

# Public Document Pack

## DOVER JOINT TRANSPORTATION BOARD

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2 April 2013

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 11 April 2013 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 4 - 8)

To confirm the attached Minutes of the meeting of the Committee held on 28 February 2013.

5        **ENVIRONMENT, HIGHWAYS AND WASTE CABINET COMMITTEE (EHWCC)**  
(Pages 9 - 21)

To note the attached Minutes of the EHWCC meeting held on 10 January 2013.

6        **DOVER DISTRICT CRASH REMEDIAL SCHEMES 2013/14** (Pages 22 - 24)

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

7        **RIVER DOUR GREENWAY - UPDATE** (Pages 25 - 26)

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

8        **HIGHWAY WORKS PROGRAMME 2013/14** (Pages 27 - 38)

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

9 **PARKING DAMAGE TO GRASS VERGES** (Pages 39 - 40)

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

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- 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, 28 February 2013 at 6.01 pm.

Present:

Chairman: Councillor T A Bond

Councillors: N J Collor  
G Cowan  
J H Goodwin  
S C Manion  
L B Ridings  
M A Russell  
F J W Scales  
C J Smith  
R S Walkden  
P Walker

Also Present: Mr K Gowland (Kent Association of Local Councils)  
Mrs S Hooper (Kent Association of Local Councils)  
Mrs M Burnham (Deal Town Council)  
Mr B Scott (Sandwich Town Council)

Officers: Mr J Burr (Director, KCC Highways and Transportation)  
Mr B Haratbar (KCC Highways and Transportation)  
Mr C Hatcher (KCC Highways and Transportation)  
Mr T Howe (KCC Highways and Transportation)  
Mr S Rivers (KCC Highways and Transportation)  
Highways and Parking Manager  
Corporate Estate and Coastal Engineer  
Democratic Support Officer

519 APOLOGIES

Apologies for absence were received from County Councillor J A Rook and District Councillor B W Bano.

520 APPOINTMENT OF SUBSTITUTE MEMBERS

There were no substitute members appointed.

521 DECLARATIONS OF INTEREST

There were no declarations of interest.

522 MINUTES

In respect of Minute No 500, Mr Rivers advised that KCC was working with its new consultant, Amey, to provide the best options for all design work which included a number of different pricing mechanisms: hourly rated, target costs and fixed price. Each had an appropriate use based upon the risks and the ability to define the work sufficiently. It was likely to be possible to agree a fixed rate for an initial scoping report to determine whether a crossing was feasible at a location, and which type of crossing would be appropriate. This would not be a design, but would assist KCC Members in deciding whether they wished to progress a scheme.

The Minutes of the meeting of the Joint Transportation Board held on 20 December 2012 were approved as a correct record and signed by the Chairman, subject to the amendment of the end of meeting time to read 7.13 pm.

523 RECEIPT OF PETITION FROM BIRDWOOD AVENUE RESIDENTS

The Chairman presented a petition to Mr Rivers from the residents of Birdwood Avenue which requested that their grass verges be tarmaced. Members reported that similar problems, caused by cars parking on the verges, had occurred elsewhere. It was agreed that it would be helpful to consider the problem on a district-wide basis.

- RESOLVED: (a) That a report be brought to a future Joint Transportation Board meeting on problems relating to parking damage to grass verges.
- (b) That the petition 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.)

524 ENVIRONMENT, HIGHWAYS AND WASTE CABINET COMMITTEE (EHWCC)

The Board received the minutes of the Environment, Highways and Waste Cabinet Committee (EHWCC) meetings held on 20 September and 15 November 2012.

In respect of the Member Highway Fund, it was confirmed that the report referred to in the minutes was out-of-date and every Member had now submitted proposals. In response to Councillor R S Walkden, Mr Rivers advised that fees for the lane rental scheme were set at different levels depending upon the type of road, period of restriction and whether a full or partial closure was required. It was clarified that only primary and secondary routes would be gritted in severe weather conditions. However, once these were under control, other roads, such as bus routes, would be dealt with. Mr Howe advised that a review of routes would take place in the spring to ascertain whether new routes should be classified as critical.

Mr Rivers presented a report which had gone to the EHWCC meeting held on 10 January 2013 and outlined revised governance arrangements for Joint Transportation Boards across the county. Of most interest to Members was an amendment which would allow the chairman of the JTB to vary the number of town and parish representatives attending meetings.

Mr Burr advised that the future of Joint Transportation Boards had recently been considered. There was consensus that the level of detail often required to consider highways matters risked clogging up Locality Board meetings, and a more efficient mechanism might be for regular reports to be submitted to the Locality Board on highways matters. It was clarified that the review of governance arrangements had come about as a result of requests from several districts to vary the number of parish representatives. A request from the Kent Association of Local Councils to extend voting to towns and parishes had been rejected.

- RESOLVED: (a) That the minutes be noted.

- (b) That the recommendations in the report relating to revised governance arrangements for Joint Transportation Boards be endorsed.

525 A COMMON SENSE PLAN FOR SAFE AND SENSIBLE STREET LIGHTING

Mr Burr introduced the report which described proposals for the trial switching off of surplus lights and the switching off of other lights for part of the night. As a result of revised legal advice, the complete removal of lights had been discounted in favour of a 12-month trial switch-off. As a trial, lawyers were satisfied that the lighting columns without lighting did not represent an illegal highway obstruction. Each trial site had been risk assessed and checked against crime and road traffic accident statistics. Kent Police had also been consulted.

Several Members questioned the inclusion of Whitfield Hill which had been the site of several accidents and acted as a relief road for Jubilee Way. Although the accidents recorded were not related to lighting, Mr Hatcher undertook to review and consider part-night lighting at this location. It was also suggested that sites at Farthingloe Farm junction and the Discovery Park should not be included as the former was a potential development site and the latter was endeavouring to attract new businesses to the Enterprise Zone. Mr Hatcher suggested that lighting at Farthingloe could be switched on as and when development came forward, and part-night lighting could be considered at the Discovery Park. Members suggested that lights at the Betteshanger Business Park were unnecessary and should be switched off in the absence of any development. In respect of all sites, Mr Hatcher reassured Members that all sites underwent a safety audit and, if necessary, additional mitigation measures would be introduced, such as reflective signage, enhanced road markings and road studs.

In response to concerns raised by Members, Mr Burr confirmed that accident records dating back to 1994 had been checked. Sites where a fatality had occurred due to visibility/lighting issues had been removed from the list. The programme of switch-offs would commence in the summer. Kent County Council (KCC) would work closely with Kent Police to monitor whether road accidents or crime levels were increasing as a result of the switch-offs. Immediate action would be taken if indications were that they were having a negative effect.

RESOLVED: That the proposals outlined in the report be recommended for approval, subject to appropriate amendments being made as a result of the Board's comments on Whitfield Hill; the A256 By-Pass at Eythorne; Farthingloe Farm junction, Folkestone Road and the A256 at Ramsgate Road (South) by the Discovery Park.

526 DOVER 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 A, the programmed schemes were dependent on clement weather. Corrections to the report were noted, namely that Strakers Hill was in the parish of Sutton by Dover and there was no railway bridge at Capel-le-Ferne. On Appendix D1, Members were advised that funding for the Dover Quality Bus Partnership scheme would be carried forward to the following financial year. The land acquisition with Asda for the River Dour Greenway had now been completed.

In respect of Appendix D3, legal negotiations with Asda on River Dour Phase 1 had been completed. Works to Buckland Bridge as part of the River Dour Phase 2 scheme were not programmed to start until the summer due to issues with statutory undertakers plant. Sustrans had reduced its contribution for this part of the works as it would not be completed in the current financial year, but KCC would fund the bridgeworks. In respect of the Member Highway Fund at Appendix F, Councillor Cope's caretaker gang work in Dover West Division was programmed to start on 18 March, and Councillor Manion's in Dover North on 25 March. Councillor Ridings' contribution to work on King Street, Sandwich was a jointly funded project which would be carried forward to the following financial year. Works to High Street and Deal Road, Sandwich were county-wide schemes which were awaiting a programme date. Street furniture for Councillor Rook's scheme at Beach Street, Deal would be installed shortly, and the scheme at Salisbury Road/Granville Road, Walmer was due to be completed during the half-term break.

