

# Public Document Pack

## DOVER JOINT TRANSPORTATION BOARD

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10 December 2012

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 20 December 2012 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

Councillor T A Bond (Chairman)  
Councillor B W Bano  
Councillor J H Goodwin  
Councillor M A Russell  
Councillor F J W Scales  
Councillor R S Walkden  
Councillor P Walker

#### KALC Representatives (non-voting)

#### Town Council Representatives (non-voting):

#### Kent County Council Members

Councillor N J Collor (Vice-Chairman)  
Councillor B R Cope  
Councillor G Cowan  
Councillor S C Manion  
Councillor L B Ridings  
Councillor J A Rook  
Councillor C J Smith

Mr K Gowland  
Mrs S Hooper

P M Brivio (Dover Town Council)  
M Burnham (Deal Town Council)  
B A Scott (Sandwich Town Council)

### AGENDA

#### 1 **APOLOGIES**



2        **APPOINTMENT OF SUBSTITUTE MEMBERS**

To note appointments of Substitute Members.

3        **DECLARATIONS OF INTEREST**

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

Where a Member has a new or registered Disclosable Pecuniary Interest (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.

Where a Member is declaring an Other Significant Interest (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.

4        **MINUTES** (Pages 5 - 10)

To confirm the attached Minutes of the meeting of the Committee held on 20 September 2012.

5        **ENVIRONMENTAL, HIGHWAYS AND WASTE CABINET COMMITTEE** (Pages 11 - 44)

To note the attached minutes of the Environment, Highways and Waste Cabinet Committee meeting held on 4 July 2012.

To note the attached reports that went to the meeting of the Environment, Highways and Waste Cabinet Committee on 15 November 2012:

- Policy for Use of Mirrors on the Highway in Kent
- Joint Transportation Boards Agreement and Governance

6        **SOUTHEASTERN RAILWAY STAKEHOLDER NEWSLETTER** (Pages 45 - 50)

To consider the attached report of the Public Affairs Manager, Southeastern Railway.

7 **RIVER DOUR GREENWAY - UPDATE** (Pages 51 - 52)

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

8 **PEDESTRIAN CROSSING BRIEFING PAPER** (Pages 53 - 54)

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

9 **PROPOSED WAITING RESTRICTIONS - DOVER DISTRICT** (Pages 55 - 123)

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

10 **HIGHWAY WORKS PROGRAMME 2012/13** (Pages 124 - 131)

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

11 **EXCLUSION OF THE PRESS AND PUBLIC** (Pages 132 - 134)

The recommendation is attached.

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

MATTER 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

12 **APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS** (Pages 135 - 188)

To consider the attached report of Dover District Council's 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 are normally published within five working days of each meeting. All agenda papers and minutes are available for public

inspection for a period of six years from the date of the meeting. Basic translations of specific reports and the Minutes are available on request in 12 different languages.

- 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.

Minutes of the meeting of the **DOVER JOINT TRANSPORTATION BOARD** held at the Council Offices, Whitfield on Thursday 20 September 2012 at 6.00 pm.

Present:

Chairman: Councillor T A Bond

Councillors: P M Brivio  
P I Carter  
N J Collor  
B R Cope  
J H Goodwin  
M J Ovenden  
L B Ridings  
J A Rook  
M A Russell  
C J Smith  
P Walker

Also Present: Mr K Gowland (KALC)  
Mrs S Hooper (KALC)

Officers: Mr R Heaps (KCC Highways and Transportation)  
Mr S Rivers (KCC Highways and Transportation)  
Community Safety, CCTV and Parking Manager  
Corporate Estate and Coastal Engineer  
Democratic Support Officer

Apologies for absence were received from County Councillor G Cowan; District Councillors B W Bano, F J W Scales and R S Walkden, and Mrs Marlene Burnham, Mr Chris Tough (Deal Town Council) and Mr Bryan Scott (Sandwich Town Council).

195 APPOINTMENT OF SUBSTITUTE MEMBERS

It was noted that, in accordance with Rule 4 of the Council's Procedure Rules, Councillors P M Brivio, P I Carter and M J Ovenden had been appointed as substitute Members for Councillors B W Bano, F J W Scales and R S Walkden respectively.

196 DECLARATIONS OF INTEREST

Councillor J H Goodwin declared a Disclosable Pecuniary Interest in Agenda Item 9 (Southeastern Rail Franchise) by reason that he was employed by Southeastern Trains and withdrew from the room during consideration of this item.

197 MINUTES

In respect of Minute No 57, Mr Rivers advised that Kent County Council (KCC) supported expansion which minimised disruption, but had no influence over the decision made by Thanet District Council to refuse night flights at Manston airport.

In respect of Minute No 63, Mr Rivers advised that problems had been experienced elsewhere with real-time bus-stop displays and there were no plans to install them in the District. In relation to Councillor Cronk's query, Members were advised that plates had been used at Jubilee Way as a temporary measure to ensure that there

was no disruption during the Olympics. Information was awaited from the Highways Agency on when new joints would be installed. The railings at Park Avenue, Deal had been removed as a result of a safety audit in order to improve visibility for pedestrians. The Betteshanger access road had been adopted a week earlier following protracted negotiations. The footway surface at Maison Dieu Road, Dover had not been finished off by the contractor as they were waiting until utilities work had been completed.

The Minutes of the meeting of the Joint Transportation Board held on 7 June 2012 were approved as a correct record and signed by the Chairman.

198 ENVIRONMENT, HIGHWAYS & WASTE CABINET COMMITTEE

The Board received the minutes of the Environment, Highways & Waste Cabinet Committee (EHWCC) meeting held on 11 May and the reports that went to the EHWCC meeting held on 4 July 2012.

Councillor N J Collor advised that, in relation to the report on managing events on the highway, the KCC Cabinet Member for Environment, Highways and Waste had received a response from the Chief Constable which reaffirmed that Kent Police would no longer provide traffic control support for events. In respect of the Member Highway Fund report, it was confirmed that KCC Members would be able to use their funds for Public Rights of Way (PROW) schemes. In response to Councillor C J Smith, Mr Rivers undertook to find out whether funds could be used for PROW schemes in the current financial year.

RESOLVED: That the minutes and reports be noted.

199 PRESENTATION OF PETITION – WEST STREET, DEAL

Councillor T A Bond presented a petition to Mr Rivers on behalf of West Street residents who had raised concerns over width restrictions, speeding and heavy traffic.

RESOLVED: That the presentation of the petition to KCC be noted.

(In accordance with the provisions of Section 100(B)(4)(b) of the Local Government Act 1972, the Chairman agreed that this item, which was not detailed on the agenda, should be considered as a matter of urgency.)

200 20MPH SPEED LIMIT FOR NON A AND B ROADS (WHERE EXCESSIVE SPEED COULD BE HAZARDOUS)

Mr Rivers referred Members to the report that had gone to the EHWCC on 4 July 2012 which outlined work (including trials) at county and national level to develop new policy on the implementation of 20mph schemes. Members were being asked to reaffirm the existing policy until such time as the new one was introduced.

It was explained that, when considering sites for 20mph restrictions, the number of crashes within the previous 3 years involving personal injury (particularly to pedestrians and motorcyclists) were taken into account. In response to concerns raised, Members were advised that one of three measures would be used at trial sites: a 20mph speed limit, physical measures or interactive speed signs. A control site where no measures had been installed would also be included for comparison. Trials usually lasted 18 months but some of 6 months were taking place. The trial

sites had been chosen because of their vicinity to schools which was where evidence had shown speeding often took place. Moreover, it gave commonality to the trials as all the sites were in similar environments.

Some Members stated that it was wrong to look at sites only when there had been crashes involving casualties. In response, Mr Rivers explained that, with limited resources, KCC had no choice but to concentrate its efforts and funding on sites with the worst records. However, where there was a quick remedy (i.e. cutting back vegetation), this would be carried out. It was confirmed that KCC Members could use their Member Highway Fund to support schemes if they did not meet the Crash Reduction Policy criteria. However, it was unlikely that there would be sufficient time to carry out the necessary implementation procedures before the KCC elections in May 2013.

Councillor Collor reported that KCC had set aside £1.6 million for crash remedial measures for 2013/14. The number of crashes in Kent had fallen by 53%, beating the government target of 40%.

RESOLVED: (a) That the existing policy be noted.

(b) That it be noted that the new 20mph schemes would be promoted only as part of a Casualty Reduction Scheme until the current trials have been evaluated and a new formal policy has been adopted by the County Council.

201 RIVER DOUR GREENWAY - UPDATE

The Board received the report of the Director of Highways, KCC which gave an update on the River Dour Greenway. Councillor J H Goodwin raised concerns over the lack of signage around Buckland Avenue, Alfred Road and Lorne Road. Mr Heaps advised that protracted negotiations with Asda had hindered progress, but things were now moving forward and the lack of signage would be looked at.

RESOLVED: That the update be noted.

202 RIVER DOUR GREENWAY PHASE 2 – RESULTS OF TRAFFIC REGULATION ORDERS

Mr Heaps presented the report which gave details of the three Traffic Regulation Orders that would be required at three locations along the proposed route. These had been subject to consultation and two objections had been received relating to Church Street and Market Square. Mr Heaps undertook to respond formally to Dover Town Council.

RESOLVED: That it be recommended that the proposed Traffic Regulation Orders proceed as advertised.

203 SOUTHEASTERN RAIL FRANCHISE

Mr Rivers referred Members to the report, advising that KCC would be engaging with the Department for Transport (DfT) and neighbouring authorities as part of consultation on the new rail franchise which was due to commence in April 2014. Councillor Collor also referred Members to Dover District Council's (DDC) letter and press release which were circulated at the meeting and raised a number of points

with the DfT. Members were advised to contact Stephen Gasche at KCC if they had any comments or concerns.

RESOLVED: That the report be noted.

204 MANAGEMENT OF DOUBLE PARKING AND PARKING AT DROPPED KERBS

The Community Safety, CCTV and Parking Manager presented the report which outlined DDC proposals to take enforcement action against those double parking or parking adjacent to dropped kerbs.

RESOLVED: That the report be noted.

205 SERVICE OF PENALTY CHARGE NOTICES BY POST

The Community Safety, CCTV and Parking Manager presented the report which outlined proposals to adopt powers which would enable DDC to serve penalty charge notices by post.

RESOLVED: That the report be noted.

206 DOVER WINTER SERVICE PLAN

Mr Rivers presented the report which outlined arrangements between KCC and DDC in the event of snow emergencies. Efforts had been made to update salt bin records which were now available on the KCC website. Records of doctor's surgeries, care homes, etc had also been updated. Members advised of several items missing from the list: Barnesende care home off Millwall Place, Sandwich; a salt bin in Eythorne at the junction of Sandwich Road and Sun Valley Way and several salt bins in Elvington. In response to Members, Mr Rivers advised that a contractor would be inspecting all salt bins and replacing any that were no longer serviceable. It was confirmed that all town and parish councils had been offered bags of salt. In addition, that the winter service would now operate from Sandwich rather than Shepway for practical reasons.

In relation to action taken by members of the public, the Board was advised that, providing people did not act negligently, they would not be personally liable in the event of an accident. Mr Rivers agreed to place an article in the press to ensure the public were made aware of this.

RESOLVED: (a) That a newspaper article be published by KCC clarifying the position on personal liability for members of the public.

(b) That the report be noted.

207 HIGHWAY WORKS PROGRAMME 2012/13

Mr Rivers presented the report which updated Members on works that had been approved for construction in 2012/13.

In respect of Appendix B1, Members were referred to the paper circulated which detailed a number of additional sites identified for resurfacing works as a result of £6 million in additional funding becoming available. Carriageway works at Whitfield Hill were due to commence on 9 October for 2 weeks. In respect of Appendix B4,



Members were advised of five programmed drainage schemes at Melville Lea, Woodnesborough; London Road, Dover; Kenilworth Close, Dover; Glack Road, Deal and Sandwich Road, Hacklinge. On Appendix C1, in response to Councillor L B Ridings, Mr Rivers undertook to investigate the problem of poor visibility due to overgrown foliage at the A256/A257 roundabout at Ash. Mr Rivers undertook to establish the length of the East Kent access road as surprise was expressed by Councillor Collor at the cost of the scheme.

RESOLVED: That the report be noted.

208 EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED: 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.

209 APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS

The Corporate Estate and Coastal Engineer presented a report to Members which detailed nine disabled parking bay applications and proposals to remove four bays. Members were also requested to agree to the removal of an additional two bays which were not detailed in the report.

The Board was advised that, following informal consultation, ten objections had been received in respect of Application A. There was a double garage to the rear of the property, but the applicant's medical condition precluded the use of it. In respect of Application G, two objections had been received and there was an off-street garage approximately 70 metres away from the property. However, the applicant's medical condition precluded her from walking this distance. Aside from these factors, the applications met all the criteria, and it was recommended that they be progressed to formal consultation.

Application D met all the criteria but one letter of objection and one letter of support had been received following informal consultation with neighbours. Three letters of objection to Application H had been received and one objection to Application I. Applications B, C, E and F met all the criteria and no objections had been received following informal consultation. It was recommended that these applications be progressed to formal consultation.

Item J dealt with the removal of four disabled parking bays which were no longer required by the original applicants. It was therefore recommended that these bays, plus two others not detailed in the report, be removed.

RESOLVED: (a) That it be recommended that Applications A, B, C, D, E, F, G, H and I be formally advertised and, in the event that no objections are received, 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 the four disabled parking bays detailed in Item J of the report, and the two additional bays reported verbally at the meeting, be formally advertised with the intention of removing them and, in the event that no objections are received, 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 7.47 pm.

KENT COUNTY COUNCIL

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**ENVIRONMENT, HIGHWAYS AND WASTE CABINET  
COMMITTEE**

MINUTES of a meeting of the Environment, Highways and Waste Cabinet Committee held in the Darent Room, Sessions House, County Hall, Maidstone on Wednesday, 4 July 2012.

PRESENT: Mr D L Brazier (Chairman), Mr N J Collor (Vice-Chairman), Mr J R Bullock, MBE, Mr G Cowan, Mr M J Harrison, Mr W A Hayton, Mr C Hibberd, Mrs J P Law, Mr R F Manning, Mr M B Robertson, Mr C P Smith and Mrs E M Tweed

ALSO PRESENT: Mr B J Sweetland

IN ATTENDANCE: Mr M Austerberry (Corporate Director, Environment and Enterprise), Dr (Climate Change Project Manager), Mrs C Arnold (Head Of Waste Management), M D Beaver (Head of Network Management and Performance), Mr J Burr (Director of Highways and Transportation), Ms (Transport Strategy - Delivery Manager), Mr W Forrester (Head of Gypsy & Traveller Unit), Jeffery (Traveller Engagement and Operations Manager), Mr A Kamps (Principal Accountant), Mr T Martin (Strategy Manager), Ms C McKenzie (Sustainability and Climate Change Manager), Mr S Palmer (Head of Highway Operations), Mr T Read (Head of Highway Transport) and Seare (Highways and Transportation)

**UNRESTRICTED ITEMS**

**14. Minutes of the meeting on 11 May 2012**

*(Item A4)*

RESOLVED that the Minutes of the meeting held on 11 May 2012 are correctly recorded and that they be signed by the Chairman.

**15. Fees & Charges for Highways & Transportation**

*(Item B1)*

(1) The report detailed a number of proposed adjustments to the Fees & Charges for the services provided by Highways & Transportation. KCC recovered its reasonable costs of supplying certain services; which prevented the Authority subsidising services where external organisations re-charge clients. Most of the existing service fees & charges had been held at the same level for the last 3 years whilst inflation had exceeded 4% per annum. Despite some efficiency savings and relatively small staff salary increases, the cost of providing the services had increased. If fees did not cover KCC's costs then services would need to be reduced or stopped all together. A copy of the full schedule of Fees & Charges was attached as Appendix 1 to the report. It detailed existing charges, statutory or contractual services and proposed new chargeable services.

(2) Subject to approval for all highway charges, a revised schedule of the Fees & Charges would be published on the KCC website. The new rates would apply from 1 September 2012 and would be further reviewed each financial year.

(3) RESOLVED that:-

- (a) the adjustment of existing charges as set out in Appendix 1 of the report, be endorsed;
- (b) the fees and charges for statutory or contractual services be noted; and
- (c) the Cabinet Member be recommended to introduce the proposed new chargeable services.

## **16. Managing Events on the Highway**

*(Item B2)*

(1) Local community events were an important part of Kent's culture and often took place on the Highway. The events needed to be managed safely with minimal traffic disruption, whilst still enabling the event to take place wherever possible. Kent Police had recently withdrawn their support to control traffic at most events which had caused additional burdens and costs for event organisers. The report discussed the impact of the Police's policy change and set out policy options for KCC involvement in future events.

(2) The Traffic Management Act 2004 placed a statutory Network management Duty on traffic authorities such as KCC to secure the expeditious movement of traffic, which included the need to ensure that actions of others, e.g. event organisers, did not cause unnecessary disruption to the travelling public. There were between 700 to 900 events held on Kent's road network each year and most required some form of temporary traffic control to enable them to take place. Many events required roads to be closed and closing a public road without a lawful closure order was illegal.

(3) There were two sets of legislation that could be used to authorise road closures for events: The Road Traffic Regulation Act 1984 (RTRA 1984) and the Town Police Clauses Act 1847 (TPCA 1847). The use of the Road Traffic Regulation Act 1984 to close each road was restricted to once per year unless special consent was obtained from the Secretary of State. All recent requests for Secretary of State consent had been granted.

(4) Prior to 2012 traffic control during road closures at most events was carried out by a Kent Police presence. District Councils were able to request a Police presence when a road was closed using the TPCA 1847. Kent Police had now, inline with a national Police directive, withdrawn presence at most events (excluding Remembrance Day, veterans' day events or military funerals).

(5) The report referred to the rules on placing temporary signs on the highway which were set out in the Traffic Signs Regulations and General Directions 2002; current procedures for applications to hold events on the highway which were

processed by the Roadworks Team within Highways & Transportation; and current costs to event organisers, including advertising costs, administration costs and supply of signs.

(6) Options for future County-wide policy were -

### **Option 1**

KCC maintained current situation where we acted in an advisory role for the event organiser, only advising on suitability of measures to minimise traffic impact and reduce safety risk. This did not provide the event organisers any funding support but publishing the policy would manage expectations and help avoid KCC being criticised for the impact of the Police's change in policy.

### **Option 2**

As option 1 but KCC to contribute towards a signing equipment stock for District Councils to manage and distribute as required for events in their areas. This assumed that in accordance with localism principles District Councils would be best placed to promote and manage local events to support the diversity and the culture of their areas. A one-off grant to every District Council to acquire signs and cones would equate to a total estimated cost of £10,000 to be found from existing budgets. However, this would require District Councils to sign up to the proposal following development and consultation with them.

### **Option 3**

KCC fully supported all non profit making (charitable) events with assistance on design of traffic management plans and provision of necessary signage across the county. This would require additional funding and resource from KCC - e.g. sign costs, storage, maintenance/replacement, staff resource (estimated 2 FTEs) and transport. A full assessment would be required to determine the amount of signs required to enable this to be carried out countywide. However, the total estimated annual cost to KCC was likely to be in excess of £100,000, a considerable new budget pressure which would inevitably mean a reduction in service levels elsewhere.

(7 ) RESOLVED that:-

- (a) a formal request to Kent Police to review their change in policy and continue to provide traffic control support for events be supported;
- (b) policy option 1 above be recommended to the Cabinet Member; and
- (c) the report and draft minute be circulated to the next round of JTBs for information.

*(Following on from item B2 (Managing Events on the Highway), it was agreed that a formal request be submitted to Kent Police to review their change in policy and*

*continue to provide traffic control support for events. Please see the relevant correspondence attached to these minutes)*

## **17. Gypsy and Traveller Pitch Allocation Policy**

*(Item B3)*

(1) The report detailed the outcomes of a consultation over a proposed new Traveller site pitch allocation policy for sites both owned and managed by KCC, and proposed a revised policy for Cabinet Member decision. It described the proposed new policy, and highlighted the key points arising from the consultation.

(2) KCC's objective in owning and managing sites for Gypsies and Travellers was to provide a high quality site pitch for those in need. Allocation of pitches must comply with relevant legislation and case law, in particular the Equality Act, 2010, the Human Rights Act 1998, and allocation decisions must be "reasonable" "fair" and "proportionate". The policy proposed endeavoured to ensure that site pitches would be rented to those Gypsies and Travellers in greatest need, and to those who might have great difficulty in securing pitches on privately owned Traveller sites which were available for rent or which have the benefit of permanent planning consent. The proposed policy would ensure an appropriate 'needs assessment' was completed, applying a points system.

(3) The full purpose and agreed detail of the Gypsy and Traveller Allocations Policy Review were set out in Annex A to the report, and included details of the documents that were subject to a public consultation that ran from 5 March – 25 May 2012. The documents recommended that the allocation policy be brought in line with social housing, as far as was possible by using a similar system to that used by most social housing accommodation providers such as Borough, District and Unitary Councils and Registered Social Landlords (RSLs). The policy would not have any significant impact on the Kent taxpayer but should reduce the risk of legal challenge, and the costs that were likely to be associated with that.

(4) There would be no negative impact on capital and revenue budgets nor spending plans. The risks of challenge, either over equality impact assessment, or challenges over specific allocation decisions, were minimised by the policy proposed, and the processes detailed in the report.

(5) The proposal to adopt the new pitch allocation policy linked with Kent County Council's Medium Term Plan by ensuring that it supported the need for a new approach. The Medium Term Financial Plan supported the overall plan. The proposal was not related to a plan or strategy as set out in the Councils Policy Framework, therefore, would be subject to referral to the Scrutiny Committee.

(6) The public consultation that was held between 5 March – 25 May 2012 was set out in Annex 2 to the report. An Equality Impact assessment had been undertaken which showed that all areas of consideration had been taken into account. Every District/Borough and Parish Council in Kent were invited to take part in the consultation as were all of the residents on all of the sites that were owned or managed by Kent County Council.

(7) RESOLVED that:-

- (a) the review of the allocation policy, be endorsed;
- (b) the Cabinet Member be recommended to approve the new policy as set out in Annex 1 to the report; and
- (c) the report be circulated to the next round of Locality Boards for information.

## **18. Chilmington Green Area Action Plan - Decision taken - for information**

*(Item B4)*

(1) The Committee was informed of a decision taken by the Cabinet Member to approve KCC's response to the consultation by Ashford Borough Council on the Chilmington Green Area Action Plan (AAP).

(2) Ashford BC intended to submit the Chilmington Green AAP to the Secretary of State in October 2012 with an examination in Public in late 2012/early 2013. When adopted the Chilmington Green AAP would form part of Ashford Borough Council's local plan and would guide the future development of the new neighbourhood.

(3) Such decisions now came before the Cabinet Committee, which would advise the Cabinet Member on the decision he should take. However, the timing of consultations was determined by the District and Borough Councils and there was a minimum duration of 6 weeks. The EHW Cabinet Committee met every ten weeks and it would not always be possible to place a report about KCC's proposed response on a Committee agenda that would allow the response to be made within the consultation window.

(4) The Group Spokesmen, Mr Robertson and Mr Cowan, were therefore consulted by Mr Brazier about the Cabinet Member's proposed decision to approve KCC's response, and raised no matters that needed to be recorded on the Record of Decision. The decision taken was attached as Annex 1 to the report.

(5) RESOLVED that the decision taken be noted.

## **19. Swale Borough Council Draft Core Strategy - Decision taken - for information**

*(Item B5)*

(1) The Committee was informed of a decision taken by the Cabinet Member to approve KCC's response to the consultation by Swale Borough Council on the Swale Borough Council Draft Core Strategy.

(2) Swale BC recently consulted on a Draft Core Strategy which set out their preferred amount of development to 2031, allocated key sites, and identified the infrastructure needed to support them. The Borough Council intended to submit their

Core Strategy to the Secretary of State later in 2012, and when adopted after an *Examination in Public* it would replace the Swale Local Plan.

(3) Such decisions now came before the Cabinet Committee, which would advise the Cabinet Member on the decision he should take. However, the timing of consultations was determined by the District and Borough Councils and there was a minimum duration of 6 weeks. The EHW Cabinet Committee met every ten weeks and it would not always be possible to place a report about KCC's proposed response on a Committee agenda that would allow the response to be made within the consultation window.

(4) The Group Spokesmen, Mr Robertson and Mr Cowan, were therefore consulted by Mr Brazier about the Cabinet Member's proposed decision to approve KCC's response, and raised no matters that needed to be recorded on the Record of Decision. The decision taken was attached as Annex 1 to the report.

(5) RESOLVED that the decision taken be noted.

## **20. Environment, Highways and Waste Forward Plan - current entry**

*(Item B6)*

RESOLVED that the current entry in the Forward Plan for Environment, Highways and Waste, be noted.

## **21. Business Plan Outturn Monitoring 2011 - 12**

*(Item C1)*

(1) The 2011/12 Business Plan outturn monitoring report provided highlights of the achievements in the year for the Enterprise and Environment Directorate.

(2) Significant achievements during the year were highlighted within the report. The majority of projects, developments and activities included within the Business Plans had been completed, and where projects had not been completed this was shown within the report on an exception basis. The report also included outturn figures for the key performance and activity indicators included in the business plans.

(3) RESOLVED that the report be noted.

## **22. Environment, Highways & Waste Performance Monitoring**

*(Item C2)*

(1) Each Cabinet Committee was being asked to develop and approve a performance dashboard appropriate to the functions covered by the Directorate, and subsequently to monitor performance and make comments/ recommendations.

(2) The Environment, Highways and Waste business plans contained a large number of detailed performance indicators. These were mainly operational and quantitative and used by management within the directorate to monitor, manage and improve the directorate's broad range of ongoing business.



(3) Cabinet Committees had a role in helping shape the selection of indicators included in future year business plans, and to assist the directorate in improving the focus on strategic issues and qualitative outcomes. In that context, Members reviewed the current EHW business plan performance indicators summarised in appendix 1 to the report, and considered the key high priority indicators for inclusion in an appropriately streamlined and manageable performance dashboard.

(4) During debate the Chairman suggested the following -

**Performance Indicators collected monthly or quarterly**

*Highways and Transportation*

Average number of calendar days to repair a pothole  
Percentage of routine enquiries reported by the public completed in 28 days  
Percentage of potholes repaired in 28 calendar days  
Percentage of streetlights repaired in 28 days  
Percentage of streetlights working  
Percentage of customers satisfied with routine service delivery (100 call back)

*Waste Management*

Percentage of waste material diverted from landfill

*Other Indicators*

Percentage of Member Enquiries responded to within required timeframe

*N.B. Following the meeting the Chairman was advised that the Member Enquiry indicator related to the management of correspondence received by the Cabinet Member's office and not Member contacts received by the E&E directorate. The Chairman has therefore taken the decision to remove this indicator from future performance monitoring reports.*

**Performance Indicators collected with rolling twelve month, to remove seasonality**

Percentage of municipal waste recycled or converted to energy and not taken to landfill  
Percentage of household waste recycled and composted  
Percentage of waste recycled and composted at HWRCs including soil and hardcore

(5) Mr Harrison commented that the inclusion of a base line percentage figure would provide a greater clarity.

(6) RESOLVED that the list of suggestions in paragraph (4) above form part of the performance dashboard.

### **23. Environment, Highways & Waste Financial Outturn 2011 - 12**

*(Item C3)*

- (1) The report summarised the 2011/12 financial outturn for each of the A-Z budget lines within the Environment, Highways and Waste Portfolio. It was important that committees received timely information on actual costs in advance of considering options for future years' budgets during the autumn.
- (2) The overall position for the Environment, Highways and Waste Portfolio was an underspend of £6.998m, excluding Kent Commercial Services which was reported to the Policy and Resources Cabinet Committee.
- (3) Table 1 of the report set out the original budget, final approved cash limit and spending for each A-Z budget line within the Environment, Highways and Waste Portfolio. The changes between the original budget and final approved cash limit were all within KCC's "virement" rules as set out in Financial Regulations. Significant variations from the approved cash limits were set out in the report.
- (4) The under spend for 2011/12 included a number of areas of committed expenditure, set out in Table 2 of the report, which Cabinet were asked to agree to roll forward into 2012/13.
- (5) Table 3 of the report identified the planned and actual spend on all capital projects in 2011/12 and the total approved and forecast spending over the lifetime of the projects.
- (6) RESOLVED that the revenue and capital financial outturn for 2011/12, including rollovers for committed projects, and changes to the capital programme due to re-phasing, be noted.

