

Public Document Pack

DOVER JOINT TRANSPORTATION BOARD

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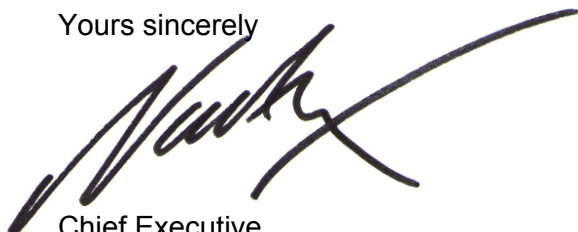
6 September 2016

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 15 September 2016 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 (Chairman)
T A Bond
D G Cronk
M J Holloway
M J Ovenden
D A Sargent
P Walker

Kent County Council Members

S C Manion (Vice-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)

B W Bano (Deal Town Council)
L Burke (Dover Town Council)
M W Moorhouse (Sandwich Town Council)
Mr K Gowland (Kent Association of Local Councils)
Mr A Minns (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 5-12)

To confirm the attached Minutes of the meeting of the Committee held on 9 June 2016.

5 **CONSULTATION ON LOCAL TRANSPORT PLAN 4: DELIVERING GROWTH WITHOUT GRIDLOCK 2016-2031** (Pages 13-17)

To consider the attached report of the Transport Strategy Manager, KCC Highways, Transportation and Waste.

6 **WIGMORE LANE, EYTHORNE - PROPOSED WEIGHT RESTRICTION** (Pages 18-24)

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

7 **SANDWICH TOWN CENTRE IMPROVEMENTS - PROGRESS UPDATE** (Pages 25-26)

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

8 **HIGHWAY WORKS PROGRAMME 2016/17** (Pages 27-38)

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

9 **EXCLUSION OF THE PRESS AND PUBLIC** (Page 39)

The recommendation 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

10 **APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS** (Pages 40-50)

To note 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, 9 June 2016 at 6.00 pm.

Present:

Chairman: Councillor N J Collor

Councillors: T A Bond
S S Chandler
G Cowan
M R Eddy
G Lymer
S C Manion
M J Ovenden
D A Sargent
P Walker

Also Present: Mr R S Walkden (Dover Town Council)
Mr K Gowland (KALC)
Mr A Minns (KALC)

Officers: East Kent Highway Manager (KCC Highways, Transportation and Waste)
Street Lighting Planned Works Team Leader (KCC Highways, Transportation and Waste)
Street Light Asset Manager (KCC Highways, Transportation and Waste)
Head of Assets and Building Control
Head of Community Safety, CCTV and Parking
Highways and Parking Team Leader
Corporate Estate and Coastal Engineer
Democratic Support Officer

57 APOLOGIES

Apologies for absence were received from District Councillor M J Holloway, County Councillors P M Brivio, L B Ridings and E D Rowbotham, and Mr B W Bano.

58 APPOINTMENT OF SUBSTITUTE MEMBERS

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

59 DECLARATIONS OF INTEREST

It was noted that there were no declarations of interest.

60 MINUTES

The Democratic Support Officer advised that Mrs L Burke, Mr R Frost, Mr K Gowland and Mr M Moorhouse had been omitted from the list of attendees in error, and the minutes would need to be amended accordingly.

Subject to the above amendments, the minutes of the meeting of the Joint Transportation Board held on 14 April 2016 were approved as a correct record and signed by the Chairman.

61 APPOINTMENT OF CHAIRMAN AND VICE-CHAIRMAN

It was noted that Councillors N J Collor and S C Manion had been appointed as Chairman and Vice-Chairman respectively of the Dover Joint Transportation Board by their authorities.

62 'SAFE AND SENSIBLE' STREET LIGHTING UPDATE

The Chairman advised that a representation from the Dover Society had been circulated to Members by e-mail.

The Street Light Asset Manager (SLAM) introduced the report which updated Members on the Safe and Sensible Street Lighting project. The Board had previously considered a report at its meeting held on 10 December 2015. At that meeting Members had raised concerns regarding the consultation on LED lighting which had concluded in November 2015. Those concerns had been raised with the KCC Cabinet Member, and it was confirmed that the autumn consultation had not related to the trial switch-off sites. The purpose of this report was to seek Members' views and any further information that might influence the recommendation that would go to the Environment and Transport Cabinet Committee in July 2016. In response to Councillor S C Manion, it was clarified that the costings given in the report were for LED lights.

Councillor T A Bond stated that around 10,000 houses were due to be built in Whitfield and surrounding areas which meant that Whitfield Hill would be heavily used in the coming months and years. KCC had spent more than £2,000 on the consultation which was what would be saved each year by switching off these lights. He was of the view that the lights should remain. Councillor G Lymer urged KCC to retain the lights. There had been fatal and serious injury accidents on Whitfield Hill during the last 5 to 10 years. The route was frequently used by night-shift workers at the industrial zone. He expressed concerns that the lorry escape route was on the bend next to the footpath. With no lighting on this bend, it was an accident waiting to happen. When viewed against the cost of each road fatality at £1 million, the minimal savings that would be achieved by switching off the lights were simply not worth it.

In response to Councillor G Cowan, the SLAM confirmed that reflective markers would be installed. Councillor Cowan stated that he could not support the proposal which would put people's lives at risk and save only £2,000 per annum over 15 years.

In respect of the A257 Ash By-Pass, Councillor S S Chandler commented that lighting made no difference to what was a bad junction. However, Councillor Cowan disagreed, arguing that it was not worth removing columns to save such small amounts of money, particularly when LED replacements would offer further savings in the long term. Councillor M R Eddy agreed, stating that lights were most definitely needed at the junction if it were used by agricultural workers who were unfamiliar with the roads and/or conditions.

Councillor Bond and Councillor P Walker commented that it made no sense to keep the lights off at Betteshanger Road when the district was trying to attract investment

for growth and regeneration. Councillor S C Manion disagreed, stating that there was no sense in keeping the lights on while the road was not in use. Councillor Lymer supported the proposal, arguing that it was an unused road and taxpayers' money should be saved where possible. Councillor Cowan believed the columns should be fitted with LED lights and switched on immediately. Councillor Eddy concurred, pointing out that it would cost only around £1,200 to switch all of the lights back on.

Councillor Cowan commented that he could not accept lights being switched off in the built-up area at Farthingloe. He corrected comments attributed to him in the report, advising that it was houses that had been burgled and not the farm shop. In his view, there were sixteen columns in total that were crucial and should be switched back on, these being all the columns from the 40mph zone to columns GAP 83 and 82. He was not asking for all the lights to be switched back on and, indeed, was content for those columns heading towards Capel to be removed. Councillor Lymer agreed but argued that all the lights should be retained due to the large development at Farthingloe.

Councillor Eddy reminded Members that the Campaign to Protect Rural England was litigating against Dover District Council to try to prevent the Farthingloe development. However, should the development go ahead, the columns would need to be re-instated. Due to measures on the A20, Folkestone Road was currently being heavily used by traffic entering and exiting the town. In his view all the columns should be retained. Several Members agreed, arguing that it would be nonsensical to remove all the columns, knowing that they might have to be reinstated for the Farthingloe development which would see over 500 houses built.

The SLAM advised that it cost £1,500 to install a new column. She would report Members' views to the Cabinet Member. However, there was likely to be a cost in leaving the columns in place as they would still require maintenance. This matter would be investigated with UK Power Networks.

Councillor S C Manion, with the support of five other Members present, requested that voting on the Whitfield and Farthingloe proposals be recorded in accordance with Council Procedure Rule 18.4.

RESOLVED: That it be recommended to the KCC Cabinet Member:

- (a) That the street lights on Whitfield Hill be retained and lighting re-instigated for the safety of road users.
- (b) That the street lights on the A257 Ash By-Pass be retained.
- (c) That the lights on Betteshanger Road be switched on immediately and kept on permanently.
- (d) That 22 lights (the 6 referred to in the report recommendation plus a further 16 from the 40mph zone to GAPs 82 and 83) at Farthingloe be switched back on immediately and converted to LED in due course.
- (e) That all other columns at Farthingloe be retained and switched off until such time as the Farthingloe development is constructed. Reflective strips should be fitted to these columns.

(Councillors T A Bond, S S Chandler, N J Collor, G Cowan, D G Cronk, M R Eddy, G Lymer, S C Manion, M J Ovenden, D A Sargent and P Walker voted for the motions on proposals relating to Whitfield Hill and Farthingloe. There were no votes against the motions or abstentions.)

63 ALBERT ROAD AND SOUTHWALL ROAD, DEAL: PROPOSED LINK ROAD

The East Kent Highway Manager (EKHM) introduced the report which outlined proposals for a new highway linking Albert Road to Southwall Road, Deal.

