

Public Document Pack

DOVER JOINT TRANSPORTATION BOARD

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2 September 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 12 September 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.

Yours sincerely



Chief Executive

Dover Joint Transportation Board Membership:

Dover District Council Members

Councillor N J Collor (Vice-Chairman)
Councillor T A Bond
Councillor B W Bano
Councillor J A Cronk
Councillor J H Goodwin
Councillor F J W Scales
Councillor R S Walkden

KALC Representatives (non-voting)

Town Council Representatives (non-voting):

Kent County Council Members

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

Mr K Gowland
Mrs S Hooper

J M Smith (Dover Town Council)
M Burnham (Deal Town Council)
B Scott (Sandwich Town Council)



AGENDA

1 **APOLOGIES**

To receive any apologies for absence.

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 - 9)

To confirm the attached Minutes of the meeting of the Committee held on 27 June 2013.

5 **ENVIRONMENT, HIGHWAYS AND WASTE CABINET COMMITTEE (EHWCC)** (Pages 10 - 12)

To note the attached report that went to the meeting of the EHWCC held on 19 June 2013:

- Pothold Find and Fix Update

6 **RIVER DOUR GREENWAY – BUCKLAND BRIDGE** (Pages 13 - 14)

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

7 **EXPERIMENTAL PROHIBITION OF RIGHT TURN - RUSSELL STREET, DOVER**
(Pages 15 - 17)

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

8 **PROPOSED SPEED LIMIT AND WAITING RESTRICTIONS - SANDWICH ROAD, LONDON ROAD AND SHOLDEN NEW ROAD, SHOLDEN** (Pages 18 - 40)

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

9 **HIGHWAY WORKS PROGRAMME 2013/14** (Pages 41 - 48)

To consider the attached report of KCC Highways and Transportation.

10 **EXCLUSION OF THE PRESS AND PUBLIC** (Pages 49 - 50)

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

11 **APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS** (Pages 51 - 58)

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

Access to Meetings and Information

- Members of the public are welcome to attend meetings of the Council, its Committees and Sub-Committees. You may remain present throughout them except during the consideration of exempt or confidential information.
- All meetings are held at the Council Offices, Whitfield unless otherwise indicated on the front page of the agenda. There is disabled access via the Council Chamber entrance and a disabled toilet is available in the foyer. In addition, there is a PA system and hearing loop within the Council Chamber.
- Agenda papers are published five clear working days before the meeting. Alternatively, a limited supply of agendas will be available at the meeting, free of charge, and all agendas, reports and minutes can be viewed and downloaded from our website www.dover.gov.uk. 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 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, 27 June 2013 at 6.00 pm.

Present:

Chairman: Councillor L B Ridings

Councillors: T A Bond
B W Bano
P M Brivio
N J Collor
J A Cronk
G Cowan
M R Eddy
J H Goodwin
G Lymer
E D Rowbotham (Minute Nos 87-91 only)
F J W Scales
R S Walkden

Also Present: Mrs S Hooper (KALC)
Mrs M Burnham (Deal Town Council) (Minute Nos 88-91 only)
Mr B Scott (Sandwich Town Council)

Officers: Mr S Rivers (KCC Highways and Transportation)
Corporate Estate and Coastal Engineer
Democratic Support Officer

80 APOLOGIES

An apology for absence was received from Mr K Gowland (KALC).

81 APPOINTMENT OF SUBSTITUTE MEMBERS

It was noted that there were no substitute members.

82 DECLARATIONS OF INTEREST

It was noted that there were no declarations of interest.

83 TERMS OF REFERENCE

RESOLVED: That the Board's Terms of Reference be noted.

84 MINUTES

The Minutes of the meeting of the Joint Transportation Board held on 11 April 2013 were approved as a correct record and signed by the Chairman.

85 APPOINTMENT OF CHAIRMAN AND VICE-CHAIRMAN

It was noted that Councillors S C Manion and N J Collor had been appointed as Chairman and Vice-Chairman respectively of the Dover Joint Transportation Board by their authorities.

86 ENVIRONMENT, HIGHWAYS AND WASTE CABINET COMMITTEE (EHWCC)

The Board received the minutes and reports of the Environment, Highways and Waste Cabinet Committee (EHWCC) meeting held on 23 April 2013.

In respect of Minute No 25(9), some Members remarked that it would be helpful to have further information on how much additional government grant funding was likely to be allocated to Kent and, in particular, how it could be used in the district for highway works. Interest was also expressed in whether Dover District Council (DDC) intended to use any of the New Homes Bonus for infrastructure works, and how the Council was progressing with its Community Infrastructure Levy charging schedule which was currently out for consultation.

RESOLVED: (a) That a progress report be brought to the next meeting on Kent County Council's consultation with DDC in relation to its highways infrastructure needs and their inclusion in DDC's Community Infrastructure Levy charging schedule.

(b) That the minutes and reports be noted.

87 REAL-TIME BUS INFORMATION

Mr Rivers reported on plans to introduce real-time bus information in east Kent. Stagecoach had reviewed options for the roll out of real-time passenger information to electronic bus-stop displays across its entire network. Progress was being made and it was anticipated that Stagecoach East Kent would be the first of its operating companies to go live during the latter part of 2013. As well as providing additional electronic signs through Quality Bus Partnerships, work was progressing on developing a smart-phone application which was proving to be an increasingly popular method of accessing bus information. Councillor B W Bano welcomed the update, but requested that specific information be provided on how much would be invested in the Dover district.

RESOLVED: That the report be noted.

88 HIGHWAY TRACKER SURVEY 2012

Mr Rivers introduced the report which outlined key outcomes from the 2012 customer satisfaction survey. Members noted that the level of residents' dissatisfaction with the condition of the roads outweighed their satisfaction level for the first time since 2005.

RESOLVED: That the report be noted.

89 HIGHWAY WORKS PROGRAMME 2013/14

Mr Rivers presented the report which updated Members on works that had been approved for construction in 2013/14.

In respect of Appendix A, the Board was advised that Spinney Lane, Aylesham was due to be planed and fully re-surfaced in the autumn. On Appendix C, Mr Rivers advised that comments received regarding the proposed street-lighting trial switch-off were being reviewed. Locations at Venson and Eythorne on the A256 would remain lit following representations received. The trial switch-off would probably

commence in July, starting in Dover. The part-night lighting scheme was still at an early stage, but Amey had been commissioned to identify appropriate areas. Consultation was imminent and sites would be considered against comments received during the consultation.

Councillor T A Bond raised concerns about the condition of the footway in Allenby Avenue. The Board was advised that there were three options for road treatment. The first involved using 12mm micro asphalt. The second involved surface dressing which provided skid resistance and sealed the surface. This method was often used for roads that had previously been extensively patched and could, if used appropriately, extend the life of roads by 10 years. Another option was machine resurfacing, where the existing surface was ground off and replaced with new. There was a programme for resurfacing the worst roads, but the programme budget had already been spent and, in any case, Allenby Avenue was not included in the programme. However, there was a small budget for tackling other roads and it was recognised that Allenby Avenue was badly in need of repair. Mr Rivers undertook to provide further information on the bicycle path at Sholden for Councillor Bond.

Councillor Eddy remarked that it would be helpful to receive clarity on how priorities were determined as it seemed that some less deserving roads and footpaths had been repaired in Deal. Mr Rivers advised that priorities were based on the need to restore skid resistance, level of disruption, usage levels of the road and relative cost, amongst others. In future, footway improvements would be carried out on a county-wide basis and prioritised in the same way as carriageway works, with a structured scoring system. The priority list was a rolling one, with work not done in the current financial year being rolled over to the next. Save for the roads in poorest condition, it was not possible to advise when roads were likely to be resurfaced. In respect of Old Dover Road, Capel-le-Ferne, Councillor F J W Scales was advised that the road was unlikely to be resurfaced completely, but would be comprehensively patched towards the end of the summer.

