

Public Document Pack

DOVER JOINT TRANSPORTATION BOARD

White Cliffs Business Park Dover Kent CT16 3PJ
Telephone: (01304) 821199 Facsimile: (01304) 872452

30 June 2014

Dear Councillor

NOTICE IS HEREBY GIVEN THAT a meeting of the **DOVER JOINT TRANSPORTATION BOARD** will be held in the Council Chamber at these Offices on Thursday 10 July 2014 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 (Chairman)
Councillor T A Bond
Councillor B W Bano
Councillor J A Cronk
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 S C Manion (Vice-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

Vacancy (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** (Page 4)

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

4 **MINUTES** (Pages 5 - 9)

To confirm the attached Minutes of the meeting of the Committee held on 24 April 2014.

5 **APPOINTMENT OF CHAIRMAN AND VICE-CHAIRMAN**

To note the appointment of District Councillor Nigel Collor as Chairman and County Councillor Stephen Manion as Vice-Chairman respectively for the 2014/15 Council year.

6 **NATIONAL CYCLE NETWORK ROUTE 16 - BARTON ROAD, DOVER** (Pages 10 - 14)

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

7 **RAMSGATE ROAD, SANDWICH** (Pages 15 - 17)

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

8 **DOVER QUALITY BUS PARTNERSHIP** (Pages 18 - 36)

To consider the attached report of the Director of Highways, Transport and Waste, Kent County Council and the Director of Environment and Corporate Assets, Dover District Council.

9 **HIGHWAYS TRACKER SURVEY** (Pages 37 - 40)

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

10 **KALC SURVEY OF STORM AND FLOOD ISSUES 2014** (Pages 41 - 48)

To receive the attached report of the Kent Association of Local Councils.

11 **HIGHWAY WORKS PROGRAMME 2014/15** (Pages 49 - 63)

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

12 **EXCLUSION OF THE PRESS AND PUBLIC** (Pages 64 - 65)

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

13 **APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS** (Pages 66 - 91)

To consider the attached report of 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.

Declarations of Interest

Disclosable Pecuniary Interest (DPI)

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

Other Significant Interest (OSI)

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

Voluntary Announcement of Other Interests (VAOI)

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

Note to the Code:

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

Minutes of the meeting of the **DOVER JOINT TRANSPORTATION BOARD** held at the Council Offices, Whitfield on Thursday, 24 April 2014 at 6.00 pm.

Present:

Chairman: Councillor S C Manion

Councillors: B W Bano
T A Bond
P M Brivio
N J Collor
M R Eddy
G Lymer
E D Rowbotham
F J W Scales
R S Walkden
P M Wallace (In place of J H Goodwin)

Also Present: Mr J M Smith (Dover Town Council)
Mrs M Burnham (Deal Town Council)
Councillor M J Ovenden

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

637 APOLOGIES

Apologies for absence were received from District Councillor J H Goodwin and Mr B Scott (Sandwich Town Council) and Mrs S Hooper (KALC).

638 APPOINTMENT OF SUBSTITUTE MEMBERS

It was noted that, in accordance with Rule 4 of the Council Procedure Rules, Councillor P M Wallace had been appointed as a substitute Member for Councillor J H Goodwin.

639 DECLARATIONS OF INTEREST

It was noted that there were no declarations of interest.

640 MINUTES

In respect of Minute No 518, Councillor B W Bano expressed disappointment at the information provided on real-time displays and bus route 14. The Chairman advised Councillor Bano to pursue the matter with David Joyner, Kent County Council's (KCC) Transport and Safety Policy Manager in the first instance, and then the incoming Chairman if that approach proved unsatisfactory.

In respect of Minute No 522, Mr Rivers advised that the drainage review report had not yet been finalised. However, he was able to advise that A, B and C roads and roads in rural areas would have their gullies cleaned annually. Urban roads would be cleaned to a schedule based on the results of highway inspections. A gully cleaning schedule would be posted on KCC's website.

The minutes of the meeting of the Joint Transportation Board held on 27 February 2014 were approved as a correct record and signed by the Chairman.

641 DISABLED PARKING BAY CRITERIA

Lorna Day, Kent Parking and Enforcement Manager, Kent Highways and Transportation, attended the meeting in order to clarify the criteria used to determine disabled parking bay applications.

Ms Day advised that, following amendments to the Disability Discrimination Act in 2009, KCC had issued guidance to local authorities on disabled parking bay applications based on legal advice that it had received. This guidance stated that applicants were required to be a Blue Badge holder, in receipt of the Higher Rate Mobility component of Disability Living Allowance (or the Higher Rate of Attendance Allowance if over 65 years old) and were permitted to be the driver or passenger. However, practice varied across the Kent authorities. Whilst some authorities accepted applications from non-drivers provided the address of the applicant and driver were the same and the car was registered to that address, some only accepted applications where there were mitigating circumstances, for example where a child or adult could not be left unattended while the driver parked the car. The key point to consider when determining non-driver applications - where there were no mitigating circumstances - was whether traffic congestion would be caused by a driver double-parking a vehicle in order to allow a disabled passenger to disembark. Applications should be refused if traffic congestion would not be caused. Ms Day added that, since 2009, authorities had been unable to refuse applicants on medical grounds.

It was confirmed that Dover District Council's disabled parking bay application form had recently been amended to make it clear that applicants did not have to be the driver. Once received, non-driver applications were assessed by the Corporate Estate and Coastal Engineer (CECE) to check whether the applicant met the criteria and, assuming there were no mitigating circumstances, to consider whether their road would become congested by double parking. If, following a site visit, it was determined that traffic flow would not be impeded by double parking, the application would be refused. Applicants had the right of appeal and appeals went to KCC for determination.

Ms Day clarified that the 5% limit on parking bays was a guideline issue by the Department for Transport, with a 3% limit applying to car parks. Local car parks were not taken into account when assessing the 5% limit. In addition, it was confirmed that parking bays were not provided for the sole use of the applicant but rather for any Blue Badge holder.

Councillor P M Brivio expressed concern that some people were having to wait several months to have their disability allowance applications processed and were therefore being refused a parking bay because they did not meet the criteria. Councillor P M Wallace raised concerns over the fact that, unlike Dover, Canterbury City and Shepway District Councils accepted applications from non-drivers. A clearer system was needed at Dover as the current one was confusing to applicants and Members alike, partly because of the mitigating circumstances rule.

Ms Day advised that applicants could be asked to obtain a letter of confirmation from the Department for Work and Pensions so that their parking bay application could be processed, notwithstanding that they were not yet in receipt of the

allowance. In response to Councillor T A Bond who raised concerns about traffic congestion, Ms Day and the CECE emphasised that applications were assessed individually and were seldom black and white. For example, an applicant using a wheelchair was likely to be assessed differently to one who was an asthmatic because of the length of time it would take them to disembark from a car.

Councillor N J Collor referred to the length of time taken to process parking bay applications and explained that this was due to there being subject to consultation and other procedures. Given that the Dover Joint Transportation Board met only five times a year, he queried whether appeals could be considered between meetings. Ms Day confirmed that she would accept appeals for independent review if they had missed a Board meeting, and also from applicants who did not meet the criteria.

RESOLVED: That the verbal report be noted.

642 HIGHWAY WORKS PROGRAMME 2014/15

Mr Rivers presented the report which updated Members on works that had been approved for construction in 2014/15.

With reference to Appendix A, Mr Rivers undertook to investigate the scheme to stabilise foot-rails at Sandwich Road, Worth in response to Councillor Bond who sought a permanent solution. Mr Rivers also undertook to clarify whether proposed footway works on Folkestone Road at Hougham would continue through Capel-le-Ferne, noting Councillor F J W Scales' advice that there were no footpaths on this road in Hougham.

In respect of Appendix B, Mr Rivers advised that there were no precise commencement dates for drainage repairs. Mr Rivers also advised that the completion dates given in Appendix C should read April 2015 and not 2014. Councillor Eddy advised that St Francis Close was not in Deal but in Great Mongeham. Mrs M Burnham requested that Deal Town Council be advised which street columns were due to be replaced on Deal sea front as it was planning to affix hanging baskets to some of these. The CECE advised that it would be some time before these columns were replaced as a review was ongoing, and undertook to provide Mrs Burnham with this information.

In response to Councillors Bano and E D Rowbotham who requested that more information on public transport schemes, including the Quality Bus Partnership, be included in the report, Mr Rivers undertook to consider this. In response to Councillor Bano who proposed that the Public Transport Sub Group be reconstituted, the Democratic Support Officer advised that the Sub Group, which had not existed for several years, had been established in order to provide advice to the Dover Joint Transportation Committee which, at that time, had been a decision-making body. The Dover Joint Transportation Board was now an advisory body with no decision-making powers.

In respect of additional funds for weather damage, Mr Rivers advised that £140,000 of the £193,000 budget had been spent, with the remaining money programmed to be spent in May. Additional government funding for flood damage consisted of £8.6 million which had been split between drainage (£3.4 million) and large-scale highway schemes (£5.2 million). In respect of the Rail Track railway bridge at Coombe Valley Road, Mr Rivers undertook to request that better signage be investigated to prevent lorries hitting the bridge. Councillor Brivio advised that

some of her MHF budget was being used to improve signage at this location. Councillor Eddy commented that the scope for improving bus shelters was sometimes limited due to the amount of space that new shelters took up. Councillor Scales reported that he had managed to get two new shelters in Capel-le-Ferne, one funded by KCC and the other privately funded.

RESOLVED: That the report be noted.

643 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.

644 APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS

The Corporate Estate and Coastal Engineer introduced the report which gave details of seven disabled parking bay applications, together with proposals to remove four bays.

In respect of Application B, the Board was advised that the recommendation was to refuse the application since current parking arrangements allowed the driver to unload outside the house without causing traffic congestion. The applicant was not the driver of the vehicle and had difficulty walking but was not in a wheelchair. Councillor Bond voiced his concerns that traffic was likely to be obstructed by double parking as the property was very close to a junction and on a bus route.

Ms Day advised the Board that it was required to consider the application against specific legal advice which was that applications must be determined on traffic management rather than medical grounds. She confirmed that further medical evidence could not be sought at this stage, but would be requested should the applicant appeal. It was stressed that the application form and guidance notes made it clear that applicants should submit evidence of any mitigating circumstances with their initial application.

Councillors Bond, Eddy and Scales commented that they had insufficient medical information before them, and that further medical evidence should therefore be sought and the application deferred accordingly. Councillor Bond argued that it was for the Board to make a judgement as to whether there would be traffic congestion, and it could not do this based on the evidence before it. Councillor Collor suggested that Members should act upon the information in front of them. Given that there had been no further letters of objection following the bay's re-positioning, he would be inclined to support the application.

Ms Day reiterated that Board members were not medical practitioners and could not seek medical information at this stage. Deferring the application would delay the process and the final decision would then have to be taken by the KCC Cabinet Member. In response to a query from Councillor Wallace, Ms Day advised that legislation stipulated that a disabled parking bay could only be provided if not providing one would cause significant traffic congestion. The Board was urged to act upon the legal advice that had been given. The CECE added that it had been

established that the road in question was clear for most of the time which would allow the driver to disembark the disabled person without causing an obstruction.

