

Public Document Pack

DOVER JOINT TRANSPORTATION BOARD

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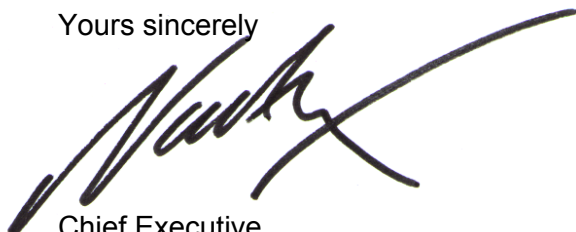
1 September 2015

Dear Councillor

NOTICE IS HEREBY GIVEN THAT a meeting of the **DOVER JOINT TRANSPORTATION BOARD** will be held in the Council Chamber at these Offices on Thursday 10 September 2015 at 6.00 pm when the following business will be transacted.

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

Yours sincerely



Chief Executive

Dover Joint Transportation Board Membership:

Dover District Council Members

N J Collor (Vice-Chairman)
T A Bond
P I Carter
T P Johnstone
M J Ovenden
D A Sargent
P Walker

Kent County Council Members

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

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

R J Frost (Deal Town Council)
M W Moorhouse (Sandwich Town Council)
P M Wallace (Dover Town Council)
K Gowland (Kent Association of Local Councils)
S E Hooper (Kent Association of Local Councils)

AGENDA

1

APOLOGIES



To receive any apologies for absence.

2 **APPOINTMENT OF SUBSTITUTE MEMBERS**

To note appointments of Substitute Members.

3 **DECLARATIONS OF INTEREST** (Page 4)

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

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

To confirm the attached Minutes of the meeting of the Committee held on 4 June 2015.

5 **PROPOSED RAISED TABLES - NEW STREET AND HIGH STREET, SANDWICH**
(Pages 10-18)

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

6 **PROPOSED HIGHWAY IMPROVEMENTS TO SOUTH STREET, DEAL** (Pages 19-30)

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

7 **OPERATION STACK UPDATE** (Page 31)

To note the attached report of the East Kent Highway Manager, KCC Highways and Transportation.

8 **STREET LIGHTING - LED PROJECT UPDATE** (Page 32)

To consider the attached report of the Project Manager, KCC Highways and Transportation.

9 **HIGHWAY WORKS PROGRAMME 2015/16** (Pages 33-51)

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

10 **EXCLUSION OF THE PRESS AND PUBLIC** (Pages 52-54)

The recommendation is attached.

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

MATTERS WHICH THE MANAGEMENT TEAM SUGGESTS SHOULD BE CONSIDERED IN PRIVATE AS THE REPORT CONTAINS EXEMPT INFORMATION AS DEFINED WITHIN PART 1 OF SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AS INDICATED AND IN RESPECT OF WHICH

THE PROPER OFFICER CONSIDERS THAT THE PUBLIC INTEREST IN
MAINTAINING THE EXEMPTION OUTWEIGHS THE PUBLIC INTEREST IN
DISCLOSING THE INFORMATION

11 **APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS** (Pages 55-99)

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 will be published on our website as soon as practicably possible after 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, 4 June 2015 at 6.00 pm.

Present:

Chairman: Councillor S C Manion

Councillors: T A Bond
P M Brivio
P I Carter
N J Collor
G Cowan
M R Eddy
B Gardner
T P Johnstone
G Lymer
M J Ovenden
L B Ridings
E D Rowbotham
D A Sargent

Also Present: Mr R J Frost (Deal Town Council)
Mr M Moorhouse (Sandwich Town Council)
Mr K Gowland (KALC)
Mrs S Hooper (KALC)

Officers: Dover District Manager (KCC Highways and Transportation)
Policy and Strategy Manager (KCC Highways and Transportation)
Infrastructure and Development Senior Officer for Public Transport (KCC Highways and Transportation)
Highways and Parking Team Leader
Corporate Estate and Coastal Engineer
Democratic Support Officer

1 APOLOGIES

An apology for absence was received from Councillor P Walker.

2 APPOINTMENT OF SUBSTITUTE MEMBERS

It was noted that, in accordance with Rule 4 of the Council's Procedure Rules, Councillor B Gardner had been appointed as a substitute Member for Councillor P Walker.

3 DECLARATIONS OF INTEREST

Councillor N J Collor advised that he would not participate in consideration of Agenda Item 6 (Proposed Residents' Parking Scheme – Athol Terrace, Dover) on the grounds of predetermination, and left the Chamber during consideration of this item.

4 MINUTES

The Minutes of the meeting of the Joint Transportation Board held on 16 April 2015 were approved as a correct record and signed by the Chairman.

The Policy and Strategy Manager advised Members that, following a request from a resident, Kent County Council (KCC) Highways and Transportation had drawn up proposals for, and consulted on the installation of, two bus-stop clearways in Palmerstone Avenue, opposite and adjacent to Wellesley Avenue. Only one objection was received in relation to the clearway opposite Wellesley Avenue and this was being progressed. However, the proposed clearway adjacent to Wellesley Avenue had received more objections, and the Board's views were therefore being sought on how to proceed with this proposal.

Members viewed a map which showed alternative locations, were the bus-stop adjacent to Wellesley Avenue to be moved. However, as set out in paragraphs 3.2 to 3.4 of the report, these locations could potentially create a different set of problems. KCC's current policy was that bus-stops should not be moved unless there were extraordinary factors involved. Accordingly, it was recommended that the bus-stop clearway should be installed at the current location, as originally proposed.

Having attended a site meeting in Palmerston Avenue that morning, Councillor E D Rowbotham voiced her opposition to the proposal since it would make parking for residents in Palmerston Avenue even more difficult. Buses were stopping further along, near Balfour Road, in order to pick up passengers safely anyway. Given that the current bus-stop was merely a sign on a lamp-post, it would be easy to move the stop nearer Balfour Road. She requested that costings for the proposed clearway and a new bus-stop be provided, and expressed concerns that Members had not been informed of the proposals earlier. Councillor M R Eddy advised that the combination of scarce parking and bus movements did not make for a good combination in Palmerston Avenue. There was very little on-street parking in the road and a clearway would restrict this even further. He was of the view that the proposal should be deferred as Members needed more information on the options available and their cost and impact on residents.

Councillor R J Frost raised concerns that a new bus-stop at the Kelvedon Road location would not serve the no 83 bus. He was opposed to the current location since it would take up valuable parking spaces. Although moving the stop towards Balfour Road would cost more money, it would achieve maximum parking for residents as well as maximum convenience for bus users. Councillor T A Bond was disappointed that Members had not been consulted. He thought the existing bus-stop was in the wrong place and agreed with others that the lack of parking should be taken into account.

The Policy and Strategy Manager apologised that Members had not been consulted on the proposals. KCC was open to looking at alternative options, such as moving the stop nearer Balfour Road. It was clarified that the proposals were not driven by cost; Officers had kept the stop at its existing location because this was in line with KCC's current policy. Officers would be happy to consider another location if it proved more practical.

- RESOLVED: (a) That a site meeting be held for Members.
- (b) That the proposal be deferred in order for Officers to explore alternative options, including moving the bus-stop from its current location to nearer Balfour Road, and to provide

costings for these options in a report to the Board.

6 PROPOSED RESIDENTS' PARKING SCHEME - ATHOL TERRACE, DOVER

The Highways and Parking Team Leader introduced the report which recommended that parking proposals for Athol Terrace be withdrawn, and existing parking restrictions covering East Cliff and Marine Parade be left as they were. Members were reminded that the Board, at its meeting held on 26 February 2015, had resolved, amongst other things, that further consultation should be undertaken with residents on alternative schemes, not including an exclusive zone for Athol Terrace residents which the Board had unanimously rejected.

In consultation with the then Acting Chairman, Councillor Gordon Cowan, Officers had carried out further consultation, the outcome of which had been a unanimous response from Athol Terrace residents that they did not want anything other than an exclusive parking zone for Athol Terrace. Given that this option had previously been discounted, and that the majority of respondents from East Cliff and Marine Parade were in favour of the existing restrictions remaining, it was recommended that proposals to extend restrictions to Athol Terrace be withdrawn.

Councillor G Cowan commented that both the Board and Officers had spent a considerable amount of time on this matter, and had bent over backwards to find a solution. Athol Terrace residents had again rejected the options put to them. He supported the report's recommendation. Councillor Bond agreed, adding that there were 21 parking spaces for 13 houses in Athol Terrace, and it was ridiculous for residents to think they could keep these for their exclusive use.

- RESOLVED: (a) That it be recommended that the parking proposals for Athol Terrace be withdrawn, and the existing restrictions covering East Cliff and Marine Parade be left as they are.
- (b) That Athol Terrace be permitted to join the residents' parking scheme covering East Cliff and Marine Parade at a later date, should the majority of its residents later request to do so.

7 ONE-WAY TRAFFIC ORDER - RUSSELL STREET, DOVER

The Highways and Parking Team Leader presented the report which outlined proposals to amend the One-Way Traffic Order covering Russell Street in order to accommodate the St James's Development. In response to queries, the Team Leader advised that the Council could choose the date when the Traffic Order came into effect and would coordinate this with the developer.

- RESOLVED: (a) That, subject to there being no written objections received before 12.00 noon on 15 June 2015, it be recommended that Kent County Council seal the proposed amendment to the One-Way Traffic Order in Russell Street, as detailed in the report and at Appendix A.
- (b) That, should any objections be received before 12.00 noon on 15 June 2015, the Chairman and Vice-Chairman be authorised to consider the objections with a view to recommending, on behalf of the Board, that Kent County Council seal the proposed amendment to the One-Way Traffic Order in Russell Street, as detailed in the report and at Appendix A.

