

# Public Document Pack

## DOVER JOINT TRANSPORTATION BOARD

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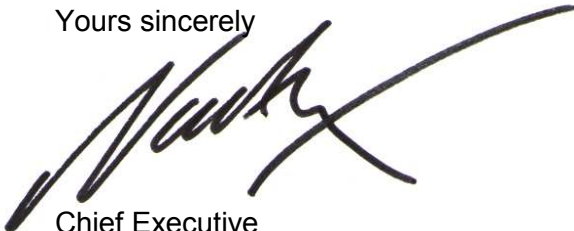
16 February 2015

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 26 February 2015 at 6.00 pm when the following business will be transacted.

Members of the public who require further information are asked to contact Kate Batty-Smith on (01304) 872303 or by e-mail at [kate.batty-smith@dover.gov.uk](mailto:kate.batty-smith@dover.gov.uk).

Yours sincerely



Chief Executive

### Dover Joint Transportation Board Membership:

#### Dover District Council Members

Councillor 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

#### Town Councils and Kent Association of Local Councils (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

Mrs M Burnham (Deal Town Council)  
Mr J M Smith (Dover Town Council)  
Mr B Scott (Sandwich Town Council)  
Mr K Gowland (KALC)  
Mrs S Hooper (KALC)

### 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 5-11)

To confirm the attached Minutes of the meeting of the Committee held on 11 December 2014.

5        **UPDATE ON 20MPH ZONES** (Pages 12-17)

To receive a verbal update from Mr Andy Corcoran, Traffic Schemes and Member Highway Fund Manager, KCC Highways and Transportation.

A copy of the report that went to the meeting of the Dover Joint Transportation Board held on 11 December 2014 is attached for reference purposes.

6        **DOVER BUS RAPID TRANSIT PROGRESS UPDATE** (Pages 18-21)

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

7        **HIGHWAY AND DRAINAGE ASSET MANAGEMENT REPORT** (Pages 22-30)

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

8        **PROPOSED RESIDENTS' PARKING SCHEME - ATHOL TERRACE, DOVER**  
(Pages 31-37)

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

9        **HIGHWAY WORKS PROGRAMME 2014/15** (Pages 38-59)

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

10       **EXCLUSION OF THE PRESS AND PUBLIC** (Pages 60-62)

The recommendation is attached.

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

**MATTERS WHICH THE MANAGEMENT TEAM SUGGESTS SHOULD BE CONSIDERED IN PRIVATE AS THE REPORT CONTAINS EXEMPT**

INFORMATION AS DEFINED WITHIN PART 1 OF SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AS INDICATED AND IN RESPECT OF WHICH THE PROPER OFFICER CONSIDERS THAT THE PUBLIC INTEREST IN MAINTAINING THE EXEMPTION OUTWEIGHS THE PUBLIC INTEREST IN DISCLOSING THE INFORMATION

11 **APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS** (Pages 63-72)

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

**Access to Meetings and Information**

- Members of the public are welcome to attend meetings of the Council, its Committees and Sub-Committees. You may remain present throughout them except during the consideration of exempt or confidential information.
- All meetings are held at the Council Offices, Whitfield unless otherwise indicated on the front page of the agenda. There is disabled access via the Council Chamber entrance and a disabled toilet is available in the foyer. In addition, there is a PA system and hearing loop within the Council Chamber.
- Agenda papers are published five clear working days before the meeting. Alternatively, a limited supply of agendas will be available at the meeting, free of charge, and all agendas, reports and minutes can be viewed and downloaded from our website [www.dover.gov.uk](http://www.dover.gov.uk). Minutes are normally published within five working days of each meeting. All agenda papers and minutes are available for public inspection for a period of six years from the date of the meeting.
- If you require any further information about the contents of this agenda or your right to gain access to information held by the Council please contact Kate Batty-Smith, Democratic Support Officer, telephone: (01304) 872303 or email: [kate.batty-smith@dover.gov.uk](mailto:kate.batty-smith@dover.gov.uk) for details.

Large print copies of this agenda can be supplied on request.

**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, 11 December 2014 at 6.00 pm.

Present:

Chairman: Councillor N J Collor

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

Also Present: Mrs M Burnham (Deal Town Council)  
Mr P Carter (Sandwich Town Council)  
Mr K Gowland (KALC)

Officers: Dover District Manager (KCC Highways, Transportation and Waste)  
Policy and Strategy Manager (KCC Highways, Transportation and Waste)  
Strategic Transport and Development Planner (Kent County Council)  
Principal Transport Planner - Delivery (Kent County Council)  
Highways and Parking Team Leader  
Corporate Estate and Coastal Engineer  
Democratic Support Officer

674 APOLOGIES

Apologies for absence were received from Councillor J A Cronk and Mr B Scott (Sandwich Town Council).

675 APPOINTMENT OF SUBSTITUTE MEMBERS

It was noted that, in accordance with Rule 4 of the Council Procedure Rules, Mr J M Smith had been appointed as a substitute Member for Councillor J A Cronk.

676 DECLARATIONS OF INTEREST

It was noted that there were no declarations of interest.

677 MINUTES

The minutes of the Joint Transportation Board meeting held on 11 September 2014 were approved as a correct record and signed by the Chairman.

678 CHAIRMAN'S ANNOUNCEMENT

With the consent of the Board, the Chairman announced that the order of business would be varied so that agenda items 7 and 8 would be reversed as item 7 was dependent upon item 8. Members were also advised that, in accordance with the provisions of Section 100(B)(4)(b) of the Local Government Act 1972, an additional item of urgent business, which had been omitted from the agenda in error, would be considered as agenda item 9a (Thanet Parkway Railway Station).

RESOLVED: That the order of business be varied.

679 UPDATE ON REAL-TIME BUS INFORMATION

As requested by the Board at its meeting held on 11 September 2014, the Policy and Strategy Manager provided Members with an update on the installation of real-time bus displays. Members were advised that two locations had been identified at Pencester Road bus station for signage; the window of the Stagecoach office and by the old clock. The equipment would be installed shortly and it was expected that the system would be operational by the time of the next JTB meeting.

In response to Councillor B W Bano who questioned the provision of information at South Street, Deal and the Guildhall, Sandwich, Mr Hymers advised that, whilst KCC wanted to see provision at key bus hubs, the issue was one of on-going costs rather than the cost of equipment and installation. There was no set allocation for real-time displays but, if the pilot at Pencester Road proved successful, there were provisions within his budget to roll out additional screens. He added that the current trend was to move away from placing displays at bus-stops. Also in response to Councillor Bano, Mr Hymers advised that KCC would support the installation of displays inside buses, but that this would have to be a Stagecoach initiative. Councillor Bano noted that it had been agreed at a previous meeting that the minutes of QBP meetings would be circulated to the Board for information. Mr Hymers undertook to circulate the minutes of the last QBP meeting.

RESOLVED: That the verbal update be noted.

680 UPDATE ON 20MPH ZONE

The Board received a report on 20mph limits and zones. The Dover District Manager gave apologies for Andy Corcoran, the author of the report, who was unable to attend the meeting, but planned to attend the next one to answer Members' questions. Councillor M R Eddy requested information regarding the cost of installing 20mph zones as it had been mooted that Members' Highway Funds could be used for this purpose at two places in Deal. Councillor Bano commented that it would be helpful to know whether and how 20mph zones benefited public health. Mr P Carter reported that Sandwich Town Council was implementing its own speed restriction measures, and he would welcome advice as to how these and KCC's measures would dovetail.

RESOLVED: That the report be noted.

681 SANDWICH: SECTION 106 EXPENDITURE

The Strategic Transport and Development Planner presented the report which gave a brief summary of proposals to utilise Section 106 monies for traffic management works in Sandwich Town Centre. Members were informed that a deed to vary the Section 106 agreement in respect of Phase 1 of the Willowbank development had that day been signed by KCC, DDC and the developers. Works to Ramsgate Road

would now be carried out by KCC and were due to commence the following week. An additional £50,000 would now be available for works in Sandwich Town Centre. KCC would work with Sandwich Town Council to prioritise a number of proposed measures. Members agreed that the issue should be handled at a local level.

RESOLVED: That it be recommended that the schemes be progressed once prioritised by Sandwich Town Council, in conjunction with Councillor Leyland Ridings and the Sandwich Town Team.

682 SANDWICH: HIGHWAY SAFETY ISSUES

The Dover District Manager presented a report which outlined proposed highway improvements in Sandwich.

At the invitation of the Chairman, Mr Mark Moorhouse, representing the Sandwich Town Team, spoke for 3 minutes.

Mr P Carter welcomed the level of assistance that the Sandwich Town Team had received from KCC. As a medieval town, Sandwich had different highway problems to other towns in the District. The proposals outlined in the report were fully supported by the Sandwich Town Team and would alleviate many of the problems suffered by the town. Councillor L B Ridings suggested that he meet with Sandwich Town Council to identify the most urgently needed measures in order to progress those quickly.

RESOLVED: (a) That it be recommended that the proposed measures be progressed urgently.

(b) That the report be noted.

683 SPINNEY LANE, AYLESHAM MIGRATION WORKS

The Strategic Transport and Development Planner introduced the report which outlined a proposed improvement scheme at the B2046/Spinney Lane junction that would be funded as part of the Aylesham Expansion planning application. She also referred to a paper circulated at the meeting which set out consultation responses. The developer's original proposal to install gates at both ends of Spinney Lane had received many objections and, following a site visit, the developer's Transport Consultant had put forward a new scheme which was the subject of the report.

Councillor S C Manion welcomed the fact that the public's concerns had been taken into account and was of the view that the new scheme was now acceptable. Councillor E D Rowbotham raised concerns that the mechanism for community consultation had not been followed and advised that Womenswold Parish Council had been unaware of the proposals. Mrs Bengel undertook to check with colleagues what consultation had been carried out as part of the Traffic Regulation Order procedures. However, notices would normally be placed at both ends of the lane and in the local press. The woodland was currently being managed by the landowner, but KCC would take action itself if sightlines deteriorated. It was proposed to permanently remove a number of saplings and shrubs.

RESOLVED: That it be recommended that the scheme be proceeded with.

684 THANET PARKWAY RAILWAY STATION

The Principal Transport Planner - Delivery presented the report which described plans for a new railway station on the existing line between Minster and Ramsgate stations. Members also received a presentation. Consultation with parish and town councils had already been carried out, and public consultation would be undertaken between 2 February and 27 March 2015.

Councillor Bano urged KCC to hold a public consultation event in Deal and queried whether both high speed services would stop at the new station. Mr P Carter stressed that there should be no closure of train services to Sandwich and Deal as a result of the new station. Councillor Eddy expressed surprise that there had been no response from Deal Town Council and raised concerns that Walmer Parish Council had not been consulted. He emphasised that the new station should not have a negative effect on other train services in the district.

Mr Qadir acknowledged Members' concerns and undertook to contact the towns and parishes by e-mail again. He understood that both high speed and mainline services would call at the new station. The Chairman suggested that Ash Parish Council should also be contacted and requested that the presentation be circulated electronically.

RESOLVED: That the report be noted.

685 REQUEST FOR WAITING RESTRICTIONS: SHOLDEN NEW ROAD, SHOLDEN

The Dover District Manager introduced the report which outlined KCC's response to requests that waiting restrictions be introduced at Sholden New Road in connection with the new residential development known as Sholden Fields.

Councillor T A Bond commented that double yellow lines had been promised 10 years ago but never implemented. Sholden Parish Council had raised concerns over a number of years, particularly in relation to the cricket ground. Cars were parking in such a way as to block the emergency exit. This, together with cyclists using the cycle path exiting between the parked cars, presented a safety hazard and it was only a matter of time before a serious accident occurred. He was also aware that buses had experienced problems because of cars parking illegally. Mr Rivers advised that a number of people had been consulted about the matter, including Stagecoach which had not raised any concerns about parked cars at this location. Councillor Eddy expressed sympathy with the concerns raised and suggested that the problem could be addressed through the Member Highway Fund. The Highways and Parking Team Leader advised that proposals in relation to this site had gone to KCC in 2008/09 but had not been progressed.

RESOLVED: That the report be noted.

686 TRAFFIC REGULATION ORDER AMENDMENTS - FISHMONGER'S LANE AND BENCH STREET, DOVER

The Corporate Estate and Coastal Engineer presented the report which outlined proposals to amend two Traffic Regulation Orders in order to facilitate the construction of a new 'Pay and Display' car park in Bench Street, Dover. Formal consultation on the proposals had finished on 8 December and no comments or objections had been received.