Councillor Bond welcomed the proposal but referred to potential problems for HGVs. In some parts of Albert Road it was impossible for HGVs to pass each other. An HGV turning left at the fire station would not be able to go forward or reverse if it met an HGV coming in the other direction. There had been a suggestion that there would be a traffic signal which would operate in coordination with the level crossing. He questioned whether these issues had been addressed by the developer/KCC. He also queried what measures would be taken for drainage. Councillor Eddy agreed that HGVs would have difficulty negotiating the railway bridge, and could cause traffic mayhem near the level crossing. The linkage to Minter's Yard would be beneficial, but an opportunity had been lost to provide a better solution which took pressure off Matthews Close, Southwall Road and Middle Deal Road. This was inevitably governed by the fact that part of the funding was coming from the private sector. He also questioned whether a cycle route had been incorporated into the design. Councillors Bond and Eddy stressed that these points should be taken back to the KCC Cabinet Member, and would need to be addressed when the application came before Planning Committee.

RESOLVED: That the report be noted.

64 CHANNEL VIEW ROAD AND POULTON CLOSE, DOVER - LORRY PARKING PROHIBITION PROPOSALS

The Head of Community Safety, CCTV and Parking (HCSCP) introduced the report which outlined proposals to introduce parking restrictions for heavy goods vehicles (HGVs). Fly-parking was a serious issue for Dover as it was the entry and exit point for every HGV. Informal agreement had been reached some while ago between Dover, Ashford and Shepway Councils to introduce clamping. This approach had been trialled in Ashford and had proved successful. However, clamping was not financially viable and there were legislative issues. Shepway had since introduced an HGV ban across its district. The measures taken in Ashford and Shepway had transferred the problem to Dover. A survey had been undertaken by the Council's Civil Enforcement Officers (CEOs) and the information passed to Kent County Council (KCC).

In 2014/15, 614 Penalty Charge Notices (PCNs) for Poulton Close, Coombe Valley Road and Channel View Road had been issued. Whilst it was not possible to differentiate between types of vehicles, it was known that of the 614 PCNs issued, 70 had been issued to lorries parked wholly or partly on footways (Code 61). In 2015/16, 738 PCNs had been issued, of which 136 were Code 61. From 1 April 2016 to date, 236 PCNs had been issued, of which 63 were Code 61. Officers wished to address the increase by prohibiting lorry parking in Poulton Close and Channel View Road.

Mr Walkden welcomed the proposal but regretted that it had not come sooner. He would have liked to see the prohibition extended as soon as possible. The

Chairman advised that the Council had not taken action before now as it had been waiting for the results of the Ashford pilot. Shepway had gone its own way, and DDC was now breaking away from the informal agreement as it did not want to see HGVs moving into residential areas. Councillor Cowan commented that Coombe Valley Road was particularly bad, with an illegal lorry park there creating noise and pollution for local residents. He welcomed the proposal and queried whether drivers paid an on-the-spot fine when clamped.

The HCSCP advised that drivers were expected to pay immediately when issued with a Fixed Penalty Notice by the police. If clamped, HGV drivers would also need to pay a fee to be released. The recommendation was to introduce a ban rather than clamping at this stage. Bans had proved effective in other areas, but there were presently no plans to introduce a district-wide ban as that could potentially lead to other problems. The East Kent Highway Manager (EKHM) advised that a lot of work was being done with Kent Police and local authorities to look at the bigger picture as they did not want to push problems into other districts. 150 local police officers across county had been trained to issue PCNs. If drivers were unable to pay, the vehicle would be impounded. A count of illegally and inappropriately parked lorries would take place this week. The HCSCP advised that a PCN was a non-criminal punishment issued by CEOs. A Fixed Penalty Notice was a criminal punishment issued by the police. A debt agency was used to recover fines which were pursued where possible.

RESOLVED: That Parking Services be permitted to draw up plans to prohibit lorry parking along appropriate sections of Channel View Road and Poulton Close, Dover, and to formally advertise the proposals. (The results of the consultation will be presented to a future meeting of the Board to make its recommendation.)

65 PARKING RESTRICTION PROPOSALS - SANDWICH AND EASTRY

The Parking Operations Manager (POM) introduced the report which detailed three proposals for consideration. The first was a loading prohibition to protect access to Watts Yard which was behind the Guildhall in Sandwich. It was confirmed that Sandwich Town Council and Age Concern had been consulted and supported the scheme. The second proposal concerned the extension of a loading bay outside premises in Strand Street, Sandwich which was currently too short for a commercial vehicle. In response to a proposal from Councillor M J Ovenden that the restriction apply from Monday to Saturday only, the POM agreed that this could be done but advised that such a change would require re-advertisement. However, this would afford the opportunity to re-consult Sandwich Town Council whose views on the proposal were not presently known. The third proposal, supported by Eastry Parish Council, was to introduce a limited waiting restriction outside a parade of shops on Eastry High Street.

In response to the Chairman, the POM confirmed that authorising the Chairman and Vice-Chairman to consider and determine any objections received would speed up the process. This would be of particular benefit for Sandwich Town Council which was keen for the Watts Yard scheme to be implemented as soon as possible. No objections had been received to date.

RESOLVED: (a) That it be recommended that, subject to the Strand Street proposal being amended to operate from Monday to Saturday only and re-advertised accordingly, and there being no written objections received before 12.00 noon on 20 June 2016, Kent

County Council seals the three proposed parking schemes detailed in the report.

(b) That it be recommended that, should any objections for any scheme be received before 12.00 noon on 20 June 2016, the Chairman and Vice-Chairman be authorised to consider the objections and decide whether to recommend, on behalf of the Board, that Kent County Council seals all or any of the three proposed schemes or to refer all or any of the schemes back to the Board for further consideration.

66

REVIEW OF DISABLED PERSONS' PARKING BAY PROCEDURES

The Head of Assets and Building Control (HABC) introduced the report which outlined proposals to streamline the process for disabled parking bay applications to ensure that those in need of a bay got it as quickly as possible.

The Board was informed that a review had been undertaken of the services provided by the department to establish that they were delivered efficiently and by the most appropriate member of staff. The review had identified that there were long delays for those applying for disabled parking bays. These were caused by the current practice of placing two advertisements in the press and referring applications to the Board for a decision.

The installation of a disabled parking bay required a Traffic Regulation Order, notice of which the authority was required by legislation to place in the press. However, notices were usually consolidated to save money and this often led to delays. A further notice was issued once the parking bay had been installed, leading to yet more delays. To try and avoid delays caused by objections being raised during the formal notice period, the current practice was also to undertake an informal consultation with neighbours before the statutory advertisement period. This generated more comments than the formal consultation period which generated relatively few objections. By advertising twice in the press, the authority was doing more than it was statutorily required to do. It was therefore proposed to place a public notice at the site and on the Council's website during informal consultation, and another in the press during formal consultation.

Further delay was caused by referring applications to the Board for a decision. In the vast majority of cases, the Board was merely rubber-stamping Officers' recommendations. It was therefore proposed that, in the future, Officers would determine straightforward applications, subject to consultation with the Chairman and/or Vice-Chairman. The Board would then receive a report on the applications that had been determined at its next meeting.

Members welcomed the proposals, stating that most applications were uncontentious and delays of three months or more were unacceptable. There was agreement that the only applications that should be referred to the Board for a decision were those that had received significant objections or where there were complications, such as general problems with parking in the street.

RESOLVED: (a) That future disabled parking bay applications should be determined as per the Procedural Guidance set out at Appendix A to the report, subject to (b) below.

- (b) That the Dover Joint Transportation Board should be consulted on disabled parking bay applications where there are complications, e.g. a significant number of objections received or general parking problems.

67 HIGHWAY WORKS PROGRAMME 2016/17

The East Kent Highway Manager (EKHM) presented the report which updated Members on works that had been approved for construction in 2016/17.

In respect of Appendix A, the Board was advised that considerable consultation had been undertaken with businesses over proposed works to Menzies Road, Whitfield. A meeting with KCC's resurfacing manager and the contractor was due to be held at the end of July to discuss how the works would be carried out. On Appendix B, the EKHM advised that the installation of a new drainage system at Nash Road, Ash had started on 6 June and was due to be completed by the end of July. In respect of Appendix C, Members were advised that street lighting works in Dover which the report described as being already completed were not, in fact, due to be completed until the end of June.

Schemes in Sandwich, Dover and Wingham Well, outlined in Appendix D1, were currently on hold awaiting funding. Improvement works to South Street, Deal were largely finished pending some minor issues such as obstruction by parked cars. In response to Councillor Cowan, the EKHM undertook to raise the lack of a sign warning of a speed limit change from 30mph to 20mph at Capel-le-Ferne. In respect of Appendix E, the Board was advised that works to the A20 York Street and Prince of Wales roundabouts had already started. The EKHM undertook to find out for Councillor Chandler the timetable for Section 278 works at The Street, Preston. The Chairman commented that traffic calming works to Castle Street had not proved very effective.

