

Public Document Pack

DOVER JOINT TRANSPORTATION BOARD

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

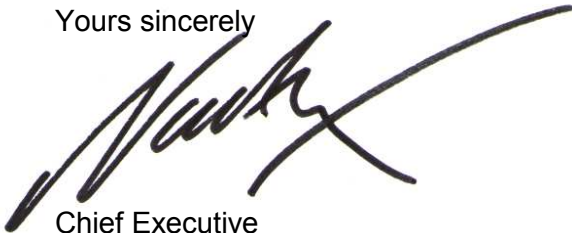
2 December 2014

Dear Councillor

NOTICE IS HEREBY GIVEN THAT a meeting of the **DOVER JOINT TRANSPORTATION BOARD** will be held in the Council Chamber at these Offices on Thursday 11 December 2014 at 6.00 pm when the following business will be transacted.

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

Yours sincerely



Chief Executive

Dover Joint Transportation Board Membership:

Dover District Council Members

Councillor N J Collor (Chairman)
Councillor T A Bond
Councillor B W Bano
Councillor J A Cronk
Councillor F J W Scales
Councillor R S Walkden
Councillor P Walker

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

Town Councils and Kent Association of Local Councils (non-voting)

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 - 12)

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

5 **UPDATE ON REAL-TIME BUS INFORMATION**

To receive a verbal update from Mr Shane Hymers, Policy and Strategy Manager – Public Transport, KCC Highways and Transportation.

6 **UPDATE ON 20MPH ZONE** (Pages 13 - 18)

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

7 **SANDWICH: HIGHWAY SAFETY ISSUES** (Pages 19 - 26)

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

8 **SANDWICH: SECTION 106 EXPENDITURE** (Pages 27 - 30)

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

9 **SPINNEY LANE, AYLESHAM MIGRATION WORKS** (Pages 31 - 32)

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

10 **REQUEST FOR WAITING RESTRICTIONS: SHOLDEN NEW ROAD, SHOLDEN**
(Page 33)

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

11 **TRAFFIC REGULATION ORDER AMENDMENTS - FISHMONGER'S LANE AND BENCH STREET, DOVER** (Pages 34 - 37)

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

12 **LOCAL WINTER SERVICE PLAN** (Pages 38 - 102)

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

13 **HIGHWAY WORKS PROGRAMME 2014/15** (Pages 103 - 120)

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

14 **EXCLUSION OF THE PRESS AND PUBLIC** (Pages 121 - 122)

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

15 **APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS** (Pages 123 - 161)

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

Access to Meetings and Information

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

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

Declarations of Interest

Disclosable Pecuniary Interest (DPI)

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

Other Significant Interest (OSI)

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

Voluntary Announcement of Other Interests (VAOI)

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

Note to the Code:

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

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

Present:

Chairman: Councillor N J Collor

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

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

659 APOLOGIES

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

660 APPOINTMENT OF SUBSTITUTE MEMBERS

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

661 DECLARATIONS OF INTEREST

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

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

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

662 MINUTES

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

663 HGV PARKING AT COOTING ROAD, AYLESHAM

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

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

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

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

RESOLVED: That the report be noted.

664 DOVER QUALITY BUS PARTNERSHIP

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

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

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

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

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

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

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

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

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

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

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

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

665 CHAIRMAN'S ANNOUNCEMENT

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

666 RAMSGATE ROAD, SANDWICH

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

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

667 DRAINAGE UPDATE

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

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

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

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

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

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

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

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

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

668 CHRISTMAS AND NEW YEAR STORMS AND FLOODS

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

RESOLVED: That the report be noted.

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

669 PROPOSED RESIDENTS' PARKING SCHEME - ATHOL TERRACE, DOVER

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

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

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

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

670 PROPOSED MOTOR CARAVAN PROHIBITION - DOVER AND WALMER

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

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

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

RESOLVED: (a) That an overnight ban from 6.00pm to 6.00am, Monday to Sunday, on motor caravans parking on Marine Parade and Waterloo Crescent, Dover and The Beach, Walmer be advertised.

(b) That Officers be instructed to explore options for the provision of alternative parking for both sites, including holding discussions with third parties as appropriate.

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

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

671 HIGHWAY WORKS PROGRAMME 2014/15

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

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

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

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

RESOLVED: That the report be noted.

672 EXCLUSION OF THE PRESS AND PUBLIC

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

673 APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS

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

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

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

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

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

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

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

- RESOLVED:
- (a) That it be recommended that Applications A, B, C, D, E, F, H, I, J, K, L and M be formally advertised and, in the event that no objections are received, be recommended for sealing by Kent County Council (with any objections being referred back to a future meeting of the Dover Joint Transportation Board for further consideration).
 - (b) That it be recommended that Application N be sealed by Kent County Council.
 - (c) That it be recommended that Application G be refused.
 - (d) That it be recommended that the four disabled parking bays detailed in Item O of the report be formally advertised with the intention of removing them and, in the event that no objections are received, be recommended for sealing by Kent County Council (with any objections being referred back to a future meeting of the Dover Joint Transportation board for further consideration).

The meeting ended at 8.30 pm.

**UPDATE ON THE COUNTY COUNCILS 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**

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

For Information

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 1st 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

SANDWICH TOWN HIGHWAY REPORT - RESULTS OF CONSULTATION

To: **Dover Joint Transportation Board, 11th December 2014**

Main Portfolio Area: **KCC – Enterprise and Environment**

By: **Director of Highways and Transportation, Kent County Council**

Classification: **Unrestricted**

Ward: **Sandwich** Division: **Sandwich**

Summary: The report shows the outcome of the site visit with the local Member Fund Highway Engineer, and recommendations for highway improvements throughout Sandwich. This report is for information only, and has been compiled in answer of various highway concerns raised by residents.

For Decision

2.0 Sandwich Town Report

On Friday 3rd October Ryan Shiel from Kent County Council (KCC) Highways and Transportation met with the Sandwich Town Team to discuss the various highway concerns that have been raised by local residents and carry out a detailed walk through around the town. Whilst on site comprehensive observations were made at various locations and recommendations put forward about how to alleviate highway safety issues in each location, these were then discussed in full with the working group.

Main issues and targets:

Various overarching issues seemed to have a knock on effect to many of the smaller highway enquiries. The main aim of the Sandwich Town Team and the proposals outlined in this report are to reduce the amount of *rat running* through the town, stop heavy goods vehicles (HGV's) and larger vehicles from using the town as a through route, and rationalise the size / number of buses.

Proposal 1 – Refresh existing markings in High Street around the Toll Bridge, and on approaches

The High Street and area in front of the toll bridge is one of the busiest areas in Sandwich. There are several different traffic movements taking place here as the point where various roads meet, including Strand Street and Ramsgate Road. The existing markings are needed to ensure that drivers and pedestrians are aware of how this space should be used; these markings do fade over time due to the amount of traffic in this area. The Highway Operations Team at KCC have been contacted to request that the white markings around Strand Street / High Street and the busy junction be refreshed. This will ensure that all who use this area will know where they need to be to ensure its safe use. This is not deemed to have any negative impacts as it is simply maintaining what is already in place.



Proposal 2 – Improvements to existing weight limit signage on all entry points into Sandwich

Drivers of larger vehicles frequently travel through Sandwich, usually because they are directed to do so by Satellite Navigation devices which have not been updated or are unsuitable for larger vehicles. This is a national issue and suitable restrictions are being explored. However, to help advise drivers accordingly the Town Team have asked if the existing weight limit signs and other HGV signage could be improved, or enlarged to ensure that it is clear and visible on all approaches into the town. This would include introduction of signage on junctions / roundabout approaches to Sandwich, such as at the Deal Road / Dover Road, at points where drivers can safely turn to use correct routes.



Positive effects:

- Could help to reduce the number of larger vehicles entering Sandwich, and encourage drivers to use the by-pass.

Negative impacts:

- Will increase sign clutter in the area.
- Effect could be minimal, as drivers may continue to follow satellite navigation devices.
- To be truly effective the scheme may require physical measures, but any narrowing's or barriers would be prohibitive to bus services.

Detailed design and investigation costs: £1,500 to assess signs on all four approaches and identify new sign designs, sizes and post requirements.

Potential scheme cost dependant on outcome of detailed design: Ranging from £500 to £4,000 per site dependant on the size of the signs required and the traffic management requirements to carry out the works.

Proposal 3 – The introduction of a system of raised tables / humps

Vehicle speeds have been reported by many residents as a major safety issue, along with the large volumes of traffic travelling through the town without stopping, or any purpose for coming into Sandwich.

Due to the historic nature of Sandwich it was agreed that many forms of traffic calming and road features would not be suitable or in keeping with the area. However, it was outlined that raised table features could be installed without causing too much visual obtrusion and still provide a traffic calming feature and enhanced pedestrian crossing provision. Raised tables have been used in other conservation areas and can be constructed from heritage materials. To be legally and safely installed at least two traffic calming features are required in a road to ensure that a system is in place, and not an isolated table or hump. With this in mind two sites were located in each of the main roads forming the one way system in Sandwich. The individual sites and reasons for their selection have been detailed below:

Site 1 Strand Street, junction with Pillory gate:



A raised table in this location would provide a crossing point to the river front footpath, and help slow driver speeds at the point where the footway narrows.

Site 2 Strand Street, outside number 8:



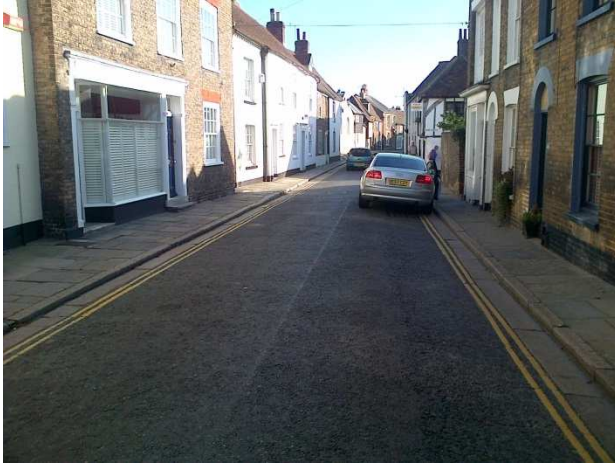
Proposed measures in this vicinity could help reduce driver speeds on approach to the High Street junction.

Site 3 High Street, near Carole Ridley and pedestrian walkway:



A raised table in this location would provide a crossing point to the town centre footpath.

Site 4 High Street, outside no.47 Wallis House:



Drivers often increase their speed once they pass the row of on street parking in this part of the High Street. A traffic calming feature at this point will advise drivers to keep their speeds low.

Site 5 New Street, opposite the Ropewalk:



A raised table in this location would provide a crossing point to The Rope Walk and Mill Wall footpaths.

Site 6 New Street, outside number 64:



By installing a traffic calming feature at this point, it could discourage drivers from travelling at excessive speeds on the straight approach to the zebra crossing.

Site 7 Moat Sole, opposite the Mill Wall:



A raised table in this location would provide a crossing point to the Ropewalk and The Butts footpath.

Site 8 Moat Sole, near the mini roundabout:



Pedestrians often need to cross to reach the supermarket and Cattle Market car park in this location. A raised table would also help to reduce driver speeds on approach to the mini roundabout.

Positive effects:

- Would highlight suitable areas for pedestrians to cross, and enhance visibility of pedestrians to approaching drivers.
- Could help to reduce driver speeds in the area.
- May discourage through traffic and make the by-pass more appealing route to avoid traffic calming.

Negative impacts:

- Raised tables may cause noise and vibration to nearby properties, depending on gradients and proximity of property walls / boundaries.
- May be unpopular due to use in conservation area.
- Could lead to drainage issues which will need to be addressed in detail at design stage.

Detailed design and survey costs (traffic counts): £2,650 per road

Potential scheme cost dependant on outcome of detailed design: Ranging from £3,000 per site to install a simple table consisting of black carriageway surfacing and conservation kerbing to £25,000 if drainage alterations are required, or expensive materials such as block paving used. Overleaf are some examples of what the tables can be expected to look like:



Proposal 4 option A – Install a one way system on Ramsgate Road Bridge

There are currently four routes in and out of Sandwich, with the entrances from Ramsgate Road across the river bridge and New Street approaching from Deal, being identified as the main north south route for through traffic. Previous proposals and attempts have been made to reduce the amount of use of the Ramsgate Road Bridge through re-introducing the toll, changing the existing phasing of the traffic lights etc. However, the proposal suggested during the site meeting leading to this report was for the bridge to be made one way allowing vehicles to exit Sandwich heading north. This was seen as the highest priority for the residents group as it would also help achieve most of its main targets outlined above. An injury related crash has been reported on the bridge, relating to pedestrian vehicle conflict.



Positive effects:

- Will reduce the amount of through traffic entering the town as drivers would be forced to use the by-pass when travelling from Discovery Park towards Deal / Dover.
- Reduce the amount of vehicle movements around the High Street and town square near the archway.
- Will make the bridge safer for use by pedestrians and cyclists, encouraging more economic forms of travel.
- Reduce difficult manoeuvres for buses and other vehicles around the archway which has led to ongoing damage to the bridge and other buildings.

Negative impacts:

- Local traffic / residents (as motorists) would be unable to access the town by the bridge from the Discovery Park direction.
- The bus service would have to be rerouted along the by-pass

Detailed design, advertisement and writing of Traffic Regulation Order (TRO) and survey costs (traffic counts): £2,995. The outcome of the TRO consultation is not assured success.

Potential scheme cost, dependant on outcome of detailed design: Ranging from £2,000 for simple signing and introduction of a one way traffic regulation order (TRO) to £15,000 if junction alterations are required at the roundabout next to the bridge to allow for larger vehicles / buses to turn back towards Discovery Park.

Proposal 4 option B – Amend phasing of the existing traffic lights at the Ramsgate Road Toll Bridge

There have been previous proposals to amend the phasing of the traffic lights at the Ramsgate Road toll bridge. There are various ideas behind this, one of them being to simply assist the flow of traffic by changing the length of times green phases are active, i.e. less changing of lights for longer green and red phases so more traffic can pass in one phase. Alternatively, it has been suggested that the traffic lights be amended so they work more in favour of vehicles leaving Sandwich to discourage through traffic and make the by-pass a more appealing alternative.



Positive effects:

- Could reduce the amount of through traffic entering the town as drivers might choose to use the by-pass when travelling from Discovery Park towards Deal / Dover.
- May reduce the amount of vehicle movements around the High Street and town square near the archway.

Negative impacts:

- Local traffic / residents (as motorists) may be inconvenienced by the increased waiting times at the traffic lights.

With the exception of the two options in proposal 4, the proposals detailed in this report could be used in conjunction with each other or individually based on funding and final decisions by relevant officers and elected officials.

Other measures discussed / suggested

- Introduction of bollards on the western side footway in High Street at various intervals where the footway is more than 2m wide. This could help to reduce vehicle speeds, as it has a narrowing effect, as well stop drivers from mounting the footway when travelling at speed, or to park. Bollards can be supplied and installed for between £200 and £400 each depending on size, type and location. Siting would be subject to location of underground utilities.
- Contacting Stagecoach to request that they use smaller buses when entering the town centre, and / or consider reducing the number of buses entering the town to ensure empty buses are not using the narrow roads unnecessarily. – Actioned by Ryan Shiel – This has previously been requested, but Stagecoach said that this would have a knock on effect to many services, particularly school buses which often empty completely when stopping outside the schools etc. Through proposed developments at Discovery Park there have been suggestions that a shuttle bus service could be provided using smaller buses to and from the town and new development in the future.
- Contacting the Highway Operations Team at KCC to request the white markings around the Moat Sole / Cattle Market junction be refreshed. – Actioned by Ryan Shiel – An enquiry has been raised with the Highway Operations Team to ask that the white lining be repainted in this area.
- Speed watch – Local speed watch schemes allow residents to help collect and present data regarding vehicle speeds in their local area. This can highlight repeat offenders and assist Kent Police with their enforcement.

- Introduction of a new North Sandwich coach park. Coaches and foreign buses regularly travel into the centre of the town and become stuck or lost trying to find somewhere to park. The town team highlighted the importance of ensuring tourists can reach Sandwich, but there is a lack of parking on the north and west approaches. However, this is a matter for Strategic Planners and Dover District Council to consider.

*Please be advised that all scheme costs at this stage are only estimations, and no detailed prices or quotes have been produced at the time this report was written.

**All scheme proposals detailed in this report would be subject to funding and a full consultation with elected officials, local associations and immediately affected residents.

2.0 For information only

2.1 This report is for information only.

Contact Officer:	<i>Ryan Shiel, Traffic Engineer 03000 413799</i>
Reporting to:	<i>Andy Corcoran, Traffic Schemes and Member Highway Fund Manager</i>

From: John Burr, Director – Highways, Transportation and Waste

To: Dover Joint Transportation Board

Date: 11th December 2014

Subject: Section 106 Spend – Sandwich Town Centre

Classification: Unrestricted

Summary:

This report gives a brief summary regarding the Section 106 Spend for Sandwich Town

1.0 Introduction

1.1 Kent County Council (KCC) are carrying out works to Ramsgate Road Sandwich utilising funds from the Local Sustainable Transport Fund to improve sustainable travel links between Sandwich Town and Discovery Park. Such works relieve developers of their obligations in The Section 106 Agreement for Phase 1 of the Willowbank development. As such it has been agreed between KCC, DDC and the developers that KCC will keep the existing Section 106 money to fulfil the original obligations (as part of the proposed scheme) and in addition the developers have costed the physical works of the former scheme which would have been subject to a Section 278 Agreement and also given this money to KCC to spend in Sandwich Town, which amounts to an additional £50k

1.2 The original Section 106 Agreement comprised:

£35,000 traffic management works in Sandwich town centre and/or the A256/A257 roundabout (*still to used in this regard but KCC now to deliver*)

£500 towards admin costs of changing the 40 mph speed limit on Ramsgate Road to a 30mph speed limit (*to be carried out by KCC as part of the LSTF scheme*)

£1,000 towards monitoring vehicle speeds along Ramsgate Road six months after implementation of the 30mph speed limit (*to be carried out by KCC as part of the LSTF scheme*)

£10,000 towards implementing further speed reduction measures on Ramsgate Road... (*to be carried out by KCC as part of the LSTF scheme*)

£2,000 towards monitoring traffic queues and signal timings on Sandwich Toll Bridge & reconfiguring signal settings. (*to be carried out by KCC*)

The total spend within the town centre therefore equates to £85K plus the £2k to be spent in monitoring the queues and signal timings on the Toll Bridge and any reconfiguration of the signal settings.

2.0 The Proposal

2.1 KCC has received several ideas on how this money should be spent in Sandwich. They include the following:

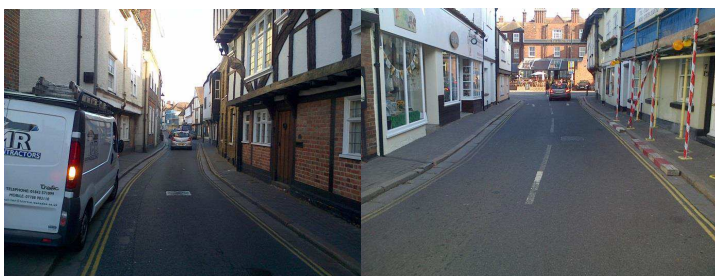
- Refresh existing markings in High Street and around the Toll Bridge area and on approaches



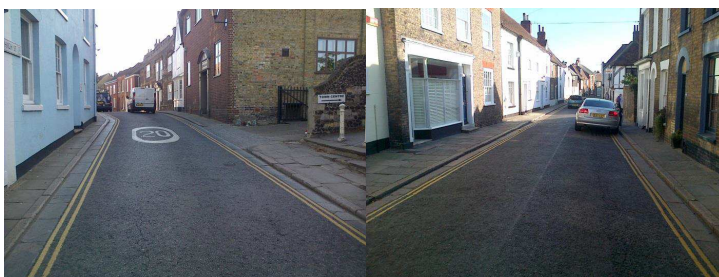
- Improve existing weight limit signs on all entry points into Sandwich



- Introduction of system of raised tables/humps in Strand Street, High Street, New Street and Moat Sole



Strand Street



High Street



New Street



Moat Sole

Examples of traffic calming features:



- Install a one-way system on Ramsgate Road Toll Bridge

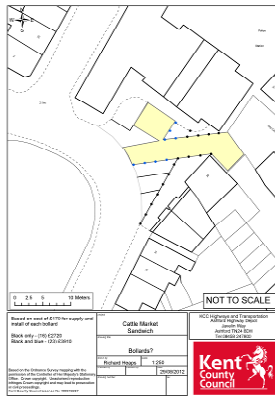


- Amend phasing of lights on Ramsgate Road Toll Bridge
- Bollards on western footway in High Street where footway is more than 2m wide
- Renewal of white lining in Moat Sole/Cattle Market area
- Improved bus parking fronting the Guildhall



Example.