Mr Rivers advised that four additional gangs had been provided to carry out 'find and fix' winter damage repairs in the Dover district for two months. Members were asked to report any damage.

RESOLVED: That the report be noted.

527 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.

528 APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS

The Corporate Estate and Coastal Engineer presented a report to Members which detailed six disabled parking bay applications, and proposals to remove four which were no longer required.

Application A concerned a request made by the new tenant of a house to use an existing bay previously installed for a former tenant who had moved on. The new tenant met all the criteria for a disabled parking bay and approval was therefore recommended.

In respect of Application B, the Board was advised that, following informal consultation, three letters of objection had been received which were mainly concerned with the location of the proposed bay. As the applicant met all the criteria, it was recommended that the location of the bay be moved to outside number 10 and the application be progressed to formal advertisement.

Applications C, E and F had received no letters of objections following informal consultation with neighbours. Since the applicants met all the criteria, it was recommended that the applications be progressed to formal advertisement.

Letters of objection had been received in respect of Application D during informal and formal consultation. Furthermore, one objector had reported the applicant to KCC's Blue Badge Team for further investigation. For this reason, at its meeting

held on 20 December 2012, the Joint Transportation Board had deferred making a decision on the application until KCC's investigations had concluded. KCC had now advised that there was no reason to doubt the applicant's eligibility for a Blue Badge as the applicant would have been subject to an assessment by the Department for Work and Pensions in order to receive the higher mobility allowance.

In the light of this advice and the fact that the applicant met all the criteria for a disabled parking bay, it was recommended that approval be given and the application be sealed by Kent County Council. Councillor Collor requested that, given the level of interest in the application, respondents should be reassured that their views had been considered.

Item G of the report dealt with the removal of four disabled parking bays which were no longer needed by the original applicants. It was therefore recommended that these bays be formally advertised with the intention of removing them.

- RESOLVED:
- (a) That Application A be recommended for approval and the applicant be permitted continued usage of the existing disabled parking bay.
  - (b) That it be recommended that Applications B, C, E and F 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).
  - (c) That Application D be recommended for sealing by Kent County Council.
  - (d) That it be recommended that the four disabled parking bays detailed in Item G of the report 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 7.25 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 Council Chamber, Sessions House, County Hall, Maidstone on Thursday, 10 January 2013.

PRESENT: Mr D L Brazier (Chairman), Mr N J Collor (Vice-Chairman), Mr I S Chittenden, Mr G Cowan, Mr M J Harrison, Mr W A Hayton, Mr P J Homewood (Substitute for Mrs E M Tweed), Mrs J P Law and Mr R F Manning

ALSO PRESENT: Mr L Christie and Mr B J Sweetland

IN ATTENDANCE: Mr M Austerberry (Corporate Director, Environment and Enterprise), Mrs S Barton (Strategic Projects And Business Development Manager), Ms B Buntine (Sustainable Drainage Engineer), Mr J Burr (Director of Highways and Transportation), Ms A Carruthers (Transport Strategy - Delivery Manager), Mr P Crick (Director of Planning and Environment), Mr W Forrester (Head of Gypsy & Traveller Unit), Mr D Hall (Future Highways Manager), Mr B Haratbar (Head of Programmed Work), Mr G Harlow (Environmental Management Systems Co-ordinator), Mr T Harwood (Senior Emergency Planning Officer), Mr A Kamps (Principal Accountant), Mr T Martin (Strategy Manager), Ms C McKenzie (Sustainability and Climate Change Manager), Mrs E Milne (Flood Risk & Natural Environment Manager), Mr S Terry (Assistant Head of Emergency Planning), Mr A Turner (Principal Regeneration & Projects Officer), Mr R Wilkin (Waste Manager) and Mrs K Mannering (Democratic Services Officer)

**UNRESTRICTED ITEMS**

**1. Minutes of the meeting on 15 November 2012**  
*(Item A4)*

RESOLVED that the Minutes of the meeting held on 15 November 2012 are correctly recorded and that they be signed by the Chairman.

**2. KCC representations on the submission version of the Gravesham Local Plan Core Strategy (Regulation 19) - Decision No.12/01967**  
*(Item B1)*

*(Mr L Christie, Local Member, was in attendance for this item and took part in the debate)*

(1) Gravesham Borough Council was inviting representations on the proposed submission version of their local plan Core Strategy. The consultation ended on 12 February 2013, and the Core Strategy would then be submitted to the Secretary of State in May 2013. An Examination in Public was expected in August 2013 and adoption of the plan in December 2013. The report proposed representations by KCC. The Borough Council proposed that a minimum of 4,600 jobs and homes

would be provided, concentrated on previously developed land along the Thames Riverside, at Gravesend Town Centre and at Ebbsfleet. The Green Belt, Kent Downs Area of Outstanding Natural Beauty, the historic environment and biodiversity in the Borough would be safeguarded and maintained.

(2) Prior to debate Mr Crick referred to the statement in the report that Local KCC Members had been asked for their views on KCC's response to the consultation. Mr Crick apologised for the error, and stated that such consultation had not taken place. He assured Members that there was nothing to prevent the Cabinet Committee from discussing the report at today's meeting and making recommendations to the Cabinet Member; but that the views of all relevant local Members would be sought and included in the papers that came before the Cabinet Member before he made his decision on the matter.

(3) The decisions to be taken by the Borough Council may have long term financial implications for KCC as the provider of infrastructure and services to support development. The proposed response by KCC to the consultation supported the County Council's ambition to grow the economy, and the relevant priorities of *Bold Steps for Kent*.

(4) In January 2010, Gravesham Borough Council (GBC) consulted on their *Core Strategy and Development Management Policies* which set out how the Borough should develop to 2026. However, the *Localism and Decentralisation Bill* was then published, which would enable the South East Plan to be revoked. The economy and the housing market had slowed, and new studies were undertaken by the Borough Council, including the viability of their major development sites. In October 2011 the Borough Council proposed a revised approach in the *Gravesham Growth Scenarios and Core Strategy* consultation. Views were invited on development options for Gravesham to 2031, and on amendments to the policies published in 2010.

(5) The report summarised:-

- (a) KCC's main views on the draft Core Strategy and Growth Scenarios in October 2011; and
- (b) KCC Representations on the Proposed Submission Core Strategy - Scale and Distribution of Development; Housing Target; Strategic Housing Sites – Land West of Wrotham Road; Affordable housing and Gypsies and Travellers; Employment land; Retail; Infrastructure Provision - Education Learning and Skills, Families and Social Care, Customers and Communities; Transport; Minerals and Waste - Red Lion Wharf; and Environment.

(6) Mr Christie readily accepted the apology from Mr Crick and stated that, for the information of Members, he was not a Borough Councillor and therefore, had not had any input to Gravesham Borough Council's Core Strategy. There were 2 recommendations in the report which directly affected Mr Christie's division which he disagreed with, set out in paragraphs 7(c) and (i) below.

*Land West of Wrotham Road*

Mr Christie stated that development of land West of Wrotham Road had been an issue for many years, and had been the subject of a referral to the Secretary of State, who had supported the retention of green land and opposed an appeal for development. Gravesham Borough Council had provided space for housing which did not affect the green belt, but Mr Christie had strong concerns that if KCC's proposals went forward it would be an encouragement for even more housing.

### *Red Lion Wharf*

Gravesham had 7 deep water berths and recommended safeguarding 6. The 7<sup>th</sup> one not guaranteed as being safeguarded was Red Lion Wharf, because it was in a regeneration area. Mr Christie supported the view of Gravesham Borough Council that should there be a need to choose between regeneration and retaining all 7 berths, then it would be preferable to release Red Lion Wharf for development.