In respect of Appendix D1 and the A256 Barville Roundabout, Mr Rivers advised that the proposed crash remedial measures focused on the southbound approach. Speed may have been a contributory factor to two of the three crashes at this junction, and the measures sought to address this. Kent Police and Kent County Council (KCC) were of the view that a reduction in the speed limit would not be appropriate. In response to a query from Councillor Bano regarding proposals to install raised borders at principal bus-stops, Mr Rivers accepted that Members should be consulted and undertook to circulate the schedule of works to Members.

In respect of Appendix D2, Mr Rivers advised that byway EE335 ran from Tilmanstone to Elvington. In respect of Appendix D3, the Board was advised that works to widen the footpath at Buckland Bridge as part of the River Dour Greenway scheme had been postponed indefinitely due to problems concerning an old gas pipe and Tree Preservation Orders. KCC would be seeking Section 106 contributions from the Buckland Mill development in order to progress the cycle path, including the alterations to the bridge. A progress report would be submitted to a future meeting of the Board.

In respect of Appendix E, Mr Rivers advised that the traffic lights at the bottom of Coombe Valley Road would be linked to those at London Road/Cherry Tree Avenue during works.

RESOLVED: That the report be noted.

90 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.

91 APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS

Members discussed recent changes to the Disability Living Allowance (DLA) and questioned whether the criteria against which applications were being assessed were still applicable. The Corporate Estate and Coastal Engineer advised that clarification on this point was awaited from KCC. Members agreed that a letter should be sent to KCC on behalf of the Committee seeking clarification on new assessment criteria. However, it was agreed that the applications before Committee had been accepted and processed before changes to the DLA came into force and they could therefore be considered under the existing procedures.

The Corporate Estate and Coastal Engineer advised that Applications A, B and C had received no letters of objection following informal consultation with neighbours. Since the applicants met all the criteria, it was recommended that the applications be progressed to formal advertisement.

Application D had received no letters of objection following informal consultation. However, the applicant owned an off-street garage situated approximately 200 metres from the property. Officers had considered this and the applicant's ill-health and, given that the applicant met the remaining criteria, it was recommended that the application be approved.

Item E of the report dealt with the removal of two 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 a letter be sent on behalf of the Board to Kent County Council requesting that it issue urgent guidance clarifying the criteria to be applied when assessing disabled parking bay applications in the light of recent changes to the Disability Living Allowance.
 - (b) That it be recommended that Applications A, B, C and D 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 it be recommended that the two disabled parking bays detailed in Item E 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 6.57 pm.

From: David Brazier, Cabinet Member – Transport & Environment
John Burr – Director of Highways & Transportation

To: Environment, Highways & Waste Cabinet Committee

Date: 19 June 2013

Subject: Pothole Find and Fix Update

Classification: Unrestricted

Summary:

This report provides an update on the progress with the Find and Fix programme, which is tackling the pothole damage caused by the severe winter weather.

Recommendation:

Members are asked to note the contents of this report.

1. Introduction

Potholes form when water gets into cracks in the road then freezes, making the crack bigger and creating a hole. When cars then drive over it, the hole gets bigger and deeper.

Following one of the wettest years and coldest winters recorded, an increase in potholes was inevitable. Highways and Transportation therefore prepared for a pothole blitz by developing an in-house process with the term contractor to run a find and fix programme with support from local sub-contractors.

Local Highway Operations teams identify priority areas and our contractor Enterprise carries out the works with the flexibility to repair all that is required in the road and adjacent roads while they are there i.e. “find and fix”.

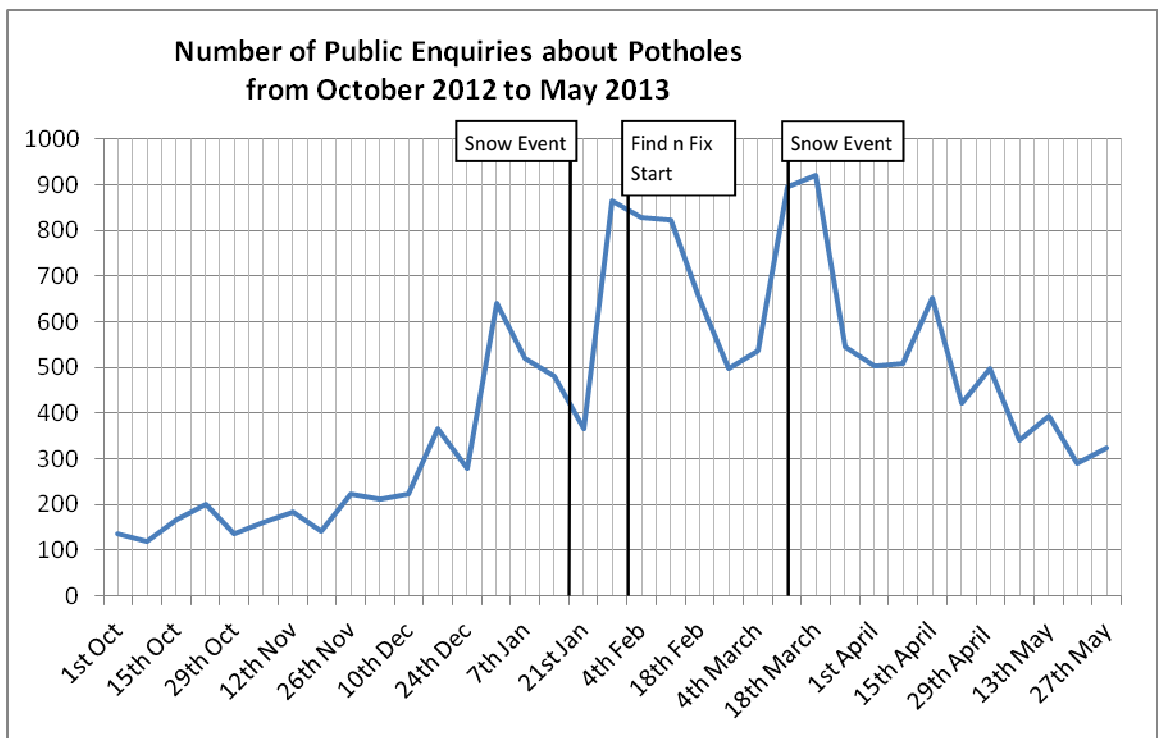
2. Progress

The programme of works is ongoing and Enterprise has almost doubled the number of crews out fixing the County’s roads with an additional 30 local sub-contractors dedicated to the Find and Fix programme.

At the time of drafting this report, a total of 1823 find and fix jobs had been ordered and 1041 of these had been completed. In most cases, one job equals one road and it is estimated that more than 20,000 potholes have been fixed across the county since the programme began.

We record the number of public enquiries received each week relating to potholes and this is a good county-wide indicator of state of pothole damage. Although pothole enquiry numbers have been high this year, there are 50% fewer than in 2010/11. This indicates that the Council's investment in previous Find and Fix programmes followed by carefully prioritised resurfacing and surface treatment programmes has paid off. As well as the Find and Fix work, this year will include another round of resurfacing and surface treatment schemes to further protect our network from future winter damage.

The graph below compares pothole enquiry levels over the last two years. It shows that enquiry numbers peaked after the second heavy snowfall in March and are now falling to more normal levels. This demonstrates that the Find and Fix programme has been successful. Consequently, the number of new jobs being identified is reducing significantly but the additional resources will be retained until all jobs are finished, which is expected to be by the end of July.



3. Quality Repairs

We always aim to complete a first-time permanent repair by saw-cutting a small section of the road around the hole, clearing out the old material, sealing the sides and filling it with new hot tarmac, which is rolled and compacted to provide a strong level and water-tight finish as it cools. If a road has lots of potholes we may need to complete a larger “patch” in the same way or resurface the whole section of road with specialist machinery to provide a satisfactory long-lasting repair.

With so much more work being carried out at the moment, we have increased supervision resource to help maintain quality control.