- Improved parking to rear of the Guildhall



- Traffic Surveys

3.0 Finance

All costs must come out of the Section 106 Funding including any design and safety audit costs.

4.0 Consultation

Consultation will be carried out in respect of individual proposals going forward. .

5.0 Recommendation

That Members allow the schemes to be progressed once prioritised by Sandwich Town Council.

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

From: John Burr, Director – Highways, Transportation & Waste

To: Joint Transportation Board

Date: 11th December 2014

Subject: Spinney Lane, Aylesham

Classification: Unrestricted

Summary:

This report gives an overview of the recent proposed road closure that was petitioned against and the alternative junction improvement scheme that has gone out to public consultation.

1.0 Introduction

There is a planning condition to address various junctions in and around the Aylesham area as part of the Aylesham Expansion planning application. The first of the junctions being addressed by the developer is the B2046/Spinney Lane junction.

There is a history of crashes at this junction with an emerging pattern showing that head on collisions have occurred due to the shallow angle of the junction and vehicles speeding up to take the junction rather than slowing down and addressing it properly.

The scheme given consent as part of the planning committee resolution showed Spinney Lane being directly connected to Pond Lane with no access from either road to the B2046. When the developer's transport consultant progressed the design to include the detail it very quickly became apparent that the design was unworkable and that the angle necessary to connect the two roads would be too acute and require third party land. As a result of this the developer put forward a proposal to gate Spinney Lane at both ends, which would also address the crashes from vehicles taking the junction at speed and was an alternative version of that previously agreed by the planning committee.

When the road closure was advertised by the erection of notices at either end of Spinney Lane, KCC received many objections to the road closure and a petition comprising of 1590 signatures.

In direct response to the objections a site meeting was held with the representatives of the Parish Councils, County Member, KCC's Strategic Planning Officer and Traffic Engineer and the Developer's Transport Consultant to consider alternative proposals to closing Spinney Lane.

2.0 The New Scheme

The problems with the junction were identified at the site visit with vegetation obscuring visibility and vehicles poorly aligned on entering and leaving Spinney Lane. It became obvious that the best form of remediation would be to reconfigure the junction layout to address these issues. The developers Transport Consultant has therefore designed a new junction layout which allows vehicles to enter and leave Spinney Lane at a near 90 degree angle, thus forcing vehicles to slow on entry and to be far better aligned on leaving the junction to maximise sight line opportunities. In addition the gentlemen who manage the woodland area adjacent to the junction have also agreed to cut back and maintain the vegetation which currently obscures the sight line. Drawing number 613399/J12/SK01 shows the proposed scheme.

The revised junction makes access for large vehicles to either Spinney Lane or Pond Lane very difficult. Both roads have a 6'6" width restriction and will not generally accommodate access for vehicles larger than a transit van.

3.0 Finance

All costs are covered by the developer.

4.0 Consultation

The results of the public consultation are attached.

5.0 Recommendation

That the JTB recommends to the Cabinet Member that the scheme is proceeded with.

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

REQUEST FOR WAITING RESTRICTIONS – SHOLDEN NEW ROAD, SHOLDEN

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

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

Classification: **Unrestricted**

Ward: **Sholden**

Summary: **This report gives details of the KCC response to a request for waiting restrictions to be introduced in Sholden New Road, Sholden**

For Information

1.0 Report

- 1.1 Work is currently underway to develop a new residential area on the edge of Sholden. Known as ‘Sholden Fields’, the development by Ward Homes comprises of 230 residential properties.
- 1.2 There is an emergency access which exists on to Sholden New Road.
- 1.3 As part of the development, a cycle path was also developed which runs from Sholden New Road along the south-west side of the adjacent playing field.
- 1.4 Concerns have been raised by Sholden Parish Council and Local Councillors that parked cars could potentially block these accesses. As a result they have requested waiting restrictions (yellow lines) to be placed over these accesses.
- 1.5 The Traffic Engineer for Dover has advised that “...*funding for new waiting restrictions (yellow lines) is targeted towards addressing safety critical issues which can be demonstrated by the presence of personal injury crashes over the past three years. Unfortunately we would not be able to consider allocating limited resources to install waiting restrictions to pre-empt theoretical parking practices which may or may not occur. The emergency access to Sholden Fields comprises a dropped kerb, as does the path by the side of the cricket ground, which will indicate to drivers that these are accesses that need to be kept clear. I would suggest that we wait until the majority of Sholden Fields is occupied and monitor the situation to see if a persistent problem actually occurs.*”
- 1.6 The Deputy Cabinet Member for Environment, Highways and Waste, Cllr Matthew Balfour, endorses this view.

2.0 Recommendation(s)

- 2.1 Members are asked to note the report.

Contact Officer:	Richard Heaps, Traffic Engineer, Kent County Council 03000 418181
Reporting to:	Tim Read, Head of Transportation, Kent County Council 03000 418181

DOVER DISTRICT COUNCIL

REPORT OF THE DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

DOVER JOINT TRANSPORTATION BOARD – 11 DECEMBER 2014

TRAFFIC ROAD ORDER AMENDMENTS TO FISHMONGER'S LANE AND BENCH STREET

Recommendation

The Board is asked the following:

1. To amend 2 following TROs to allow the construction of a new off-street 'pay and display' car park in Bench Street, Dover.
 - (i) The 'one-way' route on Fishmonger's Lane, Dover to be reduced approximately 14 metres west from the junction of Fishmonger's Lane and Bench Street, Dover.
 - (ii) 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.

Contact Officer: Keith Watson, Ext 2399

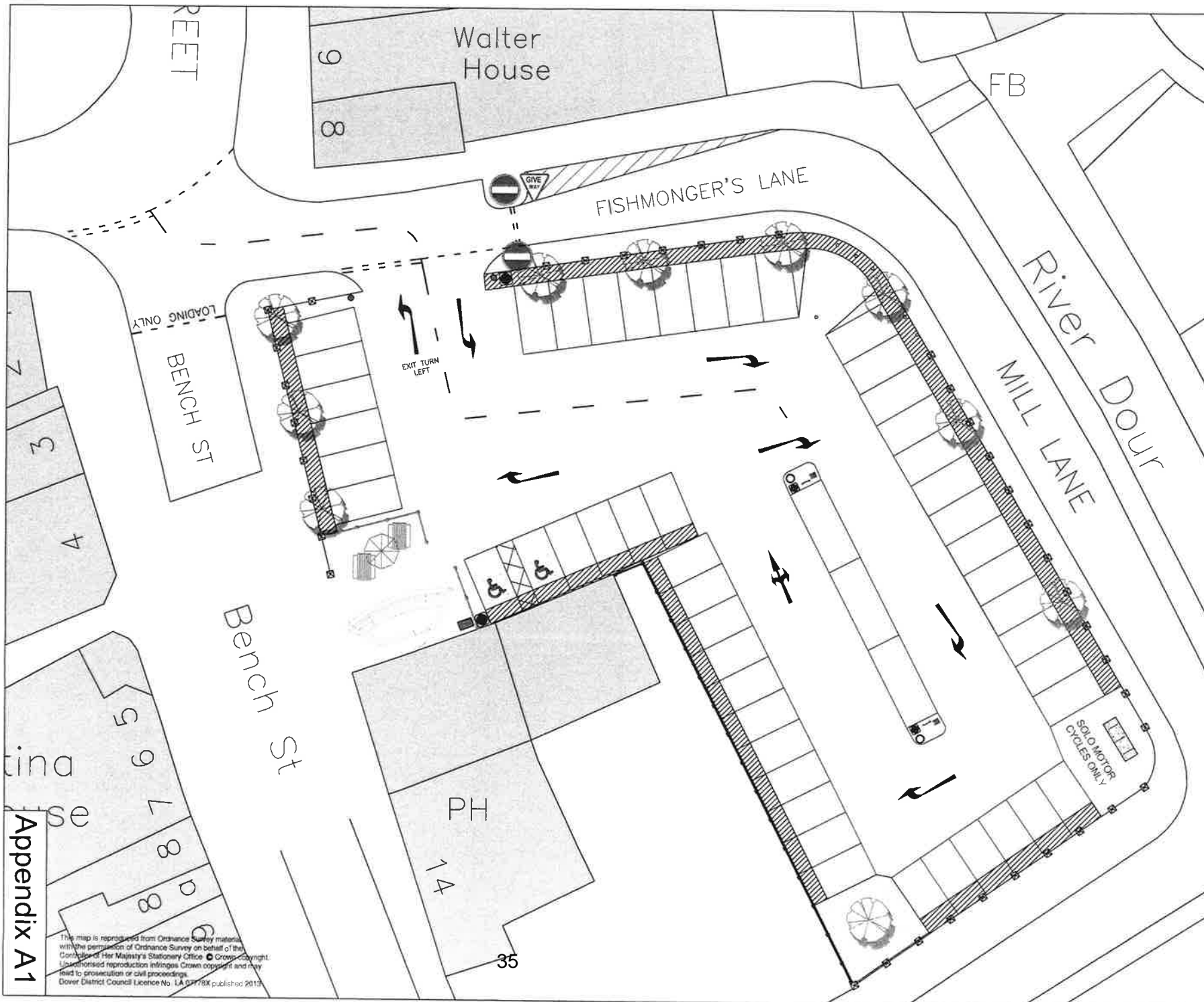
1.0 Introduction

Due to the imminent plans for developing the site at Russell Street car park, it was recognised that the off street car parking would be significantly reduced when closed for redevelopment in the following year. Cabinet members agreed to the demolition of Centurion House, with the view of constructing a new car park in early 2015, proposed car park layout plan and elevations can be viewed in **Appendix A1**. Planning consent has now been awarded and construction of the car park is scheduled for January 2015.

Consequently the proposed car park has included unavoidable works to the highway and Traffic Road Orders, which is mainly for providing safe access in and out of the proposed car park from Fishmonger's Lane. This new proposed highway arrangement can be seen in **Appendix A1** drawing C55.356.003.

As a result it has become necessary to widen Fishmongers Lane to accept 2 way-traffic, so members of the public will be able to access the car park from King Street and also exit the car park. This will also reduce the goods vehicle loading bay in Bench Street by approximately 4 metres, due to the realignment of the south kerblines on Fishmongers Lane. As per the summary box above, the traffic road orders for Fishmongers Lane and Bench have been formally advertised of which the consultation period is due to complete on Monday the 8th December 2014. At the point of writing this report no objections have been received and JTB members will be updated with the full result at the next JTB meeting, Thursday 11th December 2014.

Taking into account Dover District Council's plans to construct a new car park to support the shortage of off-street parking and redevelopment of the town centre, the officer recommendation to members of JTB is to seek approval of amended TROs stated in the above summary box.



Notes
 "Pay and Display" car park with 4hrs maximum stay. 51 car parking bays and 2 disabled parking bays have been drafted on plan marked in red, size 4.8m x 2.4m. This plan is subject to a full site survey post demolition works and so the quantity of parking bays may differ slightly.

Proposed Surface
 The proposed surface to be 150mm sub base type 1 or similar, with 70mm D.B.M base course, finishing with black 30mm thick D.B.M wearing course. Parking bays to be located with white and yellow thermo plastic lining paint.

Drainage
 Surface water to be drained via acco drainage system into the Dour River via petrol interceptors, as informally advised by the EA.

Boundary Wall and Fence
 Proposed boundary of site to consist of masonry brick pillars and decorative steel vertical bar railing. Brick to match existing (red stock) and steel railing to be galvanized with a powder coated paint to match the existing Dover blue street furniture. The boundary line adjacent to Thornton's Lane will be concrete posts and timber panels.

Trees and Soft Landscaping
 Areas of the site to be enclosed with semi mature trees. Trees to be Pyrus calleryana chandlercree (Mature height to reach 10 to 15m). Other areas as indicated on plan to include mixed shrub planting (tbc).

Lighting
 Car park to be illuminated by LED street lighting lanterns on 5m stainless steel columns. Design to be Dover from DW Windsor Lighting.

- 1 litter bin to be supplied to each ticket machine
- 6 Steel powder coated back with gold ring bollards to be installed to manufacturers details
 - Car park entrance signs and posts. Posts installed 600mm below G.L. in concrete.
 - ◆ Lamp column with protector island
 - ⊣ Ticket machine, refer to manufacturers installation pack for further detail.
 - ⊞ Trees and grass turf
 - ⊞ 3 Motor Cycle racks installed in concrete base
 - ▨ P.C.C Kerb protection backfilled with Type 1 and bitumen maccadam to finish. Refer to drawing C55 356 023 for detail.

Prepared by
DOVER DISTRICT COUNCIL
 Environment & Corporate Assets
 Dover District Council
 White Cliffs Business Park
 Dover Kent CT16 3PJ
 Tel: (01304) 821199
 Fax: (01304) 872240

Eurling Roger Walton, C. Eng. M.I.C.E.
 DIRECTOR OF ENVIRONMENT & CORPORATE ASSETS

Proposed Car Park Plan at Centurion House Site

Location: Mill Lane, Dover

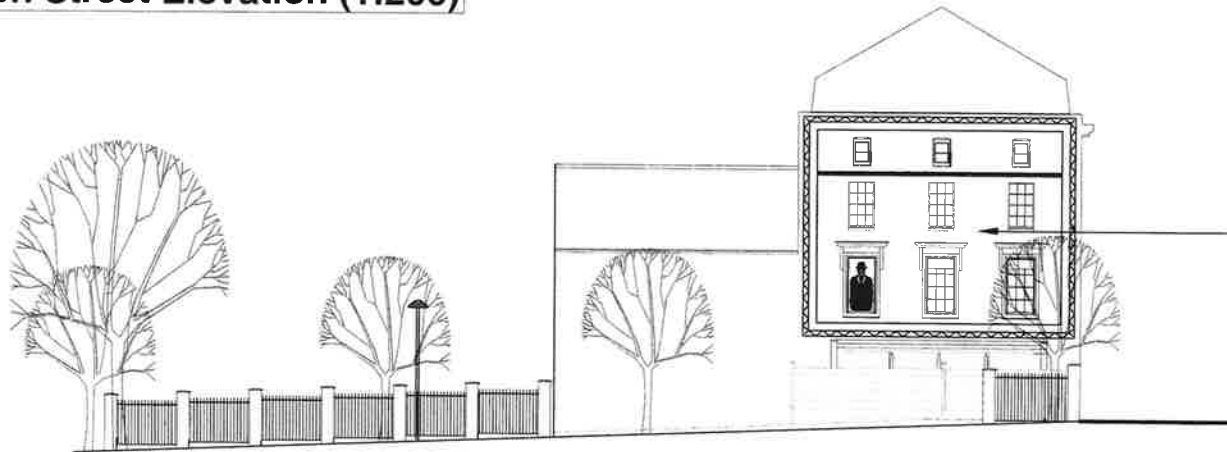
Designed: KW	Drawn: KW	Date: April 14
Scale: 1 to 250	Drawing Number: C55.356/003	Rev:

Appendix A1

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
 Dover District Council Licence No. LA 03778X published 2013

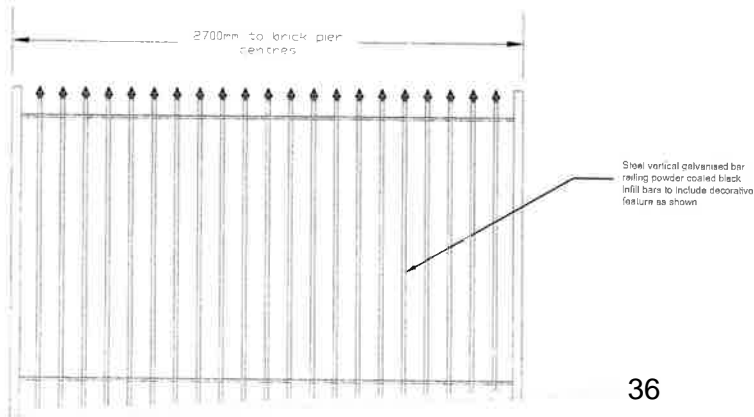


Bench Street Elevation (1:200)



Building wrap artwork to be agreed.

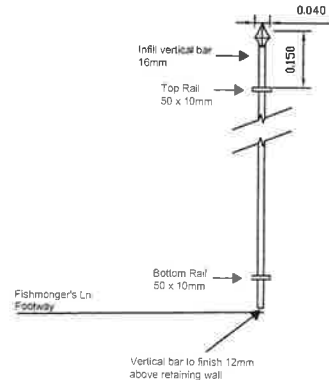
Fishmongers Lane Elevation (1:200)



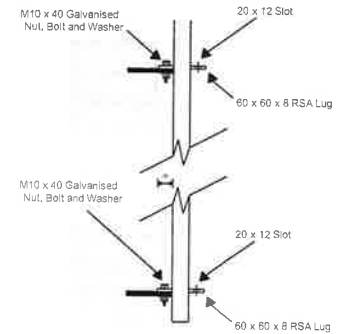
36

NTS

Infill Bar Detail



Post / Brick Mounting Detail



Appendix A1

Prepared by
DOVER DISTRICT COUNCIL
 Environment & Corporate Assets
 Dover District Council
 White Cliffs Business Park
 Dover Kent CT16 3PJ
 Tel: (01304) 821199
 Fax: (01304) 872240

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

Proposed Car Park Elevations/
 Fence Details

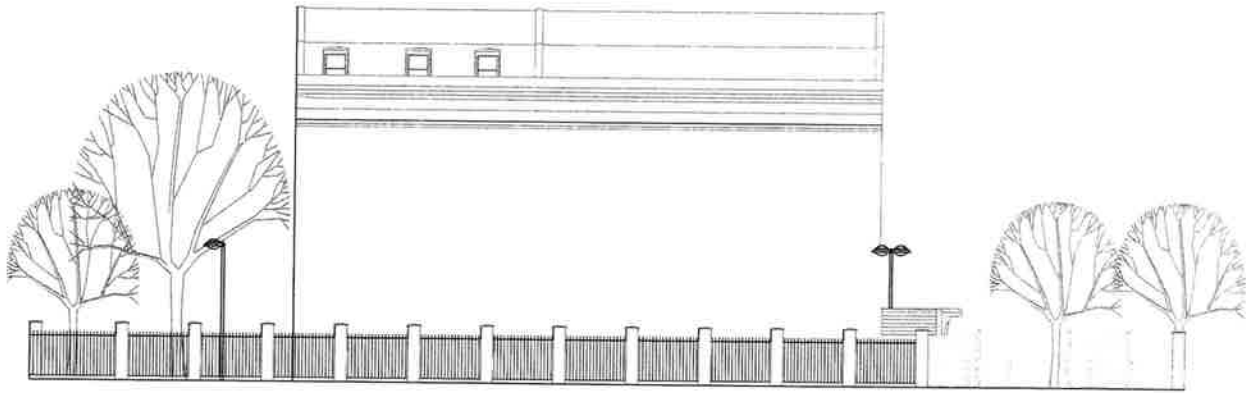
Location
 Bench Street, Dover
 Fishmonger's Lane, Dover



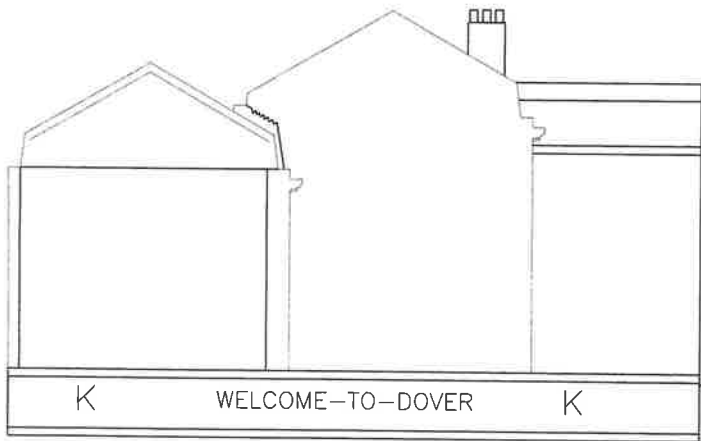
Designed: KW Drawn: KW Date July 14

Scale 1 to 500 Drawing Number C55.356/008 Rev. B

NTS

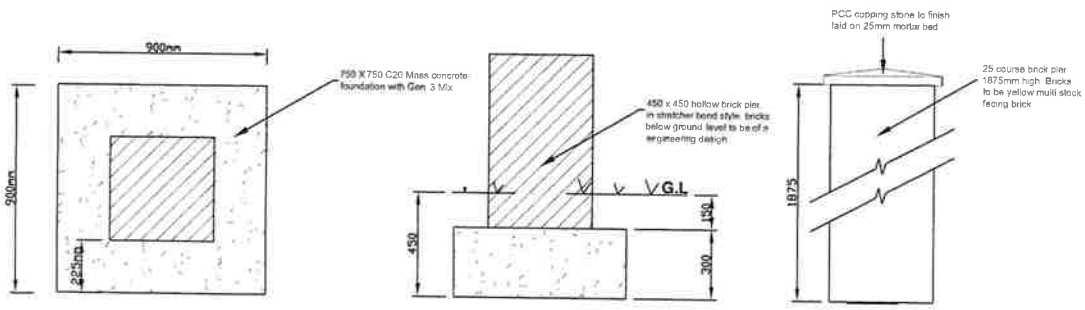


Mill Lane Elevation (1:200)



A20 Elevation (1:200)

Foundation and Brick Pier Detail for Boundary Fence



	Prepared by Environment & Corporate Assets Dover District Council White Cliffs Business Park Dover Kent CT16 3PJ Tel: (01304) 821199 Fax: (01304) 872240		
	Eurling Roger Walton, C. Eng M.I.C.E. DIRECTOR OF ENVIRONMENT & CORPORATE ASSETS		
Scheme Proposed Car Park Elevations Centurion House Site			
Location Bench Street, Dover Fishmonger's Lane, Dover			
Designed: KW	Drawn: KW	Date: May 14	
Scale 1 to 500	Drawing Number C55.356.009	Rev B	

To: Dover Joint Transportation Board

By: **Andrew Loosemore** – Head of Highway Operations

Date: 11th December 2014

Subject: Local Winter Service Plan

Classification: Information only

Summary: This report outlines the arrangements that have been made between Kent County Council and Dover District Council to provide a local winter service in the event of an operational snow alert in the borough/district

Introduction

1. Kent County Council Highways, Transportation & Waste (KCC HTW) takes its winter service responsibilities very seriously and is proactive as well as reactive to winter weather conditions. Winter service costs KCC in the region of £3.2m every winter and needs careful management to achieve safety for the travelling public and to be efficient. The Highways Operations teams in HTW work to ensure that the winter service standards and decisions made are consistent across the whole county.