(7) The report recommended that KCC:-

- (a) welcomed the distribution of development proposed in Policy CS02 and confirmation that the Green Belt, as defined on the Policies Map, would be maintained and protected;
- (b) supported the target of 4,600 dwellings as a minimum to 2028, which might be exceeded if further suitable development sites came forward that were not in the Green Belt;
- (c) confirmed its support for the residential development of land West of Wrotham Road as identified in the 2011 consultation on options;
- (d) supported the general approach to affordable housing and to the provision of Gypsy and Traveller sites in Policies CS16 and 17, but objected to use of the Green Belt;
- (e) supported Gravesham Borough Council's target for jobs, and its economic vision and strategy set out in Policies CS02 and CS07 which were consistent with the National Planning Policy Framework requirement to support economic growth. However, Policy CS03 should support the investigation of large scale leisure use for Swanscombe Peninsula East Undeveloped Area;
- (f) supported the approach to retail development in Policy CS08 as consistent with the priority to be given to town centres in the National Planning Policy Framework;
- (g) supported the KCC social infrastructure projects in the Infrastructure Delivery Schedule;
- (h) supported the approach to transport in the submission Core Strategy, subject to amendments to the text of the Core Strategy to clarify the need for public transport connections to both classic and high-speed rail services from Ebbsfleet and Gravesend stations. Reference should be made to the Transport Quarter and to the Rathmore Road Link, which was the subject of a planning application. Further work on the options to

provide additional capacity for the Thames crossing, and the implications of an extension to the Bluewater retail centre plus the possibility of a major leisure development on Swanscombe Peninsula, might require an early review of the Core Strategy transport provision and policies

- (i) objected to the absence of a policy commitment in the local plan to safeguard Red Lion Wharf as an aggregates importation wharf, and to safeguard all existing, planned and potential mineral wharves; and
- (j) supported Policy CS12 as it complied with national policy for the preservation, restoration and re-creation of priority habitats and ecological networks.

(8) During discussion issues were raised in relation to:-

- Land west of Wrotham Road
- Red Lion Wharf
- Funding for infrastructure
- Housing requirements
- New homes bonus

(9) RESOLVED that the Cabinet Member for Environment, Highways and Waste be recommended to approve the proposed representations from KCC set out in paragraph (7) above.

*Carried*

*Mr Chittenden and Mr Cowan voted against*

### **3. KCC-Managed Traveller Pitch Fees 2013/14 - Decision No: 12/02029**

*(Item B2)*

(1) Pitch Fees for Traveller sites managed by KCC were regulated by the Mobile Homes Act 1983. This only permitted an increase once in every twelve months, and only allowed an increase by the Retail Price Index (RPI) at maximum, unless evidence of improvements to the amenity of the pitch could be shown. Under the Mobile Homes Act, site operators must provide a proposed pitch fee increase to each pitch occupier at least 28 days in advance of the increase taking effect. Any pitch occupier could object to the proposed increase, if they had reason to do so.

(2) The recommendations would increase the maximum recoverable income from all sites by just over 2.6%, because of the additional increase on the Polhill site, during 2013/14.

*Polhill Site*

(3) Works had been carried out on the Polhill site during 2011 & 2012 which considerably enhanced mainly the amenity blocks but also the pitches. The works had cost around £14,000. In recognition of that, the proposed pitch fee for each pitch was 2.6% RPI for the ordinary increase plus £2 per week for the improved amenity of the pitches.

## *Coldharbour Site*

(4) The proposed pitch fee for the new Coldharbour site was set by the Committee in September 2012. It was £65, to take effect from 1 April 2013, or when the new pitches were first occupied, whichever came first. Expected completion of the new pitches was currently around late June 2013.

(5) The increases would enable the costs of managing and maintaining the sites to be more adequately covered by the income received, and a list of all the sites were set out in the report.

(6) The KCC Gypsy and Traveller Unit also managed the two Maidstone Borough Council sites, at Stilebridge Lane, Marden and Water Lane, Ulcombe, under a management agreement. Maidstone Borough Council would inform KCC shortly of the rents they planned to charge for 2013/14.

(7) RESOLVED that:-

- (a) the Cabinet Member be recommended to approve the new proposed rents to be applied from 1 April 2013; and
- (b) pitch occupiers be advised of the proposed increases with the required 28 days notice in advance of that date, in conformity with the Mobile Homes Act 1983.

## **4. Environment, Highways & Waste Forthcoming Executive Decisions - current entry** *(Item B3)*

RESOLVED that the current entry in the Forthcoming Executive Decisions for Environment, Highways and Waste be noted.

## **5. 2013/14 Revenue Budget Consultation Responses** *(Item C1)*

(1) Due to the late announcement of the Local Government Finance arrangements for 2013/14 the final draft budget was not available in time to include in the report. The consultation closed on 1 November and a full report was presented to Cabinet on 3 December.

(2) There were a number of issues affecting the Environment Highways and Waste portfolio and consultation findings were set out in the report.

(3) RESOLVED that the report be noted.

## **6. Enterprise and Environment Directorate (Environment, Highways & Waste Portfolio) Financial Monitoring 2012/13** *(Item C2)*

(1) Members were asked to note the second quarter's full budget monitoring report for 2012/13 reported to Cabinet on 3 December 2012. There were no exceptional revenue changes since the writing of the quarter 2 report.

- (2) RESOLVED that the revenue and capital forecast variances from budget for 2012/13 for the Enterprise & Environment Directorate (Environment, Highways & Waste Portfolio, based on the second quarter's full monitoring to Cabinet, be noted.

## **7. Business Planning 2013/14 - Substantive Draft Plans**

*(Item C3)*

(1) Following the development of the business planning headline priorities in November 2012, Directors and Heads of Service had built on the feedback received from the Cabinet Committee to develop substantive draft business plans for 2013/14. The emphasis had been on reducing the burden of business planning with a lighter touch process. It was important to increase the consistency and synergy between business planning and both the performance management dashboards and directorate and divisional risk registers which underpin the business plan actions, which were reported to the Committee on a regular basis.

(2) The emphasis for the 2013/14 draft business plans was identifying clear, tangible actions, ensuring that all activity was Specific, Measurable, Attainable, Realistic and Time bound (SMART). Actions were underpinned by milestones to check activity progress and further complemented by meaningful Key Performance Indicators (KPIs) and Activity Indicators that enabled the organisation to monitor and manage performance, to demonstrate progress against the delivery of Bold Steps for Kent. High level risks relating to the delivery of the actions were set out in the business plan, supported by detailed Divisional and Directorate Risk Registers.

(3) The draft plans were still at an early stage of development, with further refinement over the coming months before approval in March 2013. The Policy and Strategic Relationships team had been supporting Directors and Directorate Management Teams (DMT) to develop their draft plans as part of ongoing, informal Quality Assurance process, to help embed the revised business planning process.

(4) RESOLVED that the Directorate Risk Register set out in Appendix A to the report, and the substantive draft business plans set out in Appendix B to the report, be noted.

## **8. Cabinet Member's and Corporate Director's Update (Oral report)**

*(Item D1)*

(1) Mr Sweetland and Mr Austerberry gave verbal reports on the following issues:-

*Planning & Environment* – Aviation; Rail; HGV's; Planning Applications; and Local Plans in Kent

*Highways & Transportation* – Winter Service; Kent Lane Rental Scheme (KLRS) Update; Member Highway Fund; and Road Safety Award

*Waste Management* – Household Waste Recycling Centre Policy Changes; and Capital Projects

(2) RESOLVED that the updates be noted and copies circulated to Members of the Committee.