RESOLVED: That it be recommended that the following Traffic Regulation Orders be amended to allow the construction of a new off-street 'Pay and Display' car park in Bench Street, Dover:

- (a) The 'one-way' route on Fishmonger's Lane, Dover to be reduced by approximately 14 metres west from the junction of Fishmonger's Lane and Bench Street, Dover.
- (b) Realignment of the southern kerb-line of Fishmonger's Lane will require the goods vehicle loading area in Bench Street to be shortened by 4 metres.

687 LOCAL WINTER SERVICE PLAN

The Dover District Manager introduced the report which detailed arrangements made between KCC and DDC to provide a winter service in the event of snowfall. Of note was that KCC had given DDC two hand salting machines and 10 tonnes of sand/salt mixture. Members could view salting routes on KCC's website. A different approach was now being taken in that roads were being ploughed back to black tarmac whereas previously ploughs had been set to plough back to 50 millimetres only. A successful trial had demonstrated that the additional effort was of benefit to road users. Members were asked to note that secondary routes would be salted in emergency conditions and that salt bins would be filled once, and again during a declared snow emergency only if resources permitted.

RESOLVED: That the report be noted.

688 HIGHWAY WORKS PROGRAMME 2014/15

The Dover District Manager presented the report which updated Members on works that had been approved for construction in 2014/15.

The Board was advised that, in relation to Appendix B, works at Adelaide Road were due for completion in January 2015. Works at Green Lane, Homestead Lane and Hyde Place had already started and works at St Johns Road were due to finish that day. In respect of Appendix E, works to the ER185/ER25 had started and were due for completion in two weeks. Works to the EB10 were due to commence in January 2015 and works to the EE245 were due for completion at the end of December.

Mr Rivers undertook to contact Mr Luigi Scott in order that Mrs Burnham could be advised when lamp columns along Deal seafront would be replaced. He also undertook to advise Councillor Eddy when road widening and street lighting works to St Richard's Road, opposite Mill Hill, and Marke Wood respectively were due to start. He confirmed that speed limit roundel markings between the Guston roundabout and Ripple Road had been refreshed and further work would be undertaken to refresh road lines and junction markings, weather permitting.

RESOLVED: That the report be noted.

689 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.

690 APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS

The Corporate Estate and Coastal Engineer introduced the report which gave details of ten disabled parking bay applications.

In respect of Applications A, C, D and F the Board was advised that no letters of objection had been received following informal and formal consultation. The applicants met all the criteria and it was therefore recommended that the applications be sealed by Kent County Council. No objections had been received in respect of Application H following informal consultation and it was therefore recommended that the application be progressed to formal advertisement.

In respect of Applications B and G, Members were advised that one letter of objection had been received following informal and formal consultation. The applicants met all the criteria and it was therefore recommended that the applications be sealed by Kent County Council. Application E had also received one letter of objection following informal and formal consultation. However, cars would be forced to mount the pavement to pass a car parked in the bay and, in any case, the road was quiet in terms of overall parking. For these reasons it was recommended that the application should be refused.

Seven letters of objection had been received in respect of Application I following informal and formal consultation. These raised concerns regarding the narrow width of the road, tight car space and emergency access. Concerns had also been raised about misuse of the bay and the applicant had been warned about this. The existing width of the road was greater than the minimum width recommended by KCC. An interim bay had been installed since the last JTB meeting and no concerns had been noted. Taking into account KCC's criteria, parking in the road was heavy and it was almost impossible to double park. Since the applicant met all the criteria, it was recommended that the application be sealed by Kent County Council.

Two letters of objection had been received in respect of Application J following informal and formal consultation. These raised concerns regarding the shortage of parking and whether a parking bay was warranted. The applicant met all the criteria and, having reviewed parking in the road, it was recommended that the application be sealed by Kent County Council.

In respect of Application E, several Members questioned why a bay could not be installed since there were no parking issues in the road and the bay could be used by anybody. The Highways and Parking Team Leader advised that one of the criteria laid down by KCC was that there had to be problems with parking. This provided justification for installing a bay for which there was a cost. The Corporate Estate and Coastal Engineer advised Members that the applicant had requested a bay because they had difficulty walking and for peace of mind. Although parking in the road was very tight, the Council had been advised by two residents that there was an understanding that a space would be kept free for the applicant. Councillor F J W Scales commented that it would not be safe for the applicant to park outside their house as this was a turning head, and it was confirmed that a bay could not be placed there.

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

- (b) That it be recommended that Application H 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).

The meeting ended at 7.50 pm.

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**UPDATE ON THE COUNTY COUNCIL'S CURRENT POLICY  
FOR 20MPH LIMITS AND ZONES**

To: **Joint Transportation Board – 11 December 2014**

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

Classification: **Unrestricted**

Ward: **ALL**

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**Summary:** **This report updates the board on the County Council's current policy for 20mph limits and zones in Kent.**

**For Information**

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**1. Background**

- 1.1 In recent years the demand for the implementation of 20mph schemes has been increasing in response to both local and national campaigns. A number of petitions have been submitted in recent years to various Joint Transportation Boards requesting implementation of 20mph schemes. The Times newspaper has been running a national campaign encouraging local authorities to make 20mph the default speed limit in residential areas where there are no cycle lanes. This follows the tragic death of one of their reporters in a road traffic crash. There's a national campaign "20's Plenty Where People Live" which actively promotes 20mph limits in residential and urban areas. In the 2011 British Social Attitudes Survey 73% of the public favoured 20mph limits in residential areas. A number of Highway Authorities have adopted policies rolling out blanket 20mph limits in their town and cities and public health bodies have also promoted 20mph limits to encourage healthier lifestyles.
- 1.2 Over the years KCC has been implementing 20mph schemes in Kent and has over 50 schemes covering approximately 800 roads. In addition all new residential developments are designed to keep traffic at 20mph although they are not always signed as such to avoid unnecessary sign clutter.
- 1.3 At the October 2013 meeting of the County Councils Environment, Highways & Waste Cabinet Committee an updated policy on the implementation of 20mph limits and zones was approved. The updated policy was based on work and research carried out by the County's Highways & Transportation department including a trial of speed reduction measures outside primary schools in Maidstone which included both formal and advisory 20mph schemes. An updated policy was required to respond to updated Government guidance on the setting of local speed limits which was issued in January 2013 and campaigns both nationally and locally to introduce blanket 20mph in all residential areas and outside schools.
- 1.4 The updated policy set out that the County Council would fund the implementation of 20mph schemes where there was clear justification in terms of achieving casualty reduction as part of its on-going programme of Casualty Reduction Schemes. It would also identify locations for 20mph schemes which would assist with delivering targets set out in Kent's Joint Health and Well Being Strategy.

- 1.5 Any 20mph schemes that cannot be justified in terms of road safety or public health benefits but are locally important can be funded via third parties such as local County Councillors via their Combined Members Grant, developers via Section 106 & 278 agreements and local community groups such as Parish Councils however, all schemes must meet implementation criteria set out in the DfT Circular 01/2013.

## **2. Policy Framework**

- 2.1 The DfT published new advice to local Highway Authorities on the implementation of 20mph schemes in its circular 01/2013 in January 2013 which contains guidance on the setting of local speed limits. There are two distinctly different types of 20mph speed restrictions; 20mph limits, which rely solely on signing, and 20mph zones which require traffic calming to reduce speeds. Highway Authorities also have the powers to introduce 20mph speed limits that apply only at certain times of day. These variable limits may be particularly relevant where a school is located on a major through road that is not suitable for a full-time 20 mph zone or limit.

- 2.2 The following is a summary of the Government's guidance on the implementation of 20mph schemes:-

- Successful 20mph limits and zones are those that are generally self-enforcing.
- Self-enforcement can be achieved either, by the existing road conditions or using measures such as signing or traffic calming to attain mean speeds compliant with the speed limit.
- To achieve compliance there should be **no** expectation on the police providing additional enforcement unless explicitly agreed.
- The full range of options should be considered before introducing 20mph schemes.
- Zones should not include roads where motor vehicle movement is the primary function.
- While the Government has reduced the traffic calming requirements in zones they must be self-enforcing and include at least one physical traffic calming feature such as a road hump or build out.
- 20mph limits are generally only recommended where existing mean speeds are already below 24mph.

- 3.1 KCC's updated policy on 20s feeds in to the County's new Road Casualty Reduction Strategy for Kent 2014-2020 which has been adopted by the County to assist with meeting targets set out in Bold Steps for Kent and delivering the priorities set out in our integrated transport strategy Growth Without Gridlock (GWG). Within GWG road safety is stated as a constant priority for central and local government. The policy also assists with meeting targets set out in Kent's Joint Health and Wellbeing Strategy.

## **4. Primary School Speed Reduction Scheme Trials**

- 4.1 In response to a petition submitted to the Maidstone JTB in 2010 requesting the implementation of blanket 20mph limits outside all schools and residential areas it was agreed to run a trial of low cost speed management schemes outside a number of Primary Schools in Maidstone. This trial, funded by local Members via their Highway Fund, included both formal and advisory 20mph schemes aiming to provide local

evidence as to whether 20mph schemes near schools could provide cost effective road safety benefits. The proposed trial was limited to primary schools within 30mph speed limits. When the trials began it was agreed that the success criteria would be a:-

- change of perception of the perceived road safety danger to children on roads adjacent to schools as perceived by various groups to include Members, general road users, residents, and school users;
- change of perception of the perceived traffic speeds adjacent to schools as perceived by various groups to include Members, general road users, residents, and school users;
- influence a modal shift of journeys to schools;
- manageable impact on traffic speed and Police enforcement requirements, and an
- increase in motorists' awareness to travel at appropriate speed outside schools.

## **5. Results of Primary School Speed Reduction Scheme Trials**

- 5.1 Speeds outside the schools were surveyed prior to implementation, then after three and nine months. After three months the initial results were positive and in line with Government advice that 20mph limits without traffic calming generally reduce mean speeds by about 1mph.
- 5.2 After 9 months any benefits had mostly disappeared and perversely in most locations overall speeds had actually increased. The actual differences in speeds are very low and can be attributed to seasonal variation; both the '*before*' and 3 month '*after*' speeds were measured in the autumn and winter whereas 9 month '*after*' speeds were measured in the summer when speeds tend to be slightly higher due to better weather. It should be noted that actual speeds during school peak periods (8am to 9am & 3pm to 4pm) were between 6% & 20% lower than the overall daily average. The mean speeds at the schools at peak periods varied between 21mph to 25mph which would generally meet the DfT criteria for a signed only 20mph limit at school times.
- 5.3 Before and after questionnaires to capture the perception and opinion of respondents on the schemes were devised together with a local research company. A quantitative approach was adopted to the questionnaire design to allow easy codifying, although qualitative responses were received on some surveys and where practical these have been incorporated in the analysis.
- 5.4 The results were very mixed. In the majority of cases the feeling is that safety had been improved albeit very slightly from the *before* levels. The schools were originally identified to be part of the trials as the school or local community had raised concerns over the speed of the traffic. However the results of the perception surveys *before* and *after* tended to indicate that the main safety concerns were not with the speed of the traffic, but with parents parking and the congestion this causes which actually contributes to keeping overall speeds low at school times.
- 5.5 No conclusions can be made with respect to the personal injury crash records at the schools. In all but one of the schools in the three years prior to the implementation of the trials no personal injury crashes had occurred during school times.

## **6. Evidence of the effect of 20mph schemes**

- 6.1 Evidence shows that schemes that combine 20mph limits with traffic calming measures to reduce speeds have proved very successful in reducing casualties by around 40% to 60%. When only signing has been used the overall benefits are significantly less.
- 6.2 A report published by The Royal Society for the Prevention of Accidents on the installation of 20mph schemes concluded “The evidence supports the effectiveness of 20mph zones as a way of preventing injuries on the road. There is currently less experience with 20mph limits although they have generally been positive at reducing traffic speeds. They do not reduce traffic speeds as much as zones.”
- 6.3 A review of the first 230 20mph zones in England, Wales and Scotland indicated that average speeds reduced by 9mph, annual crash frequency fell by 60%, reduction in child accidents was 70%, and there was a reduction in crashes involving cyclists of 20%. Traffic flow in the zones was reduced on average by 27%, but the flows on the surrounding roads increased by 12%. There was generally little measured crash migration to surrounding roads outside the zone.
- 6.4 The current safety record of the existing 20mph schemes in Kent which are a mix of both limits and zones shows that casualties recorded on 20mph roads in Kent as a proportion of all roads are 2% less than the national average.
- 6.5 The Department for Transport (DfT) has recently commissioned research into the effectiveness of 20mph speed limits in order to “support and inform future policy development on 20mph speed limits and zones”. The DfT says: “While there is evidence suggesting that 20mph zones are effective in reducing collisions and speeds (as well as leading to other benefits), there is an evidence gap on the effectiveness of 20mph speed limits”.
- 6.6 The new research will set out to “establish the effectiveness of 20mph speed limits, in a range of settings, which is robust enough to attribute any impacts to the scheme”. The project will set out to evaluate the effectiveness of 20mph speed limits in terms of a range of outcomes including speed, collisions, injury severity, mode shift, quality of life, community, economic public health benefits and air quality. It will also examine drivers’, riders’ and residents’ perceptions of 20mph speed limits and assess the relative cost/benefits to specific vulnerable road user groups including children, cyclists and the elderly. The study is a three-year project with a final report anticipated in early 2017.