HTW prepares an annual Winter Service policy and plan which are used to determine actions that will be taken to manage its winter service operations. The policy was approved at the Environment, Highways and Waste Cabinet Committee on 17 September 2014.

District based winter service plans

2. The Local Winter Service Plan for the Dover District is a working document. It will evolve and be revised as necessary throughout the year. This document complements the KCC Winter Service Policy and Plan 2014-15, which will be available on the KCC website. Following successful work in previous years with district councils, arrangements have again been put in place this year whereby labour from district councils can be used during snow days. Additionally HTW will supply a quantity of a salt/sand mixture to district councils to use on the highway network. The details are contained in the plan which enhances the work that HTW will continue to do in providing a countywide winter service. The local plan comes into effect when a snow operational alert is declared that affects the district of Dover.

<http://www.kent.gov.uk/roads-and-travel/what-we-look-after/winter-service>

Pavement clearance

3. Areas for clearing pavements have been identified in the local plan. These are the areas where local knowledge has indicated that people are concerned and would most like to be kept clear when there is snow and ice.

Farmers

4. The work that our contracted farmers have done in recent years is greatly appreciated and has made a big difference in keeping rural areas clear on snow days. Again this year farmers will have predetermined local routes and will use their own tractor and KCC ploughs for clearing snow. The ploughs supplied are serviced by KCC each year. Each farmer will have plans detailing the roads that they are responsible for ploughing. When snow reaches a depth of 50mm on roads in their areas the farmers will commence ploughing notifying KCC as agreed in their contract. A list of farmers and their contact details can be found in the local plan, (although some personal information will not be available via this report or the website due to Data Protection legislation).

Conclusion

5. Working in partnership with the district councils will enable HTW to provide an effective winter service across the county.

Recommendations

6. Members are asked to note this report.

Background documents: Kent County Council Winter Service Policy and Plan 2014/15

Contact officer:

Steve Rivers -Tel: 03000 41 81 81

**KENT COUNTY COUNCIL
HIGHWAYS AND
TRANSPORTATION**

**Dover
Local Winter Service
Plan**

2014/15



Version 1 Redacted - 24/11/14

Contents

Page 1 -32 KCC WS Plan

Page33 -65 Dover local plan

KCC

Highways and Transportation Winter Service Plan 2014/15

Winter Service Plan



Contents

1. The Kent Highways Contract	5
2. Introduction.....	5
3. Winter Service	5
3.1 Operational Winter Service Period.....	5
3.2 Winter Service Contracts	5
3.3 Salt	5
3.4 Salt Storage.....	5
3.5 Salt Quantities	5
3.6 Salt Supply Arrangements	6
3.7 Target Spread Rates for Salt	6
3.8 Plant	6
3.9 Depots.....	6
3.10 Labour/Drivers.....	6
4.1 Winter Duty Officers.....	6
4.2 Weather Forecasts	7
4.3 Kent Road Weather Forecasts.....	7
4.4 Dissemination of the Kent Road Weather Forecast and Instructed Action.....	8
5. PRECAUTIONARY SALTING	10
5.1 Precautionary Salting Route Categories	10
5.2 Amendments to the Precautionary Salting Route Network.....	10
5.3 Primary and Secondary Precautionary Salting Route Coverage	10
5.4 Planning of Precautionary Salting Routes	11
5.5 Instructions for Precautionary Salting of Primary Routes	11
5.6 Instructions for Precautionary Salting of Secondary Routes.....	11
6. EMERGENCY SALTING	11
6.1 Emergency Precautionary Salting of Primary and Secondary Routes.....	11
6.2. Emergency Post Salting of Primary and Secondary Routes.....	12
6.3 Emergency Post Salting on any Road.....	12
6.4 Emergency/Post Salting Response Time.....	12
7. SNOW CLEARANCE.....	12
7.1 Instructions for Snow Clearance	12
7.2 Snow Clearance by Ploughing.....	12
7.3 Agricultural Snowploughs	12
7.4 Agricultural Snow Throwers/Blowers	13
7.5 Snow Clearance using Blowers and Loading Shovels	13
7.6 Hand Snow Clearance.....	13
7.7 Treatment after Snow Clearance	13

8.	SEVERE WEATHER CONDITIONS	14
8.1	Local Winter Service Plan	14
8.2	District council arrangements.....	14
8.3	Snow desk	14
8.4	Persistent Ice on Minor Roads	14
8.5	Ice and Snow Emergencies - Declaration	15
8.6	Ice Emergencies	15
8.7	Snow Emergencies.....	15
8.8	Daily Ice/Snow Emergency Report Form	15
8.9	KCC Emergency Centre	15
8.10	Outside Assistance	16
8.11	Additional Resources	16
9.	ROADSIDE SALT BINS.....	16
9.1	Location of Roadside Salt Bins	16
9.2	Maintenance and Refilling of Roadside Salt Bins.....	16
9.3	New Roadside Salt Bins	16
9.4	Salt Bags	17
10.	SNOW FENCING	17
10.1	Erection of Snow Fencing	17
11.	PRE-WINTER ACTIVITIES	17
11.1	Winter Service Publicity	17
11.2	Briefing Meetings	17
11.3	Training for HOPS Staff	17
11.4	Contact Arrangements	17
12.	MAINTENANCE AFTER SEVERE WEATHER.....	18
12.1	Deterioration of Carriageway Structure	18
13.	SUMMARY OF RESPONSIBILITIES.....	18
13.1	Highway Manager with responsibility for Winter Service	18
13.2	Winter duty officer.....	18
13.3	Highway Managers	19
13.4	District Managers.....	19
13.5	Contractor.....	19
13.6	Agricultural Snow Plough, Thrower and Blower Operators.....	20
15	APPENDICIES.....	21
	Appendix A - Salt Quantities.....	21
	Appendix B – Winter Duty Rota	22
	Appendix C - Interim Precautionary Treatment Decision Matrix Guide	23
	Appendix D –Kent Road Weather Forecast.....	26
	Appendix E – Gritting Alert	278

Appendix F – Kent Weather Stations.....	29
Appendix G – Routine Salting Instructions.....	300
Appendix H – Snow Clearance on Carriageways Using Snowploughs	31
Appendix I – Salt Bin Assessment Form.....	27
Appendix J – District Update Report.....	32

This page is intentionally blank

1. The Kent Highways Contract

- 1.1 A contract exists between Kent County Council Highways and Transportation (HOPS) (client) and Enterprise plc (contractor) whereby the highway winter service is jointly delivered to the public.

2. Introduction

- 2.1 The Winter Service Plan gives details of the means by which HOPS intends to achieve the objectives and standards identified in the HOPS Winter Service Policy Statement. These documents are updated annually and distributed following Member approval.

3. Winter Service

3.1 Operational Winter Service Period

- 3.1.1 The Kent County Council operational winter service period for 2014/15 will run from **Friday 18 October 2013 to Friday 25 April 2014**.

3.2 Winter Service Contracts

- 3.2.1 All winter service activities will be undertaken using term maintenance contracts entered into with the contractor. Current contracts began in September 2011 and run until August 2016.

3.3 Salt

- 3.3.1 Salt for use as precautionary and post treatment to carriageways and footways will be mined rock salt graded to 6mm in accordance with BS 3247:1991. Pre-wetted salting will take place from new or refurbished depots where brine making tanks have been installed. Salt for making brine will be pure with no impurities to prevent sludge being deposited in the tanks.
- 3.3.2 During a snow event, a mixture of salt and sand or other grit material will be used on carriageways and footways. In the event of prolonged cold spell or for any other reason there is a prolonged salt shortage see policy.

3.4 Salt Storage

- 3.4.1 Good salt storage practice is essential for reducing spread rates, efficient salt usage and the optimisation of salt spreading. (National Winter Service Research Group – NWSRG). Salt will be stockpiled by the Contractor in designated depots storage areas using purpose made barns where available. Where there is no salt barn, salt will be protected by suitable sheeting.

3.5 Salt Quantities

- 3.5.1 Salt stocks will need to be maintained by the Contractor to ensure that resilience is maintained throughout the Overall Winter Period (October to April) and the Core Winter Period (December to February). This is in line with guidance from the Department for Transport. **Appendix A** gives the quantities of salt to be provided in each depot or storage area.

3.6 Salt Supply Arrangements

- 3.6.1 A salt stock management system will be put into place ensuring that adequate quantities of salt are available at all times during the winter service operational period. The Contractor will seek a broad approach to the supply of salt including using more than one supplier and also ensure that suppliers are able to fulfil orders even during times of extreme weather events.

3.7 Target Spread Rates for Salt

- 3.7.1 The Contractor will carry out spot checks of actual spread rates produced by the salt spreaders. The Contractor will also arrange for calibration checks, and any necessary adjustments to be carried out on all salt spreading equipment during the first two weeks of October. Further calibration checks will be carried out during the winter or if the spreader is thought to be spreading incorrectly. Calibration certificates shall be available for inspection by the Highway Managers. A separate certificate will be provided for each salt type.

3.8 Plant

- 3.8.1 Plant used for winter service activities will be controlled and maintained by the Contractor. It is important that all equipment is well maintained, calibrated and reliable. Plant may be dedicated entirely to winter service but economies should be made where possible with the use of dual-purpose vehicles with demountable bodies available for routine maintenance work when not spreading salt. Salt spreaders will conform to BS 1622:1989 and shall be speed related. The Contractor shall ensure that there are sufficient spare vehicles and plant to keep the service running.

3.9 Depots

- 3.9.1 The day to day running and management of depots and salt stores, used for winter service activities, will be carried out by the Contractor.

3.10 Labour/Drivers

- 3.10.1 Labour/Drivers will be provided and controlled by the Contractor. The Contractor will ensure that all staff are adequately trained to national standards and will ensure they have a system of formal training records which will be available for inspection by HOPS at the commencement of the winter season.

4. WEATHER INFORMATION

4.1 Winter Duty Officers

- 4.1.1 A Winter Duty Officer (WDO) from HOPS will be on duty 24 hours a day, for periods of one week on a rota basis, throughout the operational winter service period. The WDO is responsible for receiving weather forecasts, monitoring the weather situation, and the compilation and dissemination of Kent Road Weather Forecasts. The WDO rota for the coming operational winter service period is given in Appendix B. The WDO will receive appropriate training to carry out the role. Instructions for treatment will be informed by prevailing weather conditions and in line with the Interim precautionary Treatment Decision Matrix Guide for 2014/15 – **Appendix C**.
- 4.1.2 In the event of a declared snow emergency, the WDO shift pattern will be adjusted as necessary to ensure sufficient stand down time for officers. The activities of the WDO will be co-ordinated by the Highway Manager (HM) with responsibility for winter service.

4.2 Weather Forecasts

- 4.2.1 For the coming operational winter service season HOPS will obtain detailed weather forecasts from Meteogroup. These will be specifically dedicated to predicting weather conditions for roads in Kent. The forecasts will be comprised of: -
- 24-hour weather forecast for Kent
 - 2 to 5 day weather forecasts for Kent
 - Road surface temperature forecasts at specific sites in Kent used to predict temperatures on roads that have been thermally mapped
 - 24-hour consultancy service by telephone
- 4.2.2 The above forecasts together with other additional weather information such as radar and satellite pictures and charts can be viewed via the Internet by visiting the following website: www.roadcast.co.uk the username and password are available from Highway Managers. The general weather information on this website is available all year round.

The WDO will keep an accurate record of decisions taken and ensure this is properly filed on the Councils ICT system (additionally for 2014/15 the Vaisala Manager system will be trailed for documenting and recording salting decisions).

4.3 Kent Road Weather Forecasts

- 4.3.1 Every day during the winter service period the WDO will compile a Kent Road Weather Forecast for the following 24 hours. The target time for issuing this is 14:00hrs. The Kent Road Weather Forecast will contain information about predicted weather conditions together with the instructed action, if any, to be taken in respect of the primary and secondary precautionary salting routes. APPENDIX D shows the standard form that will be used for the Kent Road Weather Forecast.

Information contained within the Kent Road Weather Forecast will consist of the following: -

- Salting - Instructed action or no action
- Forecast summary for following 24 hours
- Forecast summary for next 2-5 days, including readiness colours
- Expected overnight minimum temperatures
- Road hazards and warnings of severe weather

4.4 Dissemination of the Kent Road Weather Forecast and Instructed Action

- 4.4.1 The WDO will disseminate the Kent Road Weather Forecast and instructed action (including no action decisions) to contract partners and other bodies. This will be by email and by a voice recorded message. Out of office hours (including weekends and public holidays) the Kent Road Weather Forecast and instructed action will be available by email and voice recorded message system only. The WDO may revise the Kent Road Weather Forecast and instructed action following the evening update forecast, at around 21:30hrs. In addition emergency instructions may be issued by the WDO at anytime as a result of unforeseen weather conditions.
- 4.4.2 Out of office hours the WDO will telephone the Contractor duty officer(s) directly, to inform them of the instructed action. Out of office hours the information and any updates will be made available to other relevant HOPS on-call duty officers.

4.5 Internal communications

- 4.5.1 BlackBerry devices are issued to relevant HOPS duty officers for use during the operational winter service period. The purpose of this is to enable the WDO to alert the duty officer(s) that there has been a change to the Kent Road Weather Forecast issued previously. This is most likely to happen out of office hours and in particular overnight. If a duty officer is alerted he/she should telephone the voice recorded message system and listen to the updated forecast, or contact the HOPS Contact Centre for the information. In addition a short email message will be sent to all BlackBerry devices at weekends and bank holidays between 14:00hrs and 15:00hrs. This will alert duty officers of the action for that day and that the full Kent Road Weather Forecast is available on the voice recorded message system.

4.6 Communication with other Organisations

- 4.6.1 The Kent Road Weather Forecast and instructions for action (including no action decisions) will be relayed to neighbouring highway authorities, for information, in an effort to co-ordinate action in the region generally. These authorities are: -
- Medway Council
 - Highway Agency - Area 4 agent
 - Highways Agency - Area 5 agent
 - Highways Agency – A249 DBFO contractor
 - East Sussex County Council
 - Essex County Council
 - Surrey County Council
 - London Borough of Bexley
 - London Borough of Bromley
 - Kent district councils
- 4.6.2 By agreement, Medway Council will receive the Kent Road Weather Forecast together with the advised salting action for their area. The Medway Council duty officer will be responsible for deciding on the action taken.
- 4.6.3 The Kent Road Weather Forecast will also be sent to the following organisations for information: -
- Kent Police
 - Le Crossing
 - Eurotunnel

- Port of Dover

4.6.4 Whenever instructions for precautionary salting are issued by the WDO she/he will inform the following organisations by means of an “Gritting Alert” form (see **Appendix E**) sent by email -

- AA Roadwatch
- BBC Travel
- Meridian Television
- Heart Radio
- Radio Kent
- Metro Network
- CTFM
- KMFM
- Kent Police

(The WDO will only issue an “Gritting Alert” when he is sure that precautionary salting will actually take place).

4.7 Unexpected Weather Conditions

4.7.1 Where actual weather conditions differ locally from the forecast, it is essential that HOPS staff including District Managers (DM) based in depots around the county report this to the WDO immediately. Upon receipt of details of unexpected weather conditions, the WDO may issue local or general instructions, depending on the conditions reported and other available information.

4.7.2 In addition to the dedicated forecast provided by Meteogroup, the Meteorological Office also provides a national warning service for severe weather which is transmitted to HOPS. During the operational winter service period, and when the warning relates to winter weather the WDO will also be informed. In the context of winter service activities the service will advise of strong winds, snow, widespread ice and rapid thaws.

4.8 Weather Information Systems

4.8.1 HOPS will use the 'Ice Prediction' computer software package, provided by Vaisala Ltd, to enable an exchange of weather related data and information to take place between the forecast provider, Kent road weather stations, and the WDO.

4.9 Central Computer Server

4.9.1 A central computer server based in the Vaisala Ltd offices in Birmingham will be used to collect and store data from the Kent road weather stations, for use by the forecast provider and the WDO using the 'Ice Prediction' computer software. The server will also receive and store forecasts received from the forecast provider. The WDO will access all information on the Birmingham server by means of work or home workstation computers using the Internet.

4.10 Kent Road Weather Stations

4.10.1 **Appendix F** shows the sites of the thirteen automatic road weather stations in Kent. Seven of these are owned and managed by the Highways Agency. The station at A289 Wainscott is jointly funded with Medway Council. The remaining five are owned and managed by HOPS and sit within certain climatic domain areas. All sites are equipped with sensors to

monitor air and road surface temperatures, precipitation, humidity, road surface conditions, residual heat stored in the road and residual salt on the road surface. In addition, the sites are equipped with sensors to monitor wind speed and wind direction. Contractual arrangements are in place for Vaisala Ltd to carry out regular calibration and maintenance of the road weather stations together with a fault repair service. The HM with responsibility for winter service is responsible for these arrangements. Data from all thirteen weather stations is retrieved remotely by the Birmingham computer server every hour during the operational winter service period.

4.11 Thermal Mapping

4.11.1 Thermal mapping is used to identify sections of road which are cooler or warmer than average due to topography, type of construction, traffic flow and other factors which affect road surface temperature. All primary salting routes have been thermally mapped. Once the forecast provider has established what the lowest predicted minimum temperature will be at six of the KCC weather station sites (A2 Norton Ash, A20 Acton Farm, A28 Tenterden, A229 Stilebridge, A28 St Nicholas and A289 Wainscott) the data is related to a map of the network of roads that have been thermally mapped. This then gives relative predicted minimum temperatures for the primary precautionary salting route network. A plan showing these roads can then be viewed by the WDO on screen with the relative temperatures represented by colour bands. In addition, we do have sight of the Highway Agency Weather stations at M25 Croydon, A21 Pembury, A2 Cobham, M20 Terry's Lodge, M2 Coxett Wood, M20 Mersham and A2 Guston.

5. PRECAUTIONARY SALTING

5.1 Precautionary Salting Route Categories

5.1.1 There are two categories of precautionary salting route that will be salted during the operational winter service period when instructions to do so are given. These are as follows:

a) Primary Precautionary Salting Routes

Routes devised from roads or sections of road, which qualify for precautionary salting on a routine basis as a result of current policy. (See Winter service Policy Statement).

b) Secondary Precautionary Salting Routes

Routes devised from roads or sections of road, which lie beyond those included into primary routes that will receive precautionary salting under more extreme weather conditions. These are roads identified by Highway Managers as being locally busy but not qualifying for inclusion into primary salting routes.

5.2 Amendments to the Precautionary Salting Route Network

5.2.1 It is the responsibility of Highway Managers to ensure that only those roads eligible, according to current policy, are included in precautionary salting routes. As the primary precautionary salting routes are largely developed from the HOPS maintenance hierarchy any changes should only occur as a result of the hierarchy being altered. Any roads or sections of road that are included within the primary precautionary salting routes that are not eligible on maintenance hierarchy terms must be justified by Highway Managers and the reasons documented.

5.3 Primary and Secondary Precautionary Salting Route Coverage

- 5.3.1 Where long lengths of a road meet the criteria for precautionary salting, but shorter lengths do not, then the whole road should be salted in order to maintain continuity. Highway Managers should ensure that coverage is contiguous at district boundaries and consistent with salting routes of adjacent highway authorities.