## **9. KCC Drainage Adoption**

*(Item D2)*

(1) Implementation of the Flood and Water Management Act 2010 required that KCC became the approving body (known as the 'SAB') for sustainable drainage. Defra had yet to announce the commencement date of the new duty. The interim period prior to commencement had extended from the Government's original proposal of October 2012 to an as yet undefined date, which was causing uncertainty for the development industry and failing to deal with drainage needs as identified in the Pitt Review. KCC had an opportunity to take the initiative to provide greater certainty for the development industry by adjusting what drainage infrastructure it currently adopted within current powers and, as Lead Local Flood Authority (LLFA) with the highest risk of surface water flooding, to be seen as an exemplar, taking the lead in flooding solutions and reducing flood risk. KCC had already engaged with developers on specific projects to assess the adoption proposal, and engagement with that sector would continue as the revised regime was taken forward. The report outlined the changes to KCC's adoption regime.

(2) Under the new regime, drainage adoption would only be available when it was associated with a highway adoption and the proposed system was within the adopted highway boundary. Any adoption of SuDS was to be determined through consultation and agreement between the developer and KCC and would be voluntary for both parties. The financial burden on KCC of administering this and adopting additional drainage would be covered by applying approval fees and commuted sums. The revised regime would not place any additional burdens on the developer, who would not incur further costs above the current practice.

(3) KCC would be required to undertake adoption of SuDS schemes under the Act at an undetermined date in the future. Within current powers some of the uncertainty currently faced by developers could be addressed; expertise in preparation for the new regulation could be developed; and responsibilities as the LLFA with the highest flood risk could also be addressed

(4) The revised adoption regime posed little risk to KCC, as discussed in the report, and provided an opportunity to lead the way in promoting sustainable drainage solutions and supporting developers in Kent. In the absence of a directive from central government to commence SAB duties, and the likelihood it could be another 18 months until received KCC should take the initiative and put in place the revised adoption regime.

(5) RESOLVED that:-

- (a) KCC take the initiative forward, including further engagement with developers; and
- (b) the position be reviewed after an appropriate period of time (two years) or following any announcement or decision by Defra about the implementation of the SAB.

## **10. Joint Transportation Boards Agreement and Governance**

*(Item D3)*

(1) Further to Minute 63 of 15 November 2012, the report sought authority to update the current JTB agreement and to provide flexibility for a JTB Chairman to vary the number of Parish representatives. There was no proposal to give voting rights to the Kent Association of Local Councils. Members were invited to give their views on the revised draft JTB Agreement attached as Appendix 1 to the report.

(2) As well as up-dating the terminology of the Agreement to reflect up to date governance, it encapsulated 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 was considered better to have one Agreement that provided the Chairman with some flexibility on the point. The Agreement also covered and further clarified referrals from JTBs which would be considered by the Cabinet Member for Environment Highways and Waste.

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

(4) RESOLVED that:-

- (a) the revised draft JTB agreement be agreed;
- (b) the JTB chairmen be delegated authority to vary the number of Parish representatives attending a JTB meeting; and
- (c) Members views be reported to the Cabinet Member for Environment, Highways and Waste for his consideration and decision before being reported back to JTBs.

## **11. Technical & Environmental Services Contract (TESC) Update - Decision No.12/01935**

*(Item D4)*

(1) Further to Minute 54 of 15 November 2012, the report updated Members on the TESC procurement process. Based on the results across the areas of Quality, Price and Presentation, Amey was the strongest Tenderer and was now the "Preferred Bidder" for the TESC. Amey, throughout the process, had demonstrated their appetite and ability for the contract. They had committed to work with the Council to evolve the Contract and the personnel in the proposed management team were well received and had committed to be ring fenced to the TESC for at least the first 18 months.

(2) A robust and focussed procurement process had led to Amey being the TESC "preferred bidder" and subject to the "next steps", set out in the report, would be awarded the contract and commence mobilisation in early 2013.



- (3) RESOLVED that the report which outlined the process to allow the Cabinet Member to award the TESC contract to Amey as the preferred bidder, be noted.

## **12. Environmental Management Update**

*(Item D5)*

(1) Further to Minute 30 of 4 July 2012, the partnership targets for the Kent Environment Strategy and Climate Local agreement were agreed by the Kent Forum, including the expectation that to demonstrate leadership, KCC would develop its own bold targets focusing on buildings, street lighting and transport.

(2) Existing Corporate Environment targets were:-

- reduce energy use within the estate to meet the carbon reduction target of 2.6% per year up to 2015
- reduce business miles travelled by car to meet the carbon reduction target of 2.6% per year up to 2015
- reduce water use within the estate by 10% by 2015
- reduce waste generation across the estate by 5%, and increase the proportion of corporate waste which was reused or recycled to 60% by 2015

The additional targets recommended for KCC were detailed in Appendix 1 to the report, and would help demonstrate how the council was leading by example on both the Kent Environment Strategy and Climate Local agreement.

(3) Progress against current corporate environment targets was set out in Appendix 2 to the report. Overall, it had been positive, but focus needed to be maintained on the variety of actions and positive contributions which all staff and members could make towards achievement of the targets.

(4) RESOLVED that:-

- (a) additions to existing targets be endorsed; and
- (b) progress and issues relating to existing corporate targets, be noted.

## **13. Highway Soft Landscaping - review of standards**

*(Item D6)*

(1) The report provided detail of the progress of work completed and set out the challenges encountered by the soft landscape service from the combined effects of the very wet summer and the budget reduction. It also proposed operational frequency changes for the future. As part of KCC's requirement to save some £340m over three years the budget for Soft Landscaping was reduced from £4.6m to £3.2m in 2011/12 (a reduction of 1.4m). The Soft Landscaping asset consisted of 4 million square metres (m<sup>2</sup>) of urban grass, 470,000 m<sup>2</sup> of shrubs, 65,000 m<sup>2</sup> of hedges, 4900km of roads with a rural swathe cut, 4,200km of roads and pavements for weed treatment and 500,000 trees.

(2) The service reduction was partially mitigated by the dry conditions of the summer of 2011 that restricted vegetation growth. The spring/summer of 2012 was the wettest on record; which meant certain scheduled cuts could not be completed on time and had to be reprogrammed. Overall, the reduction in service levels since April 2011 combined with the weather conditions resulted in a significant increase in the number of complaints including a surge in Member concerns. The County Council responded by undertaking manual weed clearance following weed spray in the May/June, a second weed spray and extra shrub cutting to deal with highway safety issues.

(3) In April 2005 the Council in-sourced the highway functions from district councils functions with the exception of soft landscaping maintenance. In the intervening years, a number of district councils had handed back the service. A procurement exercise was being undertaken to rationalise the service delivery process to improve customer experience and to achieve better value for money, and new contracts would be in place on 1 April 2013.

(4) A review of the management of the Soft Landscaping Group found that the Service would benefit from in-sourcing the management function and day to day running of the Group, currently provided by Jacobs. The in-sourcing would be completed by end of March 2013.

(5) The report discussed weed spraying, shrub bed/hedge maintenance, swathe cutting of selected roads and removal of tree stumps at the same time as felling. It was proposed that the annual eight urban grass cutting was maintained.

(6) The reduced service standards arising from the funding cut of £1.4m from 2011/12 to 2012/13 were contributing to a cumulative decline of landscaped areas and aesthetic appearance of the urban environment as well as an increase in reactive costs. Additional funding would be required to increase the level of maintenance, and would necessitate a reduction of service in other areas to fund any additional planned works.

(7) RESOLVED that the report be noted.

#### **14. Water Resources Planning**

*(Item D7)*

(1) The report set out KCC's work regarding water resources management. It explained the outcomes of the Kent Water Summit held in June 2012, the development of the Kent Water Resilience Framework and processes through which KCC was able to influence the local water companies. The purpose of the report was to bring the work to the attention of the Committee and to seek support for its future direction.

(2) During 2012, KCC had been leading two initiatives concerned with improved water management – the Kent Water Summit and the Kent Water Resilience Framework. Both initiatives had produced important outputs and there were now opportunities over the coming months to ensure that they were impressed upon the Kent water companies as they prepared their long term plans for managing water resources.

