

Minutes of the meeting of the **DOVER JOINT TRANSPORTATION BOARD** held at the Council Offices, Whitfield on Thursday, 27 February 2014 at 6.00 pm.

Present:

Chairman: Councillor S C Manion

Councillors: B W Bano (Items 4-13 only)  
T A Bond  
P M Brivio  
P I Carter (In place of R S Walkden)  
N J Collor  
G Cowan (Items 7-13 only)  
J A Cronk  
M R Eddy (Items 4-13 only)  
G Lymer (Items 1-5 only)  
L B Ridings  
F J W Scales  
J M Smith (In place of J H Goodwin)

Also Present: Mr K Gowland (KALC)  
Mr B Scott (Sandwich Town Council)  
Councillor M J Ovenden

Officers: Mrs S Bengé (KCC Highways and Transportation)  
Mr S Gasche (KCC Transport Strategy)  
Mr R Heaps (KCC Highways and Transportation)  
Mr S Rivers (KCC Highways and Transportation)  
Head of Community Safety, CCTV and Parking  
Highways and Parking Team Leader  
Corporate Estate and Coastal Engineer  
Democratic Support Officer

512 APOLOGIES

Apologies for absence were received from District Councillors J H Goodwin and R S Walkden, and Mrs M Burnham (Deal Town Council) and Mrs S Hooper (KALC).

513 APPOINTMENT OF SUBSTITUTE MEMBERS

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

514 DECLARATIONS OF INTEREST

It was noted that there were no declarations of interest.

515 MINUTES

The Minutes of the meeting of the Joint Transportation Board held on 12 December 2013 were approved as a correct record and signed by the Chairman, subject to the inclusion of comments made by Councillor T A Bond who had sought clarification on whether the high speed rail tender specified the number of rail services, etc that the successful operator would be expected to provide.

516 UPDATE ON HIGH SPEED RAIL LINK

Mr Gasche (KCC Principal Transport Planner – Rail) gave a verbal update to Members on high speed and mainline rail services. The next phase of the high speed franchise would be the award of the Direct Award contract for the period covering December 2014 to June 2018. Existing high speed peak-time services would be included in the contract and were guaranteed until June 2018. High speed peak services would largely stay as they were in terms of pattern and frequency, but some would call additionally at Martin Mill and Walmer. There would be a new high speed off-peak loop service which would operate in both directions every hour. This service would replace the off-peak mainline service to Charing Cross, but passengers at Martin Mill, Walmer, Deal and Sandwich wishing to travel to Charing Cross could do so by changing at Ashford. Subject to the Department for Transport's agreement, passengers from these stations would be able to travel off-peak on the high speed service via Faversham at mainline fares. The off-peak mainline service to and from Dover Priory would reduce from two to one train per hour.

In response to questions, Mr Gasche advised that the new high speed timetable was likely to be publicly available from May or June. The practice of attaching and detaching mainline trains at Ashford would stop. It was clarified that passengers travelling off-peak at the weekend from Sandwich or Deal would pay mainline fares if they travelled to and from London via the north Kent line. The premium fare applied to high speed services operating between Ashford and St Pancras.

RESOLVED: That the verbal report be noted.

517 NATIONAL CYCLE NETWORK ROUTE 16, DOVER

Mrs Benge (KCC Strategic Transport and Development Planner) presented the report which set out proposals to use Section 106 money to provide a safe connection for cyclists between public footpath EB12 and the River Dour Greenway via Barton Road, including the upgrading of the crossing. It was recognised that the bend from Barton Road into Frieth Road was a dangerous one. By widening the footpath, it was hoped to reduce the speed of traffic round this bend as the lanes would be narrowed by the proposed build-out.

Several Members suggested that a holistic review of the entire junction was needed in order to develop a comprehensive set of safety measures for what was a complex and dangerous junction. Concerns were raised that widening the footway, as proposed, would create a pinch point and make matters worse. There were several schools nearby and it was important to ensure that appropriate measures were taken in order to protect all users, not just cyclists.

Mrs Benge advised that, whilst only at the concept stage, the scheme had already been through an initial safety audit. If Members wished, the whole junction could be reviewed by KCC with a view to using KCC's Member Highway Fund to implement more comprehensive safety measures. However, Section 106 monies were time-limited and would be lost if not utilised soon. Members therefore agreed that the proposed scheme should be implemented, but that temporary 'lego blocks' should be used for the build-out so that its impact could be assessed before a permanent one was installed. It was confirmed that existing guard railings would be retained and more added if the safety audit identified a need for them.

- RESOLVED: (a) That the proposed scheme be recommended for approval, on condition that temporary 'lego blocks' be used for the build-out.
- (b) That, in the meantime, KCC Officers be charged with exploring safety measures for the entire Barton Road/Frith Road/Old Charlton Road/Connaught Road/Castle Avenue junction, including the use of KCC's Member Highway Fund to fund such measures.

518 QUALITY BUS PARTNERSHIP UPDATE

Mr Rivers summarised a written statement from David Joyner, KCC's Transport and Safety Policy Manager.