5.4 Planning of Precautionary Salting Routes

- 5.4.1 Routes will be designed so that the treatment time (the time taken from leaving the salt loading area through to completion of treatment of the route) at salt spread rates of 10 or 20g/sq.m is no longer than up to 2 hours 30 minutes. The start time for each route must be such that salting will be completed between the times given in the instructions. If instructions are issued for salting at 40g/sq.m, and the relevant salting vehicle cannot complete the route at 40g/sq.m in one run, then that route may be covered in two runs provided that the first run covers the whole route at 20g/sq.m, between the times given in the instructions. Salting at 40g/sq.m is generally only necessary when snow has settled on the carriageway. All lanes of single carriageways of less than 4 lanes must be salted in one pass and all lanes and hard shoulders of dual carriageways must be salted in one pass in each direction.
- 5.4.2 All parts of the carriageway, including roundabouts and other complicated junctions shall be salted.

5.5 Instructions for Precautionary Salting of Primary Routes

- 5.5.1 **Appendix G** shows the normal format of instructions for treating primary precautionary routes issued by the WDO. This information will be contained within the Kent Road Weather Forecast, issued daily during the operational winter service period. Decisions taken by the WDO relating to precautionary salting of primary routes are based on information only known by that officer and not necessarily known to Highway Managers. Any instructions for salting given by the WDO will be the minimum action carried out. Highway Managers may take additional action to deal with known local hazards.

5.6 Instructions for Precautionary Salting of Secondary Routes

- 5.6.1 The WDO will issue Instructions for precautionary salting of secondary routes only when widespread ice is expected to form. This could occur when road surface temperatures are predicted to fall below freezing soon after significant rainfall or if snowfalls are expected. Instructions for precautionary salting of secondary routes will also be issued if road surface temperatures are expected to fall well below freezing for a prolonged period and hoarfrost is expected.
- 5.6.2 Salting on secondary routes shall only take place when the primary routes have been treated satisfactorily.

6. EMERGENCY SALTING

6.1 Emergency Precautionary Salting of Primary and Secondary Routes

- 6.1.1 Emergency precautionary salting of primary and secondary routes may be required, at any time, if there is a significant change to the previously issued weather forecast. If this occurs the WDO will usually be alerted by the forecast provider. The WDO will assess the situation and if necessary will issue emergency instructions, relating to the primary and secondary precautionary salting routes.

6.2. Emergency Post Salting of Primary and Secondary Routes

- 6.2.1 Emergency post salting (salting required because ice/frost/snow has already formed) of primary and/or secondary routes may be required at any time following reports, from the Police, or other sources, of widespread unexpected wintry conditions. The WDO will assess the situation and may issue emergency instructions relating to the primary and/or secondary precautionary salting routes

6.3 Emergency Post Salting on any Road

- 6.3.1 Highway Managers may receive local reports of ice or frost affecting any road at any time, from the Contact Centre or other sources. Discretion is given to Highway Managers as to whether instructions for post salting are issued following local reports of ice or frost. If time or conditions permit investigations should take place to authenticate the report and to determine the full extent of ice on the road surface. If the Police report that a serious crash or a number of less serious crashes have occurred, as a result of ice, frost or snow, then post salting instructions should be issued. If the Contractor is fully committed to salting the primary or secondary precautionary salting routes, at the time local instructions for other roads are issued, treatment will be deferred until the relevant resources become available.
- 6.3.2 Highway Managers will normally issue salting instructions in response to requests from the Kent Fire and Rescue Service to salt areas of the carriageway that are wet as a result of fire fighting activities, and where ice is subsequently expected to form.
- 6.3.3 Highway Managers will normally issue salting instructions in response to requests from water companies to salt a section of road following a burst water main. However, every effort should be made to agree recovery of costs before salting is sanctioned.

6.4 Emergency/Post Salting Response Time

- 6.4.1 Where emergency/post salting is required the response time (the time taken from the Contractor receiving the instruction to salt until commencement of salting) is a maximum of 1 hour 15 minutes.

7. SNOW CLEARANCE

7.1 Instructions for Snow Clearance

- 7.1.1 The WDO or Highway Managers will issue snow clearance instructions when the depth of lying snow on the carriageway exceeds 50mm. The WDO or Highway Managers will issue instructions for the fitting and removal of snowploughs to precautionary salting vehicles.

7.2.1 Snow Clearance by Ploughing

- 7.2.2 During prolonged falls of snow, ploughing should be frequent enough, where resources permit, to prevent a significant depth of snow from accumulating. **Appendix H** gives details of the methods to be used for snow clearance on carriageways. Ploughing should be down to the road surface. However, snow ploughs should be adjusted and/or operated to avoid risk of damage to the plough, the road surface, street furniture and level crossings whilst keeping the plough low enough to plough as close to the surface as possible.

7.3 Agricultural Snowploughs

- 7.3.1 Contracts have been placed with local farmers across the county to plough in rural areas. Farmers will use agricultural snow ploughs on roads not covered by precautionary salting routes. Agricultural snowploughs will be provided and maintained by HOPS. Farmers will inform HOPS via the KCC contact centre when they commence snow clearance.
- 7.3.2 Highway Operations shall arrange for routine servicing, repairs and modifications to be carried out to agricultural snowploughs. Snowplough operators are responsible for monitoring the condition of their ploughs and should report faults and tractor changes to the designated maintenance company.
- 7.3.3 Rates for snow clearance, in relation to agricultural agreements, will be regularly negotiated with the National Farmers Union by Highway Operations. Highway Managers will be notified of the rates as soon as agreement has been reached. A copy of the form of contract used for farmers is held in the Highway Operations office at Aylesford Highway Depot.

7.4 Agricultural Snow Throwers/Blowers

- 7.4.1 HOPS also has a small number of snow throwers and blowers, which will be allocated to suitable operators on a similar basis to that used for agricultural snowploughs. Copies of the agreements will be sent to Highway Operations. Highway Managers will issue instructions for snow clearance using snow throwers/blowers.
- 7.4.2 The rates agreed with the National Farmers Union (see paragraph 7.3.3 above) will also apply to this equipment.

7.5 Snow Clearance using Blowers and Loading Shovels

- 7.5.1 HOPS also has two snow blowers maintained by the HOPS contractor and these can be deployed anywhere within Kent. Snow blowers are a highly effective solution for clearing deep snow. Where snow blowers are not available, loading shovels and other excavating plant are the most practical solution. All plant used for snow clearance activities shall have the teeth removed from their buckets or blades. Snow should be cleared down to or very close to the road surface and equipment should be adjusted and/or operated to avoid risk of damage to the plough, the road surface, street furniture and level crossings. The remaining snow will be treated with salt. Highway Managers will issue instructions for snow clearance using snow blowers and loading plant.

7.6 Hand Snow Clearance

- 7.6.1 In addition to the hand clearance of snow on footways, carriageways may also have to be cleared by hand where ploughing is not practical, due to obstructing street furniture or parked/abandoned vehicles etc. Hand snow clearance on carriageways will be carried out as circumstances allow. Additionally smaller vehicles will be provided at each depot to reduce the need to carry out hand salting.

7.7 Treatment after Snow Clearance

- 7.7.1 If carriageways or footways have not been salted during snow clearance operations then Highway Managers should make arrangements for treatment to take place as soon as practicable afterwards. Subsequent treatment may be required to melt residual snow and ice or to prevent ice reforming. Salt or a salt/sand mix or other grit material will be used.

8. SEVERE WEATHER CONDITIONS

8.1 Local Winter Service Plan

8.1.1 District Managers shall devise a Local Winter Service Plan for managing winter weather including severe conditions. This shall be in place by 1 October. The plan should contain the following information: -

- Out of office hours contact details for HOPS staff
- List of local contractors and plant operators available to the HOPS contractor for snow clearance
- Primary and secondary salting route plans
- List of roads not contained within primary and secondary precautionary salting routes in priority order for ice or snow clearance
- List of priority footways, pedestrian areas and cycle ways for treatment following snowfall, or persistent icy conditions.
- Any local agreements with neighbouring authorities/organisations.
- Any special salting arrangements

8.2 District council arrangements

In a declared snow emergency district council staff will be deployed as detailed in local agreements and published in the relevant local district winter service plan prepared by District Managers (DM) working for HOPS. The plans are governed by the following principles:

- HOPS will provide a limited quantity of a salt/grit mix for use on the highway
- Clearance areas – these will be as agreed between HOPS and the district council and will include footways, pedestrianised areas and shopping centres and other agreed priorities
- Labour – agreed district staff who are unable to undertake their normal duties will be deployed on snow clearance duties

8.3 Snow desk

In the event of a declared snow emergency, a snow desk emergency arrangement will be put in place to co-ordinate activity across the county and/or in areas affected by snow as detailed below:

8.3.1 During severe weather conditions Highway Managers will set up local control centres within their areas. Highway Managers shall ensure that the Local Winter Service Plans cater for shift working during and outside of normal working hours. District Managers will liaise with the Contractor regarding snow clearance instructions using the Contractor's resources. District Managers will issue instructions to the agricultural snow plough operators directly. District Managers will receive information from, and supply information to members of the public, etc., if requested. Highway Stewards should maintain close contacts with parish councils and other similar local bodies who can provide information and other assistance during an emergency.

8.4 Persistent Ice on Minor Roads

- 8.4.1 Local instructions may be issued directly to the HOPS contractor by District Managers to deal with persistent ice on minor roads not included within precautionary salting routes. This situation could arise when daytime temperatures do not rise above freezing and ice has formed, particularly where roads were previously wet. District Managers should act as the situation demands but costs shall be recorded separately. Any instructions must be notified to the WDO.

8.5 Ice and Snow Emergencies - Declaration

- 8.5.1 During longer periods of persistent icing or heavy snowfalls the Highway Manager(s) or WDO, in consultation with the Highway Manager(s), may declare an ice or snow emergency covering all or part of each area/district. Out of office hours it may be necessary, due to worsening conditions, for the WDO to declare a snow emergency prior to making contact with the Highway Manager(s).

8.6 Ice Emergencies

- 8.6.1 In this event each affected area will bring into effect its Local Winter Service Plan with staffing levels appropriate to the emergency. Pre-planned salting or emergency salting on precautionary salting routes shall be carried out as required. In addition Highway Managers shall manage the response for dealing with ice on links to urban centres, villages and hamlets beyond the primary or secondary precautionary salting route network, with priority given to bus routes. Consideration should be given to links to schools (in term time), stations, medical centres, hospitals, doctors surgeries, old people's homes, cemeteries, crematoria and industrial, commercial and shopping centres. The costs incurred during an ice emergency must be recorded under a separate cost code, which will be issued by the Business Strategy and Support Finance team as soon as possible after the ice emergency has been declared.

8.7 Snow Emergencies

- 8.7.1 In this event each affected area will bring into effect its Local Winter Service Plan with staffing levels appropriate to the emergency. In rural areas District Managers should have agreed in advance with parish and district councils what roads serving villages and hamlets will be given priority during a snow emergency. The costs incurred during a snow emergency must be recorded under a separate cost code, which will be issued by the Business Strategy and Support Finance team as soon as possible after the snow emergency has been declared.

8.8 Daily Ice/Snow Emergency Report Form

- 8.8.1 During a snow or ice emergency District Managers will provide a daily winter service update report to the HM responsible for winter service and the Highway Management Centre in the agreed format (**Appendix J**). Reports shall be sent by email at 09:00hrs and 15.00 every day during the emergency.

8.9 KCC Emergency Centre

- 8.9.1 In very severe weather conditions the KCC Emergency Centre will become operational at Invicta House, County Hall, Maidstone. This will be staffed by relevant cross Directorate representatives in order to manage the emergency with a co-ordinated response.

8.10 Outside Assistance

- 8.10.1 In the severest weather, where insufficient resources are available within Kent, the Head of Highway Operations or a delegated officer will liaise with neighbouring authorities to endeavour to obtain outside assistance.

8.11 Additional Resources

- 8.11.1 The contractor will identify, in advance, sources of additional snow clearance plant, which will be available for hire during snow emergencies. Such plant should be well distributed, particularly in rural areas. Snow clearance instructions for items of plant supplied by the Contractor shall be issued to the Contractor's supervisor and not directly to the plant operatives.

9. ROADSIDE SALT BINS

9.1 Location of Roadside Salt Bins

- 9.1.1 At hazardous locations, on roads not covered by primary precautionary salting routes, residents or motorists can use salt obtained from roadside salt bins to treat ice or snow on the carriageway or footway. Such hazardous locations are likely to occur on steep gradients, at sharp corners and approaches to junctions and level crossings, particularly where there is poor surface water drainage. In no circumstances shall salt be left on the roadside in open piles.

9.2 Maintenance and Refilling of Roadside Salt Bins

- 9.2.1 HOPS staff shall arrange for existing salt bins to be checked and filled prior to start of the winter period then maintained and refilled during the operational winter service period. Salt bins reported empty should be filled as soon as possible, particularly during bad winter conditions, as resources permit. Salt bins at locations where the original hazard no longer exists, due to road improvements or the location becoming part of a primary precautionary salting route, should be removed. Replacement salt bins will be yellow in colour (except for aesthetic reasons, particularly in town centres) and shall bear the word "Salt" and a label with an identifier and wording agreed by HOPS.

9.3 New Roadside Salt Bins

- 9.3.1 The current number of salt bins is thought to be sufficient but if priorities on local road networks change Highway Managers may agree to site salt bins at new locations. An assessment criterion for installing a new salt bin has been devised and is shown at **Appendix I**. The form will be used by Highway Operations staff to assess requests. New salt bins will be put in place at the beginning of the winter period and no new bins will be placed during the operational winter season.
- 9.3.2 Payment for salt bins. Once a salt bin has been approved by the assessment criteria the cost of installation, filling and maintenance will be borne by HOPS. For the 2014/15 financial year, an upper limit of £20,000 will be available for new salt bins.

9.4 Salt Bags

One tonne salt bags containing a mixture of salt and sand will be distributed to parish councils by the end of September. DM's will provide the Contractor with details in good time for deliveries to be made.

10. SNOW FENCING

10.1 Erection of Snow Fencing

- 10.1.1 Due to current budget constraints snow fencing will only be erected in exceptional circumstances and with the approval of the Highway Manager.

11. PRE-WINTER ACTIVITIES

11.1 Winter Service Publicity

- 11.1.1 Winter Service information will be published on the kent.gov.uk website and will be updated regularly throughout the winter period. Any press releases required will be co-ordinated through the press office of Kent County Council.

11.2 Briefing Meetings

- 11.2.1 Prior to the start of the winter service period the Highway Manager with responsibility for winter service will arrange briefing meetings with HOPS staff to ensure that all preparations have been made for the forthcoming winter. Discussions will be held with district councils to agree local winter service plans. District Managers should also hold briefing meetings with their agricultural snow plough and snow thrower/blower operators to ensure that suitable arrangements are in place. Where links have been established, briefing meetings may also be held with parish councils and other suitable bodies, who may be able to assist during a snow emergency.

- 11.2.2 Mid and end of season briefings will be arranged as required.

11.3 Training for HOPS Staff

- 11.3.1 Training sessions for HOPS staff, where information about the Kent Road Weather Forecasts and other factors that affect the WDO's decision making process will be discussed, may also be arranged by Highway Operations. Guidance will also be given regarding the various roles of HOPS staff in relation to winter service generally and in emergencies.

11.4 Contact Arrangements

- 11.4.1 Highway Managers shall supply details of their staff contact arrangements for winter service purposes to the Contractor, Emergency Planning and relevant external organisations. This shall include details of contacts during and outside of normal working hours and be provided 10 October.

12. MAINTENANCE AFTER SEVERE WEATHER

12.1 Deterioration of Carriageway Structure

12.1.1 Severe winter weather can lead to the deterioration of the road surface and substructure due to frost damage. HOPS staff will carry out highway inspections to identify locations where frost damage has occurred as required. Any necessary repairs should be undertaken as soon as possible. Costs for this work will be attributed to the ice/snow emergency, if declared.

13. SUMMARY OF RESPONSIBILITIES

Responsibilities operate at various levels for the various winter service activities. Details are as follows: -

13.1 Highway Manager with responsibility for Winter Service

13.1.1 Highway Manager (Winter Service) is responsible for: -

- Preparing the Winter Service Policy Statement and Plan (see 1.1)
- Issuing BlackBerry devices to Winter Duty Officers (4.5.1)
- Negotiating rates for snow clearance by agricultural snow ploughs/blowers (see 7.3.3)
- Providing a representative at the County Emergency Centre (see 8.9.1)
- Preparing winter service press releases, website updates and publicity (see 11.1)
- Attending briefing meetings (see 11.2.1)
- Arranging training for staff involved in winter service (see 11.3)
- Recording and filing all decisions taken relation to salting and snow clearance instructions.

13.2 Winter duty officer

13.2.1 The Winter duty officer is responsible for: -

- Receiving forecasts and monitoring weather conditions (see 4.1)
- Issuing Kent Road Weather Forecasts and instructions for action (see 4.3 & 4.4)
- Informing neighbouring authorities and other agencies of precautionary salting action (see 4.6)
- Issuing instructions for precautionary salting on primary and secondary precautionary salting routes (see 5.4 & 5.5)
- Issuing instructions for emergency salting (see 6.1)
- Issuing instructions for ice and snow emergencies (see 8.4)
- Recording and filing all decisions taken in relation to salting and snow clearance instructions (see 8.8).

13.3 Highway Managers

13.3.1 Highway Managers are responsible for: -

- Making amendments to the salting route network/maintenance hierarchy (see 5.2)
- Administering snow throwers/blowers agreements (see 7.4)
- Approving agreements for agricultural snowploughs (see 7.3) and snow throwers/blowers (see 7.4)
- Declaring ice and snow emergencies (see 8.5)
- Assisting with manning of the Emergency Centre (See 8.9)
- Arranging briefing meetings (see 11.2).

13.4 District Managers

13.4.1 District Managers are responsible for:

- Receiving Kent Road Weather Forecasts and instructions for action (see 4.4)
- Reporting unexpected weather conditions (see 4.7)
- Issuing instructions for spot salting and post salting (see 6.3 & 6.3)
- Issuing instructions for snow clearance (see 7.1)
- Administering agricultural snow ploughs agreements (see 7.3)
- Devising Local Winter Service Plans (see 8.1)
- Manning Local Emergency Response Centres during ice or snow emergencies (see 8.2, 8.5 & 8.6)
- Reporting to designated officer in Highway Operations with expenditure details during snow and ice emergencies (see 8.6)
- Devising action with regard to persistent ice on minor routes (see 8.3)
- Managing action during ice and snow emergencies (see 8.5 & 8.6)
- Reporting information on conditions in their local area during an ice or snow emergency – Appendix J
- Arranging for new, replacement, maintenance and refilling of roadside salt bins (See 9.2)
- Approving erection of snow fencing (see 10.1)
- Attending briefing meetings (see 11.2)
- Ensuring that highway inspections are carried out to monitor deterioration directly due to severe weather (see 12.1)

13.5 Contractor

13.5.1 In addition to carrying out salting instructions, winter service contractors are responsible for:

- Storing safely completed Salting/Snow clearance Action Report
- Making arrangements for purchase, supply and storage of salt (see 3.4 and 3.6)
- Making arrangements to receive the Kent Road Weather Forecast and instructions for action (see 4.4)
- Operational planning of precautionary salting routes (see 5.3)
- Identifying sources of additional resources (see 8.11)
- Attending briefing meetings (11.2)
- Providing information to the client regarding road conditions after instructed action, including overnight actions

- Maintaining appropriate records of actions taken which can be checked by the client at any time
- Maintaining plant and equipment including calibration and providing calibration certificates when requested and maintenance and checking of weighbridges.