(a) *The Kent Water Summit*

KCC held a water summit on 26 June 2012 which attracted over 90 representatives from a wide range of organisations. Discussion was synthesised into the following recommendations:

- More rapid introduction of domestic water metering to conserve water.
- Greater understanding of the true value of water through a public awareness campaign.
- Wastewater reuse to be considered more seriously as a potential solution to improving water supplies.
- Increased efficiency in both domestic and agricultural water use.
- Further expansion of facilities for on-farm water storage.
- Greater leadership and enhanced co-operation to deliver technological innovation in water conservation.
- A drive to cut out all forms of water wastage.

Good progress had been made in following up the recommendations but several also needed to be promoted through KCC's influence in the water industry planning process.

(b) *The Kent Water Resilience Framework (WRF)*

The WRF was an activity within the Kent Environment Strategy (KES) and contributed to delivery of Action CC 6.1 'To develop and deliver risk-based action plans for the top 'climate risk' priorities in Kent'. It was being developed in partnership with the Environment Agency.

The WRF would need to be reviewed at intervals to ensure that it continued to use the best available data and focus on the correct issues and locations.

(c) *The water industry planning process*

Water companies produced new Water Resources Management Plans (WRMPs) every 5 years. Each WRMP covered a 25 year time period on a rolling basis.

The companies would all produce their draft WRMPs in late April / early May 2013 and would be followed by a formal consultation period after which each company would produce its Statement of Response, make any revisions and publish the final plan in early 2014.

(d) *The proposed focus for KCC influence*

Drawing on the recommendations from the Kent Water Summit and the findings from the Kent Water Resilience Framework, there were three key areas of work

that it was suggested KCC should now be emphasising with all the local water companies:

- demand management;
- wastewater re-use; and
- catchment management.

(3) RESOLVED that:-

- (a) the programmes of work described in the report and the resulting recommendations and findings, be noted; and
- (b) the particular emphasis on water demand management, wastewater re-use and catchment management within KCC's ongoing engagement with water companies and within pending consultation processes, be supported.

## **15. Ash Dieback (*Chalara Fraxinea*) Outbreak Response**

*(Item D8)*

(1) The report briefed Members on the Ash Dieback (*Chalara fraxinea*) outbreak in Kent and the significant risk the disease presented, and the ongoing response to manage the situation. Ash Dieback (*Chalara fraxinea*) was the infective phase of the cup-fungus *Hymenoscyphus pseudoalbidus*, which was named as new-to-science in 2010. The life-cycle of the organism appeared to be that *Chalara fraxinea*, living on Ash leaves and shoots, developed into *Hymenoscyphus pseudoalbidus* when the leaves fell. Individual cup-fungus then produced approximately 1,500 airborne spores an hour over a period of around 2 weeks, which drifted up into the canopy, where they might alight on Ash shoots and initiate new infection. The *Chalara* phase was also understood to produce a less mobile form of spore, which might further infect the host and nearby trees. Once initiated, infection spread along the Ash twig and under certain circumstances, which were not fully understood, into branches and the trunk of the tree. The destructive characteristic of the fungus derived from the fact that the *Chalara* phase produced a fungal poison, called viridiol, which was toxic to Ash. Saplings and coppice re-growth were particularly vulnerable to *Chalara* attack, while stricken larger trees exhibited a heightened risk from secondary infection and environmental stress.

(2) Since the announcement of confirmed cases in the UK in October, the outbreak had been reported widely by national and local media with much speculation as to the fate of Ash trees, suggesting that up to 95% of UK Ash trees could be affected. A key consideration for KCC was that Ash formed a significant component of the soft estate. Therefore, the health and safety considerations attached to ensuring effective monitoring and timely arboriculture interventions, to make safe dead or ailing trees, could be significant. A further key role for KCC would involve Trading Standards, working alongside the arboriculture industry, putting safeguards in place to ensure that "rogue traders" did not seek to profit from the outbreak.

(3) The report was tabled at the Cabinet Committee following discussion of potential environmental and financial impacts arising from the *Chalara* outbreak at

Corporate Management Team and its proposed inclusion within the KCC Corporate Risk Register. Since the first cases were confirmed in Kent, KCC Emergency Planning had provided a direct link between the national response and a range of local partners, to ensure a consistent approach and single source of information. Emergency Planning had also printed and distributed Forestry Commission *Chalara* public information notices to relevant KCC teams and a range of partners for installation at public open spaces across Kent. In addition, stocks had been supplied to parish clerks for display on notice boards.

(4) Much of the activity would be informed by the Interim *Chalara* Control Plan issued on 6 December. However, the scale of the problem in Kent, the influence of specific local factors and the acknowledged pioneering position in dealing with the outbreak dictated that an effective local response was sustained. With this in mind, KCC Planning & Environment and Emergency Planning had produced a Local Action Plan (see *Appendix 2*) and have established working groups to facilitate the delivery of targets.

(5) RESOLVED that:-

- (a) the potential serious consequences that the *Chalara* outbreak posed to the environment and economy of Kent, be noted; and
- (b) the KCC approach outlined in the report, be endorsed.

## **16. Discussion: Growth without Gridlock 2 years on** (*Item D9*)

(1) Mr Crick gave a presentation to Members which looked at the achievements and progress to date of Growth without Gridlock, KCC's 20 year transport delivery plan, since its launch in December 2010.

(2) Growth without Gridlock formed the basis of Bold Steps for Transport in the Council's Medium Term Financial plan 'Bold Steps for Kent'. It was integral to delivering the objectives of helping the Kent economy to grow and tackling disadvantage. Therefore an update report with achievements and progress to date together with a delivery plan for the next four to five years would have a direct impact on achieving the objectives of Bold Steps for Kent. The proposed document was aligned to the Council's Local Transport Plan.

(3) Members were asked to provide comments on what had been achieved over the last 2 years and looking to the future on Kent County Council's priorities for implementation over the next four to five years. It was anticipated that it would form the basis of an updated Growth without Gridlock document for consultation later in 2013. The consultation document would be placed on the Council's website and taken to each JTB and other key stakeholders seeking input. It was anticipated *Growth without Gridlock 2 years on* would be finalised during the summer.

(4) RESOLVED that the update be noted.

*Mr Crick was thanked for an informative presentation.*

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**DOVER DISTRICT CRASH REMEDIAL SCHEMES 2013-14**

To: **Joint Transportation Board – 11 April 2013**  
By: **Tim Read, Head of Transportation, Kent County Council**  
Classification: **Unrestricted**  
Ward: **Dover Town**

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**Summary:** **This report gives a summary of the proposed Crash Remedial Schemes for 2013-14**

**For Information**

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**1.0 Introduction and Background**

1.1 Following analysis of the crash clusters within the Dover District, a shortlist of sites have been identified.

1.2 Further analysis highlighted four sites where there have been a pattern of crashes which warranted further investigation.

These sites are:

- A256 Sandwich By-pass, junction with Ramsgate Road, Sandwich
- Manor Road, junction with Addelam Road, Deal
- Ringwould Road, Kingsdown
- A256 Barville Roundabout, Tilmanstone

See Annex 1 for plan.

1.3 Site visits have been conducted to these sites with an officer from the Kent Police Traffic Management Unit to discuss ways where these crashes might be reduced.

1.6 Other 'quick win' locations may be identified through the year, where simple engineering measures can be introduced to address road safety issues in the district that are supported by the presence of recent personal injury crashes.

**2.0 Summary of Schemes**

**2.1 A256 Sandwich By-pass**

2.1.1 Following some crashes involving cyclists, it is proposed to install two signs warning motorists of the presence of cyclists where the cycle route crosses Ramsgate Road near the roundabout.

**2.2 Manor Road, Deal**

2.2.1 It is proposed to refresh the road markings at this junction, which are looking very worn. Due to the geometry of the junction and the available highway space, no other improvements are considered.