In response to a point raised by Councillor Eddy, the HABC advised that the Council owned 76 bus shelters. In addition to these, 46 shelters had been provided by J C Decaux under a contract which had expired the preceding year. These would be removed by J C Decaux and replaced by Adspace, the new contractor, shortly. In response to Councillor Eddy, the HABC undertook to find out whether the bus shelter in front of the fire station in Deal would be replaced. He recognised that the location of the bus shelter in front of the Bengal Spice restaurant was not ideal and presented problems, but undertook to revisit this matter. Councillor Eddy updated Members that, thanks partly to the generosity of Walmer Parish Council, gateway works at Kingsdown Road, Walmer were due to start on 4/5 July.

RESOLVED: That the report be noted.

68 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 discussion of exempt information as defined in paragraphs 1 and 2 of Part 1 of Schedule 12A of the Act.

69 APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS

The Corporate Estate and Coastal Engineer (CECE) introduced the report which outlined details of seven disabled persons' parking bay applications. Following

informal consultation, no letters of objection had been received in respect of Applications B, C, D, F and G. Since these 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.

One letter of objection had been received in respect of Applications A and E but, since they met all the criteria, it was recommended that these applications also be progressed to the second stage. In response to the Chairman, the CECE undertook to refer a suggestion for double yellow lines from a respondent on Application E to KCC Highways for further investigation.

RESOLVED: That it be recommended that Applications A, B, C, D, E, F and G 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 7.58 pm.

KENT COUNTY COUNCIL'S LOCAL TRANSPORT PLAN 4: DELIVERING GROWTH WITHOUT GRIDLOCK (2016-2031)

To: **Dover Joint Transportation Board – 15 September 2016**

By: **Kent County Council Transport Strategy Team**

Classification: **Unrestricted**

Ward: **All wards**

Division: **All divisions**

Summary:

Kent County Council (KCC) has a statutory duty to have a Local Transport Plan (LTP). The current LTP3 (2011-16) needs to be replaced. This report introduces the draft LTP4 (2016-31). It incorporates a refresh of Growth without Gridlock (Kent's Transport Delivery Plan) and will be aligned with the Kent and Medway Growth and Infrastructure Framework (GIF) and the South East Local Enterprise Partnership's (SELEP) Strategic Economic Plan (SEP). In addition, transport strategies that support districts' Local Plans should have regard for the policies and priorities within LTP4.

The LTP4 sets out nationally important strategic priorities (such as a new Lower Thames Crossing and a solution to Operation Stack), countywide priorities and priority transport schemes in each district. The local priorities pages for each district have been developed through close working with the district/borough councils. Kent-wide priorities (such as road safety, highway maintenance, and our policy on aviation) are also prominent in the LTP, as is an explanation of funding sources and how LTP4 will be used as a basis to bid for future funding streams and investment.

The draft LTP is currently undergoing a statutory 12-week public consultation alongside a Strategic Environmental Assessment (SEA) report and an Equality Impact Assessment (EqIA). Following the consultation, a revised LTP4 will be adopted by KCC in 2017. Key stakeholders, including district councils, are encouraged to take part in the consultation at www.kent.gov.uk/localtransportplan

1.0 Background

- 1.1 This report details the purpose and contents of Kent County Council (KCC)'s draft *Local Transport Plan 4: Delivering Growth without Gridlock*, and focuses on the priorities for Dover. KCC invites the JTB to consider responding to the consultation.
- 1.2 KCC is in the process of developing a new Local Transport Plan, to replace the current Local Transport Plan (LTP3) 2011-16. Under the Local Transport Act 2008, it is a statutory requirement for KCC to have a Local Transport Plan (LTP) in place. The LTP is a critical tool in supporting and facilitating sustainable growth and in assisting Kent to attract investment from national government to priority transport schemes. It is thus vital that KCC has a robust LTP in place.
- 1.3 The existing LTP3 is a five year plan (2011-16), and as such, is relatively short-term in horizon and focus. The current refresh provides an opportunity to produce a new longer-term plan, enabling KCC to take a strategic view of transport to better support the county's growth ambitions. By spanning the period to 2031, LTP4 will align with the Kent and Medway Growth and Infrastructure Framework (GIF).

- 1.4 KCC has also taken the opportunity to integrate LTP4 with Kent's transport delivery plan, Growth without Gridlock (GwG). GwG was produced in December 2010, separate to LTP3 and set out the strategic aims for transport to support economic growth in Kent over a 20-year period. Many of the ambitions of that strategy have been achieved or significant progress made in the six years since publication, so LTP4 recognises this progress and reaffirms and refreshes KCC's strategic transport priorities. Therefore, KCC will have one transport policy document covering both strategic and local transport priorities.
- 1.5 Critically, the GIF has fed into LTP4. The GIF identifies the county's infrastructure needs to support planned growth to 2031 and is an important evidence base for LTP4. Transport priorities identified in LTP4 reflect those identified in the GIF and therefore provide a clear link between such transport priorities and the growth agenda.
- 1.6 A range of internal stakeholders across KCC were consulted in developing the draft LTP4. These partners included officers from Highways, Transportation and Waste, Education, Public Health, and Environment, Planning and Enforcement teams. An informal Member Task and Finish Group was established, with one representative from each political party sitting on the Environment and Transport Cabinet Committee. The objective of this group was as an advisory panel to provide a steer on the formation of the LTP.
- 1.7 Importantly, districts have also been extensively consulted regarding their transport priorities in advance of the full public consultation. This included a review of transport schemes for inclusion in the Plan. The views of the Kent and Medway Economic Partnership have also been taken into account.
- 1.8 KCC has a statutory duty to consult on LTP4. The consultation is taking place over 12 weeks, from August 8th to October 30th. District councils are invited to review the full LTP4 and respond to KCC with comments, following their pre-consultation input.

2.0 Summary of Local Transport Plan 4: Delivering Growth without Gridlock (2016 – 2013) (Consultation Draft)

- 2.1 The ambition set out in LTP4 is **"To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported."** The draft LTP takes an outcomes-based approach and all transport schemes should achieve at least one of the five outcomes, as follows:
 1. **Economic growth and minimised congestion:** *Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.*
 2. **Affordable and accessible door-to-door journeys:** *Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.*
 3. **Safer travel:** *Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.*
 4. **Enhanced environment:** *Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.*
 5. **Better health and wellbeing:** *Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.*
- 2.2 LTP4 is set out into three main sections: 'Transport in Kent', 'Transport Priorities' (Strategic, Kent-wide, and District) and 'Our Funding Sources'. The summary structure of LTP4 is:
 - **Foreword** – Sets out the context for the LTP4, including Kent's ambitious targets for growth. With potential opportunities for devolution from government, now is the time for us to set out our plans and our asks. This Plan articulates what KCC and partners will

do to make sure transport is playing its part in making Kent a great place to live, work and do business.

- **Transport in Kent** – Sets out the KCC's achievements, anticipated growth, the background to our transport issues, roles and responsibilities, links to the South East Local Enterprise Partnership (SELEP) and the policy context of the Plan. It also outlines our ambition for transport, our strategic outcomes and supporting policies.
- **Strategic priorities** – Sets out KCC's strategic transport priorities, which is essentially an update of 'Growth without Gridlock'. This section includes delivering growth in the Thames Gateway (to include A2 Bean and A2 Ebbsfleet junction upgrades and Crossrail extension), a new Lower Thames Crossing, bifurcation of port traffic, port expansion at Dover, a solution to Operation Stack, provision for overnight lorry parking, Ashford International Station signalling, Journey Time Improvements and Thanet Parkway Rail Station, and rail and bus improvements (by working with bus operators and influencing the rail franchise).
- **Kent-wide priorities** – Sets out our approach to road safety, highway maintenance, home to school transport, active travel and our policy on aviation.
- **District priorities** (see paragraph 2.3) – Sets out district transport schemes that have been identified as necessary in each district by the GIF, schemes funded by Local Growth Fund (LGF), schemes identified in the South East Local Enterprise Partnership (SELEP) Strategic Economic Plan (SEP), and priority future schemes identified by the districts. We have worked closely with each district/borough council in preparing this section.
- **Our Funding Sources** – Sets out what funding sources are available and alternative funding strategies. These alternatives include Kent receiving a fair portion of the income from the HGV Road User Levy, fuel loyalty discounts and port landing charges related to the impact of these activities in the county. In addition, LTP4 will be used to bid for future funds as and when they become available.
- **Technical annexes** - Comprising a prioritisation method for the Integrated Transport Programme (ITP), the implementation plan for the ITP, and the implementation plan for the Crash Remedial Measures (CRM) Programme.

- 2.3 KCC met with Tim Ingleton, Mike Ebbs, Adrian Fox and Emma Jane Allen, of Dover District Council, on May 3rd to discuss the content within LTP4. The priority schemes in Dover that were identified through liaison with the District Council were considered for inclusion in the latest Local Growth Fund (LGF) bid. As agreed policy once LTP4 is adopted, these schemes will form the basis of bids for future funding opportunities. The Dover schemes and accompanying text is available at the end of this report.