13.6 Agricultural Snow Plough, Thrower and Blower Operators

13.6.1 In addition to carrying out instructions in accordance with their agreements, operators of agricultural snowploughs, throwers/blowers are responsible for:

- Seeking instructions from the relevant Highway Manager in the event of snowfall and monitoring the condition of their snowploughs (see 7.3), throwers and blowers (see 8.4)

APPENDICIES

APPENDIX A – Salt Quantities

The minimum quantity of salt to be provided by the HOPS contractor in each depot will be as shown below: -

Area/Depot	Quantity of salt (tonnes) stockpiled at start of operational winter service period.	Minimum quantity of salt stockpiled (tonnes) until 01 March
WEST KENT	A	B
Swanley	3330	2300
Haysden	2130	1200
Coldharbour	1400	1200
Aylesford	3800	2000
EAST KENT		
Sandwich	2910	2500
Stanford	1500	1200
Ashford	3940	2400
Faversham	4650	4000
TOTALS	23,660	16,800

Note: An additional 2,900 tonnes of a salt/sand mix was in stock at Faversham Depot on at the start of the Winter Season

APPENDIX B – Winter Duty Rota



Kent County Council
Highways and Transportation
Operational Winter Service Period 2013-2014
Winter Duty Officer Rota
Kent Road Weather Forecast is available on
telephone 03000 413111

<u>Date</u>	<u>Winter Duty Officer</u>
17 October 2014	
24 October 2014	
31 October 2014	
07 November 2014	
14 November 2014	
21 November 2014	
28 November 2014	
05 December 2014	
12 December 2014	
19 December 2014	
26 December 2014	
02 January 2015	
09 January 2015	
16 January 2015	
23 January 2015	
30 January 2015	
06 February 2015	
13 February 2015	
20 February 2015	
27 February 2015	
06 March 2015	
13 March 2015	
20 March 2015	
27 March 2015	
05 April 2015	

APPENDIX C - Interim Precautionary Treatment Decision Matrix Guide



Interim Precautionary Treatment Decision Matrix Guide for 2014/15

Road Surface Temperature	Precipitation	Predicted Road Conditions		
		Wet	Wet Patches	Dry
May fall below 0.5°C	No rain			
	No hoar frost			
	No fog		Salt before frost (see note a)	No action likely, monitor weather (see note a)
	No rain			
	No hoar frost	Salt before frost		
Expected to fall below 0.5°C	No fog			
	Expected hoar frost		Salt before frost (see note b)	
	Expected fog			
	Expected rain BEFORE freezing	Salt after rain stops (see note c)		
	Expected rain DURING freezing	Salt before frost, as required during rain and after rain stops (see note d)		
	Possible rain			Monitor weather conditions
	Possible hoar frost	Salt before frost		
	Possible fog			
	Expected snow (See H10)		Salt before snow fall	

The decision to undertake precautionary treatments should be, if appropriate, adjusted to take account of residual salt or surface moisture.

All decisions should be evidence based, recorded and require continuous monitoring and review.

Notes:

(a) Particular attention should be given to the possibility of water running across carriageways and other running surfaces e.g. off adjacent fields after heavy rains, washing off salt previously deposited. Such locations should be monitored and may require treating in the evening and morning and possible other occasions. Liaise with Enterprise and District Teams to ensure WDOs are kept up-to-date on local conditions.

(b) When a weather warning contains reference to expected hoarfrost, considerable deposits of frost are likely to occur. Hoarfrost usually occurs in the early morning and is difficult to cater for because of the probability that any salt deposited on a dry road too soon before its onset, may be dispersed before it can become effective, although this effect can be reduced by the use of pre-wetted salt. Close monitoring is required under this forecast condition which should ideally be treated just as the hoarfrost is forming. Such action is usually not practicable and salt may have to be deposited on a dry road prior to and as close as possible to the expected time of the condition. Hoarfrost may be forecast at other times in which case the timing of salting operations should be adjusted accordingly.

(c) If, under these conditions, rain has not ceased by early morning, crews should be called out and action initiated as rain ceases.

(d) Under these circumstances rain will freeze on contact with running surfaces and full pre-treatment should be provided even on dry roads. This is a most serious condition and should be monitored closely and continuously throughout the danger period.

(e) Weather warnings are often qualified by altitudes in which case differing action may be required from each depot.

(f) Where there is any hint of moisture being present, a pessimistic view of the forecast should be taken when considering treatment.

(g) Table H4 of the draft Well Maintained Highway Guide has been used, amended as necessary.

Interim Spread Rates for 2014/15

Frost or forecast frost Road Surface Temperature (RST) and Road Surface Wetness	Pre-wetted salt (see Note 1)	Dry salt
RST at or above -3°C and dry or damp road conditions	8	10
RST at or below -4°C and above -5°C and dry or damp road conditions	16	20
RST at or below -5°C and above -10°C and dry or damp road conditions *	16*	20*
RST at or above -2°C and wet road conditions	8	10
RST below -2°C and above -5°C and wet road conditions	16	20
RST at or below -5°C and above -10°C and wet road conditions *	2 x 16	2 x 20

Note 1: Spread rates for pre-wetted salting are based on dry salt and brine in proportion 80:20.

Note 2: Kent County Council does not currently use treated salt so this column has been deleted.

Note 3: Cold 6 (Detling and Blue Bell Hills) is always run at 16gsm pre-wetted or 20gsm dry.

Note 4: The various Pod routes are always run dry as these units do not have brine tanks fitted.

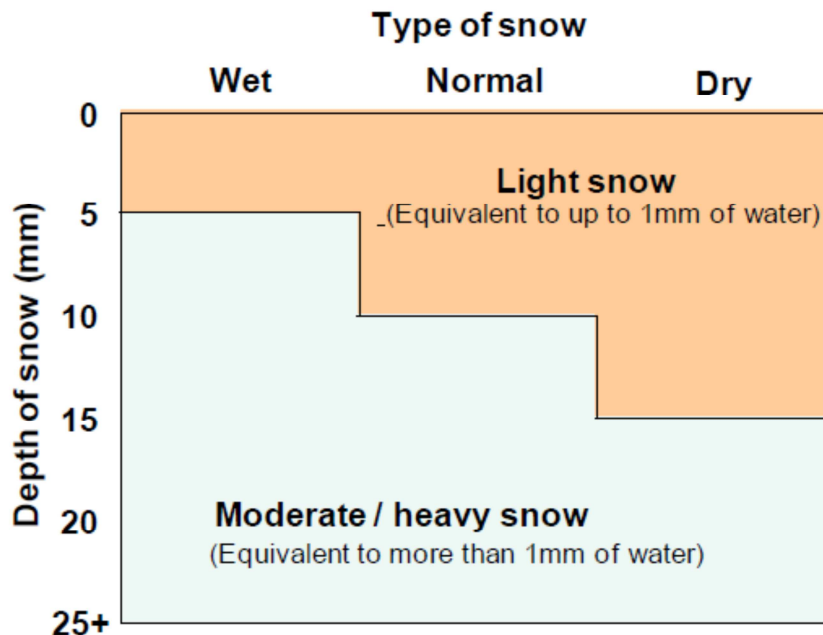
Note 5: The only spread rates available to KCC during the Winter of 2014/15 are: 8 and 16 gsm pre-wetted and 10 and 20 dry, or multiples thereof.

Note 6: Pre-wetted salt should be the preferred method in these circumstances.

* - Consider second run

Table H7 of the draft Well Maintained Highways Guide has been used, amended as necessary.

A modest spreading capacity has been assumed – see Table H5 of WHM.



Precautionary Treatments Before Snow Or Freezing Rain

Weather conditions

Light snow forecast	20gsm of dry salt (Note 1)
Moderate/Heavy snow forecast	2 x 20gsm of dry salt (see Note 2)
Freezing rain forecast	2 x 20gsm of dry salt

Note 1: Consider whether there is a need for a second run

Note 2: The lower rates (e.g. 20g/m² for dry salt) can be used if the snow is likely to settle quickly, e.g. when the road surface temperature is below zero, the road surface is not wet and the snow is not wet, and/or there is little traffic after snowfall begins and settles.

Note 3: The differentiation between heavy traffic and light/medium traffic has been removed, as our routes are not currently configured in this way.

Based on Table H8 of WHM

Treatments During Snowfall

Plough to be fitted to remove as much material as possible (e.g. slush, snow, compacted snow)
Ploughing should be as near as possible to the level of the road surface.

To provide a debonding layer, spread:	During and following snowfall, spread:
20gsm of dry salt	20gsm of dry salt

Notes:

During and after snowfall, only the ploughed lane should be treated if other lanes have still to be ploughed. The spread width settings should be adjusted accordingly.

Repeat as necessary, and consider running routes alternatively in opposite direction.

Also, consider the need to patrol and salt as appropriate.

Based on Table H9 of WHM.

APPENDIX D – Kent Road Weather Forecast

KENT ROAD WEATHER FORECAST



Readiness colour for tonight:	
-------------------------------	--

Day:	Date:	Time issued:
------	-------	--------------

Instructed Action:	Finish Times:
For the following routes:	

Expected Hazards :	Ice	Hoar Frost	Snow	Fog	Strong Wind	Heavy Rain
Y or N						

Expected minimum overnight temperatures :-			
Air		0 C at	Hrs
Road Surface		0 C at	Hrs
Period Sub-Zero		until	Hrs
<u>Forecast for next 24hrs :</u>			
<u>Forecast for next 5 days :</u>			

Readiness colour for next 2-5 days:				
-------------------------------------	--	--	--	--

Winter Duty Officer :

Readiness Colours: -

- Green No hazards on the road surface and road temperatures expected to remain above 1deg.C.
- Amber Road temperatures expected to be close to freezing with the possibility of damp/wet roads or light snow.
- Red Road temperatures expected to be at or below freezing with hazards on untreated roads or sleet/snowfalls.



GRITTING ALERT

Day: [REDACTED] Date: 14/10/2013 Time issued: 12:45 PM

Road surface temperatures in Kent will fall below freezing point overnight.

[REDACTED]

In anticipation of this, the **main roads** – in West Kent will be treated to help prevent the formation of ice and frost on road surfaces this evening

WARNING!

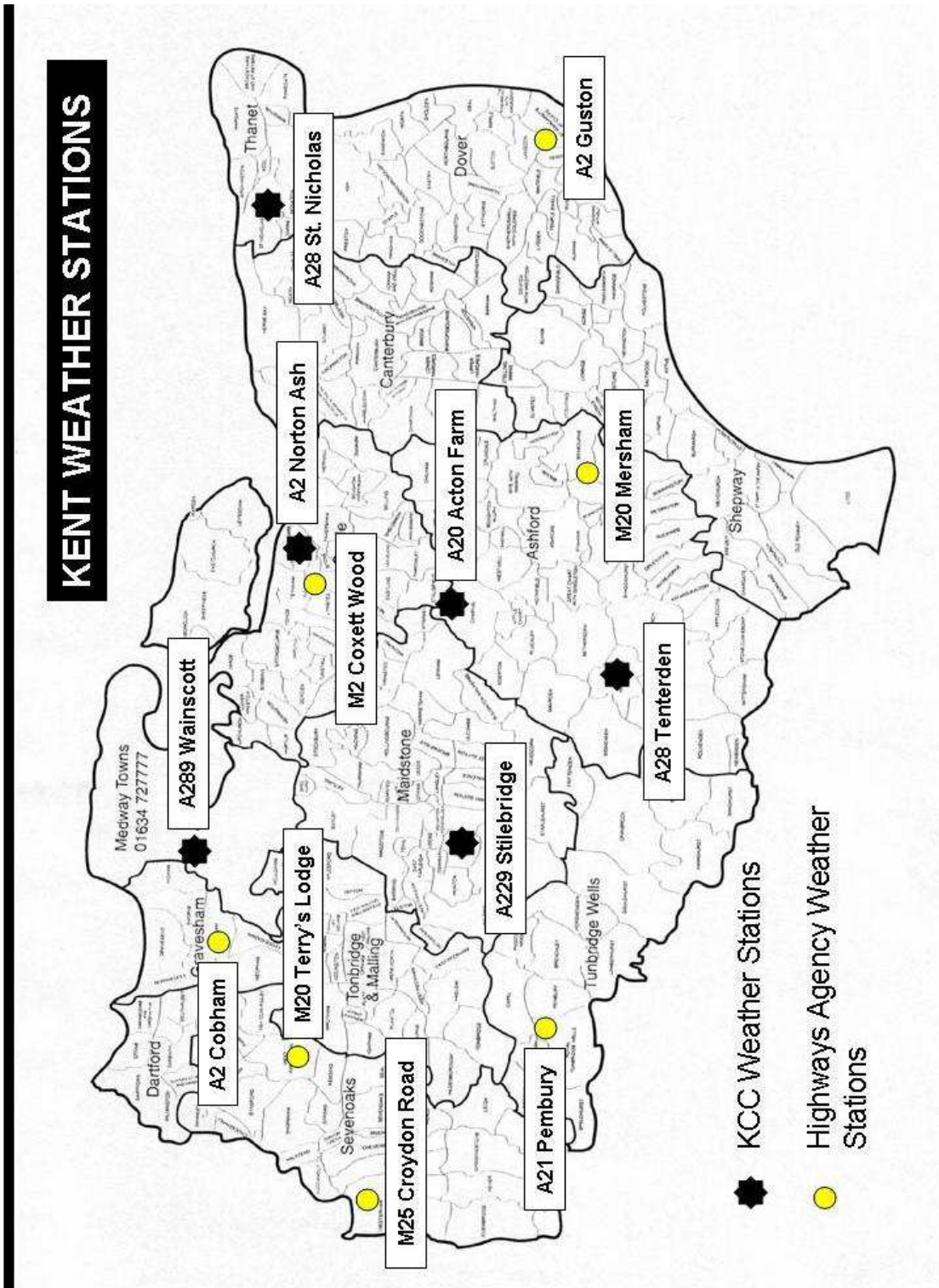
Motorists are advised to watch out for icy patches/stretches particularly on the untreated roads overnight and into tomorrow morning, and should expect the surface to be slippery. They should drive cautiously and be deliberate and slower in actions and not be surprised by 'sudden' traffic light changes or other vehicles braking.

Harsh braking, harsh steering or harsh acceleration are key precursors to skidding on ice and snow.

Plan ahead, drive slower, brake in good time.

If this transmission is not fully or legibly received please telephone 03000 418181

APPENDIX F – Kent Weather Stations



APPENDIX G - ROUTINE SALTING INSTRUCTIONS

Time of Issue of Routine Salting Instructions

- F.1 Routine salting instructions will be issued via the Kent Road Weather Forecast between 14:00hrs and 15:00hrs every day during the operational winter service period by the Winter Duty Officer. If salting instructions are subsequently revised these will be issued with an updated Kent Road Weather Forecast.

Format of Routine Salting Instructions

- F.2 The standard format of routine salting instructions issued within the Kent Road Weather Forecast is given below:

<u>Time Band</u>	<u>Completion Time Between</u>
A	Two specified times (earliest 30 minutes before latest)
B	21:30 and 22:00
C	06:30 and 07:00
	<u>Commencement Time</u>
E	Commence salting as soon as possible but within 1 hour 15 minutes of the instruction being issued. -Or- Commence salting/snow clearance as soon as possible but within 1 hour 30 minutes of the instruction being issued to fit snowploughs.

Spread Rate at 10, 15 or 20 or grams per square metre

Route(s) All routes, or as specified

Snow Clearance Fit snowploughs and plough as required.

Example (1) Precautionary salting on all primary routes at 20g/sq. m, with a completion time between 21:30 and 22:00, would be: -

'B20 all primary routes (finish times 21:30 to 22:00)'

Example (2) Fit snow ploughs and plough as required, on all primary routes, as soon as possible, and salt at 20g/sq. m, would be: -

'E40 all primary routes – Fit snowploughs and plough as required'

- F.3 The standard times for the issue of routine salting instructions are as follows:-

<u>Instructions</u>	<u>Issued Between</u>
Afternoon (daily)	13:30 and 15:00
Evening (if required)	21:00 and 21:30
Emergency (if required)	Anytime

APPENDIX G

APPENDIX H - SNOW CLEARANCE ON CARRIAGEWAYS USING SNOWPLOUGHS

General

- G.1. As far as it is practical in the conditions, snow clearance operations on carriageways should follow the alignment of the underlying traffic lanes, and should avoid weaving and the partial clearance of lanes.

Single Carriageway Roads

- G.2. When clearing single carriageway roads, particularly those that have more than two lanes, clearance operations must avoid the build up of snow in the centre of the road.

Dual 2 Lane Carriageways Without Hard Shoulders

- G.3. The method of clearance, on both carriageways, should be: -
- (1) Plough the right-hand lane to the central reservation
 - (2) Plough the left-hand lane to the verge

Dual 2 Lane Carriageways with Hard Shoulders

- G.4. The method of clearance, on both carriageways, should be:-
- (1) Plough the right-hand lane to the central reservation
 - (2) Plough the left-hand lane to the hard shoulder
 - (3) Plough the hard shoulder to the verge

Dual 3 Lane Carriageways Without Hard Shoulders

- G.5. The method of clearance, on both carriageways, should be: -
- (1) Plough the centre-lane to the left-hand lane
 - (2) Plough the left-hand lane to the verge
 - (3) Plough the right-hand lane to the central reservation

Dual 3 Lane Carriageways with Hard Shoulders

- G.6. The method of clearance, on both carriageways, should be: -
- (1) Plough the centre-lane to the left-hand lane
 - (2) Plough the left-hand lane to the hard shoulder
 - (3) Plough the hard shoulder to the verge
 - (4) Plough the right-hand lane to the central reservation

APPENDIX I - SALT BIN ASSESSMENT FORM

Location of Salt Bin	Assessment Date	Assessed by
----------------------	-----------------	-------------

Characteristic	Severity	Standard Score	Actual Score
(i) Gradient	Greater than 1 in 15	75	
	1 in 15 to 1 in 29	40	
	Less than 1 in 30	Nil	
(ii) Severe Bend	Yes	60	
	No	Nil	
(iii) Close proximity to and falling towards	Heavy trafficked road	90	
	Moderately trafficked road	75	
	Lightly trafficked road	30	
(iv) Assessed traffic density at peak times	Moderate (traffic group 5)	40	
	Light (traffic group 6)	Nil	
(v) * Number of premises for which only access	Over 50	30	
	20 - 50	20	
	0 - 20	Nil	
(vi) Is there a substantial population of either disabled or elderly people	Yes	20	
	No	Nil	
TOTAL			

* N.B. Any industrial or shop premises for which this is the only access is to be automatically promoted to the next higher category within characteristic (V).

APPENDIX J – District Update Report

Send update by:	Information Detail: <u>Be specific about timings and locations</u>	
09.30 <i>(Update and handover from OOH)</i>	Roads	e.g. gritters, primary or secondary
	Pavements	e.g no pavements or selective ones
	Saltbins	e.g. all bins will be start to be filled at 3pm. To finish by.....
	Other Local Action	e.g. Clearing 100 metre sections of pavement outside of: Crews spot salting.....
	Road Closures	e.g. very latest on road closures
	Emergency Contact	e.g. xxxxxxxx on Tel:xxxxxxxxxxxx
15.30 <i>(Plans for overnight and next day)</i>	Roads	
	Pavements	
	Saltbins	
	Other Local Action	
	Road Closures	
	Emergency Contact	

1. Winter service procedure

During normal working hours the District Manager will deal with all winter service matters, including managing local action in snow/ice emergencies. The Duty Officer (DO) will assume control out of hours. District Manager (DM) will also ensure that adequate support is provided to DO out of hours in emergency situations and that a suitable handover briefing takes place at the start and end of the normal working day. See Appendix 1 for personnel roles in winter service.

- 1.1 The DO will commence duty at 1700 hours on Friday until 1700 the following Friday and will be responsible for all the actions below. Assistance will be given but the ultimate responsibility will be with the DO.
- 1.2 Immediately after 1400 hours daily the weather forecast/information will be available on email/telephone on **03000 413111**. (Update forecasts may be available at 21.30 hours each day, or when issued.)
- 1.3 **Instructing and recording actions** –The DO will record action taken on the Winter Service action sheet (attached as Appendix 2). The District team will record all Ad Hoc actions on the winter service action sheet. Email to Enterprise; this will instruct them of the action that is needed. Provide as much detail as possible on the form. In the event that additional actions are needed, confirm by phone with the Enterprise Duty Supervisor. If, in the opinion of the duty officer, or on a site check, different action is taken to that recommended by the Winter Duty Officer (WDO), please inform the WDO. Enterprise will be informed directly of the main action. DO will decide and instruct on any other action needed.

The winter service action sheet should also be copied by email to the relevant Priority Response Officer (PRO), DO and Highways Manager (HM). The PRO will ensure that a WAMS order is raised as soon as practicable. The PRO will save the form in the designated folder on the H&T IT system.

- 1.4 At weekends/bank holidays the winter forecast/action will be sent out at 14.00 hours or soon thereafter. In the event that a forecast is not received the DO will phone the KCC forecast on **03000 413111** to receive forecast and instructions.
- 1.5 If there are any changes, i.e. rain, contact the Enterprise Winter Duty Supervisor as soon as possible to cancel/ amend the instruction and inform the WDO
- 1.6 A snow/ice emergency can be declared by a HM or in exceptional circumstances by the WDO. In the event of a snow/ice emergency being declared, strategic action should be considered, i.e. opening an Emergency Room and calling in other staff etc.
- 1.7 In a declared snow emergency the treatment priorities are primary routes and secondary routes followed by recorded snow clearance priorities when resource allows and finally anything reported by the public etc. All urgent public reports will be entered as enquiries into the WAMS system and followed up accordingly.
Sections of primary and secondary routes that we are unable to clear using lorry mounted ploughs, due to on street parking, will be attended to as resources permit.