8 HIGHWAY WORKS PROGRAMME 2015/16

The Dover District Manager (DDM) introduced the report which updated Members on works that had been approved for construction in 2015/16. The Board was advised that machine resurfacing works to Alkham Valley Road were programmed to take place between 5 and 10 June. Micro-surfacing works to Telegraph Road had been withdrawn from the programme due to gas works but would be reinstated later. Works to Albert Road, Dover had been rescheduled and were due to start at the end of August. It had been decided that Danes Court was unsuitable for micro-surfacing due to the gradient and other options would therefore need to be explored. Works to Side Hills, programmed to start on 2 June, were awaiting a re-scheduled date. Other works to Monkeys Hill, Palm Tree Lane, Beacon Lane, Ringwould Road, West Street Farm Road and Ripple Road had been postponed to various dates in June.

The DDM assured Councillor Gardner that KCC engineers were liaising with Sainsbury's over machine resurfacing works to the Queen Street/West Street/Blenheim Road junction in Deal. The works would take place at night and be advertised using the standard notification procedures. Councillor Gardner requested that he be copied in to any notification sent to Sainsbury's or other major retailers. In response to Councillor Cowan's enquiry regarding Albert Road, the DDM advised that it had not been possible to complete preparatory works by the time the contractor was due to start. Items 'bumped' off the programme would be reinstated at the end of August.

In respect of works to the Sandwich by-pass, Members were advised that the contractor would start works at 9.30am and work through to fading light in order to finish them in five days rather than ten. In respect of works to King Street, Sandwich, the DDM reassured Members that engineers coordinated works with KCC events colleagues and others to ensure that scheduled events and key trading times would not be affected.

In respect of Appendix C, the DDM apologised that the ward details of lighting columns included in the report were in many cases incorrect. These would be rectified for future reports. Referring to Appendix D, the DDM undertook to establish and circulate to Board members which section of Dover Road/Ringwould Road, Deal was earmarked for signage improvements, and further details of improvements to South Street. In response to Councillor L B Ridings, the DDM promised to speak to Mr Heaps to establish how much money was needed to provide dropped kerbs in Strand Street and at The Quay in Sandwich. In respect of Appendix H, Councillor Eddy advised that the Beach Street scheme was in its early design phase, looking at addressing problems where the road narrowed by the Royal Hotel. Affordable options were being considered, including a traffic priority scheme.

RESOLVED: That the report be noted.

9 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.

APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS

The Corporate Estate and Coastal Engineer introduced the report which outlined details of six disabled persons' parking bay applications. Following informal consultation with neighbours, no letters of objection had been received. Since the applications met all the criteria, it was recommended that they proceed to the second stage of formal advertisement and, thereafter, be sealed by KCC should no objections be received during the advertisement period.

RESOLVED: That it be recommended that Applications A to F be formally advertised and, in the event that no objections are received, they be recommended for sealing by Kent County Council (with any objections being referred back to a future meeting of the Dover Joint Transportation Board for further consideration).

The meeting ended at 7.05 pm.

SANDWICH RAISED TABLES - RESULTS OF CONSULTATION

To: **Dover Joint Transportation Board - 10 September 2015**

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 summarises the results of the public consultation for four new raised tables. Two tables were proposed in High Street and two in New Street.

1.0 Introduction and Background

- 1.1 Kent County Council (KCC) is proposing the introduction of raised tables in New Street and High Street, Sandwich.
- 1.2 Residents have requested measures to improve pedestrian crossing facilities, discourage through traffic and reduce driver speeds through Sandwich. Particular concern has been raised about driver speeds in High Street, New Street and Strand Street which form part of the one way system around the town. The request was submitted directly to the local KCC Member, Leyland Ridings, and through ongoing discussions with Sandwich Town Council and Sandwich Town Team.
- 1.3 The principal scheme aim is to reduce the amount of through traffic entering Sandwich, by making the bypass a more favourable route. Other objectives include improving pedestrian safety when crossing High Street and New Street, and encourage walking and cycling in the area. The scheme also aims to lower vehicle speeds on the one way system which has been raised as a concern by residents.
- 1.4 The existing speed limit in both roads is 20mph. Traffic surveys were carried out from 8th May 2015 which showed that there were a total of 30,407 vehicles travelling along the High Street in a week long period, with average speeds of 19.2mph. New Street was surveyed in the same week, the results show that 46,360 vehicles travelled along New Street in a week long period, with average speeds of 22mph.
- 1.5 A crash analysis was carried out in High Street from its junction with Upper Strand Street to its junction with New Street (a distance of approximately 300 metres) to ascertain if a crash record is present. In the last three years one slight injury crash was reported. The crash involved a pedestrian who slipped into the road whilst walking on the footway. A crash analysis was also carried out in New Street from its junction with St George's Road to its junction with No Name Street (a distance of approximately 450 metres). In the last three years two slight injury crashes were reported. One of the crashes involved a collision with a pedestrian whilst crossing near the petrol station, the other was due to a driver black out at the wheel which led to a collision with street furniture.
- 1.6 Other measures including controlled pedestrian crossings (such as signalised and zebra crossings) were explored, but it is not physically possible to place crossings

where footway widths are too narrow for beacons / lights to be placed. According to the Department for Transport (DfT) guidance a minimum of 5 metres gap is required from any junctions or side roads to safely install a new pedestrian crossing. Raised tables are not restricted by the same design criteria as controlled crossings, and can be safely placed nearer junctions if required. In the case of the High Street this meant that no controlled pedestrian crossing could be placed unless it was nearer the middle section of the road, in the vicinity of numbers 34 / 37, and would require removal of existing on street parking provision. It has been noted that the main pedestrian flows appear to and from the various footpaths such as the Ropewalk, Seven Post Alley and Mill Wall. With this in mind the tables were proposed in the vicinity of the footpaths where they would be of greatest benefit to pedestrians.

2.0 Summary of consultation response

- 2.1 A scheme proposal was prepared and put forward for public consultation. The scheme proposal may be seen in Annex 1 and 2.
- 2.2 The consultation period ran for 3 weeks, from 19th June 2015 to 10th July 2015. Information leaflets and plans were distributed to 110 immediately affected residents and businesses and 5 notification posters were placed along New Street, High Street, The Chain and Galliard Street. The proposals were also advertised in the local KM newspaper.
- 2.3 All of the consultation information was made available on the www.kent.gov.uk website, which included the opportunity to comment via email, post or telephone. Other consultees directly contacted included Dover District Council, the local District and County Councillors, the emergency services and bus companies.
- 2.4 Consultees were asked whether they supported the proposals, and to provide any additional comments/thoughts that were relevant to the scheme. A summary of the responses received can be seen in Annex 2. Detailed copies of the consultation responses can be viewed upon request. The results were as follows:-

Do you support the proposed raised tables in Sandwich?	
Yes	No
54.2% (13)	45.8% (11)

- 2.5 Several responses were received after the consultation deadline. So Members can make an informed decision I have included these additional responses in the details of the report and added the total figures including submissions after the consultation deadline in the table below:-

Do you support the proposed raised tables in Sandwich? (Including late responses)	
Yes	No
72.5% (29)	27.5% (11)

- 2.6 The Sandwich Town Team has provided strong support for the scheme as has Stagecoach Bus Company. Most residents have also requested some form of traffic calming to address a wider concern about driver speeds in other parts of Sandwich this may be looked at a later phase proposal.
- 2.7 Nearly all of the objectors to the proposal have supported the need for some form of highway improvements and / or crossing provision in Sandwich. Most objections were from residents in High Street relating to noise and vibration, and potential damage to their properties. More detailed reasons and causes for the objections are outlined in Annex 3.

3.0 Financial

- 3.1 The scheme will cost £26,050 to implement if all four tables are progressed to construction. This will include the chosen colour and type of block paving as requested and discussed with Sandwich Town Council, and the costs associated with drainage works in the area to facilitate safe installation of the tables in New Street. Kent County Councillor Leyland Ridings chose to use some of his Combined Member Grant allocation to consult, advertise and design the proposals. If the scheme is approved for construction all scheme build costs will be funded from local development money (s106 agreements).
- 3.2 Based on the results of the public consultation, and previous detailed discussions with the Sandwich Town Team and Sandwich Town Council it is recommended that the scheme proceeds as proposed in New Street, which received only two objections to the proposed tables (site shown in Annex 2). Most of the objections received during the consultation were in direct reference to High Street, based on the nature of buildings in the road. The same issues and concerns were not raised in New Street. We would like Members to indicate which of the following two recommendations below they would like to proceed with, or choose to abandon the scheme completely.

4.0 Recommendation(s)

- 4.1 Taking into account the number of objections to the proposals in High Street it is recommended that the proposed scheme outlined in the public consultation is abandoned and further investigation made into what other options may be available in High Street. The raised tables in New Street should proceed as proposed in the consultation.

OR

- 4.2 After analysis of the overall consultation results, including the late submissions, and subject to detailed vibration and core surveys the scheme should proceed as outlined in the consultation, in both High Street and New Street.