The Quality Bus Partnership (QBP) was a voluntary agreement between KCC, Dover District Council and Stagecoach, requiring partners to work together to co-ordinate improvements to local bus services and associated infrastructure. Since 2009, accessibility had been improved at 122 bus-stops and the number of miles operated by accessible buses had increased from 59% to 70%. The number of bus-stops with time-table information had increased from 142 to 282, and the frequency of services between Dover and eight key destinations (including Canterbury and Hythe) had been improved. The number of passenger journeys had increased by 6% in contrast to the national trend.

Members were advised that the project to provide real-time bus information to bus-stops and via the internet and smart phones was on track to begin rolling out over the summer. Given the spread of smart phones, it was now proposed to concentrate electronic signs only on key bus routes as a cost-saving measure. Stagecoach was looking to carry out some rationalisation to bus route 14.

Councillor B W Bano commented that many pensioners did not use smart phones and would therefore be unable to access electronic time-table information. The Board had been advised that electronic signs would be in place by April 2014 but, disappointingly, this had not happened. Councillor Bano asked whether there was a commitment to provide these signs and at which sites and, in relation to bus route 14, sought an update on bus-stop accessibility measures. Mr Rivers undertook to e-mail this information to Members.

RESOLVED: That the statement be noted.

519 FIND AND FIX - WEATHER DAMAGE REPAIRS 2014

Mr Rivers introduced the report which outlined proposals to repair the damage to roads caused by the recent heavy rain and flooding. An additional £2.5 million had been earmarked for this work by KCC, of which £193,978 had been allocated to the Dover district. £90,000 of this allocation had been committed to date, with the first works scheduled to start during the Easter holidays. This programme of repair work was separate to previous programmes and additional gangs would be employed specifically for the purpose. It was clarified that smaller potholes would be dealt with under the existing contract which specified a 28-day response for non-emergency work. Larger scale works requiring a more permanent repair would commence at Easter.

In response to concerns raised by Councillor J A Cronk regarding potholes along the length of Townwall Street, Snargate Street and Archcliffe Road, Councillor N J Collor advised that he had been in touch with the Highways Agency which was awaiting a report from its contractor. In respect of potholes at Oxney Bottom and Liverpool Road, Councillor M R Eddy praised KCC for its quick response in difficult circumstances.

Mr Rivers welcomed the positive feedback. The Environment Agency had advised that groundwater levels were still rising and were unlikely to peak for another six weeks, potentially causing more damage to the road network. Co-operation between the Environment Agency, local authorities and emergency services had been extremely good during the spell of bad weather.

RESOLVED: That the report be noted.

520 CRASH REMEDIAL SCHEMES 2014/15

Mr Heaps introduced the report which gave details of eleven sites that had been visited by himself and an officer from the Kent Police Traffic Management Unit for the purposes of establishing whether crash remedial measures would improve safety at the sites. Of the eleven investigated, six sites had been identified as likely to benefit from safety measures.

In response to Councillor P M Brivio, Mr Heaps advised that the installation of a pedestrian crossing was being considered at the A256 London Road/Bridge Street junction. At Frith Road it was proposed to move a sign and refresh lane markings. Councillor Brivio commented that measures taken on the latter should complement any measures implemented as part of the wider review. In respect of the A256 Barville Road roundabout, Members were advised that there had been a number of crashes which differed in nature and had no discernible pattern. With regards to Sandwich toll bridge, it was hoped to carry out traffic counts and submit an options report by the end of March.

RESOLVED: That the report be noted.

521 PROPOSED RESIDENTS' PARKING SCHEMES

The Highways and Parking Team Leader presented the report which outlined proposals relating to the introduction of a residents' parking scheme in Deal and two pay and display parking schemes in Deal and Dover.

The Board was advised that formal public consultation on the Bridgeside scheme had been undertaken and a considerable number of objections had been received, primarily from residents in neighbouring roads. The original petitioner had also submitted two further letters which had been circulated to Members before the meeting. Many of the respondents did not object to the scheme per se, but were concerned about the potential impact on their roads and requested that the scheme be extended accordingly. Members had the option of approving the scheme that had been recommended for consultation at the meeting held on 12 December 2013 or of consulting on an extended scheme to include additional roads.

Several Members were of the opinion that it would be fairer to extend the scheme given its potential impact on surrounding roads. However, this would delay the implementation of the original scheme which also seemed unfair on Bridgeside residents. The Highways and Parking Team Leader clarified that the delay was

likely to be at least six months whilst a review and consultation on an amended scheme was undertaken.

There was consensus that surrounding roads were already under considerable pressure, and the situation was likely to get worse once nearby housing developments were completed, and as demand for the high speed rail link increased. Against this background, a review of the surrounding streets to understand parking pressures followed by consultation on a wider scheme appeared sensible. In response to Councillor F J W Scales who referred to a recent planning application for a property in Church Path, the Highways and Parking Team Leader undertook to discuss with Richard Smith at KCC Highways and Transportation the feasibility of consulting DDC's Highways and Parking team on relevant planning applications.