### **24. Environment, Highways & Waste Financial Monitoring 2012 - 13**

*(Item C4)*

- (1) Members were asked to note the first exception financial monitoring report for 2012/13 to be reported to Cabinet on 9 July 2012.

#### *Revenue*

- (2) The budgeted waste tonnage for 2012-13 was 730,000 tonnes. Comparing the level of affordability with the final outturn figure for last year of 715,000 tonnes and combined with the experience of the last two financial years, this had allowed the Directorate to estimate that the final tonnage figure could be approximately 15,000 tonnes less than budgeted. The forecast reduction in activity had resulted in an underspend of £1m for Waste Management.

## *Capital*

(3) The variance was +£0.524m. This was a real variance in 2012-13. Projects subject to real variances affecting 2012-13 were:

- Energy & Water Efficiency Investment (+£0.112m) to be funded by previous year's school loans repayments.
- Ashford – Drivers Roundabout (+£0.300m). This reflected best estimates on negotiations and settlements of claims relating to the final account, with the contractor. The overspend would be funded by additional grant.

Overall there was a residual balance of +£0.112m on a number of other projects.

(4) RESOLVED that the revenue and capital forecast variances from budget for 2012/13 for the Environment, Highways and Waste Portfolio based on the first exception monitoring to Cabinet, be noted.

## **25. Cabinet Member's and Corporate Director's Update (Oral Report)**

*(Item D1)*

(1) Mr Sweetland gave a verbal report on the following issues:-

*Planning & Environment* - Kent Minerals and Waste Local Plan; Kent Water Summit; and Wind Turbines

*Highways & Transportation* - Freight Action Plan; Lane Rental; and Resurfacing – Additional £6million

(2) Mr Austerberry gave a verbal report on the following issues:-

*Planning & Environment* - Flood Risk and Natural Environment Team's ARCH project

*Highways & Transportation* - Procurement of Technical Services Contract

*Regeneration* - Cyclopark

(3) RESOLVED that the updates be noted and a copy circulated to Members of the Committee.

## **26. Bold Steps for Aviation - a Kent County Council discussion document**

*(Item D2)*

(1) The report outlined KCC's discussion document, Bold Steps for Aviation, which suggested how the UK's aviation capacity needs could be met without the need to develop a new hub airport in the Thames Estuary. It was intended to contribute to

the national debate and was published in response to the recent proposals from Lord Foster and the Mayor of London promoting an airport in the estuary.

(2) Bold Steps for Aviation focused on Bold Steps for Kent's aim of helping the Kent economy grow. It championed the use of regional airports in meeting the UK's aviation demands and, in particular, paid particular attention to the use, and development, of Manston and Lydd Airports as promoted by the Regeneration Framework.

(3) The UK's aviation needs were currently being examined by Government and an aviation policy framework would be published for consultation in July 2012. Recently both Lord Foster and the Mayor of London had put forward proposals for a hub airport in the Thames estuary. In response, KCC had not only stated their opposition to the development of an airport in the Thames estuary but had developed a discussion document which set out suggestions for how the forecast growth in aviation could be met without the need for a new hub airport. The document was Bold Steps for Aviation, and was attached to the report.

(4) The document suggested courses of action that would enable the UK to respond more immediately to the capacity issues facing aviation as well as setting out the reasons for KCC's objections to the Thames estuary airport proposals. The six recommendations to Government were set out in the report.

(5) The discussion document would be used as the basis for KCC's response to the Government's forthcoming call for evidence for maintaining the UK's hub status, which was scheduled to commence July 2012. Bold Steps for Aviation demonstrated that there was an alternative to the development of an airport within the estuary in order to meet aviation needs. The document would help commence a dialogue with central Government and other relevant stakeholders.

(6) During debate Mr Harrison asked who was making the recommendations to Government and where had they come from. Mr Austerberry stated that there would be a formal decision taken by the Leader, adopting the report as the basis for the County Council's contribution to the wider debate, once the Government's consultation was launched.

(7) RESOLVED that the recommendations made to Government within the Bold Steps for Aviation discussion document be noted.

## **27. Policy Development for 20mph Schemes in Kent** *(Item D3)*

(1) The report set out the work the County Council and the Government were doing in developing new policy on the implementation of 20mph schemes. It recommended that whilst the work and the associated trials were ongoing, Members re-affirmed their support for the existing County Council policy. The policy stated that 20mph schemes would only be introduced where they could produce crash reductions as part of a Casualty Reduction Scheme. A full review of the policy would be brought to this Committee, once the trials had been evaluated, for Members to consider.

(2) There were currently two different types of 20mph schemes that the County Council could legally implement. One required traffic calming to make the limit self enforcing, and were referred to as “zones”, whilst 20mph “limits” did not require traffic calming but simply relied on signing. The “limits” however must have existing traffic speeds at or around 20mph before a formal Traffic Regulation Order could be introduced and made the limit legal to avoid criminalising large numbers of motorists, presenting the Police with an unrealistic enforcement problem and generating driver frustration and impatience due to delays.

(3) Over the last twelve months the Government had announced some changes to the way local Traffic Authorities could implement 20mph schemes to reduce time-consuming and costly bureaucracy. The changes were intended to reduce the costs for Councils wanting to use 20mph schemes and act faster to respond to the needs of their residents while still ensuring drivers knew what speed they should drive at. The changes were set out in the report.

(4) In response to a petition submitted to the local Maidstone Joint Transportation Board last year requesting the County Council implement blanket 20mph limits outside all schools and residential areas it was agreed to run a trial of cost effective speed management schemes outside Primary Schools in the Maidstone area. These sites, listed in the report, did not have an existing crash problem and therefore a key objective of the trial was to establish whether road users’ perception of safety would change as a result of the schemes. The proposed trial had been limited to Primary schools within 30mph speed limits. The results of the trials would be evaluated and included in the overall 20mph scheme policy review which would be presented to the Cabinet Committee next year.

(5) The increased introduction of 20mph schemes without self enforcing traffic calming could leave to greater dependency on Kent Police to enforce the limits. During discussions with Kent Police it was made clear that Kent Police did not support 20mph limits unless they were self enforcing.

(6) Due to recent press publicity requests for the County Council to implement 20mph schemes had increased. Both the Government and County Council were conducting trials into cost effective speed reduction schemes that, if successful, might enable the introduction of further 20mph schemes without the need for prohibitively expensive traffic calming or presenting an enforcement burden on the Police. While the trials were being conducted it was recommended that the existing policy for 20mph schemes should be promoted only as part of a Casualty Reduction Scheme be reaffirmed.

(7) RESOLVED that:-

(a) the existing policy be noted; and

- (b) new 20mph schemes be promoted only as part of a Casualty Reduction Scheme until the current trials had been evaluated, and a new formal policy had been adopted by the County Council.

## **28. Member Highway Fund - Public Rights of Way Schemes**

*(Item D4)*

(1) The Member Highway Fund scheme commenced in 1 July 2009. A Member Pack was issued to all members where the Member Highway Fund protocol, as approved by the County Council at its meeting on 25 June 2009, was comprehensively set out. As part of the delegated approval process agreed at this Cabinet Committee on 11 May 2012, the Director of Highways and Transportation will assess all Member Highway Fund applications against current H&T policies, practices and procedures, including the protocols laid down in the Member Pack.

(2) A number of applications received for Member Highway Fund spending on Public Rights of Way schemes had been rejected by the Director of Highways and Transportation, as they were outside of the protocols of the scheme, and passed to the Cabinet Member for consideration.

(3) The Member Highway Fund Protocol 1 July 2009 stated:

*“The purpose of the fund is to resolve local highway issues. This should be spending in addition to Kent Highway Services’ normal activities, and should not duplicate work already planned by KHS. It can be used to enhance works already planned.*

*All proposed spending must comply with the law and existing KCC policies and not prejudice road safety. It should contribute to the overall objectives of Kent County Council, and represent value for money. Members should be aware of the KHS Business Plan, and the targets and objectives applying to KHS.*

*There is only provision for ongoing maintenance of works normally maintained by KHS; any proposal which does not meet this criterion is excluded.”*

(4) The budget for the Member Highway Fund was provided from the Highways and Transportation budget. Public Rights of Way were currently under the responsibility of the Customer and Communities Directorate, and therefore were outside of the current protocol for Member Highway Fund spending.

(5) If Members wanted to use their Member Highway Fund on Public Rights of Way schemes, the existing protocol would need to be changed.

(6) During debate Mr Bullock commented that the PROW Unit be transferred from the Customer & Communities Directorate to the Environment & Enterprise Directorate. Mr Harrison supported the suggestion.

(7) RESOLVED that the MHF protocol be extended to include PROW schemes.

## 29. A Renewable Energy Action Plan for Kent

(Item D5)

(1) On recommendation of Kent County Council's Renewable Energy Select Committee and as a key priority within the Kent Environment Strategy, Kent County Council commissioned a renewable energy resource and opportunities study for Kent. The study was developed with input from stakeholders across the public, private and voluntary sectors as well as a number of community groups. It had provided the best insight to date of the significant opportunities across Kent and had resulted in the development of the *Renewable Energy Action Plan for Kent: Delivering Opportunities*, attached as an appendix to the report.

(2) The work had been funded through ClimactRegions, an Interreg IVc project looking at the development of strategies and actions for the reduction of greenhouse gas emissions. [www.climactregions.eu](http://www.climactregions.eu). Consultation on the study (February 2012) asked stakeholders a series of questions as to what they saw as the priorities for Kent and where there might be gaps or risks to delivery. The feedback had resulted in an update of the study (April 2012) and the development of the draft *Renewable Energy Action Plan for Kent: Delivering Opportunities*.

(3) The draft plan detailed actions divided into a series of seven work packages:

**WP1:** Skills and Training

**WP2:** Public Sector Leadership

**WP3:** Planning and Development

**WP4:** Business and Innovation

**WP5:** Community Energy

**WP6:** Wind Energy

**WP7:** Bioenergy

It had been identified that delivery of activity with the plan across partners could result in emissions savings of around 10%, a significant proportion of the Kent Environment Strategy target of a 34% reduction overall by 2020.

(4) The proposed next steps for the Renewable Energy Action Plan would be a consultation with stakeholders including:

- An Online survey for stakeholders on actions identified, partner leads and potential risks
- Updates to key forums and networks including Kent Forum, Kent Environment Champions Group, Kent Environment Strategy Executive Officer Group, Kent Planning Officers Group and the Kent Climate Change Network

(5) RESOLVED that the proposed next steps for consultation, be endorsed

## 30. Kent Environment Strategy Targets and 'Climate Local Kent'

(Item D6)

(1) At the Kent Forum on 8 February 2012 a request was made for a set of targets to be agreed for the Kent Environment Strategy that the Forum would monitor

on a more regular basis. In parallel the Government was in the process of developing 'Climate Local' which would be the national framework for climate change agreements and targets which local government would be asked to sign up to and which could be adapted to reflect local conditions. The draft targets put forward in the paper would form the basis of a suggested approach for a 'Climate Local Kent' agreement taking a pragmatic approach and based on Kent's ambitions and the Environment Strategy. The agreement would be circulated for consultation once the Government had launched the national framework with the recommendation that Kent became an early signatory to the national framework.

(2) Appendix 1 to the report set out the suggested draft targets where confirmed, with an indication of where further baseline data was required before targets could be set. Targets would be developed at the Kent level, but with the flexibility for reflection of local conditions at the District level, similar to the Kent Environment Strategy. The sub-targets and baseline data would be finalised by the end of July. The Environment Strategy and final targets would be a substantive item on the 20 July Kent Forum meeting.

(3) The next steps would be to

- Consult further on DRAFT targets – any comments about them being used as the basis for Climate Local Kent, to be sent to Carolyn McKenzie
- Discuss the finalised targets as part of a more detailed Kent Environment Strategy agenda item at the next Forum meeting on 20 July
- Launch the targets as part of a 'Climate Local Kent' agreement, if supported by this Cabinet Committee and the Kent Forum.

(4) During debate Mr Bullock requested more information relating to Ambition Boards i.e. what were they and who was responsible for them. The Chairman undertook to ask Mr Bowles, Deputy Cabinet for the Democracy and Partnerships, to contact Mr Bullock direct.

(5) RESOLVED that:-

- (a) any feedback on the draft KES and Climate Local Kent targets be provided to Carolyn McKenzie direct; and
- (b) KCC as part of 'Climate Local Kent', becoming an early signatory of the national Climate Local Government initiative, with a launch planned for September at the Kent Environment Strategy Conference, be endorsed.



Bryan Sweetland  
Cabinet Member for Environment, Highways & Waste



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Your Ref:  
Our Ref:  
Date: 14 August 2012

Dear Chief Constable Learmonth

### **Managing Events on the Highway**

Following Kent Police's change in policy for events on the highway, the County Council have received a substantial number of complaints from local event organisers, District, Town and Parish Councillors. It is clear they are concerned about the change in policy, which withdraws Police support from events and places a burden both financial and organisational on those promoting such events. This is threatening the viability of events, which are very important to local people and help celebrate the local diversity among Kent's communities.

As a consequence of the level of concern, the matter was subject to a report and debate at the County Council's Environment, Highways & Waste Cabinet Committee on 4 July 2012. The Committee agreed that KCC continue to provide help and advice to event organisers and that I should write to you to request that you review your change in policy and continue to provide traffic control support for local events. Police control is not only important to minimise costs and burdens on event organisers, it is also often the best way to minimise disruption to traffic.

I therefore formally ask that Kent Police carryout a full and complete review of this change of policy.

I look forward to receiving the findings and actions from this review and hope that Police resource can be restored to local events in Kent.

Yours sincerely

A handwritten signature in black ink that reads 'Bryan Sweetland'. The signature is written in a cursive style.

**Bryan Sweetland**

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**Andy Adams**  
**Assistant Chief Constable (Central Operations)**

Mr Bryan Sweetland  
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Direct Line: 01622 652656  
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Date: 29 August 2012  
Ref: AA/TS 3508/2012

Dear Mr Sweetland

Thank you for your letter regarding Managing Events on the Highway addressed to the Chief Constable who has passed this to me to respond.

The Kent Police Event Policy (M30) was reviewed and re-published on the 14 March 2012 and complies with national guidance and direction but, perhaps more importantly, it complies with the law.

The Association of Chief Police Officers (ACPO) issued, its Public Safety Policy in 2009. This policy and the Kent Police Events Policy are both accessible online for your reference:

- [http://www.kent.police.uk/about\\_us/policies/m/m030.html](http://www.kent.police.uk/about_us/policies/m/m030.html)
- <http://www.acpo.police.uk/documents/uniformed/2009/200910UNPSP01.pdf>

The police role at events is clearly articulated in the ACPO 2009 Policy and is reproduced below for your convenience.

*Assessment of the need for Police attendance and action at public events will be principally based on the need to discharge our core responsibilities which legal advice indicates are as follows:*

- *Prevention and detection of crime;*
- *Preventing or stopping breaches of the peace;*
- *Traffic regulation within the legal powers provided by statute, a Road Closure Order (Town Police Clauses Act 1847) or a Traffic Regulation Order (Road Traffic Regulation Act 1984);*
- *Activation of a contingency plan where there is an immediate threat to life and co-ordination of resultant emergency service activities.*

At this point, I would ask you to note that traffic regulation is different from traffic management and that police powers to regulate traffic for planned events are extremely limited.

Continued ... 2

The organising of an event carries a great weight of responsibility and the organiser should enter this environment with the full understanding of the role they have to play. It is not the role of Kent Police to minimise costs to event organisers. Indeed, we have a duty to minimise the costs to taxpayers and this includes ensuring our resources are appropriately deployed in accordance with our policies, national directions and the law.

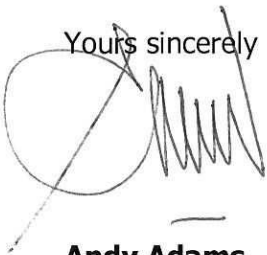
Kent Police will seek to support event organisers in developing their traffic management plans and officers from the force have been assigned to this task for sometime.

Legal opinion suggests that where events occur on a road then the Local Authority may also have a responsibility.

Kent Police have accredited a number of staff from Kent Highways Service under the Community Safety Accreditation Scheme. This accreditation includes powers to deal with traffic at events. A number of local authorities have staff trained under the same scheme.

Potentially, there is scope for Kent Police to offer further training opportunities to KCC staff including your Community Wardens. If you require further information regarding this please make contact with Chief Inspector Bryan Whittaker.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Andy Adams', written over a large, faint circular stamp or watermark.

**Andy Adams**  
**Assistant Chief Constable**  
**Central Operations**

**From:** Bryan Sweetland, Cabinet Member – Environment, Highways & Waste  
John Burr - Director of Highways & Transportation

**To:** Environment, Highways & Waste Cabinet Committee

**Date:** 15<sup>th</sup> November 2012

**Subject:** Policy for the use of mirrors on the Highway in Kent

**Classification:** Unrestricted

**Summary:** This report proposes the County Council adopts a new policy to allow limited use of traffic mirrors on the public highway at specific locations to assist in the delivery of the key objective of reducing road casualties.

**Recommendations:** That the Committee endorses the policy set out in the report allowing limited use of traffic mirrors on the public highway and recommends to the Cabinet Member the policy be introduced.

### 1. Introduction

The County Council for many years has not supported the use of traffic mirrors on the highway despite other Highway Authorities and the Department for Transport (DfT) allowing them in certain circumstances. It is now proposed that the County Council adopts a new policy allowing the limited use of traffic mirrors at specific locations to assist in the delivery of one of our key objectives of reducing road casualties.

### 2. Financial Implications

If the policy is adopted the County Council would bear the costs of installation and maintenance of a traffic mirror if introduced as a casualty reduction measure. If a Member wishes to fund a mirror via their Member Highway Fund then the cost would be met from their individual allocation. If a member of the public requests a traffic mirror to assist with exiting private property then they would have to fully fund the work including the full investigation, approval and any future maintenance costs.

### 3 Bold Steps for Kent and Policy Framework

Growth Without Gridlock states road safety as a priority for central and local government. Allowing limited use of traffic mirrors at specific locations will assist in delivery our key objective of reducing road casualties.

#### **4. The Report**

The Highways & Transportation department receives enquiries every year requesting the installation of traffic mirrors on the highway to aid motorists at road junctions or private accesses where visibility is restricted due to the alignment of the highway, vegetation, fence, wall or building etc. Currently these requests are turned down on the basis that the placing of a mirror could adversely affect road safety due to:

- Distortion of reflected image, glare from sunlight or headlamps affecting the driver's vision.
- Visibility issues during bad weather (rain, snow, frost).
- Difficulty judging speed of an approaching vehicle from the mirror image.
- Maintenance issues – mirrors could be prone to vandalism and maintenance of their alignment and cleanliness is critical.
- Reliance on the mirror's restricted image may compromise the safety of other road users (such as pedestrians and cyclists) who do not appear in the mirror.

Traffic mirrors are classified as a road traffic sign but they are not currently prescribed in the Traffic Signs Regulations and General Directions (TSRGD). Their use on the highway currently requires special authorisation by the Department for Transport (DfT). The DfT applies rigorous criteria when assessing approval for mirrors, taking in to account factors such as the crash record, lack of visibility, and the potential to improve the visibility. They are not used as substitutes for normal good highway practice. The DfT have however, indicated in their recent review of signing policy "Signing the Way" that the new revised TSRGD, due sometime after 2014, will allow the use of mirrors in prescribed conditions without the need for special authorisation.

Whilst the widespread use of mirrors should not be encouraged there are sites when their use may be a benefit to road safety. As the DfT allow them in certain circumstances and are themselves proposing new legislation to remove the need for special authorisation it is therefore proposed the County Council adopts a new proactive policy that allows their limited use. Each site would need to meet with the DfT criteria and would require an independent safety assessment to ensure that existing hazards are not increased by inducing drivers to rely on a mirror and take less care than they normally would. The assessment process would include a review of the safety record and consultation with the police.

The County will only consider traffic mirrors on the public highway where:

- There is a crash history relating to a lack of visibility.
- Visibility for vehicles emerging from the side road is severely restricted.
- A visibility improvement scheme is not feasible.
- Visibility cannot be improved by removing hedges, walls, trees or other obstacles.

- The speed limit on the major road is above 30mph, the introduction thereby being aimed at higher speed roads.
- There are no other reasonable standard highway improvements possible.

To reduce bureaucracy it is not proposed to apply for special authorisation for traffic mirrors provided on behalf of individuals to assist them exiting their private drives as they will be fully aware of potential hazards. However, where a traffic mirror has the potential to be used by multiple drivers who may not be familiar with the location, special authorisation will be sought.

Mirrors may be sited off the highway on private land and that is a matter for the land owner and the person who places the mirror. Planning permission may be required and any applicant should be directed to the local Planning Authority. Should any private mirror overhang a highway maintainable at public expense, then a licence is required from the Highway Authority. Should the County Council ascertain that road safety is being compromised as a result of a private mirror being placed near to the public highway the County Council will use its powers to remove the mirror.

## **5. Conclusions**

Currently the County Council does not allow the placing of traffic mirrors on the public highway despite other highway authorities and the DfT allowing them in certain circumstances. Traffic mirrors can provide a benefit to road safety when used appropriately. It is therefore proposed that the Director of Highways and Transportation be allowed to authorise the use of traffic mirrors on the public highway in Kent providing the site meets the DfT criteria, passes an independent safety assessment and has been the subject of consultation with the Police.

## **6. Recommendations**

That the Committee endorses the policy set out in the report allowing limited use of traffic mirrors on the highway and recommends to the Cabinet Member the policy be introduced.

## **7. Background Documents**

Department for Transport – Signing the Way

<http://assets.dft.gov.uk/publications/signing-the-way/signing-the-way.pdf>

## **8. Contact details**

**Name:** Andrew Corcoran  
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**From:** Bryan Sweetland, Cabinet Member – Environment, Highways & Waste  
John Burr - Director of Highways & Transportation

**To:** Environment, Highways & Waste Cabinet Committee

**Date:** 15<sup>th</sup> November 2012

**Subject:** Joint Transportation Boards Agreement and Governance

**Classification:** Unrestricted

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**Summary:**

A Joint Transportation Board (JTB) provides the mechanism for discussing highway and transport issues relating to a district area. The JTB is an advisory board and does not have decision making powers. Member representatives from the County Council, District Council and a Parish Council representative make up the constitution of the Board. The Parish representative may speak but has no voting rights.

There is an agreement in place with each District/Borough Council which governs the constitution of the JTB. This Agreement was dates back to 2005 and is, in part, out of date. In tandem, a number of Joint Transportation Boards have requested a variation to the Agreement to allow additional Parish Council representatives to attend.

The Kent Association of Local Councils (KALC) has requested that Parish representatives are given voting rights along with the other members of the JTB.

This is a discussion paper inviting Members to give their views on the revised draft JTB Agreement attached in appendix 1 and the request from KALC to allow Parish representatives to vote.

## **1. Revised Draft JTB Agreement**

County Council officers have produced a draft revised agreement which was presented to the JTB Chairs and Vice Chairs on 20<sup>th</sup> September 2012 and can be viewed in appendix one.

As well as up-dating the terminology of the Agreement to reflect up to date governance, the key changes can be viewed in paragraphs 2.3, 8.1 and 8.2.

Paragraph 2.3 encapsulates the request from some JTBS to allow additional Parish Council representatives to attend the JTB. Rather than drawing up separate Agreements for each District Council area, it is considered better to have one Agreement that provides the Chairman with some flexibility on this point.

Paragraphs 8.1 and 8.2 cover and further clarify referrals from JTBS which will be considered by the Cabinet Member for Environment Highways and Waste.



## **2. County Council Governance**

Together with the revision of the JTB Agreement, the County Council has reviewed its governance of the JTBS and is proposing to attach a form to all reports which require a recommendation to the County Council. This form will be signed off by the Director of Highways and Transportation or approved deputy ie Service Heads. As covered in paragraph 8.2, the County Council will normally act in accordance with the views or advice of the JTB except where the matter is a clear departure from policy. In this event, the matter will be referred to the Cabinet Member for Environment Highways and Waste for discussion with the Chairman/Vice Chairman before a decision is confirmed. Confirmation of approvals will be reported back to the next meeting of the JTB. In the event of the Cabinet Member not approving a JTB recommendation, this will be notified to the Chairman in writing with the appropriate reason. This will be reported to the next meeting of the JTB.

## **3. Kent Association of Local Councils**

KALC has formally requested that consideration be given to introducing voting rights for Parish representative/s attending the JTB. In principle this is a reasonable request. It is suggested that Members give consideration to each JTB having two Parish representatives with voting rights. It is important that KALC is responsible for arranging the Parish representative's attendance at JTBS and notifies the Chairman accordingly.

## **4. Moving Forward**

The outcome of this discussion will be considered by the County Council's Cabinet. Once agreed with the Chairman and Vice Chairman of the JTB, it should then be individually ratified by each District Council through its own agreed constitution. A report will then be provided for each JTB confirming the revision to the Agreement and clarifying the Parish representation issue with the formal outcome. It is then anticipated that each District Council will enter into a revised Agreement with the County Council to reflect the changes approved.