In respect of Application D, the Board was recommended to refuse the application since the applicant was not in receipt of disability benefit. Councillors Bond and Walkden questioned why the application had been accepted when the applicant failed to meet one of the key criteria. The CECE explained that, once payment had been taken, Officers were obliged to process the application. It was confirmed that the applicant could re-apply if refused. Councillor Brivio commented that it was unfair that another person who did not meet the criteria had had their application rejected at the initial stage by Officers.

In respect of Application G, the Board was recommended to refuse the application since the driver would be able to unload directly outside the property causing minimal traffic congestion. The CECE confirmed that the vehicle was registered at the applicant's address. Councillor Wallace remarked that the road in question was very narrow with cars parked on both sides. There was also a school and nursery in the road. Based on the limited evidence before him, Councillor Bond was of the opinion that double-parking would cause congestion in the road. Moreover, on the basis of advice given earlier in the meeting, his view was that the Board was able to approve the application since non-provision would cause traffic congestion.

Ms Day advised that any recommendations from the Board which went against KCC guidelines and advice would go to the Executive for determination.

In response to Councillor Bano, the CECE agreed to investigate the provision of Google Earth pictures at future meetings.

- RESOLVED:
- (a) That it be recommended that Applications A, B, C, E, F and G be formally advertised and, in the event that no objections are received, be recommended for sealing by Kent County Council (with any objections being referred back to a future meeting of the Dover Joint Transportation Board for further consideration).
 - (b) That it be recommended that Application D be refused.
 - (c) That it be recommended that the four disabled parking bays detailed in Item H 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 7.41 pm.

Decision No:

From: David Brazier, Cabinet Member – Environment, Highways & Waste
John Burr, Director - Highways & Transportation

To: Environment, Highways & Waste Cabinet Committee

Date: 10th July 2014

Subject: National Cycle Network Route 16, Dover

Classification: Unrestricted

Summary:

For Members recommendation to take the highway improvement scheme through the next stages of development ready for implementation

Introduction

The original report for this scheme came before Members of the JTB in December 2013. The Section 106 money was to be used to address a cycle connection from the bottom of Old Charlton Road to connect to the River Dour Greenway via a new footway/cycleway on the south side of Barton Road and using the quiet side road of Charlton Avenue.

Members resolved to support the scheme but wanted to pursue additional works using the Section 106 spend to address traffic speeds around the sharp bend on Barton Road.

What I now propose

The only possible solution that would be viable within the allocated spend would be as demonstrated on Drawing No. KCC-S106-BRD-001A which shows a small build out to the bottom of Connaught Road which would force drivers to slow before turning into Connaught Road, which due to a lack of deflection often does not happen currently. It should also be recognised that the carriageway of Barton Road on the approach to the bend will be physically narrowed by the widened footway, which in itself will help to reduce traffic speeds.

Finance

All from Section 106 spend.

Consultation

A public consultation exercise has been carried out, no adverse representations have been made at the time of writing this report but the consultation period finishes on the 9/7/14 so an update will be given on the evening of the JTB.

Recommendations

That Members approve the scheme going forward as demonstrated on Drg. No. KCC-S106-BRD-001A

Background Documents

Consultation Letter and Drwg. No. KCC-S106-BRD-001A

Contact Officer:	Sally Benge, Strategic Transport & Development Planner, KCC 03000 418181
Reporting to:	John Burr, Director of Highways, KCC 03000 418181

Resident

**Highways and Transportation
Development Planning Team**

Ashford Highway Depot
Javelin Way
Ashford
Kent
TN24 8AD

Contact us at www.kent.gov.uk/highways
Tel: 03000 41 81 81
Ask for: Sally Bengé
Our ref: A4/KCC/S106/BRD/001
Date: 10 June 2014

Dear Sir / Madam,

Public Consultation: Cycle Facility Improvements – Barton Road, Dover

Kent County Council (KCC) Highways and Transportation is in receipt of funding negotiated under Section 106 of the Town and Country Planning Act 1990, from the developers of White Cliffs Business Park, to improve pedestrian and cycle facilities.

Why do we want to carry out this work?

Improvements have already been made to Roman Road and cyclists are provided with a suitable route until the junction of Frith Road, Barton Road, Old Charlton Road, Connaught Road and Castle Avenue. There are no facilities for them to safely reach the existing River Dour Greenway having reached Barton Road.

What does the proposed scheme involve?

The scheme (as shown on drawing number A2/KHS/S106/TRE/102) involves:-

The proposal is to route cyclists to turn right on leaving Old Charlton Road on the wide area of footway fronting St Edmunds School to the existing pedestrian crossing over Barton Road. The crossing would need to be upgraded to a toucan to accommodate cyclists. The footway on the south side of Barton Road would be widened to a minimum 3m to allow a segregated footway/cycleway to the junction of Charlton Avenue. The widened footway would result in the loss of four trees along Barton Road. Cyclists would then be directed down Charlton Avenue to connect with the River Dour Cycle route at the bottom.

The junction of Barton Road/Connaught Hill will be amended to reduce the speed of vehicles entering Connaught Hill.

The carriageway will also be narrowed as Barton Road turns right into Frith Road to create a visual reduction to control traffic speeds around the bend.

What is the purpose of this consultation?

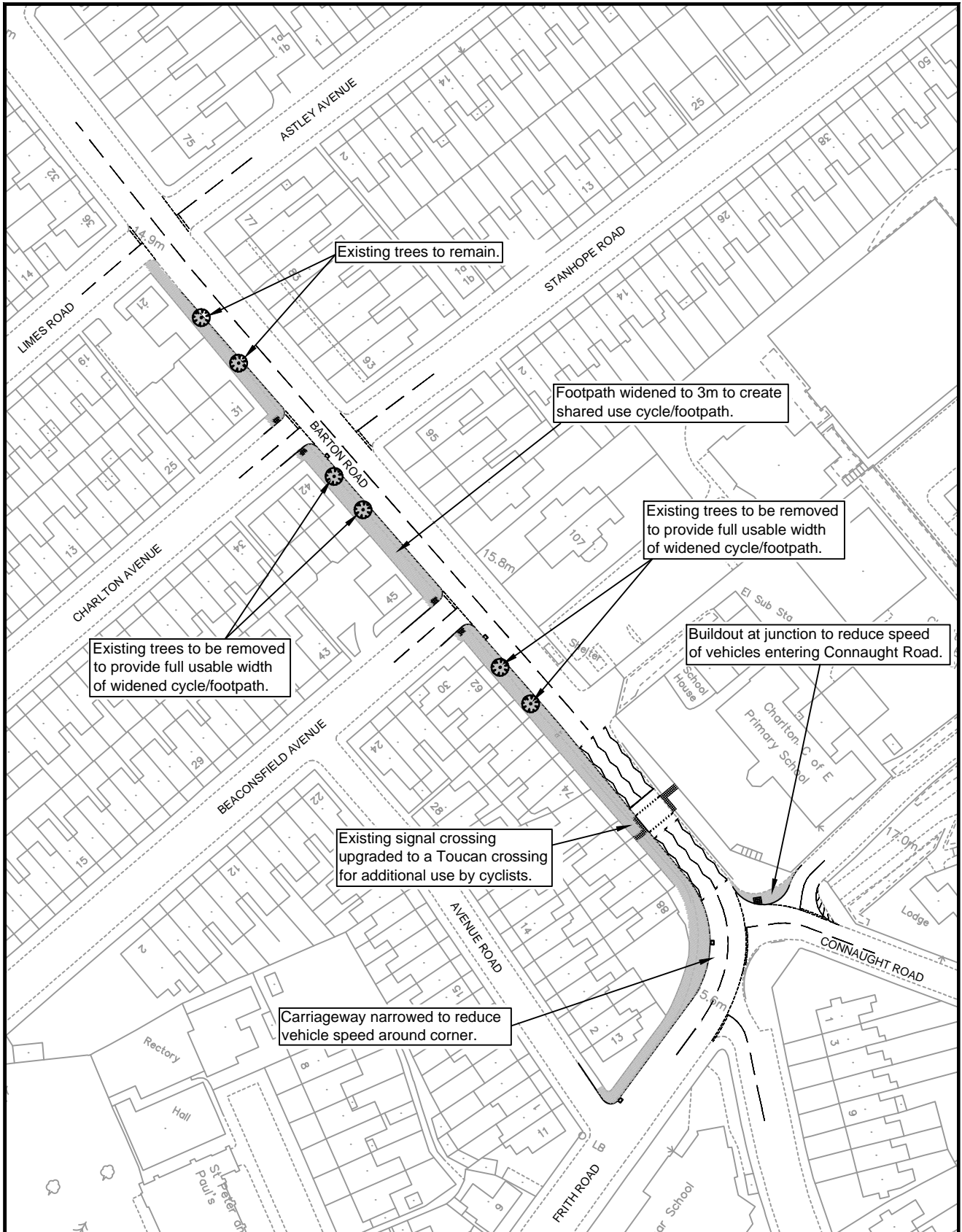
This information is being provided to raise awareness of the proposed traffic scheme. KCC would like to hear from you should you wish to support the proposals or if you have any related concerns or points that are appropriate to be considered as part of the scheme progression. If you have any comments please email thanet.highwayconsultations@kent.gov.uk quoting Barton Road in the email title or call 03000 41 81 81 by Wednesday 2nd July to register your views. The attached plan can also be viewed online by using the following web address: <http://consultations.kent.gov.uk/consult.ti>


What will happen next?

Subject to the results of this consultation exercise, the scheme will be progressed to its detailed design stage, taking into consideration the feedback received.

Yours faithfully,

Sally Bengé
Strategic Transport & Development Planner
KCC Highways and Transportation



This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.		A	26/06/14	ROAD NAMES AMENDED	GDL	SB	SB
Rev		Revision Date	Purpose of revision		Drawn	Check'd	App'd
 <p>Kent County Council Ashford Highway Depot Henwood Industrial Estate Ashford TN24 8AD Tel: 03000 418181</p>		Drawing title CYCLE ROUTE IMPROVEMENTS CONSULTATION PLAN					
		Drawing status CONSULTATION					
Project BARTON ROAD, DOVER SECTION 106		Scale		N.T.S at A4		Do not scale	
		Drawing number A4/KCC/S106/BRD/001					
		14					

From: David Brazier, Cabinet Member – Environment, Highways & Waste
John Burr, Director - Highways & Transportation

To: Environment, Highways & Waste Cabinet Committee

Date: 10th July 2014

Subject: Ramsgate Road, Sandwich between Discovery Park and Willowbank -

Classification: Unrestricted

Summary:

This report gives a brief summary regarding the Local Sustainable Transport Fund spend on creating a more attractive link between Discovery Park and Sandwich Town.

1.0 Introduction

1.1 Kent County Council (KCC) has been awarded £200k from the Local Sustainable Transport Fund to improve sustainable travel links to and from “transport hubs”. With Discovery Park having been awarded Enterprise Zone Status and planned substantial mixed use development coming forward it is important to try to connect Discovery Park to Sandwich by promoting a welcoming and attractive link which would benefit all users but particularly encourage walking and cycling.

Sandwich Road as existing between Monks Way and Willowbank is a single track carriageway with a footpath and verge to one side and a verge with significant vegetation including both trees and shrubs to the other.