The Head of Community Safety, CCTV and Parking advised Members that the proposals for Sondes Road were designed to provide additional parking spaces for non-residents in order to encourage visitors to the town, and provide a convenient place for them to park close to seafront amenities. There were currently twenty bays in the street and removing six, as proposed, would leave an adequate number to cover the twelve permits issued to residents to date. Several Members highlighted the pressure on parking spaces in Sondes Road, whilst Councillor Bano doubted that the proposal would support tourism in the town, given that it would remove some of the parking spaces available to guest houses in the road.

In respect of proposals for on-street Pay and Display parking spaces at York Street, Councillors Brivio and G Cowan opposed the proposal, citing the danger of cars stopping to park in a fast-flowing lane, and commenting that it took no account of major development proposed nearby which would lead to a significant increase in traffic using this route. Councillor Cronk questioned the wisdom of squeezing traffic into one lane along one of the main roads into Dover and suggested that this would lead to traffic backing up to the roundabout.

Councillor Collor supported the proposal, stating that it was likely to calm traffic and would provide additional parking spaces to replace those lost when the Russell Street car park closed. Councillor Scales added that York Street was no longer the busy road it used to be, and that it was common practice to have parking spaces in busy roads.

RESOLVED: It was agreed to recommend to Kent County Council:

- (a) That a Traffic Regulation Order be made to implement the proposed on-street Pay and Display parking along York Street, Dover, as detailed in the report.
- (b) That the proposed Residents' Parking Scheme for Bridgeside, Deal be implemented as detailed in the report, and Officers charged with drawing up proposals for an additional Residents' Parking Scheme that would include neighbouring roads such as Albert Road, Middle Deal Road and Matthews Close.
- (c) That the proposed on-street Pay and Display parking in Sondes Road, Deal be withdrawn.

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 machine resurfacing and footway improvement works at Allenby Avenue were due to go ahead as planned in May, subject to weather conditions. In respect of drainage repairs, it was reported that the drainage repair and improvement programme was being reviewed in the wake of the floods and a report would be brought to the Board in April. It was suggested that public rights of way works to footpath EE291 at Aylesham, due to start on 24 February, had probably been delayed due to the bad weather.

In response to Councillor Eddy who requested that Canute Road, Deal, be added to the drainage programme, Mr Rivers confirmed that there would be a wholesale review of the drainage programme, with the intention of operating an inspection-led regime. It was recognised that the gullies in Canute Road, which drained into soakaways, were poorly equipped to cope with heavy rain. Mr Rivers agreed that future reports needed to state whether roads undergoing works were in Deal or Walmer where this was not clear. In terms of developer-funded works, road resurfacing on the A258 at Sholden had been completed, with all structural works done. In response to questions, Mr Rivers advised that the recent flooding in the Alkham Valley had been due to the chalk aquifer being unable to cope with the high volume of rain flashing down into the valley.

RESOLVED: That the report be noted.

523 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.

524 APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS

Councillors Brivio and Cowan queried why the criteria adopted by Dover District Council for considering disabled parking bay applications differed to that which had been adopted by KCC, specifically the applicant having to be the driver of the vehicle. In addition, it was unfair that an application could be refused on the basis that 5% of the available road parking space in the street had already been exceeded. Some other authorities applied different criteria, including allowing non-drivers to apply for bays. These anomalies required clarification.

The Corporate Estate and Coastal Engineer clarified that the 5% capacity criterion was only a guideline, and that an application from a disabled person who was not the driver of the vehicle would be considered if there were mitigating circumstances. Councillor Collor accepted that there were discrepancies in the criteria being applied across Kent, and proposed that KCC's Parking Manager should be invited to the next meeting of the Board in order to provide clarification.

The Corporate Estate and Coastal Engineer referred Members to the report which gave details of six disabled parking bay applications. Applications A, B and D had been the subject of informal consultation and letters of objection had been received in relation to all four. Since the applicants met all the criteria, it was recommended that they should be progressed to formal advertisement. Application F had been

subject to formal consultation and, since it met all the criteria and no further letters of objection had been received during the consultation period, it was recommended that this application be sealed by KCC.

In respect of Applications C and E, the Board was advised that no letters of objection had been received following informal consultation with neighbours. Since the applicants met all the criteria, it was recommended that the applications be progressed to formal advertisement.

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

- RESOLVED:
- (a) That a report on disabled parking bay criteria be brought to the next meeting of the Dover Joint Transportation Board, and Kent County Council's Parking Manager be invited to attend the meeting.
  - (b) That it be recommended that Applications A, B, C, D and E 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).
  - (c) That it be recommended that Application F be sealed by Kent County Council.
  - (d) That it be recommended that the six disabled parking bays detailed in Item G of the report be formally advertised with the intention of removing them and, in the event that no objections are received, be recommended for sealing by Kent County Council (with any objections being referred back to a future meeting of the Dover Joint Transportation Board for further consideration).

The meeting ended at 8.27 pm.