## **2.3 Ringwould Road, Kingsdown**

2.3.1 Following fatal crash here, it is proposed to improve the warning signage and install 'SLOW' road markings

## **2.4 A256 Barville Roundabout**

2.4.1 It is proposed to improve the 'countdown' marker signs and chevron signs at the roundabout on the southbound approach

## **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)**

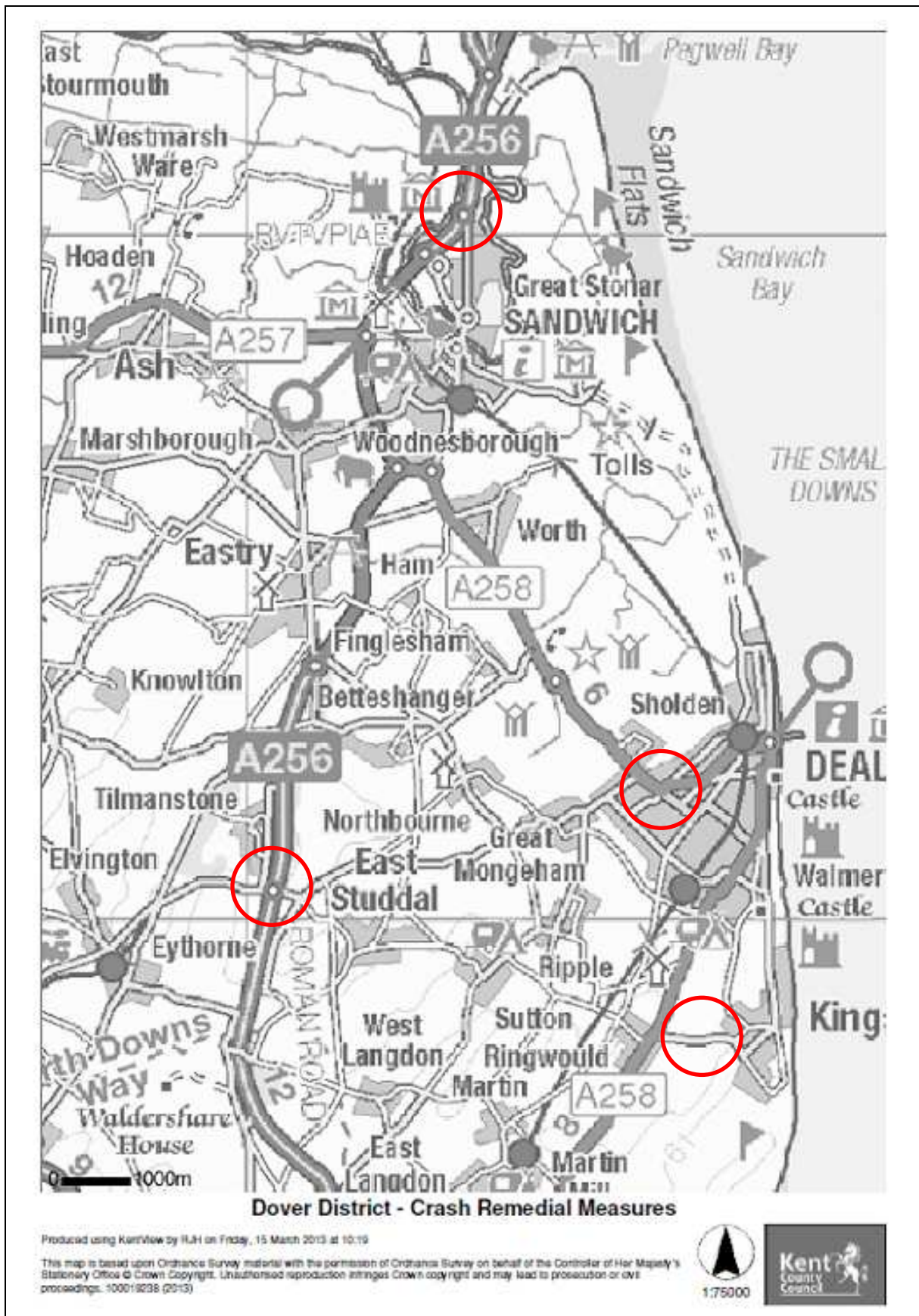
4.1 That Members note the update

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

**Annex 1 – Location Plan of Proposals**





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**RIVER DOUR GREENWAY – UPDATE**

To: **Joint Transportation Board – 11 April 2013**  
By: **Tim Read, Head of Transportation, 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 at present programmed for 2013. There have unfortunately been some issues concerning statutory undertakers apparatus in the area, which mean that the bridge will probably be installed in the summer of 2013.
- 2.2 Dedication of Land – all land agreements have been completed

**3.0 Update on Phase 2**

- 3.1 Work has now commenced on site, and is largely complete. The route is now open for pedestrians and cyclists to use, with ancillary works taking place until mid April 2013
- 3.2 Dover District Council are working with Sustrans to officially 'launch' the Greenway at the Dover Regatta in July 2013.
- 3.3 Further updates will be presented verbally at the JTB

**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 & Transportation, 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>

**To:** Dover Joint Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 11<sup>th</sup> April 2013  
**Subject:** Highway Works Programme 2013/14  
**Classification:** Information Only

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Summary: This report updates Members on the identified schemes approved for construction in 2013/14

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## 1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2012/13

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

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

**Street Lighting** – see Appendix C

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

**Bridge Works** – see Appendix E

**Traffic Systems** – see Appendix F

## Conclusion

1. This report is for Members information.

## Contact Officers:

The following contact officers can be contacted on **0845 8247 800**

Toby Howe	Highway Manager (East)
Steve Rivers	District Manager
Sue Kinsella	Street Lighting Manager
Katie Lewis	Drainage Manager
Mary Gillett	Resurfacing Manager
Tony Ambrose	Structures Manager
Toby Butler	ITS Manager

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

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

<b>Surface Treatments - Contact Officer Neil Tree</b>			
<b>Micro Asphalt Schemes</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Mill Road	Wingham	From its junction with the A257 Canterbury Rd to its junction with Watercress Lane	Programmed to start 22/7/13 for 1 day
Finglesham Road	Northbourne	From its junction with West Street to its junction with Broad Lane	Programmed to start 18/7/13 for 1 day
Spinney Lane	Aylesham	From its junction with Aylesham Road to its junction with Cooting Road	Programmed to start 16/7/13 – 17/7/13
Church Hill	Sutton	From its junction with Vale Road to its junction with Downs Road	Programmed to start 19/7/13 for 1 day
Grove Road	Preston	From its junction with Stourmouth Road to its junction with Grove Ferry Road	Programmed to start 23/7/13 - 25/7/13
Milner Crescent	Aylesham	Whole length	Programmed to start 14 <sup>th</sup> -15 <sup>th</sup> April 2013
Strakers Hill	Studdall	From the junction with Down Road to the junction with Roman Road	Completed
School Lane/The Street	Staple	Whole Length	Programmed to start 18 <sup>th</sup> April to 19 <sup>th</sup> April 2013
New Street	Ash	Whole Length	Programmed to start 16 <sup>th</sup> April to 17 <sup>th</sup> April 2013
Balfour Road	Dover	From the junction with Beaconsfield Rd to the junction with Cherry Tree Avenue.	To Be Programmed – possible retread site
<b>Surface Dressing Schemes</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Canterbury Road	Denton with Wooton	From its junction with Side Hills to its junction with Agester Lane	Programmed to start 10/6/13 – 11/6/13
Mongeham Road	Ripple	From its junction with Sutton Road to national speed limit sign	Programmed to start 10/6/13 for 1 day