The Sandwich Town Council have highlighted their concerns with vehicles constantly parking on the grassed verge despite a single yellow line having been introduced. As a result the verge suffers from tyre channels and the grass does not grow leaving a muddy edge to the carriageway which is unsightly and the parked cars themselves are haphazardly parked and can cause conflict with passing vehicles. Vehicles also tend to speed through this long and straight section of road.

The vegetation to the back edge of the pathway is mostly on private land and is untidy in some areas, particularly in the vicinity of the Sandwich Salvage Yard which restricts the available footway width with overhanging vegetation from conifers planted to the site frontage.

It is intended to liaise with the landowners to reconstruct their access with replaced vegetation and improved sight lines onto both the new footway/cycleway and the carriageway.

2.0 The Proposal

The proposed scheme will provide a shared footway/cycleway link and formalise parking arrangements by providing a new layby in the existing grassed verge as indicated on drawing KCC/LSTF/RRS/001 Rev 0. The introduction of a gateway feature and traffic calming through carriageway narrowing and pinch points demarcated with granite setts will substantially increase the attractiveness of accessing Sandwich through sustainable means. The improvements will provide a safer environment for pedestrians and cyclists and force drivers to recognise the change in their surroundings and to adapt their speeds appropriately. Sandwich station now benefits from peak High Speed rail services and will be served by High Speed 1 throughout the day from January 2015. It is therefore considered that the proposed scheme would be an extremely timely and effective use of the funding, increasing the attractiveness of Discovery Park as a place to do business.

3.0 Finance

All costs are covered by Local Sustainable Transport Fund.

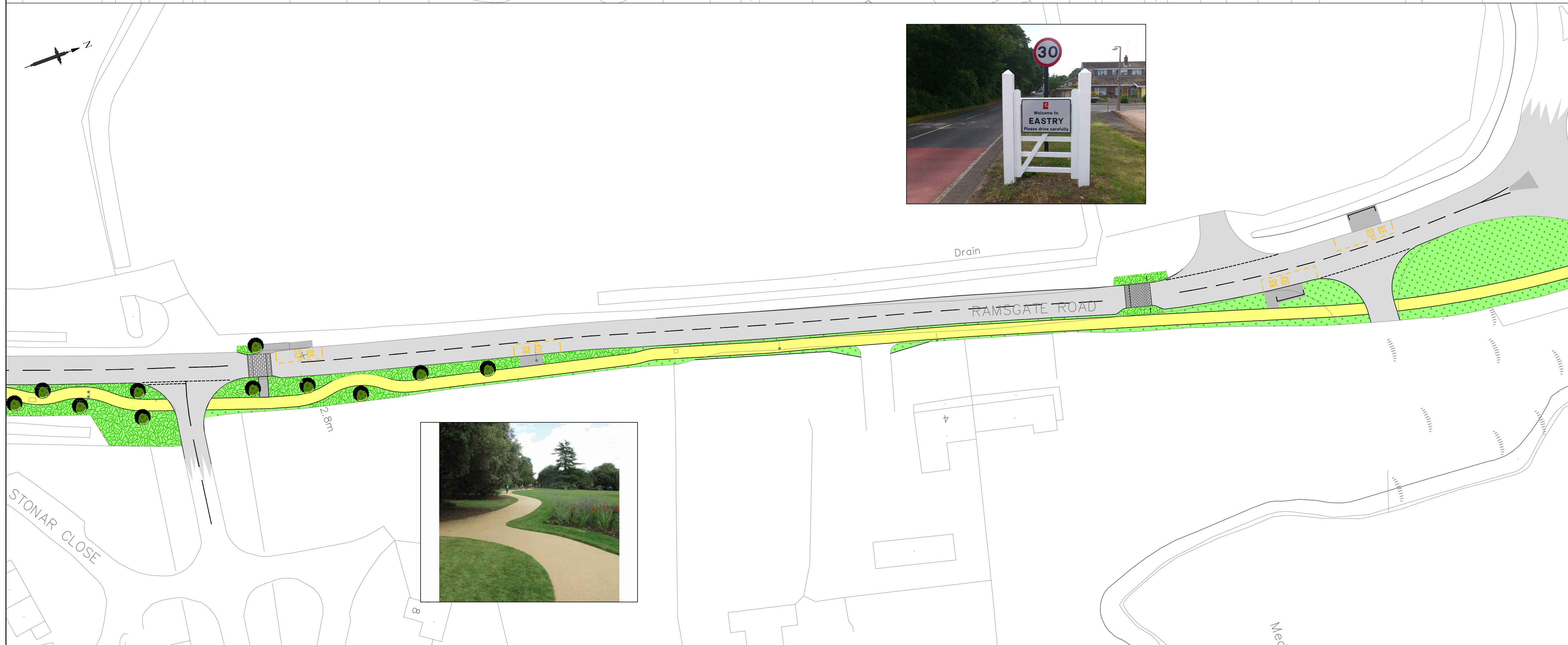
4.0 Consultation

It is intended to complete a localised consultation in the coming weeks.

5.0 Recommendation

That Members recommend the scheme is proceeded with subject to no objections being received from the public consultation.

Contact Officer:	Sally Benge, Strategic Transport & Development Planner, KCC 03000 418181
Reporting to:	John Burr, Director of Highways, KCC 03000 418181



Rev	Revision Date	Purpose of revision	GDL	SB
0	05/06/14	FIRST ISSUE		



Kent County Council
Ashford Highway Depot
Henwood Industrial Estate
Ashford TN24 8AD
Tel: 08458 247 800

Project: **RAMSGATE ROAD CYCLE WAY**

Drawing title: **OUTLINE PROPOSALS**

Drawing status: **DRAFT**

Scale: **1:1500 at A1** Do not scale

Drawing number: **KCC/S106/RRS/001** Rev: **0**

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

From: Director of Highways, Transportation & Waste, KCC
From: Director of Director of Environment & Corporate Assets, DDC
To: Dover Joint Transportation Board
Subject: Dover Quality Bus Partnership
Date: 10 July 2014
Classification: Unrestricted
Electoral Division: All in Dover

Summary:

This paper updates Members on progress with the Dover Quality Bus Partnership. The partnership comprises representatives of Kent County Council, Dover District Council and Stagecoach East Kent Ltd. Established in April 2009, the partners shared objective is to co-ordinate investment in infrastructure and services, to work towards providing a viable alternative to a car journey, to tackle congestion, to improve access to essential services and to support sustainable development. Since the launch 5 years ago, good progress has been made in respect of improving services and generating inward investment. In contrast to much of the country, outside of London, bus patronage in Dover and Kent has been increasing. This report highlights the importance of continuing to work effectively, in particular raising awareness and improving engagement to support the delivery of infrastructure improvements, in order to sustain progress towards our shared objectives.

Recommendation(s):

Members of the JTB are asked to support the work of the Dover QBP and to nominate a representative to attend quarterly QBP co-ordination meetings and to report back on progress and issues for consideration by future meetings of this board.

1. Introduction & Background

- 1.1 Kent has been at the forefront of establishing Quality Bus Partnerships (QBPs) as a mechanism to kick-start and sustain ongoing improvements in the quality and frequency of public transport. QBPs are a key part of Kent's approach to coordinating work to improve public transport as a viable alternative to a car journey, to tackle congestion and pollution, to improve access to key services (employment, education, health services and essential food shopping) and to support sustainable development.
- 1.2 As a consequence of these agreements and the ongoing investment in bus stop infrastructure, concessionary fares schemes such as the Kent Freedom

Pass and smart card ticketing technology, Kent has benefited from a substantial investment in new buses and higher frequency services made by the principal bus operators. In contrast to much of the country, outside of London, bus patronage has grown by some 50% over the past 10 years.

- 1.3 The Dover QBP was established in April 2009 and comprises representatives of Kent County Council, Dover District Council and Stagecoach East Kent Ltd. The agreement, (attached as **Appendix 1** to this report), provides a framework under which the three parties work together on a voluntary basis. Established using legislation contained in the Transport Acts 2000 and 2008, co-ordination meetings are held quarterly. The agenda covers development planning issues, bus service network planning and proposed improvements to infrastructure and information provision.

2. Achievements to date

- 2.1 The Dover QBP was formed following a successful joint Kick-start bid to the Department for Transport to create the Dover – Deal Diamond. The Diamond included an £850,000 investment by Stagecoach in 8 new buses and an increase in service frequency between Canterbury, Sandwich, Dover and Deal. The vehicles were complemented by improved bus stop infrastructure and information along the routes as well as targeted marketing. Patronage increases have enabled these improvements to be sustained on a commercial basis.
- 2.2 The key indicators measuring the success of the Dover QBP are detailed in **Appendix 2** of this report. In summary, comparing 2009/10 with 2013/14 data:
 - the number of buses operating on time has increased from 94.6% to 95.7%;
 - the number of miles operated with low floor accessible buses has increased from 59% to 70%;
 - passenger journeys have increased from 3,332,526 to 3,674,429 which equates to a 10% growth;
 - complaints to Stagecoach have decreased from 173 to 154;
 - new or upgraded shelters have been provided at 25 stops;
 - enhancements, including raised kerb boarders, have been introduced at 79 stops;
 - stops with timetable information has been increased from 142 to 354 which equates to 63.2% of bus stops where passengers board;
 - service frequencies have been doubled between Dover and Deal (15/A), Dover and Canterbury (15A/B and 12) and Dover and Folkestone/ Hythe and New Romney (101/102) and
 - 14% of buses now meet Euro 5 emissions standards.
- 2.3 Improvements and contributions to public transport have been negotiated by Dover District Council with support from the QBP, to ensure new developments in the district are as sustainable as they can be.

- 2.4 Ticketing offers by Stagecoach and the County Councils' Kent Freedom Pass (KFP) have helped to build patronage and provide a viable alternative to a car based school run for 11-16 year olds. The County Council provided *pump priming* funding to equip public buses in Dover District with smart ticket machines. This scheme has supported both the KFP and the English National Concessionary Fares Scheme (ENCTS) run by the County Council. Kent has also maintained the supported bus network in Dover District, despite reductions in Government funding.

3. Next Steps

- 3.1 Over the longer term, the partners have a vision to deliver a *step change* bus based rapid transit system for Dover. Ultimately, Dover Bus Rapid Transit (BRT) will link the principle development sites at Whitfield and the Western Heights with park & ride, the rail station, Dover town centre and Dover Docks. The vision for Dover BRT is for high quality, high frequency services supported with cutting edge information and ticketing running along segregated bus lanes where possible. As was the case with Fastrack in Kent Thameside, the incremental service enhancements, already described above, are being used to grow the necessary patronage base for the BRT network. Some safeguarding of land and developer contributions have already been secured as part of the developments at Whitfield. This process will be continued as further development sites come forward.
- 3.2 Stagecoach is in the process of implementing a GPS bus location system, enabled by the County Councils' investment in ticket machines. This will allow buses to be tracked to assist with monitoring timeliness and congestion as well as to provide *real time* arrival information to passengers with smart phones. It is planned to launch this scheme during summer 2014.
- 3.3 Both Stagecoach and KCC are investing in smart ticketing technology. Stagecoach is progressively launching existing multi journey tickets such as Mega-riders in a smart card format and the County Council is currently piloting an *e-purse* smart card (along the lines of the London Oyster Card) with a view to a county wide roll out in 2015/16.
- 3.4 Some schemes identified in the QBP agreement (Appendix 1 - Section 8) have proved more difficult to deliver. Namely improvements to the public transport interchange and waiting facilities at Pencester Road, Dover and South Street Deal to accommodate additional buses and passenger growth and provision of clearways or piers at some bus stops. These are necessary to enable buses to reach the bus stop to give access for mobility impaired or disabled passengers in accordance with equalities legislation.