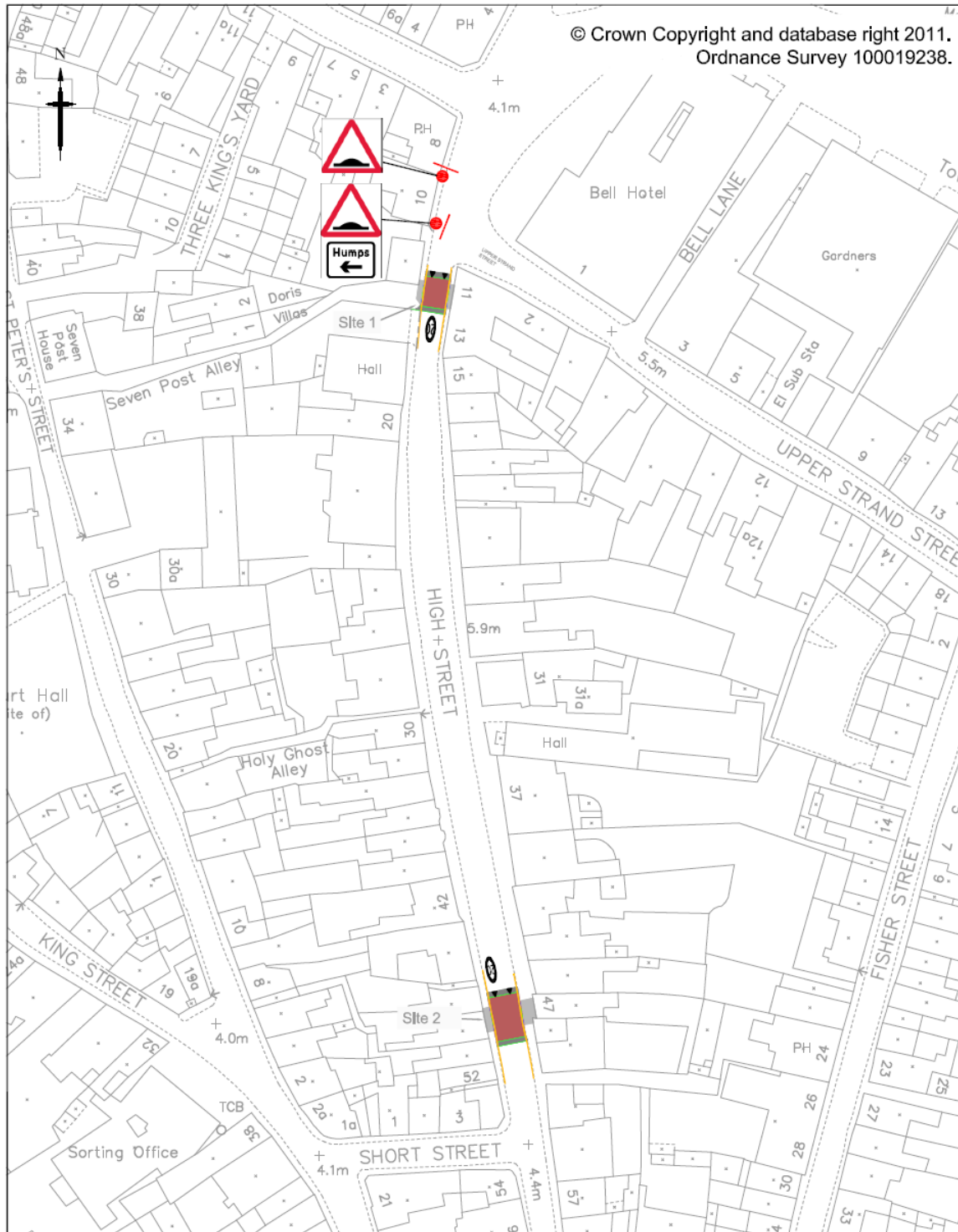
Future Meeting if applicable: N/A	Date: 31/07/2015
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Contact Officer:	<i>Ryan Shiel, Traffic Engineer 03000 418181</i>
Reporting to:	<i>Andy Corcoran, Traffic Schemes and Member Highway Fund Manager</i>

Annex List

<i>Annex 1</i>	<i>Scheme Proposal/Plan – High Street</i>
<i>Annex 2</i>	<i>Scheme Proposal/Plan – New Street</i>
<i>Annex 3</i>	<i>Consultation Responses</i>
<i>Annex 4</i>	<i>Construction Drawing Example</i>

SANDWICH – RAISED TABLES – Combined Member Grant Scheme
Annex 1 – High Street Scheme Proposal/Plan



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

0	10/06/2015	FOR CONSULTATION	RJS	TJ	TJ
Rev	Revision Date	Purpose of revision	Drawn	Check'd	App'd



Kent County Council
 Ashford Highway Depot
 Henwood Industrial Estate
 Ashford TN24 8AD
 Tel: 03000 418181

Project **COMBINED MEMBER GRANT**

Drawing title
HIGH STREET, SANDWICH
-
PROPOSED RAISED TABLES
HIGH STREET OVERVIEW (SITES 1 AND 2)

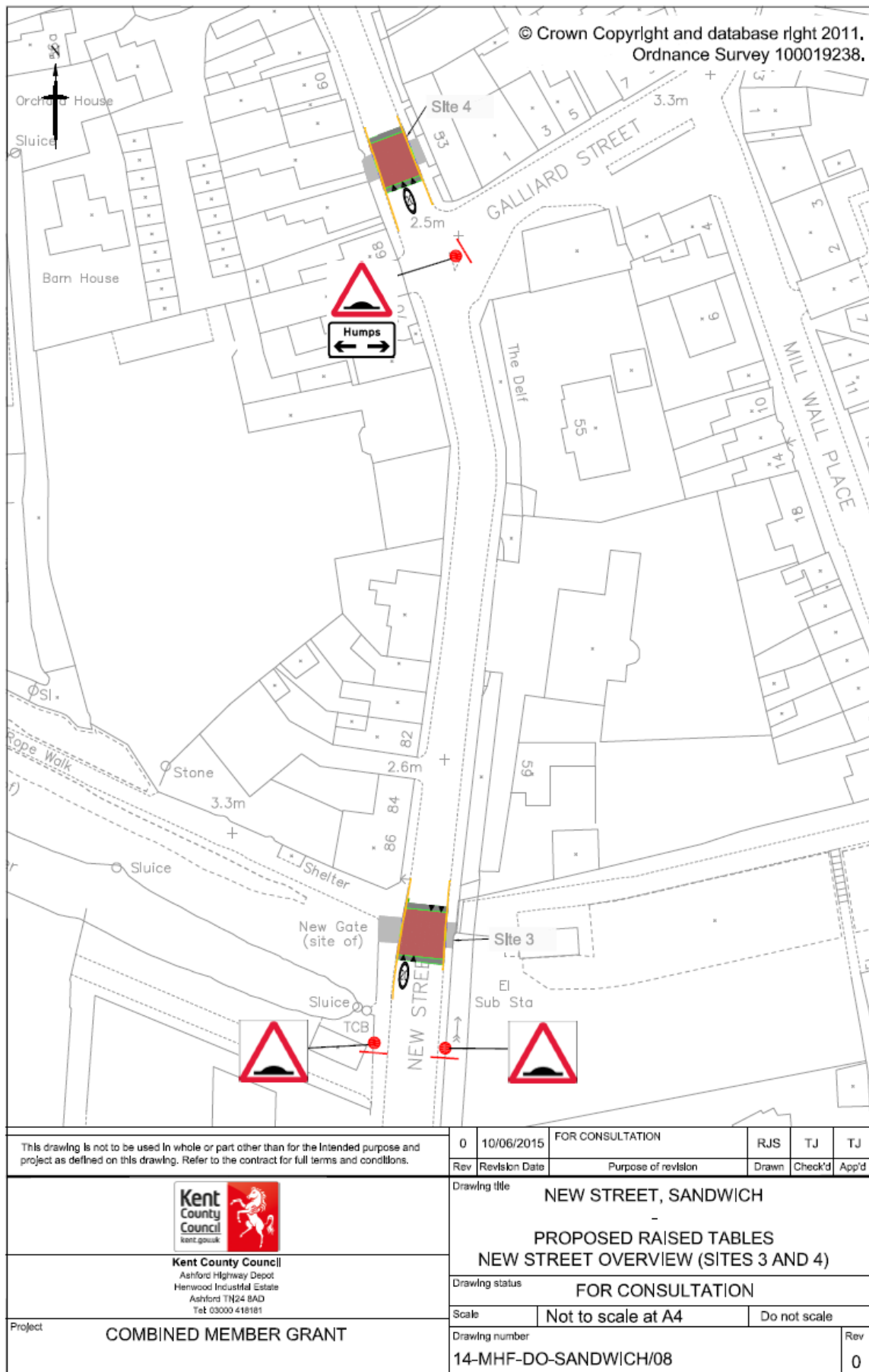
Drawing status
FOR CONSULTATION

Scale **Not to scale at A4** Do not scale

Drawing number
14-MHF-DO-SANDWICH

Rev
0

SANDWICH – RAISED TABLES – Combined Member Grant Scheme
Annex 2 – New Street Scheme Proposal/Plan



SANDWICH – RAISED TABLES – Combined Member Grant Scheme

Annex 3 – Consultation Responses

Item	Comment received	KCC response
1.	Supports the need for traffic calming, but not the use of tables.	Several forms of traffic calming were considered as part of the proposals including cushions, chicanes and bumps. Tables were seen as the best solution as they can be constructed from conservation friendly materials and also provide crossing facilities for pedestrians.
2.	To loss of parking to install controlled pedestrian crossings will be very unpopular.	Noted. This is why the raised tables proposal was identified as a good option.
3.	The addition of pedestrian crossing facilities is very much needed.	Noted.
4.	Supports the scheme, these proposals are long overdue.	Noted.
5.	Please can a speed camera be installed?	Safety cameras in Kent are managed by the Kent and Medway Safety Camera Partnership, who have full control of where they are placed and are responsible for on-going maintenance. There is a high demand for speed cameras across the county, they are only erected in locations where there is a proven highway injury / crash record. There is no injury record to justify the provision of safety (speed) cameras in Sandwich.
6.	The table in New Street, near the Galliard Street junction (Site 4), will need to be moved slightly further north towards Cattle Market to ensure buses can make the turn from Galliard Street.	Noted. If the scheme proceeds to construction the location of the table near Galliard Street can be located slightly further north (suggest 5m from proposed location).
7.	Traffic causes too much noise already; the raised tables will further increase noise pollution from vehicles.	Noted. Any traffic calming can increase road noise as vehicles break on approach to the feature or mount / dismount in the case of tables, humps and cushions. The overall amount of traffic disturbance can also be significantly reduced as the number of vehicles using roads with traffic calming tends to reduce once the features are installed.
8.	Would like to request additional tables along the High Street to ensure that drivers do not gather too much speed in between the tables.	The proposals outlined in this consultation are a phase one proposal. Based on the outcome of the public consultation and the JTB decision further measures / features may be installed in the future.
9.	Would hope that the proposed tables would be of sufficient height to act as a real deterrent to speeding drivers.	According to Kent County Council design criteria, raised tables should be a maximum height of 75mm above the surrounding carriageway. This height will not be achievable in all of the four proposed locations due to the height of footways and other factors.
10.	The proposed tables will encourage start	Noted. Vehicle emissions can be increased