## **5. Recommendation**

**i) Members consider the revised draft JTB agreement**

**ii) Members consider the KALC request for JTB Parish representatives to be given voting rights**

**iii) Members views will be reported to the Cabinet Member for Environment, Highways and Waste for his consideration and decision before being reported back to JTBS.**

## **Contact Information**

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**Title:** Future Highways Manager  
**Tel No:** 01622 221081  
**Email:** david.hall@kent.gov.uk

**DRAFT**

DATED

2012

THE KENT COUNTY COUNCIL (1)

- and -

[ ] BOROUGH/DISTRICT COUNCIL (2)

**AGREEMENT FOR JOINT TRANSPORTATION BOARD  
DISTRICT/BOROUGH**

Director of Governance & Law  
Kent County Council  
County Hall  
Maidstone  
Kent. ME14 1XQ

Ref: Rummins/26109/JTB 10.08.2012  
Fax No. 01622 694402  
DX No: 123693 MAIDSTONE 6  
Tel: 01622 694484 (Direct Dialling)  
Engrossment date:

This **DEED OF AGREEMENT** is made the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_  
**BETWEEN THE KENT COUNTY COUNCIL** of County Hall Maidstone Kent  
ME14 1XQ of the one part (hereinafter referred to as the “KCC” and the  
District Council of \_\_\_\_\_ (hereinafter referred to as the  
“Council”) of the other part

In this Agreement the words and expressions contained or referred to  
hereunder shall have the meaning thereby ascribed to them in the Second  
Schedule. The clause headings do not form part of this Agreement and shall  
not be taken into account in its construction or interpretation

**WHEREAS:**

1. KCC and the Council are local authorities as defined by Section 270(1)  
of the 1972 Act
2. By virtue of Section 1(2) of the Act the KCC is the local highway  
authority for all the highways in the County of Kent whether or not  
maintainable at the public expense (and which are not highways for  
which the Secretary of State for Transport is the highway authority) and  
is by enactments also the Traffic Authority and Street Works Authority  
and this agreement is made pursuant to Section 1 of the Localism Act  
2011
3. KCC and the Council have agreed to act together to continue with  
certain political arrangements previously established in relation to  
highway issues
4. This Agreement reflects the intention of KCC and the Council to  
cooperate regarding highway and transportation issues in the interests  
of the residents of Kent

**COMMENCEMENT AND OPERATING TERM**

5. This Agreement shall commence on [ \_\_\_\_\_ ] and will  
continue until terminated by either party in writing in accordance with  
the provisions of this Agreement

**COUNCIL OBLIGATIONS**

6. The Council has established and will maintain during the currency of  
this Agreement the arrangements for the Joint Transportation Board  
(hereinafter referred to as the JTB) as set out in the First Schedule

### **KCC OBLIGATIONS**

7. KCC has established and will maintain during the currency of this Agreement the arrangements for the JTB as set out in the First Schedule

### **JOINT TRANSPORTATION BOARD FUNCTIONS**

8. The JTB will advise the Council's and the KCC's executives as set out in the First Schedule

### **MISCELLANEOUS**

9. The parties acknowledge that the committee structure of KCC and/or the Council may change which may result in consequential changes to this Agreement
10. This Agreement shall be known as the JTB Agreement [2012]
11. Nothing in this Agreement shall create a legal partnership between the parties and save as may be specifically provided in this Agreement neither party shall be or hold itself out as or permit itself to be held out as:-
  - (a) the agent of the other; or
  - (b) entitled to pledge the credit of the other; or
  - (c) entitled to incur any other obligations or make any promise or representation on behalf of the other

### **REVIEW**

12. This Agreement may be reviewed at the instigation of Kent & Medway Joint Chief Executive Group and amended by agreement between the parties if necessary as a consequence of any review
13. This Agreement may be terminated by either party on six months written notice addressed to the relevant Chief Executive or head of paid service of the relevant Council

**THE FIRST SCHEDULE**  
**JOINT TRANSPORTATION BOARD**

- 1.1 A JTB will be established by the KCC and the Council
- 1.2 Each party shall be responsible for their own costs incurred in the operation of the JTB
- 1.3 The JTB shall be a non statutory forum

**MEMBERSHIP**

- 2.1 JTB Membership will comprise all the KCC local Members for divisions in the Council's area an equal number of Members appointed by the Council and a representative of the Parish and Town Councils within the District. The Council may appoint substitutes for its Members
- 2.2 The Parish and Town Council representatives will be nominated by the Area Committee of The Kent Association of Local Councils (KALC) or other representative body of Parish Councils within the District if this provides a more complete representation a substitute Member may also be nominated. The Parish or Town Council representative may speak but may neither vote nor propose a motion nor an amendment
- 2.3 Subject to the agreement of the Chairman, additional representatives from Parish/Town Councils may attend but may neither vote nor propose a motion nor an amendment.
- 2.4 Any KCC cabinet Member responsible for transportation functions, or KCC local Member, the Chairman of the KCC or Council Member who is a relevant portfolio holder may place a relevant item as defined by paragraph 5 of the First Schedule on the agenda and/or attend and speak to any meeting of the JTB but may not vote nor propose a motion nor an amendment (unless voting Members of the JTB)
- 2.5 The Chairman of any Parish or Town Council within the area of the Council (or a Parish Councillor of that Parish nominated by him/her) may attend any meeting to speak with the permission of the Chairman on any item on the agenda of particular relevant to that Parish

**CHAIRMAN**

3. In alternate years a Member of KCC (who is a Member of the JTB) will chair the JTB and a Council Member (who is a Member of the JTB) will

be Vice-Chairman of the JTB and then a Member of the Council will chair the JTB and a KCC Member will be Vice-Chairman of the JTB and so on following on the arrangements which existing in the year before this agreement came into force. The Chairman and Vice-Chairman will be appointed by the respective Councils as they may determine within their constitutional arrangements. The Chairman and Vice-Chairman of the JTB will take office at the first meeting of the JTB following the Annual Meetings of both Councils each year

## **MEETINGS**

- 4.1 The JTB will generally meet four times a year on dates and at times and venues to be specified by the Council in accordance with its normal arrangements in consultation with the KCC
- 4.2 The quorum for a meeting shall be four comprising at least two voting Members present from each of KCC and the Council
- 4.3 Subject to the procedural rules in Clauses 2,3 and 4.2 above taking precedence the Council's procedural rules shall apply to JTB meetings as if they were Council committees
- 4.4 The JTB will be clerked by an officer of the Council. Copies of all papers shall be sent to the Monitoring Officers of both Councils who may attend and speak at any meeting (or instead each Monitoring Officer may arrange for a substitute officer to speak on her/her behalf)
- 4.5 The Access to Information principles shall be applied to the JTB as if it were a Council committee

## **TERMS OF REFERENCE**

- 5.1 The JTB will consider:
  - (i) capital and revenue funded works programmes
  - (ii) Traffic Regulation Orders
  - (iii) street management proposals and will provide advice on these matters to the relevant Executive as appropriate
  - (iv) Public Transport Operations
- 5.2 The JTB to advise and recommend in relation to:
  - (i) strategic parking and waiting restriction issues
  - (ii) petitions received in relation to parking and waiting restriction issues
  - (iii) street nameplates

- (iv) street naming and numbering
  - (v) street seats and furniture on the highway including bus shelters and will provide advice on these matters to the relevant Executive as appropriate
  - (vi) Council street lighting schemes on highways
- 5.3 Be a forum for consultation between the KCC and the Council on policies plans and strategies related to highways road traffic and public transport
  - 5.4 Review the progress and out-turn of works
  - 5.5 Recommend and advise on the prioritisation of bids for future programmes of work
  - 5.6 Receive reports on highways and transportation needs within the District
  - 5.7 The JTB will advise on such transportation matters that it considers relevant that are not within the above Terms of Reference or the Terms of Reference of any other committee of the Council, subject to the approval of the Chairman

#### **CABINET COMMITTEE**

- 6.1 A Cabinet Committee of either Council can require the Member of that Council holding the office of Chairman or Vice-Chairman of JTB to attend and be asked questions subject to the provisions of the constitution of KCC or the Council whichever is relevant
- 6.2 The Cabinet Committee of either Council can request (but not compel) Members of the other Council who serve on the JTB and officers employed by the other Council who report to the JTB to attend and be asked questions
- 6.3 The Cabinet Committees of both Councils will abide by the protocol on inter-authority co-operation on overview and scrutiny agreed by the former Kent Association of Local Authorities and appended as Appendix 1 to this Schedule

#### **LOCAL MEMBER AND PARISH CONSULTATION**

- 7. The local Members of both the KCC and the Council and the Parish or Town Council(s) will be consulted on any relevant scheme proposals

(other than routine operational maintenance of the highway) within the scope of this Agreement

**REFERRAL**

- 8.1 Subject to the agreement of the JTB Chairman, if any JTB Member wishes and item to be further considered he/she may ask for it to be referred to KCC's Cabinet Member for Environment, Highways and Waste where the matter will be further discussed prior to a decision by the Cabinet Member
- 8.2 The KCC Executive will normally act in accordance with the advice or views of the JTB. If the Executive is minded to act otherwise, no decision will be taken until after a discussion with KCC's Cabinet Member for Environment, Highways and Waste at which the Chairman and Vice-Chairman of the JTB may attend and speak



**THE SECOND SCHEDULE**  
**DEFINITIONS**

“1972 Act”	the Local Government Act 1972
“Act”	the Highways Act 1980
“Agreement”	these terms and conditions together with the Schedule
“Highways”	shall have the meaning prescribed by Section 328 of the Act and the terms highway network shall be construed accordingly
“KCC – local Member”	the Member for the County Council electoral divisions within the Council’s area
“Member”	the elected Member’s of KCC or the Council as the case may be
“Cabinet Committee”	the KCC body which advises the KCC Cabinet or Cabinet Portfolio Holder on highway matters or in the case of the District Council the [ ]
“Kent & Medway Joint Chief Executives Group”	the group of Chief Executive Officers of the Kent County Council the twelve District Councils in Kent and Medway Council

**APPENDIX 1**  
**SCRUTINY – INTER AUTHORITY CO-OPERATION**

**AIM OF PROTOCOL**

1. To ensure relevant Cabinet Committees of all Kent Local Authorities can review issues of community interest effectively and with efficient use of all local authority staff resources

**PRINCIPLES**

2. All authorities should be supported in considering issues of community wellbeing wider than the responsibilities of their Councils
3. Authorities should work together to maximise the exchange of information and views, minimise bureaucracy and make best use of the time of Members and officers of local and other Authorities

**PROCEDURES**

4. Authorities should seek to exchange information or programmes and results of reviews
5. If a relevant Cabinet Committee wishes to review an issue in which another Authority has a statutory role or in which evidence from the officers of another Authority would be helpful, it should consult with that Authority about:-
  - (a) the purpose of the review
  - (b) the areas of interest to the other Authority
  - (c) the input that can be given by Members of officers of the other Authority
6. Consideration should be given to whether the issue is more appropriately discussed in another forum, for example a joint committee, or whether there is scope for joint action including the co-opting of Members of the other Authority onto the relevant Cabinet Committee for the purpose of the review
7. Where a proposal is subject to a public consultation process, scrutiny is most helpful if conducted as part of that process eg: allowing any findings and recommendations to be available in time to influence the final decision

8. Subject to such prior consultation, Authorities will seek to respond positively to requests for information or for a Member or officer to attend meetings of the relevant Cabinet Committees or for information
9. While it is ultimately for each Authority to decide whom it considers that most appropriate person(s) to speak on its behalf to a relevant Cabinet Committee, consideration will be given to meeting specific requests
10. Dates and times of Member and officer attendance at a relevant Cabinet Committee meeting should be agreed with them
11. Each Authority will nominate a contact officer for the operation of these procedures

EXECUTED as a Deed by KCC and the Council the day and year first before written

THE COMMON SEAL of THE KENT COUNTY COUNCIL was hereunto affixed to this Deed in the presence of:-

Authorised signatory

THE COMMON SEAL of COUNCIL was hereunto affixed to this Deed in the presence of:-

Authorised Signatory

To: (District) Joint Transportation Board

By: Mike Gibson, Public Affairs Manager, Southeastern Railway

Date: 20 December 2012

Subject: Southeastern Railway Stakeholder Newsletter

Classification: Information only

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Summary: This paper identifies the current works and programmes about which Southeastern Railway intends to notify the public. It has been suggested that this information would be helpful to advise Members of the Joint Transportation Boards.

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#### Introduction

1. Since the last newsletter there have been a number of interesting developments. On rail franchising we were looking forward to the pre-qualification stage. However, Government's decision to postpone the award of the West Coast Main Line franchise to First Group pending the outcome of a review into the franchising process has put the Southeastern and other franchise competitions on hold. On fares, Prime Minister David Cameron has announced that Government will be capping next year's regulated fare increase at RPI + 1% and written confirmation has been received from the Department for Transport. As the RPI for July (the month when fare increases are set) was 3.2%, this means that the average increase on Southeastern services from January 2013 will be 4.2%. The fares team is currently working on the rate of increase from individual stations and they'll be posted on our website within the next few weeks.
2. Appendix 1 - Newsletter

#### Conclusion

2. To note the content of the attached report.
- 

Contact Officer – Mike Gibson, Public Affairs Manager, Southeastern Railway

## Appendix 1



### Welcome

Hello and welcome to our Autumn newsletter.

Since I last wrote there have been a number of interesting developments. On rail franchising we were looking forward to the pre-qualification stage. However, Government's decision to postpone the award of the West Coast Main Line franchise to First Group pending the outcome of a review into the franchising process has put the Southeastern and other franchise competitions on hold.

On fares, Prime Minister David Cameron has announced that Government will be capping next year's regulated fare increase at RPI + 1% and written confirmation has been received from the Department for Transport. As the RPI for July (the month when fare increases are set) was 3.2%, this means that the average increase on Southeastern services from January 2013 will be 4.2%.

The fares team is currently working on the rate of increase from individual stations and they'll be posted on our website within the next few weeks.

If you have any comments, or there is anything else you would like to see in the newsletter, please let me, Mike Gibson, know at

<mailto:mike.gibson@southeasternrailway.co.uk?subject=Southeastern%20Stakeholder%20Newsletter%20-%20Autumn%202012>

**Mike Gibson**  
**Public Affairs Manager**

[Thameslink, London Bridge re-build](#)  
[Christmas and New Year engineering work](#)  
[Stakeholder Forum](#)  
[Is my train on time?](#)

## Thameslink, London Bridge re-build

From December work begins to re-build London Bridge station as part of the Thameslink programme. This will be an enormous civil engineering project as the station will be totally re-built. When fully complete in 2018, London Bridge will have the biggest concourse in the UK. Lifts and escalators will take passengers to every platform, whilst new entrances on Tooley Street and St Thomas Street will mean better access to local cycling, walking and bus routes. Congestion on the Northern line at London Bridge Underground station will be reduced and train services between 8am and 9am will increase from 70 to a maximum of 88.

The works will initially impact on the Southern side of the station, but as the building work goes ahead there will be an impact on services to and from London Bridge, Cannon Street and Charing Cross.

To keep you informed we and Network Rail will be holding a series of road shows at London terminals and stations most affected.

These sessions will be advertised through leaflets and posters at stations and if you want to find out more about the project, do come along. From 29 October, the Thameslink website will be re-launched to give more details of the work so re-visit the site at <http://southeasterncreatesend1.com/t/r-l-kdkdikl-eukliiydh-i/>

B

## Christmas and New Year engineering work

As part of both the Thameslink programme and Network Rail's maintenance programme there will be changes to services over the Christmas and New Year, so if travelling over the Christmas and New Year period, please check with us on 0845 000 2222 or <http://southeasterncreatesend1.com/t/r-l-kdkdikl-eukliiydh-d/> or with National Rail Enquiries 08457 48 49 50 <http://southeasterncreatesend1.com/t/r-l-kdkdikl-eukliiydh-h/> before you leave home. We apologise in advance for any inconvenience caused, but, you'll appreciate that these are essential works.

However, we're pleased to say for the first time a high speed service will operate between Ashford International at St. Pancras on Boxing Day. This is trial conducted by Southeastern, HS1 and the Department for Transport and this service is outside the usual revenue support system to make it possible.

A summary of the service specification is below and full details of the changes are [available to download here](#).

Details will be on our website shortly and posters will be stations well in advance.

## Stakeholder Forum

Around 60 delegates representing local authorities, rail user groups and amenity societies across our franchise area attended our last stakeholder forum on 10 October at the Priestfield Conference

centre. The forum, chaired by Linda McCord from Passenger Focus heard a presentation from MD Charles Horton and Service Delivery Director Vince Lucas on current developments including train performance, the Olympic legacy, autumn and winter preparations, fares and the current position on rail franchising. If you would like a copy of the presentation, please let me know.

As always, the main part of the forum was devoted to questions from the floor.

Chris Fribbins from Rail Future asked, given that station and train maintenance had been brought forward in advance of the games, whether there was now a backlog that needed to be cleared? He also questioned whether all high speed season ticket holders had received compensation for the reduction in scheduled services during the games?

Vince Lucas (VL) said that there would be a period of "catching up" in respect of train and station maintenance but this was under control. He also advised any high speed customer who had not been compensated to contact Southeastern Customer Relations.

Linda McCord advised that Passenger Focus was currently pursuing appeals from several customers on the level of compensation offered to high speed season ticket holders during the Games. However, CH explained that Southeastern was the only train operator to offer compensation to season ticket holders whose services were affected by the Games.

On fares, Stephen Gasche from Kent County Council sought assurances that Southeastern would not use the 5% "flex" when setting fares for 2013.

Charles Horton (CH) advised that Southeastern were aware of, and would listen to, stakeholder representations on this issue.

David Gardner from the Charlton Rail User Group questioned the focus on Kent services and investment at the expense of Metro stations and services. He also queried the delay in bringing the lift into service at Charlton station, as he understood that station staff needed additional training.

CH replied that Southeastern held two stakeholder forums a year, one in London one in Kent and hoped that equal emphasis was given to both. It was only natural that the content of the presentation would reflect whether the audience was primarily Metro or Kent stakeholders.

The lift at Charlton should be working, staff had been briefed and he asked the user group to report any future problems to Southeastern.

Sue Groves from the Southeastern Stakeholder Advisory Board complained that the reduction in drop off spaces at Gillingham station made life more difficult for disabled passengers. VL replied that this should be a priority and was being addressed with Medway Council.

Roger Johnson from the Sevenoaks Rail Travellers Association queried the taxi queuing system at Sevenoaks station and in particular, the lack of cover for passengers waiting in inclement weather.

VL said this was something that needed to be addressed by the local authority given space constraints and that any extension of the queuing area would encroach on the public highway.

Joshua Coupe from the Kent Youth Council asked why the timetable on the Medway Valley line had been amended. VL said this was primarily the result of the introduction of the high speed service from Strood.

Ian Killbery from Trains for Deal asked that Southeastern give priority for cyclists and suggested that wheel channels on stairs to platforms would be welcomed. CH said that as a cyclist himself, he backed measures to improve facilities and highlighted the additional racks installed since Southeastern took over the franchise and the forthcoming Brompton cycle hire scheme.

Councillor Vince Maple from Medway council congratulated Southeastern on its performance during the Olympics. On fares, he said the current regime was complex did not accord with current working patterns and did not offer enough flexibility.

CH said he had sympathy with this argument and later next year Southeastern was hopeful that it would be able to trial a smart card system on high speed connected stations. This would give more flexibility to passengers particularly those whose working patterns did not accord with traditional Monday to Friday nine to five working day.

John Grubb from the North Kent Rail Users Group complained that connection times at Strood were sometimes inconvenient, could they be improved? VL advised that while this was a valid point, Southeastern did not have sufficient rolling stock to make any significant adjustments.

His point about connections was mirrored by Ian Kilberry who said that connections at Ramsgate could also be improved. VL sympathised but said there was no easy way around this and



realistically, that the only way to amend the connection times was to remove stops at intermediate stations, which would not be popular with those so affected.

Chris Fribbins remarked that some connection times on Journey Planner were unrealistic. CH asked Chris to send in details and we would look to amending them.

Passenger information was also raised by a number of delegates and Anthony Perrett from Chilham Parish Council highlighted problems at St. Pancras station where there was a need for information on connecting services at Ashford International.

Councillor Buffy Maisey from Cuxton Parish Council asked for an update on refurbishment works at Cuxton station. CH advised this was a matter for Network Rail and he would ask them to contact her direct.

Kathy Pratt from Tonbridge Line Commuters reported that some local rail users had complained of incorrect tickets being sold at Paddock Wood with customers being given the higher priced "via HS1" ticket instead of the main line only option they needed. CH apologised and said this would be taken up with the station manager. If passengers who felt they had been sold the wrong ticket could contact Southeastern with the details, we would investigate and give a full refund.

On ticket sales, Geoff Brown from the Edenbridge Rail Travellers Association suggested that ticket vending machines operated by Southern at his local station offered a much wider range of tickets than those at Southeastern stations. CH said he thought that Southeastern offered a greater range but asked Geoff to send details.

Joshua Coupe questioned the Southeastern 'phone app, which he felt was not as good as the London Midland app. VL said this was surprising as both used data supplied by National Rail Enquiries.

Jackie Davidson from the North Kent Rail User Group questioned the level of subsidy given by Government to Southeastern and how much had been allocated to the high speed service? VL said that the subsidy could not be broken down in this way but details of Government subsidy could be found in the annual report of accounts of Go Ahead, Southeastern's owning group.

David Kelso from the Railway Correspondence and Travel Society complimented Southeastern both on performance during the Games and in particular how we and Network Rail had successfully managed a points failure at Cannon Street during the Games.

However, he said it was understandable that once the "high" of the Olympics was over it may be difficult for Southeastern to maintain staff morale and the past level of performance.

CH said that part of the Olympic legacy was to maintain the "feel good" factor that existed during the Olympics and Paralympics. This was never going to be easy, but the excellent train performance and customer praise achieved over the Games period had demonstrated what Southeastern staff were capable of and management teams were making every effort to sustain this.

Charles Horton closed the meeting with thanks to Linda McCord for chairing the Question and Answer session. Finally delegates were advised that this would be Vince Lucas' last forum as he was would be leaving Southeastern to pursue new opportunities next year. He thanked Vince for his hard work over the years and his contribution to the significant improvements in performance and customer satisfaction since taking over the franchise in 2006.

## Is my train on time?

As outlined in our last newsletter, the format for publishing these figures has changed. Back in July last year following representations from passengers we moved from the Passenger Charter compensation system, which offered discounts to season ticket holders on renewal if performance and reliability targets were not met, to "delay-repay" which offers compensation to all passengers regardless of the type of ticket held if their journey was delayed by 30 minutes or more.

Accordingly the Department for Transport has advised that we no longer need to publish reliability and performance figures as all passengers are now compensated in the event of delays of 30 minutes plus and from July 2012 we need to publish Public Performance Measure (PPM) figures only (the percentage of passenger service trains we operate on time against our planned timetable) 'On time' is measured as trains arriving within five minutes of their planned destination arrival time. We'll publish our PPM on our website every four weeks and the latest figures are below. Again,

we're pleased to say it's a very encouraging figure, with average performance up from 91.7% in the last period.

We are now entering the traditionally challenging autumn and winter months, but in partnership with network rail we'll be doing our best to maintain and improve on this performance which is the best on the Southeastern network since records began.

<b>Performance on average this period</b>	95.5%
<b>Performance on average over the last year</b>	91.9%

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**RIVER DOUR GREENWAY – UPDATE**

To: **Joint Transportation Board – 20 December 2012**  
By: **John Burr, Director of Highways, Kent County Council**  
Classification: **Unrestricted**  
Ward: **Dover Town**

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**Summary:** **This report updates Members on the progress of Phase 1 and Phase 2 of the River Dour Greenway**

**For Information**

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**1.0 Introduction and Background**

- 1.1 Kent County Council is developing a new walking and cycle route in Dover known as the River Dour Greenway. The aim of the route is to improve the links across Dover town by providing an important 'backbone' to the Dover Town cycle network. From this, future cycle routes from Whitfield and River can link in, as can the national cycle network.
- 1.2 The works are being funded by a National Lottery grant through Sustrans; an organisation which seeks to improve sustainable transport provision across the UK. The funding must be spent by the end of March 2013.

**2.0 Update on Phase 1**

- 2.1 Buckland Bridge – The construction of the bridge is programmed for 2013. The bridge will be assembled off-site, and then lifted into place once the old bridge has been removed. A temporary bridge will be put in place while the old bridge is being dismantled.
- 2.2 Dedication of Land – Asda. Discussions with Asda are making good progress, with final agreements being made to the deed of dedication.

**3.0 Update on Phase 2**

- 3.1 Dedication of Land – K-college. KCC has met with K College to discuss the particulars of the deed of dedication, and good progress is being made. The draft deed has been sent to K College.
- 3.2 Dedication of Land – DDC-owned land. KCC are in discussions with Dover District Council regarding dedicating DDC-owned land as public Highway, and good progress is being made. The draft deed has been sent to DDC.
- 3.3 New Bridge – An application for planning permission for the new bridge has been submitted, and goes to planning committee on the 13<sup>th</sup> December 2012. A verbal update on the progress of this will be reported on the night.

3.4 Once the land dedication agreements have been made, and assuming planning permission is granted, construction is programmed for early 2013.

#### **4.0 Corporate Implications**

##### **4.1 Financial and VAT**

4.1.1 None for Dover District Council.

##### **4.2 Legal**

4.2.1 None for Dover District Council.

##### **4.3 Corporate**

4.3.1 None for Dover District Council.

#### **5.0 Recommendation(s)**

4.1 That Members note the update

Contact Officer:	Richard Heaps, Traffic Engineer, Kent County Council 08458 247800
Reporting to:	John Burr, Director of Highways, Kent County Council 08458 247800

#### ***Background Papers***

<b>Title</b>	<b>Details of where to access copy</b>
<i>Whole file</i>	<i>Highway Services, Kent County Council</i>

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**PEDESTRIAN CROSSING BRIEFING PAPER**

To: **Joint Transportation Board – 20 December 2012**

By: **John Burr, Director of Highways, Kent County Council**

Classification: **Unrestricted**

Ward: **Dover Town**

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**Summary:** **This report gives a brief summary regarding the installation of pedestrian crossings within Dover District.**

**For Information**

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**1.0 Introduction and Background**

1.1 Following the recent and tragic death of an elderly gentleman in Deal, and subsequent requests for additional pedestrian crossings, a County member has asked for further information regarding the installation of pedestrian crossings.

**2.0 Pedestrian Crossing Details**

2.1 The criteria for funding of pedestrian crossings can come from several sources, each of which has certain criteria or conditions. These are as follows:

- Crash Remedial Scheme – Based on the presence of personal injury crashes relating to pedestrians crossing the road, that may have been averted by the presence of a crossing point.
- Local Transport Plan (LTP) – Based on provision of a crossing as part of wider scheme to address specific objectives such as improving connections, delivering a walking or cycle route, or improving local opportunities.
- Local Sustainable Transport Funding (LSTF) – To improve transport connections in specific designated towns/locations, including Dover Town Centre.
- Developer Funding – As part of a wider development, funded by a developer.
- Member Highway Funding.

2.2 The type of crossing affects cost. Each location is unique, with its own constraints and geometric layouts, which can also affect the cost of installation. The cost estimates given below are rough estimates, but give an idea of the sums of money to consider.

- Uncontrolled Crossing - £3,500
  - e.g. pedestrian refuge
- Basic Zebra Crossing - £13-15,000
  - Black/white lines on the road, and flashing orange Belisha Beacons
  - Cars legally must stop if a pedestrian has stepped on to the crossing
- Basic Pelican Crossing - £45,000
  - Traffic signal controlled pedestrian crossing, activated by push-button
  - Often has an audible signal as well

- Lights on far side of road indicate to pedestrians when to cross
- Basic Puffin Crossing - £45,000
  - Similar to a pelican, but pedestrian signals are on near-side of road
  - Sensors sense if people are on crossing, and so prevent lights changing when pedestrians are still in the road
  - Sensors also sense if a pedestrian has moved away since pushing the button, and cancels command
- Pedestrian phase at traffic lights - £unknown
- Toucan crossing - £45,000
  - Combined pedestrian and cycle crossing
- Pegasus crossing - £55,000
  - Combined pedestrian and equestrian crossing. May also include cycle facility

2.3 Other factors such as traffic speed and road type or width would also affect the type of crossing which may be installed.

### **3.0 Corporate Implications**

#### **3.1 Financial and VAT**

3.1.1 None for Dover District Council.

#### **3.2 Legal**

3.2.1 None for Dover District Council.

#### **3.3 Corporate**

3.3.1 None for Dover District Council.

### **4.0 Recommendation(s)**

4.1 That Members note the update

Contact Officer:	Richard Heaps, Traffic Engineer, Kent County Council 08458 247800
Reporting to:	John Burr, Director of Highways, Kent County Council 08458 247800

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**PROPOSED WAITING RESTRICTIONS, DOVER DISTRICT**

To: **Joint Transportation Board – 20 December 2012**

By: **John Burr, Director of Highways, Kent County Council**

Classification: **Unrestricted**

Ward: **Dover Town**

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**Summary:** **This report gives details of the Traffic Regulation Order consultation for proposed waiting restrictions in the district of Dover.**

**For Recommendation**

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**1.0 Introduction and Background**

1.1 On 22 September 2011, a report was presented to the Dover Transportation Board regarding proposals for a number of waiting restrictions across the district of Dover.

1.2 Due to an administration error, the statement of reason for eight locations was incorrect. As a result, these sites had to be withdrawn. The sites are:

- Dodds Lane, Dover
- Maxton Road/Mount Road, Dover
- Target Firs/Templeside, Temple Ewell
- Sea Street, St Margaret's at Cliffe
- A258 Dover Road, Walmer
- Northcote Road, Deal
- A257 Canterbury Road, Wingham
- Sholden Bank, Deal

1.3 It was agreed by the Dover Joint Transportation Board that these sites should be re-advertised with the correct statement of reason (Annex A).

1.4 Sholden Bank was withdrawn as the administration error still allowed for most of the restrictions (on the junction) to be installed.

**2.0 The Traffic Regulation Orders**

2.2 Details of the TROs were sent to statutory consultees and advertised the local paper in accordance with legal requirements.

2.3 Copies of the proposals were also sent to the Parish/Town Councils, County Members, Ward Councillors and local residents and businesses. Details were placed on the Kent County Council website, and notices were placed on site.

2.4 The closing date for objections was 24 July 2012. A copy of the TRO documents can be found in Annex B

### 3.0 Results of the TRO Consultation

3.1 A number of objections were received as a result of the consultation. Some respondents have asked that previous comments be considered, and these have also been included. These are summarised below. The full objections can be found in Annex C.

