

Minutes of the meeting of the **DOVER JOINT TRANSPORTATION BOARD** held at the Council Offices, Whitfield on Thursday 17 June 2010 at 6.00 pm.

Present:

Chairman: Councillor T A Bond

Councillors: N J Collor
B R Cope
A Friend
J H Goodwin
G J Hood
S G Leith
S C Manion
L B Ridings
J A Rook
C J Smith
R S Walkden

Also Present: Mr P Acarnley (Deal Town Council)
Mr G Cowan (Dover Town Council)
Mr K Gowland (KALC)
Mrs S Hooper (KALC)

Officers: Mr D Barton (Kent Highway Services)
Mr D Button (Kent Highway Services)
Senior Transport Officer
Transportation Engineer
Democratic Support Officer

Apologies for absence were received from District Councillors M D Conolly and S R Nicholas, and County Councillor R Frayne.

93 APPOINTMENT OF SUBSTITUTE MEMBERS

It was noted that, in accordance with Rule 4 of the Council's Procedure Rules, Councillor S G Leith had been appointed as substitute Member for Councillor S R Nicholas.

94 MINUTES

In respect of Minute No 508, Mr Button advised that there was a joint partnership board comprising Kent Highway Services (KHS) and Kent County Council's (KCC) Children, Families and Education team that met every two months to look at schools transport and Freedom Pass matters. In response to Councillor J A Rook, Mr Button undertook to establish whether there was any Member involvement with the board.

In respect of Minute No 510, Mr Button referred to the plans on screen which showed the new double yellow lines agreed with the Parish Council for Upper Street and The Rise, Kingsdown. These would be advertised and any objections received would be brought before the Board.

The Minutes of the meeting of the Joint Transportation Board (JTB) held on 15 April 2010 were approved as a correct record and signed by the Chairman.

(Councillor S C Manion declared a personal and prejudicial interest for the reason that he owned a property in Kingsdown which would be directly affected by the parking restriction proposals and withdrew from the Chamber during consideration of the item.)

95 ENVIRONMENT, HIGHWAYS & WASTE POLICY OVERVIEW AND SCRUTINY COMMITTEE

The Board received the reports submitted to the Environment, Highways & Waste Policy Overview and Scrutiny Committee (POSC) on 25 May 2010 and the minutes of the POSC meeting held on 25 March 2010.

In respect of Deal train services, there was agreement that it was time to establish a group comprising members and interested parties to lobby on this matter. The Board was advised that there was an intention to extend the Kent Freedom Pass scheme in stages, in line with the timetable for raising the school leaving age to 18. The scheme would be extended to 17-year olds in 2012 and to 18-year olds in 2014. Mr Button referred Members to the report on weather damage repairs to roads, reporting that the figures given in the report reflected 8 weeks' work. A total of 3,355 roads in the Dover district had been repaired during the period, and those outstanding were listed on the KCC website. Councillor C J Smith commended KCC for its response, which had been better than many other authorities.

RESOLVED: (a) That a letter be written on behalf of the Board to the KCC Cabinet Member and Executive Director for Environment, Highways and Waste requesting that Kent County Council include Deal train services when making representations to the Government about the 2014 franchise.

(b) That the minutes and the reports be noted.

(Council J H Goodwin declared a personal interest for the reason that he was employed by Southeastern Trains.)

96 MATTERS ARISING FROM NEIGHBOURHOOD FORUMS

A list of issues arising at the Deal and Walmer Neighbourhood Forum meeting held on 8 June 2010 was circulated to the Board for consideration.

In response to a question regarding the A258 Deal to Sandwich road, Mr Barton advised that the A258 Deal to Dover road had been upgraded at a cost of £1 million following a number of accidents. There had been 6 non-fatal crashes in 5 years on the A258 Deal to Sandwich section, with only one being attributable to speed. Given the crash record on this stretch, it would be difficult to justify the expenditure involved. The road would continue to be monitored.

Mr Button advised that the longevity of a soakaway depended on the nature of the ground surrounding it. In the absence of a budget for a regular cleaning programme, cleaning was carried out as and when the need arose.