	stop acceleration. The affect they will have on motorists will increase the amount of vehicle emissions in the area.	by increased start stop manoeuvres, but the purpose of this scheme is to deter through traffic and encourage more drivers to use the bypass which will reduce the amount of vehicle emissions in the town centre.
11.	Could an additional table be placed near the Mill Wall Place junction opposite the Chinese restaurant?	Noted. See response to item 8.
12.	There is a lack of enforcement to help deter speeding in Sandwich.	Kent Police to answer.
13.	Stagecoach buses are the main offenders, their drivers travel at a reckless speed and cause buildings to shudder with the impact of their air displacement. There vehicles are too large and outdated, creating excessive emissions and damaging property	Stagecoach to answer. Stagecoach have been actively involved with the proposals outlined in this report and support the proposed measures. They are also working with the Town Council to come up with solutions in relation to buses travelling through Sandwich.
14.	There is not a speeding or traffic issue that needs addressing. Installing tables will simply suburbanise the historic town.	Noted. Traffic surveys have identified a minor speeding trend in the Sandwich 20mph zone. Traffic calming in any form can often be considered unsightly or suburban.
15.	This scheme is a complete waste of public money, particularly at a time of where KCC budgets are under extreme pressure.	All construction costs will be funded through development contributions that have been allocated for highway improvements in Sandwich. No additional funding will be required from central KCC budgets.
16.	The scheme will affect access to front doors and through routes to disabled road users.	No obstructions to accesses or entrances will be caused by the proposals. No additional street furniture will be required at the sites where the tables are proposed. All existing footway widths will be maintained.
17.	Could traffic from Discovery Park be prohibited from cutting through Sandwich?	Prohibiting traffic from Discovery park would be not be possible to enforce. The only way would be to prohibit all vehicles travelling into Sandwich from Ramsgate Road. This was suggested in the highway report, but not supported as a suitable option.
18.	Please can any additional road signs be omitted as they are not in keeping with the historic nature of the town?	There is a design requirement to advise drivers of tables and other physical forms of traffic calming by way of signage. Signs need to be erected at the start of the system of traffic calming, but are not required elsewhere in the road. The number of signs will be minimal and will make use of existing posts and street furniture where possible.
19.	The tables will help to reinforce the existing 20mph speed limit.	Noted. Traffic calming is generally seen as a good measure to help 20mph speed limits to become self-enforcing.
20.	Can the table proposed in New Street next to the Ropewalk (Site 3) be placed slightly further north to the point where pedestrians currently cross?	Locating the table further north would cause the feature to be placed directly in front of a private driveway. This is not recommended as pedestrians would be advised to cross at a point where drivers would be exiting entering the carriageway. Placing a table directly in front of a dropped kerb access also has design implications.
21.	A proper controlled pedestrian crossing	Please see item 1.5 of the main report.

	would be a good measure somewhere along the High Street, rather than tables.	
22.	Strongly supports the scheme, believes lots of investigation and effort has gone into the proposals.	Noted.
23.	Please could additional tables be placed in Moat Sole?	Noted. See response to item 8.
24.	The tables will cause increased vibration from passing vehicles that will lead to property damage.	Noted. Tables can cause changes to road vibration experienced, particularly when over-run by larger vehicles. Detailed surveys will need to be carried out to ascertain if negative impacts or property damage are likely.
25.	The traffic situation in Sandwich town centre is dangerous to both pedestrians and valuable, irreplaceable medieval buildings.	Noted.

[illegible]

PROPOSED HIGHWAY IMPROVEMENTS TO SOUTH STREET, DEAL

To: Dover Joint Transportation Board - 10 September 2015

By: Tim Read - Head of Transportation

Classification: For Recommendation

Ward: Deal North Ward

Summary: This report provides an update on the progress to change the direction of traffic flow on South Street together with installing 3 Bus Stops on the northern side of South Street.

This report identifies the issues raised as part of the consultation together with the Officer responses to the points raised and recommends a further consultation on alternative proposals following substantial objections.

1 Introduction

1.1 Existing Arrangement

South Street is an extremely busy area fronted by a number of small businesses generating a high number of pedestrian and vehicular movements all times of the day. South Street is currently one-way travelling East to West and is approximately 15m in width with little designation for its multiple users. The road space is filled with a mix of pedestrians, cyclists, cars, taxis and multiple sized delivery vehicles and buses.

South Street acts as a main focal point for buses in the Deal area with many services terminating and connecting thus laying over here. Given the importance of South Street as 'bus hub', buses (Including Stagecoach, National Express and School buses') often park 2 or 3 abreast in South Street, causing both congestions and concerns to highway safety for all road users. During certain times of the day when multiple buses are in South Street, pedestrians are forced to walk in the carriageway between parked vehicles including buses. The situation in South Street is far from ideal and although the crash record is relatively low, issues over pedestrian safety and the encouragement of sustainable transport use have come into dispute.

1.2 Proposed aims and objectives

The proposals for improvement in South Street can be summarised as:

- Improve pedestrian facilities and reduce the carriageway width
- Improve pedestrian, bus user and general road safety
- Rationalise the conflict between the various users by reallocating road space
- Encourage the use of sustainable travel by providing bus interchange improvements
- Improve on street Bus facilities
- Provide for Taxi's, loading, buses, through traffic and passing trade
- Improvement to the street scene
- To reiterate, the proposals are to improve the services for residents and passengers of Deal as set out in the Dover Quality Bus Partnership Group.

1.3 Proposed alterations to achieve the aims and objectives

Kent County Council has received funding to provide improvements on South Street for all road users. Below is a summary of the proposals that can be seen in Appendix A:

- Reversing flow of traffic on South Street allowing buses to align on the northern carriageway closer to key destination points reducing the necessity to cross the wide carriageway
- Footway widening to the northern footway
- Taxi Bays to be installed on the southern side of South Street closer to the Taxi business located on South Street
- Improved Crossing Facilities on South Street for all road users
- Improved Street Scene for South Street including resurfacing of footways
- Provision of a loading bay on South Street to be utilised by local businesses on a daily basis

2 – South Street Alterations Consultation

2.1 Consultation on proposals

The consultation started on 16/07/2015 and ended 14/08/2015. Letters were dropped to the businesses and residents on South Street together with erecting notices on site identifying the proposals to residents, businesses and road users. Kent County Council also undertook an exhibition held at the Deal Town Hall in Deal allowing residents and businesses to comment on proposals.

Kent County Council has received **118 objections to the scheme**, below is a summary of issues raised during the consultation period together with comments to overcome some of the said concerns.

- **Increased traffic using Middle Street** – *As a result of changing the direction of traffic, vehicles will have the ability to use Middle Street to access Broad Street. Middle Street is a One Way road of single carriageway width. The objections raise concerns with regard to increased noise, pollution and potential structural damage to properties. These concerns could be reduced by installing traffic movement restrictions on Middle Street or reversing the One-Way traffic flow.*

Officer Recommendations – This can be eradicated by installing traffic restrictions or reversing the One Way directional flow of traffic.

- **Relocation of Taxi Bays** – *The relocation of the existing taxi bays has caused a number of objections. To clarify, there are a number of taxi/private hire companies who use South Street. By relocating the taxi bays to the proposed location on the drawing it would be in close proximity to Deal Cars (Private Hire Company). This is not the only Private Hire Company who operates on South Street therefore by siting the taxi bays here could be at the detriment to other businesses. Likewise, Deal Cars would be unfavourable promoting the use of rival companies outside their premises.*

Officer Recommendations – Review the location of proposed Taxi Bays

- **Installation of Bus Stops** – *Providing 3 Bus Stops to allow improvements for public transport has proven unfavourable to many businesses located on South Street. Given the proposed*

location of the bus stops, the buses waiting at the Bus Stops have raised pollution concerns for local businesses. Particularly when customers are sitting outside using cafeterias, it is perceived that it will cause a loss of business.

Officer Recommendation – Review the location of the proposed Bus Stops

- **Increased Pedestrian movements** – *It was identified that many elderly people tend to use taxis in order get a ‘door to door’ service. The existing taxi rank operates at the western end of South Street in close proximity to the High Street. We have received objections from these customers who will be forced to walk up the hill to get to the top to the taxi rank.*

Officer Recommendations – The same concerns have been raised by users of the Buses hence the proposed scheme. Recommendation is to consult on alternative scheme.