## **7. Environmental Impact**

- 7.1 There is no direct relationship between fuel economy and posted speed limits. The impact of 20mph schemes depends entirely on changing driver’s actual behaviour and speed. Research suggests that lower speeds can actually increase emissions and at best there is unlikely to be any effect. What is clear is that free flowing traffic makes for the best conditions for the lower emissions and maximum fuel efficiency. 20mph schemes that encourage modal shift to walking and cycling and encourage slower, smoother, more considerate driving should result in a reduction in carbon emissions. Schemes that introduce physical traffic calming measures are likely to reduce fuel efficiency and increase emissions as they can encourage stop / start driving.

## **8. Public Health**

- 8.1 From 1<sup>st</sup> April 2013 KCC became responsible for a number of Public Health functions. One of these was the Health Improvement for the population of Kent – especially for the most disadvantaged. One of the areas identified in Kent’s Joint Health and

Wellbeing Strategy where Kent needs to do better and is performing worse than the national average is in obesity in adults. There is evidence that 20mph schemes do encourage healthier transport modes such as walking and cycling as in Bristol where preliminary results indicated increases in levels of walking and cycling of over 20%. An increase in the implementation of 20mph schemes could assist in the outcome of reducing obesity in adults and children in Kent and improving the overall health of the population.

8.2 The Department of Health asked the National Institute for Health and Clinical Excellence (NICE) to produce public health guidance on preventing unintentional injuries to those aged under 15 on the road. This guidance "NICE Public Health Guidance PH 31: Preventing unintentional road injuries among under-15" focuses on road design and modification. Recommendation 3 relates to measures to reduce speed and is targeted at Local highways authorities. In respect to 20mphs their recommendations were:-

- Introduce engineering measures to reduce speed in streets that are primarily residential or where pedestrian and cyclist movements are high. These measures could include;

speed reduction features (for example, traffic-calming measures on single streets, or 20 mph zones across wider areas);

changes to the speed limit with signing only (20 mph limits) where current average speeds are low enough, in line with Department for Transport guidelines.

- Implement city or town-wide 20 mph limits and zones on appropriate roads. Use factors such as traffic volume, speed and function to determine which roads are appropriate.

## **9. Legal implications**

9.1 The 1988 Road Traffic Act (Section 39) puts a Statutory Duty on the local authority to undertake studies into road accidents, and to take steps both to reduce and prevent accidents. This duty is currently enacted as part of the county's Casualty Reduction Programme where Highways & Transportation analyse all crashes that have occurred in the last three years and implement measures targeted at those locations where the maximum reduction can be achieved for the lowest cost. The updated 20mph policy clearly aligns with this duty as 20mph schemes will be implemented at any location where such measures can be justified in terms of crash savings.

## **10. The Views of Kent Police on 20mph Schemes**

10.1 Kent Police will not support 20mph speed limits unless the average speed of vehicles is 24mph or less as research has shown that signed only 20mph limits where natural traffic calming is absent have little or no effect on traffic speeds and did not significantly reduce accidents.

10.2 Kent Police will not support the introduction of 20mph zones without sufficient traffic calming measures being in place and of appropriate design, that reduce the speed of most traffic to 20mph or less thereby making them self-enforcing.

10.3 In regard to enforcing 20mph speed limits or zones, the Kent Police policy is not to routinely enforce them as they should be self-enforcing by design. The Police will respond on an intelligence led basis if there is a particular high risk issue identified,



such as a motorist who regularly drives at very high speed through the area, providing that the speed limit or zone has been implemented to the current guidance/legislation.

## **11. Financial Implications**

- 11.1 The cost of any 20mph scheme will vary due to the location and objectives of the scheme. It is estimated that the typical capital cost of a 1km length of 20mph speed limit (signing only) is £1.4k and a 1km length of 20mph zone (including traffic calming) is £60k. The capital cost is made up of the installation of the signs, posts and associated traffic calming measures. There are revenue costs associated with any scheme that will need to be considered which include the Traffic Regulation Orders, design, consultation, engagement, marketing, monitoring, on-going maintenance of infrastructure and enforcement.
- 11.2 20mph schemes will be funded from the County's Casualty Reduction Measures Programme if they meet the criteria set out in the Councils Local Transport Plan for Kent. The total Casualty Reduction Measures Programme budget for 2013/14 for new schemes was £800k which went to fund many different types of safety engineering measures across the county. The CRM programme is assessed every year, based on the annual crash cluster site reviews and route studies, and funding is allocated to those schemes which are predicted to achieve the maximum casualty reduction for the lowest cost. Early indications from the 2014/15 cluster site analysis for the Dover area does not show any clusters of crashes that would be prevented by the installation of a 20mph scheme.
- 11.3 The County Council has provisionally budgeted £50,000 for next financial year (2014/15) for 20mph schemes that assist with delivering targets set out in Kent's Joint Health and Well Being Strategy. This funding is to be targeted at locations where public health data indicates problems with obesity and respiratory diseases such as asthma to encourage healthier lifestyles. Early indications show that there are a number of areas in Dover which warrant further investigations for the implementation of 20mph schemes.
- 11.4 County Councillors can also fund 20mph schemes via their Combined Member Grant providing they meet with current DfT criteria. The 2013/14 budget for the CMG is £2.1m of which each member gets £25k to spend on highway improvement or community schemes they deem necessary. In the last few years members have funded a number of 20mph schemes at a cost of £120k with further schemes currently in development.

## **12. Recommendation(s)**

- 12.1 Members are asked to note the report.

Contact Officer:	Andy Corcoran, Traffic Schemes & Member Highway Fund manager, Kent County Council 03000 418181
Reporting to:	Tim Read, Head of Transportation, Kent County Council 03000 418181

**From:** John Burr, Director – Highways, Transportation & Waste  
**To:** Joint Transportation Board  
**Date:** 26<sup>th</sup> February 2015  
**Subject:** Bus Rapid Transit, Whitfield to Dover Town Centre/Dover Priory Station Update

**Classification:** Unrestricted

**Summary:**

This is a progress report to inform Members of the current status of the developing Bus Rapid Transit (BRT) system between Whitfield and Dover Town Centre and Dover Priory Station

**1.0 Introduction**

Bus Rapid Transit between Whitfield and Dover Town Centre and Dover Priory (to connect with HS1 trains) was an aspiration of KCC's Transport Delivery Plan – "Growth Without Gridlock" and was deemed necessary to support significant population growth related to forthcoming residential and commercial development at Whitfield. Dover BRT has also been featured in the DfT and Atkins publication "Delivering Sustainable Transport for Housing Growth – Case Studies from Local Communities" (Dec 2010) which details Atkins Bus Routing Strategy study (as funded under the Departments Strategic Studies Budget (SSB)). The publication identifies Dover District Council's plans for a BRT as a core example of how sustainable transport solutions are best developed during the early stages of planning and alongside housing growth.

**2.0 Work carried out to date**

In January 2011 WSP Transport Consultants produced a Dover BRT Study Document to explore route options, determine infrastructure requirements, consider a Dover Town Centre Transport Interchange in York Street and to explore the feasibility of bus priority measures along Folkestone Road. The purpose of this report was to produce an initial viability assessment of the identified route options and to explore the financial viability as a function of infrastructure and operational cost as well as passenger demand for a BRT system.

The findings of the above study forecast that the BRT would operate commercially when Dover's growth agenda has been fully implemented in 2031. The study also recognised that the BRT routeing is greatly benefited by the

delivery of the proposed A2 bridge. In terms of viability, accessibility and attractiveness for passengers, the bridge is the most important infrastructure component of this scheme.

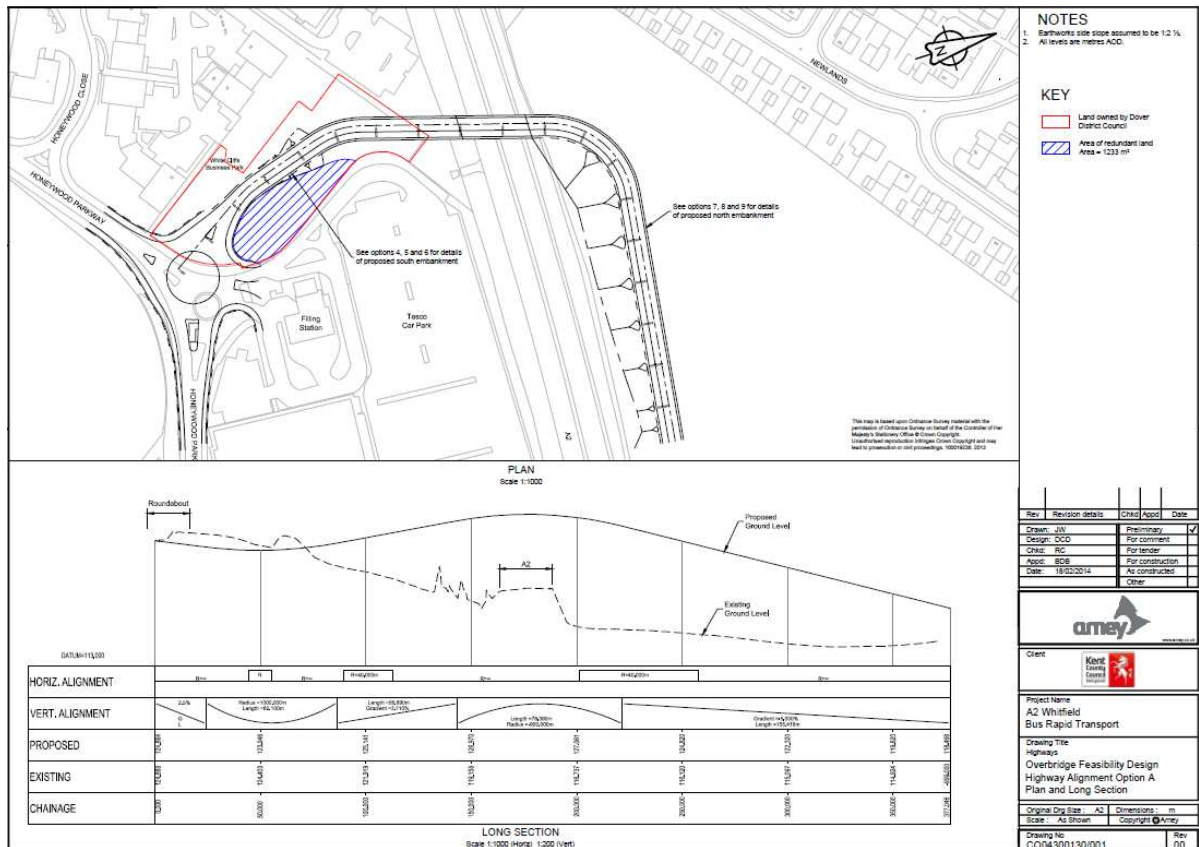
In March 2013 Dover District Council (DDC) commissioned Atkins Highways & Transportation to undertake further design development work on the proposed Dover Bus Rapid Transit (BRT) scheme in the vicinity of the White Cliffs Business Park (WCBP) situated to the north of Dover and immediately south of the A2. The report concluded that there were clear benefits of a particular route for BRT through the WCBP between the B&Q roundabout and Dover Road taking account of land ownerships, boundaries, designations and geographical and environmental factors.

In 2013 KCC commissioned Amey Transport Consultants to explore the options and feasibility for the design and construction of a BRT route across the existing A2 at Whitfield.



The proposal is for a bridge to carry the BRT and a combined footway/cycleway. The carriageway would be 6.0 m wide and the footway/cycleway would be 3.0 m wide. The footway/cycleway would be on the east side of the carriageway and there would be a minimum 0.6 m wide hard verge on the west side. Initially the bridge will carry buses only, although consideration shall be given to future unrestricted vehicle use. The speed limit over the structure will be 20 mph in both directions.