4. Conclusions & Recommendations

- 4.1 Good progress has been made by the Dover QBP partners towards achieving the aims of the agreement established in April 2009. Co-ordinated investment in infrastructure and services has enabled the partners to work towards providing a viable alternative to a car journey, to tackle congestion, to improve

access to essential services and to support sustainable development. The partnership has generated a significant level of inward investment to support travel in and around Dover District and patronage has been increasing.

- 4.2 That said, it has proved difficult to support these enhancements through commensurate infrastructure investment in some areas, particularly at interchanges and some bus stops. Support from this Board will be instrumental in ensuring the recent successes of the Dover QBP can be replicated in future years.
- 4.3 It is recommended that the JTB nominates a representative to attend quarterly QBP co-ordination meetings and to report back on progress and issues for consideration by future meetings of this board.

Contact: David Joyner - Kent County Council - 03000 410 236

Contact: Gordon Measey - Dover District Council - 01304 872 422

APPENDIX 1: THE DOVER QBP AGREEMENT



**DOVER
QUALITY
BUS PARTNERSHIP
AGREEMENT**

DOVER QUALITY BUS PARTNERSHIP

AGREEMENT

3 APRIL 2009

A Protocol between Kent County Council, Dover District Council and Stagecoach in East Kent

The partnership to achieve quality local bus services in the Dover District

1. Statement of Principles

Kent County Council, Dover District Council and Stagecoach in East Kent share the common objectives of:

- 1.1 Creating a public transport network acknowledged by local residents, visitors and the business community as an increasingly attractive alternative to private car use.
- 1.2 Seeking increased use of local bus services to assist in achieving a sustainable and self-sufficient transport system, capable of meeting the needs of the 21st century, enriching the quality of life in the Dover District, attracting investment, and enhancing work and leisure opportunities.

All three parties to this protocol acknowledge that these objectives require high quality reliable public transport that can only be delivered through working in partnership, with a commitment to co-ordinated investment and complementary initiatives.

2. Framework for Action

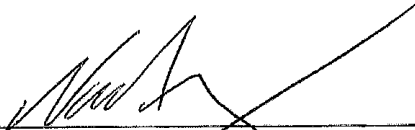
- 2.1 The bus network within Dover District has been identified as being appropriate for a joint commitment to invest and to upgrade facilities and operations, together with improved and imaginative marketing, which can contribute to the target growth.
- 2.2 The projected development and growth in Dover during the next decade will provide opportunities for the provision of high quality public transport services, enhancing the Dover District and encouraging sustainable transport options whenever possible.

DOVER QUALITY BUS PARTNERSHIP

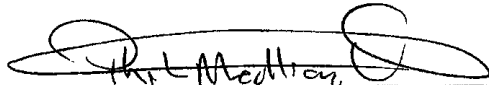
Signed this 3rd day of APRIL 2009



Keith Ferrin, Cabinet Member for Environment, Highways and Waste
Kent County Council



Nadeem Aziz, Chief Executive
Dover District Council



Phil Medlicott, Managing Director
Stagecoach in East Kent

3. Agreements of this Protocol

The three parties to this protocol agree to:

- 3.1 Work together to implement a substantial improvement to bus operating infrastructure, including stops, shelters, passenger information, accessibility
- 3.2 Work together and introduce innovations such as alternative environmentally friendly fuels, market sensitive fares including innovative ticketing (recognising that the level of fares in Dover District is below the UK average) and improved information, including where appropriate "real time" systems, to ensure that the aims, measures and targets of the protocol are delivered
- 3.3 Seek to deliver, through market research and similar consultative measures, opportunities for the introduction of new or revised local bus services, which would increase the use of public transport
- 3.4 Seek to identify through market surveys and public attitude studies the means to increase the quality and availability of public transport services in the Dover District
- 3.5 Seek to co-ordinate the development of the public transport network with land use planning to maximise the opportunities for local bus and rail services
- 3.6 Seek to co-ordinate the public transport network with other forms of transport to achieve maximum travel opportunities for the Dover District
- 3.7 Seek to implement a Punctuality Improvement Partnership
- 3.8 Work with Dover Town Council, Deal Town Council, Sandwich Town Council and Parish Councils within the District of Dover, and with other representative organisations, to exchange information and assist in the improvement of infrastructure and local transport information
- 3.9 The KCC Sustainable Transport Team will undertake the responsibility of organising and administering the meetings of the Partnership

4. Dover District Council and Kent County Council will:

- 4.1 Plan and progressively introduce, where possible, a series of bus priority and other measures, to improve the timing, punctuality and reliability of local bus services
- 4.2 Support new or improved public transport infrastructure and/or services where appropriate from both existing and new developments, to provide an accessible local bus service network for journeys to and from the present town centre, commercial locations and residential areas of the District
- 4.3 Seek funding for public transport facilities in support of investment and other measures taken by Stagecoach in East Kent to improve local bus services

- 4.4 Secure, implement and maintain suitable attractive and appropriate arrangements for the provision of information and roadside furniture (stops and shelters) to a standard agreed between the partners; Kent County Council to be responsible for damaged bus stop posts & hardstanding, and Dover District Council to be responsible for maintenance of its shelters
- 4.5 Assist in identifying new market opportunities for local bus services and support new initiatives to encourage greater use of public transport, including Green Travel Plans for employers and education establishments
- 4.6 Give advance notice of roadworks affecting bus services and make every reasonable endeavour to safeguard bus access in cases of road closures or diversions
- 4.7 Provide any other relevant infrastructure to improve bus access to stops (Kent County Council); and provide resources for bus stop clearways and parking enforcement (Dover District Council).

5. Stagecoach in East Kent will:

- 5.1 Work and consult with both Dover District Council and Kent County Council over the design, planning and implementation of a viable and sustainable network of local bus services, establishing appropriate co-ordination with other public transport services
- 5.2 Work with both Kent County Council and Dover District Council to provide input into the Local Transport Plan so that the benefits of improvements introduced through this protocol can be measured in terms of patronage figures
- 5.3 Introduce where commercially feasible improved local bus services in line with the introduction of priority measures, automatic vehicle location systems and other new features which contribute to more efficient public transport operation
- 5.4 Seek to maintain all services in the Dover District area with minimum lost mileage and to a professional standard. As a minimum standard Stagecoach in East Kent will aim to achieve standards of operation set by the Traffic Commissioner in accordance with NI 178
- 5.5 Invest where commercially feasible in new and fully accessible vehicles, as well as presenting existing vehicles in an attractive manner, using environmentally friendly fuels
- 5.6 Consult with Kent County Council and Dover District Council on any significant proposed fare changes
- 5.7 Continue to develop higher standards of training and education amongst staff, including an understanding of passenger transport operation and customer care
- 5.8 Provide adequate management and supervision of services to uphold standards as well as being able to deal with emergencies and other unforeseen circumstances quickly and efficiently

- 5.9 Be responsible for timetable displays, timetable display cases and bus stop flags at bus stops served only by Stagecoach routes. Bus stops on routes served by KCC-tendered services will be maintained by the appointed Roadside Infrastructure Unit contractor.
- 5.10 When services are disrupted by road works, ensure that the public are adequately informed of alternative arrangements by means of information on stops and buses and via Traveline.

Important Note:

This is a Voluntary Partnership Agreement in accordance with the provisions of the Transport Act 2000 and the Local Transport Act 2008. As such it is an agreement in which each of the parties is a voluntary partner.

Therefore, nothing in this agreement is designed or should be concluded as being legally binding on any of the parties, or in any manner being restrictive to the commercial or operational activities of Stagecoach in East Kent or any other organisation.

6. Aims and Measures of the Quality Bus Partnership

All three parties to the protocol agree to work together using the following aims and measures of the Quality Bus Partnership:

(M1) Percentage increase in number of passenger journeys since 2008

The very large increase in the number of passenger journeys since 2008 has been due to a number of factors, principal among them being the significant improvement in the level of service offered and the introduction of concessionary fares, which was first introduced county-wide in 2006 and England-wide in 2008. However, there are serious funding issues relating to the latter of these factors which are still to be resolved. The target figures predict a modest growth in passenger journeys on the very high baseline in 2008.

Target is 7.5% increase during the first three years

(M2) Percentage increase in number of multi-journey ticket sales since 2008

The very successful marketing undertaken by the operator has generated a significant growth in the sale of multi-journey tickets, especially the day explorer ticket and the weekly Megarider ticket. The expected growth in passenger numbers would also be expected to increase these sales further.

Target is 9% increase during the first three years

(M3) Increase in passengers expressing satisfaction with service provided since 2008

Bus passenger satisfaction rates would be expected to grow alongside the planned improvements that the QBP seeks to implement during the next three years. The parties to the agreement will seek to arrange a passenger satisfaction survey at an appropriate time.

7. Targets for Next Three Years

All three parties to the protocol agree to work together towards achieving the following targets for each of the next three years:

(T1) Percentage of services operating on time

Poor punctuality is due to many factors, including the increasing number of vehicles on the road and inconsiderate parking and loading at bus stops. We need to focus on better enforcement of illegal parking at bus stops and more rigorous monitoring of why and when delays happen, so that problems causing late running can be resolved.

Target is to build up to 95% within the first three years, as determined by NI 178 of not less than 1 minute early and not more than 5 minutes late

(T2) Number of stops with raised kerbs and bus stop clearways

Raised kerbs give better access at bus stops, especially for passengers with limited mobility and for parents with children in buggies. The standard measurement for raised kerbs should be 160mm, which meets the requirements of the highway authority and of the bus operator, especially with the increase in the number of low-floor buses which can be prevented from accessing the bus stop parallel to the pavement if the raised kerb is higher than this. The provision of more bus stop clearways is paramount, and these will continue to be introduced at all urban bus stops as soon as resources permit.

KCC is committed to providing a high level of bus stop improvement measures through its Integrated Transport programme, which should enable the trunk route stops between Dover and Folkestone, and many of the Dover town stops, to be completed. The rolling target for improved bus stops reflects this.

Target of new stops with raised kerbs and bus stop clearways is 50 in year 1, 100 in year 2, and 150 in year 3

(T3) Number of departure stops with timetable information

The provision of clear and accurate timetable information at the majority of bus stops is an essential part of public transport provision, and the operator has commenced a considerable improvement in the provision of timetable information in the Dover area. The completion of this project should enhance the attractiveness of local bus services, and increase patronage.

Target is 142 stops in year 1, 182 stops in year 2, and 222 stops in year 3

(T4) Bus stops with new or replacement shelters

The provision of shelters at all principal pick-up stops is an important facility for encouraging an increase in bus passengers. Combined with the elements of roadside infrastructure described above, a bus shelter provides essential protection from inclement weather, especially for the elderly, for those who are less mobile, and for parents with young children. There is a high level of bus shelter provision in Dover District at present, and where resources and physical limitations permit Dover District Council will increase their provision.