3.0 Consultation

- 3.1 The draft LTP4 is undergoing a 12 week consultation, along with an accompanying Strategic Environmental Assessment (SEA) report and Equality Impact Assessment (EqIA). The consultation launched on August 8th and will close on October 30th. All LTP4 documents can be accessed at www.kent.gov.uk/localtransportplan.
- 3.2 Following the consultation, responses will be analysed and a consultation report produced that summarises organisations' and the public's responses to the draft LTP. This will be reported alongside a revised LTP4 to KCC's Environment and Transport Cabinet Committee before consideration by Cabinet to then recommend it to full County Council for adoption in early 2017.

4.0 LTP4 – Dover pages

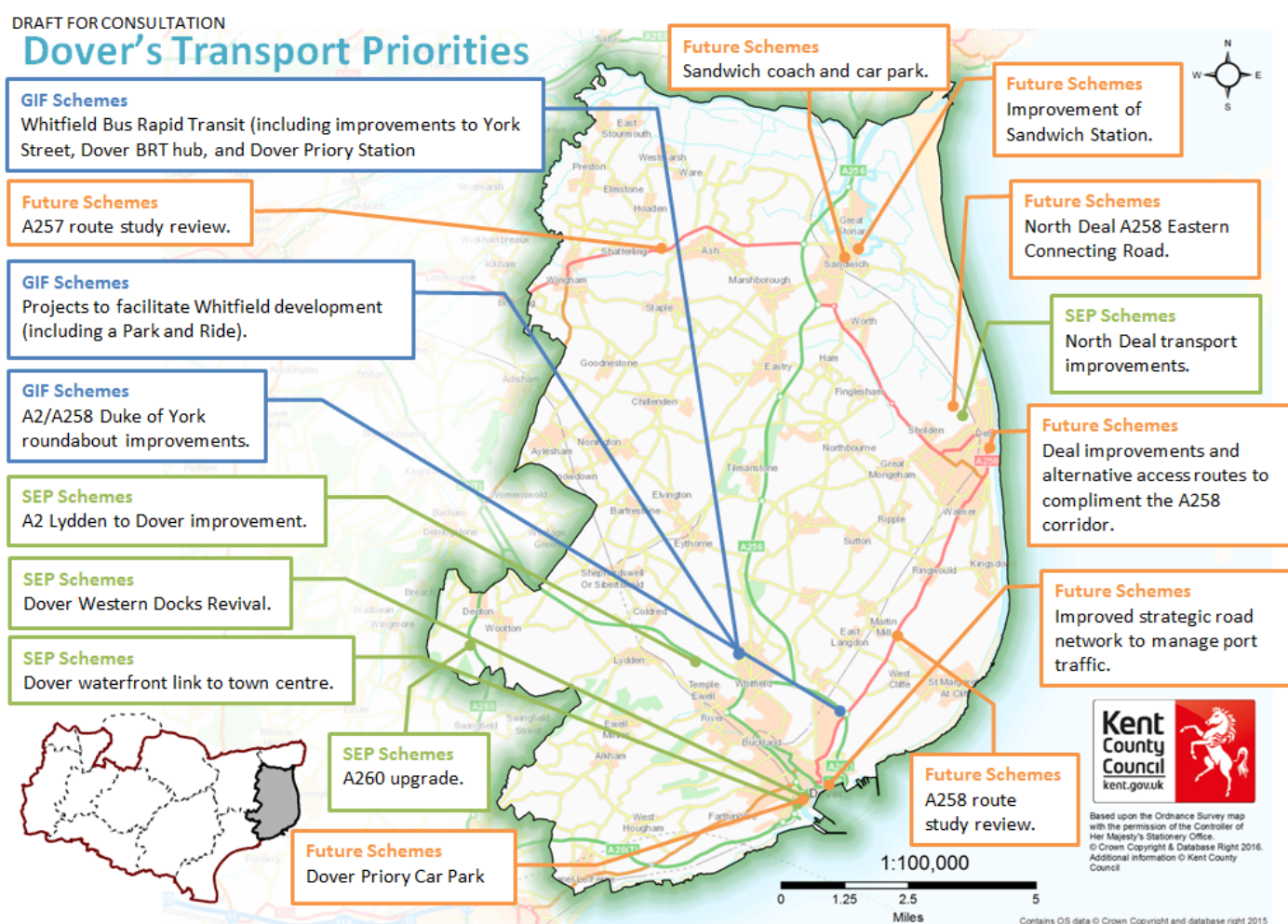
Accompanying text included on the Dover page:

Bus services in Dover serve the town and connect to surrounding towns including Canterbury, Deal, Sandwich and Folkestone. The High Speed rail services from Dover to St Pancras have significantly reduced journey times to London, making the journey more attractive to commuters. Dover District Council will press for additional capacity on the High

Speed route and investigate a new Whitfield Station. It will continue to support Thanet Parkway to reduce the journey time to London from the district and Thanet to within an hour.

The A2 and A20 trunk roads terminate in the town at the entrance to the Port. These become the M2 and M20 motorways and connect the Port to the M25, London, and further north via the rest of the strategic road network. However, the A20 causes severance in the town and is associated with air quality concerns owing to its use by heavy goods vehicles before and after their Channel crossing. The A2 approaching the town is of an inferior quality to the rest of the route with sections of single carriageway.

Identified Schemes on the Dover page:



5.0 Financial

5.1 Not applicable.

6.0 Legal Implications

6.1 There is a legal requirement for KCC to have a Local Transport Plan and a legal requirement for KCC to consult on the proposed Plan. The consultation can be accessed at www.kent.gov.uk/localtransportplan.

7.0 Conclusions

- 7.1 The Local Transport Plan (LTP) is a statutory Plan which is currently undergoing public consultation. The draft *Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031)* sets out KCC's overarching transport policy and the strategic outcomes that all transport schemes must achieve. It also includes the strategic schemes that KCC supports and transport priorities in each district. District councils are encouraged to take part in the consultation on the draft plan by visiting www.kent.gov.uk/localtransportplan

8.0 Recommendations

- 8.1 The Joint Transportation Board is asked to note the draft LTP and the opportunity to respond to the consultation, as set out in paragraph 3.1.

Future Meeting if applicable:	Date:
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Contact Officer:	Katie Pettitt, KCC Principal Transport Planner
Reporting to:	Joseph Ratcliffe, KCC Transport Strategy Manager

PROPOSED WEIGHT RESTRICTION - WIGMORE LANE, EYTHORNE

To: Dover Joint Transportation Board – 15 September 2016

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

Classification: Unrestricted

Ward: Eythorne and Shepherdswell Ward, Dover District

Summary: This report gives details of a proposed Weight Restriction to be implemented in Wigmore Lane, Eythorne.

1.0 Introduction and Background

- 1.1 The villages of Shepherdswell and Eythorne are situated within the District of Dover. They are predominantly residential villages, with local shops and services, as well as a heritage railway station.
- 1.2 To the north of Eythorne is an industrial area where there are several haulage companies and businesses requiring frequent HGV deliveries. There is a signed route for these vehicles which directs them via the A2 and A256.
- 1.3 There is a long standing issue that HGVs on the A2, allegedly following their sat navs, are choosing the shortest route to access the industrial estate which takes them through the villages of Shepherdswell and Eythorne. The roads along here are narrow in places and not suitable for such large vehicles. If an HGV meets another oncoming vehicle, there is often insufficient room for them to pass each other.
- 1.4 Some local companies have routing strategies or agreements, and drivers that can be demonstrated not to have followed these are often penalised for not doing so.
- 1.5 In 2015 a petition with 385 signatories was received by KCC asking for action to be taken to address the issue. This demonstrates the strength of feeling about the issue within the local community.
- 1.6 The County Members for the area – Mr Steve Manion and Mr Geoff Lymer – agreed to help fund a scheme from their Combined Member Grant to address the issue. This was facilitated by the Ward Councillor Cllr Mog Ovenden who has been liaising with the Parish Councils and residents.
- 1.7 The Parish Councils put forward a proposal for a width restriction over the entire area. However there were a large number of side roads, each of which would need to be signed, and the likely cost was prohibitive.
- 1.8 An alternative proposal was put forward to place a weight restriction on the four main roads HGVs currently use – Coxhill, Coldred Road, Wigmore Lane and Sandwich Road. See Appendix A for the original scheme concept. This would therefore stop HGVs from accessing off the A2, and also stop HGVs leaving the Industrial Estates from travelling through the village.

- 1.9 The sections in Coxhill and Coldred Hill would abut on the A2. As a result, it would be necessary to place advance warning signs on the A2 so lorry drivers would be aware of the prohibition before they the commit to turn off. In addition the regulatory signs would need to be situated on Highways England managed land. Discussions were held with Highways England as to the possibility of placing these signs.
- 1.10 Highways England advised that they would need to approve any design, and KCC would be responsible for funding all works including new posts and lane closures. There would be a charge for all technical approval. As the signs incorporating the advance warning would be bigger, it would probably be necessary to install new passively safe posts. In addition it may be required to undertake an ecological survey. Highways England advised that the cost would be substantial (it was estimated it may be as much as £100,000) which is outside the available funding of the scheme.
- 1.11 There are also time constraints since the requirement for approval and the possibility of a survey meant any signs could not be delivered by the end of March 2017.
- 1.12 As a result of this it was necessary to cut back on the extent of the scheme, and after further investigation and estimates, the proposal was put forward to place the restriction in Sandwich Road and Wigmore Lane, with advance warning signage in Coxhill and Coldred Road.
- 1.13 Further detailed design and cost estimates showed that there was insufficient funds to include restrictions in Sandwich Road, due to the need for the regulatory signs to be illuminated, and therefore the extent of the scheme had to be reduced further to include just Wigmore Lane. The advisory 'Unsuitable for HGV' signs will remain in place.