The time and care needed to carry out a quality permanent repair often means we need to close a lane or the whole road and this takes time to plan. For emergency potholes, we therefore sometimes need to make an instant repair by quickly filling the hole without all the preparations described above. We do this to make the road safe straightaway and then schedule in a full permanent repair to be carried out as soon as possible after.

4. Bold Steps for Kent and Policy Framework

Maintaining a safe and reliable highway network is vital to provide access to KCC services for all and to support a healthy economy.

5. Financial implications

- (1) An additional £1.2M of funding was provided and spent on the pothole Find and Fix programme at the end of last financial year.
- (2) A further £1.2M has been spent on the programme this financial year against a current total estimated spend for 2013/14 of £3M.

6. Recommendations

Members are asked to note the contents of this report.

Contact details

Report Author:

Spencer Palmer, Head of Highway Operations
spencer.palmer@kent.gov.uk

RIVER DOUR GREENWAY – BUCKLAND BRIDGE

To: **Joint Transportation Board – 13 September 2013**

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

Classification: **Unrestricted**

Ward: **Dover Town**

Summary: **This report advises Members of the current situation as regards the works to extend the River Dour Greenway over the River Dour at Buckland Bridge.**

For Information

1.0 Introduction and Background

- 1.1 Kent County Council has recently implemented 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 were part funded by a National Lottery grant through Sustrans; an organisation which seeks to improve sustainable transport provision across the UK.
- 1.3 Part of the original proposal for the route was to remove the pedestrian bridge across the River Dour at Buckland Bridge, and replace it with a new wider bridge suitable for shared use by cyclists and pedestrians.
- 1.4 A scaffold structure was to be erected to act as a temporary crossing, and the bridge removed. New bridge abutments were to be cast, and a new prefabricated bridge lifted into position with a crane.

2.0 Update

- 2.1 The works were originally proposed for Winter 2012/13. However the presence of a gas mains pipe suspended under the bridge, which Southern Gas would not permit to be moved during winter months, meant that works could not take place at this time. The works were put on hold until Summer 2013
- 2.2 Dover District Council recently placed Tree Preservation Orders on a number of trees in the vicinity of the works in order to preserve the amenity of the area pending the sale of some DDC-owned land in the locality. The proposed works would require the felling of one of the trees and excavations in the root protection area of two others. This meant that approval would need to be granted to work on the relevant trees.
- 2.3 The delays caused by the approvals process would have resulted in an unacceptable risk that the works would not be completed in time to meet the works programme and the ‘window’ when Southern Gas would permit works around their gas pipe.
- 2.4 The future sale of DDC land which was to have been used as working space and for

the temporary bridge may also have prevented the scheme from proceeding next year.

2.5 As a result of this risk, the decision was made to cancel the bridge works.

3.0 Future Proposals

3.1 As part of the development of Buckland Mill, the developer will be approached by Kent County Council with a view to seek a contribution to extend the River Dour Greenway through the Buckland Mill site and under the railway bridge to Crabble Avenue.

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:	Tim Read, Head of Transportation, Kent County Council 08458 247800

Background Papers

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

EXPERIMENTAL PROHIBITION OF RIGHT TURN, RUSSELL STREET, DOVER

To: **Joint Transportation Board – 13 September 2013**

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

Classification: **Unrestricted**

Ward: **Dover Town**

Summary: **This report gives details of the proposal to make the Experimental Prohibition of Right Turn at Russell Street into a permanent Order.**

For Decision

1.0 Introduction and Background

- 1.1 On 17 February 2011, a report was presented to Dover Joint Transportation Board proposing the introduce an Experimental Traffic Regulation Order at the junction of Russell Street and A20 Townwall Street which would prohibit right turns out of Russell Street on to the A20.
- 1.2 Townwall Street is a designated Air Quality Management Area, with high levels of airborne pollution, in particular Nitrogen Dioxide, of which Heavy Goods Vehicles are a major generator of.
- 1.3 As a result of the AQMA, an Air Quality Action Plan was put together by Dover District Council in order to address the air quality issues, and improve pollution levels. One of the main direct action points was for 'improved traffic management through junction improvements'. Through discussions with the Highways Agency (who manage Townwall Street) it was proposed that that by the removal of the traffic lights at the Russell St junction, HGV traffic flows will be improved and the 'stop start' that produces more exhaust emissions than free-flowing traffic would be reduced.
- 1.4 The effect of traffic turning right out of Russell Street was felt to be minimal as levels of right-turners were felt to be relatively low, and traffic can use alternative routes via Castle Street, Woolcomber Street or by U-tuning at the Eastern Docks Roundabout.
- 1.5 The prohibition was introduced under an Experimental Traffic Regulation Order in order to assess the effect on traffic movements in the area, and allow members of the public to write in with their comments.
- 1.6 The Experimental Traffic Order was made in May 2011 and ran until .November 2012. It was subsequently extended for a further 18 months in November 2012 and will expire in May 2014, after which the Experimental Order must be abandoned or made permanent.

2.0 Consultation

- 2.1 Responses received from statutory consultees and members of the public are as follows:

Name	Comments	
Association of British Drivers	<ul style="list-style-type: none"> • Supports the project • Feels will improve traffic flow • Suggest considering making Russell Street two-way along whole length 	
Local resident	<ul style="list-style-type: none"> • Cannot see justification in funding the restriction when the junction is proposed to be closed as part of redevelopment in the area. • Feels pollution levels do not justify the works. 	
Local resident	<ul style="list-style-type: none"> • Necessitates local traffic to drive around more in search of a parking space, resulting in more congestion, more traffic and more pollution. • Suggests making Russell Street two-way. • Vehicles on A20 do not give way to vehicles existing Russell Street 	
Local resident	<ul style="list-style-type: none"> • Suggests more traffic should be directed via A2 • Residents and commercial drivers will spend more fuel exiting Russell Street via more indirect routes. • Favour of through traffic over local traffic. • Questions the effect on access for emergency vehicles. 	

2.2 Although it is too early to tell, it is felt that the improvement in traffic flow and the reduction in the amount of queuing at this junction is likely to have a beneficial effect on the pollution levels in the area.

2.3 The points about alternative routes for local traffic are noted, but alternative routes do exist.

2.4 The longer term proposals for the area are for the development of the area, which would result in Russell Street being closed to all traffic.

4.0 Recommendation(s)

4.1 That Members agree to make the Experimental Order Permanent

Contact Officer:	Richard Heaps, Traffic Engineer, Kent County Council 08458 247800
Reporting to:	Tim Read, Head of Transportation, Kent County Council 08458 247800

Background Papers

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

**PROPOSED SPEED LIMIT AND WAITING RESTRICTIONS, SANDWICH ROAD,
LONDON ROAD AND SHOLDEN NEW ROAD, SHOLDEN**

To: **Joint Transportation Board – 13 September 2013**

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

Classification: **Unrestricted**

Ward: **Middle Deal and Sholden, and Eastry**

Summary: **This report gives details of the statutory consultation for the proposed changes to the speed limit in Sandwich Road and London Road, and the implementation of waiting restriction in Sandwich Road, London Road and Sholden New Road**

For Decision

1.0 Introduction and Background

- 1.1 A residential development by Ward homes is currently taking place on land adjacent to the A258 Sandwich Road between Sholden New Road and the entrance to Cottington Lakes. The development is for 240 new homes, and will incorporate a new access road off Sandwich Road and the installation of a toucan (pedestrian and cycle) crossing.
- 1.2 As part of the section 278 agreement, the developer has agreed to fund the extension of the 30mph speed limit out from Sholden and the implementation of ‘at any time’ waiting restrictions (double yellow lines) along the road to prohibit parking.
- 1.3 The Speed Limit Order would extend the existing 30mph speed limit by a further 300m along Sandwich Road. See Appendix A for a plan and copy of the public notice and Order.
- 1.4 The Waiting Restriction Order would implement ‘at any time’ waiting restrictions in Sandwich Road (extending into access roads to Cottington Lakes and residential development) and extend the current waiting restrictions in London Road. It was also necessary to make some minor changes in Sholden New Road, and as a result the existing waiting restrictions in Sholden New Road and Paddock Close were revoked and re-advertised in order to consolidate the Order. See Appendix B for a plan and copy of the public notice and Order
- 1.5 Kent County Council undertook the consultation process with statutory consultees, local residents, Sholden Parish Council and other local stakeholders.