2. Useful Phone numbers/sites

Weather

KCC Weather 03000 413111

Meteogroup UK 0207 963 7599

Senior Management - Operations

Winter Service Manager

--	--

Winter Duty Officers 2014/15

District Managers

Engineers

Other

Enterprise

Police Force Control switch board (24/7)

Highway Agency

Other numbers specific to your area.

KCC Highway &Transportation Inspectors/ Stewards / HUB

Stewards

PRO

Inspectors

3. Team duty officer rota

See Appendix 4.

4. Senior duty officer rota

See Appendix 5.

5. Enterprise depot staff rota

See Appendix 6.

6. Farmer snow plough

See Appendix 7.

7. Alphabetical list of roads & Traffic calming features on primary routes

See Appendix 8.

8. Snow clearance priorities, with details by town/area in priority order

See Appendix 9.

9. Plans of primary and secondary routes

See Appendix 10

10. Spot salt list i.e. wet spots on and off precautionary routes.

See Appendix 11

11. Emergency primary actions

See Appendix 12

12. Salt bin locations

See Appendix 13

Parish salt bag locations

See Appendix 14

13. Local agreements/actions with Districts/others

Pavements

During snow days arrangements will be made to clear pavements in key town centre and other areas as identified and agreed by district council and H&T staff. The prioritised pavements/footways are identified in this document.

14. Emergency local control centres

KCC Highway Depot
Ash Road

Sandwich
CT13 9HZ

Dover District Council
White Cliffs Business Park
Honeywood Parkway
Whitfield
Dover
CT16 3PT

Appendix 1

Personnel Roles

Duty Officer (DO), is the DO who assumes responsibility for winter service out of hours and is usually the same DO that would deal with all out of hours calls.

Winter Duty Officer (WDO) is the H&T officer who receives weather forecasts and decides the appropriate salting actions.

Enterprise Winter Duty Supervisor (EWDS) is the Enterprise officer who arranges the Enterprise out of hours winter service actions

Highway Manager (HM) will declare a snow/ice emergency when appropriate

District Managers will co-ordinate action during normal office hours in conjunction with the WDO and where necessary the relevant HM

Appendix 2

ENGINEER'S INSTRUCTION

Contract: Winter Service 2014/15

Contractor: Amey

The Contractor is instructed to act on or carry out work in accordance with the undernoted instruction.

Instruction Number

Date Time

Issued under the authority of Clause 7(1) of the conditions

Action

..... for (evening/morning of 2014/15

(other

Engineer's Representative

Appendix 3

WINTER SALTING REQUEST FOR:						
Parish - Road	C/W, F/W, Salt Bin Fill	CSM Log	Suitability for gritter or hand salt	Route Priority Primary, Secondary, Other	Inspector knowledge if needed	Budget Code
Shoreham -	CW	1000000000	HS	S		
Shoreham Rd	CW	1000000000	HS	S		
London Road	FW	1000000001	Gritter	O		
Richards Close	SBF	1000000002	Gritter	S		

81

Appendix 4

Appendix 5



**Kent County Council
Highways and Transportation
Operational Winter Service Period 2013-2014
Winter Duty Officer Rota
Kent Road Weather Forecast is available on
telephone 03000 413111**

Winter Service 2013/2014 - Depot Routes

Ashford Depot	
Primary	Secondary
ASH 1	ASH A
ASH 2	ASH B
ASH 3	ASH C
ASH 4	ASH D
ASH 5	ASH E
ASH 6	ASH F
ASH 7	ASH G
ASH 8	

Stanford Depot	
Primary	Secondary
STAN 1	STAN A
STAN 2	STAN B
STAN 3	STAN C
STAN 4	STAN D

Sandwich Depot	
Primary	Secondary
SAND 1	SAND A
SAND 2	SAND B
SAND 3	SAND C
SAND 4	SAND D
SAND 5	SAND E
SAND 6	SAND F
SAND 7	SAND G
SAND 8	SAND H
SAND 9	SAND I

Preston Depot	
Primary	Secondary
PRES 1	PRES A
PRES 2	PRES B
PRES 3	PRES C
PRES 4	PRES D
PRES 5&B	PRES E
PRES 6	PRES F
PRES 7	PRES G
PRES 8	PRES H
PRES 9	

Ayelsford Depot	
Primary	Secondary
COLD 2	COLD B
COLD 4	N/A
COLD 5	COLD E
COLD 6	N/A
COLD 8	COLD D
COLD 9	N/A

Coldharbour Depot	
Primary	Secondary
COLD 1	COLD A
COLD 3	COLD C
COLD 7	COLD F
HAYS 8	HAYS H
HAYS 10	HAYS J

Haysden Depot	
Primary	Secondary
HAYS 1	HAYS A
HAYS 2	HAYS B
HAYS 3	HAYS C
HAYS 4	HAYS D
HAYS 5	HAYS E
HAYS 6	HAYS F
HAYS 7	HAYS G
HAYS 9	HAYS I
HAYS 11	HAYS K

Swanley Depot	
Primary	Secondary
SWAN 1	SWAN A
SWAN 2	SWAN B
SWAN 3	SWAN C
SWAN 4	SWAN D
SWAN 5	SWAN E
SWAN 6	SWAN F
SWAN 7	SWAN G
SWAN 8	SWAN H
SWAN 9	SWAN I
SWAN 10	SWAN J

POD ROUTE

Appendix 7

Appendix 8

Road	Area	Route	Feature
Astor Avenue	Dover	Primary - Dover	Traffic calming site
Bunkers Hill Road	Dover	Not on route	Too steep
Clarendon Place	Dover	Secondary - Dover A	Parked cars
Douglas Road	Dover	Not on route	Traffic calming site
Eaton Road	Dover	Primary - Dover	Traffic calming site
Eythorne Road	Shepherdswell	Primary - Sandwich 3	Traffic calming site
Freemans Way	Deal	Not on route	Traffic calming site
Goschen Road	Dover	Not on route	Traffic calming site
Lowther Road	Dover	Not on route	Traffic calming site
Melbourne Avenue	Dover	Primary - Dover	Traffic calming site
Mill Hill	Deal	Primary - Sandwich 4	Traffic calming site
Mount Road	Dover	Secondary - Dover A	Parked cars
Park Street	Deal	Secondary - Dover B	Traffic calming site
Salisbury Road	Deal	Primary - Sandwich 4	Traffic calming site
Sandown Road (from Alfred Square to Godwin Road)	Deal	Secondary - Dover B	Traffic calming site
Sandown Road (Godwin Road to dead end)	Deal	Not on route	Traffic calming site
Sandwich Road	Whitfield	Primary - Sandwich 3	Traffic calming site
Sandwich Road	Eythorne	Not on route	Traffic calming site
Shakespeare Road	Dover	Not on route	Too steep
Shepherdswell Road	Eythorne	Primary - Sandwich 3	Traffic calming site
South Road	Dover	Primary - Dover	Traffic calming site
Tower Street	Dover	Primary - Dover	Traffic calming site
Upper Street	Kingsdown	Primary - Sandwich 9 pod	Parked cars
Wyndham Road	Dover	Not on route	Traffic calming site
Church St St Marys	Sandwich	Not on route	Traffic calming site

Appendix 9

DOVER

Pencester Road
Pedestrian shopping area
London Road/High Street
Coombe Valley Road

Bus area and shops
Market Sq to Town Hall
Up to Cherry Tree Avenue
Around *Buckland Hospital*

Folkestone Road

Length to railway station

DEAL

High Street
South Street
Park Street
West Street
Broad Street/Queen Street
London Road, Bowling Green Lane
Mill Hill
The Strand

Precinct areas

Deal Hospital
Shops
Starting at The Cedars surgery

OTHER

Sandwich
Aylesham
Eastry

Town centre, Guildhall, Market Street, King Street
Shops and Market Place
High Street/Surgery

Ambulance Stations	
Deal	Bowling Green Lane, Deal(included with Hosp above)
Dover South	Winchelsea Road, Dover CT17 9TT
Dover North	Menzies Road, Dover CT16 2HQ
Fire Stations	
Dover	Ladywell, Dover, CT16 1DG
Aylesham	Milner Cres
Whitfield	Sandwich Road, Whitfield, CT16 3LZ
Deal	London Road, Deal, CT14 9TB
Eastry	Mill Lane, Eastry, CT13 0JW
Sandwich	Ash Road, Sandwich, CT13 9HZ

Dover Coastguard

HM Coastguard
 Langdon Battery
 Swingate
 Dover
 Kent
 CT15 5NA

Operational Area :
 Reculver Towers to BeachyHead,Belle Tout

Walmer Lifeboat Station

The Strand
 Walmer
 Kent
 CT14 7DY
 Station telephone:

WINTER CLEARANCE PROCEDURES ON BUS ROUTES IN EAST KENT

FINAL VERSION – DECEMBER 2011

- 1 During adverse winter weather conditions the local Stagecoach Operations Manager (or Deputy Manager) will contact his or her local counterpart in KCC to identify any particular sections of bus route which need attention.
- 2 Close liaison between each local Operations Manager and local KCC District Highway Manager will ensure that as much as possible of the main bus routes are kept clear.
- 3 Kent Road and Shakespeare Road in Folkestone, and Menzies Road in Dover, are both a high priority for snow clearance, and are now included in the secondary route snow clearance list as these roads provide essential access to Cheriton and Dover bus depots respectively.
- 4 Contact details for both parties must not be made public, and are given here solely for internal use and for use between each party. Please use the different KCC contact numbers depending on whether the call is made inside or outside operating hours.
- 5 The **Out of Hours** numbers should be used as follows:

Out of Hours

Monday 1700 - 0900 Tuesday

Tuesday 1700 - 0900 Wednesday

Wednesday 1700 - 0900 Thursday

Thursday 1700 - 0900 Friday

Friday 1700 – 0900 Monday (inc. all day Saturday and Sunday and Public Holidays)

PRIVATE AND CONFIDENTIAL

TABLE OF KEY CONTACTS AT KCC AND STAGECOACH IN EAST KENT

Plus other various locations including: (Dependant of situation and available resources)

Schools, Doctor’s surgeries, Care Homes

Doctors’ Surgeries

Surgery	Location	Parish
---------	----------	--------

AC Mottershead	10 Pencester Road, Dover	Dover
Eastry Surgery	High Street, Eastry	Eastry
The Market Place Surgery	Cattle Market, Sandwich	Sandwich
The Surgery	Chilton Place, Ash	Ash
Dr T Bahadur	Brookfield Place, Dover	Dover
Balmoral Surgery*	Canada Road, Walmer	Deal
Collins & Partners	Peter Street, Dover	Dover
Dover Medical Practice	Maison Dieu Road, Dover	Dover
The Surgery	7 The Butchery, Sandwich	Sandwich
The Cedars Surgery*	24 Marine Road, Deal	Deal
High Street Surgery	100 High Street, Dover	Dover
St James Surgery	2 Harold Street, Dover	Dover
M Ford	38 Manor Road, Deal	Deal
P Premnath	143 Folkestone Road, Dover	Dover
R Premnath	23 Cherry Tree Avenue, Dover	Dover
River Surgery	110 London Road, Dover	Dover
Sandwich Road Branch Surgery	43 Sandwich Road, Whitfield	Dover
T Bahadur	The Droveaway, St Margarets Bay, Dover	Dover
St Richards Road Surgery	227 St Richards Road, Deal	Deal
Lydden Surgery	114 Canterbury Road, Lydden	Lydden
White Cliffs Medical Centre	Mill Lane	Shepherdswell
Golf Road Surgery	22 Golf Road	Deal
Wingham Surgery	2 North Court Road	Wingham
Aylesham Medical Centre	Market Place, Aylesham	Aylesham
Deal Hospital	London Road, Deal	Deal
Buckland Hospital	Coombe Valley Road, Dover	Dover

*Plan in file includes footway to Pharmacy

School	Address	Parish	Type
Astor College for the Arts	Astor Avenue, Dover, CT17 0AS	Dover	High School

Aycliffe Community Primary School	Saint Davids Avenue, Dover, CT17 9HJ	Dover	Primary School
Aylesham Primary School	Attlee Avenue, Aylesham, Canterbury, CT3 3BS	Aylesham	Primary School
Barton Junior School	Barton Road, Dover, CT16 2ND	Dover	Primary School
Capel-le-Ferne Primary School	Capel Street, Capel le Ferne, CT18 7HB	Capel-le-Ferne	Primary School
Cartwright & Kelsey CE Primary School	School Road, Ash, CT3 2JD	Ash	Primary School
Castle Community College	Mill Road, Deal, CT14 9BD	Deal	Academy
Charlton CE Primary School	Barton Road, Dover, CT16 2LX	Dover	Primary School
Deal Parochial CE Primary School	Gladstone Road, Walmer, Deal, CT14 7ER	Walmer	Primary School
Dover Christ Church Academy	Melbourne Avenue, Whitfield, Dover, CT16 2EG	Whitfield	Academy
Dover Grammar School for Boys	Astor Avenue, Dover, CT17 0DQ	Dover	Grammar School
Dover Grammar School for Girls	Frith Road, Dover, CT16 2PZ	Dover	Grammar School
Downs CE Primary School, The	Owen Square, Walmer, Deal, CT14 7TL	Walmer	Primary School
Duke of York's Royal Military School	Dover, CT15 5EQ	Dover	Academy
Eastry CE Primary School	Cook's Lea, Eastry, Sandwich, CT13 0LR	Eastry	Primary School
Eythorne Elvington Community Primary School	Adelaide Road, Eythorne, CT15 4AN	Eythorne	Primary School
Goodnestone CE Primary School	The Street, Goodnestone, CT3 1PQ	Goodnestone	Primary School
Green Park Community Primary School	The Linces, Buckland, Dover, CT16 2BN	Dover	Primary School
Guston CE Primary School	Burgoyne Heights, Guston, Dover, CT15 5LR	Guston	Primary School
Harbour School	Elms Vale Road, Dover, CT17 9PS	Dover	Special Schools
Hornbeam Primary School	Mongeham Road, Deal, CT14 9PQ	Deal	Primary School
Kingsdown & Ringwould CE Primary School	Glen Road, Kingsdown, CT15 8DD	Ringwould with Kingsdown	Primary School
Langdon Primary School	Westside, East Langdon, Dover, CT15 5JQ	Langdon	Primary School
Lydden Primary School	Stonehall Road, Lydden, Dover, CT15 7LA	Lydden	Primary School
Nonington CE Primary School	Church Street, Nonington, Dover, CT15 4LB	Nonington	Primary School
Northbourne CE Primary School	Coldharbour Lane, Northbourne, CT14 0LP	Northbourne	Primary School
Portal House School	Sea Street, St Margarets at Cliffe, CT15 6SS	St Margarets at Cliffe	Special Schools
Preston Primary School	Mill Lane, Preston, CT3 1HB	Preston	Primary School

Priory Fields School	Astor Avenue, Dover, CT17 0FS	Dover	Primary School
River Primary School	Lewisham Road, River, CT17 0PP	River	Primary School
Sandown School	Golf Road, Deal, CT14 6PY	Deal	Primary School
Sandwich Infant School	School Road, Sandwich, CT13 9HT	Sandwich	Infant School
Sandwich Junior School	Saint Bart's Road, Sandwich, CT13 0AS	Sandwich	Junior School
Sandwich Technology School	Deal Road, Sandwich, CT13 0FA	Sandwich	Academy
Shatterlocks Infant School	Heathfield Avenue, Dover, CT16 2PB	Dover	Infant School
Sholden CE Primary School	London Road, Sholden, Deal, CT14 0AB	Sholden	Primary School
Sibertswold CE Primary School	Coldred Road, Shepherdswell, CT15 7LF	Shepherdswell	Primary School
Sir Roger Manwood's School	Manwood Road, Sandwich, CT13 9JX	Sandwich	Grammar School
St Edmund's Catholic School	Old Charlton Road, Dover, CT16 2QB	Dover	Wide Ability School
St Joseph's Catholic Primary School	Ackholt Road, Aylesham, CT3 3AS	Aylesham	Primary School
St Margaret's at Cliffe Primary School	Sea Street, St Margarets at Cliffe, CT15 6SS	St Margarets at Cliffe	Primary School
St Martin's School	Markland Road, Dover, CT17 9LY	Dover	Primary School
St Mary's Catholic School	St Richard's Road, Deal, CT14 9LF	Deal	Primary School
St Mary's CE Primary School	Laureston Place, Dover, CT16 1QX	Dover	Primary School
St Richard's Catholic Primary School	Castle Avenue, Dover, CT16 1EZ	Dover	Primary School
Temple Ewell CE Primary School	3-4 Brookside, Temple Ewell, CT16 3DT	Temple Ewell	Primary School
Vale View Community School	Vale View Road, Elmsvale, Dover, CT17 9NP	Dover	Primary School
Warden House Primary School	Birdwood Avenue, Deal, CT14 9SF	Deal	Primary School
White Cliffs Primary College for the Arts	St Radigund's Road, Dover, CT17 0LB	Dover	Primary School
Whitfield and Aspen School	Mayfield Road, Whitfield, CT16 3LJ	Whitfield	Primary School
Wingham Primary School	School Lane, Wingham, CT3 1BD	Wingham	Primary School
Worth Primary School	The Street, Worth, Deal, CT14 0DF	Worth	Primary School

Day Care Centres

Deal, Dover and Sandwich Age Concern Day Care Centres are all situated in areas that are identified in treatment priorities shown in appendix 9.

Appendix 13

DOVER SALT BIN LOCATIONS

Total No.	Parish/Area	Road	No.	Location
12	Alkham	The Forstal	1	by church gates
		Hogbrook Hill	2	Junction Alkham Valley Road on bend
		Meggett Lane	2	Alkham Court Farm House by Green Hill Farm
		Short Lane	2	Junction Alkham Valley Road at lower entrance to Glebelands
		Slip lane	2	Junction Whites Hill Junction Chalksole Green Lane
		Wolverton Hill	3	Ewell Minnis (half way up) Ewell Minnis (by phone box) Ewell Minnis (bottom by bus stop)
6	Ash	Cop Street	1	on Forge corner
		Durlock Road	1	on corner at Minters
		Holness Road	1	Junction Chequer Lane
		Molland Lane	1	Opposite Glebelands
		New Street	1	Junction Cherry Garden Lane
		Queens Road	1	Near village hall
5	Aylesham	Cooting Road	2	Junction Spinney Lane Junction Adisham Road
		Dorman Avenue North	1	Junction B2046
		Dorman Avenue North	1	Junction Market Place
		Snowdown Road	1	Snowdown, nr Railway bridge
1	Barfrestone	Barfrestone Road	1	Next to phone box near church
3	Capel le Ferne	Capel Street	2	Junction with Lancaster Avenue Outside School
		Cauldham Lane	1	Junction Cauldham Close
2	Coldred	Coldred Hill (The Green)	1	Near Parsonage & Chilli Farms
		Church Road	1	junction Singledge Lane
5	Deal	Beauchamp Avenue	1	On roundabout
		Downs Road	1	On hill approaching Owen Square
		Downs Road	1	Entrance to alleyway near primary school
		Rectory Road	1	Junction Addelam Road
		Station Road	1	junction Sydney Road
7	Denton	Agester Lane	2	at entrance to Homewood Farm Junction with A260 Canterbury Road
		Lodge Lees	1	Junction with Agester Lane
		Shelvin Lane	1	Junction with A260 Canterbury Road
		Snode Hill	2	500m SW of junction Agester Lane

			Junction with Gatteridge Lane
		Walderchain	1 100m from Agerster junction
83	Dover	Anstee Road	1 Junction with Shooters Hill
		Astley Avenue	1 At top adjacent to bridge
		Auckland Crescent	1 Opposite 17
		Belgrave Road	2 Junction with Westbury Crescent Outside Belgrave House
		Bunkers Hill	1 Junction Hillside Road
		Bunkers Hill Avenue	1 Junction Bunkers Hill Road
		Carlsden Crescent	1 on top of bend just off London Rd
		Castle Hill Road	1 Junction Dover Road, Guston
		Channel View Road	3 Between P&O and Travelmaster At the top of steps on spiral top of road
		Clarendon Road	1 Outside no. 1
		Colton Crescent	1 Junction Rokesley Road
		Connaught Road	2 Near Top entrance
		Upper Danes Court	2 On island outside 33 At junction with Roman Road
		Lower Danes Court	1 on island jct Old Charlton Road
		De Burgh Hill	1 On bend at top of hill
		Dunedin Drive	1 Junction with Auckland Crescent
		Eaves Road	2 On bend by flats Outside 54 in turning head
		Edgar Road	1 junction Prospect Place
		Elm Park Gardens	1 In turning head
		Farthingloe Road	1 East end jct with Manor Road
		Green Lane	1 Between Brookfield Ave and bridge
		Hobart Crescent	2 Side of 40, entrance to mast site Junction Napier Rd o/s no.2
		Holmestone Road	1 In side road outside Rawlsons
		Kimberley Close	1 Junction with Durban Crescent
		Kings Road	2 Top of road Junction with Queens Avenue
		Longfield Road	1 near 93
		Malvern Road	2 Opposite no.1 side of Malvern Pub
		Manor Rise	2 Junction Mount Road Junction Farthingloe Road
		Marjan Close	1 On fork in road
		Markland Road	1 Outside 130
		Marlborough Road	2 Junction with Newbury Close Outside 23/25
		Maxton Road	2 Junction Hardwicke Road Junction Mount Road