In respect of a 20 mph speed limit in Deal, Mr Barton explained that there was a general policy that classified roads, such as the A258, were unsuitable for a 20 mph speed limit for a number of reasons, including the fact many were bus routes. Such

a scheme in Deal would involve major works and would need to be self-policing. Department for Transport evidence indicated that 20 mph schemes based on signage alone achieved only a 1 to 2 mph speed reduction, so the view was that any scheme would need to include physical measures to be effective. However, Mr Button advised that, as a result of a blanket 20 mph scheme in Portsmouth which had achieved some improvement without physical measures, the Government was looking in to the matter.

In response to questions, Mr Barton clarified that schemes were normally introduced only where speeds were already relatively low, in places such as Sandwich. The speed limit review of east Kent had been suspended due to budget cuts, although the report had been completed and consultation with members and parish councils was now due.

Mr Barton advised that the Integrated Transport Strategy was in draft form, public consultation having finished in April 2010. The Strategy would form part of the Local Transport Plan 3 which would be going out to consultation in the autumn, when there would be further opportunity for the public to comment.

Mr Barton advised that Deal Castle Road was due to be resurfaced in December and measures would be taken then to make traffic movements clearer, including the installation of a 'no right turn' sign.

Mr Barton advised that the comments regarding Deal and Walmer stations would be taken on board by KCC in its lobbying of the Government about Deal rail services. Concerns were expressed by some Members about the effect such a proposal would have on residents living near Walmer station.

In response to questions, the Democratic Support Officer advised that she would liaise with the Dover District Council Officer responsible for Neighbourhood Forums to ensure that the answers to the public's questions were forwarded to them via the database.

- RESOLVED: (a) That the issues raised at the Deal and Walmer Neighbourhood Forum be noted.
- (b) That the Speed Limit Review for east Kent be reinstated and consultation undertaken, and Kent County Council be requested to explore the possibility of trialling the Portsmouth 20 mph scheme in the Deal conservation area.

97 WINTER SERVICE CONSULTATION 2009/10

Mr Button submitted a report, and asked Members for their views on the winter service that had been provided by KHS during 2009/10. Members made the following comments:

- More priority should be given to salting town centres, pedestrian precincts, etc.
- Bus routes should also be made a priority.
- More grit should be made available.

- Provide more grit/salt bins for residents, many of whom are willing and able to take control of their own salting.
- 3 grit/salt bins for the whole of Deal is insufficient. Many bins have disappeared and should be reinstated.
- Insufficient salt put on urban pavements. Grit provides a better foothold and is more easily accessible than salt.
- Businesses in Dover were concerned about the lack of clearing in the town centre, and some shops reported that they had been advised not to clear their pavements.
- Commonsense needs to prevail and shopkeepers that clear their pavements commended. The legislation regarding liability for clearing needs to be clarified and communicated better.
- Rural villages, like Eastry, with high numbers of elderly residents, were badly hit during the snowy spell and should not be forgotten.
- Some side roads provide an important link to main thoroughfares but were not gritted and so treacherous.
- Members of the public had commented that some roads were salted even though the weather forecast was not bad.
- Gritters were travelling too fast and the salt was therefore hitting cars and landing ineffectively.
- Farmers should be congratulated for their contribution.
- The Dover Winter Service Plan comments that Shakespeare Road and Bunkers Hill in Dover are too steep to drive up, but this is not the case if gritters drive down.
- KCC congratulated on keeping Kent's roads relatively clear until Deal, which was cut off at one point.
- The High Street, Deal shopping area mentioned in the Dover Winter Service Plan should be better defined and include residential areas of the town centre.
- Snow drifts could be prevented by use of snow fences. More should be deployed.

In response to Members' questions, Mr Button advised that Members' comments would be fed back to the POSC and incorporated into the Winter Service Plan for 2010/11, as would comments received from town and parish councils, Members, etc. In response to a specific issue raised, the Board was advised that pre-wetted salt would be introduced for use during winter 2010/11 in order to improve adherence. The gritting vehicle's spreader was linked to the speed of the vehicle, so driving more slowly would help to spread salt more effectively.