Name	Comments	KCC Response
<b>Dodds Lane, Dover</b>		
Resident	<ul style="list-style-type: none"> <li>▪ Will affect parking for those residences without drives</li> <li>▪ There are no access problems for large vehicles.</li> <li>▪ Concerns about effect on value of house</li> </ul>	<ul style="list-style-type: none"> <li>▪ Restrictions would limit parking in the area, and help improve available road width for larger vehicles.</li> <li>▪ The road width at this location has been measured at 4.1m between no.2 and no.8.</li> </ul>
Resident	<ul style="list-style-type: none"> <li>▪ Supports proposal</li> <li>▪ Will ensure large vehicles such as emergency vehicles and refuse lorries can get down road</li> </ul>	<ul style="list-style-type: none"> <li>▪ No comments.</li> </ul>
<b>Maxton Road / Mount Road, Dover</b>		
Resident	<ul style="list-style-type: none"> <li>▪ Would like to know if guardrail can be removed to provide extra turning space as an alternative.</li> <li>▪ Would like to know if a daytime only restriction can be used to provide parking overnight.</li> </ul>	<ul style="list-style-type: none"> <li>▪ It is felt that the guardrail still provides a safety feature for other pedestrians in the area, and it is proposed that this remains.</li> <li>▪ The proposal is for 'any time waiting restrictions' and it would not be possible to change the times of the proposals at this time.</li> </ul>
Resident	<ul style="list-style-type: none"> <li>▪ Bus can currently make turn so extension to lines not needed.</li> <li>▪ Requests pedestrian guardrail to be removed as it would improve the turning circle.</li> <li>▪ Suggests bus company could use a smaller bus.</li> <li>▪ Suggest bus company could reverse route to improve matters.</li> <li>▪ Feels removal of areas where people can park will exacerbate existing parking issues.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The proposal is to facilitate the bus route.</li> <li>▪ It is felt that the guardrail still provides a safety feature for other pedestrians in the area, and it is proposed that this remains.</li> <li>▪ It would be down to the bus company to use smaller buses or alter the route.</li> <li>▪ The proposal for a shorter line is to try and provide as much parking space as possible.</li> </ul>
<b>Target Firs / Temple Side, Temple Ewell</b>		
Resident, Temple Side x 6	<ul style="list-style-type: none"> <li>▪ Objects to proposal.</li> <li>▪ Restrictions have no purpose.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The bus company will be contacted to see if they can use a slightly different route</li> </ul>



	<ul style="list-style-type: none"> <li>▪ If buses go around the central island, the lines will be unnecessary.</li> <li>▪ No schools in locality.</li> <li>▪ Any restrictions should only operate at bus times 10:12am-15:12pm.</li> </ul>	<ul style="list-style-type: none"> <li>▪ around the central island.</li> <li>▪ Any reference to schools an error.</li> <li>▪ Time limited restrictions were proposed to help limit effect on evening parking.</li> </ul>
Resident, Target Firs x 6	<ul style="list-style-type: none"> <li>▪ Objects to proposal.</li> <li>▪ Restrictions have no purpose.</li> <li>▪ If buses go around the central island, the lines will be unnecessary.</li> <li>▪ No schools in locality.</li> <li>▪ Any restrictions should only operate at bus times 10:12am-15:12pm.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The bus company will be contacted to see if they can use a slightly different route around the central island.</li> <li>▪ Any reference to schools an error.</li> <li>▪ Time limited restrictions were proposed to help limit effect on evening parking.</li> </ul>
Resident, Temple Close	<ul style="list-style-type: none"> <li>▪ Objects to proposal.</li> <li>▪ Restrictions have no purpose.</li> <li>▪ If buses go around the central island, the lines will be unnecessary.</li> <li>▪ No schools in locality.</li> <li>▪ Any restrictions should only operate at bus times 10:12am-15:12pm.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The bus company will be contacted to see if they can use a slightly different route around the central island.</li> <li>▪ Any reference to schools an error.</li> <li>▪ Time limited restrictions were proposed to help limit effect on evening parking.</li> </ul>
Cllr Harnet	<ul style="list-style-type: none"> <li>▪ Feels this is an unnecessary use of funds</li> <li>▪ If buses use a slightly different route round a central island, restrictions would not be necessary.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The bus company will be contacted to see if they can use a slightly different route around the central island.</li> </ul>
<b>Sea Street, St Margaret's-at-Cliffe</b>		
St Margaret's-at-Cliffe Parish Council	<ul style="list-style-type: none"> <li>▪ Supports proposal but asks that restrictions be extended existing waiting restrictions by bus lay-by <i>[approx 46m]</i>.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Extent of proposal cannot be increased at this time.</li> </ul>
Portal House School	<ul style="list-style-type: none"> <li>▪ Supports proposal.</li> <li>▪ Would like waiting restrictions extended further across entrance to school.</li> <li>▪ Extending waiting restrictions will help improve congestion that currently occurs outside the school.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Extent of proposal cannot be increased at this time to cover the entrance to the school and address issues at the school gate.</li> </ul>
Resident	<ul style="list-style-type: none"> <li>▪ Object to proposal</li> <li>▪ Feels drawing is inaccurate as shows properties mis-labelled, and therefore difficult to see when lines extend to.</li> <li>▪ Feels lines are</li> </ul>	<ul style="list-style-type: none"> <li>▪ Maps used at from OS data, and it is understood that the way the plans are labelled could mean that the names of properties could be interpreted wrongly.</li> <li>▪ It could be considered to</li> </ul>

	<p>unnecessary on the basis of traffic calming or safety.</p> <ul style="list-style-type: none"> <li>▪ Feels lines could be shortened to cover just the narrowest part of the road.</li> <li>▪ Will exacerbate existing on-road parking shortages.</li> <li>▪ Requests that KCC conducts some speed studies with the view to implementing traffic calming measures or similar.</li> </ul>	<p>shorted the extent of the lines to cover just the very narrow section.</p> <ul style="list-style-type: none"> <li>▪ On-road parking space would be affected.</li> <li>▪ Further speed-related investigation would only be conducted is a persistent speed-related safety issue can be demonstrated through the presence of recent personal injury crashes.</li> </ul>
County Member, Cllr Manion	<ul style="list-style-type: none"> <li>▪ Object to the proposal</li> <li>▪ Feels drawing is inaccurate as shows properties mis-labelled, and therefore difficult to see when lines extend to.</li> <li>▪ Feels lines are unnecessary on the basis of traffic calming or safety.</li> <li>▪ Feels lines could be shortened to cover just the narrowest part of the road.</li> <li>▪ Will exacerbate existing on-road parking shortages.</li> <li>▪ Requests that KCC conducts some speed studies with the view to implementing traffic calming measures or similar.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Maps used at from OS data, and it is understood that the way the plans are labelled could mean that the names of properties could be interpreted wrongly.</li> <li>▪ It could be considered to shorted the extent of the lines to cover just the very narrow section.</li> <li>▪ On-road parking space would be affected.</li> <li>▪ Further speed-related investigation would only be conducted is a persistent speed-related safety issue can be demonstrated through the presence of recent personal injury crashes.</li> </ul>
Resident	<ul style="list-style-type: none"> <li>▪ Objects to proposal.</li> <li>▪ Removing parking will speed up traffic with associated safety risk for pedestrians in areas where there are no footways.</li> <li>▪ Traffic speeds need reducing, not increasing.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Comments noted.</li> <li>▪ Further speed-related investigation would only be conducted is a persistent speed-related safety issue can be demonstrated through the presence of recent personal injury crashes.</li> </ul>
Resident	<ul style="list-style-type: none"> <li>▪ Supports proposal</li> <li>▪ Concerned that cars act as a traffic calming feature, and that if they are removed, some other form of traffic calming should be considered.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Comments noted.</li> <li>▪ Further speed-related investigation would only be conducted is a persistent speed-related safety issue can be demonstrated through the presence of recent personal injury crashes.</li> </ul>
<b>A258 Dover Road, Walmer</b>		
Parish Council	<ul style="list-style-type: none"> <li>▪ Objects to the proposal</li> <li>▪ Feels there are alternative crossing points in the area</li> <li>▪ Additional waiting</li> </ul>	<ul style="list-style-type: none"> <li>▪ It is felt by KCC that parked vehicles can cause a sightline issue, although this is not substantiated by a</li> </ul>

	restrictions are not necessary	record of any related personal injury crashes.
Regular visitor [including previous comments]	<ul style="list-style-type: none"> <li>▪ Will cause issues when visiting family as is registered disabled, and often need to pick up grandchildren.</li> <li>▪ Would need to park some distance from property or on the other side of the road.</li> <li>▪ Incorrect reasons for introducing restrictions cited (junction protection).</li> <li>▪ Recorded incidents in the area had nothing to do with parked vehicles.</li> <li>▪ Was location of the island considered properly if safety is a concern?</li> <li>▪ One recorded incident may have been as a result of driver being under influence of alcohol.</li> <li>▪ Bend in road is some distance away from location of proposals.</li> <li>▪ Questions source of concerns, consultation with locals, Parish Council and Kent Police.</li> <li>▪ Asks on what grounds 'near misses' are cited.</li> <li>▪ Asks for details of site visits.</li> <li>▪ Asks if any other measures have been considered.</li> <li>▪ Asks JTB to reject the proposals.</li> <li>▪ Request for site visit by JTB given disruption to family life of resident.</li> <li>▪ Requests in depth investigation of proposal.</li> <li>▪ Proposals are fundamentally flawed.</li> <li>▪ Says just putting something in paper does not give enough details of proposal.</li> <li>▪ Feels description of proposed extent of lines is misleading.</li> </ul>	<ul style="list-style-type: none"> <li>▪ As a blue badge holder, resident will be able to park on restrictions for up to 3 hours.</li> <li>▪ Incorrect reason for proposing restrictions was in previous advertisement that was withdrawn in part due to this error.</li> <li>▪ It is felt by KCC that parked vehicles can cause a sightline issue, although this is not substantiated by a record of any related personal injury crashes.</li> <li>▪ There are no records of the investigations carried out when the refuge were originally installed.</li> <li>▪ As part of the statutory consultation, the emergency services, County Members, Parish Council and local residents are consulted.</li> <li>▪ Details of 'near misses', site visits and other measures have been provided under Freedom of Information request.</li> <li>▪ The notice in the paper gives reason for proposal. The notice also states full details are available at KCC offices and DDC offices. Proposal is also placed on KCC website.</li> </ul>
Resident incl previous comments	<ul style="list-style-type: none"> <li>▪ Asks to be assured that all relevant documents have been submitted as regards</li> </ul>	<ul style="list-style-type: none"> <li>▪ KCC will endeavour to provide all past objection letters relating to this matter.</li> </ul>

	<p>this proposal.</p> <ul style="list-style-type: none"> <li>▪ Feels drawing is inaccurate as it does not show the pedestrian refuges, and is therefore misleading and potentially makes the order illegal.</li> <li>▪ Road at this point is wide and straight, and pedestrians are easy to see (photos submitted to illustrate).</li> <li>▪ Parked cars do not cause congestion.</li> <li>▪ Uses pedestrian refuge every day and has never had any problems.</li> <li>▪ No record of any crashes attributed to parked cars (FOI request)</li> <li>▪ No records of any 'near misses' (FOI request)</li> <li>▪ Only one complaint regarding parked cars submitted to KCC (FOI request)</li> <li>▪ If there was a safety concern, refuges would not have been built in the first place.</li> <li>▪ Restrictions would not be required at night when there is little or no pedestrian traffic.</li> <li>▪ Invites the JTB to consider a site visit as feels KCC has not conducted adequate research.</li> <li>▪ Proposal has been rejected by Walmer Parish Council.</li> <li>▪ Proposals are unfair and unjustifiable.</li> <li>▪ Lack of action by KCC demonstrates that this is not an urgent safety issue.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Drawing is for illustrative purposes only to assist consultees to understand where lines are proposed from and to. They have no legal standing.</li> <li>▪ Congestion is not an issue at this location.</li> <li>▪ It is felt by KCC that parked vehicles can cause a sightline issue, although it is agreed that this is not substantiated by a record of any related personal injury crashes.</li> <li>▪ There are no records of the investigations carried out when the refuge were originally installed.</li> <li>▪ It would be appropriate to maintain parking restrictions at all times at this location as it relates to pedestrian safety.</li> </ul>
Resident (and visitors to resident)	<ul style="list-style-type: none"> <li>▪ Supports proposal</li> <li>▪ Parked vehicles totally block sightlines.</li> <li>▪ Pedestrians cannot see oncoming vehicles.</li> <li>▪ Drivers and riders cannot see pedestrians waiting to cross road until very late.</li> <li>▪ Will also help local residents to exit drivers more safety.</li> </ul>	<ul style="list-style-type: none"> <li>▪ It is felt by KCC that parked vehicles can cause a sightline issue, although it is agreed that this is not substantiated by a record of any related personal injury crashes.</li> </ul>

Resident	<ul style="list-style-type: none"> <li>▪ Object to proposal.</li> <li>▪ Will displace parking further up the road, making it hard for these residents to exit their drives.</li> <li>▪ Suggests extending restrictions further to cover these properties.</li> </ul>	<ul style="list-style-type: none"> <li>▪ It is likely the proposals will displace existing parking to other areas.</li> <li>▪ The proposals are for pedestrian safety reasons in the vicinity of the pedestrian refuges, and not for sightline issues when exiting drives.</li> </ul>
Resident	<ul style="list-style-type: none"> <li>▪ Objects to proposal.</li> <li>▪ Will displace cars to cause congestion further up road.</li> <li>▪ Parked cars further up will also force traffic into central hatched area of road.</li> <li>▪ Parked cars currently serve to slow traffic down and removing them will speed traffic up, especially as pedestrian refuges were intended to act as a traffic calming feature.</li> </ul>	<ul style="list-style-type: none"> <li>▪ It is likely the proposals will displace existing parking to other areas.</li> <li>▪ Traffic speeds in the area are unlikely to be affected, although this will not be discounted.</li> </ul>
<b>Northcote Road, Deal</b>		
No comments received		
<b>A257 Canterbury Road, Wingham</b>		
Resident	<ul style="list-style-type: none"> <li>▪ Supports proposal.</li> <li>▪ Parked cars and vans on bend force vehicles into opposite lane.</li> <li>▪ When cars and vans are parked on the footway, they force pedestrians in to the road.</li> <li>▪ Parked vehicles make it hard to exit from driveway.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Proposal is the prevent cars from parking where they force others to cross the solid white centre line.</li> <li>▪ If footway is blocked by parked vehicles, Kent Police can enforce against obstruction of the public highway.</li> </ul>
Resident	<ul style="list-style-type: none"> <li>▪ Objects to proposal</li> <li>▪ Feels currently traffic flow is not impeded, with sufficient room for large vehicles to pass each other.</li> <li>▪ Would like to know if any other parking provision is to be made.</li> <li>▪ Parked cars act as a speed deterrent.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Proposal is the prevent cars from parking where they force others to cross the solid white centre line.</li> <li>▪ No other parking provision is proposed.</li> </ul>
Resident	<ul style="list-style-type: none"> <li>▪ Objects to proposal.</li> <li>▪ Lines are proposed in some areas where people do not currently park.</li> <li>▪ Any parked cars act as a traffic calming feature.</li> <li>▪ Feels funding would be better spent on road maintenance.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Proposal is the prevent cars from parking where they force others to cross the solid white centre line.</li> <li>▪ No other parking provision is proposed.</li> </ul>
Resident	<ul style="list-style-type: none"> <li>▪ Will help resident get out of</li> </ul>	<ul style="list-style-type: none"> <li>▪ Proposal is the prevent cars</li> </ul>

	<p>drive</p> <ul style="list-style-type: none"> <li>▪ Much parking on approach to bend from residents, local businesses and their customers.</li> <li>▪ Suggests speed camera to calm traffic.</li> </ul>	<p>from parking where they force others to cross the solid white centre line.</p> <ul style="list-style-type: none"> <li>▪ Speed cameras are only proposed where there is a fatal/serious crash issue.</li> </ul>
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3.2 Kent Police responded that they have no specific comments regarding the proposals.

3.3 On the basis of the responses received, the following actions are proposed.

Road	Action	Notes
Dodds Lane, Dover	Proposed waiting restrictions to be implemented on west side of road only, and situation monitored.	The proposed action would permit parking outside houses as currently happens, and will prevent cars parking on west side of road which can cause problems. If problems persist, lines on east side of road can be implemented. Please see Annex D for photos
Maxton Road / Mount Road, Dover	Proposed waiting restrictions approved	Traffic regulation order to state 7m, but 4m only installed in order to maximise available parking space, and situation monitored.
Target Firs / Temple side, Temple Ewell	Proposed waiting restrictions not supported	On the basis that the buses should be able to take an alternative route.
Sea Street, St Margaret's at Cliffe	Proposed waiting restrictions not supported	On basis of concerns that parked cars act as a traffic calming feature in an area where vehicle speed is of local concern. Parked cars causing an obstruction can be dealt with by Kent Police.
A258 Dover Road, Walmer	Proposed waiting restrictions not supported	On the basis of comments from local residents, Parish Council and lack of crash evidence, it may be argued that waiting restrictions should not be implemented. However, it is felt that a sightline issue can also be argued. See Annex D for photos.
Northcote Road, Deal	Proposed waiting restrictions approved	No objections received.
A257 Canterbury Road, Wingham	Proposed waiting restrictions approved	On account that parked vehicles force other vehicles to cross central white line.

#### 4.0 Corporate Implications

#### 4.1 Financial and VAT

4.1.1 None for Dover District Council.

#### **4.2 Legal**

4.2.1 None for Dover District Council.

#### **4.3 Corporate**

4.3.1 None for Dover District Council.

#### **5.0 Recommendation(s)**

4.1 That Members agree that the proposed Traffic Regulation Orders go ahead as proposed in paragraph 3.3

Contact Officer:	Richard Heaps, Traffic Engineer, Kent County Council 08458 247800
Reporting to:	John Burr, Director of Highways, Kent County Council 08458 247800

#### ***Annex List***

<i>Annex A</i>	<i>Copy of JTB Report and Minutes 22 September 2011</i>
<i>Annex B</i>	<i>Copy of traffic Regulation Order</i>
<i>Annex C</i>	<i>Responses to Consultation</i>
<i>Annex D</i>	<i>Site Photos</i>

#### ***Background Papers***

<b>Title</b>	<b>Details of where to access copy</b>
<i>Whole file</i>	<i>Highway Services, Kent County Council</i>
<i>Dover JTB Report 22 September 2011</i>	<i><a href="http://www.dover.gov.uk">www.dover.gov.uk</a></i>

## **ANNEX A – COPY OF JTB REPORT AND MINUTES 22 SEPTEMBER 2011**

- Bowling Green Lane, Deal
- Bruce Close, Deal
- Fiveways Rise, Deal
- Hayward Close, Deal
- Mill Hill (Cross Road), Deal
- Mill Road, Deal
- Sholden Bank (Part – in vicinity of junction), Deal
- Ash Road, Sandwich
- St Bartholomew's, Sandwich
- Stonar Road, Sandwich
- Woodnesborough Road (East), Sandwich
- Woodnesborough Road (West), Sandwich
- Sea Street, St Margaret's at Cliffe (part – school markings) (1 comment)
- Target Firs, Temple Ewell (by no.24)
- A258 (outside no.220), Walmer
- White Acre Drive, Walmer

4.4 Due to an administrative error, some proposals cannot currently be progressed as the legal procedures have not been followed properly. This would mean that any waiting restrictions introduced would not be legally enforceable. It is intended that these sites be re-advertised as it is felt that waiting restrictions are necessary here. These sites are:

- Dodd's Lane, Dover
- Maxton Road, Dover
- Northcote Road, Deal
- Sholden Bank (part), Deal
- Sea Street, St Margaret's at Cliffe (part)
- Target Firs (Temple side), Temple Ewell
- A258 Dover Road (outside nos.215-219), Walmer
- Canterbury Road, Wingham (1 comment)

4.5 As a result of representations made, it is intended that the re-advertisement of the site at Target Firs be changed from 'at any time' waiting restrictions to restrictions that apply Mon-Sat 8am-5pm.

4.6 As a result of representations made, it is intended that no further action to be taken at The Street, Goodnestone.

### **5.0 Corporate Implications**

#### **5.1 Financial and VAT**

5.1.1 None for Dover District Council.

#### **5.2 Legal**



183 CRASH REMEDIAL SCHEME – A256 CRABBLE HILL AND LONDON ROAD, DOVER

The Board received a report which set out proposals to address a series of crashes that had occurred at the junction of Crabble Hill and Old Park Road.

RESOLVED: That consultation on, and implementation of, the proposals set out at Annex 1 of the report be proceeded with, subject to any objections received being reported back to the Dover Joint Transportation Board.

184 CRASH REMEDIAL SCHEME – A256 & A257 ROUNDABOUT, SANDWICH

Mr Heaps presented a report which outlined proposals that would address a series of crashes that had occurred at the roundabout situated at the junction between the A256 Sandwich Bypass and the A257 near Sandwich.

RESOLVED: That consultation on, and implementation of, the proposals set out at Annex 1 of the report be proceeded with, subject to any objections received being reported back to the Dover Joint Transportation Board.

185 PROPOSED LOADING RESTRICTIONS AND DISABLED PARKING BAY – HIGH STREET, DEAL

The Board received a report on proposals to introduce loading restrictions in Deal High Street and provide two new disabled parking bays. At its meeting held on 20 December 2010, the Board had considered a proposal to introduce loading restrictions in High Street, Stanhope Road and Kings Road, Deal and two new blue badge holder disabled bays in the High Street and Stanhope Road (Minute No 384). Following the Board's approval, the proposal was advertised and two objections were received. As a result, it had been decided not to proceed with the proposed disabled bay in Stanhope Road, and to align the times applying to the other disabled bay with those of existing bays in the town.

RESOLVED: (a) That the proposals regarding the blue badge bays, as outlined at Annex 2 of the report, be approved.

(b) That the Traffic Regulation Order relating to the blue badge parking bays and loading restrictions be approved.

(Councillor J A Rook declared a personal and prejudicial interest for the reason that her family owned a business in Deal High Street which would be affected by the proposal and withdrew from the Chamber during consideration of the item.)

186 WAITING RESTRICTIONS – PUBLIC CONSULTATION RESPONSES AND RECOMMENDATIONS

Mr Heaps presented a report which detailed the responses received to the public consultation undertaken in relation to the introduction or amendment of waiting restrictions at various locations in the district, the consultation proposal having been approved by the Board at its meeting held on 2 September 2010 (Minute No 176). 46 objections and comments on 17 locations had been received, as well as a

petition with 38 signatures in respect of one site. Some locations would need to be re-advertised as proper legal procedures had not been followed.

- RESOLVED: (a) That the proposals listed in paragraphs 4.3 to 4.6 and Annex 2 of the report be approved.
- (b) That the implementation of the schemes and the making of the requisite Traffic Regulation Order be proceeded with.

187

PROPOSED TRAFFIC REGULATION ORDERS – SOUTH STREET, DEAL AND PENCESTER ROAD, DOVER

The Board received a report which outlined a proposal to provide additional taxi spaces in South Street, Deal in order to address problems caused by taxis waiting on double yellow lines when the number of taxis exceeded the allocated bays. The existing two-bay rank in Beach Street opposite the South Street junction would be removed as these were seldom used, with one to be converted into a pay and display bay. Similar schemes had shown themselves to be effective and self-regulating.

In respect of Pencester Road, Dover, the Highway and Parking Officer advised that a similar scheme had been considered by the Board at its meeting held on 7 June 2010 (Minute No 104). The new proposal involved the relocation of a seldom-used taxi rank outside the Post Office to a location adjacent to the doctor's surgery. It was also proposed that two limited waiting parking bays situated outside the car park would be replaced by disabled parking spaces. Two of the disabled parking bays in the car park would be replaced by ordinary parking bays. Councillor G Cowan objected to the withdrawal of the limited waiting bays outside the car park as this would remove the facility to park in Pencester Road for a limited time without charge. Members took the view that the existing disabled parking facilities in the street were adequate, and suggested that disabled on-street bays were less safe than those situated in a car park as drivers would be alighting near moving traffic.

- RESOLVED: (a) That the proposal detailed at Appendix A of the report be formally advertised and, in the event that no objections are received, 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 the proposed taxi rank situated in front of the doctor's surgery be advertised.
- (c) That the proposed loading bay situated in front of the pay and display parking bay, in the space vacated by the removal of the existing taxi rank, be advertised.
- (d) That the proposed conversion of the two existing limited waiting bays to disabled parking bays along the frontage of the Pencester Road car park be rejected and the existing bays retained.

(In accordance with the provisions of Section 100(B)(4)(b) of the Local Government Act 1972, the Chairman agreed that the additional proposal on Pencester Road,

**DOCUMENTS  
on DEPOSIT**

**Kent  
County  
Council**



**These documents should remain  
available for public inspection  
until Monday 24 September 2012**

**THE KENT COUNTY COUNCIL  
(VARIOUS ROADS, DOVER DISTRICT)  
(WAITING RESTRICTIONS AND STREET  
PARKING PLACES) CONSOLIDATION  
(AMENDMENT NO 16) ORDER 2012**

Please return to:

**Traffic Schemes Manager  
Kent County Council Highways and Transportation  
Ashford Highway Depot  
Javelin Way  
Ashford  
TN24 8AD**

**THE KENT COUNTY COUNCIL  
(VARIOUS ROADS, DOVER DISTRICT)  
(WAITING RESTRICTIONS AND STREET PARKING PLACES) CONSOLIDATION  
(AMENDMENT NO 16) ORDER 2012**

The Kent County Council, in exercise of their powers and under Sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 44, 46, 49 and 53 of the Road Traffic Regulation Act 1984 and of all other enabling powers, and after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act hereby propose to make the following Order:-

The Kent County Council (Various Roads, Dover District) (Waiting Restrictions and Street Parking Places) Order 2004 shall have effect as though:

**Roads in Dover in the District of Dover**

**No waiting at any time**

The following items to be added in the correct alphabetical sequence:

*Dodd's Lane, Dover*                      *On the northwest side of the road. From the end of the existing waiting restrictions at the southwest end of Dodd's Lane, for a distance of 13m in a north easterly direction.*

*On the south east side of the road. From the end of the existing waiting restrictions at the south west end of Dodd's Lane, for a distance of 15m in a north easterly direction.*

*Maxton Road, Dover*                      *From the end of the existing 'at any time' waiting restriction at the junction of Maxton Road and Mount Road, extending 7m in a south westerly direction.*

**Roads in Temple Ewell in the District of Dover**

**No waiting Mon-Sat 8am-5pm**

The following items to be added in the correct alphabetical sequence:

*Temple Side, Temple Ewell*                      *On the north east side of the road. From the boundary of no.72 Target Firs and no.2 Temple Side, for a distance of 10m in a north westerly direction.*

**Roads in Walmer in the District of Dover**

**No waiting at any time**

The following items to be added in the correct alphabetical sequence:

*Dover Road,, Walmer*                      *On the north west side of the road. From the boundary of nos.219/221 Dover Road, for a distance of 36m in a north easterly direction.*

**Roads in Deal in the District of Dover**

**No waiting at any time**

The following items to be added in the correct alphabetical sequence:

*Northcote Road, Deal*                      *At the north end of the road, along the north end of the road for 6m, and extending 8m on each side of the road from the north end of the road.*

**Roads in Wingham in the District of Dover**

**No waiting at any time**

The following items to be added in the correct alphabetical sequence

*Canterbury Road, Wingham*                      *On both sides of the road. From the boundary of no.1 and no.2 Canterbury Road, in a north easterly then easterly direction for a distance of 60m.*

**Roads in St Margarets-at-Cliffe in the District of Dover**

**No waiting at any time**

The following items to be added in the correct alphabetical sequence

*Sea Street, St Margaret's-at-Cliffe*                      *On the south west side of the road, from the boundary of Dutch Oven and Meadow View, in a north westerly direction for 41m.*

This Order shall come into force on **XXth** day of **Xxxx 2012** and may be cited as Kent County Council (Various Roads, Dover District) (Waiting Restrictions and Street Parking Places) Consolidation (Amendment No 16) Order 2012.

Given under the Seal of the Kent County Council

This **XX** day of **XXXXXX**, 2012.