**Machine Resurfacing – Contact Officer Russell Boorman**

<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Mill Street,	Temple Ewell	From its junction with Mill Street to its junction with Templar Road	Completed
Alkham Road, Temple Ewell	Temple Ewell	From its junction with London Road (Temple Ewell) to Just south of the Railway Bridge	Completed
Minnis Lane,	River	From its junction with Lower Road to its junction with Lewisham Road	Completed
Whitfield Bypass,	Tilmanstone	Barville Road Roundabout	Completed
Whitfield Bypass,	Eastry	Roundabout	Completed
Whitfield Hill,	Dover	From its junction with London Road, River to its junction with Whitfield Hill Roundabout	Completed
Sandwich Bypass,	Dover	Roundabout at the junction with Ash Road	Completed
York Street,	Dover	Roundabout at the junction with Folkestone Road	Completed
Pencester Road,	Dover	Whole Length	Not fully complete due to weather delays. To be completed on 8 <sup>th</sup> April 2013
Poulton Close,	Dover	From its junction with Coombe Valley Roundabout to the joint just past Hollow Wood Road	Completed
Hillside Road,	Dover	From its junction with Bunkers Hill to its junction with Crabble Avenue	Programmed to start 13 <sup>th</sup> and 14 <sup>th</sup> April 2013
Mayfield Avenue,	Dover	From its junction with Minerva Avenue to its junction with Mayfield Gardens	Completed
A257 Canterbury Road,	Wingham	From its junction with School Lane to Railway Farm Shop	Programmed to start 21 <sup>st</sup> and 28 <sup>th</sup> April 2013
West St	Deal	From its junction with Queen street to its junction with Stanhope Road	Programmed to start 14 <sup>th</sup> and 21 <sup>st</sup> April 2013
Grams Road	Deal	From its junction with A258 to its junction with St. Clare Road	Programmed to start 22 <sup>nd</sup> to 23 <sup>rd</sup> April 2013
Tower Hamlets Rd	Dover	From its junction with London Road to its junction with East Street	Programmed to start 14 <sup>th</sup> , 21 <sup>st</sup> and 28 <sup>th</sup> April 2013
Coombe Valley Road	Dover	From its junction with London Road to its junction with	Completed

		Randolph Road	
Lower Rd	River	From its junction with Alkham Road to its junction with Minnis Lane	Programmed to start 27 <sup>th</sup> and 28 <sup>th</sup> April 2013
Mayfield Road/Alison Crescent	Whitfield	Whole length	Programmed to start 26 <sup>th</sup> April 2013 – 2 <sup>nd</sup> June 2013
<b>Footway Improvement - Contact Officer Wendy Boustead</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent and Description of Works</b>	<b>Current Status</b>
Kings Close, Kimberly Close,	Dover	Whole length – Replacing concrete slabs with tarmac surface	Completed
Poulton Close,	Dover	Southern footway between Envirograf building and lamp column GPDC022. Replacing tarmac surface	Completed
Lord Warden Avenue,	Walmer	Both sides of the footway between each junction with Liverpool Road. Replacing tarmac surface	Completed

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

<b>Drainage Repairs &amp; Improvements - Contact Officer Katie Lewis</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Hogbrook Hill / Megget Lane	Alkham	Cleansing of culvert, pond and ditching	Works underway. Completion due 29 March 2013
Beach Street	Deal	Installation of new gully and soakaway outside the Clarendon Hotel	Works programmed for completion by 29 March 2013
Bunkers Hill	Dover	Investigation and repair of void in the vicinity of highway drainage system	Works complete

## **Appendix C – Street Lighting**

Following structural testing, the column replacement budget will be used to replace columns deemed to be high risk.

<b>Street Lighting Column Replacement – Contact Officer Sue Kinsella</b>			
<b>Road Name</b>	<b>Column Ref</b>	<b>Location</b>	<b>Status</b>
Strand Street - Sandwich	GSFN006	O/S HIGHWAY MARINE	Replacement by end of May 2013
Dover Road - Walmer	GDBY001	S/O LIVERPOOL ROAD [F/P FOR CCTV]	Replacement by end of May 2013
Dover Road - Walmer	GDBY002	O/S 2	Replacement by end of May 2013
Dover Road - Walmer	GDBY003	OPP WELLINGTON COURT	Replacement by end of May 2013
Dover Road - Walmer	GDBY004	O/S 26	Replacement by end of May 2013
Dover Road - Walmer	GDBY005	OPP CAMBRIDGE ARMS PUB	Replacement by end of May 2013
Dover Road - Walmer	GDBY006	O/S 50	Replacement by end of May 2013
Dover Road - Walmer	GDBY007	OPP 68	Replacement by end of May 2013
Dover Road - Walmer	GDBY008	J/W CORNWALL RD	Replacement by end of May 2013
Dover Road - Walmer	GDBY009	OPP 7	Replacement by end of May 2013
Dover Road - Walmer	GDBY010	O/S 17	Replacement by end of May 2013

Dover Road - Walmer	GDBY011	O/S 27	Replacement by end of May 2013
Dover Road - Walmer	GDBY012	O/S 116	Replacement by end of May 2013
Dover Road - Walmer	GDBY013	OPP WARWICK RD	Replacement by end of May 2013
Dover Road - Walmer	GDBY014	O/S 134	Replacement by end of May 2013
Dover Road - Walmer	GDBY015	OPP 138	Replacement by end of May 2013
Dover Road - Walmer	GDBY016	O/S 148	Replacement by end of May 2013
Dover Road - Walmer	GDBY017	O/S 117	Replacement by end of May 2013
Dover Road - Walmer	GDBY018	OPP 121	Replacement by end of May 2013
Dover Road - Walmer	GDBY019	O/S 127	Replacement by end of May 2013
Dover Road - Walmer	GDBY020	O/S 188	Replacement by end of May 2013
Dover Road - Walmer	GDBY021	O/S ESSO GARAGE	Replacement by end of May 2013
Dover Road - Walmer	GDBY022	OPP 169	Replacement by end of May 2013
Dover Road - Walmer	GDBY023	O/S 173	Replacement by end of May 2013
Dover Road - Walmer	GDBY024	O/S 210	Replacement by end of May 2013
Dover Road - Walmer	GDBY025	O/S 185	Replacement by end of May 2013
Dover Road - Walmer	GDBY026	OPP LAWN ROAD	Replacement by end of May 2013
Dover Road - Walmer	GDBY027	O/S 234	Replacement by end of May 2013
Dover Road - Walmer	GDBY028	O/S 236 // C/O WALMER CASTLE RD	Replacement by end of May 2013
Dover Road - Walmer	GDBY029	O/S 217	Replacement by end of May 2013
Dover Road - Walmer	GDBY030	O/S 223	Replacement by end of May 2013
Dover Road - Walmer	GDBY031	OPP 276	Replacement by end of May 2013
Dover Road - Walmer	GDBY032	OPP 282 / J/W GOTHIC CLOSE	Replacement by end of May 2013
Dover Road - Walmer	GDBY033	OPP 286	Replacement by end of May 2013
Dover Road - Walmer	GDBY034	OPP CHURCH STREET	Replacement by end of May 2013
Dover Road - Walmer	GDBY035	O/S 287	Replacement by end of May 2013
Dover Road - Walmer	GDBY036	O/S 305	Replacement by end of May 2013
Dover Road - Walmer	GDBY037	OPP STATION ROAD	Replacement by end of May 2013



Dover Road - Walmer	GDBY038	O/S 325	Replacement by end of May 2013
Dover Road - Walmer	GDBY039	OPP. 344	Replacement by end of May 2013
Dover Road - Walmer	GDBY040	O/S 361	Replacement by end of May 2013
Dover Road - Walmer	GDBY041	O/S 371	Replacement by end of May 2013
Dover Road - Walmer	GDBY042	O/S 379	Replacement by end of May 2013
Dover Road - Walmer	GDBY043	O/S 393	Replacement by end of May 2013
Dover Road - Walmer	GDBY044	O/S 403	Replacement by end of May 2013
Dover Road - Walmer	GDBY045	S/O 409	Replacement by end of May 2013
Dover Road - Walmer	GDBY046	OPP 417	Replacement by end of May 2013
Dover Road - Walmer	GDBY047	O/S 421	Replacement by end of May 2013
Dover Road - Walmer	GDBY048	O/S 431 / RIPPLE COTT	Replacement by end of May 2013
Dover Road - Walmer	GDBY049	O/S 453	Replacement by end of May 2013
Dover Road - Walmer	GDBY050	45m SOUTH OF 459	Replacement by end of May 2013
Dover Road - Walmer	GDBY051	OPP 460	Replacement by end of May 2013
Dover Road - Walmer	GDBY052	O/S 466	Replacement by end of May 2013
St.James Lane - Dover	GSDU001	O/S LORD NELSON P.H.	Replacement by end of May 2013
St.James Lane - Dover	GSDU002	NEAR J/W FLYING HORSE LANE	Replacement by end of May 2013
St.James Street - Dover	GSDV001	O/S COUNTY HOTEL	Replacement by end of May 2013
St.James Street - Dover	GSDV002	O/S COUNTY HOTEL	Replacement by end of May 2013
Weavers Way - Dover	GWAO003	OPP.15/17	Replacement by end of May 2013
Weavers Way - Dover	GWAO005	OPP 29 - J/W PARSONS WAY	Replacement by end of May 2013
Weavers Way - Dover	GWAO006	O/S 33	Replacement by end of May 2013
Weavers Way - Dover	GWAO011	O/S 32	Replacement by end of May 2013

Lamp Replacement Scheme - The columns below currently have orange lights, these will be replaced with much more efficient white lights.

