

Minutes of the meeting of the **DOVER JOINT TRANSPORTATION BOARD** held at the Council Offices, Whitfield on Thursday, 11 September 2014 at 6.00 pm.

Present:

Chairman: Councillor N J Collor

Councillors: S C Manion  
T A Bond  
B W Bano  
J A Cronk  
F J W Scales  
P Walker  
P M Brivio  
G Cowan  
M R Eddy  
G Lymer  
M J Ovenden  
L B Ridings  
E D Rowbotham

Officers: Head of Community Safety, CCTV and Parking  
Strategic Transport and Development Planner (Kent County Council)  
Highways and Parking Team Leader  
Mr S Rivers (KCC Highways and Transportation)  
Director of Environment and Corporate Assets  
Corporate Estate and Coastal Engineer  
Democratic Support Officer

659 APOLOGIES

Apologies for absence were received from Councillor R S Walkden, Mr B Scott (Sandwich Town Council) and Mrs S Hooper (KALC).

660 APPOINTMENT OF SUBSTITUTE MEMBERS

It was noted that, in accordance with Rule 4 of the Council Procedure Rules, Councillor M J Ovenden had been appointed as a substitute Member for Councillor R S Walkden.

661 DECLARATIONS OF INTEREST

Councillor T A Bond declared an Other Significant Interest in Item 11 (Proposed Motor Caravan Prohibition – Dover and Walmer) due to his employment with a company that owned a hotel on Marine Parade, Dover, and left the Chamber during consideration of this item.

Councillor B W Bano made a Voluntary Announcement of Other Interests on Item 6 (Dover Quality Bus Partnership) due to his being a frequent bus traveller.

Councillor N J Collor advised that he would not participate in consideration of Item 10 (Proposed Residents' Parking Scheme – Athol Terrace, Dover) on the grounds of predetermination, and left the Chamber during consideration of this item.

662 MINUTES

The minutes of the Joint Transportation Board meeting held on 10 July 2014 were approved as a correct record and signed by the Chairman.

663 HGV PARKING AT COOTING ROAD, AYLESHAM

Mr Rivers introduced the report which outlined details of lorry parking provision in Kent and action being taken on anti-social behaviour perpetrated by HGV drivers at Cooting Road, Aylesham. A further report was due to go to the Kent County Council (KCC) Cabinet on 17 December 2014.

Councillor S C Manion spoke for Aylesham residents who were very concerned about the number of lorries parking overnight at Cooting Road and the behaviour of some of the drivers. A holistic approach to lorry parking provision needed to be taken as moving them on would simply create problems for residents elsewhere. Councillor G Lymer mentioned problems in River and Councillor M J Ovenden advised of problems at Pike Road Industrial Estate, adding that smaller, local parks were better than the large ones proposed by KCC.

Councillor M R Eddy advised that the matter would be raised with KCC. Moving drivers on from Cooting Road would simply move the problem elsewhere. It was known that the closure of lay-bys on the A2 had caused difficulties, and there was no compulsion for drivers to stay at sites which charged. KCC had made proposals for HGV parking, identifying White Cliffs Business Park (WCBP) as a potential site. The problem needed to be looked at in the round. Councillor P Walker suggested that it was a national problem caused by the closure of lay-bys. Councillor T A Bond commented that drivers would not pay for facilities so these should be free of charge or they would go unused.

Councillor N J Collor advised that this issue was one he had been pursuing for many years. He had been advised that the A2 lay-bys had been closed for health and safety reasons. It would be unacceptable to have a lorry park so close to Dover, particularly when there was already one at Whitfield. Canterbury was the most appropriate site for a lorry park. Councillor G Cowan suggested that better signage at the Dartford Tunnel would help to divert more lorries onto the A2 and away from the M20, thus easing problems caused when Operation Stack was in force.

RESOLVED: That the report be noted.

664 DOVER QUALITY BUS PARTNERSHIP

The Board was requested to nominate a representative to attend quarterly Dover Quality Bus Partnership (QBP) co-ordination meetings.

It was proposed by Councillor M R Eddy and duly seconded that Councillor Bano be nominated.

It was proposed by Councillor T A Bond and duly seconded that Councillor Scales be nominated.

On there being an equality of votes for both candidates, the Chairman used his casting vote for Councillor Scales.