- **Change of direction to traffic flow** – *Kent County Council has received a number of comments regarding the proposed change in the direction of traffic. A main cause of complaint is the increase in traffic using Victoria Road as a result of the amended Bus routes. The proposed route for buses that have historically accessed South Street from the Seafront is to continue along Prince of Charles Terrace into Deal Castle Terrace then turning into Victoria Road and accessing South Street from the western end. This has raised concerns due to the increase of buses travelling on Victoria Road potentially causing traffic congestion.*

Officer Recommendation – Review scheme inclusive of keeping the existing traffic flow

- **Safety Concerns for Pedestrians and Road Users** – *It has been identified that there will be concerns for pedestrian safety, particularly in the vicinity of the bank at the junction of South Street and The High Street. There is a concern that people undertaking withdrawals from Cash Machines will be in close proximity to the Bus Shelters. There have also been safety concerns raised from the Taxi/Private Hire companies, the proposal to relocate the taxi bays facing up the hill in South Street would mean that drivers are unable to see who gets in their vehicle due to the fact that the majority of passengers will be coming from the High Street, this is a major concern for all drivers.*

Deal Town Council have objected to the proposals of the scheme but do acknowledge the fact that minor improvements are needed in South Street and the surrounding area. The Town Council have submitted recommendations which are listed below:

- *Keep the existing traffic flow direction*
- *Retain The exiting Police Bay for safety and security purpose*
- *Increase the carriageway width at the Victoria Road/Sondes Road junction to improve bus accessibility*
- *Review the National Express bus route that operates in the area to try to remove it from South Street*

Kent County Council has received **5 responses proposing not to make any changes** to the existing highway layout.

Many objections have requested that the money allocated to this scheme could be better spent elsewhere in Deal and the surrounding areas. To clarify, this money has been allocated by central government and cannot be used on other projects within the area.

2.2

Kent County Council to date has received **13 letters supporting** the scheme. The key points of support are listed below:

- * Easy access for Buses on South Street from the High Street*
- * Proposals will improve the street scene at South Street*
- * Improved waiting facilities on South Street compared to existing.*

2.3

County Member Mrs Rowbotham supports the proposals for South Street provided it is not at the detriment to the local area. She has identified the need for improvements to the area but not at the detriment to local businesses and residents. She would also like to improve the street scene.

3 Finance

Kent County Council has been allocated funding for improvements at South Street. The funding has been allocated through The Local Growth Fund from Central Government. The budget allocated is £200,000 to improve the highway layout and street scene in South Street for all road users.

4 Conclusions

Given the number of objections received, there is a strong objection to the change in traffic flow. It has been identified that South Street is in need of improving but not at the detriment of local businesses.

As a result of the consultation, Officer Recommendation is not to proceed with the proposed design due to the concerns raised as documented above. A proposed alternative design is shown in Appendix B. The revised design has taken into account suggestions raised by Deal Town Council and comments from consultees. Proposals include retaining the existing traffic flow on South Street together with installing an additional Bus Stop on the southern side of the road; the southern footway will be widened allowing improved access for pedestrians setting the proposed shelters further away from businesses located on South Street. This will make an improvement on the existing highway layout for Buses and Bus Users.

The Taxi Bays are proposed to remain in the same place, with the installation of an additional hard standing area to allow passengers to access the taxi from either side of the vehicle. The northern side of the carriageway will be widened to improve pedestrian accessibility. Footways are proposed to be re-laid to improve to highway appearance together with improving the street scene working with Deal Town Council.

There is a need to undertake improvements on South Street, it is important to improve highway safety that is currently causing concern. With the potential improvements made by public transport companies, it is essential to improve on the existing layout on South Street for all road users.

4 Recommendations

It is recommended that Members:

Do not agree to proceed with initial designs following the substantial objections to the consultation and agree to a further consultation on alternative plans shown in Appendix B. KCC will need to work closely with local businesses (including Taxi companies) to firm up proposals prior to consultation which may alter the design of the scheme further.

Should Members wish to proceed with the consultation, it is still the intention to consult, report to the Board (should there be objections) and implement the alternative proposals this financial year.

Contact Officers

Ben Hilden – Project Engineer - 03000 413668

ben.hilden@kent.gov.uk

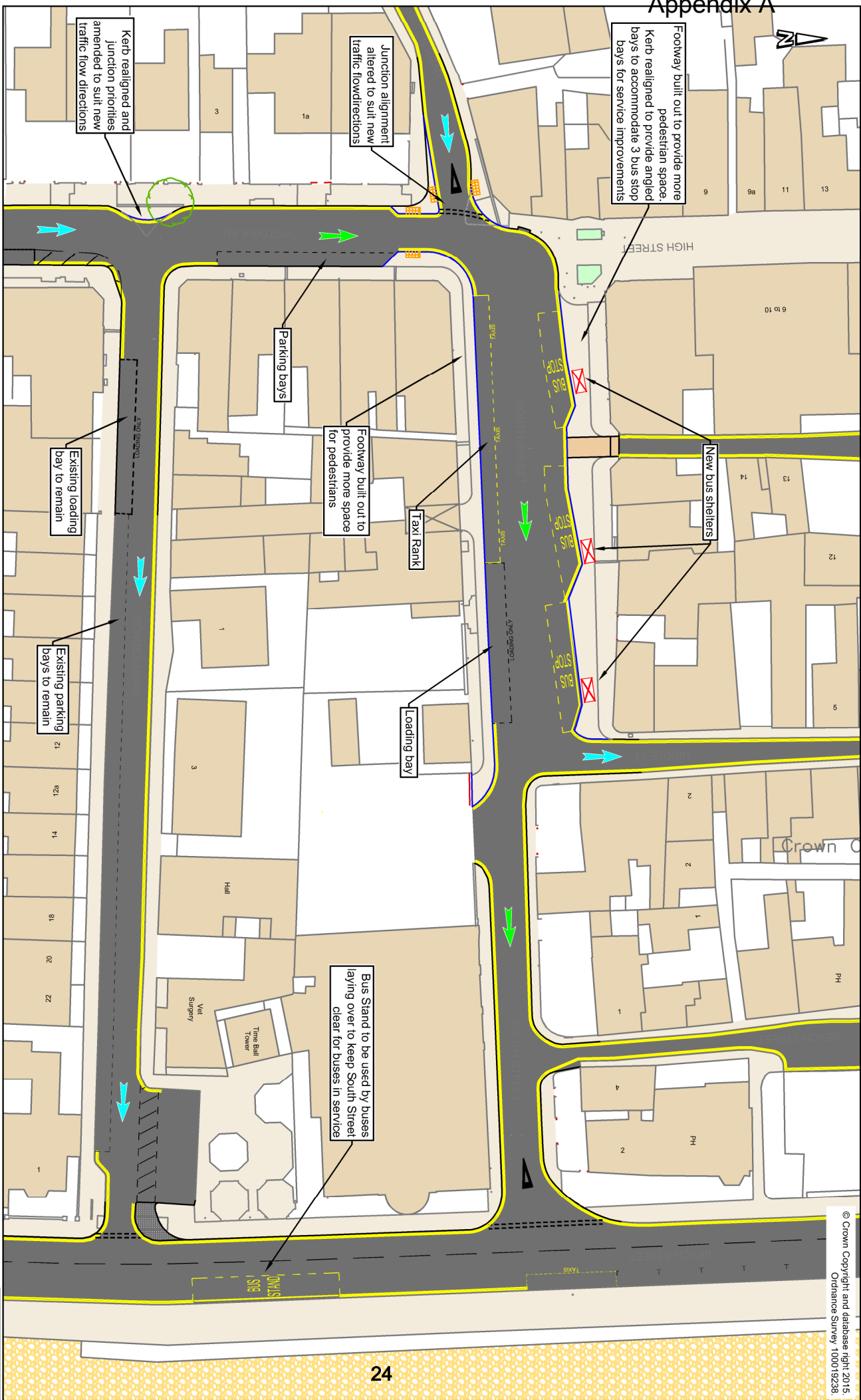
Reporting to: Jamie Watson

Annex List:

Appendix A – South Street Consultation proposals

Appendix B – South Street revised scheme proposals

Appendix C – Equality Impact Assessment Form



Appendix A

South Street, Deal - Consultation Plan

Drawing No: KCCJST06/001



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Appendix B
South Street, Deal
(Alternative Layout)

**KENT COUNTY COUNCIL
EQUALITY ANALYSIS / IMPACT ASSESSMENT (EqIA)**

**This document is available in other formats, Please contact
Ben.hilden@Kent.gov.uk or telephone on 03000 413668**

Directorate: Growth, Environment and Transport

Name of policy, procedure, project or service
South Street, Deal – Bus Hub Improvements

What is being assessed?
Capital project

Responsible Owner/ Senior Officer
Andy Corcoran/Tim Read

Date of Initial Screening
30/03/2015

Date of Full EqIA :
30/03/2015

Version	Author	Date	Comment
1A	BH	30/03/2015	First issue

Screening Grid

Characteristic	Could this policy, procedure, project or service, or any proposed changes to it, affect this group less favourably than others in Kent? YES/NO If yes how?	Assessment of potential impact HIGH/MEDIUM LOW/NONE UNKNOWN		Provide details: a) Is internal action required? If yes what? b) Is further assessment required? If yes, why?	Could this policy, procedure, project or service promote equal opportunities for this group? YES/NO - Explain how good practice can promote equal opportunities
		Positive	Negative	Internal action must be included in Action Plan	If yes you must provide detail
Age	No	Low	Low	No	No
Disability	No	Low	Low	No	No
Gender	No	Low	Low	No	No
Gender identity	No	Low	Low	No	No
Race	No	Low	Low	No	No
Religion or belief	No	Low	Low	No	No
Sexual orientation	No	Low	Low	No	No
Pregnancy and maternity	No	Low	Low	No	No
Marriage and Civil Partnerships	No	Low	Low	No	No
Carer's responsibilities	No	Low	Low	No	No

Part 1: INITIAL SCREENING

Proportionality - Based on the answers in the above screening grid what weighting would you ascribe to this function – see Risk Matrix

Low	Medium	High
Low relevance or Insufficient information/evidence to make a judgement.	Medium relevance or Insufficient information/evidence to make a Judgement.	High relevance to equality, /likely to have adverse impact on protected groups

State rating & reasons

This project is designed to benefit all users of the Highway network in Kent

Context

The scheme is designed to reduce journey times and congestion

Aims and Objectives

The aim of this project is to improve journey times by reducing congestion and to ensure pedestrians of all types can use the network at this junction safely

Beneficiaries

All users of the public highway

Information and Data

The scheme has been designed using data from traffic count surveys and junction modelling and is based on a predicted 10 year growth pattern

Involvement and Engagement

The scheme and outcomes are to be reported to members via Joint transportation board meetings. A press release will be issued prior to the start of construction and a letter drop to surrounding properties will take place in advance of works

Potential Impact

None

Adverse Impact:

None

Positive Impact:

The scheme when installed will improve journey times locally by minimising peak time congestion

JUDGEMENT

Option 1 – Screening Sufficient **YES**

Following this initial screening our judgement is that no further action is required.