2.0 **The Proposal**

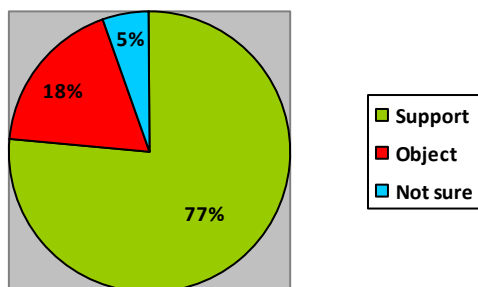
- 2.1 The proposal is to place a 7.5 tonne weight restriction in Wigmore Lane between the junction with Shooters Hill and the junction with Millyard Way. By the junction with Millyard Way, there would also be a small kerb buildout to give a visual and physical deterrent.
- 2.2 Advance warning signs would be placed in Coxhill and Coldred Road to advise lorry drivers of the restriction ahead.
- 2.3 An exemption would be in place for emergency services and vehicles requiring access within the restricted area. A copy of the proposal can be seen in Appendix B & C.
- 2.4 Funding from the scheme has been jointly provided by Cllr Steve Manion and Geoff Lymer, Eythorne Parish Council, Shepherdswell Parish Council and a local Company Bakkavor.

3.0 **Consultation and Traffic Regulation Order**

- 3.1 The advert for the Traffic Regulation Order was placed in the Kent Messenger on 8 July 2016 with a closing date for comments on 8 August 2016.
- 3.2 A consultation document was placed in Parish Magazine and letters sent to local businesses in the industrial estate. Notices were placed on site along Wigmore Lane. A local resident also worked with KCC to produce a website where people could respond online.

- 3.3 131 responses were received as a result of the consultation. These are summarised as follows:

Support	100	77%
Object	24	18%
Not sure	7	5%



- 3.4 A number of comments were made by both those supporting the proposal and objecting to it. The main concerns are summarised below.

Comment	KCC response
Signage is required on the A2	The original proposal was to restrict access of the A2, and this would be the most effective measure. However the costs associated and the unwillingness of Highways England to offer any concessions meant that this option could not be progressed within the financial and time constraints of the project.
There is not enough room for HGVs to turn around	As it is not possible to place advance signage on the A2, lorries will have already tuned into Coxhill by the time they are advised of the restriction ahead. There are some areas where smaller vehicles may be able to turn around, but larger vehicles will have no alternative but to continue. It is hoped that as the scheme beds in, and drivers become familiar with the changes, they will start to use the approved route along the A2 and A256.
HGVs may cut through on Sandwich Road	There is a risk that lorries may divert along this road. The Advisory signs will remain at the entrance to this road. As the road is very narrow and residential in nature, it is hoped that lorry drivers will realise that it is more practical to use the approved route.
HGVs cannot see signs until they have turned in	See comment above regarding space to turn around.
Will need to be enforced	The signs are internationally recognised so there should be no problems with drivers of different nationalities not understanding the restriction. As is the case with most limits and restrictions, the enforcement falls under the jurisdiction of Kent Police, but as the

	restricted area is relatively short and entirely residential in nature, this should help make it easier for Kent Police to enforce as and when resources permit.
Signage may be ignored	It is possible that the signage may be ignored but see comments above regarding enforcement.
HGVs may be routed on to other unsuitable roads	See comments re HGVs cutting through on Sandwich Road. If funding permits, there is little reason why the scheme could not be extended in future years.

Members can see a copy of responses upon request.

- 3.5 It can be seen that there is wide support for something to be done in the area, and despite there being a number of comments that the proposal is flawed or insufficient, it is felt that it is better that the status quo or no action being taken.

4.0 **Corporate Implications**

4.1 **Financial and VAT**

- 4.1.1 None for Dover District Council.

4.2 **Legal**

- 4.2.1 None for Dover District Council.

4.3 **Corporate**

- 4.3.1 None for Dover District Council.

5.0 **Recommendation(s)**

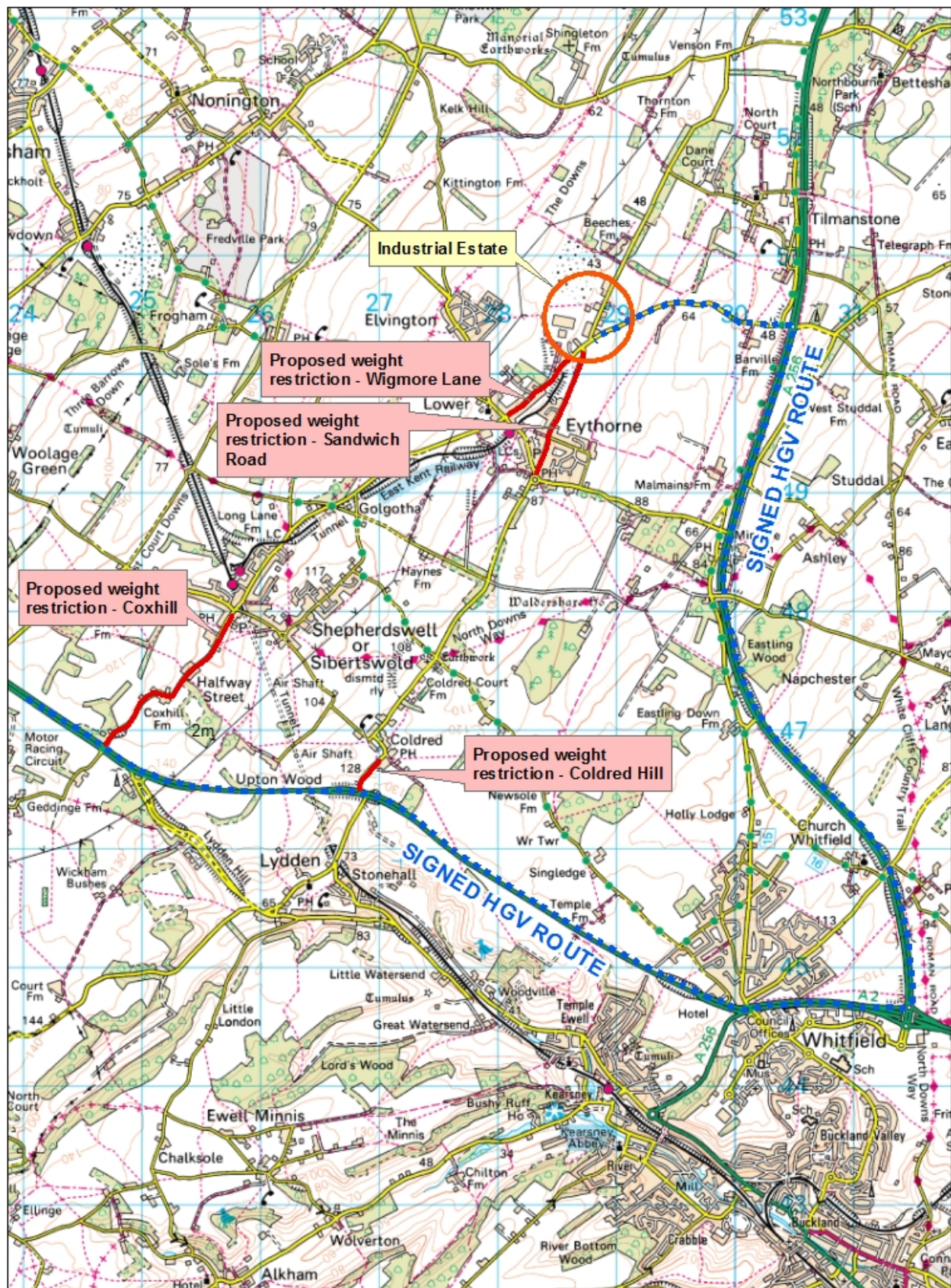
- 5.1 That members agree to the implementation of the proposed weight restriction in Wigmore Lane.