2.0 Consultation

- 2.1 Adverts were placed in Kent on Sunday and on site, and notification letters were sent out or posted by hand as appropriate.
- 2.2 Responses received from statutory consultees and members of the public are as follows. Copies of the response can be found in Appendix C:

Name	Order	Comments	KCC Response
Kent Police	Speed Limit	<ul style="list-style-type: none"> • Kent Police were concerned that the new terminal signs do not have sufficient visibility. • Kent Police have requested traffic count records to show average speeds in the area. 	See paragraph 2.3
Kent Police	Waiting Restrictions	<ul style="list-style-type: none"> • No objections 	
Sholden Parish Council		<ul style="list-style-type: none"> • Supports proposed waiting restrictions at entrance to Cottington Lakes and residential development. • Supports proposed waiting restriction extension in London Road • The gap in the lines between London Road and Paddock Close should be closed. This would help bus access and improve sightlines for residents. • Feels that parking restrictions on Sandwich road are unnecessary as there is no existing problem with parked cars, and people are unlikely to park on a busy A road. • Suggests funding for the waiting restrictions should be used to implement double yellow lines along the entire length of Sholden New Road, as the likelihood of parked cars associated with the development will affect bus service. • Stagecoach supports the Parish Council's proposals. • The new cycle path exits from Sholden New Road and will be affected by the parked cars. • Concerns that parked cars will affect emergency access entrance to development in Sholden New Road. • Residents in Hull Place already experience sightlines problems and restricted road space caused by parked cars. 	See Paragraph 2.4 & 2.5
Local resident	Waiting Restrictions	<ul style="list-style-type: none"> • Requests extension of waiting restrictions in Sholden New Road to facilitate buses turning into Sholden New Road. 	See Paragraph 2.4 & 2.5

		<ul style="list-style-type: none"> • Requests extension of waiting restrictions at junction with Paddock Close to improve sightlines. • Requests waiting restrictions all the way down Sholden New Road to keep the bus route clear. 	
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2.3 A visit to site showed that the clear visibility distance to the proposed terminal signs is at least 125m, and therefore exceeds the 75m minimum distance stated by the Department for Transport guidelines

2.4 It is only possible to take forward the proposals directly connected with this development and as agreed with the developer. It is not reasonable to request that they fund the implementation of further restrictions which are unconnected with the development, and they would be under no obligation to do so. Therefore such an avenue would not be pursued.

2.5 In line with the current Kent County Council policy, further waiting restrictions in the area would only be considered if there is a record of personal injury crashes in the past three years ,and of a type which would be addressed by implementing the works requested. Our latest crash statistics, current up to the end of March 2013, show no record of any personal injury crashes in Sholden New Road.

3.0 Recommendation(s)

4.1 That Members agree to the reduction in the speed limit.

4.2 That members agree to the implementation of waiting restrictions as advertised.

Contact Officer:	Richard Heaps, Traffic Engineer, Kent County Council 08458 247800
Reporting to:	Tim Read, Head of Transportation, Kent County Council 08458 247800

Background Papers

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



In the District of Dover

THE KENT COUNTY COUNCIL (VARIOUS ROADS, THE DISTRICT OF DOVER) (20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS AND DERESTRICTED ROADS) (AMENDMENT No.1) ORDER 2013

Road Traffic Regulation Act 1984

Notice is hereby given that The KENT COUNTY COUNCIL acting as the Local Traffic Authority and in exercise of its powers under sections 81, 82, 83 and 84 of the Road Traffic Regulation Act 1984, (hereinafter called "the Act") 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 said Act of 1984, intends to make the following Order:-

Sandwich Road, Sholden:

The effect of the proposed Order will amend the existing 50mph speed limit;

- 1) From a point 95 metres northwest of Sholden New Road to a point 304 metres northwest of Sholden New Road will be reduced to a 30mph speed limit and
- 2) From its junction with Bridge Hill to a point 304 metres northwest of Sholden New Road 50mph speed limit.

A copy of the proposed Order, statement of the Council's reasons for making the proposed Order, a map indicating the location and the effect and a copy of any other Orders which will be amended by the proposed Order may be examined on Mondays to Friday at Dover District Council Offices, White Cliffs Business Park, Dover, Kent, CT16 3PJ, Kent County Council, Ashford Highway Depot, Unit 4 Javelin Way, Henwood Industrial Estate, Ashford, TN24 8AD and at Kent County Council, Sessions House, County Hall, Maidstone, ME14 1XQ during normal opening hours.

If you wish to support or object to the proposals you should write to The TRO Co-ordinator, 125-135 Brenchley House, Week Street, Maidstone, ME14 1RF or by email to TRO@amey.co.uk stating the name of the order and your reasons, by not later than 12 noon on 29th July 2013.

John Burr
Director of Highways and Transportation
County Hall
Maidstone
Kent

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS, THE DISTRICT OF DOVER)
(20MPH, 30MPH, 40MPH, 50MPH SPEED LIMITS AND DERESTRICTED ROADS)
(AMENDMENT No.1)
ORDER 2013**

Road Traffic Regulation Act 1984

THE KENT COUNTY COUNCIL, acting as local traffic authority and in exercise of its powers under Sections 81, 82, 83 and 84 of the Road Traffic Regulation Act 1984 (hereinafter referred to as the Act of 1984) as amended, 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 said Act of 1984, hereby makes the following Order.

REVOCATION, MODIFICATION AND AMENDMENTS

The "Kent County Council (Various Roads, The District of Dover) (20mph, 30mph, 40mph, 50mph Speed Limits and Derestricted Roads) Consolidation Order 2012" be amended as follows.

In the Schedule 5 of the Order the following shall be deleted from the Table below.

Item No	Road Name	Parish	Road Name
13	SANDWICH ROAD	SHOLDEN	From a point 95 metres north west of its junction with Sholden New Road to its junction with Bridge Hill

In the Schedule 3 of the Order the following shall be added from the Table below.

Item No	Road Name	Parish	Road Name
164	SANDWICH ROAD	SHOLDEN	From a point 95m north west of Sholden New Road to a point 304m north west of Sholden New Road

In the Schedule 5 of the Order the following shall be added from the Table below.

Item No	Road Name	Parish	Road Name
14	SANDWICH ROAD	SHOLDEN	From J/W Bridge Hill to a point 304m north-west of Sholden New Road

CITATION AND COMMENCEMENT

This Order may be cited as "The Kent County Council (Various Roads, The District of Dover) (20MPH, 30MPH, 40MPH, 50MPH Speed Limits and Derestricted Roads) (Amendment No.1) Order 2013" and shall come into operation on the ** day ***** 201*.