The commission concluded the best route alignment for the bridge and the necessary highway works for it to connect into the existing public highway on the Honeywood Parkway. It also took consideration of the best ramp alignment options on the north side of the A2 where it would impact least on existing residents of Archer's Court Road. The preferred option can be seen below:



**NOTES**  
1. Earthworks side slope assumed to be 1:2 1/4.  
2. All levels are metres AOD.

**KEY**  
 Land owned by Dover District Council  
 Area of redundant land Area = 1233 m<sup>2</sup>

Rev	Revision details	CHKD	APPD	Date
1	Design	JW	DDC	18/05/2014

**amey**

**Client**

**Project Name**  
A2 Whitfield Bus Rapid Transport

**Drawing Title**  
Overbridge Feasibility Design Highway Alignment Option A Plan and Long Section

**Original City Size** A2 **Dimensions** m  
**Scale** As Shown **Copyright** © amey

**Drawing No** C004300130/001 **Rev** 00

Also in 2014 DDC secured the land next to the DDC Council offices with the assistance of the Homes and Communities Agency (HCA) to enable the bridge to drop on the south side of the A2. DDC are currently working with the landowner and the developer of Phase 1 Whitfield to secure the corridor for the BRT on the land to the north side of the A2.

In the latter part of 2014 KCC commissioned Amey again to further undertake a study to include all necessary preliminary designs, calculations, analysis and preparation of drawings and schedules. Also to undertake Stage 1 Road Safety Audits for the necessary road alterations, to liaise with the Highways Agency over abutment setbacks and headroom requirements and to prepare scheme cost estimates. The report for this commission is due before the end of March 2015.

Finally I can confirm that discussions are underway currently between DDC and potential developers for Phases 3 and 4 of the White Cliffs Business Park between Honeywood Parkway and Dover Road and the BRT route corridor is the subject of land negotiations and is very close to being secured and brought forward ahead of expected timelines. As soon as this connection is made then the BRT can be up and running as a bespoke service as it will offer a fast route to the town which cannot be used by other motor vehicles.

### **3.0 Next Steps**

Planning consent will be sought in 2015/16 to ensure that the Bridge scheme for the BRT connection over the A2 is effectively “shovel ready” should KCC be in a position to secure a Government bid.

### **4.0 Finance**

DDC have already secured Section 106 money from Whitfield Phase 1 to the sum of £1,795,312.50 (One Million Seven Hundred and Ninety Five Thousand Three Hundred and Twelve Pounds Fifty Pence) to be used for the Bus Services Contribution Purposes.

### **5.0 Consultation**

A public consultation exercise will be carried out to include the residents in Archers Court Road who back onto the land onto which the bridge will drop prior to the planning process being entered into.

### **6.0 Recommendation**

That Members note the content of the report.

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

**To:** Dover Joint Transportation Board  
**By:** Behdad Haratbar, Head of Programmed Works  
**Date:** 26 February 2015  
**Subject:** Highway Drainage  
**Classification:** Information only

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**Summary: To update Members on the approach to maintaining and improving the highway drainage system whilst ensuring that the customer is provided with a quality service against a background of increasing severe weather events.**

**This paper was reported to the Kent County Council Environment and Transport Cabinet Committee on 5 December 2014**

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## **1. Introduction**

- 1.1 The County Council is responsible for the maintenance of the 5,400 miles of public highway roads including 250,000 roadside drains (gullies) and associated drainage systems.
- 1.2 The primary objectives of the highway drainage system are:
  - a. Removal of surface water (from the carriageway) to maintain road safety and minimise nuisance,
  - b. Effective sub-surface drainage to prevent damage to the structural integrity of the highway and maximise its lifespan, and,
  - c. Minimise the impact of highway surface water on the adjacent environment including properties
- 1.3 In recent years, numbers of prolonged and heavy rainfall events have increased, notably the winter of 2013/14. As prolonged, heavy rainfall events have become more frequent, the number of customer enquiries has increased year on year. The volume of customer enquiries now stands at twice that of 2009. In the last 12 months, around 10,000 enquiries related to drainage and flooding have been received. Of these, 3,000 are related directly to highway flooding and 500 related to incidents of highway flooding that had resulted in damage to private properties.

- 1.4 The Highway Drainage service is split into two functions:
- Maintenance
  - Repairs, renewals and improvements
- 1.5 The approach taken to delivering the service has been outlined in a document called “Asset Management in Drainage”. In summary, this details the steps that we take to manage our drainage asset. The series of questions and answers emphasise the need to spend the right amount of money at the right time and explain our focus on sites where the risk to road users and residents is the highest. This document can be found at Appendix A.
- 1.6 This year, the County Council has increased capital investment in drainage infrastructure to £4.3m. This is enabling completion of an additional 120 drainage improvement schemes in 2014/15. Investment has been prioritised on the basis of the following risks:
- Highway Safety
  - Internal flooding of properties
  - Network disruption

## **2. Financial Implications**

- 2.1 The allocated budget for highway drainage cleansing is £2,408,300. This a saving of £300,000 made as part of the wider Highway, Transportation and Waste efficiencies for 2014/15. The maintenance regime outlined in this report has been developed on the basis of the current budget allocation and feedback from stakeholders to ensure a balance between the needs of the asset and the demands of the County Council’s customers.
- 2.2 The approach outlined for capital investment in highway drainage infrastructure ensures that the allocated budget is spent effectively

## **3. Policy Framework**

- 3.1 The approaches to service delivery outlined in this report fulfil the principle of achieving value for money.

## **4. The Report**

### Maintenance

- 4.1 In December 2010, a change of approach to cleaning highway drains was approved. There was a transition from providing a purely reactive service to delivering routine maintenance on a cyclical basis.

4.2 At the point of moving from a reactive to a planned approach information about the quantum and location of drainage assets was limited. An understanding of the quantum of assets and traffic management required to carry out maintenance activities has been developed. This data is being used to inform planning and programming and enhance service delivery at an operational and strategic level.

4.3 The departure from a predominantly reactive service combined with very wet weather throughout 2012 resulted in an initial decline in customer satisfaction. However this improved significantly and by April 2013 customer satisfaction had reached 87%.

4.4 In 2013, the annual Tracker Survey asked:

“How satisfied or dissatisfied are you that road drains/ gullies are kept clean and working in your local area?”

Comments and feedback indicated that blocked drains were continuing to be a hot topic for Members and Parish Councils, particularly in rural areas.

4.5 In response to the feedback from the Tracker Survey and in light of the need to make significant revenue savings, the way in which drainage maintenance is delivered was subject to a further review. The table below details cleansing activities undertaken from September 2011 and the frequencies currently being trialled.

Road Type/ Risk Category	Road Length (miles)	Number of Gullies	Cleansing Frequency 2011	Cleansing Frequency 2014
Hotspots (250 locations)	NA	NA	Every 3-6 months	Every 3-6 months
High Speed Roads	160	8820	Every 6 months	Every 12 months
Strategic and Locally Important Routes	1370	41,191	Every 12 months	Every 12 months
Minor Urban <sup>1</sup> Roads	2190	112,776	Every 2 years	Targeted Cleansing
Minor Rural Roads	1650	85,078	Every 2 years	Targeted Cleansing
Totals	5370	247,865	-	-



- 4.6 The frequency of cyclical cleansing on high speed roads was reduced from six monthly to annually to be consistent with the frequency of maintenance on the County's other main roads. This was part of a service wide saving that came into effect on 1<sup>st</sup> April and applied to all routine maintenance on the high speed road network.
- 4.7 Drains on minor urban roads are generally less prone to becoming blocked due to protection by kerb lines, the nature of the traffic using the roads, street sweeping undertaken by District Council and self-cleansing capabilities of the carrier pipes. Examining the data collected from routine walked inspections undertaken by the Highway Inspectorate between April and September has emphasised this point. Blocked drains were reported on less than 10% of the roads inspected.
- 4.8 A targeted approach to cleansing is now being trialled on minor urban roads. Rather than a cleansing crew attending every road once every two years, each road is inspected at least annually and resources are focused where the need is highest.
- 4.9 Drains on minor rural roads are often more prone to becoming blocked. Gullies can become overgrown by verges and hedge rows and are particularly vulnerable during peaks in agricultural activities or when silt is washed off fields during prolonged or heavy rainfall. It is not financially viable to increase the cleansing frequency and therefore a community lead approach is being trialled.
- 4.10 The principle behind this approach is to utilise the good relationships that have been fostered by Highway Stewards with Members and Parish Councils. Over the past three years, the Highway Stewards have developed a detailed knowledge of issues in their area. The intention here is to use this local knowledge of community issues to inform our programmes of gully cleansing.
- 4.11 Cleansing is now being undertaken in response to enquiries from Members, Parish Councils and customers. Each site is inspected by a highway steward, assessed and prioritised on the basis of highest risk first. The assessment criteria include, risk to highway safety and risk of internal property flooding.

#### Repairs, renewals and improvements

- 4.12 Highway flooding causes significant level of disruption; it affects movement of people and goods, therefore adversely affecting the local economy. It also causes significant damage to the highway network; at surface level, flood water scours the surface of the carriageway and footway, which will allow ingress of water to the layer below. In the short term it will result in cracking and development of potholes. Flood water also penetrates the lower layers of road construction washing away fine materials and in time

results in large failures of the road structure which may require significant repairs or even reconstruction.

- 4.13 The weather last winter highlighted numerous pinch points in the drainage network. Some of these are being addressed by the implementation of an enhanced cleansing regime however in a large number of cases work is required to improve the functionality of the system.
- 4.14 The annual capital budget allocation in recent years has been around £2.7m. This has enabled the completion of around 800 priority minor repair and small improvements and a small number of larger improvement schemes each year. Nevertheless, there are many more sites that need attention and this has been demonstrated by the 3,500 enquiries received last winter.
- 4.15 Details of the schemes scheduled for completion by the 31 March 2015 can be found at Appendix B.

## **5. Conclusion**

- 5.1 The regime adopted in September 2011 enabled us to develop a good knowledge of the drainage asset. Moving forward, we have taken on board feedback from stakeholders and tailored the service to respond to customer demand, asset need and the financial challenges.

## **Recommendations**

It is recommended that Members note this report

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<b>Background documents:</b>
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## **Appendices**

### **Contact officer:**

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**Drainage & Flooding Manager**  
**03000 418 181**  
[kathryn.lewis@kent.gov.uk](mailto:kathryn.lewis@kent.gov.uk)

## Asset Management in Highways

### What asset management means for drainage assets

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#### Introduction

This short guide outlines the steps that we take to manage our 'drainage asset'. This includes roadside drains, soakaways, ponds, lagoons, pumping stations, highway ditches and thousands of kilometres of connecting pipe.

This guide is set out in a series of 12 questions and answers we have developed from discussing asset management with the Public, elected Members and Parish/Town Councils.

#### 1. What is Asset Management?

Asset management is the term used to describe a common sense approach to maintenance and future investment decisions for all the parts that make up our highway. It is about spending the right amount of money at the right time to keep our assets working properly to meet the needs of our customers now and in the future.

For example, if we spend £1,000 cleaning a soakaway every two years it will keep working for up to 30 years. If we don't clean the soakaway, we may need to spend £30,000 replacing it after just 10 years.

#### 2. What are drainage assets?

The drainage asset is made up of:

Asset	The amount we look after
Roadside drains	250,000
Ponds and Lagoons	250
Pumping Stations	15
Soakaways	8,500

#### 3. Why do KCC need to know where all these assets are?

We continually collect information on all our new, replacement and improved drainage assets. This includes where they are as well as information about the asset itself such as the size of the drain and where it drains to.

We use the information that we collect to plan routine maintenance work, make decisions about where to invest our money and set the levels of service that our customers can expect from us.

The number of drainage assets in Kent is currently increasing each year due to new housing and business developments being built.

#### **4. Why do KCC need to know what condition assets are in?**

Once we know what our assets are and where they are located, we need to know what condition they are in. This information helps us to make informed decisions about how often to maintain them and where we need to invest our money to make improvements and keep the drainage system functioning as it should.

We regularly inspect our assets and use information from customers to help assess their condition and understand what needs to be done to keep them functioning correctly in the most cost effective way. This helps us manage our future budget needs and understand what could happen if, for example, the budget we need is not fully available.

#### **5. How often do KCC check what condition assets are in?**

There are two types of checks, planned inspections and reactive inspections.

Planned inspections include highway safety inspections and condition checks carried out as part of our cyclical maintenance regime:

- Our team of 12 highway inspectors carry out visual checks to make sure the highway assets are in a safe condition. This includes checking that drain covers are not broken or missing. We carry out this kind of check at least once every 12 months.
- Our drainage cleansing crews look at the condition of the drains on main roads and test each one by filling it with water and checking that it is able to flow away. We carry out these kind of checks at least once every 12 months.