Mr Joyner referred to the report which had been considered by the Board at its meeting held on 10 July 2014, and responded to queries raised by Members at that meeting. Good progress had been made with improving the provision and quality of public transport through the QBP, and bus patronage had been increasing as a consequence. However, regrettably, major infrastructure schemes at Pencester Road, Dover and South Street, Deal had not been progressed as quickly as had been hoped. The Board's support would be instrumental in moving the partnership forward as it worked towards a Dover Bus Rapid Transit system akin to Fastrack in Kent Thameside.

There were eight pre 2000 and thirty post 2000 vehicles in the Dover bus fleet (of which 18 were 2006 and eight were 2013 vehicles). Older step-floor vehicles tended to be deployed on school services and would be phased out by 2016/17 in accordance with Disability Discrimination legislation. Stagecoach was currently introducing real-time bus information linked to smart ticketing machines (part-funded by KCC) which would shortly be going live on its website. Subject to funding, KCC was looking to deploy real-time signs at key termini, for example Pencester Road, later this year. The number of people allowed to stand on buses was displayed in the bus and services were routinely inspected for overcrowding, particularly at school peak periods. Despite cuts in Government funding, KCC had prioritised support for rural services which would not otherwise operate. Spending on the supported network in Dover district amounted to £380,000 which covered predominantly rural areas.

Councillor Bano raised concerns about the lack of progress on real-time information signs which had been promised by 2013. Moreover, there appeared to be a move towards the use of Apps which were not widely used by older people. South Street and Sandwich should be included in any infrastructure schemes. A report should be brought to the Board outlining which bus-stops were regarded as critical and, therefore, priorities for the installation of real-time information signage. The use of older buses needed to be monitored as some routes, such as the no 14, were still routinely served by old vehicles.

Councillor J A Cronk stressed the importance of providing new housing developments with good bus facilities in order to ensure that residents had a viable alternative to using cars. Councillor S C Manion welcomed the use of real-time information and Apps, but foresaw a problem in rural areas where signal coverage could be erratic. Councillor Eddy stressed that real-time bus information must be provided at Buckland Hospital. When drawing up the programme of priorities for installing signage, the potential impact on customers must be considered. Once Members had a tentative programme, options for funding it could be explored.

Mr Joyner advised that, whilst KCC had been able to maintain spending on supported services, it had been forced to find savings from elsewhere, including the deployment of real-time information signs. In response to Councillor Gardner, who raised queries regarding the withdrawal of two no 12 buses during the school holidays and the changing of the no 12 bus number at Deal station, Mr Joyner undertook to check with Stagecoach. It was unlikely that Stagecoach would withdraw routes, particularly the no 12 which was now sustainable. In response to Councillor E D Rowbotham, Mr Joyner clarified that KCC could intervene in or prescribe bus routes only where there was a specific safety concern or where the service was a supported one. In relation to the Archery Square route, Stagecoach was picking up additional passengers who were benefiting from the new route. Stagecoach had been asked to look at the overall route and to monitor how buses passed around the network. Members were advised that bus-stop shelters were

provided where possible but funding was an issue. It was suggested that KCC Members could use their Member Highway Fund for this purpose. It was confirmed that discussions were routinely held between Planners and Stagecoach to identify how bus routes should be modified to accommodate new developments.

RESOLVED: (a) That Councillor F J W Scales be appointed to attend quarterly Dover Quality Bus Partnership co-ordination meetings.

(b) That a report be brought to the Dover Joint Transportation Board with a timetable for the installation of real-time information at bus-stops considered critical in the Dover district.

665 CHAIRMAN'S ANNOUNCEMENT

With the consent of the Board, the Chairman announced that the order of business would be varied to take Agenda Item 8 (Ramsgate Road, Sandwich) before Agenda Item 7 (Drainage Update).

666 RAMSGATE ROAD, SANDWICH

The Strategic Transport and Development Planner reminded Members that the proposed scheme for Ramsgate Road, Sandwich had been recommended for public consultation by the Board at its meeting held on 10 July 2014. A number of issues had been raised by respondents and these had been addressed, where appropriate, by making changes to the scheme. It was confirmed that the District Council and Sandwich Town Council had yet to agree who would be responsible for the future maintenance of litter bins and seating.

RESOLVED: That it be recommended that the Ramsgate Road, Sandwich scheme be proceeded with.