		Mayfield Avenue	1	junction Mayfield Gardens
		Military Road	2	On bend at jct Lancaster Road Junction with Citadel Road
		Monks Way	1	Opposite number 1
		Napier Road	1	On island outside 12
		Nightingale Road	1	Outside 2 Heathfield Avenue
		Noahs Ark Road	1	opp junction Anselm Road
		Ottawa Crescent	1	on grass verge o/s no.4
		Park Road	1	o/s Shatterlocks School
		Peverall Road	1	Junction Rokesley Road
		Pilgrims Way	1	Junction Friars Way
		Pioneer Road	1	junction with Old Park Hill
		Primrose Place	1	Junction with St Radigund's Road
		Priory Hill	1	On bend outside 36
		Randolph Road	2	Opposite 31 opp no.4
		Reading Road	1	Outside 12
		Shakespeare Road	3	Junction with Churchill Road Junction with Hardwicke Road Side of number 6
		Shooters Hill	1	On bend in parking area
		South Road	1	Junction with Tower Hill
		St Andrew's Gardens	1	Junction Bunkers Hill
		St David's Avenue, Aycliffe	2	jct St George's Cres (eastern end) jct St George's Cres (western end)
		St Martins Road	1	Front garden of No.5
		St Radigunds Road	1	On elevated section opp 82
		Stanhope Road	1	Top of hill
		Taswell Street	1	Junction with Harold Street
		The Linces	1	Junction with Milton Crescent
		Tower Hill	1	Junction with The Abbots
		Vale View Road	1	Side of 3A at school entrance
		Victoria Street	1	no.21
		Westbury Road	1	Junction with Westbury Heights
		Widred Road	1	Junction with Edred Road
		Winant Way	1	Near junction with Green Lane
		Winchelsea Road	3	Entrance to Ambulance station on bend on top of road
15	Eastry	Boystown Place	1	Opposite 32
		Brook Stret	1	On bend by Old Lynch Cottage
		Centenary Gardens	1	Just off Gore Lane
		Cooks Lea	1	near Gore Lane/Close parking areas
		Gore Road	1	os 15
		High street	1	Outside Village Hall

		Mill Lane	2	Junction Gore Lane
				Junction Bellevue
		Northbourne Road	1	outside Eastry Park
		Orchard Road	1	junction Gore Lane
		Peak Drive	1	Junction Woodnesborough Lane
		Swaynes Way	1	Just off Mill Lane
		Wheelwrights Way	1	Just off Mill Lane
		Whitewood Road	1	Just off Liss Road
		Wilmot Place	1	by entrance to skate park and alleyway
12	Eythorne	Chapel Hill	1	On roundabout
		Church Hill (Elvington)	1	by Church
		Green Lane	1	Junction Sandwich Road
		Kennel Hill	1	Junction The Street
		Rose Gardens	1	Junction Monkton Court Lane
		Shepherdswell Road	1	Junction Shooters Hill
		Sun Valley Way	1	Junction Sandwich Road
		Sweetbriar Ln (Elvington)	1	Junction Beech Drive
		Terrace Road (Elvington)	1	Junction Adelaide Road
		Tye Wood Rd (Elvington)	1	Junction Roman Way
		Willow Way	2	Junction Green Lane
5	Goodnestone	Boyes Lane	1	Junction Cave Lane
		Catsole Hill	1	between G'stone and Chillenden
		Lower Rowling Road	1	at entrance to PROW EE276
		Goodnestone Road	1	jct Cave Lane
		Griffin Hill, Chillenden	1	Near Orchard Court
5	Great Mongeham	Mongeham Road	1	Junction Church Path
		St Richards Road	1	Junction Mongeham Road
		St Richards Road	1	Junction St Edmunds Close
		Cherry Lane	2	Junction with Northborne Road
				Junction Pixwell Lane
4	Guston	Old Charlton Road	1	Jct Guston Road/Dover Road
		Prescott Close	1	Below 21/23
		The Street	2	Junction Dover Road
				Junction Pineham Road
7	Hougham	Abbey Road	1	On hill near sharp bend
		Elms Hill	1	On verge by flint wall
		Gravel Hill	1	Between the Kennels
		Eight Acres	1	20yds from jct Capel Street
		Ingleton Wood Road	1	on bend near Fern Cottage
		Hougham Court Hill	1	opp Hougham Court Farm
		Lowslip Hill	1	Halfway up
7	Kingsdown	Balmoral Road	1	on verge near 51
		Cliffe Road	1	Slip road jct Undercliffe Road
		Clim Down	1	entrance to close on LHS

		Courtlands	1	Junction with Kingsdown Road
		Glen Road	1	on verge outside 5 Kings Close
		Sea Road	1	Junction Balmoral Road
		The Rise	1	Junction with Chalk Hill Road
		Upper Street	1	Junction with The Avenue
3	Langdon	Solton Lane	2	outside Glebelands Farm in dip Junction A258
		Station Road	1	Junction A258
2	Lydden	Stonehall Road	2	by the school opposite The Close
4	Martin	Hollands Hill	1	near Railway Bridge
		Lucerne Lane	1	near Pumping Station
		Martin Mill Station	1	at entrance
		Westside	1	opposite no.8
6	Nonington	Easole Street	2	Junction Mill Lane Junction Butchers Lane
		Holt Street	2	Opposite Vicarage Lane Junction Butter Street
		Vicarage Lane	1	Junction St Marys Close
		Ruberries Wood	1	Junction The Street, Frogham
7	Northbourne	Broad Lane	2	Approach to Burgess Green Junction North Road
		Northbourne Road	1	Junction Broad Lane
		Stoneheap Road	1	Jct Betteshanger Farm Rd nr school
		Straight Mile	1	Betteshanger Church Road
		The Street	2	Junction Northbourne Road O/S The Hare and Hounds
1	Preston	The Street	1	Junction Mill Lane
1	Ringwould	Front Street	1	(Green bin)
5	Ripple	Chapel Lane	1	Junction Pommeus Lane
		Church Lane	1	Junction Chapel Lane
		Mantles Hill	1	90m from junction Mongeham Road
		Sunnyside Close	1	Junction Mongeham Road
		Vale Road	1	junction Sutton Road
15	River	Ash Close	1	near steps
		Badgers Rise	1	o/s number 5
		Common Lane	1	Junction of Dove Lea Gardens
		Coxhill Gardens	1	Junction with Coxhill Crescent
		Crabble Lane	2	Junction with The Ridgeway Junction with Lewisham Road
		Deanwood Road	2	o/s number 69 Junction Crabble Lane
		Hawthorne Close	1	Junction Lyndhurst Road
		Hazeldown Close	1	Opposite number 5
		Meadway	1	o/s number 5

		Minnis Lane	1	Opp Frangham Kennels
		Sanctuary Close	1	by sub station fence at close entrance
		Wingrove Hill	1	Junction with The Ridgeway
		Woodland Close	1	Junction with The Ridgeway
5	Shepherdswell	Church Hill	1	Outside 65
		Coxhill	1	on access slope to Village Hall
		Mill Lane	1	on The Green
		Westcourt Lane	2	Jct Eythorne Rd os Bricklayers Junction The Grange
2	Sholden	The Street	1	on bend
		Vicarage Lane	1	Junction with The Street
3	St Margaret's	Downside	1	o/s number 1
		Kingsdown Road	1	Junction Freedown
		Kennilworth Close	1	at entrance to close
3	Staple	School Lane	1	Junction Durlock Road
		The Street	1	Buckland Lane
		Staple Road	1	opposite Grain Harvesters
2	Stourmouth	Church Lane	2	phone box junction Preston Road
		Waldershare Road, ashley	2	on A256 flyover outside Wellards
8	Sutton	Church Hill	1	at top
		Downs Road	2	Junction Strakers Hill, East Studdal Jct Northbourne Road, East Studdal
		Forge Lane	1	By Sutton Village nameplate
		Roman Road	2	Junction Strakers Hill, East Studdal On Three Horseshoes Triangle
6	Temple Ewell	Church Hill	1	Entrance to Church
		Green Lane	2	Top junction with Target Firs Bottom junction with Target Firs
		London Road	1	Junction with High Street
		Whitfield Hill	1	Junction Kearsney Ave
		Watersend	1	Junction with London Road
9	Tilmanstone	Chapel Road	1	80m from Lower Street
		Dover Road	1	opposite St Mary's Grove
		Lower Street	2	Junction White Hill junction Dover Road
		School Road	2	On triangle jct Pike Rd Entrance Dane Ct Mews
		Upper Street	3	Junction North Court Lane Junction School Road Outside Memorial Cottage
9	Whitfield	Archers Court Road	1	Junction with Newlands
		Aspen Drive	1	Junction Kinson Way
		Beechwood Close	1	Junction Forge Lane

		Bewsbury Cross Lane	1	Junction Nursery Lane
		Castle Drive	1	Junction Singledge Lane
		Crangleigh Drive	1	Junction Alison Crescent
		Guildford Avenue	2	near junction Nursery Lane
				Junction with Forge Lane
		Nursery Lane	1	Junction with Singledge Lane
5	Wingham	Preston Hill	1	100m from A257
		St Mary's Meadow	1	by toilets
		School Lane	1	80m from junction Canterbury Road
		Southcourt	1	by bungalows
		Staple Road	1	outside Court Cottages
4	Woodnesborough	Sandwich Road	1	Junction with Drainless Road
		Sandwich Road	1	Jct Foxborough Hill/Beacon Lane
		The Street	1	Junction with Melville Lea
		The Street	1	Junction with Fir Tree Hill
6	Wootton	Geddinge Lane	1	Near Church
		Shelvin Lane	1	Junction with Shelvin Farm Road
		Wootton Hill	3	Jct A260 Canterbury Road
				200m from jct A260
				Near village nameplate
Wootton Lane	1	Junction with Hill House Lane		
1	Worth	Jubilee Road	1	Junction with The Street
5	Railway Stn bins not owned by us to be filled by us.	Dover priory Stn	1	
		Deal Stn	1	
		Martin Mill Station	1	
		Sandwich	1	
		Walmer	1	

Appendix 14

To: Dover Joint Transportation Board
By: KCC Highways and Transportation
Date: 11 December 2014
Subject: Highway Works Programme 2014/15
Classification: Information Only

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

1. Introduction

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

Footway and Carriageway Improvement Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Transportation and Safety Schemes – see Appendix D

PROW – see Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Member Highway Fund – see Appendix H

Conclusion

1. This report is for Members information.

Contact Officers:

The following contact officers can be contacted on **03000 418181**

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
Traffic Systems	Toby Butler

Appendix A – Footway and Carriageway Improvement Schemes

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

Machine Resurfacing – Contact Officer Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
Northwall Road	Deal	From its junction with Golf Road to its junction with Friends Close	Completed
Crabble Hill	Dover	App to traffic lights near its junction with Old Park Rd	Completed
Allenby Avenue	Deal	Whole Length	Completed
Coombe Valley Road	Dover	Coombe Valley Road Rdbt (rbt circulatory only)	Completed
Alkham Valley Road	Alkham	Newlyns Meadow to West of entrance to 'Bramhall'	Programmed to start Spring 2015
A258 Deal Road	Guston/St Margarets at Cliffe	Dover Road, Westcliffe to Jubilee Way	Programmed to start Spring 2015
Alkham Road	Temple Ewell/River	Kearsney Court to 30 speed limit	Programmed to start Spring 2015
Footway Improvement - Contact Officer Wendy Boustead			
Road Name	Parish	Extent and Description of Works	Current Status
Sandwich Road	Worth	From Adelaide Café to its junction with Southern Water pumping station – This scheme is still in the design stages	Completed
New Dover Road, Capel – le ferne	Hougham Without	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

Drainage Repairs & Improvements - Contact Officer Katie Lewis			
Location	Description of Works	Job Status	Timescale for Completion
Adelaide Road, Dover	Installation of new gullies into existing system	Works Programmed	December 2014
Church Hill, Sutton	Excavation of Ponds	Works Programmed	Winter 2014/15
Cooting Road, Aylesham	Installation of new Soakaways	Works Complete	
Elms Vale Road, Dover	Installation of new Soakaways	Works Programmed	February 2015 Half Term
Forge Lane, Whitfield	Installation of new drainage system	Works Programmed	Winter 2014/15
Gore Lane, Eastry	Gully and soakaway cleansing	Works Programmed	08 December 2014
Green Lane, Whitfield	Installation of new Soakaways	Works Complete	
Griffin Hill, Dover	Installation of new soakaways and additional drainage	Works Complete	
Homestead Lane, Dover	Installation of new drainage system and pond clearance	Part Complete Pond works programmed	08 December 2014
Hyde Place, Aylesham	Replacement of existing gullies	Works Programmed	05 December 2014
Kingsdown Road, Walmer	Install gullies and a small soakaway at each location	Works Complete	
Padbrook Lane, Preston	Installation of concrete gully	Works Complete	
Palm Tree Lane, Aylesham	Permanent carriageway patch	Works Complete	
Ranalagh Road, Deal	Installation of new gullies and upgrade existing system	Works Complete	
St Johns Road, Elvington	Installation of new gullies	Works Programmed	10 December 2014
Telegraph Road, Deal	Installation of new gullies	Works Complete	
WestCourt Lane, Shepherdswell	Excavation of existing pond and cleansing of gullies and soakaways	Works Programmed	14 December 2014

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. Those still requiring replacement will be completed by the end of March 2015.

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Ward	Column Ref	Status
Weavers Way	Dover	GWAO010 GWAO011	Completed
London Road	Dover	GLCT023	Lane closure required
Crabble Hill	Dover	GCGZ019	Road closure required
New Dover Road	Capel le Ferne	GNAM166	Temporary connection in place, final completion by end of 2014
Folkestone Road	Dover	GFAO066	Road closure required
Bridge Street	Dover	GBCP002	Completed
Buckland Terrace	Dover	GSCC005	Completion by end 2014
London Road	Dover	GLCR010 GLCR016 GLCR026 GLCR301 GLCR302	Completed Awaiting road space Completion by end 2014
Beaufoy Terrace	Dover	GBBC011	Hedge Trim Reqd.
Mill Road	Deal	GMCF111	Completed
West Street	Deal	GWBA 504	Completed
West Street	Deal	GWBA 505	Completed
West Street	Deal	GWBA 006	Completed
St Georges Road	Sandwich	GSDQ007	Completed
Church Street	Walmer	GCDK007	Completed
London Road	Deal	GLBJ025	Completed
Biggin Street	Dover	GBBW005	Completed
New Street	Sandwich	GNAS003	Completed
Honeywood Parkway	Whitfield	GHDU057	Completed
London Road	Deal	GLBJ003 GLBJ004	Completed
Beach Street	Deal	GBAS902	Completed
Water Street	Deal	GWAJ001	Completed
London Road	Dover	GLCR903	Completed
London Road	River	GLBI513	Completed
St Peters Street	Sandwich	GSEN003 GSEN005	Completed
Mill Lane	Dover	GMEJ001	Completed
Lower Road	River	GLBU018	Completed
Pilots Avenue	Deal	GPBF004	Completed
Sandwich Road	Sandwich	GSAH024	Completed
Farncombe Way	Whitfield	GFAC004 GFAC011 GFAC012 GFAC014	Completed
North Military Road	Dover	GNBT010 GNBT011	Completed

		GNBT015 GNBT016 GNBT018 GNBT020	
Gloster Ropewalk	Dover	GRBM004	Completed
Albany Place	Dover	GAAM001	Completed
Freemans Way	Deal	GFAQ004	Completed
Glack Road	Deal	GGAJ009 GGAJ010	Completed
Telegraph Road	Deal	GTAG013 GTAG019	Completed
Bridgeside	Deal	GBEY002 GBEY003 GBEY005 GBEY008	Completed
Church Lane	Deal	GCHH003 GCHH021	Completed
Delane Road	Deal	GDAU002 GDAU004	Completed
Diana Gardens	Deal	GDBA004	Completed
South Wall	Deal	GSCS011	Completed
Young Close	Deal	GYAG002	Completed
Honeywood Parkway	Whitfield	GHDU007 GHDU026	Completed
Dorman Avenue North	Aylesham	GDCV001	Completed
Middle Street	Deal	GMBP001	Completed
Beaufoy Road	Dover	GBBC101	Completed
The Marina	Deal	GTBJ010 GTBJ013 GTBJ014 GTBJ017	Completed
High Street	Deal	GHDS014	Completed
Burgoyne Heights	Guston	GBDN007	Completed
Cassino Square	Guston	GCAR001	Completed
Corunna Place	Guston	GCFG001	Completed
Hammond Close	Aylesham	GHEB003	Completion by end March 15
Alberta Close	Buckland	GAAS001	Completed
Astley Avenue	Buckland	GACD004	Completed
Auckland Crescent	Buckland	GACJ007	Completed
Byron Crescent	Buckland	GBDR001	Completed
Crabble Hill	Buckland	GCGZ021	Completion by end March 15
Evison Close	Buckland	GEBW003	Completed
Evison Close	Buckland	GEBW004	Completed
Evison Close	Buckland	GEBW007	Completed
Fulbert road	Buckland	GFBD009	Completion by end March 15
Green lane	Buckland	GGBU010	Completion by end March 15

Green lane	Buckland	GGBU022	Completion by end March 15
Heathfield avenue	Buckland	GHBG006	Completion by end March 15
Mayfield avenue	Buckland	GMBG007	Completed
Mayfield avenue	Buckland	GMBG020	Completion by end March 15
Milton road	Buckland	GMCO001	Completion by end March 15
Milton road	Buckland	GMCO007	Completed
Milton Close	Buckland	GMD5001	Completion by end March 15
Napier road	Buckland	GNAD004	Completion by end March 15
Ottawa Crescent	Buckland	GOBI004	Completed
Pioneer road	Buckland	GPBJ001	Completion by end March 15
Selkirk road	Buckland	GSBM003	Completion by end March 15
The Linces	Buckland	GTBI002	Completed
The Linces	Buckland	GTBI006	Completed
The Linces	Buckland	GTBI010	Completed
The Linces	Buckland	GTBI011	Completed
The Linces	Buckland	GTBI012	Completed
Toronto Close	Buckland	GTCO002	Completion by end March 15
Toronto Close	Buckland	GTCO003	Completion by end March 15
Vancouver road	Buckland	GVAD001	Completion by end March 15
Winant Way	Buckland	GWCK007	Completed
Winnipeg close	Buckland	GWCY004	Completed
Castle Avenue	Dover	GCAS003	Completed
Castle hill road	Dover	GCAU002	Completion by end March 15
Castle hill road	Dover	GCAU003	Completion by end March 15
Castle hill road	Dover	GCAU011	Completion by end March 15
Castlemount road	Dover	GCAW001	Completed
Maison Dieu road	Dover	GMAE024	Completion by end March 15
Pencester road	Dover	GPAY004	Completion by end March 15
Pencester road	Dover	GPAY006	Completion by end March 15
Russel street	Dover	GRBV004	Completion by end March 15
Victoria Park	Dover	GVAK006	Completion by end March 15
York street	Dover	GYAC001	Completion by end March 15
York street	Dover	GYAD009	Completion by end March 15
York street	Dover	GYAD011	Completion by end March 15
York street	Dover	GYAD013	Completion by end March 15
Cherry Lane	Dover	GCCF002	Completion by end March 15
Cherry Lane	Dover	GCCF003	Completion by end March 15
Cherry Lane	Dover	GCCF004	Completion by end March 15
Cherry Lane	Dover	GCCF007	Completion by end March 15
Lower street	Dover	GLBX001	Completed
Lower street	Dover	GLBX003	Completion by end March 15
Mill Green	Dover	GMBT009	Completion by end March 15
Northbourne road	Buckland	GHBG006	Completion by end March 15
Northbourne road	Buckland	GMBG007	Completion by end March 15
Northbourne road	Buckland	GMBG020	Completion by end March 15