Monitoring and Review

We will undertake to review this assessment should the scope of the scheme change during the design process.

Sign Off

I have noted the content of the equality impact assessment and agree the actions to mitigate the adverse impact(s) that have been identified.

Senior Officer

Signed: _____ Name: _____

Job Title: _____ Date: _____

DMT Member

Signed: _____ Name: _____

Job Title: _____ Date: _____

Equality Impact Assessment Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications

OPERATION STACK UPDATE

To: **Dover Joint Transportation Board – 10 September 2015**

By: **Highway Manager**

Classification: **For Information**

Summary: This report provides an overview of Operation Stack.

1. Operation Stack was originally introduced as a method to safely hold goods vehicles unable to cross the channel due to industrial action. Originally the M20 from Ashford to Folkestone was used, however in time a phased approach was implemented; Phase 1 was M20 junction 11 -12, Phase 2 was M20 junction 8 – 9, and phase 3 was M20 junction 9 – 8.
2. In June this year, industrial action due to the sale of the My Ferry Link ferries caused a blockade of the Port of Calais. Operation Stack Phase 1, 2 & 3 were implemented and Phase 4 was created due to the increasing quantity of goods vehicles. Added to the problems caused at Calais, the Channel Tunnel was affected by migrants gaining access to the tunnel, causing increased delays through the tunnel, adding to the quantity of goods vehicles in Stack.
3. Due to the problems with capacity of the phases of Operation Stack, a review by Kent Police, Highways England (HE) & Kent County Council (KCC) agreed that new stages should be created; Stage 1 is M20 junction 8 – 9, Stage 2 extends to junction 11, Stage 3 is junction 9 – 8 and Stage 4 extends from junction 11.
4. During July, Stage 1 & 2 were regularly implemented and Stage 3 also implemented on occasion. Traffic congestion between Maidstone and Dover increased with increased pressure on HE, KCC & Kent Police to find a solution.
5. On 24th July a meeting was held at County Hall where HE was tasked with implementing a contraflow on M20 to relieve pressure on A20. HE concluded that a contraflow was not safe to be implemented. On 31st July the Roads Minister Andrew Jones MP chaired a further meeting at County Hall following which alternative locations for stacking goods vehicles were considered; Ebbsfleet Station, Manston Airport and Ramsgate Port.
6. Following discussions between DfT, HE, KCC & Kent Police, plans were developed for a trial to use Manston Airport as an alternative site to stack goods vehicles. If required, Operation Stack Stage 1 would be implemented followed by Stage 2. If Stage 3 probable, Operation Stack (Manston) would be initiated with Port of Dover goods vehicles diverted away from M20 to Manston and then along A256 to Dover, whilst Channel Tunnel freight would continue to use M20.

Recommendation: Kent County Council Highways, Transportation & Waste request that the Board note this information report.

Contact Officer: Toby Howe – East Kent Highway Manager 03000 410219

STREET LIGHTING - LED PROJECT UPDATE

To: Dover Joint Transportation Board – 10 September 2015

By: LED Conversion Project Manager – Robert Clark

Classification: For Information

Summary: This report provides an update of the LED conversion project, trial switch off sites review and consultation on street lighting.

1. The new Street Lighting Terms Services Contract is currently out for tender with submissions due back in September 2015. It is anticipated that this will be awarded so the LED conversion works will commence in early 2016. Full details of the programme will be confirmed shortly after the new contractor has been appointed. The programme will be communicated with all stakeholders detailing which areas will be completed and when these are scheduled.
 2. Phase 1 trial switch off sites within the county are currently being reviewed to determine whether these will be permanently removed or switched back on. A report detailing all sites and their recommendation in each district will be reported to the appropriate JTB during November and December 2015. Any site recommendations for permanent removal will be signed off by the Cabinet Member for Environment and Transport.
 3. A consultation is scheduled to start from the 7 September 2015 until Sunday 1 November 2015. This will allow Kent residents and stakeholders to have their say on the street lighting policy. It will cover the three options reported at the recent E & T Cabinet:
 - Part night lighting – current level of service
 - All night lighting
 - All night lighting but dimmed when less busy
 4. This consultation process will help inform the County Council's decision on the new street lighting policy that will be incorporated during the LED conversion project.
 5. An update report will be presented at the next JTB which will provide further detail on the progress of each work stream.
-

Recommendation: Kent County Council Highways, Transportation & Waste request that the Board note this information report.

Contact Officers:

Robert Clark – LED Project Manager
03000 41 81 81

To: Dover Joint Transportation Board
By: KCC Highways and Transportation
Date: 10 September 2015
Subject: Highway Works Programme 2015/16
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2015/16

1. Introduction

- 1.1 This report provides an update and summarises schemes that have been programmed for delivery in 2015/16

Footway and Carriageway Improvement Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Transportation and Safety Schemes – see Appendix D

- **Local Transport Plan /Local Growth Fund/S106 Schemes** – see Appendix D1
- **Casualty Reduction Measures** – see Appendix D2

Developer Funded Works – see Appendix E

PROW – see Appendix F

Bridge Works – see Appendix G

Traffic Systems – see Appendix H

Combined Member Fund – see Appendix I

2. Conclusion

- 2.1 This report is for Members information

3.1 Legal Implications

- 3.1.1 Not applicable.

3.2 Financial and Value for Money Considerations

- 3.2.1 Not applicable.

3.3 Risk Assessment

3.3.1 Not applicable.

3.4 Recommendation

3.4.1 That Members note the information

Contact Officers:

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

Toby Howe	Highway Manager (East)
Steve Rivers	District Manager
Alan Casson	Resurfacing Manager
Katie Lewis	Drainage Manager
Sue Kinsella	Street Lighting Manager
Toby Butler	Intelligent Transport Systems Manager
Melvyn Twycross	PROW
Tony Ambrose	Structures Manager
Jamie Hare	Developer Funded Work
Jamie Watson	Transportation and Safety Schemes
Kirstie Williams	Combined Member Fund

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
Alkham Valley Road	Alkham	Newlyns Meadow to West of entrance to 'Bramhall'	Completed
A256 Sandwich Bypass	Sandwich	Circulatory of roundabout and approaches at junction with Monk Way	Programed to start 21 st September 2015 (6 nights)
A258 Queen Street	Deal	Queen St/West St/Blenheim Rd junction	Programed to start 11 th September 2015 (4 nights)
Footway Improvement - Contact Officer Neil Tree			
Road Name	Parish	Extent of Works	Current Status
King Street	Sandwich	From its junction with Short Street to its junction with No Name Street – Footway reconstruction. This scheme is still in the design stages	Consultation with conservation officer at Dover District Council required. Works to be programmed
Micro Surfacing - Contact Officer Wendy Boustead			
Road Name	Parish	Extent of Works	Current Status
Bowling Green Lane	Deal	From its junction with London Road to its junction with Middle Deal Road	Completed
Telegraph Road	Deal	From its junction with St Richard's Road to its junction with Hamilton Road	Works deferred due to utility company works
Little Haynes	Shepherdswell with Coldred	From its junction with Mill Lane to its junction with Coldred Road	Completed

Albert Road	Dover	Whole length	Programmed to start 26 th August 2015 for two days
Hallsdown Road	Aylesham/Goodnestone	From its junction with Bonnington Road to its junction with Ratling Road	Completed
Deerson Lane	Preston	From its junction with Preston Road to its junction with Wenderton Lane	Completed
Hearts Delight Lane	Wingham	From its junction with Preston Road to its junction with Wenderton Lane	Completed
Buckland Lane	Staple/Goodnestone	From its junction with Mill Road to its junction with Goodnestone Road	Completed
Sandwich Bypass	Sandwich/Woodnesborough	From its junction with Ash Road to its junction with Deal Road	Completed
Pond Lane	St Margarets at Cliffe	From its junction with Deal Road to its junction with Dover Road	Completed
Surface Dressing - Contact Officer Wendy Boustead			
Road Name	Parish	Extent of Works	Current Status
Side Hills	Denton with Wootton/Barham	From its junction with A260 to its junction with Shelvin Lane	Completed
Lowlip Hill	Hougham Without	From its junction with Eight Acres to its junction with Elms Vale Road (including Elm Hill)	Completed
Monkeys Hill	Eastry	From its junction with Heronden Road to its junction with Heronden Road	Completed
Palm Tree Lane	Aylesham/Goodnestone	From its junction with Bonnington Road to its junction with Old Court Road	Completed

Preston Lane	Preston/Wingham	From its junction with 30/60 speed limit plates at Court Lane to its junction with Wenderton Lane 30/60 plates	Completed
Beacon Lane	Woodnesborough	From its junction with Drainless Road to the 30/60 speed limit plates at Woodnesborough	Completed
Mill Lane	Nonington	From its junction with Mill Top to its junction with Sandwich Road	Completed
Ringwoud Road	Ripple/Langdon	From its junction with Wingleton Lane to the 30/60 speed limit plates at Martin	Completed
West Street Farm Road	Northbourne	From its junction with Northbourne Lane to its junction with Updown Road	Completed
Ripple Road	Ripple	From its junction with Dover Road A256 to its junction with Crooked S Road	Completed
Upper Road	St Margarets at Cliffe	From its junction with the War Memorial to the 30/60 speed limit plates	Completed
White Hill	Langdon/St Margarets at Cliffe	From its junction with the A256 to 30/60 speed limit plates	Completed

