recommended that Applications A, C, D, E, F, G, I, J and K 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 Application B be sealed by Kent County Council.
- (c) That it be recommended that Application H be refused.

- (d) That it be recommended that the eight disabled persons' parking bays detailed in Item L 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 7.56 pm.