<b>Street Lighting Lantern Replacement – Contact Officer Sue Kinsella</b>			
<b>Road Name</b>	<b>Column Ref</b>	<b>Location</b>	<b>Status</b>
Market Street	GMAU 001	On 5	Replacement by end of April 2013
Market Street	GMAU 002	On 4	Replacement by end of April 2013
Market Street	GMAU 003	On 8	Replacement by end of April 2013
Market Street	GMAU 004	Opp21 Solicitors	Replacement by end of April 2013
Market Street	GMAU 005	Opp21 Solicitors	Replacement by end of April 2013
King Street	GMAU 002	On 22/22A	Replacement by end of April 2013
King Street	GMAU 003	On 26	Replacement by end of April 2013
King Street	GMAU 005	On 50	Replacement by end of April 2013
King Street	GMAU 006	On 58/60	Replacement by end of April 2013
St. Peters Street	GSEN 001	On 8	Replacement by end of April 2013
St. Peters Street	GSEN 003	In Churchyard OPP 30	Replacement by end of April 2013

#### **Appendix D – Transportation, PROW and safety schemes**

##### **Appendix D1 – Local Transport Plan Funded Schemes**

The Traffic Schemes Team have analysed the crash clusters within the Dover District, from which a shortlist of sites have been identified. Below is a list of these locations.

<b>Local Transport Plan Funded Schemes- Contact Officer Richard Heaps</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
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	Installation deferred to next year

Shepway/Dover QBP's 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.	Scheme complete
A256 Gap Closures		Making permanent the gap closures on A256	Permanent works programmed for April 2013
River Dour Greenway		Continuation of previous scheme to improve accessibility with match funding from Sustrans.	Scheme largely complete, some minor ancillary works outstanding
A256 Crabble Hill and London Road		Installation of high friction surfacing and improved road signage	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	Works ordered and in progress. Approx 60% complete
A258 Hacklinge Hill	Worth	Lining and signing work at junction with Jubilee Road	Works complete
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>	<p>Maison Dieu Road and Park Street, outline design for pedestrian phase across Park Street.</p> <p>London Road Cherry Tree Avenue minor signing work</p> <p>Dover Road, Granville Road,</p>

			vehicle activated electronic crossroad warning sign.
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## Appendix D2 – PUBLIC RIGHTS OF WAY

Public Rights Of Way- contact Officer Andrew Hutchinson			
Road Name	Parish	Description of Works	Current Status
Byway EE335	Eythorne/ Tilmanstone	Surface enhancements	Scheduled for 2013/14

## Appendix D3 – Developer Funded Works

Developer Funded Works (Section 278 Works) Richard Heaps			
Road Name	Parish	Description of Works	Current Status
River Dour Phase Buckland bridge		Design Complete and passed to contractors	Construction programmed for summer 2013.
River Dour Phase 1 works		Dedication of Asda land as public highway, and route signing	Scheme largely complete, dome minor ancillary works outstanding
River Dour Phase 2 works: Ladywell to Seafront		Continuation of previous scheme to improve accessibility	Scheme largely complete, dome minor ancillary works outstanding

## Appendix E – Bridge Works

<b>Bridge Works – contact officer Tony Ambrose</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
New Street	Sandwich	1945 Market Street Culvert Relining/strengthening	Works complete March 2013
Austins Lane	Sandwich	1944 Austins Lane Culvert Relining/Strengthening	Works complete March 2013
Galliards Street	Sandwich	Galliards Street Culvert relining/ Strengthening	Works complete March 2013

## Appendix F – Traffic Systems

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

<b>Traffic Systems - Contact Officer: Toby Butler</b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
A256 London Road / Cherry Tree Avenue	Refurbishment of traffic signal controlled junction.	To be programmed 2013/14 - will require two weeks to complete.
A256 Priory Road near Norman Street	Refurbishment of traffic signal controlled crossing.	To be programmed 2013/14 - will require two weeks to complete.
A256 Sandwich Road near Mayfield Road	Refurbishment of traffic signal controlled crossing.	To be programmed 2013/14 - will require two weeks to complete.

**1.1 Legal Implications**

1.1.1 Not applicable.

**1.2 Financial and Value for Money Considerations**

1.2.1 Not applicable.

**1.3 Risk Assessment**

1.3.1 Not applicable.

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TOBY HOWE / STEVE RIVERS 0845 8247 800

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**Parking damage to grass verges.**

To: **Joint Transportation Board – 11 April 2013**

By: **KCC Highways and Transportation**

Classification: **Information Only**

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**Summary: This report informs Members on parking damage to grass verges.**

**For Information**

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**1.0 Introduction and Background**

1.1 The Chairman presented a petition to Mr Rivers from the residents of Birdwood Avenue which requested that their grass verges be tarmaced. Members reported that similar problems, caused by cars parking on the verges, had occurred elsewhere. It was agreed that it would be helpful to consider the problem on a district-wide basis.

1.2 It was agreed that a report be brought to a future Joint Transportation Board meeting on problems relating to parking damage to grass verges

**2.0 The problem**

2.1 Many housing areas were built before car ownership levels were a consideration. The estate roads are relatively narrow and there is little opportunity for suitable off road parking. The result is wide spread abuse of the verge/footway, in order not to obstruct the carriageway. This results in damage to the kerbs and the grass verges becoming rutted and muddy. There is the further risk of damage to underground statutory undertaker's plant.

2.2 There is no specific offence covering this issue, save for obstruction and police advice is that proving actual obstruction is difficult if only the verge is obstructed and the footway is freely available. Even if available, there is a view that enforcement is not a practical solution to this issue.

**3.0 Options**

3.1 Bollards are not an appropriate solution, merely displacing the problem, subject to vandalism and unaffordable for wide scale usage. Cost per wooden bollard installed is £64.

3.2 Removal of the grass verge, replaced with tarmac footway, suitably strengthened to take vehicle loading and the provision of a lower kerb face. For a verge of 1.6m width, the cost per metre run is £117. For similar treatment, but using grasscrete (a modular precast concrete system with earth pockets that are grass seeded) the cost per metre run is £150. Grasscrete, whilst keeping a grass strip in the street scene, does not provide the best pedestrian surface for an urban environment.

3.3 Fill any reported ruts with top soil. The cost is £2.36 per metre sq. This fulfils Kent's legal obligation to keep the highway safe. It has to be acknowledged that this repaired verge is still susceptible to vehicle damage, however, filling with unbound stone material is not an option on safety/liability grounds.

#### **4.0 Financial**

4.1 There is no funding available for the bollards and verge replacement options, unless there is a crash history related to the problem, which is not case in the Dover district. Any funding for verge replacement would have to be via a third party, such as housing association or member funding. Top soiling is funding within the normal maintenance budget.

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

4.1 That Members note the information

Contact Officer:	Steve Rivers, Dover District manager, Kent County Council 08458 247800
Reporting to:	Toby Howe, Highway Manager – East Kent, Kent County Council 08458 247800