Reactive inspections are carried out in response to enquiries and generate ad hoc and emergency works, for example cleaning blocked drains that are causing the road to flood and repairing collapsed road drains.

#### **6. How do KCC decide how much to spend on each asset?**

When we are prioritising drainage works we think about the risk that flooding poses to road users and residents:

- What do we need to do to make sure that the road doesn't flood?
- If the road floods, does it create a hazard to road users?
- If the road floods, does it cause a lot of disruption?
- If the road floods, are people's homes affected?

We use the information we have collected about our drainage assets to help us answer these questions and decide what we need to do to keep the drainage system working and keep road users and people's homes as safe as we can from flooding.

Sometimes the weather can create an increased need demand for maintenance and reactive works such as flood clearance. We ensure that budget is available to respond to these situations.

When we don't have the budget to do everything that is needed, we prioritise works with the budget that we have.

### **7. Are some assets more important than others and does the type of road affect how much KCC spends on it?**

All assets are important and we have a statutory duty to ensure that the highway is safe to use but, we have to work within our overall budget. We decided what work is needed and when it should be done by thinking about where the risk to road users and residents is the highest.

Some of the things we think about include the following:

- The type of road, for example, whether it is a high speed road, a main road, an estate road or a country lane
- The amount of traffic that uses the road, for example is it a main route in and out of a town or is it a minor road only used by a handful of drivers each day
- The impact if the road is closed, for example, the road might only be used by a handful of people but it may also be the only route to get to their homes
- The impact on residential property, for example, when the drains are blocked do homes get flooded

### **8. How do KCC decide when repairs are needed?**

Whilst we know we need to react and fix dangerous situations quickly, this is not a cost effective way of working as we have to send crews specifically to these locations and more time is spent travelling rather than fixing.

We can clearly get more done for our budget if we plan the work that need to be done. By planning ahead and maintaining the assets at the right time, it means we can do more with less and keep the asset at its required condition for longer.

### **9. How do KCC let customers know what service they can expect?**

Our response to emergency or dangerous situations is the same across all our assets – we arrive on site within 2 hours.

For more routine enquiries we normally respond in 28 days

Other more complex requests will take us time to investigate and arrange remediation works.

The levels of service we can deliver is clearly linked to the 'need' of the assets, maintaining safety and the share of the budget it is allocated.

We aim to meet customer expectations wherever possible. We do however welcome support and help from community groups and parishes.

Our aim is to be clear to customers the levels of service they can expect from us for each asset.

**10. Where do KCC publish the level of service?**

We will publish on the KCC website the work we plan to do during the year so customers can see how drainage assets are looked after, the levels of service you can expect and when work will be carried out.

**11. How can customers contact KCC to help look after assets?**

If you see a drain that is causing a problem please report it to us using our online web form or if you are concerned about dangerous flooding call our contact centre which is available 24/7 on 03000 41 81 81. We have also put information on the website entitled "how you can help" if you want to look drains near you. We encourage local communities to help enhance the level of service we deliver and we have produced guidance which is also published on the KCC website.

It is helpful if you can give us as much information as possible when reporting a problem. We need:

- The number or name of the house the problem is outside or another landmark to help us locate it.
- The name of the road
- The name of the town or village
- What is wrong, for example " the drain is blocked and causing flooding across half the width of the road"

The more information we have when the fault is reported, the quicker we can deal with it.

**12. How do KCC let customers know what has been done each year?**

Each year we will report and publish on the main KCC information about how we have spent our budget. We want to be open, honest and clear about how we look after our assets in Kent, where we spend our budget and what levels of service customers can expect.

DOVER DISTRICT COUNCIL

REPORT OF THE DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

DOVER JOINT TRANSPORTATION BOARD – 26 FEBRUARY 2015

**PROPOSED RESIDENTS' PARKING SCHEME - ATHOL TERRACE, DOVER**

**Recommendation**

*The Board is asked to decide which of the options for a residents' parking scheme covering Athol Terrace and listed in Paragraph 2 of this report, should be progressed. If it is decided to advertise an amended or new scheme, then any objections received will be referred back to a future meeting of the Board for further consideration before making any final recommendations.*

Contact Officers: Christopher Allen                      Ext 2054  
                                    Gordon Measey    Ext 2422

**Reasons why a decision is required**

1. The Parking Services Unit at Dover District Council is responsible for the operation and enforcement of on-street parking regulations on behalf of Kent County Council. It is necessary for the Board to consider whether the recommendation made in this report should be progressed.

**Evaluation of options available to the Council**

2.
  - (i) To recommend that the proposal as advertised for an exclusive residents' scheme jointly covering Athol Terrace, East Cliff and Marine Parade be sealed.
  - (ii) To re-advertise the proposal covering all 3 roads with a change that the scheme operates daily from 8.30am – 5.30pm and includes a 1-hour limited waiting period for non-permit holders, as is the standard arrangement for all other residents' parking schemes across the district.
  - (iii) To advertise a residents' parking scheme in Athol Terrace only, permitting only daytime parking for those Athol Terrace residents with permits.
  - (iv) To advertise an alternative scheme, not listed above.
  - (v) To withdraw the proposals and leave the parking arrangement in Athol Terrace as it is.

**Information to be considered in taking the decision**

3. At the Joint Transportation Board meeting on 11 September 2014, the Board resolved that a combined residents' parking scheme covering Athol Terrace, East Cliff and Marine Parade, as detailed on Appendix A1, should be advertised. This is the scheme listed as option (i) in paragraph 2, above
4. The consultation on the proposal closed on 8 December 2014. Of the responses received 25 objected to the scheme ,19 supported it and 1 commented neither for or against:

- 11 of the 12 respondents from Athol Terrace objected to the proposal stating that the parking in Athol Terrace should be exclusively for Athol Terrace residents and not wanting to share a scheme with the neighbouring roads.
- 18 of the 36 respondents from East Cliff and one from Athol Terrace supported the proposal.
  - Of the 14 of the 36 respondents from East Cliff who objected to the scheme, the majority were concerned that with the loss of the limited waiting, visitors would now have to pay (use visitors' permits) to park. This was particularly of concern to; the elderly relying on friends and carers visiting them; residents with 2 cars and/or non-permit holders wanting an opportunity to park in the evening before the 10pm restriction ended.

5. The objections are summarised in the table below:

OBJECTOR	COMMENTS	NOTE
Athol Terrace resident	Would prefer Athol Terrace for Athol Residents and East Cliff for East Cliff residents. Why change?	
Athol Terrace resident	System will not work for us. We are at dangerous levels now. We want residents Athol Terrace <u>only</u> . Average of 30 cars parked per night. Passage for emergency vehicles impossible. Safety of residents at risk. Hours covered not enough to stop DHB shift workers parking.	
Athol Terrace resident	To many cars parking in Athol Terrace from East Cliff	
Athol Terrace resident	DDC created the parking problem when they allowed Gordon House to be made into flats, 12 flats without providing parking or refuge storage Athol Terrace has enough parking for its residents, not enough for East Cliff. If proposal goes ahead Athol Terrace will become overspill for East Cliff. Gordon House residents double park in Athol Terrace. There's barely enough parking for us.	
Athol Terrace resident	I wish the parking in Athol Terrace to be residents only for Athol Terrace. The road is a equal to a cul-de-sac and has previously been Athol Terrace Residents only	
Athol Terrace resident	Athol Terrace cannot cope with its current allocation of vehicles. Opening parking to East Cliff is madness and dangerous. I have already had an accident in Athol Terrace due to overcrowding. This will only make matters worse.	
Athol Terrace resident	Proposal will basically still cause the ongoing problems. Needs to be just us. My mother comes to help also with her own car. Needs to be just Athol residents and guests in Athol Terrace. The parking could be simply arranged to produce much more parking. Would rather no change than limited parking.	



Athol Terrace resident	This proposal is of no help whatsoever to Athol Terrace residents. We need 24 hour restricted parking for Athol residents as it was before, but overseen by the Council. It's only because we pushed for it that this whole issue has arisen. If all the properties are against the Council's proposal they should look at the majority and have what we want as an option. The council keeps ignoring that option.	
Athol Terrace resident	Whilst it's wonderful to have some residents only and no limited waiting recommendations, rather than the dreadful situation endured over the past few years, we feel it would be no more bureaucratic to have separate residents only status	
Athol Terrace resident	A parking zone exclusively for the use of Athol Terrace residents only is required by all residents. There are 2 infirm people in the street that need to park close to their houses. If the proposal is introduced then when Athol Terrace is full residents would have a 1-mile round trip back round into East Cliff. Residents in Athol Terrace know each other and can ask neighbours to move cars. We could no longer do this if East Cliff residents park in the road. Car Insurance goes up if you can't state that you can park in your own street.	
Athol Terrace resident	We don't have a problem with the proposed restriction, but do, like every Athol Terrace resident, with the merging of Athol Terrace, East Cliff and Marine Parade into one zone. Athol Terrace wants a separate zone but enforced by DDC. We feel that DDC Parking Services is not listening and pressing ahead with changes regardless of residents' wishes.	
East Cliff resident	We're renting and it's expensive	
East Cliff resident	How does changing the times from 10am-5.30pm to 6am – 10pm help? Because DHB workers park at night and some of their shifts start at 10pm. Secondly it will be essential for visitors to use visitors' permits. My husband and I work shifts and have 2 cars and due to one permit per household will be required to use a visitor's permit for the 2 <sup>nd</sup> car.	
East Cliff resident	As only one permit per household, most people have 2 cars and would have nowhere to park. Plus issuing visitor permits in the evening would be really costly/annoying for every visitor. Other residential areas do not have this issue.	
East Cliff Property Owner	I let my property and make regular maintenance visits before 10am and rarely have to inconvenience my tenants by acquiring a visitor's permit. The new arrangement will severely curtail this ability. I'm quite happy with the current arrangement and do not understand what Athol Terrace has to do with this. East Cliff and Marine Parade are satisfied with the system as it is.	
East Cliff resident	This is going to be really difficult for elderly people who rely on friends and casual helpers. A permit linked to an address rather a vehicle would help. £1 tickets should be 24-hour permits, not calendar day permits. You should have an unlimited number of 1-hour permits at 20p for residents. Unless the permit system is revised I can't	

	support this.	
East Cliff resident	New restriction times would not work. Extending the restriction times from 6am –10pm will mean my daughter to park 10 minutes away and having to walk in the dark. I would need 352 visitor permits just for my daughter. This parking issue is down to one man in Athol Terrace who spends half the year living in France. When the hotel was changed to flats was parking not considered by the Council? Removing the yellow lines outside NO 61 and 62 could help. I don't see how the Wardens would monitor the new restrictions, as they don't patrol more than once every 24 hours now? A car with a blue badge was parked continuously for 2 weeks – how is that fair?	There are no restrictions on the use of a Blue Badge.
East Cliff resident	I am in my mid 70s and look forward to the occasional visit from friends. I am a diabetic and am visited every 5 - 6 weeks to have my feet checked. She stays ½ hour and you expect me to pay £1 a time for short visits?	
East Cliff resident	I protest strongly to residents of Athol Terrace and their visitors being allowed to park in East Cliff or Marine Parade. There's already many occasions when there's not enough parking in these roads when residents return from work. At least one person in Athol Terrace has the ability to command a police car and fine anyone using their private parking area. Friends and visitors of mine parking for just 5-10 minutes would get a ticket. I can see given how busy Athol Terrace is that they would want to park in our roads and add to our problems. The area of the docks where the old petrol station used to be could provide additional parking. Residents and visitor parking at all times may also improve the availability of spaces.	
East Cliff resident	I am very concerned about the proposals. I'm unable to get around without transport and help from my friend. He is elderly and is disabled and told that if this scheme goes ahead he could use his blue badge to park outside my house. A visitor's permit at £1/day would cost him £365 a year. Can you make a dispensation for him?	A Blue Badge holder is exempt from restrictions.
East Cliff resident	I don't see why I should pay to park outside my own property. Make it a free permit.	
East Cliff resident	It will not stop cars being parked outside my door on the double yellow lines	

6. All the returned questionnaires and letters will be available to Members at the Board meeting on 26 February 2015 and can be viewed in advance by prior arrangement with the Highways and Parking Team Leader, Gordon Measey (ext 2422).
7. In light of the overall majority of respondents rejecting the advertised residents' parking scheme, as detailed in Appendix A1, it seems unreasonable to progress as it stands. Consequently the officers do not recommend option (i) as listed in paragraph 2.
8. One solution to the objections raised by those in East Cliff that would allow visitors an opportunity to park free for an hour during the day and non-permit holders an opportunity to park overnight, is to introduce a 1-hour waiting restriction during the daytime (8.30am – 5.30pm) whilst allowing unrestricted stay periods for permit holders. This is the standard arrangement adopted for all other residents' parking schemes

across the district. This is the option (ii) as listed in paragraph 2. In considering this option Members will need to be mindful that, if the majority of Athol Terrace residents have already rejected the existing proposal that tried to maximise the parking provision for permit holders with its extended hours (6am – 10pm) and with no limited waiting during the day, then it's likely they will do so for this revised scheme. Officers would prefer not to promote a scheme which the majority of respondents in a road had objected to, or would likely do so.

