

Minutes of the meeting of the **DOVER JOINT TRANSPORTATION BOARD** held at the Council Offices, Whitfield on Thursday, 12 September 2013 at 6.00 pm.

Present:

Chairman: Councillor S C Manion

Councillors: B W Bano (Minute Nos 200-207 only)  
T A Bond  
N J Collor  
J A Cronk  
G Cowan (Minute Nos 200-207 only)  
M R Eddy  
G Lymer  
M J Ovenden (In place of R S Walkden)  
J M Smith (In place of J H Goodwin)

Also Present: Mr K Gowland (KALC)  
Mr C Tough (Dover Town Council)  
Mr B Scott (Sandwich Town Council)  
Director of Environment and Corporate Assets  
KCC Highway Manager (East)

Officers: Mr S Rivers (KCC Highways and Transportation)  
Highways and Parking Team Leader  
Corporate Estate and Coastal Engineer  
Democratic Support Officer

197 APOLOGIES

Apologies for absence were received from District Councillors J H Goodwin, F J W Scales and R S Walkden; County Councillors P M Brivio, L B Ridings and E D Rowbotham; and Mrs S Hooper (KALC).

198 APPOINTMENT OF SUBSTITUTE MEMBERS

It was noted that, in accordance with Rule 4 of the Council Procedure Rules, Councillors M J Ovenden and J M Smith had been appointed as substitute Members for Councillors R S Walkden and J H Goodwin respectively.

199 DECLARATIONS OF INTEREST

It was noted that there were no declarations of interest.

200 MINUTES

In respect of Minute No 86, Mr Rivers referred Members to the document that had been circulated which gave an update on funding streams. Councillor M R Eddy welcomed the update, but commented that it contained several assumptions and requested that more formal reports be provided in future. Mr Rivers also handed out a document relating to Dover District Council's Community Infrastructure Levy charging schedule.

Further to Minute No 87, Mr Rivers reported that Stagecoach East Kent was piloting a scheme whereby electronic passenger information signs would be operational at

some bus-stops by April 2014. Subject to the pilot outcome, the provision of additional signs across Kent, funded through the Integrated Transport (IT) Programme, would be reviewed. The Pencester Road bus terminal was being considered as a future IT scheme, within which passenger information provision would be upgraded.

In respect of Minute No 89, Mr Rivers advised that work to the carriageway at Allenby Avenue, Deal was due to start on 15 October. A list of bus-stops on routes 14 and 14A which would be considered as part of Quality Bus Partnership improvement works was circulated to Members. These works were designed to ensure that bus-stops met the requirements of the Disability Discrimination Act, and only a third of stops were likely to be affected. A summary of the proposed works would be provided to Members once site surveys had been completed. Councillor N J Collor undertook to find out for Councillor B W Bano whether accessible buses would be used on these routes. Mr Rivers undertook to consult Richard Heaps (KCC Highways and Transportation) in respect of a query raised by Councillor T A Bond regarding a temporary bus-stop sited in London Road opposite Grange Road.

In respect of Minute No 91, Mr Rivers undertook to send Councillor Eddy a copy of KCC's reply regarding the impact of benefit changes on disabled parking bay applications. Councillor Eddy stressed that it was important for Members to understand fully the implications of the changes since they were expected to make finely balanced decisions.

The Minutes of the meeting of the Joint Transportation Board held on 27 June 2013 were approved as a correct record and signed by the Chairman.

201 ENVIRONMENT, HIGHWAYS AND WASTE CABINET COMMITTEE (EHWCC)

The Board received a report on the pothole 'Find and Fix' programme that had gone to the Environment, Highways and Waste Cabinet Committee meeting held on 19 June 2013. Mr Rivers corrected page 11 of the report, advising that the graph compared enquiry levels over the last eight months rather than two years. Enquiries were now at more normal levels which indicated that the 'Find and Fix' programme had been a success. In response to Councillor Eddy, Mr Rivers urged Members to report roads and gullies affected by weeds using the online reporting tool or contact centre. In response to a request from Councillor Collor, Mr Rivers undertook to update the graph.

RESOLVED: That the report be noted.

202 RIVER DOUR GREENWAY – BUCKLAND BRIDGE

Mr Rivers presented the report which explained the reasons for works to Buckland Bridge, over which the new cycle path was to be routed, not being progressed.

RESOLVED: That the report be noted.

203 EXPERIMENTAL PROHIBITION OF RIGHT TURN - RUSSELL STREET, DOVER

Mr Rivers introduced the report which outlined proposals to make permanent an Experimental Traffic Regulation Order (TRO) at the junction of Russell Street and Townwall Street (A20). The Experimental TRO had been introduced to prohibit right turns from Russell Street into Townwall Street in order to improve air quality

and traffic flow. Councillor Collor clarified that Russell Street would remain open between Castle Street and the Castle Inn.

RESOLVED: That it be recommended that the Experimental Traffic Regulation Order be made permanent.