Contact Officer:	Richard Heaps, Schemes Project Engineer (Dover), Kent County Council, 03000 418181
Reporting to:	Tim Read, Head of Transportation, Kent County Council, 03000 418181

Background Papers

Title	Details of where to access copy
<i>Whole file</i>	<i>Highway Services, Kent County Council</i>

Appendix A – Shepherdswell & Eythorne Original Scheme Concept



Produced by Richard Heaps

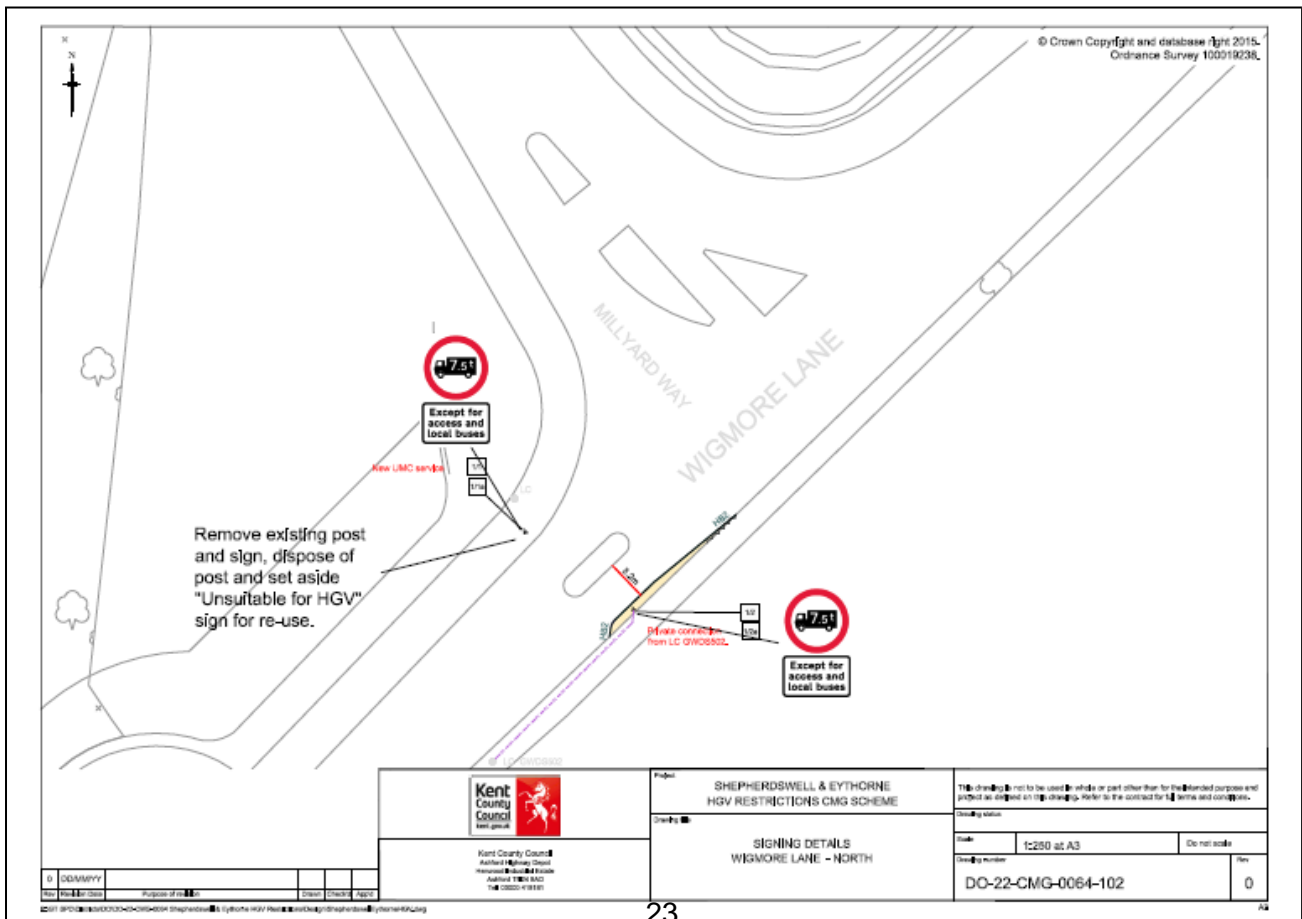
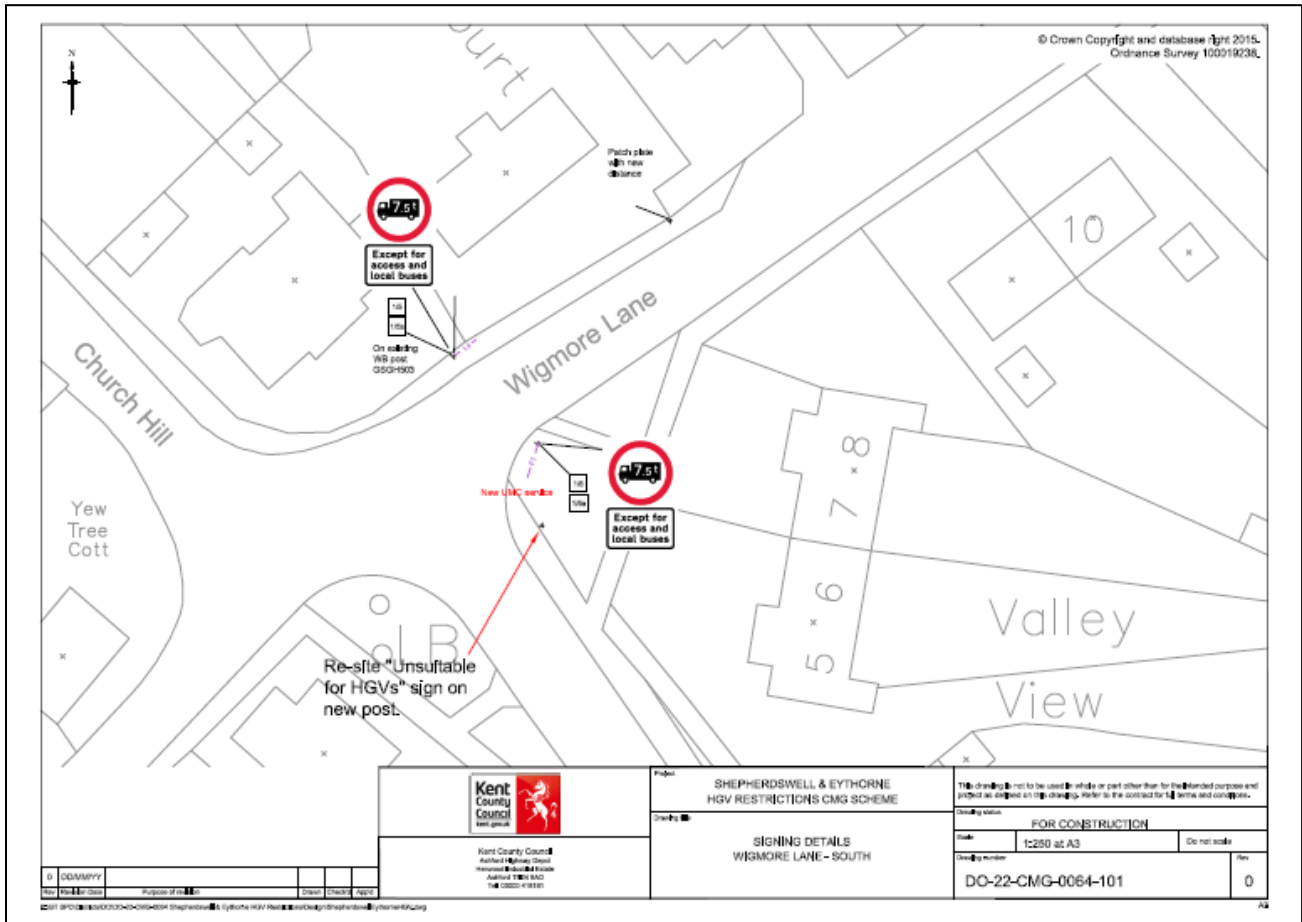
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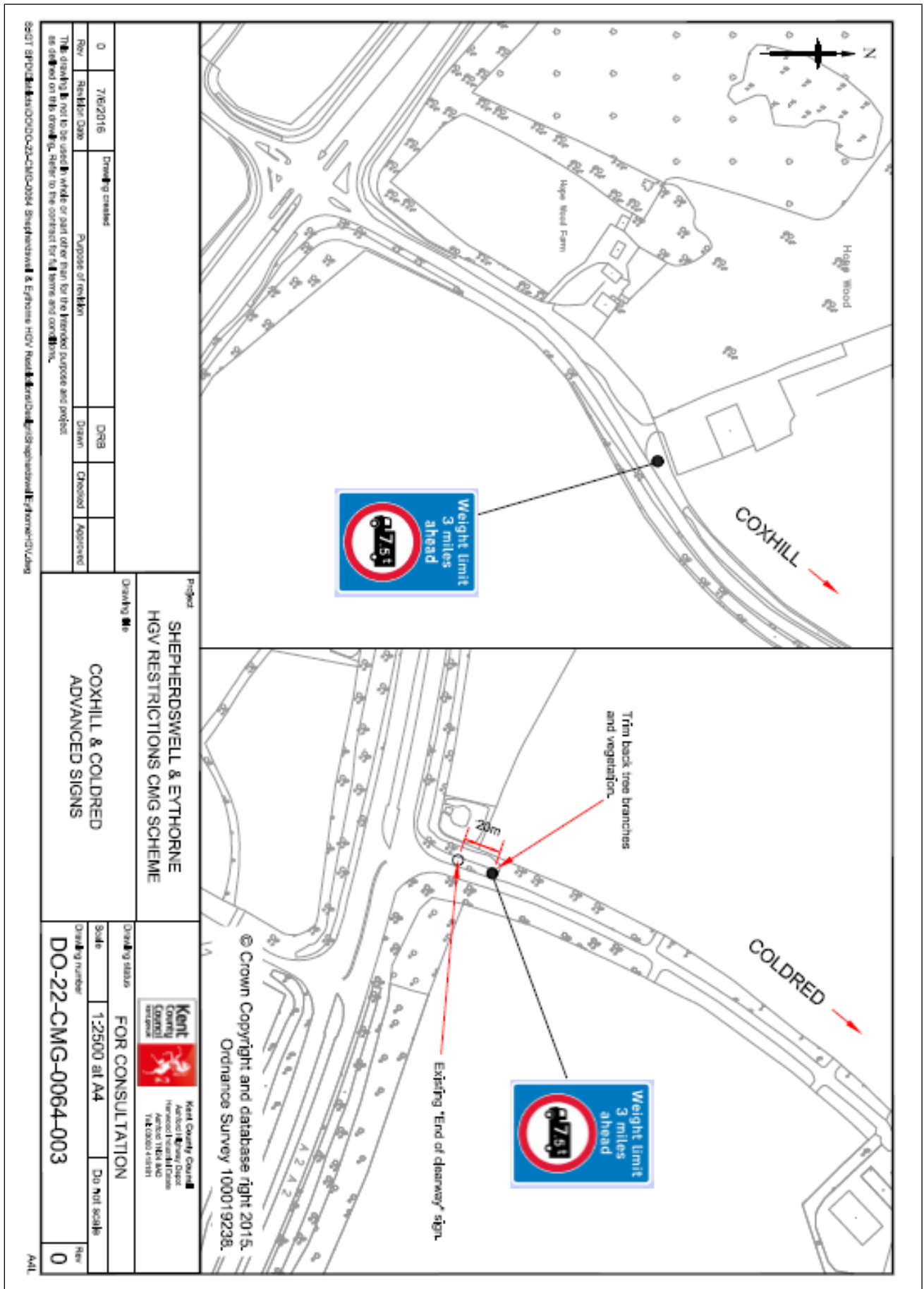
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Appendix B - Wigmore Lane Proposal