Northbourne road	Buckland	GMCO001	Completion by end March 15
Northbourne road	Buckland	GMCO007	Completion by end March 15
Poplar Drive	Buckland	GMDS001	Completion by end March 15
London road	Buckland	GNAD004	Completion by end March 15
Watersend	Buckland	GOBI004	Completion by end March 15
Watersend	Buckland	GPBJ001	Completion by end March 15
Whitfield Hill	Buckland	GSBM003	Completion by end March 15
Churchill road	Buckland	GTBI002	Completion by end March 15
Churchill road	Buckland	GTBI006	Completion by end March 15
Clarendon street	Buckland	GTBI010	Completion by end March 15
Clarendon street	Buckland	GTBI011	Completion by end March 15
Clarendon street	Buckland	GTBI012	Completion by end March 15
Clarendon street	Buckland	GTCO002	Completion by end March 15
Edwards road	Buckland	GTCO003	Completed
Effingham street	Buckland	GVAD001	Completed
Longfield road	Buckland	GWCK007	Completion by end March 15
Longfield road	Buckland	GWCY004	Completion by end March 15
Longfield road	Dover	GCAS003	Completion by end March 15
Malvern road	Dover	GCAU002	Completed
Maxton road	Dover	GCAU003	Completion by end March 15
Maxton road	Dover	GCAU011	Completion by end March 15
Mount road	Dover	GCAW001	Completed
Heathfield avenue	Dover	GMAE024	Completion by end March 15
Mayfield avenue	Dover	GPAY004	Completion by end March 15
Mayfield avenue	Dover	GPAY006	Completion by end March 15
Milton road	Dover	GRBV004	Completion by end March 15
Milton road	Dover	GVAK006	Completion by end March 15
Milton Close	Dover	GYAC001	Completed
Napier road	Dover	GYAD009	Completed
Ottawa Crescent	Dover	GYAD011	Completion by end March 15
Pioneer road	Dover	GYAD013	Completion by end March 15
Selkirk road	Dover	GCCF002	Completion by end March 15
The Linces	Dover	GCCF003	Completion by end March 15
The Linces	Dover	GCCF004	Completion by end March 15
The Linces	Dover	GCCF007	Completion by end March 15
The Linces	Dover	GLBX001	Completion by end March 15
The Linces	Dover	GLBX003	Completion by end March 15
Toronto Close	Dover	GMBT009	Completion by end March 15
Toronto Close	Buckland	GHBG006	Completion by end March 15
Vancouver road	Buckland	GMBG007	Completion by end March 15
Winant Way	Buckland	GMBG020	Completion by end March 15
Winnipeg close	Buckland	GMCO001	Completion by end March 15
Castle Avenue	Buckland	GMCO007	Completion by end March 15
Castle hill road	Buckland	GMDS001	Completion by end March 15
Castle hill road	Buckland	GNAD004	Completion by end March 15

Castle hill road	Buckland	GOBI004	Completion by end March 15
Castlemount road	Buckland	GPBJ001	Completion by end March 15
Maison Dieu road	Buckland	GSBM003	Completion by end March 15
Pencester road	Buckland	GTBI002	Completion by end March 15
Pencester road	Buckland	GTBI006	Completion by end March 15
Russel street	Buckland	GTBI010	Completion by end March 15
Victoria Park	Buckland	GTBI011	Completion by end March 15
York street	Buckland	GTBI012	Completion by end March 15
York street	Buckland	GTCO002	Completion by end March 15
York street	Buckland	GTCO003	Completion by end March 15
York street	Buckland	GVAD001	Completion by end March 15
Cherry Lane	Buckland	GWCK007	Completion by end March 15
Cherry Lane	Buckland	GWCY004	Completion by end March 15
Cherry Lane	Dover	GCAS003	Completion by end March 15
Cherry Lane	Dover	GCAU002	Completion by end March 15
Lower street	Dover	GCAU003	Completion by end March 15
Lower street	Dover	GCAU011	Completion by end March 15
Mill Green	Dover	GCAW001	Completed
Northbourne road	Dover	GNBK010	Completed
Northbourne road	Dover	GNBK020	Completed
Northbourne road	Dover	GNBK023	Completed
Northbourne road	Dover	GNBK024	Completed
Northbourne road	Dover	GNBK025	Completed
Poplar Drive	Dover	GPDQ003	Completed
London road	Dover	GCLS046	Completion by end March 15
Watersend	Dover	GWEO004	Completed
Watersend	Dover	GWEO007	Completed
Whitfield Hill	Dover	GWBX003	Completion by end March 15
Churchill road	Dover	GCDT003	Completed
Churchill road	Dover	GCDT006	Completed
Clarendon street	Dover	GCEF001	Completed
Clarendon street	Dover	GCEF003	Completed
Clarendon street	Dover	GCEF004	Completed
Clarendon street	Dover	GCEF005	Completed
Edwards road	Dover	GEAL003	Completion by end March 15
Effingham street	Dover	GEAN005	Completion by end March 15
Longfield road	Dover	GLBL002	Completed
Longfield road	Dover	GLBL003	Completed
Longfield road	Dover	GLBL009	Completed
Malvern road	Dover	GMAG002	Completion by end March 15
Maxton road	Dover	GMBD002	Completion by end March 15
Maxton road	Dover	GMBD006	Completion by end March 15
Mount road	Dover	GMDC010	Completion by end March 15
Birdwood avenue	Deal	GBBZ009	Completed
Addelam close	Deal	GADD001	Completed

Celtic road	Deal	GCBA002	Completed
Davis avenue	Deal	GDAE011	Completed
Douglas road	Deal	GDBO001	Completed
Douglas road	Deal	GDBO002	Completion by end March 15
Douglas road	Deal	GDBO003	Completed
Douglas road	Deal	GDBO006	Completion by end March 15
Fairview gardens	Deal	GFBS002	Completion by end March 15
Fairview gardens	Deal	GFBS004	Completion by end March 15
Freemans Way	Deal	GFAX001	Completed
Freemans Way	Deal	GFAX009	Completion by end March 15
Freemans Way	Deal	GFAX013	Completed
Glack road	Deal	GGAJ001	Completion by end March 15
Glack road	Deal	GGAJ003	Completion by end March 15
Glack road	Deal	GGAJ006	Completed
Kennet drive	Deal	GKBN001	Completion by end March 15
Kennet drive	Deal	GKBN002	Completion by end March 15
Leivers road	Deal	GLAO002	Completion by end March 15
Leivers road	Deal	GLAO006	Completion by end March 15
Leivers road	Deal	GLAO009	Completion by end March 15
Mary road	Deal	GMBC002	Completion by end March 15
Selway Court	Deal	GSBO001	Completion by end March 15
St Augustines road	Deal	GSDF001	Completion by end March 15
St Martins road	Deal	GSEB006	Completion by end March 15
Sydney road	Deal	GSFX011	Completion by end March 15
Telegraph road	Deal	GTAG001	Completion by end March 15
Telegraph road	Deal	GTAG005	Completion by end March 15
Telegraph road	Deal	GTAG006	Completion by end March 15
Tollgate	Deal	GTEF003	Completion by end March 15
Tormore Park	Deal	GTDY004	Completion by end March 15
Tormore Park	Deal	GTDY007	Completion by end March 15
Tormore Park	Deal	GTDY008	Completion by end March 15
Tormore Park	Deal	GTDY009	Completion by end March 15
Tormore Park	Deal	GTDY010	Completion by end March 15
Trinity Place	Deal	GTCV021	Completion by end March 15
Wilson Avenue	Deal	GWCI001	Completion by end March 15
Wilson Avenue	Deal	GWCI003	Completion by end March 15
Wilson Avenue	Deal	GWCI005	Completion by end March 15
Wilson Avenue	Deal	GWCI006	Completion by end March 15
Wilson Avenue	Deal	GWCI008	Completion by end March 15
Wilson Avenue	Deal	GWCI010	Completion by end March 15
Wilson Avenue	Deal	GWCI011	Completion by end March 15
Wilson Avenue	Deal	GWCI012	Completion by end March 15
Wilson Avenue	Deal	GWCI014	Completion by end March 15
Sandown road	Deal	GSAF019	Completion by end March 15
The Fairway	Deal	GTEL002	Completion by end March 15

The Fairway	Deal	GTEL006	Completion by end March 15
The Fairway	Deal	GTEL007	Completion by end March 15
The Fairway	Deal	GTEL010	Completion by end March 15
The Marina	Deal	GTBJ002	Completion by end March 15
Vernon Place	Deal	GVAE001	Completion by end March 15
Vernon Place	Deal	GVAE002	Completion by end March 15
Chilton Way	River Dover	GCCR003	Completion by end March 15
Chisnal road	River Dover	GCHV004	Completion by end March 15
Coxhill Gardens	River Dover	GCFU006	Completion by end March 15
West Dean Close	River Dover	GWBI004	Completion by end March 15
Deal road	Dover Sandwich	GDAQ002	Completion by end March 15
Deal road	Dover Sandwich	GDAQ005	Completion by end March 15
Deal road	Dover Sandwich	GDAR002	Completion by end March 15
Honfleur road	Dover Sandwich	GHDJ001	Completion by end March 15
Laburnum road	Dover Sandwich	GLAC002	Completion by end March 15
Laburnum road	Dover Sandwich	GLAC003	Completion by end March 15
Loop street	Dover Sandwich	GLBN001	Completion by end March 15
Poulders Gardens	Dover Sandwich	GPBT006	Completion by end March 15
Poulders Gardens	Dover Sandwich	GPBT007	Completion by end March 15
Poulders Gardens	Dover Sandwich	GPBT011	Completion by end March 15
Poulders Gardens	Dover Sandwich	GPBT013	Completion by end March 15
Poulders Gardens	Dover Sandwich	GPBT041	Completion by end March 15
Poulders Gardens	Dover Sandwich	GPBT018	Completion by end March 15
Poulders Gardens	Dover Sandwich	GPBT020	Completion by end March 15
Ramsgate road	Dover Sandwich	GRAB063	Completion by end March 15
Sunnyside gardens	Dover Sandwich	GSHS002	Completion by end March 15
Woodnesborough road	Dover Sandwich	GWDZ013	Completion by end March 15
Beaufoy road	Dover	GBBC001	Completion by end March 15
Beaufoy road	Dover	GBBC004	Completion by end March 15
Beaufoy Terrace	Dover	GBBD003	Completion by end March 15
Bunkers hill avenue	Dover	GBFG001	Completion by end March 15

Bunkers hill avenue	Dover	GBFG007	Completion by end March 15
Bunkers hill avenue	Dover	GBFG014	Completion by end March 15
Bunkers hill road	Dover	GBDH001	Completion by end March 15
Coombe close	Dover	GCET001	Completion by end March 15
Coombe close	Dover	GCET002	Completion by end March 15
Hillside road	Dover	GHCE001	Completion by end March 15
Lambton road	Dover	GLAG001	Completion by end March 15
Limes road	Dover	GLAV001	Completion by end March 15
Lukes close	Dover	GLDG001	Completion by end March 15
Lukes close	Dover	GLDG004	Completion by end March 15
Marjan close	Dover	GMEW001	Completion by end March 15
Marjan close	Dover	GMEW004	Completion by end March 15
Marjan close	Dover	GMEW006	Completion by end March 15
Marjan close	Dover	GMEW007	Completion by end March 15
Marjan close	Dover	GMEW008	Completion by end March 15
Marjan close	Dover	GMEW009	Completion by end March 15
Oswald Place	Dover	GOAW001	Completion by end March 15
Oswald road	Dover	GOAX005	Completion by end March 15
Dickson road	Dover	GDBC002	Completion by end March 15
Dickson road	Dover	GDBC003	Completion by end March 15
Hewitt road	Dover	GHBP003	Completion by end March 15
Noahs Ark Road	Dover	GNAY018	Completion by end March 15
Northbourne road	Dover	GNBH001	Completion by end March 15
Park Place	Dover	GPCX001	Completion by end March 15
South road	Dover	GSCQ006	Completion by end March 15
Tower Hamlets Street	Dover	GTCQ005	Completion by end March 15
Adrian street	Dover	GAAI001	Completed
Channel view	Dover	GCB1030	Completion by end March 15
Channel View	Dover	GCB1031	Completion by end March 15
Kings Ropewalk	Dover	GRBL005	Completion by end March 15
Old Folkestone road	Dover	GOBF041	Completion by end March 15
St Davids Avenue	Dover	GSDI005	Completion by end March 15
St Davids Avenue	Dover	GSDI009	Completion by end March 15
St Davids Avenue	Dover	GSDI013	Completion by end March 15
St Davids Avenue	Dover	GSDI014	Completion by end March 15
St Davids Avenue	Dover	GSDI018	Completion by end March 15
St Davids Avenue	Dover	GSDI020	Completion by end March 15
Archery square	Deal	GABP005	Completion by end March 15
Canada Road	Deal	GCAE001	Completion by end March 15
Canada Road	Deal	GCAE002	Completion by end March 15
Churchill Avenue	Deal	GCDR005	Completion by end March 15
Churchill Avenue	Deal	GCDR007	Completion by end March 15
Churchill Avenue	Deal	GCDR011	Completion by end March 15
Downs road	Deal	GDCF003	Completion by end March 15
Downs road	Deal	GDCF005	Completion by end March 15

Downs road	Deal	GDCF012	Completion by end March 15
Gladstone road	Deal	GGAK002	Completion by end March 15
Gladstone road	Deal	GGAK008	Completion by end March 15
Gladstone road	Deal	GGAK013	Completion by end March 15
Gladstone road	Deal	GGAK018	Completion by end March 15
Kelvedon road	Deal	GKAD002	Completion by end March 15
Kelvedon road	Deal	GKAD003	Completion by end March 15
Owen Square	Deal	GOAZ011	Completion by end March 15
Salisbury Avenue	Deal	GSAB007	Completion by end March 15
Salisbury Avenue	Deal	GSAB009	Completion by end March 15
Salisbury Avenue	Deal	GSAB020	Completion by end March 15
Palmerston Avenue	Deal	GPAF003	Completion by end March 15
Somerset road	Deal	GSCL001	Completion by end March 15
Somerset road	Deal	GSCL003	Completion by end 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.

Local Transport Plan Funded Schemes- Contact Officer Richard Heaps			
Road Name	Parish	Description of Works	Current Status
Sandwich	Sandwich	Dropped kerbs to facilitate pedestrian access (ITS)	Design in process
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) Contact Officer Michele Ellis			
Road Name	Parish	Description of Works	Current Status
A258 London Road	Sholden, Deal	Road widening to Accommodate right turn lane into new access road and new toucan crossing	In maintenance period.
Honeywood Parkway (Near Tesco Supermarket)	Whitfield	Provision of a new access road junction	Works started
Coombe Valley Road	Dover	Construction of vehicular accesses at Buckland Hospital	Works underway.
Old Park Hill	Dover	Footway works connected to S38 development	Works underway.
Honeywood Parkway	Whitfield	Roundabout R1 South new vehicular access	Works completed.
Market Place	Aylesham	New parking bays and associated highway works	Works started.
Mill Road	Deal	New vehicular access	Works started.
A20 York Street Roundabout	Dover	Roundabout to be changed to Traffic Signalled Junction	Works to start in January 2015.
A258 London Road	Sholden, Deal	New Puffin Crossing	Works to start in early 2015.

Appendix E – PUBLIC RIGHTS OF WAY

Public Rights of Way – Contact Officer Melvyn Twycross			
Path No	Parish	Description of Works	Current Status
ER185/ER25	Alkham	Surface repairs to byway	Works due to commence shortly
EB10	Dover	Provision of stone surface to footpath	Works due to commence shortly

ER72	Whitfield	Provision of stone surface to footpath	Works in progress
EE245	Worth	Surface repairs to byway	Works due to commence shortly
ER17	Alkham	Surface repairs to byway	Works out to tender – will proceed subject to funding
ER64	Whitfield	Provide tarmac surface to footpath	Works out to tender – will proceed subject to funding

Appendix F – Bridge Works

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

Appendix G – Traffic Systems

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

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

Appendix H – Member Highway Fund

The following schemes are those which have been approved for funding by both the relevant Member and by John Burr, Director of Highways and is up to date as of 27th November 2014.

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

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

Pam Brivio

Scheme	Status
Pedestrian dropped crossing improvements at the South Road junction with Astor Ave, Dover.	Scheme Complete
Replacement brown tourism signs for Drop Redoubt, Western Heights.	Scheme Complete

Gordon Cowan

Scheme	Status
CCTV Survey of Market Square/Cannon St to establish levels of vehicles ignoring TRO	Scheme Complete

Mike Eddy

Scheme	Status
Widen St Richards Road locally to allow for verge parking that currently takes place.	Awaiting programme date.
Upgrade of Give Way signing and lining, Kings Rd junction with High Street, Deal	Scheme complete
Upgrade of street lighting/beacon unit at Zebra Crossing on A258, Walmer close to Marke Wood.	Awaiting programme date.
Installation of new bus shelter: St Richards Road, Deal.	Scheme Complete
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.	Awaiting programme date
Tree planting in Albert Road in the wide section of footway near the junction with Middle Deal Road.	Awaiting programme date
Installation of No HGV signs in Walmer Castle Road	Currently at public consultation

Geoff Lymer

Scheme	Status
Contribution to Dover Highway Operations Team towards repairs to damage caused by recent flood event in the Alkham Valley.	Scheme complete
Installation of parking restriction to keep highway clear during peak times: Common Lane, River Village Gateway, The Street, West Hougham	Compiling results of consultation
Installation of salt bins at Warren Lane and Church Lane, Lydden	Awaiting Autumn batch installation of salt bins.

Steve Manion

Scheme	Status
Contribution to Drainage Team to solve ongoing issues at Church Hill, Sutton	Scheme complete
Contribution to Drainage Team to solve ongoing issues at Barfreton Rd, Nonington.	Scheme complete
Signed cycle route 'Skylark Trail' between Walmer and Dover.	Scheme complete
Installation of salt bin at Green Lane, Eythorne	Awaiting installation
Corner protection parking restrictions at Market Square, Aylesham	Awaiting programme date
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	Awaiting programme date

Eileen Rowbotham

Scheme	Status
Widen St Richards Road locally to allow for verge parking that currently takes place.	Awaiting programme date.
Upgrade of Give Way signing and lining, Kings Rd	Scheme complete

junction with High Street, Deal	
Upgrade of street lighting/beacon unit at Zebra Crossing on A258, Walmer close to Marke Wood.	Awaiting programme date.
Installation of new bus shelter: St Richards Road, Deal.	Scheme Complete
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.	Awaiting programme date
Tree planting in Albert Road in the wide section of footway near the junction with Middle Deal Road.	Awaiting programme date
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.

Contacts: Kirstie Williams / Steve Rivers 03000 418181

DOVER DISTRICT COUNCIL

DOVER JOINT TRANSPORTATION BOARD – 11 DECEMBER 2014

EXCLUSION OF THE PRESS AND PUBLIC

Recommendation

That, under Section 100(A)(4) of the Local Government Act 1972, the public be excluded from the meeting for the remainder of the business on the grounds that the item to be considered involves the likely disclosure of exempt information as defined in the 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 County in order to qualify for a disabled person's parking bay being provided outside, or close to, his or her house. The set of criteria was adopted by this Board at its meeting on 7 February 2005 and is listed below:
 - (i) the applicant must be a Blue Badge holder.
 - (ii) the applicant must be in receipt of a qualifying benefit entitlement, either:
 1. the Higher Rate Mobility component of **Living Allowance**, or
 2. Higher Rate of **Attendance Allowance** if the applicant was over 65 years or over when an entitlement was first claimed(Other entitlements such as a War Pension may also qualify).
 - (iii) the applicant must be a driver of vehicle (unless there are exceptional mitigating circumstances).
 - (iv) The applicant must not have any off-street parking (eg have no hard standing, nor garage, nor use of either).

In addition, bays will not be provided:

- along sections of roads subject to stopping, waiting or loading restrictions (eg on clearways; yellow lines or blips; zig zags outside schools or on approaches to pelican crosses; etc)
 - in close proximity to road junctions (typically within 10metres)
 - along a road whose width is less than 3.6 metres
 - where there are other disabled bays in a street and these collectively exceed 5% of the available road parking space
 - where the application is for a temporary disability only
 - in areas where the safety or convenience of the applicant or other highway users could be compromised (eg close to or on the brow of a hill or within the turning head of a cul-de-sac)
2. If the listed criteria are met then an application goes through a two-stage process: Under delegated authority, the Head of Regeneration firstly carries out an informal consultation with the neighbours. If no objections are received then an advisory (non-enforceable) disabled bay is marked on site and the application progresses to the second stage where it is formally advertised as a proposed Traffic Regulation Order (TRO). This latter stage can take considerable time to complete, which is why an advisory bay is provided in the interim period. If no objections are received in response to the formal (second stage) advertisement, then the TRO is sealed and the disabled bay becomes enforceable. At either stage of consultation, objections can be received which are referred back to the Board to make a recommendation to proceed, or not, with the application.
 3. If at any time an applicant appeals against an officer's decision then in accordance with the resolution taken by the Dover Joint Transportation Board on 13 September 2005, the Chairman, Vice-Chairman and the relevant Ward and County Members are contacted to seek views on determining the appeal. If the views of the Members who reply are unanimous then the appeal is determined accordingly. However, if any Members are not in agreement, then the appeal comes back before the Dover Joint Transportation Board to be determined.

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

Agenda Item No 15

Document is Restricted