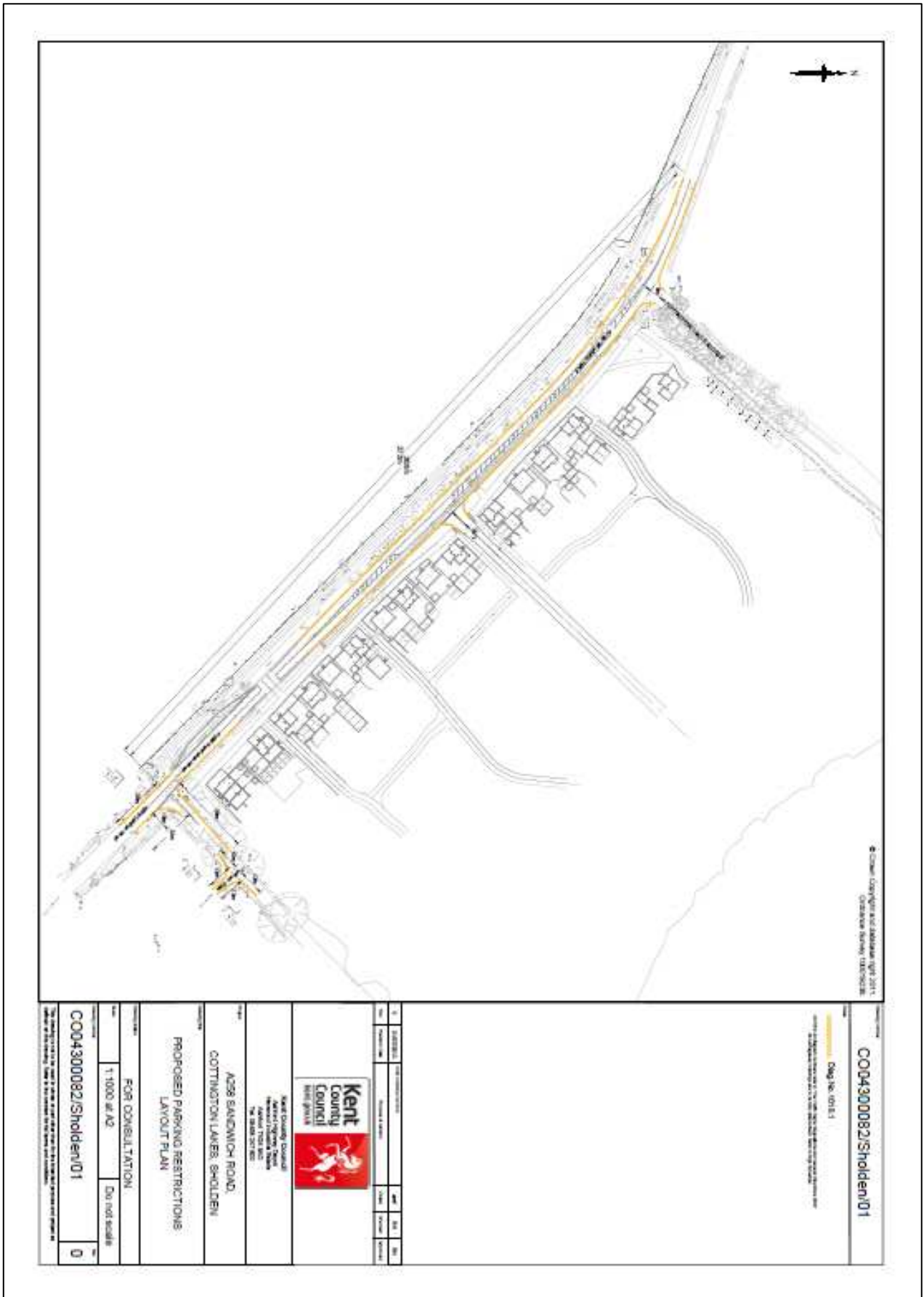
GIVEN under the Common Seal of the Kent County Council

this ____ day of _____ 201 ____.

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

Authorised Signatory

Appendix B



PUBLIC NOTICE



In the District of Dover

THE KENT COUNTY COUNCIL (VARIOUS ROADS, DOVER DISTRICT) (WAITING RESTRICTIONS AND STREET PARKING PLACES) AMENDMENT No.19 CONSOLIDATION ORDER 2013

Road Traffic Regulation Act 1984

Notice is hereby given that The KENT COUNTY COUNCIL acting as the Local Traffic Authority and in exercise of its powers under sections 1(1), 2(1) to (3), 4(1) and (2), 32(1), 35(1), 45, 46, 49, 53 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, (hereinafter called "the Act"), 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 said Act of 1984, intends to make the following Order:-

- 1) The effect of the proposed named Order (Waiting Restrictions and Street Parking Places) will introduce new or to amend existing waiting restrictions in the following lengths of road (in this part of the notice DYL means waiting to be prohibited at all times by double yellow lines;

LONDON ROAD, SHOLDEN

- 1) On the north-eastern side of the road:
From a point 23 metres south-east of the junction of Sholden New Road to the junction with Sholden New Road
- 2) On the south-western side of the road:
From a point opposite the centre line of Sholden New Road to a point 25 metres in south-easterly direction

PADDOCK CLOSE, SHOLDEN

On both sides of the road

From its junction with Sholden New Road for a distance of 12 metres in a south-easterly direction

SANDWICH ROAD, SHOLDEN

- 1) On the north-eastern side of the road:
From the junction with Sholden New Road to a point 368 metres north-west of the junction with Sholden New Road
- 2) On the south-western side of the road:
From a point opposite the centre line of Sholden New Road to a point 373 metres in a north-westerly direction

SHOLDEN NEW ROAD, SHOLDEN

- 1) On the south-eastern side of the road:
 - a) From its junction with London Road for a distance of 10 metres in a north-easterly direction
 - b) Between points 10 metres south-west and 12 metres north-east of its junction with Paddock Close
- 2) On the north-western side
From its junction with London Road for a distance of 38 metres in a north-easterly direction

IN NEW ACCESS ROAD TO THE RESIDENTIAL PROPERTIES, SHOLDEN

On both sides of the new access road:

From its junction with Sandwich Road for a distance of 9 metres in a north-easterly direction

IN ACCESS ROAD TO COTTINGTON LAKES

On both sides of the road:

From its junction with Sandwich Road for a distance of 5 metres in a north-easterly direction

A copy of the proposed Order, statement of the Council's reasons for making the proposed Order, a map indicating the location and the effect and a copy of any other Orders which will be amended by the proposed Order may be examined on Mondays to Friday at Dover District Council Offices, White Cliffs Business Park, Dover, Kent, CT16 3PJ, and at Kent County Council, Ashford Highway Depot, Unit 4 Javelin Way, Henwood Industrial Estate, Ashford, TN24 8AD and Kent County Council, Sessions House, Maidstone, ME14 1XQ

If you wish to support or object to the proposals you should write to The TRO Co-ordinator, 125-135 Brenchley House, Week Street, Maidstone, ME14 1RF or by email to TRO@amey.co.uk stating the name of the order and your reasons, by not later than 12 noon on 29th July 2013.

John Burr
Director of Highways and Transportation
County Hall
Maidstone
Kent

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS, DOVER DISTRICT)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT 19) CONSOLIDATION ORDER 2013**

Road Traffic Regulation Act 1984

Notice is hereby given that The KENT COUNTY COUNCIL acting as the Local Traffic Authority and in exercise of its powers under sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49, 53 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, (hereinafter called "the Act"), 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 said Act of 1984, hereby makes the following Order:-

Interpretation

(1) In this Order:-

"civil enforcement area"	means an area where civil enforcement of parking restrictions can be enforced as defined in by the Traffic Management Act 2004
"civil enforcement officer"	means a person employed by Dover District Council in pursuance of powers granted by Traffic Management Act 2004 (Civil Enforcement Area)
"disabled persons badge"	has the same meaning as in the Disabled Persons (Badges for Motor Vehicles) Regulations 1991 or the Disabled Persons (Badges for Motor Vehicles) Regulations 2000;
"disabled persons vehicle"	has the same meaning as in the Local Authorities Traffic Orders (Exemptions for Disabled Persons) (England and Wales) Regulations 1991 or the Local Authorities Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000;
"junction"	means the intersection point of the centrelines, or projected centrelines, of the roads specified
"owner" and "traffic sign"	have the same meanings as in Section 142 of the Act of 1984
"parking disc"	means a disc, issued by a Local Authority, 125mm in diameter coloured either blue or orange, and capable of showing the quarter hour period during which a period of waiting begins;
"parking exemption certificate"	a certificate or other means of identification which has been issued by the local traffic authority or its appointed agents on which is shown the index number of the vehicle to which it has been issued and <ol style="list-style-type: none">1) a commencement date and time2) an expiry date and time3) or both and4) may specify those roads or parts thereof in which the certificate is valid
"relevant position"	means; <ol style="list-style-type: none">1) in the case of a vehicle fitted with a dashboard or facia panel, the disabled persons badge is exhibited thereon so that Part I of the badge is legible from outside the vehicle;2) in the case of a vehicle not fitted with a dashboard or facia panel, the disabled persons badge is exhibited in a conspicuous position on the vehicle so that Part I of the badge is legible from outside the vehicle;

3) in the case of a parking exemption certificate, in a conspicuous position inside the vehicle so the certificate is visible in full and legible from outside the vehicle.