(T5) Projected dates for conversion of local routes to low-floor access vehicles

*Routes 12/711 in April 2009
Routes 14 and 89 as soon as funding permits*

(T6) Percentage of drivers with NVQ Level 2 in Road Passenger Transport

The investment provided by the operator in its workforce reflects their commitment to a reliable, customer oriented service, and is to be welcomed and encouraged

Target is 40% in year 1, 50% in year 2, and 60% in year 3

8. Additional Improvements to the Bus Network

All three parties to the agreement will work towards the following additional improvements to the bus network insofar as the provision of funding permits:

- 8.1 Stagecoach in East Kent and Kent County Council to ensure that service quality and reliability is maintained
- 8.2 Kent County Council to ensure that service performance of financially supported services continues to be monitored
- 8.3 Dover District Council to encourage developer contributions for public transport infrastructure, information and services
- 8.4 Kent County Council and Dover District Council to review the proposal for interchange improvements in South Street, Deal to reinforce the improved image of bus travel that the Diamond initiative has brought; and to improve accessibility by construction of a build-out with raised kerbs. The bus stops would need to meet the KCC bus stop hierarchy standards
- 8.5 Kent County Council and Dover District Council to improve the busy stops in Queen Street, Deal in accordance with the KCC bus stop hierarchy standards
- 8.6 Kent County Council to carry out an audit of all remaining bus stops as part of the Roadside Infrastructure Unit contract
- 8.7 Kent County Council and Dover District Council to ensure that the Pencester Road, Dover bus hub is upgraded, primarily funded through developer contributions, other funding through Dover's Growth Point status, and the KCC Integrated Transport programme 2006-11
- 8.8 Dover District Council will ensure that the requirements of public transport are considered in any proposals arising from the Dover Transportation Study which has been developed as part of the Council's regeneration plans and Local Development Framework
- 8.9 Kent County Council and Stagecoach in East Kent (SEK) to explore inter-availability of certain SEK tickets on non-SEK services
- 8.10 Kent County Council to investigate revisions to road layout in the Melbourne Avenue area in Dover, to enable low-floor buses to operate on routes 88 & 89
- 8.11 Dover District Council to consider the provision of a Park & Ride facility in the context of the Whitfield development plans
- 8.12 To agree a programme for the introduction of real time information to key stops across the area

9. Conclusions

- 9.1 This agreement sets out some benchmark aims, measures and targets which form the basis of a Quality Bus Partnership for Dover. Provided there is commitment from all three parties to the protocol, the bus passenger network in the Dover area should enjoy significant new initiatives, improvements and investment in the immediate future.
 - 9.2 This agreement will then set in place the foundations necessary for further developments envisaged in association with regeneration plans for the Whitfield and Western Heights areas of Dover, which could see the expansion of the existing bus network to incorporate a new Dover Express Service linking these areas, and new Park and Ride terminals, with the town centre, High Speed rail station and the Dover Community Hospital.
-

APPENDIX 2: DOVER QBP WORKING TARGETS & REPORTS

Part 1 – Working Targets

		09-10	10-11	11-12	12-13	13-14	14-15
		ACTUAL	ACTUAL	ACTUAL	ACTUAL	ACTUAL	TARGET
T1 (SEK)	% of buses operating on time	94.6	95.1	94.3	95.5	95.7	95.7
T2 (SEK)	% of scheduled miles operated	99.5	99.5	99.9	99.8	99.9	99.9
T3 (SEK)	% of miles operated with low-floor access buses	59.0	68.5	68	70	70	70
T4 (SEK)	% increase in passenger journeys (to increase by 0% pa)	3, 332,526 2.5%	3,407,647 2.2%	3,505,272 2.8%	3,535,542 0.8%	3,674,429 3.9%	+2%
T5 (SEK)	Complaints (to reduce by 5% p.a.)	173	158	132	142	154	145
T6 (DDC)	Investment in new or upgraded shelters	2	17	4	0	2	3
T7 (KCC)	Improved accessibility at stops (cumulative)	50	50	72	72	79	90
T8 (SEK)	Stops with timetable information (cumulative)	142	240	273	282	354	375

Part 2 – Working Reports

		09-10	10-11	11-12	12-13	13-14
		ACTUAL	ACTUAL	ACTUAL	ACTUAL	ACTUAL
R1	Average Fleet Age (years)	8.0	8.7	9.9	10.2	9.7
R2	PCNs issued on clearways	33	22	58	59	--
R3	Journey times (minutes)					
	Dover – Deal	41	41	41	41	41
	Dover – Folkestone	28	28	28	28	28
	Dover – Whitfield (Tesco's)	17	17	17	17	17
R4	Frequency between Dover and: (bph)	10-11 actual	11-12 actual	12-13 actual	13-14 actual	14-15 actual
	Deal (15/A)	2	2	2	2	2
	Ramsgate (87/88/A)	1	1	1	1	1
	Aylesham (89)	1	1	1	1	1
	Canterbury (direct) (15/A/B)	2	2	4	2	4
	Canterbury (via Whitfield) (12)	0	0	1	1	2
	Folkestone (101/102)	3	3	4	4	4
	Hythe (101/102)	3	3	4	4	4
	New Romney (101/102)	3	3	4	4	4
R5	Euro Emissions	Euro 1	Euro 2	Euro 3	Euro 4	Euro 5
	% of buses	17%	32%	37%	0%	14%

	meeting EU emissions standards					
--	--------------------------------------	--	--	--	--	--

By: Director of Highways, Transportation & Waste, KCC
To: Dover Joint Transportation Board
Subject: Dover summary from the Highway Tracker Survey 2013
Classification: Unrestricted

Summary: Inform Joint Transportation Boards of the Dover summary of the 2013 Resident, County Member and Parish/Town Council Highway Tracker Survey. The full survey report is published on the KCC website.

Introduction

This is a summary of the Highway survey results specific to Dover. Details of the full survey can be found in the 'Highways and Transportation Tracker Survey 2013 - Research report' on kent.gov.uk.

Accuracy of figures:

In all, 1,205 residents in Kent were interviewed. This equates to approximately 100 interviewed per district. This means that all results at a district level are + or - 10% of that shown. For example, 32.9% of residents in Dover are satisfied with the condition of roads, however in reality due to the small sample size this figure could be anything between 22.9% and 42.9%. Figures for the whole of Kent are more accurate due to the larger sample size. These are only + or - 2.8% of that shown.

Key results for Dover residents:


Where the Dover result is within the + or – 20% variance of the overall Kent result, they are rated as **GREEN** meaning they are not significantly different from the Kent average.


Condition of Roads	53.3% Satisfied	This figure is +7.0% above the average satisfaction for Kent residents.
Condition of Pavements	68.0% Satisfied	This figure is +6.0% above the average satisfaction for Kent residents.
Street Lighting	75.0% Satisfied	This figure is +6.0% above the average satisfaction for Kent residents.
Road drains / gullies	73.0% Satisfied	This figure is +8.0% above the average satisfaction for Kent residents.

Other results from the Highway Survey that are + 20% above or -20% the Kent average for Dover residents:

- All figures for Dover residents are within +/-20% of the average for Kent.

Response levels to survey from County Members and Parish/Town Councils for Dover:

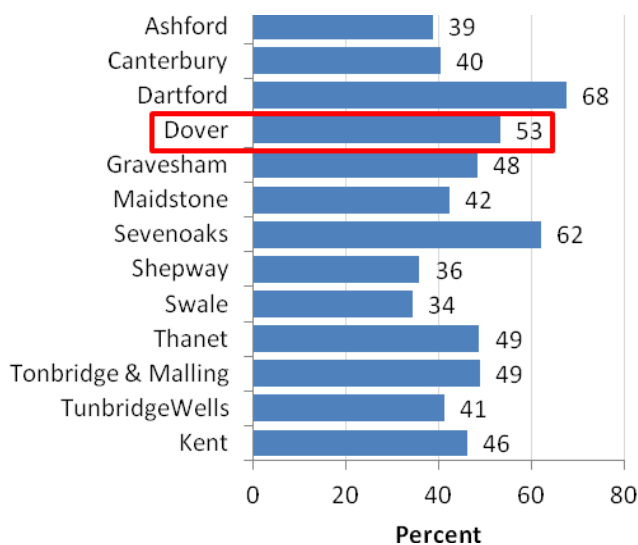
 10 out of 35 (i.e. 29%) of **Parish/Town Councillors** for Dover completed the 2013 Highway survey. Note: the average response rate for Parish/Town Councillors across Kent was 48%.

 4 out of 7 (i.e. 57%) of **County Members** for Dover completed the 2013 Highway survey. Note: the average response rate for County Members across Kent was 55%.

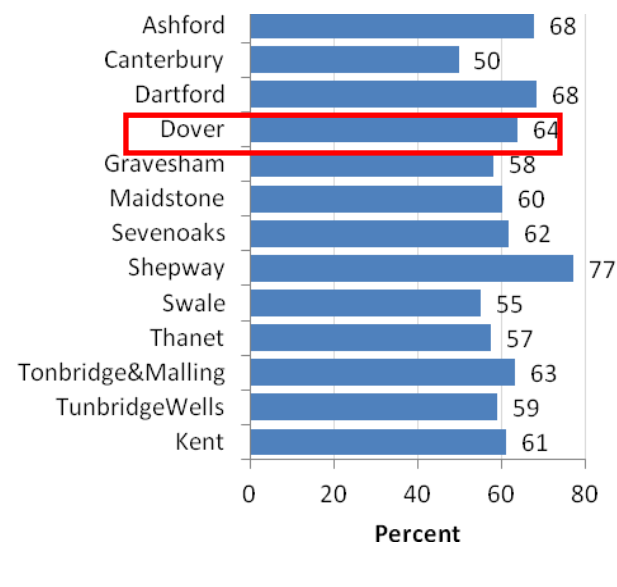
Please note: survey sample sizes for County Members and Parish/Town Councils are too small to be broken down to a district level.