THE COMMON SEAL OF THE KENT COUNTY COUNCIL was hereunto affixed in the presence of:-

Roads in Wingham in the District of Dover

**In the District of Dover**

**THE KENT COUNTY COUNCIL  
(VARIOUS ROADS, DOVER DISTRICT)  
(WAITING RESTRICTIONS AND STREET PARKING PLACES) CONSOLIDATION  
(AMENDMENT NO 16) ORDER 2012**

Notice is hereby given that KENT COUNTY COUNCIL propose to make the above named Order under sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984, and of all other enabling powers, and after consultation with the chief officer of police in accordance with Paragraph 20 of Schedule 9 to the Act:

The effect of the Order will be to prohibit waiting at the following locations:-

<i>Dodd's Lane, Dover</i>	<i>On the northwest side of the road. From the end of the existing waiting restrictions at the southwest end of Dodd's Lane, for a distance of 13m in a north easterly direction.</i>
	<i>On the south east side of the road. From the end of the existing waiting restrictions at the south west end of Dodd's Lane, for a distance of 15m in a north easterly direction.</i>
<i>Maxton Road, Dover</i>	<i>From the end of the existing 'at any time' waiting restriction at the junction of Maxton Road and Mount Road, extending 7m in a south westerly direction.</i>
<i>Temple Side, Temple Ewell</i>	<i>On the north east side of the road. From the boundary of no.72 Target Firs and no.2 Temple Side, for a distance of 10m in a north westerly direction.</i>
<i>Dover Road, Walmer</i>	<i>On the north west side of the road. From the boundary of nos.219/221 Dover Road, for a distance of 36m in a north easterly direction.</i>
<i>Northcote Road, Deal</i>	<i>At the north end of the road, along the north end of the road for 6m, and extending 8m on each side of the road from the north end of the road.</i>
<i>Canterbury Road, Wingham</i>	<i>On both sides of the road. From the boundary of no.1 and no.2 Canterbury Road, in a north easterly then easterly direction for a distance of 60m.</i>
<i>Sea Street, St Margaret's-at-Cliffe</i>	<i>On the south west side of the road, from the boundary of Dutch Oven and Meadow View, in a north westerly direction for 41m.</i>

Full details are contained in the draft Order which, together with the relevant plans, any Orders amended by the proposals and a statement of reasons for proposing to make the Order may be examined on Mondays to Fridays at Kent County Council, Javelin Way Ashford, Kent, TN24

8DH, between 8.30am and 5.00pm, and at Dover District Council, Council Offices, White Cliffs Business Park, Whitfield, Kent, CT16 3PJ during normal opening hours.

If you wish to offer support for or object to the proposed Order you should send the grounds in writing to Traffic Schemes Team., Kent County Council Highways and Transportation, Ashford Highway Depot, 4 Javelin Way, Henwood Industrial Estate, Ashford, TN24 8AD or by email to [traffic.schemes@kent.gov.uk](mailto:traffic.schemes@kent.gov.uk)

by noon on Monday 24 September 2012.

John Burr  
Director of Kent Highways  
Kent County Council

# STATEMENT OF REASONS



## THE KENT COUNTY COUNCIL (VARIOUS ROADS, DOVER DISTRICT) (WAITING RESTRICTIONS AND STREET PARKING PLACES) CONSOLIDATION (AMENDMENT NO 16) ORDER 2012

**Kent Highway Services proposes to make the above named traffic Order in the interest of facilitating the passage of vehicular traffic on the road or in the interests of road safety.**

The effect of this Order will be to introduce a prohibition of waiting on the following lengths:

*Dodd's Lane, Dover*

*On the northwest side of the road. From the end of the existing waiting restrictions at the southwest end of Dodd's Lane, for a distance of 13m in a north easterly direction.*

*On the south east side of the road. From the end of the existing waiting restrictions at the south west end of Dodd's Lane, for a distance of 15m in a north easterly direction.*

*Maxton Road, Dover*

*From the end of the existing 'at any time' waiting restriction at the junction of Maxton Road and Mount Road, extending 7m in a south westerly direction.*

*Temple Side, Temple Ewell*

*On the north east side of the road. From the boundary of no.72 Target Firs and no.2 Temple Side, for a distance of 10m in a north westerly direction.*

*Dover Road, Walmer*

*On the north west side of the road. From the boundary of nos.219/221 Dover Road, for a distance of 36m in a north easterly direction.*

*Northcote Road, Deal*

*At the north end of the road, along the north end of the road for 6m, and extending 8m on each side of the road from the north end of the road.*

*Canterbury Road, Wingham*

*On both sides of the road. From the boundary of no.1 and no.2 Canterbury Road, in a north easterly then easterly direction for a distance of 60m.*

*Sea Street, St Margaret's-at-Cliffe*

*On the south west side of the road, from the boundary of Dutch Oven and Meadow View, in a north westerly direction for 41m.*

Dated 14 August 2012

Andy Corcoran  
Traffic Schemes and MHF Manager



# PUBLIC NOTICE



**THE KENT COUNTY COUNCIL  
(VARIOUS ROADS, DOVER DISTRICT)  
(WAITING RESTRICTIONS AND STREET PARKING PLACES)  
CONSOLIDATION  
(AMENDMENT NO 16) ORDER 2012**

Notice is hereby given that KENT COUNTY COUNCIL propose to make the above named Order under sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984, and of all other enabling powers, and after consultation with the chief officer of police in accordance with Paragraph 20 of Schedule 9 to the Act:

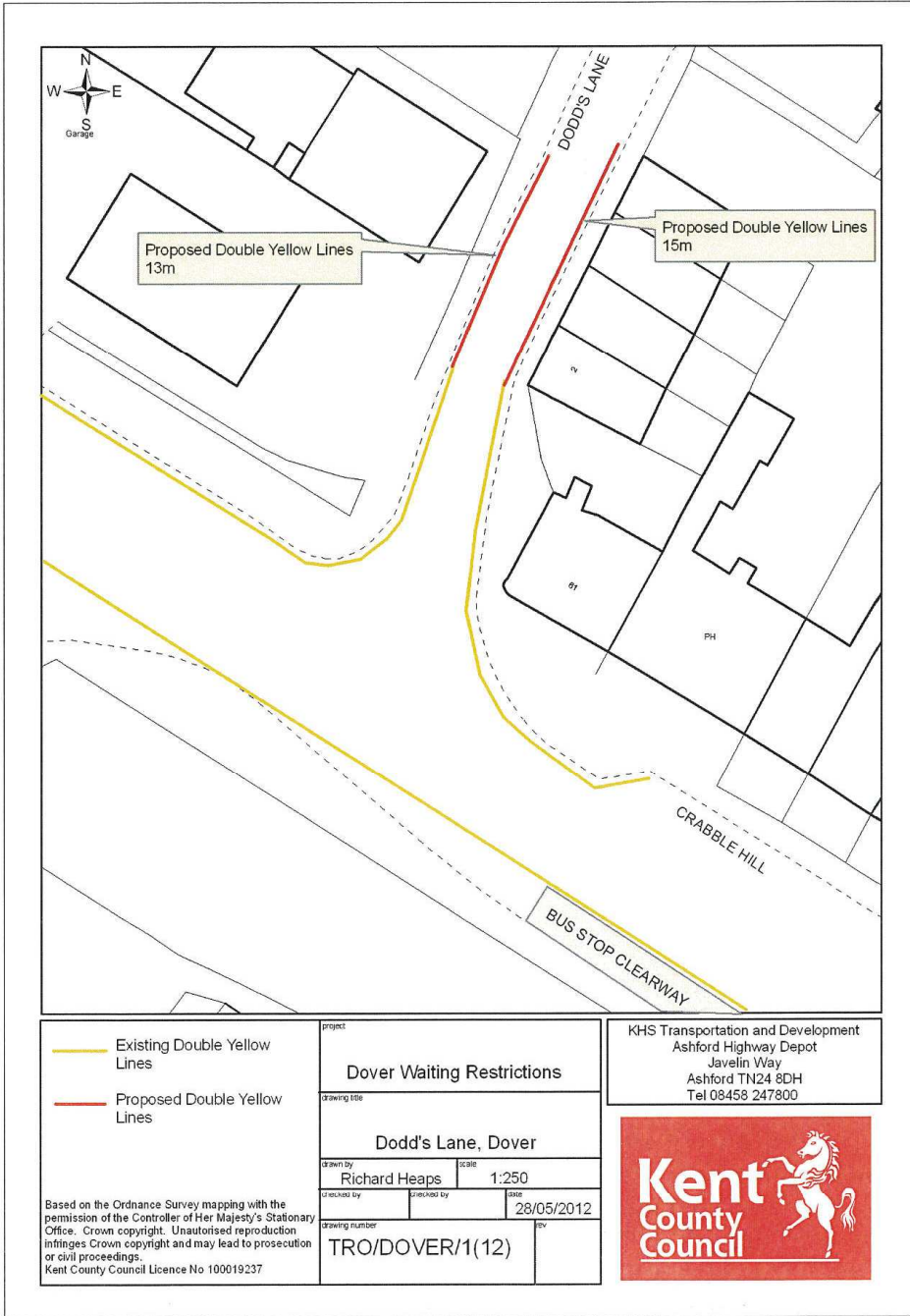
The effect of the Order will be to prohibit waiting on the following roads:-

*Dodd's Lane, Dover*  
*Maxton Road, Dover*  
*Temple Side, Temple Ewell*  
*A258 Dover Road, Walmer*  
*Northcote Road, Deal*  
*A257 Canterbury Road, Wingham*  
*Sea Street, St Margaret's-at-Cliffe*

These proposals are in the interest of facilitating the passage of vehicular traffic on the road or improving road safety.

**A copy of the proposed order, the relevant map and statement of reasons can be inspected on Mondays to Fridays at Kent County Council, Ashford Highway Depot, Javelin Way, Ashford TN24 8AD between 9am and 5pm Monday to Fridays and at the at Dover District Council, Council Offices, White Cliffs Business Park, Whitfield, Kent, CT16 3PJ during normal opening times.**

**IF YOU WISH EXPRESS SUPPORT FOR, OR OBJECT TO THE PROPOSED ORDER YOU SHOULD SEND THE GROUNDS IN WRITING TO THE TRAFFIC SCHEMES TEAM, KENT COUNTY COUNCIL, ASHFORD HIGHWAY DEPOT, JAVELIN WAY, ASHFORD TN24 8AD OR BY EMAIL TO [traffic.schemes@kent.gov.uk](mailto:traffic.schemes@kent.gov.uk) TO ARRIVE BY 12 NOON ON MONDAY 24 SEPTEMBER 2012**



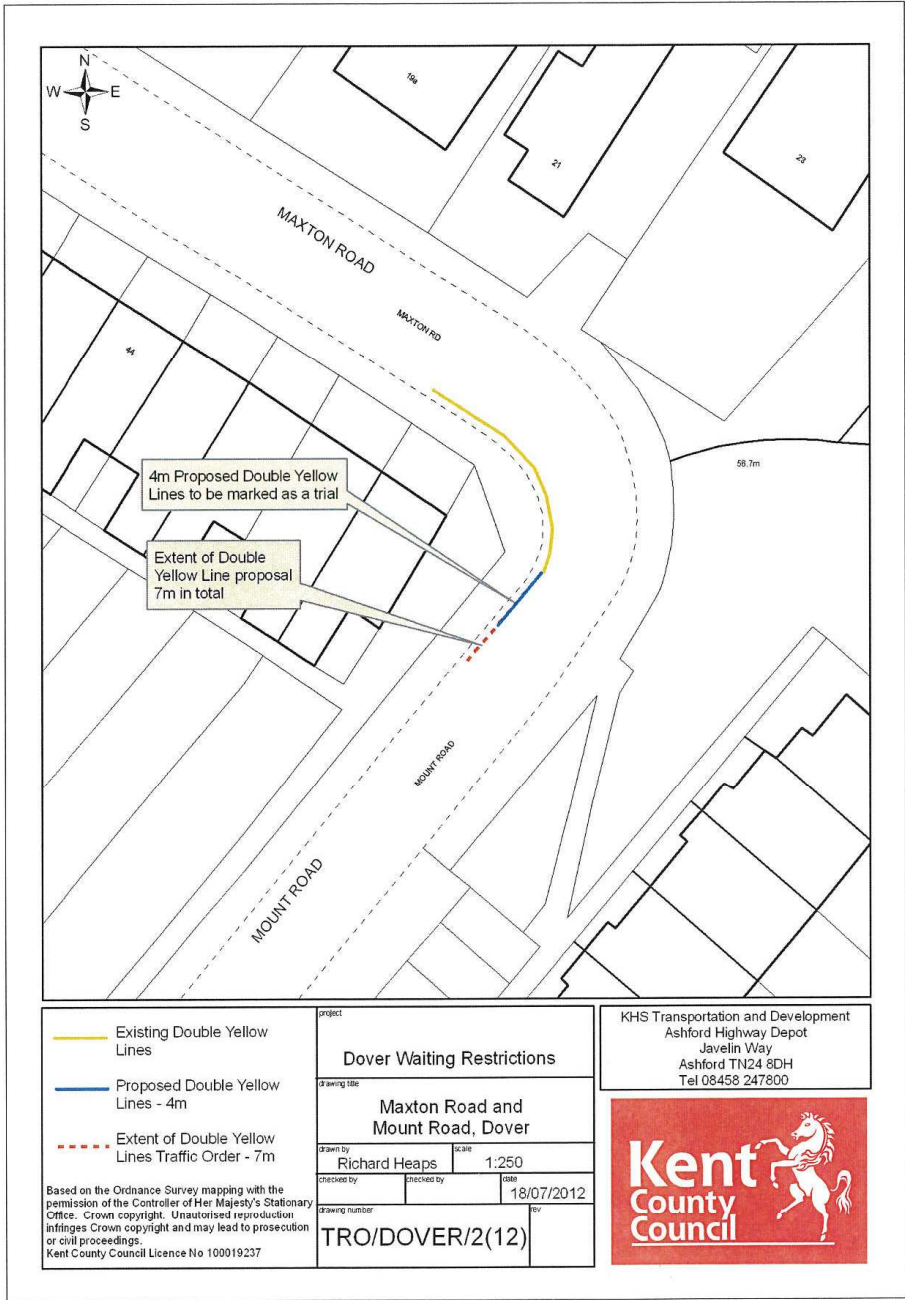
- Existing Double Yellow Lines
- Proposed Double Yellow Lines

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Kent County Council Licence No 100019237

Project		
<b>Dover Waiting Restrictions</b>		
Drawing title		
Dodd's Lane, Dover		
Drawn by	Scale	
Richard Heaps	1:250	
Checked by	Approved by	Date
		28/05/2012
Drawing number		Rev
TRO/DOVER/1(12)		

KHS Transportation and Development  
Ashford Highway Depot  
Javelin Way  
Ashford TN24 8DH  
Tel 08458 247800





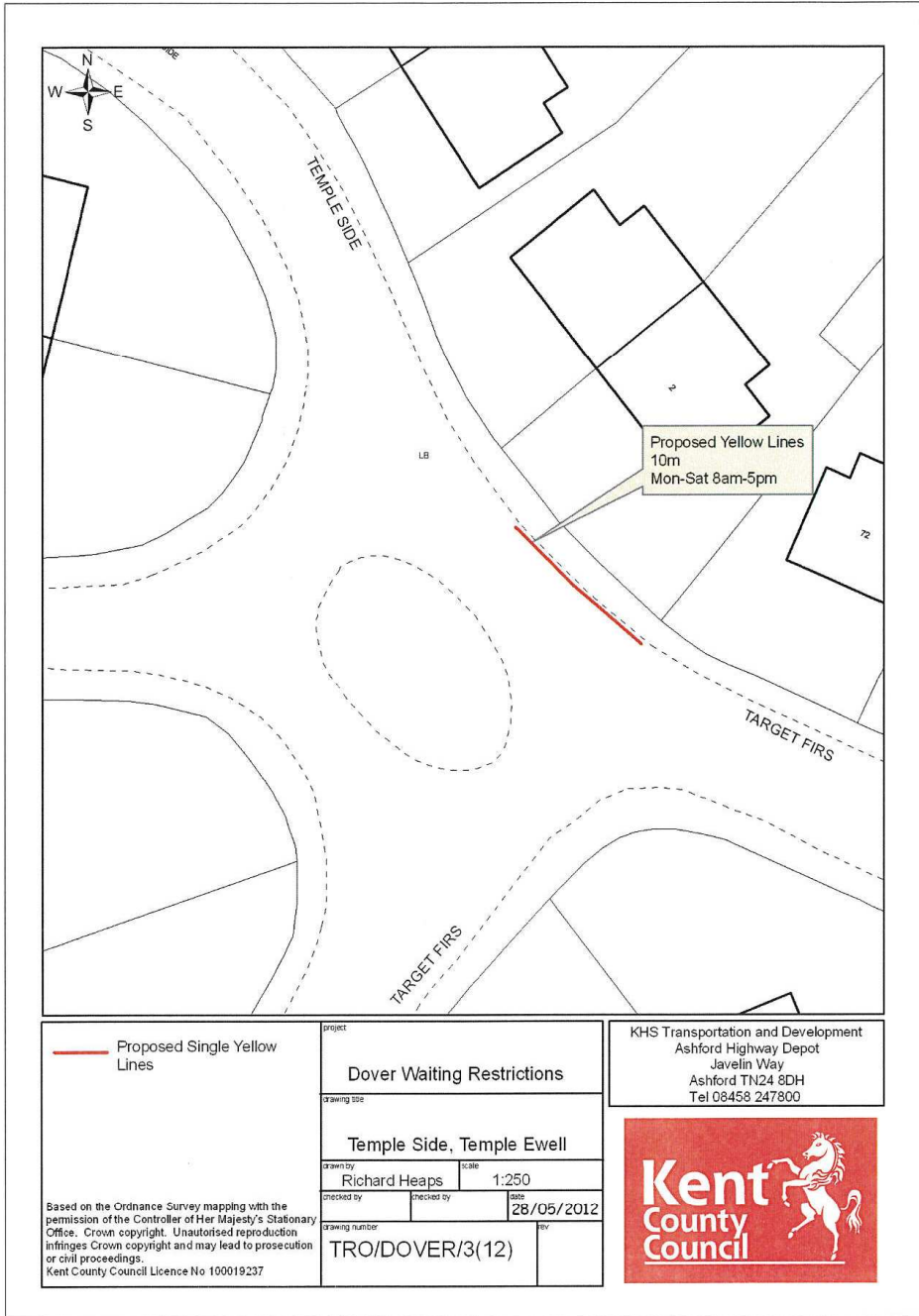
- Existing Double Yellow Lines
- Proposed Double Yellow Lines - 4m
- - - Extent of Double Yellow Lines Traffic Order - 7m

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project	
<b>Dover Waiting Restrictions</b>	
drawing title	
<b>Maxton Road and Mount Road, Dover</b>	
drawn by	scale
Richard Heaps	1:250
checked by	date
	18/07/2012
drawing number	
<b>TRO/DOVER/2(12)</b>	

KHS Transportation and Development  
Ashford Highway Depot  
Javelin Way  
Ashford TN24 8DH  
Tel 08458 247800





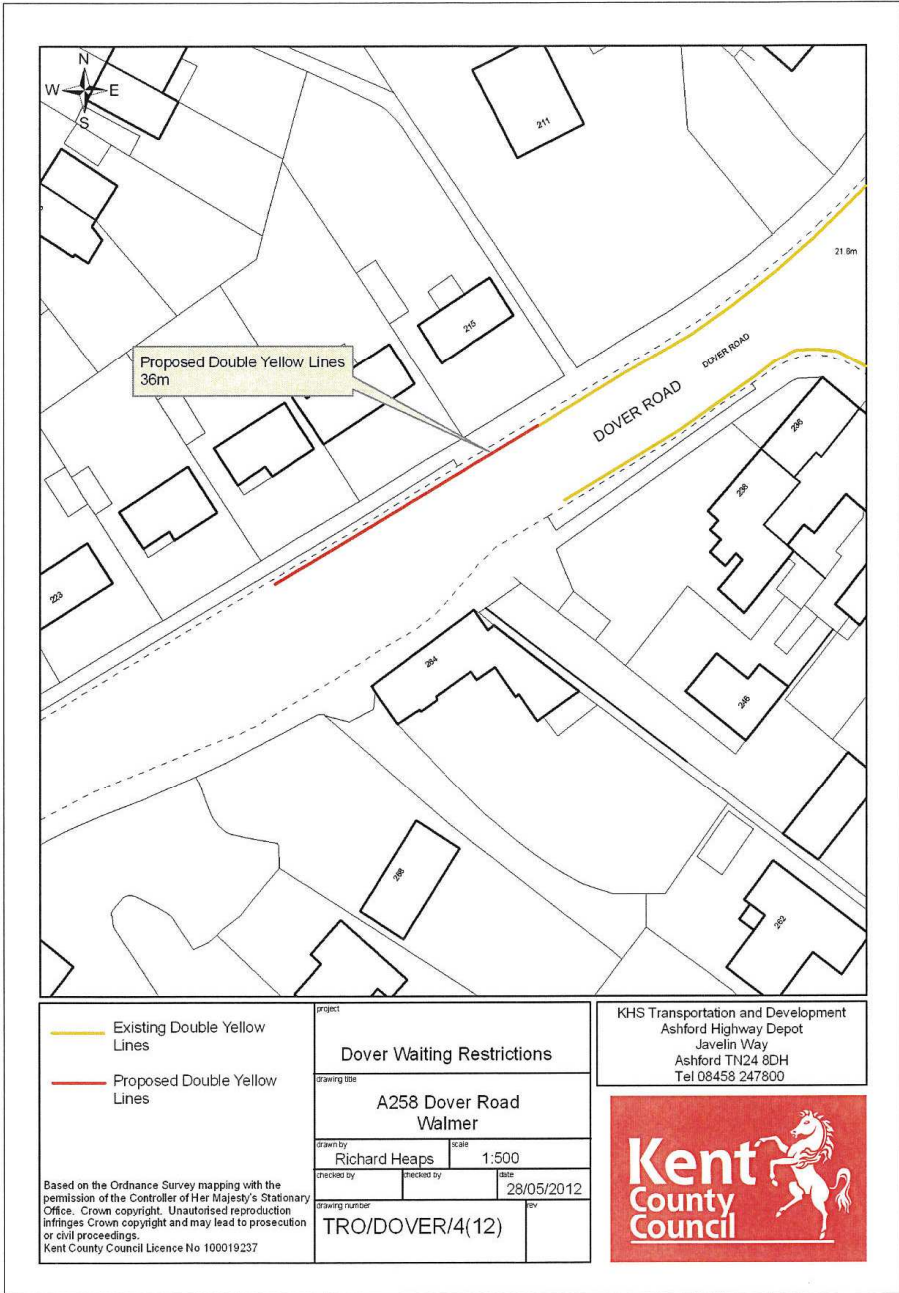
Proposed Single Yellow Lines



project		Dover Waiting Restrictions	
drawing title			
Temple Side, Temple Ewell			
drawn by	scale	1:250	
Richard Heaps			
checked by	checked by	date	
		28/05/2012	
drawing number		rev	
TRO/DOVER/3(12)			

KHS Transportation and Development  
 Ashford Highway Depot  
 Javelin Way  
 Ashford TN24 8DH  
 Tel 08458 247800



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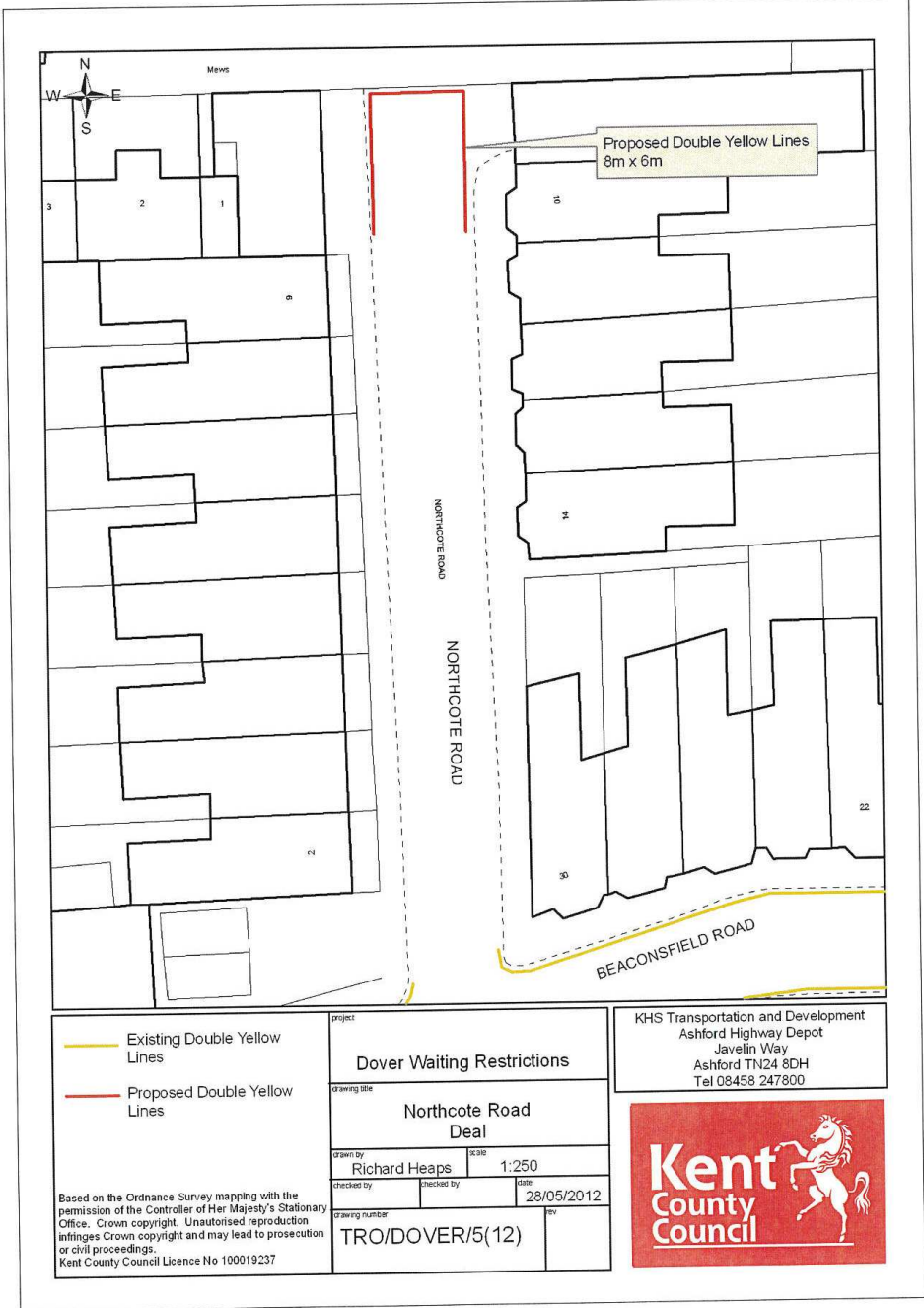
 Existing Double Yellow Lines  
 Proposed Double Yellow Lines

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project	
Dover Waiting Restrictions	
drawing title	
A258 Dover Road Walmer	
drawn by	scale
Richard Heaps	1:500
checked by	date
	28/05/2012
drawing number	rev
TRO/DOVER/4(12)	

KHS Transportation and Development  
 Ashford Highway Depot  
 Javelin Way  
 Ashford TN24 8DH  
 Tel 08458 247800