"specified road" means the road or roads specified in the Schedule to this Order.

Prohibition of Waiting

- (2) Save as provided in Articles (3), (4) and (5) of this Order no person shall, except upon the direction or with the permission of a police constable in uniform or of a traffic warden or of a civil enforcement officer cause or permit:-
- (a) any vehicle to wait at any time in any of the lengths of road specified in PART ONE AND PART THREE of the Schedule to this Order
- (3) Nothing in Article (2) of this Order shall prevent any person from causing or permitting a vehicle to wait in any of the lengths of road referred to in that Article for so long as may be necessary:-
- (a) to enable a person to board or alight from the vehicle;
- (b) to enable goods to be loaded onto or unloaded from the vehicle provided such loading or unloading is continuous;
- (c) to enable the vehicle to be used as part of a funeral cortege or a wedding procession;
- (d) to enable the vehicle, if it cannot conveniently be used for such a purpose in any other road, to be used in the service of any local authority or with the permission of any such authority in pursuance of statutory powers and duties;
- (e) to enable the vehicle, if it cannot conveniently be used for such purpose elsewhere, to be used in connection with any building operation or demolition, the removal of any obstruction to traffic, the carrying out of any road works or the laying, erection and alteration or repair of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any telegraph or telephone wires, cables, posts or supports; or
- (f) to enable the vehicle to be used for police, ambulance or fire brigade purposes.
- (4) Nothing in Article (2) of this Order shall render it unlawful to cause or permit a disabled persons vehicle which displays in the relevant position a disabled persons badge, and a parking disc (on which the driver, or other person in charge of the vehicle, has marked the time at which the period of waiting began) to wait in any of the lengths of road referred to in the Schedule to this Order for a period not exceeding 3 hours (not being a period separated by an interval of less than 1 hour from a previous period of waiting by the same vehicle in the same length of road) provided always that where the period of the prohibition of waiting does not exceed 3 hours the parking disc need not be displayed.
- (5) Nothing in Article (2) of this Order shall render it unlawful to cause or permit a vehicle which displays in the relevant position a parking exemption certificate to wait in any of the roads specified in the Schedule to the Order provided the certificate has been issued for the vehicle displaying it and is valid for the place where the vehicle is waiting and for both the day and time when the vehicle is waiting.
- (6) The parts of Orders listed in PART TWO of the schedule to this Order are hereby revoked and will cease to have any effect from **th***** 2013
- (7) The restrictions imposed by this Order shall be in addition to and not in derogation of any restriction or requirement imposed by any regulations made or having effect as if made under the said Act of 1984.
- (8) The provisions of this order shall prevail over the provisions of any previous order.

CITATION AND COMMENCEMENT

This Order may be cited as "THE KENT COUNTY COUNCIL (Various Roads, Dover District) (Waiting Restrictions and Street Parking Places) (Amendment 19) Consolidation Order 2013" and shall come into operation on the ** day ***** 201*.

Given under the Seal of the Kent County Council

This day of 201*

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

Authorised Signatory

PART ONE
(No waiting at any time)

LONDON ROAD, SHOLDEN

- 1) On the North-Eastern side of the road
From a point 23 metres south-east of its junction with Sholden New Road to the junction with Sholden New Road
- 2) On the South-Western side of the road
From a point opposite the centre line of Sholden New Road to a point 25 metres in south-easterly direction

SANDWICH ROAD, SHOLDEN

- 1) On the North-Eastern side of the road
From its junction with Sholden New Road to a point 368 metres north-west of the junction with Sholden New Road
- 2) On the South-Western side of the road
From a point opposite the centre line of Sholden New Road to a point 373 metres in a north-westerly direction

IN NEW ACCESS ROAD TO THE RESIDENTIAL PROPERTIES, SHOLDEN

- 1) On both sides of the new access road
From its junction with Sandwich Road for a distance of 9 metres in a north-easterly direction

IN ACCESS ROAD TO COTTINGTON LAKES

- On both sides of the access road
- From its junction with Sandwich Road for a distance of 5 metres in a north-easterly direction

PART TWO
(Parts of Order Revoked)

The Orders to be revoked, and their contents to be consolidated within this Order, are listed below:

Revocation	
The Kent County Council (Various Roads, Dover District) (Waiting Restrictions and Street Parking Places) (Amendment No. 10) Order 2009	1. LONDON ROAD, SHOLDEN On the north-eastern side between points 12 metres north-west and 12 metres south-east of the junction with Sholden New Road.
	2. SHOLDEN NEW ROAD 1) On the south-eastern side (a) From its junction with London Road for a

	<p>distance of 10 metres in a north-easterly direction.</p> <p>(b) Between points 10 metres south-west and 12 metres north-east of the junction with Paddock Road.</p> <p>2) On the north-western side</p> <p>From its junction with London Road for a distance of 36 metres in a north-easterly direction.</p>
	<p>3. PADDOCK ROAD, SHOLDEN</p> <p>On both sides from its junction with Sholden New Road for a distance of 12 metres in a south-easterly direction.</p>

PART THREE

(No waiting at any time)

SHOLDEN NEW ROAD

- 1) On the south-eastern side
 - a) From its junction with London Road for a distance of 10 metres in an north-easterly direction
 - b) Between points 10 metres south-west and 12 metres north-east of its junction with Paddock Close
- 2) On the north-western side

From its junction with London Road for a distance of 38 metres in a north-easterly direction

PADDOCK CLOSE, SHOLDEN

- On both sides of the road
- From its junction with Sholden New Road for a distance of 12 metres in a south-easterly direction

Appendix C



**Kent
Police**

Protecting and serving the people of Kent

**Traffic Management Unit, Tactical Operations, London Road, Aylesford, Kent ME20 7SL
Telephone: (01622) 798542 Fax: 01622 798549**

Mr R Fletcher
Amey Consulting
125-135 Brenchley House
Week Street
Maidstone
Kent Police ME14 1RF

Your Ref: A258 Sholden/06/2013
Our Ref: 243/TRO/14002/13

Date: 29th July 2013

**The Kent County Council (Various Roads, Dover District) (20mph, 30mph,
40mph, 50mph Speed Limits and Derestricted Roads) Amendment No. 1 Order
2013.**

Dear Mr Fletcher,

Thank you for your letter dated 28th June 2013 concerning the above subject.

The introduction of any new speed limit is an emotive subject, as is the antisocial behaviour of those motorists who exceed the present limits.

In order to ensure credibility of a new speed limit we would expect all aspects of DfT Circular 01/2013 to be adhered to.

Any speed limit introduced outside of this guidance will not only be ineffective but will leave the Police with the task of carrying out constant enforcement, where previously an issue of excess speed did not exist.

Kent Police would seek that the legislation and advice given in the Traffic Signs Manual Chapters 3 and 5, and the Traffic Signs Regulations and General Directions 2002, is complied with.

Having studied this proposal and viewed the area, Kent Police have the following observations:

Tactical Operations London Road, Coldharbour Lane, Aylesford, Kent ME20 7SL
Tel: 01622 798523 Fax: 01622 798529 www.kent.police.uk

This is available in large
print on request

Kent Police: Form No. 3058c rev 5/08 v5.1



**Kent
Police**

Protecting and serving the people of Kent

As part of the consultation process, and in order to judge the level of compliance with a new speed limit Kent Police would like the opportunity to view 24-hour, 7-day speed data for this area.

Drawing number CO04300082/Sholden/02 shows the proposed new location of the speed limit terminal signs, at just east of the entrance to Cottington Lakes. This location is on a bend and may not be a suitable site for the speed limit gateway, as the forward visibility to the signs will be limited. Drivers approaching the terminal signs from a 50mph speed limit should have a minimum clear visibility distance of at least 75 metres to both signs (Table 14-3, TSM Chapter 3).