Appendix C – Signs in Coxhill and Coldred Road



SANDWICH TOWN CENTRE IMPROVEMENTS

To: **Dover Joint Transportation Board - 15 September 2016**

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

Classification: **Unrestricted**

This report is a progress update on the Sandwich Town Improvements

1. Introduction

On the 30th November 2015 Sandwich Town Council voted to allocate up to £80,000 from the S106 fund to develop a number of improvements to Sandwich.

1. Install a 7.5 Tonne Weight Restriction across the Town.
2. Install 3 new village gateway features and multilingual signage (where possible) on the outskirts of the town.
3. Employ an external consultant to holistically look at Sandwich and propose changes to improve traffic flows and the pedestrian experience.
4. Employ KCC to carry out detailed analysis with a view to create a design to install parking chicanes along New Street and High Street (in place of originally proposed traffic tables).
5. Employ KCC to carry out detailed analysis of Breezy Corner with a view to create a design that will protect the pedestrians and historic buildings from damage caused by vehicles.

2. Progress update

2.1 Install a 7.5 Tonne Weight Restriction across the Town

The Experimental traffic regulation order was implemented on the 27th June 2016. The anecdotal feeling is that it appears to have made a positive impact on the number of lorries entering the town.

A local Lorry Watch team is planning to record more data to compare the 'before and after' results at the time of writing.

In accordance with policy if sufficient objections are received, a recommendation may be required by JTB at a later date as to whether to implement permanently.

2.2 Install 3 new village gateway features and multilingual signage on the outskirts of the town.

The Gateways have been installed and Sandwich Town Council have requested extra white lines on all gateways and a gate on the Deal roundabout. This is being paid for from the remaining S106 fund.

2.3 Employ an external consultant to holistically look at Sandwich and propose changes to improve traffic flows and the pedestrian experience.

Rummey Design, the appointed consultant have finished the work and are due to present a final report to Sandwich Town Council at the time of writing.

All information including the consultation report (from 29th August) can be viewed at www.kent.gov.uk/sandwichtownreview

- 2.4 Employ KCC to carry out detailed analysis with a view to create a design to install parking chicanes along New Street and High Street (in place of originally proposed traffic tables).

Sandwich Town Council requested Rummey Design incorporate this as part of their work. In the meantime KCC has gained DDA funds to improve disability access in Sandwich and is designing a Zebra Crossing to link the ropewalk across New Street. This should improve pedestrian access and have the dual effect of calming traffic. A design is being created and the results of the consultation will be brought to a later JTB.

- 2.5 Employ KCC to carry out detailed analysis of Breezy Corner with a view to create a design that will protect the pedestrians and historic buildings from damage caused by vehicles.

KCC are designing this scheme at the time of writing. This proposes extending the footways and potentially installing bollards to physically prevent Heavy Goods Vehicles from being able to make the turn left on to Strand Street when travelling from Harnet Street.

Extending the footway is deemed necessary as the footway is not currently wide enough to accommodate bollards (which would offer the protection to buildings and pedestrians) without forcing pedestrians into the carriageway.

It is estimated that construction would take place towards the end of the calendar year.

Future Meeting if applicable:	A progress report will be presented at a later JTB
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Contact Officers:	Tim Middleton, Principal Transport Planner (03000 412457)
Reporting to:	Tim Read, Head of Transportation (03000 411662)

To: Dover Joint Transportation Board

By: KCC Highways, Transportation and Waste

Date: 15 September 2016

Subject: Highway Works Programme 2016/17

Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2016/17

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2016/17

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

Developer Funded Works – Appendix E

PROW – Appendix F

Bridge Works – see Appendix G

Traffic Systems – see Appendix H

Combined Member Fund – see Appendix I

Conclusion

1. This report is for Members information.

Contact Officers:

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

Toby Howe	East Kent Highway Manager
Steve Rivers	Dover District Manager
Sue Kinsella	Street Lighting Manager
Katie Moreton	Drainage Manager& Interim Structures Manager
Alan Casson	Road and Footway Asset Manager
Toby Butler	Traffic Systems

Appendix A – Footway and Carriageway Improvement Schemes

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

Machine Resurfacing – <i>Contact Officer Byron Lovell</i>			
Road Name	Parish	Extent of Works	Current Status
Menzies Road	Whitfield	Full length	Programmed 27 th September
Bellers Bush Roundabout (A256/A259)	Sandwich	Circulatory of roundabout and approaches	Programmed 28 th September
Stembrook / Church Street	Dover	Entire length of Stembrook and Church Street from its junction with Castle Street	Programmed 25 th September
Footway Improvement - <i>Contact Officer Neil Tree</i>			
Road Name	Parish	Extent and Description of Works	Current Status
Ash Road	Sandwich	From the level crossing to the roundabout at the A256. (Footway Protection Treatment)	Programmed to commence on 24 th October 2016 (Dates are subject to change due to adjustments to weather conditions)
Surface Treatments - <i>Contact Officer Clive Lambourne</i>			
Road Name	Parish	Extent of Works	Current Status
Ash Bypass	Ash	Surface Dressing Sandwich Roundabout to 235m west of Gilton	Completed
Kearsney Avenue	Temple Ewell	Micro Surfacing Whole length	Completed
Lucerne Lane	Langdon	Micro Surfacing Station Road to The Street	Completed
Mill Lane	Preston	Surface Dressing Park Road to The Street	Completed
Ramsgate Road	Sandwich	Surface Dressing Monks Way Roundabout to Sandwich Bypass	Completed

Roman Road	Staple	Surface Dressing Little Shatterling Farm to Wingham Wildlife Park	Completed
Sandwich Road	Ash	Micro Surfacing Full extents	Planned for 1 st September
Statenborough Lane	Eastry	Surface Dressing Full extents	Completed
Vale Road	Sutton	Micro Surfacing Church Hill to Sutton Lane	Completed
Wellington Road and Green Lane	Temple Ewell	Micro Surfacing Full extents	Planned for October 2016
Willow Woods Road	Sutton	Surface Dressing Boys Hill to 1245m South West of Boys Hill	Completed

Appendix B – Drainage

Drainage Repairs & Improvements - <i>Contact Officer Katie Moreton</i>			
Road Name	Parish	Description of Works	Current Status
A256 Whitfield Bypass	Whitfield	Installation of new soakaways	Complete
Fleming Road	Staple	Installation of new drainage system	Complete
Nash Road	Ash	Installation of new drainage system	Complete
St Mary's Close	Woodnesborough	Installation of new soakaway	Programmed for 12 th September 2016. Road closure required.
Easole Street	Nonington	Installation of new soakaway	Programmed for 24 th September 2016. 3 way traffic lights required.
Wingham Well	Wingham	Installation of new soakaway	Programmed for 12 th December 2016. Road closure required.
Cox Hill	Shepherdswell	Gully cleansing	Road closure required by end of September 2016.
Swanton Lane	Lydden	Kerbing and possible French drain to be installed	Awaiting programme date