667 DRAINAGE UPDATE

Mr Rivers introduced flood investigation and drainage update reports, the latter having been prepared by KCC's Drainage Manager in response to questions submitted by Members. Referring to the drainage report, it was clarified that dual carriageways with a speed limit above 50mph were classified as high-speed roads. Roads regarded as strategic and locally important were non-dual carriageways. Changes were planned to the way the drainage cleaning service was delivered to address public concerns that it was not sufficiently reactive. However, a reactive service was more costly and it would be necessary to provide it in a structured way to keep costs down.

Councillor Eddy welcomed the reports, particularly the information on Albert Road, Deal. However, he commented that more information was needed so that it was clear when drains were due to be cleaned in order that residents could advise cleansing teams of any specific problems. It would also be helpful to have more precise information on hotspots, such as whether the whole road or only part of it was considered problematic and why. He requested that Church Lane, Walmer be added to the list. Mr Rivers reported that it was intended to provide more information by publishing quarterly work programmes on the KCC website.

Councillor J A Cronk noted that flooding problems at Albert Road, Deal had been triggered by an electrical fault at Southern Water's Golf Road pumping station. The

existing capacity of the drainage network in the district was a real concern, and it was inevitable that the situation would get worse with new housing developments coming forward. He called for KCC to establish a select committee to consider the adequacy of the county's sewerage and drainage network and to make recommendations on what improvements should be made to accommodate new housing developments. Several Members raised concerns about Albert Road and queried why there was no back-up system at the pumping station.

Councillor Bond stated that Western Road, Park Avenue and the A258 leading into Walmer were flooding hotspots which should have been included in the report. Given the long-running arguments between Southern Water, KCC and the Environment Agency around responsibility, it was time for KCC to take the lead and accept responsibility for resolving longstanding flooding issues in the district.

In respect of Albert Road, the Director of Environment and Corporate Assets advised Members that DDC had been trying since May to bring together various bodies with responsibility for maintaining sewers and drains, including Southern Water and the Internal Drainage Board. He understood that Southern Water had not yet completed its review of what had gone wrong at the pumping station, but mentioned an e-mail he had received from them stating that they were liaising with KCC colleagues in order to take a collaborative approach to the problem.

Councillor Eddy advised that there was a KCC Flood Risk Management Committee which involved the Environment Agency, Southern Water and various drainage boards. However, a full understanding was needed of where KCC's drains fitted in with those entities and how it could improve the drains for which it was responsible.

- RESOLVED: (a) That it be recommended to Kent County Council that it forms  
a  
Select Committee to consider county-wide sewerage and drainage problems, particularly in relation to new developments and their impact on the existing network.
- (b) That the reports be noted.

(Councillor S C Manion assumed the chairmanship of the meeting before the vote was taken.)

668 CHRISTMAS AND NEW YEAR STORMS AND FLOODS

Mr Rivers introduced the report which reviewed lessons learned from the flooding and storms in 2013/14. He advised that a flood group had visited the Alkham Valley with a drainage engineer and the Chairman of Alkham Parish Council. Councillor Eddy praised the response from the emergency services and local authority staff. However, he raised concerns about staff on standby not having time to eat or pick up clothing, an issue that needed to be addressed.

RESOLVED: That the report be noted.

(Councillor N J Collor resumed chairmanship of the meeting.)

669 PROPOSED RESIDENTS' PARKING SCHEME - ATHOL TERRACE, DOVER

The Head of Community Safety, CCTV and Parking presented the report, advising that Kent Police and KCC Highways had been unable to resolve the issues set out

in the report and had consequently requested that Dover District Council offer the residents of Athol Terrace a parking scheme. A review of parking in the immediate area had been undertaken and the preferred scheme, covering Athol Terrace, East Cliff and Marine Parade, was considered the most equitable option. In response to a query from Councillor Bond, Mr Rivers advised that KCC's policy on the size of residents' parking zones was that they would usually consist of several roads rather than just one.

RESOLVED: That the proposal to introduce a combined Residents' Parking Scheme covering Athol Terrace, East Cliff and Marine Parade (as detailed in the report) be formally advertised, with any objections being referred back to a future meeting of the Dover Joint Transportation Board for further consideration.

(Councillor N J Collor left the Chamber during consideration of this item and Councillor S C Manion, Vice-Chairman, assumed the chairmanship.)

670 PROPOSED MOTOR CARAVAN PROHIBITION - DOVER AND WALMER

The Head of Community Safety, CCTV and Parking introduced the report and advised Members that many complaints had been received regarding the parking of caravans on Dover and Walmer seafronts.