9. Dover District Council can introduce an exclusive scheme just for Athol Terrace, but it has to be mindful to be seen to be fair sharing the available parking within a neighbourhood, particularly one so closely tied, as are East Cliff, Marine Parade and Athol Terrace. Whilst Athol Terrace can argue that it has had a vehicle access prohibition uniquely applied to it, this doesn't mean it should expect to have special parking provisions over those of its neighbours. For these reason the officers do not recommend option (iii) as listed in paragraph 2.
10. Officers have tried to find a scheme that is both fair and acceptable. Whilst Athol Terrace residents are keen for DDC to take over parking enforcement in their road, they have made it clear that this is only on the proviso that Athol Terrace is provided with exclusive parking. This has an obvious advantage to Athol Terrace which has an abundance of parking and which it is not prepared to share with its neighbours. This goes against the sharing principle in which all other resident parking schemes have been introduced and operate.
11. If none of the aforementioned options seem suitable and no alternative restriction is proposed, then Members are advised to withdraw any proposals to introduce parking restrictions in Athol Terrace.

### **Consultation Statement**

The Portfolio Holder for Access and Property Management has been consulted on the proposal outlined in this report.

### **Impact on Corporate Objectives**

The proposal outlined in this report will foster improved opportunity and access.

### **Attachments**

Appendix A1: Proposed extension and restriction changes to Residents' Parking Zone C

### **Background Papers**

Parking Services Files.

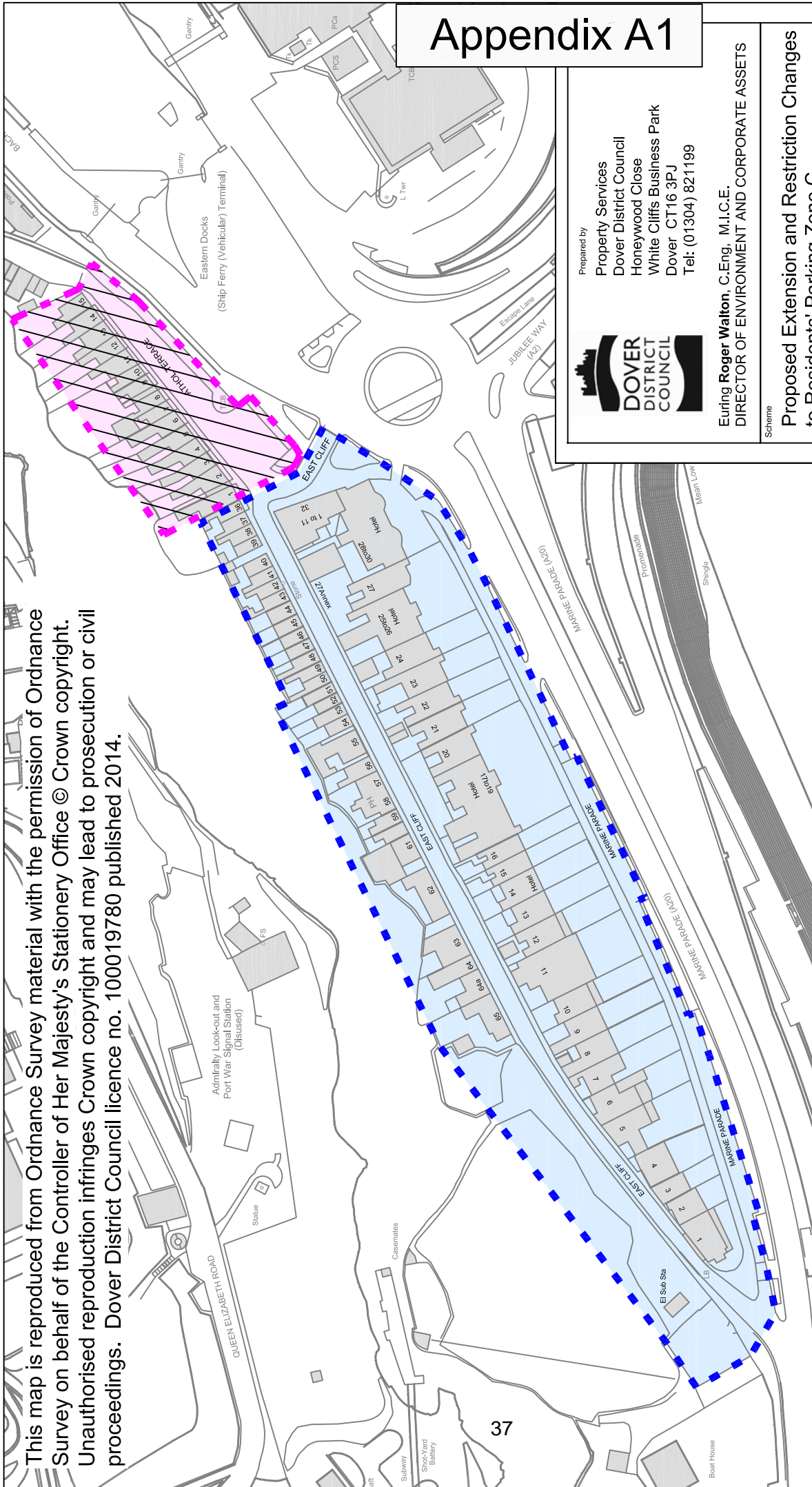
ROGER WALTON

Director of Environment and Corporate Assets

The officer to whom reference should be made concerning inspection of the background papers is the Head of Community Safety, CCTV and Parking, Dover District Council, White Cliffs Business Park, Dover, Kent CT16 3PJ. Telephone: (01304) 821199, Extension 2054

# Appendix A1

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 Dover District Council  
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 Dover CT16 3PJ  
 Tel: (01304) 821199

Euring Roger Walton, C.Eng, M.I.C.E.  
 DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

Scheme  
**Proposed Extension and Restriction Changes to Residents' Parking Zone C**

Location  
**Marine Parade, East Cliff and Athol Terrace, Dover**



Designed: CPA    Drawn: GEM    Date: 1st Oct 2014  
 Scale: 1 in 1500 (A4 size)    Drawing Number: **TRAN/2014/0004**    Rev

## Proposed new restriction for extended Zone C:

	<b>Zone C signs</b> showing proposed restriction details	

### Key to Map

	Current Extent of Zone C Residents' Parking Scheme
	Proposed Extension to Zone C (combining East Cliff, Marine Parade and Athol Terrace)

**To:** Dover Joint Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 26<sup>th</sup> February 2015  
**Subject:** Highway Works Programme 2014/15  
**Classification:** Information Only

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

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## 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

- **Local Transport Plan Funded Schemes** – see Appendix D1
- **Developer Funded Works** - see Appendix D2

**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**

Kirstie Williams	Highway Manager (East)
Steve Rivers	District Manager
Sue Kinsella	Street Lighting Manager
Katie Lewis	Drainage Manager
Alan Casson	Resurfacing Manager
Tony Ambrose	Structures Manager
Toby Butler	Traffic Systems

## Appendix A – Footway and Carriageway Improvement Schemes

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

<b>Machine Resurfacing – Contact Officer Byron Lovell</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Dover Road	Walmer	Grams Road to Granville Road	Programmed to start April 2015
London Road	Sholden	Mongeham Road to Rectory Road	Programmed to start May 2015
Alkham Valley Road	Alkham	Newlyns Meadow to West of entrance to 'Bramhall'	Programmed to start April 2015
A258 Deal Road	Guston/St Margarets at Cliffe	Dover Road, Westcliffe to Jubilee Way	Programmed to start April 2015
Alkham Road	Temple Ewell/River	Kearsney Court to 30 speed limit	Programmed to start April 2015
<b>Footway Improvement - Contact Officer Neil Tree</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent and Description of Works</b>	<b>Current Status</b>
New Dover Road	Capel– le Ferne	From Caudham Lane in a South westerly direction to beyond No.101 - Removal of existing surface and replacement with new asphalt surface	Completed
New Dover Road	Capel– le Ferne	From its junction with Helena Road to near to its junction with Old Dover Road travelling in an westerly direction on the southern side only – Slurry Surfacing	Completed

**Appendix B – Drainage Repairs & Improvements**

<b>Drainage Repairs &amp; Improvements - <i>Contact Officer Katie Lewis</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Cooting Road	Aylesham	Installation of new soakaways	Works Complete
Elms Vale Road	Dover	Installation of new soakaways	Works Scheduled for 16/02/15
Green Lane	Whitfield	Installation of new drainage system	Works Complete
Forge Lane	Whitfield	Installation of new soakaway	Works in progress (due for completion 7/02/2015)
Alkham Valley Road	Alkham	Ditching Works	Works Scheduled for February 2015
Sandwich Road	Whitfield	Ditching Works	Works Complete
The Lane	Guston	Installation of new drainage system	Works Complete
St Johns Road	Elvington	Installation of new drainage system	Works Complete
Kingsdown Road	Walmer	Installation of new drainage system	Works Complete
Strakers Hill	Sutton	Installation of new soakaway	Works Complete



## **Appendix C – Street Lighting**

Structural testing of KCC owned street lights has identified the following as requiring replacement this financial year. A status of completed identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

<b>Street Lighting Column Replacement – <i>Contact Officer Sue Kinsella</i></b>			
<b>Road Name</b>		<b>Column Ref</b>	<b>Status</b>
London Road	Dover	GLCT023	Awaiting road space – to be completed by end March 2015
Crabble Hill	Dover	GCGZ019	Awaiting road space – to be completed by end March 2015
New Dover Road	Capel le Ferne	GNAM166	Completed
Folkestone Road	Dover	GFAO066	Awaiting road space – to be completed by end March 2015
Buckland Terrace	Dover	GSCC005	Completion by end 2014
London Road	Dover	GLCR010 GLCR016 GLCR026 GLCR301 GLCR302	Awaiting road space completion by end 2014
Beaufoy Terrace	Dover	GBBC011	Hedge Trim Reqd
Hammond Close	Aylesham	GHEB003	Works programmed and to be completed by March 15
Crabble Hill	Buckland	GCGZ021	Works programmed and to be completed by March 15
Fulbert Road	Buckland	GFBD009	Works programmed and to be completed by March 15
Green Lane	Buckland	GGBU010	Works programmed and to be completed by March 15
Green Lane	Buckland	GGBU022	Works programmed and to be completed by March 15
Heathfield Avenue	Buckland	GHBG006	Works programmed and to be completed by March 15
Mayfield Avenue	Buckland	GMBG020	Works programmed and to be completed by March 15

Milton Road	Buckland	GMCO001	Works programmed and to be completed by March 15
Milton Close	Buckland	GMDS001	Works programmed and to be completed by March 15
Napier Road	Buckland	GNAD004	Works programmed and to be completed by March 15
Pioneer Road	Buckland	GPBJ001	Works programmed and to be completed by March 15
Selkirk Road	Buckland	GSBM003	Works programmed and to be completed by March 15
Toronto Close	Buckland	GTCO002	Works programmed and to be completed by March 15
Toronto Close	Buckland	GTCO003	Works programmed and to be completed by March 15
Vancouver Road	Buckland	GVAD001	Works programmed and to be completed by March 15
Castle Hill Road	Dover	GCAU002	Works programmed and to be completed by March 15
Castle hill road	Dover	GCAU003	Works programmed and to be completed by March 15
Castle Hill Road	Dover	GCAU011	Works programmed and to be completed by March 15
Maison Dieu Road	Dover	GMAE024	Works programmed and to be completed by March 15
Pencester Road	Dover	GPAY004	Works programmed and to be completed by March 15
Pencester Road	Dover	GPAY006	Works programmed and to be completed by March 15
Russel Street	Dover	GRBV004	Works programmed and to be completed by March 15
Victoria Park	Dover	GVAK006	Works programmed and to be completed by March 15
York Street	Dover	GYAC001	Works programmed and to be completed by March 15