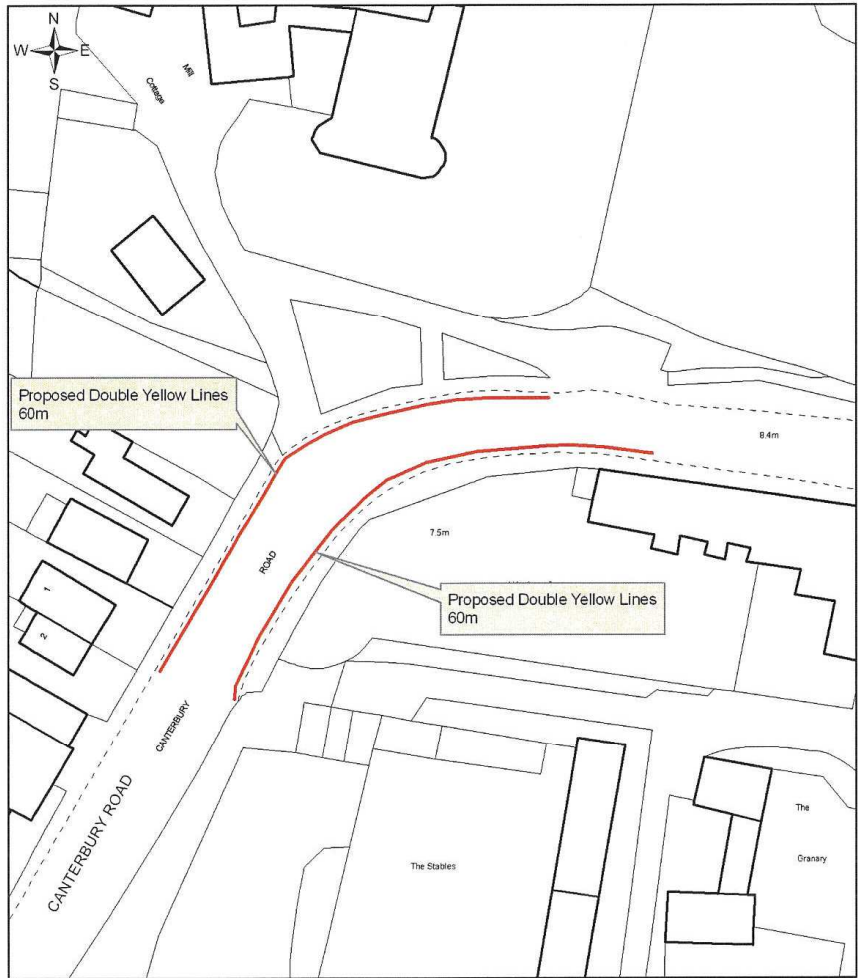
— Existing Double Yellow Lines  
— Proposed Double Yellow Lines


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 Kent County Council Licence No 100019237

project		
<b>Dover Waiting Restrictions</b>		
drawing title		
<b>Northcote Road Deal</b>		
drawn by	scale	
Richard Heaps	1:250	
checked by	checked by	date
		28/05/2012
drawing number		rev
TRO/DOVER/5(12)		

KHS Transportation and Development  
 Ashford Highway Depot  
 Javelin Way  
 Ashford TN24 8DH  
 Tel 08458 247800



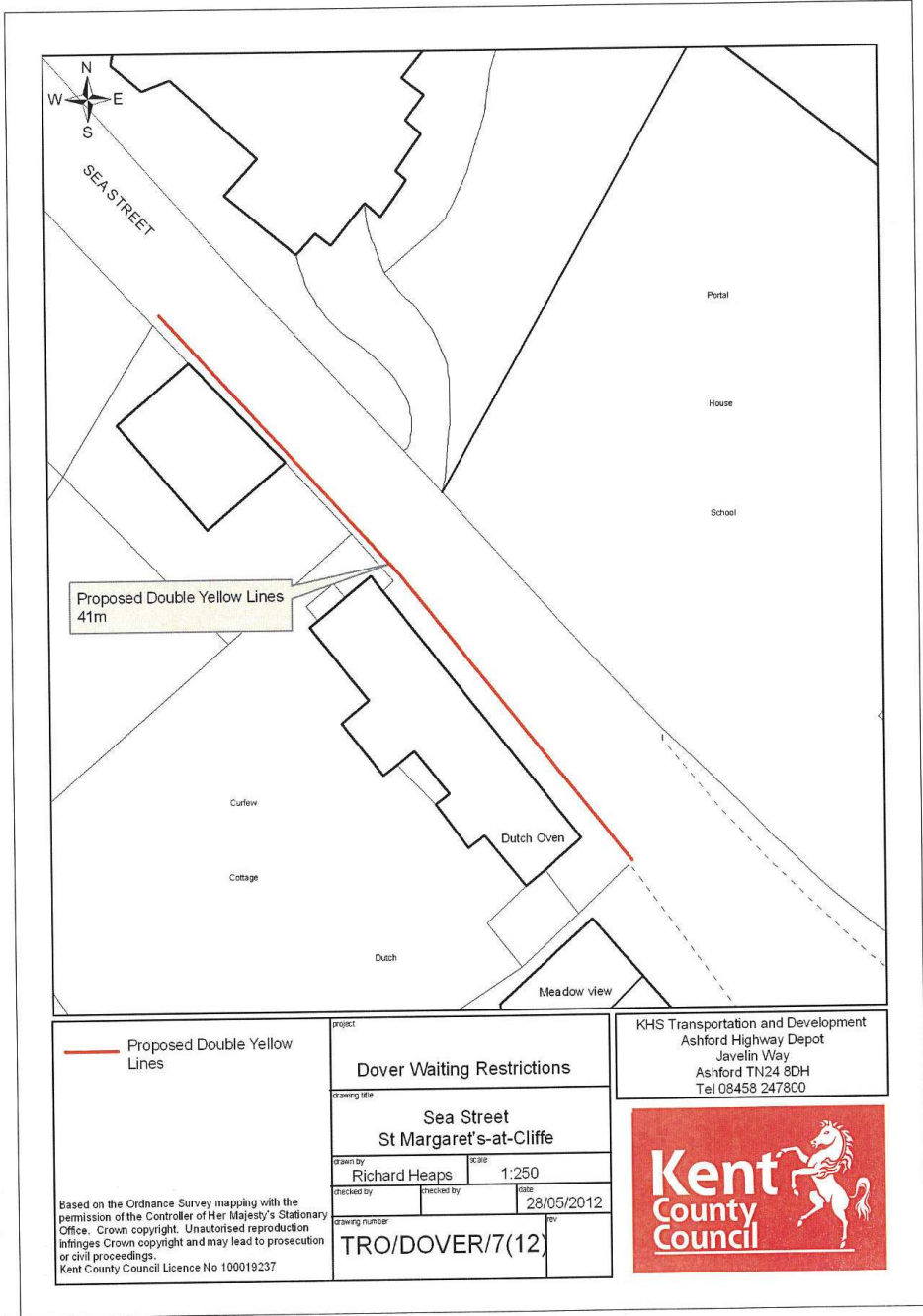


 Proposed Double Yellow Lines  
 Based on the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.  
 Kent County Council Licence No 100019237

project		
Dover Waiting Restrictions		
drawing title		
Canterbury Road, Wingham		
drawn by	scale	
Richard Heaps	1:500	
checked by	checked by	date
		23/05/2012
drawing number		rev
TRO/DOVER/6(12)		

KHS Transportation and Development  
 Ashford Highway Depot  
 Javelin Way  
 Ashford TN24 8DH  
 Tel 08458 247800





— Proposed Double Yellow Lines

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project		
Dover Waiting Restrictions		
drawing title		
Sea Street St Margaret's-at-Cliffe		
drawn by	scale	
Richard Heaps	1:250	
checked by	date	
	28/05/2012	
drawing number		REV
TRO/DOVER/7(12)		

KHS Transportation and Development  
Ashford Highway Depot  
Javelin Way  
Ashford TN24 8DH  
Tel 08458 247800





**ANNEX C - PROPOSED WAITING RESTRICTIONS, DOVER DISTRICT – RESPONSES TO CONSULTATION**

**Dodds Lane, Dover**

Ref: 6DODDSLANE/AC/DB01

Mrs Diane Bourne,  
Senior Traffic Engineer,  
Jacobs Engineering UK LTD,  
Miller House,  
Lower Stone Street,  
Maidstone,  
Kent,  
ME15 6GB

SENT AS  
HARDCOPY  
20/5/11

Friday 20th May 2011

Dear Diane,

**RE: Proposed 'At Any Time Waiting Restrictions' Your ref: DB/ B1647600**

Further to your letter dated 4th May (Which I have only just received) I'm somewhat disappointed in the lack of respect shown to the residents of 2-8 Dodds Lane by putting in these proposals. As you may be aware all properties in Dodds Lane have a driveway for their vehicles except 2-8 Dodds Lane, and the only adequate parking for these properties is located where you have proposed. There is no alternative parking for these properties around Dodds Lane, as Brookfield Avenue and Crabble Hill have suitable parking for the properties along that road, which is always occupied, and it is hard for us as a family to unload our car and have a short and safe walking distance to our front door for my partner and my child (this is also the case for number 4 Dodds Lane).

With property prices being hit, we have had our property valued £30,000 less than we paid for it (which was £105,000) and by doing this you are devaluing it further.

No consideration has been taken in regards to welfare and how it affects the residents of 2-8 Dodds Lane.

Restricting the parking, you will be giving us a difficult task in finding somewhere to park or as such unload with a family. The nearest parking would be 3-5 mins away from our property (which is not on).

Let me ask this, do your properties have 'At Any Time Waiting Restrictions'? If not, how would you feel. It's OK to spend tax payers' money (which me and my partner are) by putting a proposal that puts our welfare to the bottom of the pile. What is the point in paying tax in this country on unnecessary work. In 4 years I have lived in Dodds Lane, there has been absolutely no problems with cars parked in this location.

In terms of obstruction, have you been to Dodds Lane, I don't know how your proposals merit your reasons for obstruction to visibility. Please look at the OS Plan you placed in our door. I have marked areas, questioning your thoughts on how visibility is obstructed where you have proposed. I agree with the yellow lines that are currently in place on this road, as you don't want cars parked on or near a junction, your proposals just do not make sense at all.

Please please, do not place these 'At Any Time Waiting Restrictions' outside our house, it will cause our lives a lot of hassle.

If you need to call me in regards to this letter, my contact details are at the bottom of this page. I sincerely hope you take my thoughts into consideration to achieve the best outcome, and I believe the best outcome is don't change what doesn't need to be changed.

Look forward to your response.

Yours faithfully

**Sent:** 19 September 2012 07:21  
**To:** Traffic Schemes - EE KH  
**Subject:** Re: Dodds Lane, Dover - ref

Hi Richard,

Thank you for coming back to me with a response, it was much appreciated.

It's seems to me that's these concerns from local residents, are from those who it won't effect one bit due to the fact that most have drives. Where your proposing, this is the only available spots for us to park, therefore effects us quite a lot. As mentioned, we have never had any problems, and have seen lots of large vehicles go past with no problems, and my car would be parked outside.

I hope you will see that it would cause problems for the houses situated on my stretch and if I was to sell the house, the value will drop causing further problems in our family life. The councils are meant to use money to help people not to make situations worse. I understand you have to make the flow of traffic on roads safe and I have no problems with this, but this makes no sense in doing what your proposing at Dodds lane.

I thank you again Richard for coming back to me and look forward to having a response this time round.

Kindest regards

**Sent:** Wednesday, September 05, 2012 10:39 PM  
**To:** Traffic Schemes - EE KH  
**Subject:** Ref: Order 2012 (Amendment No. 16)

Hi There.

I am a resident of Dodd's Lane in Dover and an original proposer of the idea to extend the existing parking restrictions (Ref: T26/DO/17604345/RH). I am emailing to thus offer my full support for Order 2012 (Amendment No. 16).

The main reason for my support is to ensure full access to Dodd's Lane by the emergency services via the south junction. Secondary reasons include ensuring access to council waste/recycling vehicles and so that the road is wide enough for me to not have to mount the kerb in order to pass.

My original request was to only extend the parking restrictions on the west-side of the road (13m), and to leave the east-side alone. I recognise the desire for residents to park their cars outside their homes, and by adding the 15m east-side extension the residents at nos. 2, 4, 6 & 8 will no longer be able to. Despite this, my preference and support is now for the Order to be executed in full in relation to the Dodd's Lane area (i.e. include the 15m east-side extension).

I now offer the following 3 considerations:-

(1) 15-20 metres north of the east-side extension is a Disabled Bay that is no longer valid/relevant (or so I am assured a neighbour). If this were to be removed, at least 4 parking spaces would become available between the end of the east-side extension northwards to the first off-street parking bay outside no.10. This would therefore provide ample alternative parking for the residents of nos. 2, 4, 6 & 8.

(2) In the event the east-side extension does not go ahead (e.g. if there is sufficient argument against them), the road's pinch-point could still be improved by lowering the kerb on the west-side at the point where the new extension will be. It is currently a high, unforgiving Victorian kerb that can easily damage a vehicle's wheels.

Also, it would help if the owner of the motor garage to the immediate west of Dodd's Lane by the south entrance cut back the vastly overgrown weeds and foliage exactly at the pinch-point. It encroaches over the narrow path and onto the road, thus making road/kerb navigation that much trickier and more dangerous.

(3) I believe the resident at no.10 has made a complaint about the overall standard of recent resurfacing work carried out on Dodd's Lane. In the event her complaint leads to further resurfacing work, in the interest of not wasting time or money, this should be considered in conjunction with the execution of Order 2012.

**Maxton Road / Mount Road, Dover**

The Kent County Council (Various Roads, Dover District) (Waiting Restrictions and Street Parking Places) Consolidation (Amendment No 16) Order 2012

Dear Mr Heaps

Thank you for your letter dated 30 August 2012 regarding waiting restrictions on the junction of Maxton Road and Mount Road Dover. I am pleased to learn that our petition has been given some consideration and that initially a shorter section of double yellow lines will be installed. However, having spoken to some of my neighbours, we think that if the barrier on the pavement of Mount Road is removed or placed further back on the pavement, this will make it easier for the bus to navigate the corner and maybe reduce the need for further yellow lines. The barrier was originally installed to prevent children running down the footpath from the play park and into the road, however as the playground was removed several years ago, it is probably no longer necessary.

I look forward to hearing from you.

Yours sincerely

11th Sep 2012

To Traffic Schemes

I am writing to object to the proposed waiting restrictions on Maxton/Marnt Rd Dover. You addressed a letter to the Occupier of 104 Marnt Rd dated 30 Aug 2012 to inform us of the proposals for 4m of double yellow line on Marnt Rd Dover.

I am still waiting for the full response to my objections raised by letter dated June 2011 - your acknowledgement ref DB/B1647600, in which you state 'You will be contacted again with a full response to your concerns as soon as possible after the meeting.' - Never received.

I object for the same reasons, you are proposing to put double yellow lines in to improve access for the local bus service. I would be interested to see how many reports have been raised to detail, the bus or any other vehicle haven't been able to make this corner to justify the imposition of the double

lines. I see the bus on a regular daily basis make the corner with the existing lines in place. On occasions, the bus does mount the pavement with the front offside wheel. But I refer to comments I raised before, the metal barrier that serves no purpose, now the children's playground has been removed, affects the bus taking a full circle to make the corner. The barrier use to be there to protect the children from running down the hill from the playground and into the road. The barrier itself is damaged, looks awful and now, with no playground serves no purpose, if it was removed, it would improve the turning circle.

In addition, the bus service has been using a coach for months, since my last objection, rather than a smaller bus for which the route designed for. I do not know why this is, but surely if there are complaints over the local bus service access, the bus service must review what they can do - instead of using a long coach, go back to the small original bus. I cannot see how the passenger figures would be affected, I cannot say I have ever seen the coach at half capacity, let alone full capacity,

even at peak times.

I have also suggested the route be reversed - it is a 'round route' they would have the same pick ups either way round. If reversed the bus would be going down this corner, so there would be no problem with the turning corner.

My large window looks onto this very corner and I refer back to my interest in how many vehicles haven't been able to make this corner - I haven't witnessed any, to justify this inconvenience.

I note your compromise of installing 4 m of double yellow, but this is a car parking space - For the reasons already stated I object.

In addition - I am a shiftworker, on occasions I have had to park my car on Shakespeare Hill, due to lack of space. My husband rents a garage for you - the rent has increased, I think twice since the original objection. We ensure we use the garage for our car, and when I park on the road, I park taking others into consideration - Some of my neighbours and their visitors do not. A lot would park on the pavement

and/or so close to our garage  
which makes it very difficult, sometimes  
impossible for us to use the  
garage. If you take more space  
away, this situation will not  
improve for us and while at the  
moment, I just let it go - 'it's  
one of those things', I will  
report each incident to the Council  
/ Highway Dept and will expect  
a resolution given how much we  
now pay to rent the garage -  
its gone up £20 a month since  
we first started to rent - more  
what today's monthly rent is,

I do hope I will receive a  
response this time around.

Yours faithfully !!



## **Target Firs / Templeside, Temple Ewell**

---

**From:** Cllr David Hannent  
**Sent:** 04 September 2012 17:01  
**To:** Gordon Measey  
**Cc:** Cllr Geoffrey Lymer  
**Subject:** Templeside yellow lines

I have had once more a complaint from a ratepayer over these proposals viz :- "I have today recieved a letter from KCC Highways , signed by a Richard Heap.traffic engineer (Dover/Shepway), ref various road waiting and parking restrictions.Included in this list is Templeside, again the same area as last time, Drawing Number TRO/DOVER/3(12). This time however, it is the same 10mtr area,but with the difference, instead of "at all times", it is proposed Mon-Sat 8am-5pm.

Clearly this is an ambush tactic by Regent Coaches, but as before if their bus were to traverse the roundabout in the correct manner this restriction would not be necessary, also their so called bus service only works between 10.10am and 15.10pm Mon-Sat, not exactly useful to the community is it?"

I am concerned that unnecessary funds are being expended on yellow lines generally and this is one example. I have raised this subject before and would be pleased if you could investigate further.

.  
Thank you  
David Hannent

12<sup>th</sup> September 2012

**Your Ref Dover District TROs**

**Ref Proposed KCC/DDC Restrictions and street parking (amendment  
NO16) ORDER 2012**

Dear Mr Heaps,

We wish to object in the strongest of terms to the above proposal and in particular to the proposal in your drawing number "**TRO/DOVER/3(12)**".

The reasons for our objections are as follows:-

The original plan for the above muted in May 2011, stated that the proposal is to "reduce obstruction of visibility caused by parked cars at junctions, the only thing changed in the latest plan is to have part time restrictions, they would be not only unnecessary but a cost to the council tax, in management that would be pointless. The road outside in our little square is wide open, ten miles of yellow lines would not make it more open, secondly IF THE BUSES, were to take the correct route around the roundabout i.e. to enter it by the left, which is customary instead of taking it to the right, which I can only presume the drivers see as saving time or indeed pure laziness, the lines would then become unnecessary.

It has been mentioned that it would make school exits safer, there is not a school at this location.

I also object to the fact that you wish to put the restriction in place from 8am-5pm Mon-Sat, as you are well aware the only people who have asked for these measures are the local bus operator, regent coaches,

Their buses only operate in this area between the hours of 10.12 am and 15.12pm Monday to Saturday.

If my protest and those of various district and parish councillors are ignored, and your agency decides to ignore local opinion, a great disservice will have been forced upon our otherwise quiet and peaceful community.

Yours Sincerely,



**Sea Street, St Margaret's at Cliffe**



**Parish Council of St Margaret's at Cliffe**

14<sup>th</sup> September 2012

Kent County Council  
Traffic Schemes & MHF Team  
Ashford Highway Depot  
4 Javelin Way  
Ashford  
Kent  
TN24 8AD

Dear Mr Heaps

**Proposal for double yellow lines –**  
**Sea Street, St Margaret's at Cliffe**  
**Drawing Number TRO/DOVER/7(12)**  
**(Amendment No 16) Order 2012**

Thank you for your letter of 30<sup>th</sup> August 2012 concerning the above.

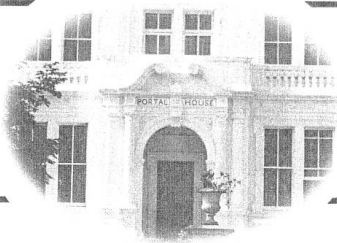
This Parish Council supports the introduction of double yellow lines at the position suggested, but would request that this is extended further up to the bus lay-by.

Thank you for your attention, and I trust this is something that can be considered.

Yours sincerely

# Portal House School

Mrs R Bradley  
Headteacher



St. Margaret's-at-Cliffe,  
Dover, Kent CT15 6SS

Tel: 01304 853033

Fax: 01304 853526

E-mail: [headteacher@portal-house.kent.sch.uk](mailto:headteacher@portal-house.kent.sch.uk)  
[office@portal-house.kent.sch.uk](mailto:office@portal-house.kent.sch.uk)

10 September 2012

Richard Heaps  
Traffic Engineer (Dover/Shepway)  
Traffic, Schemes & MHF Team  
Highway Depot  
4 Javelin Way  
Ashford  
Kent TN24 8AD

Dear Sir

**THE KENT COUNTY COULCIL (VARIOUS ROADS, DOVER DISTRICT) (WAITING  
RESTRICTIONS AND STREET PARKING PLACES) CONSOLIDATION (AMENDMENT  
NO. 16) ORDER 2012**

The effect of the Order will be to prohibit waiting on Sea Street, St. Margaret's at Cliffe, Dover

Thank you for your letter informing me of proposed prohibited waiting restrictions along Sea Street.

I very much support this proposal and ask if it is at all possible to extend the proposed double yellow lines to past the entrance of Portal House School.

I ask for this extension to reduce health, safety and welfare risks to the Special Needs Pupils who attend Portal House School.

As you know, Portal House is a Kent County Council Special School and now uses the top entrance along Sea Street as its main school entrance, thus creating a one-way system through the school.

It would be most helpful if vehicles were prohibited from parking opposite the entrance along this narrow and busy stretch of Sea Street. I have indicated on your plan, where I would like the double yellow lines to extend to.

Please visit the school and experience the congestion caused by cars parked opposite the main entrance to a KCC Secondary School.

I look forward to hearing from you in the not too distant future.

Yours sincerely

Mrs R. Bradley  
Headteacher



INVESTORS  
IN PEOPLE



17376

**Sent:** 16 September 2012 18:01

**To:** Traffic Schemes - EE KH

**Cc:** Watkins, Paul - Dover BC; [dlrstevemanion@kent.gov.uk](mailto:dlrstevemanion@kent.gov.uk)

**Subject:** The Kent County Council (various roads Dover District) (waiting restrictions and street parking places) consolidation (amendment No. 16) Order 2012

Dear Mr Heaps

**The Kent County Council (various roads Dover District) (waiting restrictions and street parking places) consolidation (amendment No. 16) Order 2012**

I am writing to object to the element of the above order that applies to Sea Street, St. Margaret's-at-Cliffe.

My objection is on two grounds: firstly that the Order is incorrect as shown; and secondly that the extent of the Order is unnecessary. I have copied this e-mail to Steve Manion, my county councillor and to Paul Watkins, one of my district councillors in the hope that they might contact you giving their support to my objection. Please note that I am the other ward councillor for St Margaret's but as this Order affects me personally I am writing solely as a householder to avoid any potential conflicts of interest.

#### **Inaccurate**

The drawing TRO/DOVER/7(12) is highly misleading. The building marked 'Dutch Oven' is most likely to be 'Curfew Cottage', which is itself detached and does not incorporate 'Dutch Oven' in any way. The building marked 'Meadow View' is therefore most likely to be 'Dutch Oven'. The map is therefore highly ambiguous as to whether the lines are intended to stretch to the end of 'Dutch Oven' or to the end of 'Curfew Cottage'. As it stands residents are unclear exactly what you are proposing and therefore find responding very difficult.

#### **Unnecessary**

The double yellow lines as proposed begin at a point where the road is 15' 3" wide, they pass through the narrowest part of the road where it is 13' 10" wide and then extend to the point where the road is fully 22' 2" wide to the solid black line on your drawing. Putting this into context the road to the north west of the end of the proposal, where no yellow lines are suggested, varies from 16 feet to 17 feet in width, and measurements taken further down Sea Street into 'the dip' to the south east of the proposal, shows the road to vary between 16' 6" and 19' 9" wide. The question therefore is why yellow lines are being proposed along the entire length of Curfew Cottage when the road outside the

property widens from 14' 6" to over 22' with at least half of its length lying on a stretch of road at least 16 feet wide? I believe that a 15m section of the proposed double yellow lines are unnecessary for traffic calming or safety reasons.

#### **Suggestion**

At a point approximately half way down Curfew Cottage, outside the front door, the road is 16' 7" wide, or approximately the same width as the entire remainder of Sea Street to the top of Bay Hill. If you amended your proposal for the lines to stop there, reducing them from 41m to 26m in total length, you would achieve everything you originally sought without unnecessarily exacerbating the already difficult parking conditions on Sea Street.

Further, I notice that local authorities can embark on strategic studies of speed limits in given areas. Could I ask that you consider making such a study in this village on the stretch between Station Road (beginning outside the village shop) and Sea Street (to the top of Bay Hill)? You might consider reduced speed limits, better signage, traffic calming or a range of all the available options but I feel this would produce better long-term results, and better value for money, than any piecemeal approach. I know that the Parish Council would welcome any such work.

I hope you find my suggestion helpful, if I can be of any further assistance please get in touch.

**Heaps, Richard - EE KH**

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**From:** Manion, Steve - MEM  
**Sent:** 18 September 2012 13:35  
**To:** Heaps, Richard - EE KH  
**Subject:** FW: The Kent County Council (various roads Dover District) (waiting restrictions and street parking places) consolidation (amendment No. 16) Order 2012

Dear Richard

I believe we should support the local resident's views as I believe it is a sensible way forward for this situation

regards  
steve manion

4 September 2012

Richard Heaps  
Traffic Engineer (Dover/Shepway)  
KCC

Your ref: Dover District TROs

Dear Sir

**The KCC (Various Roads, Dover District) (Waiting Restrictions & Street Parking Places) Consolidation (Amendment No16) Order 2012**

Thank you for your letter date the 30 August 2012 giving your formal Notice of Intention concerning the proposed double yellow lines in Sea Street, St Margaret's-at-Cliffe.

The whole length of the road from the sea end of Sea Street continuing throughout the length of the village (including the High Street, which Sea Street runs into) is dangerous for pedestrians due to the existing flow of traffic where the speed frequently is too fast and where little or no allowance is made for pedestrians in circumstances where there are no or insignificant pedestrian pavements.

Were you to open up the flow of traffic which would be the effect of your proposed Order the traffic speed from the increase in the flow would increase and make the safety of pedestrians in the village even worse than currently exists.

The traffic flow at present may pose minor inconvenience for motorists (I am one) yet the advantage to be gained from a few extra seconds of time saved for motorists is not in itself a good or acceptable reasons socially or economically to increase the risk of personal injury or death to pedestrians and the local wildlife.

Since the beginning of this year I have kept a diary of personal and observed events involving pedestrians (including myself) and motorists where it is clear to sensible and aware human beings that the speed and traffic flow needs reducing rather than increasing through the village and particularly along Sea Street.

Sent: 03 September 2012 13:42  
To: Traffic Schemes - EE KH  
Subject: Order 2012

Dear Sir/Madam

Ref The Kent County Council (various roads, Dover district) (waiting restrictions and street parking places) consolidation (amendment no 16) order 2012.

I fully support the above order but have concerns regarding the speed of the traffic travelling along Sea Street, St Margarets at Cliffe. Removing parked cars will make the area more dangerous because the parked cars currently slow down the traffic as vehicles have to give way, particularly where the road narrows. Traffic calming measures such as speed bumps, cameras, etc may help the problem and should be seriously considered.



## **A258 Dover Road, Walmer**

**From:** Walmer Parish Council [mailto:walmerparish@btconnect.com]  
**Sent:** 20 September 2012 11:26  
**To:** Traffic Schemes - EE KH  
**Subject:** Proposed waiting restrictions Dover Road, Walmer

Dear Richard

**Re: Notice of Intention to make the Kent County Council (Various Roads, Dover District) (Waiting Restrictions and Street Parking Places) Consolidation (Amendment No. 16) Order 2012 to extend waiting restrictions outside numbers 215 to 219 Dover Road, Walmer.**

Following a meeting of our Planning Committee on 18 September 2012, I am emailing, on behalf of Councillors, to inform you of their comments regarding the above order:-

Members received the Notice of Intention to make the Kent County Council (Various Roads, Dover District) (Waiting Restrictions and Street Parking Places) Consolidation (Amendment No. 16) Order 2012, and considered sending representations in relation to the proposal to extend waiting restrictions outside numbers 215 to 219 Dover Road.