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
Bench Street	Dover	Replacement of 10 street lights complete with LED Lanterns	Works Completed
Biggin Street	Dover	Replacement of 9 street lights complete with LED Lanterns	Partially Town Council Funded. Works Completed
St Davids Avenue	Dover	Replacement of 2 street lights complete with LED Lanterns	Works to be completed by Oct 2016
St Georges Crescent	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Freemans Way	Deal	Replacement of 4 street lights complete with LED Lanterns	Works to be completed by Oct 2016
Redsull Avenue	Mill Hill	Replacement of 4 street lights complete with LED Lanterns	Works to be completed by Oct 2016
Douglas Avenue	Mill Hill	Replacement of 5 street lights complete with LED Lanterns	Works to be completed by Oct 2016
Bulwark Road	Deal	Replacement of 3 street lights complete with LED Lanterns	Works to be completed by Oct 2016
Arthur Road	Deal	Replacement of 2 street lights complete with LED Lanterns	Works to be completed by Oct 2016
Charles Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Mongeham Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
The Chain	Sandwich	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Herbert Street	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Templeside	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Mason Dieu Road	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Marina Parade	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Mary Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016

Northbourne Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Pencester Road	Dover	Replacement of 2 street lights complete with LED Lanterns	Works to be completed by Oct 2016
Sheridan Road	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Trinity Place	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
The Street	Ash	Replacement of 1 street light complete with LED Lantern	Works Completed
Woodnesborough Road	Sandwich	Replacement of 3 street lights complete with LED Lanterns	Works to be completed by Oct 2016
York Street	Dover	Replacement of 5 street lights complete with LED Lanterns	Works to be completed by Oct 2016
Cannon Road	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
Golf Road	Deal	Replacement of 2 street lights complete with LED Lanterns	Works Completed
Folkestone Road	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Campbell Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Beaconfield Road	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Belgrave Road	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Campbell Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Dola Avenue	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Harnet Street	Sandwich	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Peverell Road	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Sandown Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Sutherland Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
St Radigunds Road	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
London Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Orchard Drive	River	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Adrian Street	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Liverpool Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016

Northbourne Road	Great Mongeham	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Beach Street	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
London Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Sandwich Road	Ash	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Millyard Way	Eythorne	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Melbourne Avenue	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Ramsgate Road	Sandwich	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Church Lane	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Middle Street	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Middle Street	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
Middle Street	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016
London Road junction with High Street	Temple Ewell	Replacement of 1 street light complete with LED Lantern	Works to be completed by Oct 2016

Number of lights to be converted on minor roads/footpaths = 4657

Number of lights converted as at 26/08/2016 = 2203

Therefore 47% have been converted.

We had a delay in Dover due to lantern supply issues, but this is rapidly being rectified and we anticipate completion in the next two weeks.

Appendix D – Transportation and Safety Schemes

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

Local Transport Plan Schemes - Contact Officer Richard Heaps			
Road Name	Parish	Description of Works	Current Status
Sandwich	Sandwich	Dropped kerbs to facilitate pedestrian access	To be incorporated into current works within Sandwich
Queen Street	Dover	Alterations to improve cycle crossing point	Scheme currently on hold due to funding, priority to be reassessed in 17/18
A257 Canterbury Road	Wingham Well	New footway in front of the properties on the South Eastern side of the road (Frema to Willow Cottage)	Design complete. Consultation undertaken and scheme currently on hold due to funding, priority to be reassessed in 17/18
Various Roads	Capel Le Ferne	20 mph scheme to encourage increased levels of walking and cycling	Works complete, some minor remedial work outstanding
Alkham Valley Road	Alkham	Between Kearsney and Alkham village – Crash Remedial Measures Route Study	Works complete
Local Growth Fund Schemes - Contact Officer Richard Heaps			
South Street	Deal	Alterations to incorporate improved bus facilities	Works largely complete, some minor remedial works

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Agreement Works)			
Scheme location	Parish	Description	Current status
Spinney Lane	Aylesham	Junction improvements – Spinney Lane/Adisham Road/Pond Lane.	Minor remedial works to be undertaken thereby accommodating large farm vehicles.
Market Place (Road 1.4) Aylesham Village expansion works	Aylesham	Amendments to Market Square including ben widening and additional parking areas.	Works to parking bays completed, stage 3 safety audit report awaited
Dorman Avenue North (Road 1.3) Aylesham Village expansion works	Aylesham	New footways, laybys and resurfacing of carriageway.	Footways and laybys complete, carriageway to be reconstructed.
Hyton Drive (off Church Lane)	Deal	Three new accesses to a development of 194 dwellings.	Temporary access in place for Section 38 scheme.
Coombe Valley Road	Dover	Construction of vehicle access at Buckland Hospital.	Phase 4 new bell-mouth access underway, some remedial works required.
Coombe Valley Road (Rosewood Heights)	Dover	New access to private development.	Minor remedials required.
Old Park Hill	Dover	Footway works connected with S38 development.	Works underway.
A20 York Street roundabout	Dover	Roundabout being removed to make way for traffic signalised junction.	Highways England works to commence August 2016 in conjunction with A20 Prince of Wales roundabout works.
A20 Prince of Wales roundabout	Dover	Roundabout being removed to make way for traffic signalised junction.	Highways England works underway.
Castle Street/Russell Street/Dolphin Passage	Dover	Traffic calming works in Castle Street, new turning head and related works in Russell Street and improvements to footways in Dolphin Passage.	Works complete in Castle Street, minor remedials required to granite rumble strips. Works ongoing in Russell Street and Dolphin Passage.
The Street	Preston	Pedestrian/footway	Awaiting technical

		improvements.	approval.
Grove Road/Stourmouth Road	Preston	New bell-mouth access into private development and new footways.	Works underway.
A258 London Road	Sholden	New Puffin crossing.	Minor remedial works underway.
Station Road	Walmer	Relocation of bus stops on Dover road and adjustments to kerb lines.	Works underway.

Appendix F - Public Rights of Way

Public Rights of Way – Contact Officer Andrew Hutchinson			
Path No	Parish	Description of Works	Current Status
EB10	Dover	Step construction	Works programmed for September 2016
ER51, ER60 & EE244	Pineham Dover	Surface improvements to byways North Downs Way	Works programmed for September 2016
EBX1	Dover	Surface Improvements	Funding allocated

Appendix G – Bridge Works

Bridge Works – contact officer Kathryn Moreton			
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
No traffic signal refurbishment work being carried out this year		

Appendix I – 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 Roger Wilkin, Director of Highways, Transportation & Waste and is up to date as of 15 August 2016.

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 be accessed by each Member via the online database or by contacting their Combined Member Fund Engineer.

Pam Brivio

Scheme	Status
Beaufoy Road, Dover - Investigation of 'Unsuitable for HGVs' sign	Handed over for delivery
St Alphege Road, Dover – new street lighting	Design in progress

Gordon Cowan

Scheme	Status
The Linces, Dover – road widening including waiting restrictions and relocation of bus stop	Works in progress, scheduled to finish by end of August 2016

Mike Eddy

Scheme	Status
Kingsdown Road, Walmer - gateway	Works complete
Golf Road, Deal - waiting restrictions	Works complete
Dover Road, Walmer – new Bus shelter	Works complete
Beach Street, Deal – new warning signs and high friction surfacing	Handed over for delivery

Geoff Lymer

Scheme	Status
Church Hill, Lydden – 30mph speed limits	TRO in progress, to be made in September 2016
Eythorne & Shepherdswell Weight Restriction	TRO and consultation in progress

Steve Manion

Scheme	Status
Cooting Road, Aylesham – Waiting restrictions	Works complete – some lining outstanding
Kingsdown village – 20mph speed limit	Works complete
East Langdon – 20mph speed limit	TRO in progress, to be made in September 2016
Church Street, Nonington – 20mph speed limit	TRO in progress, to be made in September/October 2016
Eythorne & Shepherdswell Weight Restriction	TRO and consultation in progress

Leyland Ridings

Scheme	Status
A257 Canterbury Road, Wingham Green – 40mph speed limit	TRO in progress, to be made in September 2016

Eileen Rowbotham

Scheme	Status
Kingsdown Road, Walmer - gateway	Works complete
Golf Road, Deal - waiting restrictions	Works complete
Dover Road, Walmer – new Bus shelter	Works complete
Beach Street, Deal – new warning signs and high friction surfacing	Handed over for delivery

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.

2.0 Recommendation

2.1 Recommendation to note.

Contacts: Toby Howe/Steve Rivers 03000 418181

DOVER DISTRICT COUNCIL

DOVER JOINT TRANSPORTATION BOARD – 15 SEPTEMBER 2016

EXCLUSION OF THE PRESS AND PUBLIC

Recommendation

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

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

Document is Restricted

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

Document is Restricted