204 PROPOSED SPEED LIMIT AND WAITING RESTRICTIONS - SANDWICH ROAD, LONDON ROAD AND SHOLDEN NEW ROAD, SHOLDEN

Mr Rivers presented the report which outlined proposals to extend the 30mph speed limit in Sandwich Road and London Road, and to introduce waiting restrictions in Sandwich Road, London Road and Sholden New Road. The proposals would be funded by the developer as part of the Section 278 agreement. Concerns had been raised by Kent Police and Sholden Parish Council and these were addressed in the report.

Councillor J A Cronk endorsed concerns raised by the Parish Council regarding bus access, and added that the bus route along Sholden New Road could be seriously affected by parked cars. Mr Rivers undertook to pass on the latter concern to traffic engineers.

Councillor Bond queried whether the cycle path would run past the scout hut into Sholden New Road, in which case there could be a potentially dangerous conflict between buses and cyclists. The route and length of the path agreed within the Planning permission should be implemented. It was also a concern that there was no intention to consult the public on the final route.

Mr Rivers advised that the proposed route had been subject to careful consideration by professionals and a safety audit carried out. If the path was part of infrastructure works undertaken through the Section 278 agreement, the route would have been agreed in principle at the Planning stage and further consultation would not therefore take place. Mr Rivers undertook to consult Sally Benge (KCC Highways and Transportation) who would advise Councillor Bond whether the route of the cycle path had been finalised.

In response to Councillor B W Butcher, Mr Rivers explained that Sandwich Road would be widened to accommodate the new development and, with a number of properties fronting the road, it was prudent to take pre-emptive measures which experience with similar developments had shown were necessary. It was clarified that a 'no right turn' sign into Cottington Lakes and the development was part of the developer's traffic management plan. Mr Rivers undertook to follow up concerns raised by Councillor Cronk regarding the developer's failure to keep the main road free of soil and building debris.

RESOLVED: (a) That it be recommended that the reduction in the speed limit be approved.

(b) That it be recommended that waiting restrictions be approved as advertised.

205 HIGHWAY WORKS PROGRAMME 2013/14

Mr Rivers presented the report which updated Members on works that had been approved for construction in 2013/14.

In respect of Appendix A, Members were advised that Spinney Lane, Aylesham had been assessed by the contractor as being marginally suitable for machine surfacing. However, funding for such treatment was doubtful given that it was considerably more expensive than micro asphalt surfacing. In respect of Appendix B, Mr Rivers advised that the drainage cleaning schedule offered a new postcode search facility and was on KCC's website.

In respect of Appendix C, Mr Rivers advised that Dover had been the first trial switch-off area in Phase 1. There had been no incidents reported, but the situation would be monitored. With respect to sites that had not yet been switched off, KCC was reviewing representations made and working with the police to identify any areas of concern. Of the sites considered by the Dover Joint Transportation Board at its meeting held on 28 February 2013, Whitfield Hill, the A257 Ash Bypass, Betteshanger Road and Folkestone Road had proceeded to switch-off. The Eythorne, Tilmanstone and Venson junctions on the A256 had been withdrawn from the proposals as a result of comments received. The East Kent Access Road had been deferred for inclusion in Phase 2 of the scheme.

Consultation on Phase 2 had closed on 23 August, with the majority of respondents supporting the part-night lighting proposals. A survey of all street lights was underway to assess whether they were suitable for inclusion in the proposals. Again, KCC was working with the police and other agencies to ensure that areas that experienced high levels of anti-social behaviour were excluded from the proposals, and the proposals modified as appropriate if it were found that particular groups would be adversely affected. Works to convert areas to part-night lighting were due to commence in west Kent in November.

In response to a query by Councillor Eddy, Mr Rivers advised that old lighting columns would remain in place until the power supply had been transferred to the new ones. Mr Rivers reassured Councillor M J Ovenden that any concerns raised by the police or public regarding lighting levels in Elvington, which suffered from high levels of anti-social behaviour, would be considered carefully.

In response to concerns raised by Councillor J M Smith regarding Whitfield Hill, Mr Rivers advised that both the police and street lighting engineers did not believe that lighting had been a contributory factor to any incidents occurring at this location.

Mr Rivers advised Members that, following a recent fatality on the A258 Dover/Deal road, KCC had inspected the accident site and found no evidence of any highway defects. The KCC Highway Manager (East) advised that, once the police and KCC had completed their investigations, the Board would receive a report.

RESOLVED: That the report be noted.

## 206 EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED: 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 advised that Applications A, B, C and D had received no letters of objection following informal consultation with neighbours. Since the applicants met all the criteria, it was recommended that the applications be progressed to formal advertisement.

Item E of the report dealt with the removal of one disabled parking bay which was no longer needed as the original applicant had moved. It was therefore recommended that this bay be formally advertised with the intention of removing it.

- RESOLVED: (a) That it be recommended that Applications A, B, C and D be formally advertised and, in the event that no objections are received, be recommended for sealing by Kent County Council (with any objections being referred back to a future meeting of the Dover Joint Transportation Board for further consideration).
- (b) That it be recommended that the disabled parking bay detailed in Item E of the report be formally advertised with the intention of removing it and, in the event that no objections are received, be recommended for sealing by Kent County Council (with any objections being referred back to a future meeting of the Dover Joint Transportation Board for further consideration).

The meeting ended at 7.05 pm.