Results for Dover residents compared to other districts (Remember results can be +/- 10% of that shown):

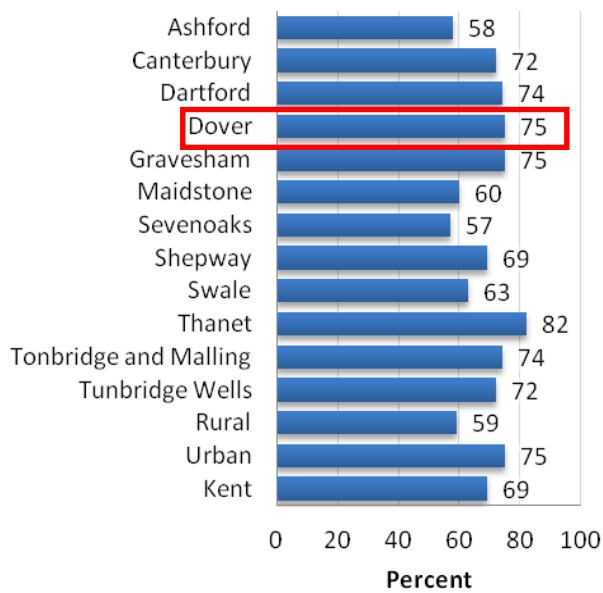
Summated satisfaction with roads - All resident responses (%)



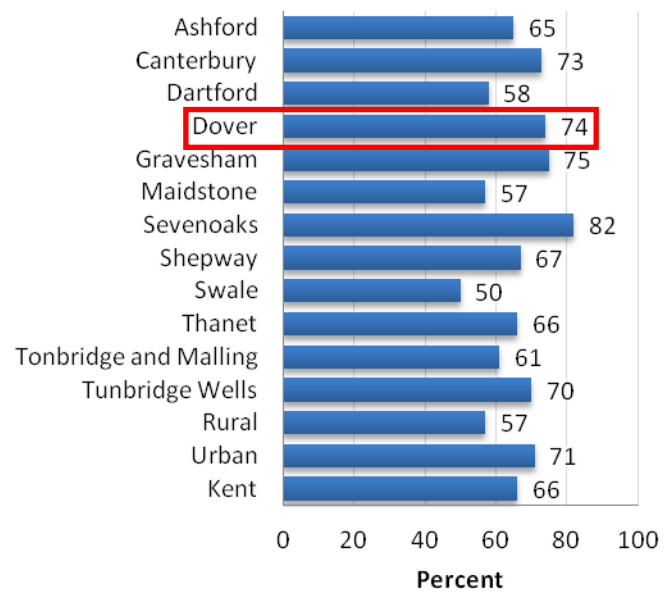
Summated satisfaction with pavements - All resident responses



**Satisfaction with the street lighting, by geography
- All residents (%)**



**Satisfaction with the road drains/gullies, by geography
(All residents %)**



How those 100 residents in Dover were chosen:

The 100 residents' interviews for Dover were split into ten sampling clusters (each cluster representing a census output area), with ten interviews conducted per cluster. From a list of all Kent census output areas, a geographic profile was first developed, so that the target number of interviews was representative of the county in terms of deprivation level (10% of interviews conducted in each deprivation decile), and that each individual district covered as wide a range of deprivation levels as possible. The number of interviews in each individual district is also representative of the population breakdown between urban, town fringe and rural areas. Individual census output areas that fit the geographic profile design were then randomly selected (using random number tables).

Recommendations

Members are asked to note this report .

Author Contact Details

Steve Rivers, Dover District Manager, Kent County Council Highways, Transportation & Waste

✉ Steve.Rivers@kent.gov.uk

☎ 03000 418181

To: (District) Joint Transportation Board

By: Kent Association of Local Councils

Date: 10 July 2014

Subject: Christmas and New Year storms and flooding

Classification: Information only

Summary: This report will provide a summary of the views received from Kent Association of Local Councils concerning the impact of the Christmas and New Year storms and floods.

CHRISTMAS AND NEW YEAR STORMS AND FLOODING

Introduction

This report provides a summary of the views received from KALC member Councils regarding the impact of the Christmas and New Year storms and floods across Kent. It focuses on the response and what improvements need to be made to make us all better prepared for future extreme weather events. The UN Intergovernmental Panel on Climate Change's latest report in March 2014 indicates that global warming is leading to more volatile weather patterns, so the experience this winter is unlikely to be a one-off. This report will be shared with the Kent Recovery Group members such as Kent County Council, Kent Resilience Team, Kent Fire & Rescue Service, Kent Police and the Environment Agency.

Background

Kent and the rest of the country experienced extreme winter weather, which started on 5 and 6 December with the worst tidal surges in 60 years that struck the east coast of England. Kent and the rest of the country was then hit by a storm that started on Monday 23 December and downed trees and power lines and resulted in surface water flooding over Christmas and the New Year. The extreme weather continued during January and February with gale force winds and exceptionally heavy rain with many rivers bursting their banks as river levels soared. The impact of the extreme winter weather affected all parts of Kent both on the coast and inland. There were a number of areas seriously impacted by the floods, for example, Yalding, Bridge, Littlebourne and around the Sevenoaks and Tunbridge Wells areas, with Yalding making the national media and receiving a visit from the Prime Minister on 27 December.

There was strong criticism nationally of the initial Government response, with over 7,800 homes and nearly 3,000 commercial properties flooded. According to DCLG, about £14 million has been paid out to help communities recover and to meet the costs of protecting lives and properties in the future, with a further £183.5 million due to be paid by local authorities by the end of March.

We recognise that a significant amount of work is already being undertaken by the Environment Agency and the emergency and resilience teams in Kent to address some of the worst affected places such as Yalding and Bridge and coastal towns such as Sandwich. This summary therefore touches on some of these but focuses on other areas in Kent.

Issues across Kent

The following issues/problems arose across the County as a result of the extreme weather:

- Main roads and side roads were flooded, both in towns and village centres and in rural areas;
- Falling trees and telegraph poles blocked main and side roads, some for a considerable time in the rural areas;
- Power outages were widespread with the majority in West Kent and smaller numbers in East Kent, with some prolonged outages.

What was the response?

Given the widespread and extreme nature of the weather that affected all parts of Kent, it is recognised that Kent's emergency and resilience resources were very stretched and put under significant pressure and therefore, as a result, responses varied across Kent, which produced both praise and criticism. There was universal acknowledgement and praise for the determination, dedication and professionalism shown by officers from the multi-agency response teams, particularly with regard to the response along the Nailbourne through Bridge and Littlebourne, which also involved the Armed Services and the British Red Cross.

There was also considerable support from local business and volunteers, with many helping with Kent Police to clear fallen trees from the highway and alleviate the worst effects of the storm. In other areas KCC Highways were on hand to remove fallen trees.

There was praise for Dartford Borough Council who sent in pumping equipment when the River Darent was rising and had a visible presence on site. Tunbridge Wells Borough Council was also praised for the way it responded to requests. There did appear however to be confusion, concern and frustration in other areas over the availability of sandbags. For example it appeared that Sevenoaks District Council was unaware that there was a flood warning on the River Darent on 17 January and residents were being advised that they could not have sandbags. Sandbags were then made available but it was not readily communicated to the public.

There was also praise for the Environment Agency from many Councils, with officers calling door-to-door in Lamberhurst, which was significantly affected by power cuts and flooding.

Whilst there were a lot of positives, there are also a number of areas where improvements should be made to help us all be better prepared for future extreme weather events, both at national, county and local level.

A key area for improvement is in communication between all key partner organisations.

What improvements should be made?

We have grouped these issues in to a number of key themes below:

Theme & Issue	Parish/Town Council	Action
Emergency		
Communication Issues:		
Improved lines of communications between tiers of Local Government & the Environment Agency	CLeFPC (13) DTC (14)	KRU & EA
Improved information and updates and greater resource allocated from power suppliers to providing quicker responses to enquiries	MPC (15)	KRU & UK PN
Real time plotting of information of river levels	LaPC (16)	EA
Improvement of EA and UKPN websites to make them more easily accessible to relevant and up-to-date information	Yalding	EA & UKPN
Roll out of the Flood Warden Scheme	Yalding	EA
Emergency actions:		
Rapid deployment of sandbags	HK&SBPC & SwTC & LPC (18)	PA & EA & KRU
Supply of emergency signage	LaPC (17)	PA & EA & KRU
Strategic		
Funding Issues:		
More resources for monitoring and advice systems	EPPC (1)	EA & KRU
A defined capital expenditure programme	NRoTC (2)	EA & UK PN
Infrastructure Issues:		
Siting of substations and cables to improve resilience	LPC (3)	UK PN
Improved coastal defences: assessment and upgrading	NRoTC (4)	EA
Improved pumping station capacity & improved longer term resilience	NRoTC (5)	SP & EA
Investment in canals, dykes & sewers to allow pumping stations to drain to sea	NRoTC (6)	EA & SP
Investment in dredging of water courses where appropriate and investment in greater maintenance of the rivers, i.e. removing fallen trees and other obstructions, removing vegetation growths from river banks, removing landowners' increase of river bank to the detriment of river flow	CapPC (7) Yalding	<u>EA</u>
Tactical		
Maintenance issues:		
Improving drains, gullies & grips with a programme of clearance. Greater monitoring of ditches in private ownership that are not maintained. When a ditch is piped, there seems to be no method of ensuring a correct size pipe is installed until after the work is completed and complaints received.	AyPC (8), SwTC (9), MPC (10), Yalding	EA & KCCH

Improved tree maintenance and removal of ivy from roadside trees	OfPC (11) & BPC (12)	KCCH/ landowner
------------------------------------------------------------------	----------------------	-----------------

EA Environment Agency ; **UK PN** UK Power Networks; **KRU** Kent Resilience Unit; **SP** Statutory Provider; **KCCH** Kent County Council Highways; **PA** Principal Authority

Examples of Parish and Town Council responses

(1) East Peckham PC	Very heavy flooding. Poor responses on sandbags, road closures and clearance & trees: poor communication.
(2) New Romney TC	Low lying area. Need for capital investment in sea defences: dykes, drains and sewers. Those that have fallen from use need to be reactivated.
(3) Lamberhurst PC	Vulnerable. The assessment of sub stations with regard to capacity, the reciting of vulnerable cables and over reliance on tidal and gravity schemes.
(4) New Romney TC	The movement and displacement of shingle and the need to reduce the need for continuous upgrading of shingle.
(5) New Romney TC	The need to invest in pumping stations to ensure capacity after an adequate assessment of the present and future demands.
(6) New Romney TC	The greater coordination of defences to allow the flow of excess water to the pumping stations for evacuation to the sea
(7) Capel PC	General drainage issues and sewer problems and concerns over water courses not being maintained causing local flooding. Over reliance on ponds.
(8) Aylesham PC & (9) Swanley TC	General road flooding issues: lack of assessment and maintenance despite local monitoring and reporting. Drains blocked on roads resulting in localised flooding particularly roads and housing.
(10) Molash PC	Failure to clear gullies and problems with soakaways and silting up of verges. Regular maintenance poor and communication to date slow.
(11) Offham PC	Many fallen trees and telegraph poles blocking roads. Positive response from PC and local volunteers.
(12) Burham PC	Numerous tree problems with poor clearance follow up issues which may have made issues worse.
(13) Capel Le Ferne PC	Lack of information and general feeling of lacking emergency training: lack of exchanges of information between bodies.
(14) Deal TC	Significant confusion over sandbags and availability and communication with other tiers of LG poor.
(15) Molash PC	Lack of information from power suppliers: the need for dedicated telephone numbers with a real person responding. An isolated parish with vulnerable infrastructure like overhead power cables and prolonged blackouts.
(16) Lamberhurst PC	Flooding fears and perception of cuts undermining confidence in authorities: need for investment in real time monitoring of river levels and data. Investment in keeping water courses clear.

(17) Langdon PC	Problems with roads and fallen trees and resulting lack of signage caused chaos on the roads. Enthusiasm for local input and manpower. The need to reactivate a list of local people with skills and equipment to support community.
(18) Horton & Kirby PC & Swanley TC & Lyminge PC	Poor distribution of sandbags in time: problems accentuated by lack of information and poor command structure. Confusion over responsibilities and telephone priorities and distribution of emergency contact lists: perception of lack of updates and sense of panic.

Working with the Parish and Town Councils

The importance of the multi-agency response teams working closely with the Parish Councils who have local knowledge is essential. A number of Parish and Town Councils have already developed an emergency plan, which were used to good effect during the storms and floods, for example, Yalding.

KALC has been working closely with both KCC's Emergency Planning and Resilience Team and Kent Fire & Rescue Service over the last year on emergency planning and community reassurance and resilience and has held a number of joint workshops, which cover self-help plans, providing emergency centres, contact points etc.