Kent Police would not support the proposed relocation of the terminal signs and would ask that they be relocated further east towards Sholden between the Cottington Lakes entrance and the newly built entrance to the new development.

As with all new Traffic Regulation Orders we would look for their introduction to be in the main self-enforcing. This fact needs to be taken into account when making new orders and methods to ensure self-enforcement must be provided to maintain credibility of the order. The demands on Kent Police are becoming ever greater, speed enforcement is labour intensive and competes with other important policing issues of public concern, therefore the deployment of resources must be prioritised and this means in real terms that the enforcement of this speed limit is likely to receive a low priority.

I hope that these views are of assistance to you.

Yours sincerely

Geoff Bineham
Police Constable 8635
Traffic Management Section



**Kent
Police**

Protecting and serving the people of Kent

Traffic Management Unit, Tactical Operations, London Road, Aylesford, Kent ME20 7SL
Telephone: (01622) 798543 Fax: 01622 798549

Mr R Fletcher
Amey Consulting
125-135 Brenchley House
Week Street
Maidstone
Kent Police ME14 1RF

Your Ref: A258 Sholden/06/2013
Our Ref: 243/TRO/14002/13

Date: 26th July 2013

The Kent County Council (Various Roads, Dover District) (Waiting Restrictions and Street Parking Places) Amendment No. 19 Consolidation Order 2013.

Dear Mr Fletcher,

Thank you for your letter dated 28th June 2013 concerning the above subject.

Kent Police in principle would have no objections to these proposals and have no specific comments or observations to make, but in general terms we would expect the following:

- The application meets the necessary criteria.
- The introduction of prohibition of waiting complies in all respect with the Traffic Signs and General Directions 2002.
- If being used for 'corner protection' the prohibition of waiting restriction is for a 24-hour period and extends for a distance of at least 10 metres from any junction. Thus preventing vehicles mistakenly parking during the hours of darkness and contravening provisions of the Roads Vehicles Lighting Regulations 1994.
- The introduction of such measures will not leave the Police with the task of carrying out constant enforcement issues such as obstruction by transferring the problem to other areas.

Traffic Management Unit, Tactical Operations, London Road, Aylesford, Kent ME20 7SL
Telephone: (01622) 798543 Fax: 01622 798549 www.kent.police.uk

**This is available in large
print on request**

Kent Police: Form No. 3058c rev 5/08 v5.1



**Kent
Police**

Protecting and serving the people of Kent

- The safety of other road users is not compromised by the introduction of these measures.

Civil Parking Enforcement will require your Authority to ensure resources are available to enforce this proposal.

I hope that these views are of assistance to you.

Yours sincerely

Geoff Bineham
Police Constable 8635
Traffic Management Section

SHOLDEN PARISH COUNCIL

Town Hall, High Street, Deal, Kent, CT14 6TR

Telephone: 01304 366077

Email: sholdenparishcouncil@live.co.uk

The TRO Co-ordinator
Amey Consulting
125-135 Brenchley House
Maidstone
ME14 1RF

1 August 2013

A258 Sandwich Road Safety Improvements

Dear Sir/Madam

Sholden Parish Council wishes to make the following observations and comments with regard to the Sandwich Road Safety Improvements.

1. Entry and exit points from the Sholden Fields development and Cottington Lakes (A258, Sandwich Road) – we would expect parking restrictions at these points to be implemented as a matter of course. We therefore have no objections.
2. Extending restrictions in London Road would increase safety for pedestrians and cyclists at or around the Sholden New Road junction. We therefore have no objections.
3. Leaving a very short stretch along Sholden New Road (outside 16 Paddock Close which fronts Sholden New Road), free from restrictions is in our opinion ludicrous. This is a perfect opportunity to close this small gap. To illustrate the current problems that regularly arise by leaving this stretch unrestricted, please see attached photographs. These pictures, (taken by the resident of 16 Paddock Close), illustrate perfectly the problems that occur here every day. The bus has difficulty when entering into Sholden New Road at this point when cars/vans are parked. In addition, visibility is also an issue for motorists here for the same reasons. The Parish Council has campaigned for the implementation of double yellow lines along this stretch for many years. This would complete an already agreed and financed scheme that was not carried out as agreed some years ago. Now is time to address this problem.
4. Implementation of parking restrictions along the frontage of the new development to both sides of the carriageway (with the exceptions as noted in points 1 & 2 above), is felt to be unnecessary. We assume therefore, that KCC Highways perceive a problem with parked cars here once the Sholden Fields development is complete. We cannot understand why else funds would be directed to restricting parking on a busy 'A' road where parked cars are not currently a problem. We do not agree that parking restrictions here are necessary.

Further to this, we would like to point out that current KCC guidelines do indeed state that yellow lines are used to increase road safety for drivers and pedestrians where visibility is

www.sholdenpc.kentparishes.gov.uk

SHOLDEN PARISH COUNCIL

Town Hall, High Street, Deal, Kent, CT14 6TR

Telephone: 01304 366077

Email: sholdenparishcouncil@live.co.uk

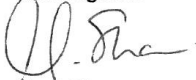
impaired by parked cars and as a means of reducing congestion on places where parked cars mean narrower roads. We suggest that funding is diverted from the A258 Sandwich Road proposals and used for the implementation of double yellow lines along the entire length of Sholden New Road to both sides of the carriageway. Problems with parked cars do currently exist here and will become more of a problem once the Sholden Fields development is complete. The parked cars will inhibit and threaten the continuation of the village bus service. This point is reiterated by Stagecoach.

The following points we believe aptly illustrate the case we put:

- Problems with parking exist here now, they will not improve once the new houses are occupied. This road will be used as a convenient short cut by both residents and visitors.
- The bus regularly has difficulty in negotiating Sholden New Road. We do not want to lose our bus service. Stagecoach is in favour of our proposals.
- The new cycle path enters and exits from Sholden New Road – parked cars compromise both cyclist and pedestrian safety.
- Emergency Access to the Sholden Fields site is located along Sholden New Road (near to the top where the bus already has problems in manoeuvring). Will the fire engine or ambulance have similar problems if parked cars inhibit or compromise the entrance?
- Visibility for residents/visitors using the first access road into Hull Place already experience problems with visibility particularly when the village hall is in use and parked cars narrow the road.
- Residents in the area support our proposals.

Finally we would like to make the following observation. We received a reply from KCC Highways after requesting a site visit to discuss issues (as listed above). The reply stated that, 'we are only addressing issues where there is a proven safety issue demonstrated by the presence of recent crashes which have resulted in personal injury. Although I appreciate your concerns, we do not have the resources to address situations where parking or access issues may arise..... On the basis of this, I would not be able to undertake a site meeting to discuss a potential issue...' Using this reply as a guide and bearing in mind that no parking/access problems currently exist along the A258 Sandwich Road in the area designated for parking restrictions, KCC Highways must therefore be expecting a 'potential issue', if not, then logically all 'A' in the country must be treated in the same way.

Kind regards



Mary Shaw
Parish Clerk

On behalf of Sholden Parish Council

www.sholdenpc.kentparishes.gov.uk

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To: Dover Joint Transportation Board
By: KCC Highways and Transportation
Date: 12th September 2013
Subject: Highway Works Programme 2013/14
Classification: Information Only

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

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2013/14

Footway and Carriageway Improvement Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Transportation and Safety Schemes – see Appendix D

PROW – see Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Member Highway Fund – see Appendix H

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
Russell Boorman	Resurfacing Manager (Acting up)
Tony Ambrose	Structures Manager
Traffic Systems	Toby Butler

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.