Councillor Bano agreed that the caravans were unsightly and some occupants had been the subject of complaints about anti-social behaviour. However, further consideration needed to be given to where caravans could be accommodated and the designation of sites for such purposes. Several Members agreed that proper facilities should be provided as visitors should not be discouraged from visiting the area. It was all very well prohibiting them from these areas but moving them on would simply move the problem elsewhere. In respect of Dover, it was agreed that negotiations should take place with Dover Harbour Board (DHB) since it was they who directed early arrivals to the seafront, with the option of the White Cliffs Business Park being explored as a potential parking site. Councillor Eddy supported an overnight parking ban but recommended that Officers explore options for alternative parking at both locations.

Councillor Collor reminded Members that there were already several caravan parks in the district, including those at Walmer and Capel-le-Ferne. Several options could be explored for parking at Dover seafront, but the starting point would be to hold discussions with DHB and the ferry companies.

- RESOLVED: (a) That an overnight ban from 6.00pm to 6.00am, Monday to Sunday, on motor caravans parking on Marine Parade and Waterloo Crescent, Dover and The Beach, Walmer be advertised.
- (b) That Officers be instructed to explore options for the provision of alternative parking for both sites, including holding discussions with third parties as appropriate.

(Councillor T A Bond left the Chamber during consideration of this item.)

(Councillor N J Collor resumed the chairmanship of the meeting.)

671 HIGHWAY WORKS PROGRAMME 2014/15

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

In respect of Appendix A, the Board was advised that the programme for machine resurfacing works at Alkham Valley Road, A258 Deal Road and Alkham Road had been rescheduled to March 2015 to take account of additional schemes that would be funded with government grant money. These included works to the A258 London Road mini roundabout and Granville to Grams Roads, Walmer as well as £150,000 for micro-asphalt works to the A256 dual carriageway in both directions. Footway improvement works at Sandwich Road, Worth were due to start on 12 September 2014. Folkestone Road, Hougham Without would be assessed for footway improvement works the following day by an engineer and the contractor.

Councillor S C Manion referred to drainage repairs at Cooting Road, Aylesham which he had previously been told would be carried out between May and June. Mr Rivers advised that the drainage programme was a significant one which it was intended to carry out on schedule. It was clarified that Homestead Lane was in Sutton not Dover.

Councillor Collor advised that meetings had taken place with KCC Highways on works to York Street which had caused a good deal of disruption to traffic in Dover. Contractor information would be circulated to Members and a date established for the removal of the roundabouts which was part of the Harbour Revision Order. It was suggested that DHB could be invited to the next meeting of the Board.

RESOLVED: That the report be noted.

672 EXCLUSION OF THE PRESS AND PUBLIC

That, under Section 100(A)4 of the Local Government Act 1972, the public be excluded from the meeting for the remainder of the business on the grounds that the item to be considered involves the likely disclosure of exempt information as defined in paragraphs 1 and 2 of Part 1 of Schedule 12A of the Act.

673 APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS

The Corporate Estate and Coastal Engineer introduced the report which gave details of fourteen disabled parking bay applications and recommended the removal of four bays that were no longer needed.

In respect of Applications A, B, C, D, E and F the Board was advised that letters of objection had been received following informal consultation. Whilst the applicants met all the criteria, it was noted that five of them were not the drivers of the vehicles. However, their individual circumstances were such that it was recommended that the applications be progressed to formal advertisement.

In respect of Applications H, I, J, K, L and M the Board was advised that, following informal consultation, no letters of objection had been received. Since the applicants met all the criteria, it was recommended that the applications be progressed to formal advertisement.

In respect of Application N the Board was advised that no letters of objection had been received following informal and formal consultation. The applicant met all the

criteria and it was therefore recommended that the application be sealed by Kent County Council.

In respect of Application G, it was noted that, whilst the applicant met all the criteria, the road was not congested with parked vehicles and was sufficiently wide enough for double parking without causing traffic congestion. For this reason, it was recommended that the application be refused.

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

RESOLVED: (a) That it be recommended that Applications A, B, C, D, E, F, H, I, J, K, L and M 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 N be sealed by Kent County Council.

(c) That it be recommended that Application G be refused.

(d) That it be recommended that the four disabled parking bays detailed in Item O 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 8.30 pm.