KALC held a Community Resilience and Reassurance Conference on 8 February and was delighted that Kent Fire & Rescue Service, Kent Police and KCC Emergency Planning/Resilience were able to take part given that the event was in the middle of the flooding. The event was very successful and generated significant interest from many Parish Council in developing Emergency Plans.

Another key message from the February event was the recognition that whilst the emergency services and emergency planning/resilience teams from the County and District Council have statutory emergency response roles, more needs to be done both nationally and at county level on personal resilience, as people should also take responsibility for looking after themselves and their families to make themselves more resilient.

KALC will continue to work with KCC to run further workshops during 2014 on Emergency Planning and with Kent Fire & Rescue Service on Community Resilience and Reassurance.

Contact officer: Terry Martin/ Kent Association of Local Councils

To: Dover Joint Transportation Board
By: KCC Highways and Transportation
Date: 10th July 2014
Subject: Highway Works Programme 2014/15
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2014/15

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2014/15

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 **03000 418181**

Toby Howe	Highway Manager (East)
Steve Rivers	District Manager
Sue Kinsella	Street Lighting Manager
Katie Lewis	Drainage Manager
Russell Boorman	Resurfacing Manager
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
North Military Road / South Military Road	Dover	From its junction with Citadel Road to its junction with Durham Hill	Completed
Military Road	Dover	From its junction with Durham Hill to its junction with Lancaster Road	To be reprogrammed
Beaconsfield Road	Dover	From its junction with London Road to its junction with Barton Road	Completed
Beaconsfield Road inc Northcote Road	Deal	From its junction with Victoria Road to its junction with Blenheim Road	Due to start week commencing 23/6/2014
Balfour Road	Walmer	From its junction with Salisbury Road to its junction with Kelvedon Road	Completed
Surface Dressing Schemes			
Road Name	Parish	Extent of Works	Current Status
Willows Wood Road	Great Mongeham	From its junction with Stoneheap Road to its junction with Northbourne Road	Completed
Willow Road	Great Mongeham	From its junction with Stoneheap Road to its junction with Northbourne Road	Completed
Waterworks Hill	Langdon	From its junction with The Street to its junction with Forge Lane	Completed
Swanton Lane	Swingfield	From its junction with The Street to Swanton Court Farm	Programmed to start 22/06/2014
Shepherdswell Road	Eythorne and Shepherdswell With Coldred	140m w of Church Hill junction to 85m NE of Barfrestone Road	Completed
Oak Hill	Swingfield	From its junction with Stockham Lane to its junction with Canterbury Road	Programmed to start 22/06/2014
Northbourne Road	Great Mongeham	From its junction with Willow Road to its junction with Mongeham Road	Completed

Ash Road	Sandwich	From its junction with Sandwich Bypass to its junction with Richborough Road	Completed
Machine Resurfacing – Contact Officer Russell Boorman			
Road Name	Parish	Extent of Works	Current Status
Northwall Road	Deal	From its junction with Golf Road to its junction with Friends Close	Completed
Crabble Hill	Dover	App to traffic lights near its junction with Old Park Rd	Programmed to start Autumn 2014
Allenby Avenue	Deal	Whole Length	Completed
Coombe Valley Road	Dover	Coombe Valley Road Rdbt (rbt circulatory only)	Completed
Alkham Valley Road	Alkham	Newlyns Meadow to West of entrance to 'Bramhall'	Programmed to start Autumn 2014
A258 Deal Road	Guston/St Margarets at Cliffe	Dover Road, Westcliffe to Jubilee Way	Programmed to start Summer/Autumn 2014
Alkham Road	Temple Ewell/River	Kearsney Court to 30 speed limit	Programmed to start Summer/Autumn 2014
Footway Improvement - Contact Officer Wendy Boustead			
Road Name	Parish	Extent and Description of Works	Current Status
Sandwich Road	Worth	From Adelaide Café to its junction with Southern Water pumping station – This scheme is still in the design stages	Programmed to start 12/08/14 for two weeks
Folkestone Road	Hougham Without	From its junction with Hougham Court Lane to its junction with Dover Hill – Slurry Surfacing (extents still to be clarified)	Programmed to start Summer 2014

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - Contact Officer Katie Lewis			
Location	Description of Works	Job Status	Timescale for Completion
Cooting Road, Aylesham	Installation of new Soakaways	Works Programmed	Summer 2014
Elms Vale Road, Dover	Installation of new Soakaways	Investigation and Design underway	Summer/ Autumn 2014
Homestead Lane, Dover	Installation of new drainage system and pond clearance	Investigation and Design underway	Autumn/ Winter 2014
Green Lane, Whitfield	Installation of new Soakaways	Works Programmed	Summer/ Autumn 2014
Forge Lane, Whitfield	Installation of new drainage system	Investigation and Design underway	Summer/ Autumn 2014
Church Hill, Sutton	Excavation of Ponds	Investigation and Design underway	Autumn/ Winter 2014
Wootton Lane, Denton	Excavation of Ponds	Works Programmed	Summer 2014
Kingsdown Road, Walmer	Install gullies and a small soakaway at each location	Works Programmed	Summer/ Autumn 2014
Ranalagh Road, Deal	Installation of new gullies and upgrade existing system	Investigation and Design underway	Autumn/ Winter 2014
Griffin Hill, Dover	Installation of new soakaways and additional drainage	Investigation and Design underway	Autumn/ Winter 2014
Adelaide Road, Dover	Installation of new gullies into existing system	Investigation and Design underway	Autumn/ Winter 2014

Appendix C – Street Lighting

Structural & Electrical testing has been carried out in Dover Area. A programme of work to replace those columns that have failed the test is identified below.

Road Name		Column Ref	Status
St Radigunds Road	Dover	GSEK014 GSEK016 GSEK018 GSEL020 GSEK022 GSEK023 GSEK024 GSEK026 GSEK029 GSEK030	Completed
Green Lane	Dover	GGBU002 GGBU018	Completed
Weavers Way	Dover	GWAO010 GWAO011	Temporary connection in place, final completion by end of July 2014
Rokesley Road	Dover	GRBD013	Completed

Pioneer Road	Dover	GPBJ002 GPBJ004	Completed
Montreal Close	Dover	GMDU005	Completed
Minerva Avenue	Dover	GMCP001 GMCP003	Completed
London Road	Dover	GLCT023	Lane closure required
Kimberley Close	Dover	GKAH010	Completed
Hirst Close	Dover	GHCF003	Completed
Durban Crescent	Dover	GDCO006	Temporary connection in place, final completion by end of July 2014
Crabble Hill	Dover	GCGZ019	Road closure required
Colton Crescent	Dover	GCEP003	Temporary connection in place, final completion by end of July 2014
Christchurch Way	Dover	GCIL001 GCIL005 GCIL007	Completed
Astley Avenue	Dover	GACD005 GACD009	Temporary connection in place, final completion by end of July 2014
Auckland Crescent	Dover	GACJ005 GACJ006 GACJ008 GACJ010	Temporary connection in place, final completion by end of April 2014
Alberta Close	Dover	GAAS002	Temporary connection in place, final completion by end of July 2014
St Francis Close	Deal	GSDL001 GSDL002 GSDL003 GSDL004 GSDL005 GSDL006 GSDL007	Completed
Elizabeth Drive	Capel le Ferne	GEAQ002 GEAQ003 GEAQ004	Completed
New Dover Road	Capel le Ferne	GNAM166	Temporary connection in place, final completion by end of July 2014
Folkestone Road	Dover	GFAO031 GFAO066	Completed Road closure required
Camden Crescent	Dover	GCAC002 GCAC003	Completed
York Street	Dover	GYAD015	Completed
Lower Street	Eastry	GLBX002 GLBX005 GLBX007	Completed
Woodland Close	River	GWDC003	Completed
Valley Road	River	GVAC008	Completed
Byllan Road	River	GBDQ002	Completed

Clarendon Street	Dover	GCEF002	Completed
Biggin Street	Dover	GBBW004	Completed
Farthingloe Road	Dover	GFAE001	Completed
Kings Road	Dover	GKAQ002	Completed
Longfield Road	Dover	GLBL001 GLBL004 GLBL010 GLBL011	Completed
Salisbury Road	St Margarets	GSAC004 GSAC006	Completed
Reading Road	Dover	GRAK005	Completed
Beaconsfield Road	Dover	GBAX001 GBAX002	Completed
Bridge Street	Dover	GBCP002	Temporary connection in place, final completion by end of July 2014
Churchill Street	Dover	GCDU001	Completed
Hamilton Road	Dover	GHAH006	Completed
Noahs Ark Road	Dover	GNAY017	Completed
Park Avenue	Dover	GPAM001 GPAM008 GPAM009 GPAM010 GPAM012	Completed
Poulton Close	Dover	GPDC017 GPDC019 GPDC020 GPDC021	Completed
Randolph Road	Dover	GRCM010	Completed
Woods Place	Dover	GWDG001 GWDG002	Completed
Buckland Terrace	Dover	GSCC005	Completion by end 7 th July 2014
London Road	Dover	GLCR010 GLCR016 GLCR026 GLCR301 GLCR302	Awaiting road space Completion by end July 2014
Oswald Road	Dover	GOAX008	Completed
Marjan Close	Dover	GMEW002 GMEW003 GMEW010	Completed
Lukes Close	Dover	GLDG003	Completed
Holmestone Road	Dover	GHDK001 GHDK002 GHDK003	Completed
Hillside Road	Dover	GHCE002	Completed
Crabble Avenue	River	GCFW003	Completed
Coombe Valey Road	Dover	GCEX002 GCEX006 GCEX010 GCEX013	Completed

Cherry Tree Avenue	Dover	GCCG002 GCCG003 GCCG004	Completed
Barwick Road	Dover	GBAP007 GBAP008 GBAP012	Completed
Brookfield Place	Dover	GBCW004	Completed
Beaufoy Terrace	Dover	GBBD001 GBBC002 GBBC006 GBBC010 GBBC011	Completed Hedge Trim Reqd.
Bunkers Hill Avenue	Dover	GBFG005 GBFG006 GBFG008	Completed
Salisbury Road	Walmer	GSAB005 GSAB019	Completed Hedge Trim Reqd.
Roselands	Walmer	GRBP002 GRBP004 GRBP005	Completed
Palmerston Avenue	Walmer	GPAF001	Completed
Liverpool Road	Walmer	GLCW010 GLCW012 GLCW013 GLCW014 GLCW017 GLCW023	Completed
Kingsdown Road	Walmer	GKAT004	Completed
King Street	Walmer	GKAN003	Completed
Greenacre Drive	Walmer	GGBX006 GGBX008	Completed
Granville Road	Walmer	GGBM010	Completed
Gothic Close	Walmer	GGBF001 GGBF002	Completed
Mill Road	Deal	GMCF111	Awaiting road space Completion by end August 2014
West Street	Deal	GWBA 504	Awaiting road space Completion by end August 2014
West Street	Deal	GWBA 505	Awaiting road space Completion by end August 2014
West Street	Deal	GWBA 006	Awaiting road space Completion by end August 2014
St Georges Road	Sandwich	GSDQ007	Awaiting road space Completion by end August 2014
Church Street	Walmer	GCDK007	Awaiting road space Completion by end August 2014