**RESOLVED: That the following response be sent to the KCC Traffic Schemes Team:-**

**The Committee does not support the proposal to extend waiting restrictions outside numbers 215 to 219 Dover Road, as the existing pedestrian crossing points, that is, the two islands near the junction with Walmer Castle Road, and the point near the junction with Church Street, provide adequate and safe pedestrian access without the need for further parking restrictions.**

Kind Regards

Mandy Brooks  
Assistant Clerk  
Walmer Parish Council

Mrs Diane Bourne  
Senior Traffic Engineer  
Jacobs Engineering L TD  
Miller house  
Lower Stone Street  
MAIDSTONE  
Kent  
ME156GB

Your Reference *DB/ B1647600*

18 July 2011

Dear Mrs Bourne,

Re: Various Roads, District of Dover, Kent - Proposed At Any Time Waiting Restrictions:  
You're Ref: DB / B1647600  
Regulation 7 of the Local Authorities' "Traffic Orders (Procedure) (England & Wales)  
Regulations 1996"

I am writing to express, below, my concerns regarding changes on the above in the terms of reference by Kent Highway Services.

I wrote to you on the 19 May 2011 regarding the Kent Highway Services plans to introduce "At Any Time" Waiting Restrictions by way of double yellow lines on the A258 Dover Road at Walmer and among other things the difficulties that their introduction would cause me when visiting my family.

The fundamentals of the Kent Highway Services proposals are enshrined in the letter to residents dated the 4 May 2011 issued by Don Vann the Technical Director of (Traffic & Safety), all comments on the matter were to be in writing and to be entered no later than 30 May 2011,

The reasons given were that the purpose of the proposal was to reduce obstruction of visibility caused by parked vehicles at Junctions to improve road safety and that it was considered that the most appropriate method to prevent motorists parking in inappropriate locations was by providing Corner Protection over a short distance at each of these locations, it follows that the comments made were addressed on the issues stipulated in that originating letter.

Following an enquiry from [redacted] under the Freedom of Information Act and the response by emails of the 24 June and 13 July 2011 from Richard Battrum (KCC Information Governance Officer) it emerges that different reasons are now being canvassed in support of the proposals by Kent Highway Services, reasons that differ substantially from those previously cited.

Insofar as I am aware, none of the parties affected by this change in criterion have been given the opportunity to respond, I am therefore requesting, in the light of these failings and omissions by Kent Highways Services that the following comments be attached to the original submission when Dover Joint Transportation Board next meets.

Extracting from the KCC emails of the 24 June and the 13 July 2011 Kent Highway Services say that;

"The reasoning is based on the concerns on the use of the pedestrian refuge (traffic island) located to the South West of Walmer Castle Road and the vehicles which are parked outside 215 and 217 Dover Road"(NB. there is no mention of 219)as shown on the plans, they go on to say;

"Due to the bend in the road and the parking, cars approaching from the Dover direction cannot see People waiting to cross or those who have started to cross the road"

"For the same reasons pedestrians are unable to see oncoming vehicles whilst trying to cross the road."

"There have been a number of near misses and damage only incidents at this location which resulted in an officer visiting the site where it was considered that the concerns were valid"

The origin of those concerns is being withheld.

Further, an email to my son dated the 13 July 2011 States that Kent Highway Services have knowledge of four damage only vehicle accidents and go on to claim that this highlights safety concerns regarding parked cars when in essence the incidents referred to had nothing to do with parked cars, inter alia ,addressed below.

Turning firstly to the Accidents question:

Two car accidents are referred to as having occurred in January 2008 and February 2010 those involved or were in very close proximity to the pedestrian island.

*It is noteworthy that at least 50% of these vehicle accidents are attributable to the above; therefore, given that situation what consideration has been given to its location and public Safety?*

The incident in September 2008 involved a passing car that collided with 2 vehicles parked outside of number 215.

*Inaccurate as 1 of the cars collided with was my son's car parked outside number 217. Driver fled the scene, allegedly inebriated.*

There was a further incident in October 2009 when a passing car collided with a BT van near a Crossing.

*Unclear whether or not this refers to a 3<sup>rd</sup> incident involving the traffic island, if not, which crossing is it that is being referred to?*

*None of these accidents can remotely be attributed to parked cars, no pedestrians were involved. All these accidents, strikingly evident were caused by driving without due care and attention and cannot, in my view, be cogently argued to the contrary. It is unclear as to why they have been introduced as they have absolutely no relevance at all to the subject matter and are misleading.*

Reference is made to a bend in road.

*This bend is some distance away from the properties concerned.*

Reference is also made to a number of near misses which resulted in an officer visiting the site following which he, considered the concerns were valid.

*It thus raises the following questions:*

*From what source did these concerns emanate? Was it from one or more members of the public?*

*Why weren't those affected consulted before any decision was taken and their views taken into account?*

*Have the Local Parish Council been consulted about this area?*

*Has the view of the police been sought of the area's referred to?*

*What grounds are there for saying that there have been a number of "near misses" given that not one shred of evidence has been produced to support that?*

*How many site visits were made and what was the duration of each visit/visits?*

*Given the concerns expressed with regard to Public Safety what other measures have been considered in alleviating any traffic problems? If not why not.*

I am of the view that before any decision is taken on the matter that an in depth assessment of the area involved should be carried out.

As things stand Kent Highway Services have not made out a substantive case that commands support and accordingly I am asking the Dover Transportation Board to reject the proposals as they stand.

Mrs Diane Bourne  
Senior Traffic Engineer  
Jacobs Engineering LTD  
Miller house  
Lower Stone Street  
MAIDSTONE  
Kent  
ME156GB

19 May 2011

Dear Mrs Bourne,

Re: Various Roads, District of Dover, Kent - Proposed At Any Time Waiting Restrictions:  
You're Ref: DB / B1647600  
Regulation 7 of the Local Authorities' "Traffic Orders (Procedure) (England & Wales)  
Regulations 1996"

I understand that Kent County Council is proposing to introduce "At Any Time" Waiting Restrictions by way of double yellow lines on the A258 Dover Road at Walmer extending 36 metres across the frontage of properties 215(partially)? and fully 217 & 219.

I am writing to lodge my objection to these proposals on the following grounds.

My wife and I are regular visitors to number [redacted] as the occupants of that property are my son, daughter-in-law and grandchildren, we are both elderly.

To compound matters I am disabled, inter alia, with considerable mobility difficulties; I am a Blue badge holder.

My wife regularly picks up the grandchildren and takes them home.

The plans, as proposed, would serve to our detriment and would mean that we would either have to park some distance from the house, should parking be available, or on the other side of a very busy road and "Run the Gauntlet" so to speak across two way traffic and a wide stretch of road thereby increasing the risk factor.

1.

2

You assert in the 2<sup>nd</sup> paragraph of your letter that the purpose of the proposal is to reduce obstruction of visibility caused by parked vehicles at Junctions to improve road safety and that you consider that the most appropriate method to prevent motorists parking in inappropriate locations is by providing Corner Protection over a short distance at each of these locations, neither of these is relevant to the subject matter nor is paragraph three.

There are no Junctions and there is no requirement for corner protection, the road is probably at its widest at this point, traffic moves freely in both directions and it follows that there is no Traffic Choke point.

In my experience of this location spanning some 12 years, obstruction of visibility/road safety has never been an issue and insofar as I am aware no complaints have ever been made to the police in this regard, thus, the imposition of double yellow lines in this area looks to be an arbitrary one, difficult to comprehend and introduced without just cause, there is no cogent evidence to the contrary.

Given the above there is no basis for this proposal to proceed and accordingly I invite the council to uphold the objection.

The Traffic Schemes Manager  
Kent County Council Highways & Transportation  
Ashford Highway Depot  
Javelin Way  
Ashford  
TN248AD

29 August 2012

**Re: The Kent County Council  
(Various Roads, Dover District)  
(Waiting Restrictions and Street Parking Places)  
Consolidation (Amendment No.16) Order 2012  
Dover Road  
Walmer**

Dear Sir/Madam

In the event that my original letters of objection of 19 May and 18 July 2012 sent to your Senior Traffic Manager have been mislaid, (please find the same attached).

They are to be used in support of objection to the proposed order.

I understand that not all the objections on the previous proposals were presented to the Joint Transportation Board (JTB).

Mr Heaps the Traffic Engineer subsequently advised that the matter had been put on hold due to an administration error and apologised for the omissions.

Mr Heaps also gave an assurance that should the matter be revived in the future then he would ensure that the previously omitted letters of objection would be represented to the members of the JTB before any decision was taken, there is therefore an expectation that, that, undertaking will be satisfied.

It can be seen that the original proposals were vigorously challenged and It is therefore difficult to comprehend that they can be withdrawn under the guise of administration error when in essence the points raised had exposed the proposals as being fundamentally flawed.

These objections opposing the no waiting at any time restrictions make pertinent and powerful points

As such ,a proposal of this magnitude, given the disruption to family life, must surely include a site visit to there and the surrounding area by the JTB and be subject to detailed in depth investigation and given every consideration before a decision is made.

It surely, cannot right, to consider this matter at a meeting of the JTB without a full appraisal of the Area concerned.

To date the highways department has failed to produce substantive reasons to the contrary, indeed they have remained completely silent.

I consider, with profound concern, the present Modus Operandi of the highways department that makes opposition to policy extremely difficult.

I also consider that the current state of affairs is inadequate, manifestly unfair and unjust for an order notice to appear on the KCC Transport website inviting support or objections by September the 24 2012 without giving fulsome reasons.

It is patently not good enough to expect people to address the issue purely on being advised that the proposals are:

Dover Road. Walmer on the North West Side of the Road. **From the Boundary of nos.219-221 Dover Road for a distance of 36m in a North Easterly Direction.**

I consider this to be totally misleading insofar as it could be interpreted that 219-221 Dover Road on the numbering as they exist, run towards Dover, yet the North Easterly direction is 221-219 towards Deal ,however, under the previous proposals the 36m double yellow lines extended from the Boundary of 221 to halfway across 215.

If the latter is the intended proposal then the proposed order, as advertised, is manifestly wrong and misleading.

Insofar as I am aware, post the proposal being stood down, there have been no incidents attributable to parked cars outside these residences and there never has been apart from an incident in September 2008 when a car collided with a parked car, the driver fleeing the scene allegedly inebriated an incident fully explained in previous correspondence and further, it is a wide road with good sight lines and no traffic choke point and no evidence has been produced of any substantive complaints that could possibly justify reintroducing a proposal that all the evidence suggests was needless in the first place.



19<sup>th</sup> September 2012

Traffic, Schemes and Member Highway Fund Team  
Highway Depot  
4 Javelin way  
Ashford  
Kent  
TN24 8AD

Dear Sir/Madam

**The Kent County Council (Various Roads, Dover District)(Waiting Restrictions and Street Parking Places)Consolidation(Amendment No16) Order 2012**

**A258 Dover Road Walmer**

I am writing, again, to register my objections to the above proposal.

Firstly I wish to point out to the Joint Transportation Board, that, when the proposal was discussed at the JTB meeting of 22<sup>nd</sup> September 2011 the KCC Traffic Team **did not submit all of the objections** they had received. Despite an enquiry made by me, **no satisfactory explanation was received** as to why this happened from Mr Heaps, KCC Traffic Engineer. I respectfully request that the JTB seek assurances from the Traffic Team that all relevant documents have been submitted to them for their perusal.

Secondly, it is my contention, that, Drawing Number TRO/Dover/4(12) (copy attached) is **materially inaccurate** and I question the **legality** of the proposal based on **inaccurate** and **misleading** information released to the public again. If the proposal is in regard to pedestrian refuges South West of the affected properties, then they are not included on the map.

Notwithstanding the above, my objections are as follows:

- The area in question is practically the widest part of the road. The road is straight, vehicles and pedestrians are easily seen. I attach a series of photographs to highlight this.
- Photograph 1 is a “driver’s view” of the pedestrian refuge.
- Photograph 2 is a kerbside view.

- Photograph 3 is a view from the refuge.
- Parked cars outside of the properties **do not cause congestion**, traffic passes freely in each direction.
- I use the pedestrian refuge daily, when walking my dog and have never experienced any problems or incidents.
- Having made several Freedom Of Information requests, the most pertinent being FOI 12/1135, KCC **have no records of any accidents, collisions or damage only incidents**, caused by or attributable to cars parked outside numbers 217 – 221 Dover Road, which the latest crash print confirms (copy attached).
- **There are no records** of any verbal or written incidences of any near misses involving pedestrians at the pedestrian refuges (FOI/11/0926 refers).
- KCC **have only one recorded complaint** regarding parked cars in this area. This was received by them in **JULY 2008 (FOI request 12/1201 refers** copy attached). The lack of urgency in any action by KCC, surely means that they didn't consider any action necessary previously.
- The pedestrian refuges were installed only in recent years. Surely the Traffic Engineer who originally surveyed the site, would have a noted a problem and acted accordingly if he/she thought there would be a safety concern?
- I fail to understand the proposal to have "At Any Time Waiting" restrictions at night, when there is little or no pedestrian or vehicular traffic.
- Furthermore, as I believe that the Traffic Team has failed to conduct adequate research, I invite the JTB to consider a site visit to the area themselves before making a determination.
- **On 18<sup>th</sup> September 2012, I attended a Planning Committee meeting of Walmer Parish Council. The proposal for "At Any Time Waiting" restrictions was OVERWHELMINGLY REJECTED.**

In conclusion, it is my contention, that the Traffic Team **have not provided any evidence**, whatsoever, to support these draconian, manifestly unfair and **unjustifiable** proposals.

I fail to understand the logic in attempting to progress this proposal, based on **ONE** solitary and **OUTDATED** complaint and no recorded accidents or incidents attributable to any parked vehicle in this area.

Furthermore the lack of action previously by KCC, precludes the necessity for any action now.

I invite the JTB to reject the proposals accordingly.

**FOI/12/1201 RESPONSE TO FOI REQUEST RECEIVED 30th AUGUST  
2012**

freedomofinformation@kent.gov.uk  
07 September 2012 14:28:34

Dear

Thank you for your request for information. Please see Kent County Council's response embedded within your original request below.

**1) How many complaints have been received about parked vehicles in the last 5 years:** Within the past five years, our records show one logged complaint regarding parked vehicles at this location.

**2) How many individuals have complained about parked vehicles:** This complaint came from one individual.

**3) When were these complaints received:** Our records show that this complaint was logged on 30 July 2008.

If you are unhappy with this response, and believe KCC has not complied with legislation, please ask for a review by following our complaints process; details can be found at this link [http://www.kent.gov.uk/your\\_council/have\\_your\\_say/complaints\\_and\\_comments/complaints\\_procedure.aspx](http://www.kent.gov.uk/your_council/have_your_say/complaints_and_comments/complaints_procedure.aspx) on our website. Please quote reference FOI/12/1201.

If you still remain dissatisfied following an internal review, you can appeal to the Information Commissioner, who oversees compliance with the Freedom of Information Act 2000. Details of what you need to do, should you wish to pursue this course of action, are available from the Information Commissioner's website [http://www.ico.gov.uk/complaints/freedom\\_of\\_information.aspx](http://www.ico.gov.uk/complaints/freedom_of_information.aspx).

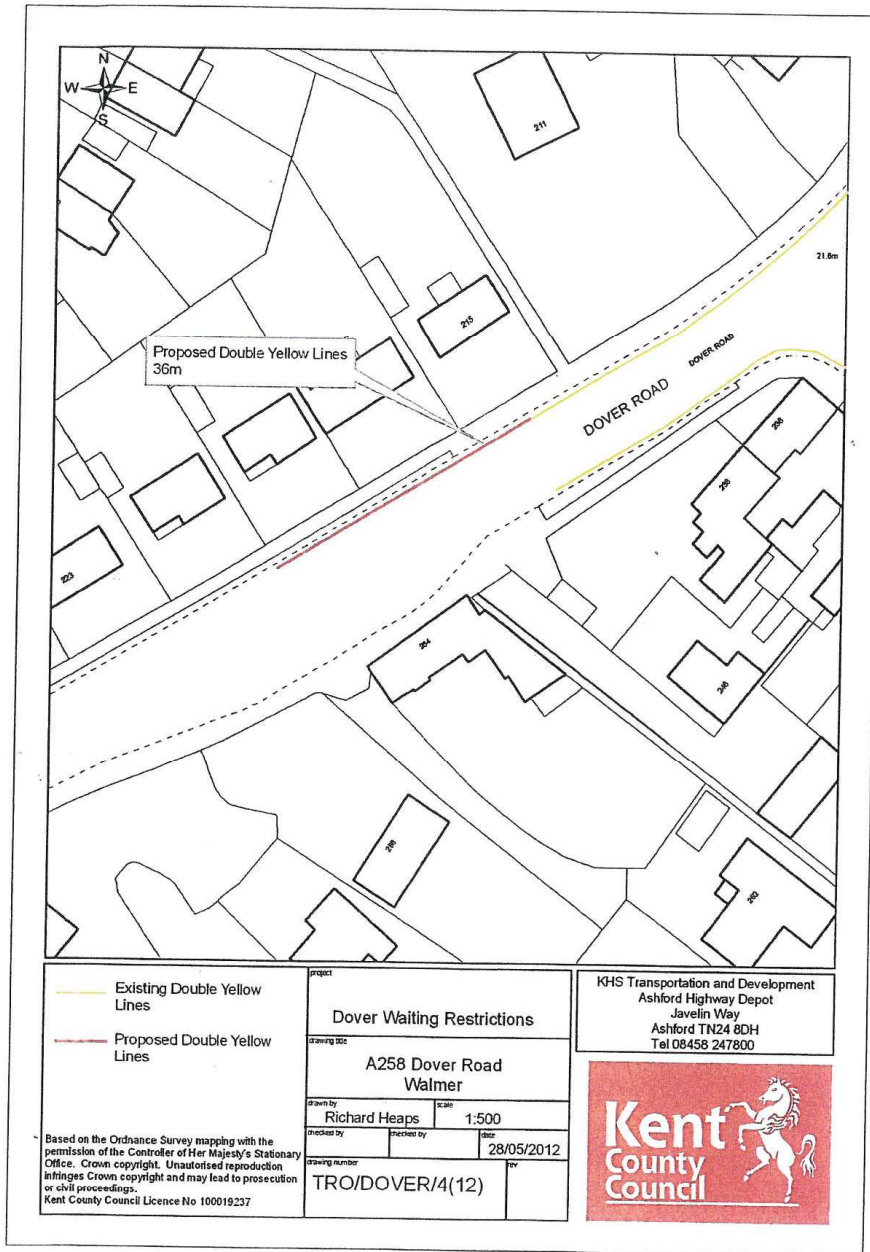
Best regards

**Laura Pronger**  
**Information Access Officer**  
**Information Resilience & Transparency Team**  
Business Strategy & Support, Governance & Law  
Kent County Council, Room 2.71, Sessions House, County Road, Maidstone, ME14 1XQ.  
Telephone: 01622 694261, Internal: 7000 4261, Fax: 01622 696075  
[http://www.kent.gov.uk/your\\_council/contact\\_us/access\\_to\\_information.aspx](http://www.kent.gov.uk/your_council/contact_us/access_to_information.aspx)

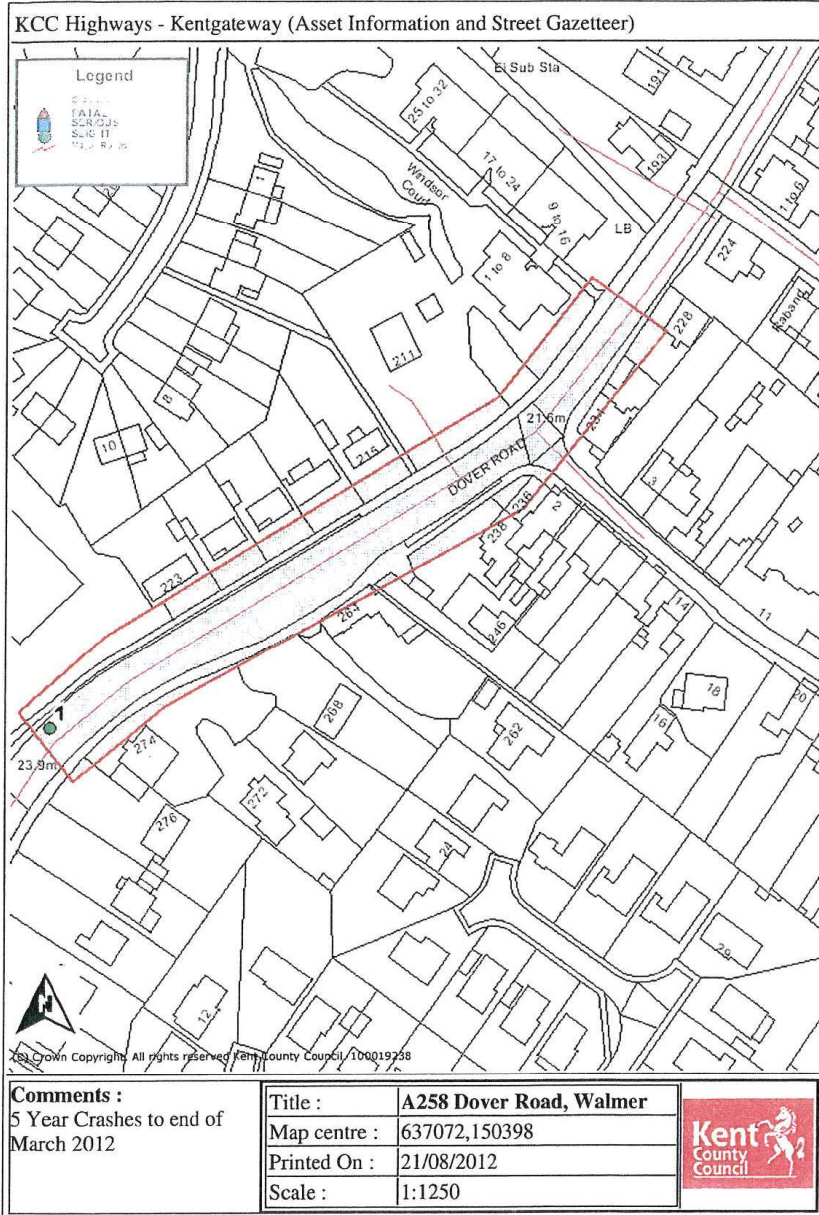
From: [mailto:  
Sent: 30 August 2012 16:59  
To: Freedom of Information

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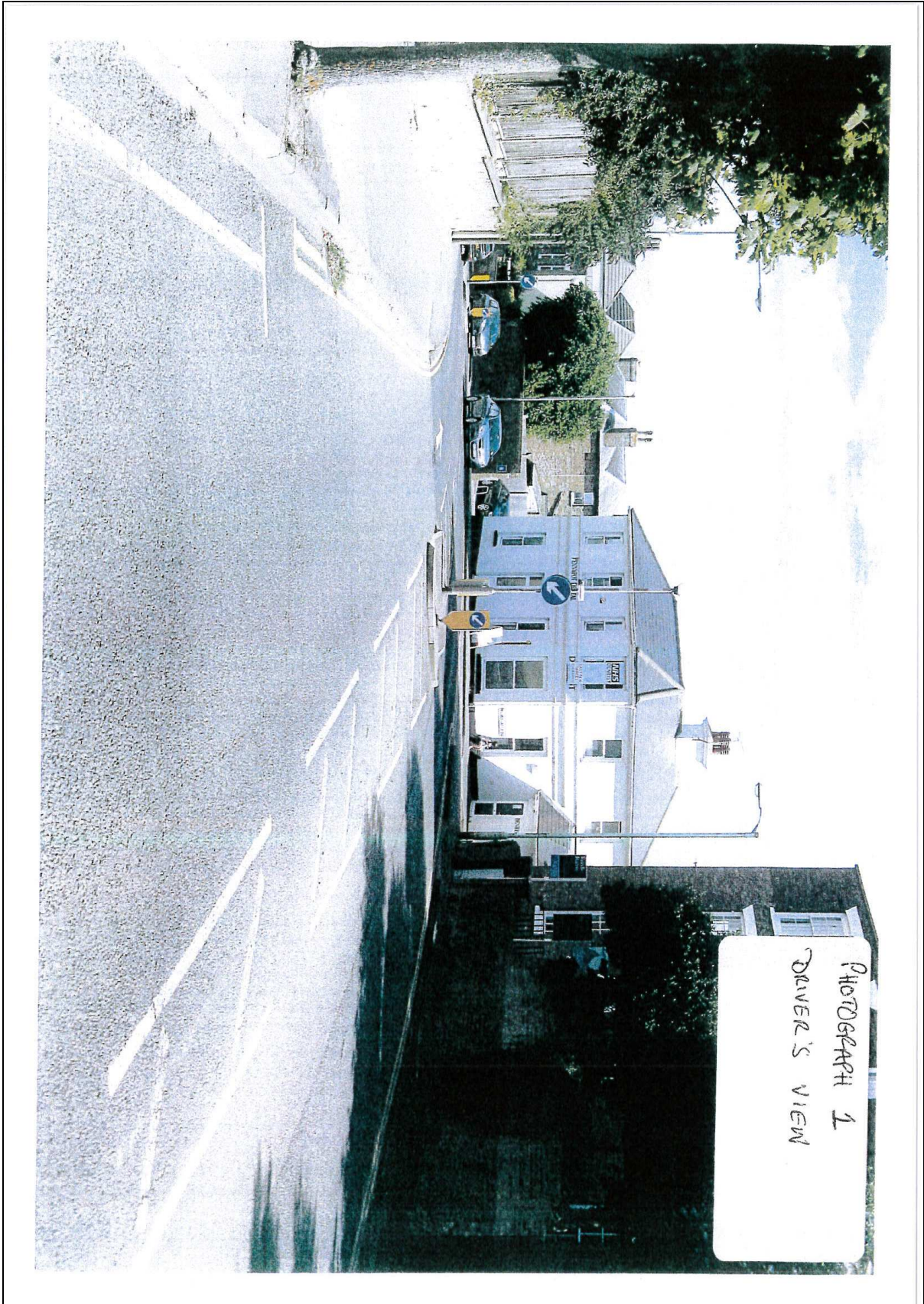
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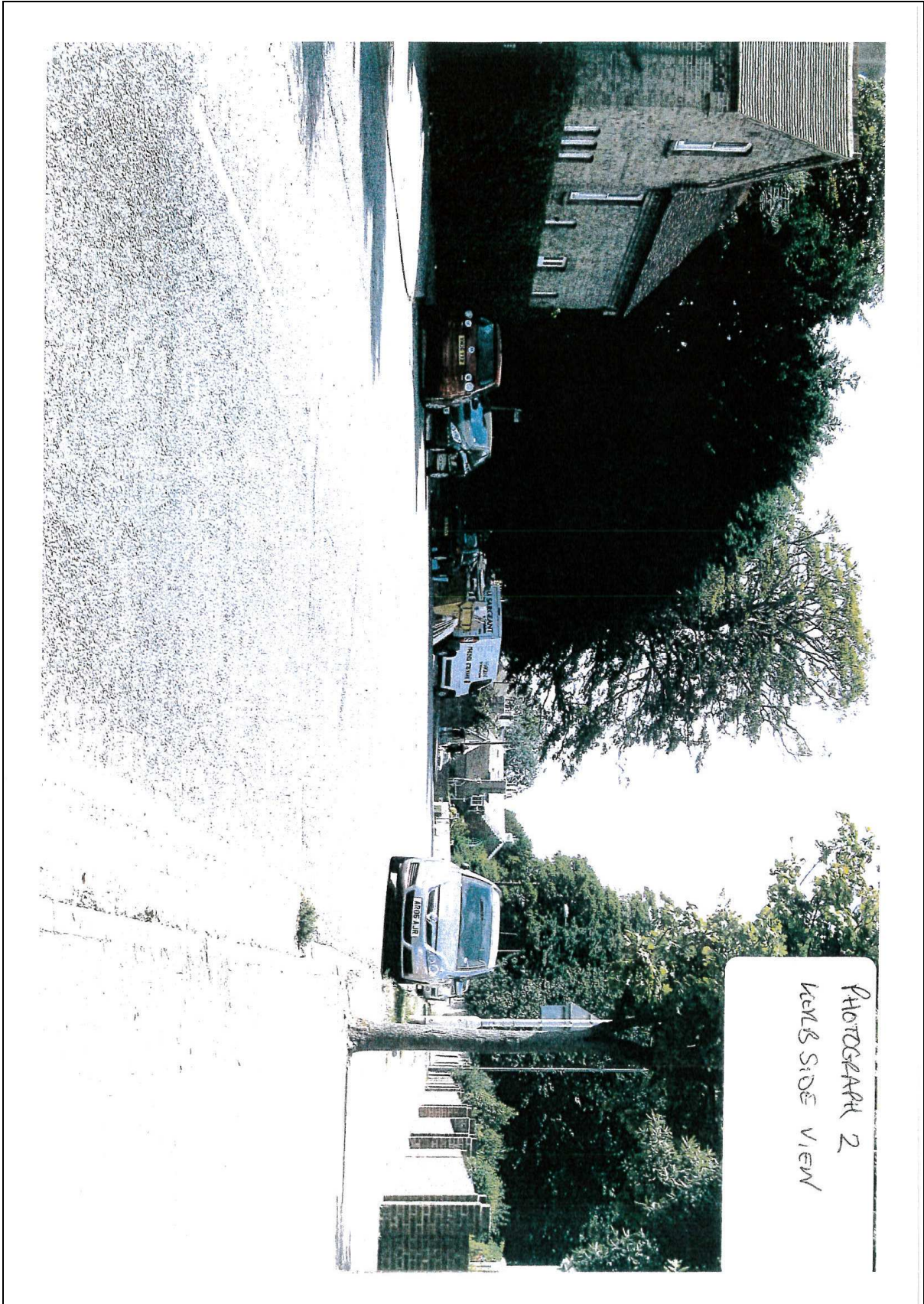


INACCURATE DRAWING IT DOES NOT SHOW ANY  
TRAFFIC REFUGES.