York Street	Dover	GYAD009	Works programmed and to be completed by March 15
York Street	Dover	GYAD011	Works programmed and to be completed by March 15
York Street	Dover	GYAD013	Works programmed and to be completed by March 15
Cherry Lane	Dover	GCCF002	Works programmed and to be completed by March 15
Cherry Lane	Dover	GCCF003	Works programmed and to be completed by March 15
Cherry Lane	Dover	GCCF004	Works programmed and to be completed by March 15
Cherry Lane	Dover	GCCF007	Works programmed and to be completed by March 15
Lower Street	Dover	GLBX003	Works programmed and to be completed by March 15
Mill Green	Dover	GMBT009	Works programmed and to be completed by March 15
Northbourne Road	Buckland	GHBG006	Works programmed and to be completed by March 15
Northbourne Road	Buckland	GMBG007	Works programmed and to be completed by March 15
Northbourne Road	Buckland	GMBG020	Works programmed and to be completed by March 15
Northbourne Road	Buckland	GMCO001	Works programmed and to be completed by March 15
Northbourne Road	Buckland	GMCO007	Works programmed and to be completed by March 15
Poplar Drive	Buckland	GMDS001	Works programmed and to be completed by March 15
London Road	Buckland	GNAD004	Works programmed and to be completed by March 15
Watersend	Buckland	GOBI004	Works programmed and to be completed by March 15
Watersend	Buckland	GPBJ001	Works programmed and to be completed by March 15

Whitfield Hill	Buckland	GSBM003	Works programmed and to be completed by March 15
Churchill Road	Buckland	GTBI002	Works programmed and to be completed by March 15
Churchill Road	Buckland	GTBI006	Completed
Clarendon Street	Buckland	GTBI010	Works programmed and to be completed by March 15
Clarendon Street	Buckland	GTBI011	Works programmed and to be completed by March 15
Clarendon Street	Buckland	GTBI012	Works programmed and to be completed by March 15
Clarendon Street	Buckland	GTCO002	Works programmed and to be completed by March 15
Longfield Road	Buckland	GWCK007	Works programmed and to be completed by March 15
Longfield Road	Buckland	GWCY004	Works programmed and to be completed by March 15
Longfield Road	Dover	GCAS003	Works programmed and to be completed by March 15
Maxton Road	Dover	GCAU003	Works programmed and to be completed by March 15
Maxton Road	Dover	GCAU011	Works programmed and to be completed by March 15
Heathfield Avenue	Dover	GMAE024	Works programmed and to be completed by March 15
Mayfield Avenue	Dover	GPAY004	Works programmed and to be completed by March 15
Mayfield Avenue	Dover	GPAY006	Works programmed and to be completed by March 15
Milton Road	Dover	GRBV004	Works programmed and to be completed by March 15
Milton Road	Dover	GVAK006	Works programmed and to be completed by March 15
Ottawa Crescent	Dover	GYAD011	Works programmed and to be completed by March 15

Pioneer Road	Dover	GYAD013	Works programmed and to be completed by March 15
Selkirk Road	Dover	GCCF002	Works programmed and to be completed by March 15
The Linces	Dover	GCCF003	Works programmed and to be completed by March 15
The Linces	Dover	GCCF004	Works programmed and to be completed by March 15
The Linces	Dover	GCCF007	Works programmed and to be completed by March 15
The Linces	Dover	GLBX001	Works programmed and to be completed by March 15
The Linces	Dover	GLBX003	Works programmed and to be completed by March 15
Toronto Close	Dover	GMBT009	Works programmed and to be completed by March 15
Toronto Close	Buckland	GHBG006	Works programmed and to be completed by March 15
Vancouver Road	Buckland	GMBG007	Works programmed and to be completed by March 15
Winant Way	Buckland	GMBG020	Works programmed and to be completed by March 15
Winnipeg Close	Buckland	GMCO001	Works programmed and to be completed by March 15
Castle Avenue	Buckland	GMCO007	Works programmed and to be completed by March 15
Castle Hill Road	Buckland	GMDS001	Works programmed and to be completed by March 15
Castle Hill Road	Buckland	GNAD004	Works programmed and to be completed by March 15
Castle Hill Road	Buckland	GOBI004	Works programmed and to be completed by March 15
Castlemount Road	Buckland	GPBJ001	Works programmed and to be completed by March 15
Maison Dieu Road	Buckland	GSBM003	Works programmed and to be completed by March 15

Pencester Road	Buckland	GTBI002	Works programmed and to be completed by March 15
Pencester Road	Buckland	GTBI006	Works programmed and to be completed by March 15
Russel Street	Buckland	GTBI010	Completed
Victoria Park	Buckland	GTBI011	Works programmed and to be completed by March 15
York Street	Buckland	GTBI012	Works programmed and to be completed by March 15
York Street	Buckland	GTCO002	Works programmed and to be completed by March 15
York Street	Buckland	GTCO003	Works programmed and to be completed by March 15
York Street	Buckland	GVAD001	Works programmed and to be completed by March 15
Cherry Lane	Buckland	GWCK007	Works programmed and to be completed by March 15
Cherry Lane	Buckland	GWCY004	Works programmed and to be completed by March 15
Cherry Lane	Dover	GCAS003	Works programmed and to be completed by March 15
Cherry Lane	Dover	GCAU002	Works programmed and to be completed by March 15
Lower Street	Dover	GCAU003	Works programmed and to be completed by March 15
Lower Street	Dover	GCAU011	Works programmed and to be completed by March 15
London Road	Dover	GCLS046	Works programmed and to be completed by March 15
Whitfield Hill	Dover	GWBX003	Works programmed and to be completed by March 15
Edwards Road	Dover	GEAL003	Works programmed and to be completed by March 15
Effingham Street	Dover	GEAN005	Works programmed and to be completed by March 15

Malvern Road	Dover	GMAG002	Works programmed and to be completed by March 15
Maxton Road	Dover	GMBD002	Works programmed and to be completed by March 15
Maxton Road	Dover	GMBD006	Works programmed and to be completed by March 15
Mount Road	Dover	GMDC010	Works programmed and to be completed by March 15
Douglas Road	Deal	GDBO002	Works programmed and to be completed by March 15
Douglas Road	Deal	GDBO006	Works programmed and to be completed by March 15
Fairview Gardens	Deal	GFBS002	Works programmed and to be completed by March 15
Fairview Gardens	Deal	GFBS004	Works programmed and to be completed by March 15
Freemans Way	Deal	GFAX009	Works programmed and to be completed by March 15
Glack Road	Deal	GGAJ001	Works programmed and to be completed by March 15
Glack Road	Deal	GGAJ003	Works programmed and to be completed by March 15
Kennet Drive	Deal	GKBN001	Works programmed and to be completed by March 15
Kennet Drive	Deal	GKBN002	Works programmed and to be completed by March 15
Leivers Road	Deal	GLAO002	Works programmed and to be completed by March 15
Leivers Road	Deal	GLAO006	Works programmed and to be completed by March 15
Leivers Road	Deal	GLAO009	Works programmed and to be completed by March 15
Mary Road	Deal	GMBC002	Completed
Selway Court	Deal	GSBO001	Completed

St Augustines Road	Deal	GSDFF001	Completed
St Martins Road	Deal	GSEB006	Completed
Sydney Road	Deal	GSFX011	Completed
Telegraph Road	Deal	GTAG001	Works programmed and to be completed by March 15
Telegraph Road	Deal	GTAG005	Works programmed and to be completed by March 15
Telegraph Road	Deal	GTAG006	Works programmed and to be completed by March 15
Tollgate	Deal	GTEF003	Completed
Tormore Park	Deal	GTDY004	Completed
Tormore Park	Deal	GTDY007	Completed
Tormore Park	Deal	GTDY008	Completed
Tormore Park	Deal	GTDY009	Completed
Tormore Park	Deal	GTDY010	Completed
Trinity Place	Deal	GTCV021	Works programmed and to be completed by March 15
Wilson Avenue	Deal	GWCI001	Completed
Wilson Avenue	Deal	GWCI003	Completed
Wilson Avenue	Deal	GWCI005	Completed
Wilson Avenue	Deal	GWCI006	Completed
Wilson Avenue	Deal	GWCI008	Completed
Wilson Avenue	Deal	GWCI010	Completed
Wilson Avenue	Deal	GWCI011	Completed
Wilson Avenue	Deal	GWCI012	Completed
Wilson Avenue	Deal	GWCI014	Completed
Sandown road	Deal	GSAF019	Works programmed and to be completed by March 15
The Fairway	Deal	GTEL002	Completed



The Fairway	Deal	GTEL006	Completed
The Fairway	Deal	GTEL007	Completed
The Fairway	Deal	GTEL010	Works programmed and to be completed by March 15
The Marina	Deal	GTBJ002	Works programmed and to be completed by March 15
Vernon Place	Deal	GVAE001	Completed
Vernon Place	Deal	GVAE002	Completed
Chilton Way	River Dover	GCCR003	Works programmed and to be completed by March 15
Chisnal Road	River Dover	GCHV004	Works programmed and to be completed by March 15
Coxhill Gardens	River Dover	GCFU006	Works programmed and to be completed by March 15
West Dean Close	River Dover	GWBI004	Works programmed and to be completed by March 15
Deal Road	Dover Sandwich	GDAQ002	Works programmed and to be completed by March 15
Deal Road	Dover Sandwich	GDAQ005	Works programmed and to be completed by March 15
Deal Road	Dover Sandwich	GDAR002	Works programmed and to be completed by March 15
Honfleur Road	Dover Sandwich	GHDJ001	Works programmed and to be completed by March 15
Laburnum Road	Dover Sandwich	GLAC002	Works programmed and to be completed by March 15
Laburnum Road	Dover Sandwich	GLAC003	Works programmed and to be completed by March 15
Loop Street	Dover Sandwich	GLBN001	Works programmed and to be completed by March 15
Poulders Gardens	Dover Sandwich	GPBT006	Completed
Poulders Gardens	Dover Sandwich	GPBT007	Completed
Poulders Gardens	Dover Sandwich	GPBT011	Completed

Poulders Gardens	Dover Sandwich	GPBT013	Completed
Poulders Gardens	Dover Sandwich	GPBT041	Completed
Poulders Gardens	Dover Sandwich	GPBT018	Completed
Poulders Gardens	Dover Sandwich	GPBT020	Completed
Ramsgate Road	Dover Sandwich	GRAB063	Works programmed and to be completed by March 15
Sunnyside Gardens	Dover Sandwich	GSHS002	Works programmed and to be completed by March 15
Woodnesborough Road	Dover Sandwich	GWDZ013	Works programmed and to be completed by March 15
Beaufoy Road	Dover	GBBC001	Completed
Beaufoy Road	Dover	GBBC004	Completed
Beaufoy Terrace	Dover	GBBD003	Completed
Bunkers Hill Avenue	Dover	GBFG001	Works programmed and to be completed by March 15
Bunkers Hill Avenue	Dover	GBFG007	Works programmed and to be completed by March 15
Bunkers Hill Avenue	Dover	GBFG014	Works programmed and to be completed by March 15
Bunkers Hill Road	Dover	GBDH001	Works programmed and to be completed by March 15
Coombe Close	Dover	GCET001	Works programmed and to be completed by March 15
Coombe Close	Dover	GCET002	Works programmed and to be completed by March 15
Hillside Road	Dover	GHCE001	Works programmed and to be completed by March 15
Lambton Road	Dover	GLAG001	Works programmed and to be completed by March 15
Limes Road	Dover	GLAV001	Works programmed and to be completed by March 15
Lukes Close	Dover	GLDG001	Works programmed and to be completed by March 15

Lukes Close	Dover	GLDG004	Works programmed and to be completed by March 15
Marjan Close	Dover	GMEW001	Works programmed and to be completed by March 15
Marjan Close	Dover	GMEW004	Works programmed and to be completed by March 15
Marjan Close	Dover	GMEW006	Works programmed and to be completed by March 15
Marjan Close	Dover	GMEW007	Works programmed and to be completed by March 15
Marjan Close	Dover	GMEW008	Works programmed and to be completed by March 15
Marjan Close	Dover	GMEW009	Works programmed and to be completed by March 15
Oswald Place	Dover	GOAW001	Works programmed and to be completed by March 15
Oswald Road	Dover	GOAX005	Works programmed and to be completed by March 15
Dickson Road	Dover	GDBC002	Works programmed and to be completed by March 15
Dickson Road	Dover	GDBC003	Works programmed and to be completed by March 15
Hewitt Road	Dover	GHBP003	Works programmed and to be completed by March 15
Noahs Ark Road	Dover	GNAY018	Works programmed and to be completed by March 15
Northbourne Road	Dover	GNBH001	Works programmed and to be completed by March 15
Park Place	Dover	GPCX001	Works programmed and to be completed by March 15
South Road	Dover	GSCQ006	Works programmed and to be completed by March 15
Tower Hamlets Street	Dover	GTCQ005	Works programmed and to be completed by March 15
Channel View	Dover	GCBI030	Works programmed and to be completed by March 15