Appendix B – Drainage

Drainage Works – Contact Officer Kathryn Lewis			
Road Name	Parish	Description of Works	Current Status
No Drainage works planned over £5000			

Appendix C – Street Lighting

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

Street Lighting Column Replacement – <i>Contact Officer Sue Kinsella</i>			
Road Name	Parish	Description of Works	Status
Castle Avenue	Dover	Replacement of 2 street lights complete with LED Lanterns	Works completed
Folkestone Road	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Winnipeg Close	Dover	Replacement of 2 street lights complete with LED Lanterns	Works completed
Winant Way	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
The Linces	Dover	Replacement of 10 street lights complete with LED Lanterns	Works completed
Beaufoy Terrace	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Beaufoy Road	Dover	Replacement of 3 street lights complete with LED Lanterns	Works completed
Hammond Close	Nonnington	Replacement of 1 street light complete with LED Lantern	Works completed
Crabble Hill	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Fulbert Road	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Green Lane	Dover	Replacement of 2 street lights complete with LED Lanterns	Works completed
Heathfield Avenue	Dover	Replacement of 2 street lights complete with LED Lanterns	Works completed
Milton Close	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Napier Road	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Pioneer Road	Dover	Replacement of 2 street light complete with LED Lantern	Works completed

Selkirk Road	Dover	Replacement of 2 street lights complete with LED Lanterns	Works completed
Toronto Close	Dover	Replacement of 5 street lights complete with LED Lanterns	Works completed
Vancouver Road	Dover	Replacement of 2 street lights complete with LED Lanterns	Works completed
Castle Hill Road	Dover	Replacement of 5 street lights complete with LED Lanterns	Works completed
Fairview gardens	Deal	Replacement of 2 street lights complete with LED Lanterns	Works completed
Mount Road	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Douglas Road	Deal	Replacement of 2 street lights complete with LED Lanterns	Works completed
Edwards Road	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Malvern Road	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Effingham Street	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Churchill Road	Dover	Replacement of 2 street lights complete with LED Lanterns	Works completed
Castlemount Road	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Maison Dieu Road	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Pencester Road	Dover	Replacement of 2 street lights complete with LED Lanterns	Works completed
Russell Street	Dover	Replacement of 2 street lights complete with LED Lanterns	Works completed
Victoria Park	Dover	Replacement of 2 street lights complete with LED Lanterns	Works completed
York Street	Dover	Replacement of 3 street lights complete with LED Lanterns	Works completed
Cherry Lane	Great Mongeham	Replacement of 5 street lights complete with LED Lanterns	Works completed
Lower Street	Eastry	Replacement of 2 street lights complete with LED Lanterns	Works completed

Mill Green	Eastry	Replacement of 1 street light complete with LED Lantern	Works completed
Northbourne Road	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
London Road	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Maxton Road	Dover	Replacement of 2 street lights complete with LED Lanterns	Works completed
Mayfield Avenue	Dover	Replacement of 3 street lights complete with LED Lanterns	Works completed
Milton Road	Dover	Replacement of 5 street lights complete with LED Lanterns	Works completed
Ottawa Crescent	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
St Davids Avenue	Dover	Replacement of 6 street lights complete with LED Lanterns	Works completed
		Replacement of 5 street lights complete with LED Lanterns	Works programmed for completion October 2015
Freemens Way	Deal	Replacement of 1 street light complete with LED Lantern	Works completed
Kennett Drive	Deal	Replacement of 2 street lights complete with LED Lanterns	Works completed
Leivers Road	Deal	Replacement of 3 street lights complete with LED Lanterns	Works completed
Mary Road	Deal	Replacement of 1 street light complete with LED Lantern	Works completed
Selway Court	Deal	Replacement of 1 street light complete with LED Lantern	Works completed
St Augustines Road	Deal	Replacement of 1 street light complete with LED Lantern	Works completed
St Martins Road	Deal	Replacement of 1 street light complete with LED Lantern	Works completed
Sydney Road	Deal	Replacement of 1 street light complete with LED Lantern	Works completed
Telegraph Road	Deal	Replacement of 3 street lights complete with LED Lanterns	Works completed

Toll Gate	Deal	Replacement of 1 street light complete with LED Lantern	Works completed
Tormore Park	Deal	Replacement of 5 street lights complete with LED Lanterns	Works completed
Trinity Place	Deal	Replacement of 1 street light complete with LED Lantern	Works completed
Glack Road	Deal	Replacement of 2 street lights complete with LED Lanterns	Works completed
The Fairway	Deal	Replacement of 4 street lights complete with LED Lanterns	Works completed
The Marina	Deal	Replacement of 1 street light complete with LED Lantern	Works completed
Chilton Way	River	Replacement of 1 street light complete with LED Lantern	Works completed
Chisnall Road	River	Replacement of 1 street light complete with LED Lantern	Works completed
Coxhill Gardens	River	Replacement of 1 street light complete with LED Lantern	Works completed
Vernon Place	Deal	Replacement of 2 street lights complete with LED Lanterns	Works completed
Westdean Close	River	Replacement of 1 street light complete with LED Lantern	Works completed
Honfleur Road	Sandwich	Replacement of 1 street light complete with LED Lantern	Works completed
Laburnum Avenue	Sandwich	Replacement of 2 street lights complete with LED Lanterns	Works completed
Loop Street	Sandwich	Replacement of 1 street light complete with LED Lantern	Works completed
Poulders Gardens	Sandwich	Replacement of 7 street lights complete with LED Lanterns	Works completed
Sunnyside Gardens	Sandwich	Replacement of 1 street light complete with LED Lantern	Works completed
Woodnesborough Road	Sandwich	Replacement of 1 street light complete with LED Lantern	Works completed
Bunkers Hill Avenue	Dover	Replacement of 2 street lights complete with LED Lanterns	Works completed
Bunkers Hill Road	Dover	Replacement of 1 street light complete with LED Lantern	Works completed

Coombe Close	Dover	Replacement of 2 street lights complete with LED Lanterns	Works completed
Hillside Road	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Wilson Avenue	Deal	Replacement of 9 street lights complete with LED Lanterns	Works completed
Lambton Road	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Limes Road	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Lukes Close	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Oswald Place	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Oswald Road	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Marjan Close	Dover	Replacement of 5 street lights complete with LED Lanterns	Works completed
Dickson Road	Dover	Replacement of 2 street lights complete with LED Lanterns	Works completed
Hewitt Road	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Park Place	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
South Road	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Noahs Ark Road	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Tower Hamlets Street	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Kings Ropewalk	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Old Folkestone Road	Dover	Replacement of 1 street light complete with LED Lantern	Works completed
Archery Square	Walmer	Replacement of 1 street light complete with LED Lantern	Works completed
Channel View	Dover	Replacement of 2 street lights complete with LED Lanterns	Works completed

Downs Road	Walmer	Replacement of 3 street lights complete with LED Lanterns	Works completed
Churchill Avenue	Walmer	Replacement of 3 street lights complete with LED Lanterns	Works completed
Kelvedon Road	Walmer	Replacement of 2 street lights complete with LED Lanterns	Works completed
Owen Square	Walmer	Replacement of 1 street light complete with LED Lantern	Works completed
Gladstone Road	Walmer	Replacement of 4 street lights complete with LED Lanterns	Works completed
Palmerston Avenue	Walmer	Replacement of 1 street light complete with LED Lantern	Works completed
Salisbury Road	Dover	Replacement of 3 street lights complete with LED Lanterns	Works completed
Somerset Road	Walmer	Replacement of 2 street lights complete with LED Lanterns	Works completed
Woodnesborough Road	Sandwich	Replacement of 1 street light complete with LED Lantern	Works programmed for completion October 2015
Salisbury Road	Dover	Replacement of 1 street light complete with LED Lantern	Works programmed for completion October 2015
St Georges Crescent	Dover	Replacement of 2 street lights complete with LED Lanterns	Works programmed for completion October 2015
Wellesley Avenue	Walmer	Replacement of 1 street light complete with LED Lantern	Works programmed for completion October 2015
North Barrack Road	Walmer	Replacement of 1 street light complete with LED Lantern	Works programmed for completion October 2015
Liverpool Road	Walmer	Replacement of 1 street light complete with LED Lantern	Works programmed for completion October 2015

York Road	Walmer	Replacement of 1 street light complete with LED Lantern	Works programmed for completion October 2015
Palmerston Avenue	Walmer	Replacement of 2 street lights complete with LED Lanterns	Works programmed for completion October 2015
Curzon Close	Walmer	Replacement of 1 street light complete with LED Lantern	Works programmed for completion October 2015
West Street	Deal	Replacement of 1 street light complete with LED Lantern	Works programmed for completion October 2015
Bulwark Road	Deal	Replacement of 2 street lights complete with LED Lanterns	Works programmed for completion October 2015
Sandown Road	Deal	Replacement of 2 street lights complete with LED Lanterns	Works programmed for completion October 2015
Campbell Road	Walmer	Replacement of 3 street lights complete with LED Lanterns	Works Programmed for Completion October 2015
Vale View Road	Dover	Replacement of 3 street lights complete with LED Lanterns	Works programmed for completion October 2015
Wilmott Place	Eastry	Replacement of 8 street lights complete with LED Lanterns	Works programmed for completion October 2015
Dover Road	Sandwich	Replacement of 4 street lights complete with LED Lanterns	Works programmed for completion October 2015
St Augustines Road	Deal	Replacement of 1 street light complete with LED Lantern	Works programmed for completion October 2015