London Road	Deal	GLBJ025	Awaiting road space Completion by end August 2014
Biggin Street	Dover	GBBW005	Awaiting road space Completion by end August 2014
New Street	Sandwich	GNAS003	Awaiting road space Completion by end August 2014
Honeywood Parkway	Whitfield	GHDU057	Awaiting road space Completion by end August 2014
London Road	Deal	GLBJ003 GLBJ004	Awaiting road space Completion by end August 2014
Beach Street	Deal	GBAS902	Awaiting road space Completion by end August 2014
Water Street	Deal	GWAJ001	Awaiting road space Completion by end August 2014
London Road	Dover	GLCR903	Awaiting road space Completion by end August 2014
London Road	River	GLBI513	Awaiting road space Completion by end August 2014
St Peters Street	Sandwich	GSEN003 GSEN005	Awaiting road space Completion by end August 2014
Mill Lane	Dover	GMEJ001	Awaiting road space Completion by end August 2014
Lower Road	River	GLBU018	Awaiting road space Completion by end August 2014
Pilots Avenue	Deal	GPBF004	Awaiting road space Completion by end August 2014
Sandwich Road	Sandwich	GSAH024	Awaiting road space Completion by end August 2014
Farncombe Way	Whitfield	GFAC004 GFAC011 GFAC012 GFAC014	Awaiting road space Completion by end August 2014
North Military Road	Dover	GNBT010 GNBT011 GNBT015 GNBT016 GNBT018 GNBT020	Awaiting road space Completion by end August 2014

Gloster Ropewalk	Dover	GRBM004	Awaiting road space Completion by end August 2014
Albany Place	Dover	GAAM001	Awaiting road space Completion by end August 2014
Freemans Way	Deal	GFAX004	Awaiting road space Completion by end August 2014
Glack Road	Deal	GGAJ009 GGAJ010	Awaiting road space Completion by end August 2014
Telegraph Road	Deal	GTAG013 GTAG019	Awaiting road space Completion by end August 2014
Bridgeside	Deal	GBEY002 GBEY003 GBEY005 GBEY008	Awaiting road space Completion by end August 2014
Church Lane	Deal	GCHH003 GCHH021	Awaiting road space Completion by end August 2014
Delane Road	Deal	GDAU002 GDAU004	Awaiting road space Completion by end August 2014
Diana Gardens	Deal	GDBA004	Awaiting road space Completion by end August 2014
South Wall	Deal	GSCS011	Awaiting road space Completion by end August 2014
Young Close	Deal	GYAG002	Awaiting road space Completion by end August 2014
Honeywood Parkway	Whitfield	GHDU007 GHDU026	Awaiting road space Completion by end August 2014
Dorman Avenue North	Aylesham	GDCV001	Awaiting road space Completion by end August 2014
Middle Street	Deal	GMBP001	Awaiting road space Completion by end August 2014
Beaufoy Road	Dover	GBBC101	Awaiting road space Completion by end August 2014
The Marina	Deal	GTBJ010 GTBJ013 GTBJ014 GTBJ017	Awaiting road space Completion by end August 2014
High Street	Deal	GHDS014	Awaiting road space Completion by end August 2014

Burgoyne Heights	Guston	GBDN007	Awaiting road space Completion by end August 2014
Cassino Square	Guston	GCAR001	Awaiting road space Completion by end August 2014
Corunna Place	Guston	GCFG001	Awaiting road space Completion by end August 2014
Brewer Street	Deal	GBCK002	Awaiting road space Completion by end August 2014
Lancaster Road	Dover	GLAI001 GLAI003	Awaiting road space Completion by end August 2014
Beach Street	Deal	GBAS001 GBAS301 GBAS005 GBAS006 GBAS007 GBAS013 GBAS015	Awaiting road space Completion by end August 2014
London Road	Temple Ewell	GLCS036 GLCS045 GLCS048	Awaiting road space Completion by end August 2014
Lantern conversion to LED			
Leyburne Road	Dover	GLAS 001 GLAS 002 GLAS 004 GLAS 005 GLAS 006 GLAS 007	Completed

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- Contact Officer Richard Heaps			
Road Name	Parish	Description of Works	Current Status
Sandwich	Sandwich	Dropped kerbs to facilitate pedestrian access	Design

2013/14 Crash Remedial Schemes		Measures to address crash issues identified by crash cluster analysis <ul style="list-style-type: none"> ▪ A258 Dover Road and Granville Road, Walmer ▪ St Radigunds Road, Dover ▪ Frith Road, Dover ▪ High Street, Wingham ▪ Honeywood Parkway, Whitfield ▪ A256 Sandwich By-pass j/w Ramsgate Road, Sandwich ▪ Sandwich toll bridge ▪ Crabble Hill j/w Old Park Road, Dover ▪ A258 Deal Road, Dover 	Design and consultation
--------------------------------	--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------

Appendix D2 – Developer Funded Works

Developer Funded Works (Section 278 Works) Contact Officer Michele Ellis			
Road Name	Parish	Description of Works	Current Status
A258 London Road	Sholden, Deal	Road widening to Accommodate right turn lane into new access road and new toucan crossing	In maintenance period.
Honeywood Parkway	Whitfield	Provision of a new access road junction	Works to start in Sept 2014.
Foxborough Hill	Woodnesborough	Erection of 4 dwellings and construction of new vehicular access	Works complete. 20 month maintenance period which expires on 5 July 2014.
A256 Ramsgate Road	Sandwich	Creation of a vehicular access (40 acre site)	In maintenance period.
A256 Ramsgate Road	Sandwich	Upgrading of zebra crossing to puffin crossing	In maintenance period.
Coombe Valley Road	Dover	Construction of vehicular accesses at Buckland Hospital	Works underway.
Old Park Hill	Dover	Footway works connected to S38 development	Works underway.

Honeywood Parkway	Whitfield	Roundabout R1 South new vehicular access	Bond was to be called in as works not completed. Landowner now to finish remedial works by Sept 2014.
Market Place	Aylesham	New parking bays and associated highway works	Works to start w/c 16 June 2014.
Mill Road	Deal	New vehicular access	Works to start in July 2014.

Appendix E – PUBLIC RIGHTS OF WAY

Public Rights of Way – Contact Officer Melvyn Twycross			
Path No	Parish	Description of Works	Current Status
EE291	Aylesham	Provide tarmac surface to footpath	Complete
ER72	Whitfield	Construction/resurfacing of public footpath	On hold – awaiting decision on developer funding
ER185	Alkham	Surface repairs to byway	On hold – awaiting redesign of drainage system
ESX14	Sandwich	Resurface tarmac path	Complete

Appendix F – Bridge Works

Bridge Works – contact officer Tony Ambrose			
Road Name	Parish	Description of Works	Current Status
No works currently programmed			

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
No traffic signal refurbishment work being carried out this year		

Appendix H – Member Highway Fund

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 20th June 2014.

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

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

Pam Brivio

Scheme	Status
Contribution towards Coombe Valley Road roundabout resurfacing scheme.	Scheme complete
Pedestrian dropped crossing improvements at the South Road junction with Astor Ave, Dover.	Awaiting programme date.
Replacement brown tourism signs for Drop Redoubt, Western Heights.	Awaiting programme date.
Removal of historic school vehicular access and construction of footway missing link.	Scheme complete
Improved HGV routing and low bridge warning signing: St Radigunds Rd, Dover	Scheme complete

Gordon Cowan

Scheme	Status
Contribution towards Coombe Valley Road roundabout resurfacing scheme.	Scheme complete
CCTV Survey of Market Square/Cannon St to establish levels of vehicles ignoring TRO	Awaiting survey results (equipment failure and had to extend survey, results expected late June).

Mike Eddy

Scheme	Status
Widen St Richards Road locally to allow for verge parking that currently takes place.	Awaiting programme date.
Pedestrian dropped kerbs and bollards, Beauchamp Rd, Deal	Scheme complete
Upgrade of Give Way signing and lining, Kings Rd junction with High Street, Deal	Awaiting programme date.
Unsuitable for HGV signing at Court Rd J/W Church St and A258 J/W Grams Road.	Scheme complete
Upgrade of street lighting/beacon unit at Zebra Crossing on A258, Walmer close to Marke Wood.	Awaiting programme date.
Installation of new bus shelter: St Richards Road, Deal.	Awaiting installation (expected late June)
Contribution towards resurfacing work on A258, Walmer close to Church St	Awaiting programme date.

Geoff Lymer

Scheme	Status
Contribution to Dover Highway Operations Team towards repairs to damage caused by recent flood event in the Alkham Valley.	Awaiting programme date.
Siding out and clearance of footway on Whitfield Hill.	Scheme complete
Installation of Unsuitable for HGV signing and direction signing, Valley Rd, River.	Scheme complete
Installation of parking restriction to keep highway clear during peak times: Common Lane, River	Awaiting final scheme layout prior to TRO advertising
Village Gateway, The Street, West Hougham	Awaiting programme date.
Installation of salt bins at Warren Lane and Church Lane, Lydden	Awaiting Autumn batch installation of salt bins.
Installation of timber bollards in highway verge to prevent damage by parked vehicles	Scheme complete

Steve Manion

Scheme	Status
Contribution to Drainage Team to solve ongoing issues at Church Hill, Sutton	Awaiting programme date.
Contribution to Drainage Team to solve ongoing issues at Barfreton Rd, Nonington.	Awaiting programme date.
Signed cycle route 'Skylark Trail' between Walmer and Dover.	Scheme largely complete (awaiting 3 missing signs).
Installation of salt bin at Green Lane, Eythorne	Awaiting installation
Corner protection parking restrictions at Market Square, Aylesham	Implementation of TRO ongoing
Reduction in speed limit to 50mph on A258 between Upper Road and the A2.	Implementation of TRO ongoing
Creation of hardened verge to assist with parking problems. Milner Road, Elvington.	Scheme complete

Leyland Ridings

Scheme	Status
Contribution towards Puffin Crossing on the A257 in Wingham close to School Road.	Site meeting to take place early July with Parish and Member
Contribution towards Wingham Parish Council's scheme to upgrade belisha beacons at the Adisham Rd Zebra crossing.	Scheme complete

Eileen Rowbotham

Scheme	Status
Widen St Richards Road locally to allow for verge parking that currently takes place.	Awaiting programme date.
Pedestrian dropped kerbs and bollards, Beauchamp Rd, Deal	Scheme complete
Upgrade of Give Way signing and lining, Kings Rd junction with High Street, Deal	Awaiting programme date.
Unsuitable for HGV signing at Court Rd J/W Church St and A258 J/W Grams Road.	Scheme complete
Upgrade of street lighting/beacon unit at Zebra Crossing on A258, Walmer close to Marke Wood.	Awaiting programme date.
Installation of new bus shelter: St Richards Road, Deal.	Awaiting installation (expected late June)
Contribution towards resurfacing work on A258 close to Church St	Awaiting programme date.

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 03000 418181

DOVER DISTRICT COUNCIL

DOVER JOINT TRANSPORTATION BOARD – 10 JULY 2014

EXCLUSION OF THE PRESS AND PUBLIC

Recommendation

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

<u>Item Report</u>	<u>Paragraph Exempt</u>	<u>Reason</u>
Applications for Disabled 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.

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

Agenda Item No 13

Document is Restricted

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

Document is Restricted