Channel View	Dover	GCBI031	Works programmed and to be completed by March 15
Kings Ropewalk	Dover	GRBL005	Works programmed and to be completed by March 15
Old Folkestone Road	Dover	GOBF041	Works programmed and to be completed by March 15
St Davids Avenue	Dover	GSDI005	Works programmed and to be completed by March 15
St Davids Avenue	Dover	GSDI009	Works programmed and to be completed by March 15
St Davids Avenue	Dover	GSDI013	Works programmed and to be completed by March 15
St Davids Avenue	Dover	GSDI014	Works programmed and to be completed by March 15
St Davids Avenue	Dover	GSDI018	Works programmed and to be completed by March 15
St Davids Avenue	Dover	GSDI020	Works programmed and to be completed by March 15
Archery Square	Deal	GABP005	Works programmed and to be completed by March 15
Canada Road	Deal	GCAE001	Works programmed and to be completed by March 15
Canada Road	Deal	GCAE002	Works programmed and to be completed by March 15
Churchill Avenue	Deal	GCDR005	Works programmed and to be completed by March 15
Churchill Avenue	Deal	GCDR007	Works programmed and to be completed by March 15
Churchill Avenue	Deal	GCDR011	Works programmed and to be completed by March 15
Downs Road	Deal	GDCF003	Works programmed and to be completed by March 15
Downs Road	Deal	GDCF005	Works programmed and to be completed by March 15
Downs Road	Deal	GDCF012	Works programmed and to be completed by March 15

Gladstone Road	Deal	GGAK002	Works programmed and to be completed by March 15
Gladstone Road	Deal	GGAK008	Works programmed and to be completed by March 15
Gladstone Road	Deal	GGAK013	Works programmed and to be completed by March 15
Gladstone Road	Deal	GGAK018	Works programmed and to be completed by March 15
Kelvedon Road	Deal	GKAD002	Works programmed and to be completed by March 15
Kelvedon Road	Deal	GKAD003	Works programmed and to be completed by March 15
Owen Square	Deal	GOAZ011	Works programmed and to be completed by March 15
Salisbury Avenue	Deal	GSAB007	Works programmed and to be completed by March 15
Salisbury Avenue	Deal	GSAB009	Works programmed and to be completed by March 15
Salisbury Avenue	Deal	GSAB020	Works programmed and to be completed by March 15
Palmerston Avenue	Deal	GPAF003	Works programmed and to be completed by March 15
Somerset Road	Deal	GSCL001	Works programmed and to be completed by March 15
Somerset Road	Deal	GSCL003	Works programmed and to be completed by March 15

## 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.

<b>Local Transport Plan Funded Schemes - Contact Officer Gary Peak</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Sandwich	Sandwich	Dropped kerbs to facilitate pedestrian access (ITS)	Design in progress, works expected early 2015/16
A258 Dover Road and Granville Road	Walmer	Waiting restrictions (CRM)	Works complete
St Radigund's Road	Dover	School Keep Clear zig-zags (CRM)	Works complete
Frith Road	Dover	Relocate lane sign and refresh lane arrows (CRM)	Works complete
High Street	Wingham	Road narrows signs (CRM)	Works on order
Honeywood Parkway	Whitfield	Chevrons on roundabout (CRM)	Put on hold due to budgets
A256 Sandwich Bypass	Sandwich	Road markings (CRM)	Works complete
Ramsgate Road (Toll Bridge)	Sandwich	Options Report (CRM)	Complete
Crabble Hill j/w Old Park Road	Dover	High Friction Surfacing (CRM)	Works complete
A258 Deal Road	Dover	Warning signage, SLOW road markings and verge marker posts	Works complete

## Appendix D2 – Developer Funded Works

Developer Funded Works (Section 278 Works) <i>Contact Officer Michele Ellis</i>				
File Ref.	Road Name	Parish	Description of Works	Current Status
DO/201 2	A258 London Road	Sholden, Deal	Road widening to Accommodate right turn lane into new access road and new toucan crossing	In maintenance period
DO/301 6	Honeywood Parkway (Near Tesco Supermarket)	Whitfield	Provision of a new access road junction	Internal works started. S278 works to commence on 9 <sup>th</sup> March 2015
DO/300 7	Coombe Valley Road	Dover	Construction of vehicular accesses at Buckland Hospital	Works underway. Change to bus/ Ambulance layby/dropping off point
DO/301 1	Old Park Hill	Dover	Footway works connected to S38 development	Works underway
DO/201 0	Market Place	Aylesham	New parking bays and associated highway works	Works started
DO/301 4	Mill Road	Deal	New vehicular access	Works started
DO/300 0	A20 York Street Roundabout	Dover	Roundabout to be changed to Traffic Signalled Junction	Works to start after 20th April 2015
DO/300 5	Whitfield Urban Expansion, Sandwich Road	Whitfield	New access and improvements on Sandwich Road	Awaiting Technical Approval
DO/301 0	Monks Way	Sandwich	New access in Discovery Park for Food Store	Awaiting Technical Approval
DO/302 4	A258 London Road	Sholden, Deal	New Puffin Crossing	Works to start end of March 2015

DO/302 6	Hyton Drive (off Church Lane)	Deal	3 new accesses leading to a Development of 194 dwellings	Temporary accesses in place to Provide access for S38 works
DO/302 8	Fishmonger's Lane	Dover	New public car park. Modifications to Fishmonger's Lane and Bench Street	Awaiting Technical Approval

**Appendix E – PUBLIC RIGHTS OF WAY**  
**Public Rights of Way and Access Service 2014/2015**

<b>Public Rights of Way – Contact Officer Melvyn Twycross</b>			
<b>Path No</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
ER185/ER25	Alkham	Surface repairs to byway	Complete
EB10	Dover	Provision of stone surface to footpath	Works due to commence shortly
ER72	Whitfield	Provision of stone surface to footpath	Complete
EE245	Worth	Surface repairs to byway	Complete
ER17	Alkham	Surface repairs to byway	Works out to tender – will proceed subject to funding
ER64	Whitfield	Provide tarmac surface to footpath	Works due to commence shortly

**Appendix F – Bridge Works**

<b>Bridge Works – contact officer Tony Ambrose</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
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.

<b>Traffic Systems - Contact Officer: Toby Butler</b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
No traffic signal refurbishment work being carried out this year		

## **Appendix H – Member Highway Fund**

### **Member Highway Fund programme update for the Dover District.**

The following schemes are those which have been approved for funding by both the relevant Member and by John Burr, Director of Highways and are up to date as of 25<sup>th</sup> January 2015.

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**

<b>Scheme</b>	<b>Status</b>
Renew road markings in St Alphege Road, Dover	Scheme handed over

#### **Gordon Cowan**

<b>Scheme</b>	<b>Status</b>
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#### **Mike Eddy**

<b>Scheme</b>	<b>Status</b>
Widen St Richards Road locally to allow for verge parking that currently takes place	Currently on site
Upgrade of street lighting/beacon unit at Zebra Crossing on A258, Walmer close to Marke Wood	Awaiting programme date
Contribution towards resurfacing work on A258, Walmer close to Church St	Scheme handed over

Tree planting and bollards in Kelvedon Road, at the junction with Dover Road	Programmed for March 2015
Tree planting in Albert Road in the wide section of footway near the junction with Middle Deal Road	Programmed for March 2015
Installation of No HGV signs in Walmer Castle Road	Scheme complete

#### Geoff Lymer

Scheme	Status
Installation of parking restriction to keep highway clear during peak times: Common Lane, River	Compiling results of consultation
Installation of salt bins at Warren Lane and Church Lane, Lydden	Completed

#### Steve Manion

Scheme	Status
Installation of salt bin at Green Lane, Eythorne	Awaiting installation
Corner protection parking restrictions at Market Square, Aylesham	Scheme complete
Reduction in speed limit to 50mph on A258 between Upper Road and the A2	Implementation of TRO ongoing
Installation of new road children crossing markings and signage in The Lane, Guston	Scheme complete

#### Leyland Ridings

Scheme	Status
Contribution towards Puffin Crossing on the A257 in Wingham close to School Road	Alternative works being investigated
Repainting of railings around the Buttshole Pond in Lower Street, Eastry	Awaiting programme date
Investigation of highway issues in Sandwich and detailed highway report.	Scheme complete
Installation of additional double yellow lines in Sandown Road, Sandwich	Scheme complete

## Eileen Rowbotham

<b>Scheme</b>	<b>Status</b>
Widen St Richards Road locally to allow for verge parking that currently takes place	Awaiting programme date
Upgrade of street lighting/beacon unit at Zebra Crossing on A258, Walmer close to Marke Wood	Awaiting programme date
Contribution towards resurfacing work on A258, Walmer close to Church St	Scheme handed over
Tree planting and bollards in Kelvedon Road, at the junction with Dover Road	Programmed for March 2015
Tree planting in Albert Road in the wide section of footway near the junction with Middle Deal Road	Programmed for March 2015
Installation of No HGV signs in Walmer Castle Road	Currently at public consultation

### **1.1 Legal Implications**

1.1.1 Not applicable.

### **1.2 Financial and Value for Money Considerations**

1.2.1 Not applicable.

### **1.3 Risk Assessment**

1.3.1 Not applicable.

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**Contacts: Kirstie Williams / Steve Rivers 03000 418181**

DOVER DISTRICT COUNCIL

DOVER JOINT TRANSPORTATION BOARD – 26 FEBRUARY 2015

**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 paragraphs 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 the County Council 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 held on 7 February 2005 and is as follows:
    - All applicants must hold a current and valid Blue Badge
    - All applicants must also be in receipt of, or have proof of entitlement to:  
  
Personal Independence Payment (PIP) at the enhanced rate **or**  
  
*If under 65 years of age* - entitlement to the higher rate mobility component of the Disability Living Allowance **or**  
  
*If 65 years or over* – entitlement to the Higher Rate of Attendance Allowance if applicant was 65 years or over when entitlement was first claimed **or**  
  
Another entitlement which may be allowable e.g. War Pension.
  - The applicant must not have any space available for parking their vehicle in an off-street parking facility.
  - There are parking problems within the road, for example, the applicant regularly has difficulty finding available space on-street close to his or her property (this will be assessed post-application by a highway engineer).
2. Bays will not be provided in locations which may compromise public safety, e.g. on a bend or brow of a hill, close to a junction, within a turning head of a cul-de-sac, where the road is too narrow or where parking is already prohibited, e.g. on yellow lines, zigzag lines, etc.
  3. The provision of a disabled persons parking bay **must** relieve congestion on the public highway.

### **Process after receipt of application**

4. Providing the applicant meets the criteria set out above, the first stage in processing the application is that neighbours who may be immediately affected by the provision of a bay will be informally consulted.
5. Once informal consultation has been completed, the proposals (including any objections received) will be reported to the Dover Joint Transportation Board which will make an initial decision on whether the application should be refused or progressed to the second stage of formal advertisement and consultation. A

recommendation to refuse the application would be made to Kent County Council and would mean that the application proceeds no further.

6. If the Board agrees that the application should be progressed to the second stage, a Traffic Regulation Order (TRO) will be made. This is a legal document that allows the Highway Authority to regulate the use of bays and helps to prevent their misuse. The proposed TRO will be advertised in a local newspaper and affected parties will be formally consulted.
7. At this stage, a bay may be marked on the highway. However, it will not be enforceable until the TRO has been formally made (or 'sealed').
8. If objections are received during the formal consultation stage, they will be reported to the Dover Joint Transportation Board for a further decision. In the event that Kent County Council accepts a recommendation from the Dover Joint Transportation Board to refuse an application, the interim bay will be removed. If the Board makes a recommendation to approve the application, the TRO will be sealed. (If no objections are received during the formal consultation stage, the TRO will be sealed without further reference to the Board.)
9. It should be noted that the applicant will not have exclusive rights to the parking bay. Anyone holding a valid Blue Badge may park in the bay.
10. A TRO can take between 9 and 12 months on average from when it has been agreed in principle to the time of implementation. It is a lengthy process due to the need for the Council to adhere to the statutory procedures laid down by the Department for Transport.
11. When a bay is established on the highway it will be assessed periodically against the criteria to ensure that it is still justified. If the bay is no longer required for the original use or the criteria are no longer met, it may be removed.

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

**Agenda Item No 11**

Document is Restricted