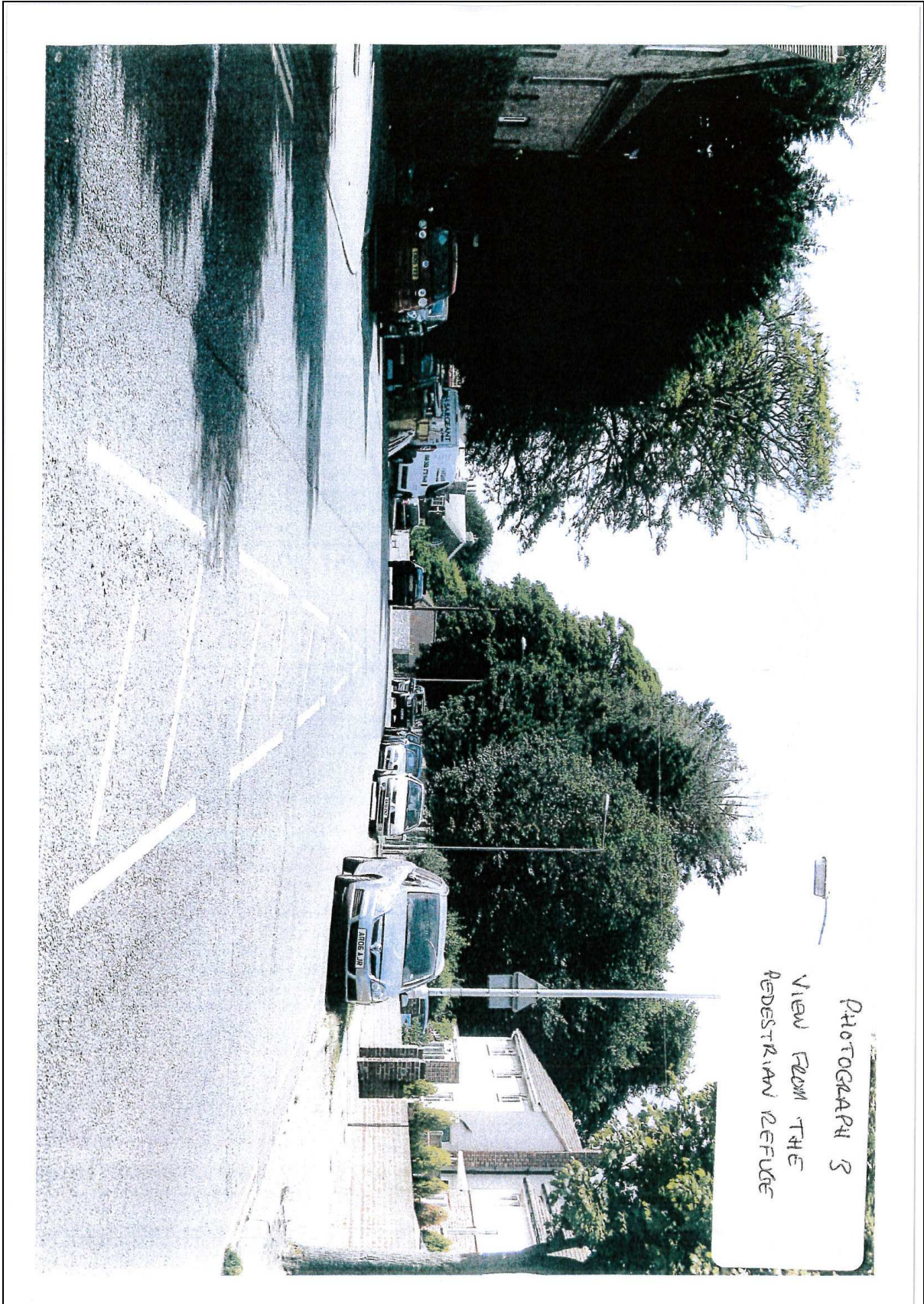


Latest print showing NO ACCIDENTS, CRASHES OR INCIDENTS IN THE LAST 5 YEARS.





PHOTOGRAPH 2  
NORTH SIDE VIEW





8<sup>th</sup> October 2012

Traffic, Schemes and Member Highway Fund Team  
Highway Depot  
4 Javelin way  
Ashford  
Kent  
TN24 8AD

Dear Sir/Madam

**The Kent County Council (Various Roads, Dover District)(Waiting Restrictions and Street Parking Places)Consolidation(Amendment No16) Order 2012**

**A258 Dover Road Walmer**

Further to my letter dated 19<sup>th</sup> September 2012 objecting to the above, I wish to amend the paragraph:

**“On 18<sup>th</sup> September 2012, I attended a Planning Committee meeting of Walmer Parish Council. The proposal for “At Any Time Waiting” restrictions was OVERWHELMINGLY REJECTED”.**

To read:

**“On 18<sup>th</sup> September 2012, I attended a Planning Committee meeting of Walmer Parish Council. The proposal for “At Any Time Waiting” restrictions UNANAMINOUSLY REJECTED”.**

Yours sincerely

Richard Heaps,  
Traffic Schemes & MTF Team  
Ashford Highway Depot,  
4 Javelin Way,  
Ashford Kent TN24 8AD.

The Kent County Council (Various Roads, Dover District) (Waiting restrictions and street parking places) Consolidation, (Amendment no 16 order 2012, A 258 Dover Rd., Walmer.  
Dear Richard Heaps.

We fully support your intention to extend the double yellow lines 36m, as TRO/Dover/4 (12)

Any vehicle parked in this area, obliterates the essential sight line to the crossing, provided under safe routes to school funding. Our mother, a wheelchair user, is pushed by my brother Paul, to the crossing, he cannot see the oncoming traffic, due to parked vehicles, and the drivers and riders, cannot see them. Many drivers are horrified that they are seeing Mum and Paul so late.

The extension of the lines 36m. will benefit all parties, as residents will no longer have non residents, parking very close to their drives, making it difficult and dangerous to get in and out, on this very busy A road.  
Yours sincerely

21<sup>st</sup> September 2012

Traffic Schemes & MHF Team  
Ashford Highway Depot  
4 Javelin Way  
Ashford  
Kent  
TN24 8AD

Dear Sir/Madam

**Re: Waiting Restriction Consolidation (Amendment No16) Order 2012**

I am writing to oppose the proposed order to extend double yellow lines to the border of 219 Dover Road and 221 Dover Road on the basis that this will cause a major hazard to the residents of 221 and 223 trying to access the A258. The proposed yellow lines will force people to park outside 221 and 223 and beyond and therefore restrict vision when exiting driveways. As the A258 is a major road with many cars speeding round the bend it is only a matter of time before a major accident occurs with potential for fatalities.

An alternative suggestion would be to extend the double yellow lines even further, at least five meters past 223 Dover Road thereby giving clear visionary sight to both oncoming drivers and those exiting the driveways of the residents of 221 and 223 Dover Road.

I hope sense will prevail as the proposed order would further subject my family, myself and to a higher state of risk.

Dear Mrs Bourne,

I wish to make known my objection to this proposed scheme of yellow lines outside 217 and 219 Dover Road in Walmer. I cannot see the rational behind such a scheme as "At Anytime" waiting restrictions within this area.

It says in your letter that " The purpose is to reduce obstruction of visibility caused by parked cars at Junctions ". Well firstly, I like to inform you there is no junctions on this side of the road, as can be seen in your drawing number TRO/DOVER/26.

This extension of the existing yellow lines, which already gives adequate clearance, can only restrict the parking of 2 cars which is ironic as this seems to effect my neighbour and myself who have cars parked outside our properties. In putting the scheme in place you will only be creating more congestion further up the road as in 221,223 Dover road towards Gothic Close and encroaching onto a bend omitted from your diagram. The position outside my property is about the widest part of Dover Road, currently wide enough for four lanes of traffic as there is a bus stop opposite within its own lay-by. The road markings on the present road is in between chevron areas and is a single white line on a straight piece of road. This moving of parked cars will force people into chevron marked areas further along the road while also possibly causing neighbourly issues with our vehicles parked outside their properties. With this in mind parked cars also act as traffic calming for vehicles entering deal once they have passed around a wide bend by Gothic Close.

Some four years ago traffic islands and yellow lines were fitted on the Dover Road to the entrance of Walmer Castle Road and at the time it was thought, as commented at the Parish Meeting, of which I attended, that Kent Highways wanted cars to park along this straight to help, along side the fitted islands with traffic calming measures. It was also commented by the Walmer PCSO and members, again at the parish meeting, although this was not on the agenda due to your tight timescale of notice given, that this will make the road less safe as traffic would no longer be aware of parked cars around this section and as a wide part of the road would naturally speed up therefore omitting part of the existing traffic calming measure. I would be grateful for a response onto why it seems to be just this section (36 metres) which only allows for two parked cars other than drive entrances and the need to put yellow lines across the drive entrance. Surely you cannot park across peoples drives anyway?

I understand a jjb meeting has been scheduled for the 9th June on where these proposals will be discussed. I therefore find it ironic that I returned home shortly after receiving your letter, same day, to see temporary markings positioned as if this was a done deal. There has been no consultation with the Parish council on this matter due to the timescale of your letter sent so they could not devote time to discuss the matters affecting their parish. I would appreciate any information forthcoming from the jjb meeting regarding the above mentioned scheme,

I have also sent this as a letter to your office outlining my objection.

Yours sincerely

**A257 Canterbury Road, Wingham**

H. J. M. C.

17th September 2012

Dear Mr Heaps,

N.C.C. Waiting Restrictions  
Amendment No. 16 - Order 2012

I write in support of the proposed Waiting Restrictions on the A257 Canterbury Rd. Wingham.

Cars and vans parked near the bend force vehicles, including buses, into the opposite lane, and when parked up on the pavement, which is happening increasingly, force pedestrians into the road.

It also makes the car exit from my property more difficult and dangerous.

Yours faithfully

**Sent:** 23 September 2012 11:40  
**To:** Traffic Schemes - EE KH  
**Subject:** Wingham no stoping order

To the Traffic Schemes Officer

I write with regard to the proposal to introduce no stopping along the A257 in Wingham. I strongly object to this proposal and would like to understand what has driven this decision; I have not noticed any studies in the area which would have provided the data to justify this. In my opinion traffic flow is in no way impeded by the current arrangement. I am among a number of residents who rely upon the parking, particularly in the vicinity of the church, on this road and would like to know what alternative arrangements are going to be made to provide parking for us as well as church goers There has in 10 years been one accident due to a case of negligent driving, compared to other stretches of the road, particularly on the straight sections, where there are often several throughout the year. I had assumed that having cars parked there, had acted as a deterrent to speed. This is a wide stretch of road; two buses can pass, with cars parked on the side of the road.

I note that residents in Littlebourne are still provided with parking on the roadside very close to where they live and would hope that similar arrangements can be made for those that do live in the village.

Yours Sincerely

**Sent:** 24 September 2012 17:55  
**To:** Traffic Schemes - EE KH  
**Subject:** Re: Wingham no stopping order

Dear Richard

Vehicles do not park on the bend, they park on the straight and this part of the road is wide enough for vehicles to overtake without crossing over the white lines.

Yours sincerely

Sent: 23 September 2012 11:59  
To: Traffic Schemes - EE KH  
Subject: Yellow lines at wingham

Dear Sirs,

'council proposal for yellow lines on Canterbury Road Wingham.'

I object to the council proposal of painting double yellow lines on both sides of Canterbury Road Wingham.

I do not understand painting lines on the outgoing side of road to Bramling as there are no houses that front the road on this side and in the six years I have lived here, I have never seen cars parked on that side.

The ingoing to Wingham side, most of the houses have offroad parking and those who don't, tend to park offroad near the church. Any cars that do park tend to have a traffic calming effect as some non residents approach the village too fast due to the 50 mile an hour sign as you enter the village.

If the council finds it has enough money for this project, I suggest that it would be better spent filling in the potholes properly, especially those on the outgoing part of this particular road which have been refilled temporarily at least twice through the last winter and are breaking up again.



Sent: 04 September 2012 11:09  
To: Traffic Schemes - EE KH  
Subject: A257 Canterbury Road. Wingham

I am writing in support to the "NO PARKING" status on this very dangerous corner & bend of the A257 in Wingham. I live in No 1 Waterlock Cottage & many a time. I have had near misses as I try to gingerly come out from my drive & cannot see on coming traffic due to the parked cars in front of my property .  
My neighbours next door "works " on cars on his property hence he has a regular flow of "visitors" to his house especially the week ends & evenings . There is also a biz "Esprit du Jardin" whose customers & deliveries park all along this road extending to within feet of the actual bend itself , all very unsafe for residents along this road ,  
The plan is good BUT I am curious as to how you are going to monitor this? Traffic wardens?  
Since I am on the subject of traffic , most Sundays residents of this bit of town are also plagued with motorcyclists in the good weather who use this corner to practice their debut to the " Brands Hatch" scene . If I may suggest a speed camera is the best way to calm traffic.

Yours sincerely,  
J.Colbourne

**Street:** CANTERBURY ROAD (11300175), WINGHAM, KENT  
**Street Address:** CANTERBURY ROAD  
**Location:**

**Area:** Dover  
**Ward:** Little Stour & Ashstone

**ANNEX D – SITE PHOTOS**

**Dodds Lane**



**A258 Dover Road**



## Highway Works Programme 2012/13

A report by the Director of Highways, Kent County Council to the Dover Joint Transportation Board on 20<sup>th</sup> December 2012

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### Introduction and Background

1. This report gives members the current position on the identified schemes that were approved for construction in 2012/13.

### Road Surface Treatments

- 2 **Micro Surfacing** - See APPENDIX A1

### Highway Maintenance Schemes

3. **Carriageway Schemes** - see APPENDIX B1  
**Footway Schemes** - see APPENDIX B2  
**Street Lighting Schemes** - see APPENDIX B3  
**Drainage Maintenance Works** – see APPENDIX B4
4. Indicated below are those schemes identified for the Dover District for constructing 2012/ 13 funded through the Local Transport Plan.

**Local Transport Plan Funded Schemes** - see ANNEX C1

**Public Rights of Way (LTP Funded)** – see APPENDIX C2

**Developer Funded Schemes (Delivered by KCC H&T)** - see APPENDIX C3

**Other Externally Funded Schemes** – See APPENDIX C4

### Other Works

5. **County Members Highway Fund Works** – See Appendix 1Members Highway Fund Update attached to this report

### Contact Officers:

**Toby Howe**

**Steve Rivers**

**Mary Gillett**

**Sue Kinsella**

**Andy Corcoran**

**Andrew Hutchison**

**Jamie Hare**

**Tony Ambrose**

**Katie Lewis**

Highway Manager (East)

District Manager

Resurfacing Manager

Street Lighting Manager

Traffic Schemes and Members Highway Fund Manager

Public Rights of Way Area Manager (East)

Development Agreement Manager

Structures Manager

Drainage and Flood Manager

**Tel : 08458 247 800**

## **APPENDIX A – ROAD SURFACE TREATMENTS**

### **APPENDIX A1 – MICRO ASHALT:**

<b>Location</b>	<b>Description</b>	<b>Status</b>
Milner Crescent, Aylesham	Whole Length	To be programmed Spring 2013
Strakers Hill, Studdall	Down Rd-Roman Rd	To be programmed Spring 2013
Lower Road, River	Alkham Rd-Minnis Ln	To be programmed Spring 2013
Mayfield Rd/Alison Crescent, Whitfield	Sandwich Rd-Cranleigh Drive	To be programmed Spring 2013
School Lane/The Street, Staple	Whole Length	To be programmed Spring 2013
New Street, Ash	Whole Length	To be programmed Spring 2013

## **APPENDIX B – HIGHWAY MAINTENANCE SCHEMES**

### **APPENDIX B1 – CARRIAGEWAY SCHEMES**

<b>Location</b>	<b>Description</b>	<b>Status</b>
Mill Street, Temple Ewell	Between Mill Street and Templar Road	Completed
Alkham Road, Temple Ewell	Between London Road (Temple Ewell) to Just south of the Railway Bridge	Completed
Minnis Lane, River	Between Lower Road and Lewisham Road	Completed
Whitfield Bypass, Tilmanstone	Barville Road Roundabout	Completed
Whitfield Bypass, Eastry	Roundabout	Completed
Whitfield Hill, Dover	London Road, River to Whitfield Hill Roundabout	Completed
Sandwich Bypass, Dover	Roundabout junction with Ash Road	Completed
York Street, Dover	Roundabout junction with Folkestone Road	Completed
Pencester Road, Dover	Whole Length	Designed – TBC
Poulton Close, Dover	Coombe Valley Roundabout to joint just past Hollow Wood Road	Completed
Hillside Road, Dover	Bunkers Hill to Crabble Avenue	Designed – TBC
Mayfield Avenue, Dover	Minerva Avenue to Mayfield Gardens	Completed
A257 Canterbury Road, Wingham	School Lane to Railway Farm Shop	Designed – TBC

## APPENDIX B2 – FOOTWAY SCHEMES

Location	Budget (£)	Status
Kings Close, Dover	17,000	Works started 26.11.12 due for completion on 05.01.2013
Kimberly Close, Dover	20,000	Works complete Sep 2012
Poulton Close, Dover	13,000	Works complete Sep 2012
Lord Warden Avenue, Walmer	48,000	Works Programmed 11/02/13

## APPENDIX B3 – STREET LIGHTING SCHEMES

Structural testing has identified column and lanterns that require replacing to form the 2012/13 programme of work, roads that have already been identified for column replacement are summarised below.

Location	Description	Status
Farm Lane, Sholden	On-going Column replacement Scheme	Completion March 2013. Additional locations will be added to programme as identified by ongoing structural testing.
St Richards Road, Deal		
West Street, Deal		
Victoria Road, Deal		
St Mary's Road, Deal		
Woodnesborough Road, Sandwich		
Wantsum Lees, Sandwich		
St Radigunds Road, Dover		
Taswell Close, Dover		

The Ridgeway, River		
Trinity Place, Deal		
Tower Hamlets Road, Dover		
Tower Hill, Dover		
Channel View Road Dover	Replacement Lantern Scheme	Works programmed for completion by January 2013
Ash By Pass New Dover Road Astor Avenue Melbourne Avenue	Replacement Flecta Blade Bollard Scheme	Near Completion
Marina Deal	Removal of old Columns  have not worked for last 7 years	Works programmed for completion by January 2013

## APPENDIX B4 – DRAINAGE MAINTENANCE WORKS

### Drainage and Flooding Update

Cleansing of gullies on strategic and locally important roads is continuing. This schedule is available on line at the following address.

[http://www.kent.gov.uk/roads\\_and\\_transport/highway\\_maintenance/roads\\_and\\_pavements/drainage/drainage\\_cleansing\\_schedules.aspx](http://www.kent.gov.uk/roads_and_transport/highway_maintenance/roads_and_pavements/drainage/drainage_cleansing_schedules.aspx)

Location	Description	Budget	Status
Kenilworth Close, St Margarets	Installation of new Soakaway and additional gullies	£18,000	Works Now Complete
The Street, Worth	Installation of Access chambers for gullies to enable easier cleansing	£4,000	Works now complete
Hogbrook Hill / Megget Lane Alkham	Cleansing of culvert, pond and ditching	£8,000	Works to be carried out before end of January 2013

Work has commenced on the Deal Surface Water Management Plan. This is a multi agency piece of work that will be undertaken with contributions from the Environment Agency, District Council, Water Boards and KCC. As review of the whole district will identify areas at particular risk of surface water flooding and then look at ways to minimise this risk. The outcomes of the study will be used to inform future cleansing programmes and other maintenance and enhancement works.

A further update of larger schemes in the Dover area will be provided at the JTB.

#### ANNEX C1 – LOCAL TRANSPORT PLAN FUNDED SCHEMES

Location	Description	Budget	Status
Dover QBP – Dover Town Routes	Clearways, poles/flags, timetable cases and raised boarders at principal stops on Dover Town routes. Match funded with Stagecoach providing new buses	£50,000	Design In progress
Shepway/Dover QBPs Routes 101/102 (Folkestone to Dover)	Clearways, poles/flags, timetable cases and raised boarders at principal stops on 101/102 routes. Match funded with Stagecoach providing new buses and higher frequency services.	£50,000	Scheme complete
A256 Gap Closures	Making permanent the gap closures on A256	£60,000	Experimental Traffic Order made permanent temporary works in place, we intend to implement this by the end of the financial year.
River Dour Greenway	Continuation of previous scheme to improve accessibility with match funding from Sustrans.	£450,000	Detailed design complete, Land acquisition and planning permission continues.
A256 Crabble Hill and London Road	Installation of high friction surfacing and improved road signage	£10,000	Signs now installed High friction surfacing with contractor to be programmed as will involve a road closure
A256 /A257 Roundabout, Ash	Installation of high friction surfacing, improved signage and maintenance of roundabout	£10,000	Works ordered and in progress. Approx 60% complete
A258 Hacklinge Hill, Worth	Lining and signing work at junction with Jubilee Road	£5000	Order placed with contractor, to be programmed



2012/13 Crash Remedial Schemes	<p>Quick-win measures to address crash issues identified by crash cluster analysis</p> <ul style="list-style-type: none"> <li>▪ Maison Dieu Road j/w Park Street, Dover</li> <li>▪ High Street j/w Bridge Street, Dover</li> <li>▪ London Road j/w Cherry Tree Avenue, Dover</li> <li>▪ Dover Road j/w Granville Road and Salisbury Road, Walmer</li> </ul>	Various	<p>Maison Dieu Road and Park Street, outline design for pedestrian phase across Park Street.</p> <p>High Street/Bridge Street no further works.</p> <p>London Road Cherry Tree Avenue lining refresh at junction.</p> <p>Dover Road, Granville Road, vehicle activated electronic crossroad warning sign.</p>

#### APPENDIX C2 –PUBLIC RIGHTS OF WAY (LTP Funded)

Location	Description	Budget	status
ED29 Walmer	Footpath link to school surface improvements	£700	complete
EBX3 Dover, Vale View Community School	Footpath link to school surface improvements	£9,000	Letter drops in progress- Estimated start December 2012
EB12, Guston	Surface improvements and diversion of diversion of NCN16 onto EB12, Surfacing, width and signage improvements	£60,000	complete

#### APPENDIX C3 – DEVELOPER FUNDED SCHEMES (Section 278 Works)

Location	Description	Status
Betteshanger	Access road to business park	Adopt Using s228. Objection Period expires on 25th November 2012. If no Objections received then

		Adoption date is 25 <sup>th</sup> November 2012.
Whitfield A256 Roundabout	New roundabout on A256 dual Carriageway.	Stage 1 Audit completed Awaiting 2nd submission.
33 London Road, River	New bellmouth entrance & exit to flatted development	Works completed. Certificate 2 issued 23 November 2012. Case closed.
Maison Dieu Road, Dover	New access and footway	Works to be completed In October. Footway Resurfacing underway w/c 19 November 2012. Then into 12 Months maintenance period.
Whitecliff Business Park RBT Roundabout R1 South, Whitfield	New access	Works due to start in September 2012. Awaiting for UKPN to drop power cable in Bellmouth.
London Road, Sholden, Deal	Toucan crossing and road widening	Currently under Technical review. Soakaway Design now resolved, Technical Approval to be Issued shortly.
Sandwich Industrial Estate, Sandwich	New roundabout	Awaiting remedials. Works to Start shortly.

#### APPENDIX C4 – BRIDGE WORKS

Location	Description	Status
New Street, Sandwich	1945 Market Street Culvert Relining/strengthening	Inspection work first with main Works in March.
Austins Lane, Sandwich	1944 Austins Lane Culvert Relining/Strengthening	Inspection work first with main Works in March. Road closure.
Galliards Street, Sandwich	Galliards Street Culvert relining/ Strengthening	Inspection works first with main Works in March.

#### APPENDIX C5 – OTHER EXTERNALLY FUNDED WORKS- River Dour Green Way: Sustrans funded.

Location	Description	Status
River Dour Phase 1 works: Buckland bridge	Design Complete and passed to contractors	Construction programmed for early 2013.
River Dour Phase 1 works	Dedication of Asda land as public highway, and route signing	Legal services are dealing with Asda as regards dedication of land as public highway, positive progress is being made. Once the land has been dedicated and works undertaken, the route will be deemed complete and signs can be put up.
River Dour Phase 2 works: Ladywell to Seafront	Continuation of previous scheme to improve accessibility	Detailed design complete, Land Acquisition and planning Permission continues.

**APPENDIX D1 – COUNTY MEMBER HIGHWAY FUND WORKS**

Please see Annex 1 attached to this report

DOVER DISTRICT COUNCIL

DOVER JOINT TRANSPORTATION BOARD – 20 DECEMBER 2012

**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 paragraph 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 Pesons' 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 County 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 on 7 February 2005 and is listed below:
  - (i) the applicant must be a Blue Badge holder.
  - (ii) the applicant must be in receipt of a qualifying benefit entitlement, either:
    1. the Higher Rate Mobility component of **Living Allowance**, or
    2. Higher Rate of **Attendance Allowance** if the applicant was over 65 years or over when an entitlement was first claimed  
(Other entitlements such as a War Pension may also qualify).
  - (iii) the applicant must be a driver of vehicle (unless there are exceptional mitigating circumstances).
  - (iv) The applicant must not have any off-street parking (eg have no hard standing, nor garage, nor use of either).

In addition, bays will not be provided:

- along sections of roads subject to stopping, waiting or loading restrictions (eg on clearways; yellow lines or blips; zig zags outside schools or on approaches to pelican crosses; etc)
  - in close proximity to road junctions (typically within 10metres)
  - along a road whose width is less than 3.6 metres
  - where there are other disabled bays in a street and these collectively exceed 5% of the available road parking space
  - where the application is for a temporary disability only
  - in areas where the safety or convenience of the applicant or other highway users could be compromised (eg close to or on the brow of a hill or within the turning head of a cul-de-sac)
2. If the listed criteria are met then an application goes through a two-stage process: Under delegated authority, the Head of Regeneration firstly carries out an informal consultation with the neighbours. If no objections are received then an advisory (non-enforceable) disabled bay is marked on site and the application progresses to the second stage where it is formally advertised as a proposed Traffic Regulation Order (TRO). This latter stage can take considerable time to complete, which is why an advisory bay is provided in the interim period. If no objections are received in response to the formal (second stage) advertisement, then the TRO is sealed and the disabled bay becomes enforceable. At either stage of consultation, objections can be received which are referred back to the Board to make a recommendation to proceed, or not, with the application.
  3. If at any time an applicant appeals against an officer's decision then in accordance with the resolution taken by the Dover Joint Transportation Board on 13 September 2005, the Chairman, Vice-Chairman and the relevant Ward and County Members are contacted to seek views on determining the appeal. If the views of the Members who reply are unanimous then the appeal is determined accordingly. However, if any Members are not in agreement, then the appeal comes back before the Dover Joint Transportation Board to be determined.



**Agenda Item No 12**

By virtue of paragraph(s) 1, 2 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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