St Nicholas Close	Deal	Replacement of 2 street lights complete with LED Lanterns	Works programmed for completion October 2015
Arthur Road	Deal	Replacement of 1 street light complete with LED Lantern	Works programmed for completion October 2015
Cavell Square	Deal	Replacement of 1 street light complete with LED Lantern	Works programmed for completion October 2015
Douglas Road	Deal	Replacement of 1 street light complete with LED Lantern	Works programmed for completion October 2015
Hawthorn Close	Aylesham	Replacement of 1 street light complete with LED Lantern	Works programmed for completion October 2015
Stonar Road	Sandwich	Replacement of 1 street light complete with LED Lantern	Works programmed for completion October 2015
Redsull Avenue	Deal	Replacement of 5 street lights complete with LED Lanterns	Works programmed for completion October 2015
Davis Avenue	Mill Hill	Replacement of 1 street light complete with LED Lantern	Works programmed for completion October 2015
Douglas Road	Mill Hill	Replacement of 1 street light complete with LED Lantern	Works programmed for completion October 2015
Orchard Avenue	Deal	Replacement of 1 street light complete with LED Lantern	Works programmed for completion October 2015
Bench Street	Dover	Replacement of 10 street lights complete with LED Lanterns	Work in progress – on behalf of Dover Town Council. Works programmed for completion October 2015

King Street	Dover	Replacement of 8 street lights complete with LED Lanterns	Work in progress – on behalf of Dover Town Council. Works programmed for completion October 2015
Market Square	Dover	Replacement of 11 street lights complete with LED Lanterns	Work in progress – on behalf of Dover Town Council. Works programmed for completion October 2015
Cannon Street	Dover	Replacement of 10 street lights complete with LED Lanterns	Work in progress – on behalf of Dover Town Council. Works programmed for completion October 2015
Biggin Street	Dover	Replacement of 18 street lights complete with LED Lanterns	Work in progress – on behalf of Dover Town Council. Works programmed for completion October 2015

Appendix D – Transportation and safety schemes

Appendix D1 – Local Transport Plan /Local Growth Fund/S106 Schemes

Local Transport Plan Schemes - <i>Contact Officer Gary Peak</i>			
Road Name	Parish	Description of Works	Current Status
Sandwich Town	Sandwich	Dropped kerbs to facilitate pedestrian access	Funding from LTP budget 16/17
Queen Street	Dover	Alterations to improve cycle crossing point	Outline design in progress
A257 Canterbury Road	Wingham Well	New footway in front of the properties on the South Eastern side of the road (Frema to Willow Cottage)	Detailed design in progress
Dover Road/ Ringwould	Deal	Signing improvements (CRM)	Works complete

Road			
Local Growth Fund Schemes - Contact Officer Gary Peak			
South Street	Deal	Alterations to incorporate improved bus facilities	Consultation has been carried out and is the subject of a separate report to this meeting

Appendix D2 – Casualty Reduction Measures

Casualty Reduction Measures - Contact Officer Gary Peak			
Road Name	Parish	Description of Works	Current Status
No works planned			

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Works) Contact Officer Michele Ellis				
File Ref.	Road Name	Parish	Description of Works	Current Status
DO/2 012	A258 London Road	Sholden, Deal	Road widening to accommodate right turn lane into new access road and new toucan crossing	Remedial works to be completed
DO/3 016	Honeywood Parkway (near Tesco Supermarket)	Whitfield	Provision of a new access road junction	Works complete
DO/3 007	Coombe Valley Road	Dover	Construction of vehicular accesses at Buckland Hospital	Remedial works being carried out on footway outside new entrance to Buckland Hospital
DO/3 011	Old Park Hill	Dover	Footway works connected to S38 development	Works underway
DO/2 010	Market Place	Aylesham	New parking bays and associated highway works	Works underway

DO/3 000	A20 York Street Roundabout	Dover	Roundabout to be changed to Traffic Signalled Junction	Works originally postponed until October 2015. DHB/DDC meetings ongoing
DO/3 005	Whitfield Urban Expansion, Sandwich Road	Whitfield	New access and improvements on Sandwich Road	Works completed
DO/3 023	Cranleigh Drive	Whitfield	Provision of a new access for care home	Works underway
DO/3 024	A258 London Road	Sholden, Deal	New Puffin Crossing	Some surfacing and lining complete. Remainder of works ongoing
DO/3 026	Hyton Drive (off Church Lane)	Deal	3 new accesses leading to a development of 194 dwellings	Temporary accesses in place to provide access for S38 works
DO/3 027	Spinney Lane	Aylesham	Junction improvements, Spinney Lane/Adisham Road/Pond Lane	Awaiting technical acceptance
DO/3 028	Fishmonger's Lane	Dover	New public car park. Modifications to Fishmonger's Lane and Bench Street	Works complete
DO/3 038	Wingham Wildlife Park, Rushenden Road	Wingham	Provision of enhancements to the existing pedestrian crossing from car park to Wildlife Park	Works to commence late Autumn 2015
DO/3 039	Station Road	Walmer	Relocation of bus stops on Dover Road and adjustment to kerbline on Station Road	Awaiting technical acceptance
DO/3 042	Lasletts Yard, Marshborough Road	Woodnesborough	New bellmouth access, new footway and crossovers	Works in progress
DO/3 043	Coombe Valley Road	Dover	New access into private development	Awaiting technical acceptance

DO/3 044	The Street	Preston	Pedestrian/Footway improvements	Awaiting technical acceptance
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Appendix F – PROW

Public Rights of Way and Access Service 2015/2016 LTP and s106 works (as at 23/04/2015)

Public Rights of Way – Contact Officer Melvyn Twycross			
Path No	Parish	Description of Works	Current Status
EB10	Dover	Provision of stone surface to footpath	Works in progress
ER181	Hougham	Surface improvements to byway	Works complete
ER92	Shepherdswell	Surface repairs to byway	Works complete
ER55A, ER60 & EB13	Guston	Surface improvements to byways	Works due to commence 31/08/2015

Appendix G – Bridge Works

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

Appendix H – 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
A20 London Road / Cherry Tree Avenue	Refurbishment of traffic signal controlled junction	Work completed during April

Appendix I – Combined Member Fund

Combined Member Fund programme update for the Dover District.

The following schemes are those which have been approved for funding by both the relevant Member and by John Burr, Director of Highways and is up to date as of 10th August 2015.

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

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

Pam Brivio

Scheme	Status
No current schemes	Works complete

Gordon Cowan

Scheme	Status
Belgrave Road and Westbury Crescent - lining	Works complete, awaiting new bus stop

Mike Eddy

Scheme	Status
Salisbury Road, Deal – Double yellow lines	Design in progress
Beach Street, Deal – Priority working	Scheme closed
Manor Road & London Road, Deal – review of signage and car parking for hall	Design in progress
Beach Street, Deal – Options study	Design in progress

Geoff Lymer

Scheme	Status
Installation of parking restriction to keep highway clear during peak times: Common Lane, River	Works complete
Wootton Lane & Geddinge Lane, Wootton – extension of 30mph speed limit	TRO made
Crabble Road & Crabble Avenue, River – HGV direction signage	Works complete
Alkham Valley Road – ‘Unsuitable for HGVs’ signs	Scheme handed over
New Dover Road, Capel le Ferne – camber rings to	Scheme handed over

stop HGV parking	
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Steve Manion

Scheme	Status
Reduction in speed limit to 50mph on A258 between Upper Road and the A2.	Scheme handed over
Sutton Parish – relocation of 30mph terminal sign and miscellaneous lining refresh	Works complete
Cooting Road, Aylesham – Waiting restrictions	Design in progress
Cliffe Road and North Road, Kingsdown – Waiting restrictions	Design in progress

Leyland Ridings

Scheme	Status
Contribution towards Puffin Crossing on the A257 in Wingham close to School Road.	Alternative works being investigated in Sandwich

Eileen Rowbotham

Scheme	Status
Beach Street, Deal – Priority working	Scheme closed
Manor Road & London Road, Deal – review of signage and car parking for hall	Design in progress
Beach Street, Deal – Options study	Design in progress

Contacts: Toby Howe /Steve Rivers 03000 418181

DOVER DISTRICT COUNCIL

DOVER JOINT TRANSPORTATION BOARD – 10 SEPTEMBER 2015

EXCLUSION OF THE PRESS AND PUBLIC

Recommendation

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

<u>Item Report</u>	<u>Paragraph Exempt</u>	<u>Reason</u>
Applications for Disabled Persons' Parking Bays	1 and 2	Information relating to any individual and Information which is likely to reveal the identity of an individual

DOVER JOINT TRANSPORTATION BOARD

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

1. Under the current arrangements with Kent County Council (the Highway Authority), an applicant has to satisfy a list of criteria set by the County Council in order to qualify for a disabled person's parking bay being provided outside, or close to, his or her house. The set of criteria was adopted by this Board at its meeting held on 7 February 2005 and is as follows:
 - All applicants must hold a current and valid Blue Badge
 - All applicants must also be in receipt of, or have proof of entitlement to:

Personal Independence Payment (PIP) at the enhanced rate **or**

If under 65 years of age - entitlement to the higher rate mobility component of the Disability Living Allowance **or**

If 65 years or over – entitlement to the Higher Rate of Attendance Allowance if applicant was 65 years or over when entitlement was first claimed **or**

Another entitlement which may be allowable e.g. War Pension.
 - The applicant must not have any space available for parking their vehicle in an off-street parking facility.
 - There are parking problems within the road, for example, the applicant regularly has difficulty finding available space on-street close to his or her property (this will be assessed post-application by a highway engineer).
2. Bays will not be provided in locations which may compromise public safety, e.g. on a bend or brow of a hill, close to a junction, within a turning head of a cul-de-sac, where the road is too narrow or where parking is already prohibited, e.g. on yellow lines, zigzag lines, etc.
3. The provision of a disabled persons parking bay **must** relieve congestion on the public highway.

Process after receipt of application

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

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

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

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