Surface Treatments - Contact Officer Neil Tree			
Micro Asphalt Schemes			
Road Name	Parish	Extent of Works	Current Status
Grove Road	Preston	From its junction with Stourmouth Road to its junction with Grove Ferry Road	Part Complete – awaiting new program date as works need to be carried out on a Sunday due to HGV lorries and business.
Surface Dressing Schemes			
Road Name	Parish	Extent of Works	Current Status
Canterbury Road	Denton with Wooton	From its junction with Side Hills to its junction with Agester Lane	Completed
Mongeham Road	Ripple	From its junction with Sutton Road to national speed limit sign	Completed
Machine Resurfacing – Contact Officer Russell Boorman			
Road Name	Parish	Extent of Works	Current Status
A260 High Street Denton	Denton	Denton Lane to The Old Rectory	Programmed to start 23.09.13 - 25.09.13
Allenby Avenue	Deal	Whole Length	Programmed to start 15.10.13 - 16.10.13
Footway Improvement - Contact Officer Wendy Boustead			
Road Name	Parish	Extent and Description of Works	Current Status
Allenby Avenue	Deal	Whole length – Replacement of asphalt surface and kerbs	On Site works due to finish 15.10.2013

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - Contact Officer Katie Lewis			
Road Name	Parish	Description of Works	Current Status
Megget Lane	Alkham	Structural Repairs to culvert and cleaning	Works to be carried out W/C 02/09/13
Warren Lane	Lydden	Installation of new gullies and chambers	Works to be carried out Autumn 2013
Palm Tree Lane	Aylesham	Installation of new gullies and soakaway	Works to be carried out Autumn 2013

Appendix C – Street Lighting

Structural testing is on-going in Dover District. Following assessment of the all results, it is anticipated that a number of columns will require replacement which will be listed in future reports.

Works are now in progress at the following locations

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
ROAD NAME	COLUMN REF	LOCATION	STATUS
Strand Street - Sandwich	GSFN006	O/S HIGHWAY MARINE	Replacement by end of September 2013
Dover Road - Walmer	GDBY001	S/O LIVERPOOL ROAD [F/P FOR CCTV]	Replacement by end of September 2013
Crabble Lane - River	GCHD 901	Feeder Pillar	Replacement by end of Nov 2013
The Spinney - River	GTBR 001	O/S 3	Replacement by end of Nov 2013
Limes Road - Dover	GLAV 501	J/W Barton Rd	Replacement by end of Nov 2013
New Street - Sandwich	GNAS 003	O/S 25	Replacement by end of Nov 2013
New Street - Sandwich	GNAS 505	J/W No Name Street	Replacement by end of Nov 2013
New Street - Sandwich	GNAS 506	J/W No Name Street	Replacement by end of Nov 2013
New Street - Sandwich	GNAS 507	J/W No Name Street	Replacement by end of Nov 2013
Delf Street - Sandwich	GDAV 502	O/S 6	Replacement by end of Nov 2013

Delf Street - Sandwich	GDAV 503	OPP 6	Replacement by end of Nov 2013
St.Peters Street - Sandwich	GSEN 003	O/S 32	Replacement by end of Nov 2013
St.Peters Street - Sandwich	GSEN 004	O/S 42	Replacement by end of Nov 2013
St.Peters Street - Sandwich	GSEN 005	O/S 50	Replacement by end of Nov 2013
High Street - Sandwich	GHBV 004	O/S 30	Replacement by end of Nov 2013
Harnet Street - Sandwich	GHAO 503	J/W The Butchery	Replacement by end of Nov 2013
The Butchery - Sandwich	GTAQ 002	J/W Harnet St.	Replacement by end of Nov 2013
Channel View Road - Dover	GCBI 025	OPP Channel House	Replacement by end of Sept 2013
Deal Road - Guston	GDAI 515/516/517	J/W B2058	Replacement by end of Sept 2013
Mongeham Road - Deal	GMCX 503/504/505	J/W London Road	Replacement by end of Sept 2013

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

Street Lighting Lantern Replacement – Contact Officer Sue Kinsella			
Road Name	Column Ref	Location	Status
King Street - Sandwich	GMAU 002	On 22/22A	Replacement by end of September 2013
King Street - Sandwich	GMAU 003	On 26	Replacement by end of September 2013
King Street - Sandwich	GMAU 005	On 50	Replacement by end of September 2013
King Street - Sandwich	GMAU 006	On 58/60	Replacement by end of September 2013

Appendix D – Transportation 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.

Local Transport Plan Funded Schemes- <i>Contact Officer Richard Heaps</i>			
Road Name	Parish	Description of Works	Current Status
Dover QBP	Deal and Dover Town Routes	Clearways, poles/flags, timetable cases and raised boarders at principal stops.	Design in progress
River Dour Greenway		Shared use pedestrian and cycle work.	Complete – some minor adjustments outstanding
2013/14 Crash Remedial Schemes		Quick-win measures to address crash issues identified by crash cluster analysis <ul style="list-style-type: none"> ▪ A256 Sandwich by-pass and Ramsgate Road, Sandwich ▪ Ringwold Road, Kingsdown ▪ Manor Road and London Road, Deal ▪ A256 Barville Roundabout 	<ul style="list-style-type: none"> ▪ A256 Sandwich bypass – design in progress ▪ Ringwold Road, Kingsdown – Works ordered ▪ Manor Road, Deal – complete. ▪ A256 Barville Roundabout – Partially complete

Appendix D2 – Developer Funded Works

Developer Funded Works (Section 278 Works)			
Road Name	Parish	Description of Works	Current Status
River Dour Phase Buckland Bridge	Dover		Scheme Cancelled. Please refer to report.

Appendix E – PUBLIC RIGHTS OF WAY

Public Rights Of Way- Contact Officer Andrew Hutchinson			
Road Name	Parish	Description of Works	Current Status
EE335	Eythorne and Tilmanstone	Byway in poor condition surface enhancements to take place	currently under construction

Appendix F – Bridge Works

Bridge Works – Contact officer Tony Ambrose			
Road Name	Parish	Description of Works	Current Status
New Street	Sandwich	1945 Market Street Culvert Delf Stream culvert Relining/strengthening	Works to be scheduled for Winter 2013/14.
Austins Lane	Sandwich	1944 Austins Lane Culvert Delf Stream culvert Relining/strengthening	Works to be scheduled for Winter 2013/14.
Galliards Street	Sandwich	Galliards Street Culvert Delf Stream culvert Relining/strengthening	Works to be scheduled for Winter 2013/14.

Appendix G – Traffic Systems

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

Traffic Systems - Contact Officer: Toby Butler		
Location	Description of Works	Current Status
A256 London Road / Cherry Tree Avenue	Refurbishment of traffic signal controlled junction.	Not yet programmed but will require four weeks to complete.
A256 Priory Road near Norman Street	Refurbishment of traffic signal controlled crossing.	Not yet programmed but will require two weeks to complete.
A256 Sandwich Road near Mayfield Road	Refurbishment of traffic signal controlled crossing.	Not yet programmed but will require two weeks to complete.

Appendix H – Member Highway Fund

Member Highway Fund programme update for the Dover District.

The following schemes are those which have been approved for funding by both the relevant Member and by John Burr, Director of Highways and is up to date as of 26th August 2013.

The details below are for Highway Schemes only and does not detail contributions Members have made to other groups such as Parish Councils.

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

Pam Brivio

Scheme	Cost	Status
Improved HGV routing and low bridge warning signing: St Radigunds Rd, Dover	£1604	Awaiting programme date

Steve Manion

Scheme	Cost	Status
Reduction in speed limit to 50mph on A258 between Upper Road and the A2.	£3,689	Awaiting first stage of TRO advertising.

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.

Contacts: Toby Howe / Steve Rivers 0845 8247 800

DOVER DISTRICT COUNCIL

DOVER JOINT TRANSPORTATION BOARD – 12 SEPTEMBER 2013

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 items 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 Persons' Parking Bays	1 and 2	Information relating to any individual and Information which is likely to reveal the identity of an individual

DOVER JOINT TRANSPORTATION BOARD

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

1. Under the current arrangements with Kent County Council (the Highway Authority) an applicant has to satisfy a list of criteria set by 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 11

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

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