RESOLVED: (a) That Members' comments be submitted to Kent Highway Services within a week of the meeting for inclusion in its report and recommendations to the Environment, Highways and Waste Policy Overview and Scrutiny Committee which is due to meet in July 2010.

(b) That the report be noted.

98 ON-STREET PARKING ENFORCEMENT – OPERATIONAL REVIEW

Mr Button advised that the report before the Board was for information, and concerned an update to the existing parking protocol which provided a framework of common principles for parking policy and management that was not covered by the legal agreements made between KCC and district councils. Councillor N J Collor raised concerns that the report referred to JTB approval being sought, when this was not the case. The Protocol had been approved by the Chief Executives in March and adopted on 1 April 2010, yet there had been no opportunity for Members to comment via the JTB or the POSC before its approval. Mr Button undertook to ensure that the relevant team was made aware of the Board's concerns regarding the lack of Member input and changes to the functions contained within the Protocol.

RESOLVED: (a) That a strongly-worded letter be sent to Kent Highway Services about the lack of Member input to the Protocol, and that Kent Highway Services be urged to ensure that Members are consulted should there be any changes proposed to the procedures for processing items contained within the new Protocol.

(b) That the report be noted.

99 TRAFFIC ISSUES AND PETITION – FELDERLAND LANE, WORTH

Mr Barton presented a report on the proposed introduction of a 30 mph speed limit along Felderland Lane, Worth. This item was before the Board for consideration following a 16-signature petition received from local residents. Members expressed support for the proposal and condemned the abuse that residents had experienced. In response to questions, Mr Barton advised that, if there was evidence of little or no reduction in speeds in 6 months, physical measures such as a gateway or build-outs would be examined, with any proposed measures coming back to the Board for consideration.

RESOLVED: (a) That the introduction of a 30 mph speed limit along the length of Felderland Lane, Worth, as shown at Appendix A of the report, be approved.

(b) That a speed survey be conducted six months after the implementation of the 30 mph speed limit to assess the effect it has had on traffic speed and volume.

100 PETITION FOR TRAFFIC CALMING – HIGH STREET, SANDWICH

Mr Barton presented a report which informed Members that a 31-signature petition had been received from the residents of High Street, Sandwich, requesting that

measures be taken to enforce the existing 20 mph speed limit. Councillor S G Leith reported that there was general concern in Sandwich about the speed of traffic along this route, and a desire to see physical measures installed. The Board was assured that, although there was nothing in writing, Sandwich Town Council was wholly supportive of residents' proposals. In response to suggestions that parking on both sides of the street would help to slow traffic, the Senior Transport

Officer advised that there would be a loss of one or two parking spaces if such measures were taken. Following a relaxation of the criteria, Mr Barton advised that the High Street was likely to qualify for a Speed Indicator Device. Councillor L R Ridings reported that there would be a traffic forum meeting on 2 July to discuss traffic speeds throughout Sandwich.

- RESOLVED: (a) That the content of the report be noted.
- (b) That Officers wait to see if there is popular community support for the proposal before investigating further.
- (c) That alternative parking arrangements for the High Street be explored, and a parking plan prepared for the traffic forum meeting on 2 July.

101 PETITION FOR 20 MPH ZONE – KINGSDOWN ROAD, ST MARGARETS-AT-CLIFFE

Mr Barton introduced the report which related to a 46-signature petition recently received from the residents of Kingsdown Road and The Freedown. There had been no personal injury crashes within the last 3 years, nor any speeding problems reported to the police, and it was therefore necessary for an Automatic Traffic Survey to be conducted. Enforcement of a 20 mph limit would have to be achieved through traffic calming measures, which would be funded from the Integrated Transport Programme budget and therefore subject to its prioritisation process.

- RESOLVED: (a) That the receipt of the petition and concerns raised by residents be acknowledged.
- (b) That it be agreed to wait until the results of the Automatic Traffic Survey are available before any decision is taken on further action.
- (c) That the report be noted.

102 INTEGRATED TRANSPORT PROGRAMME 2010/11 AND FUTURE BIDS FOR FUNDING

Mr Barton presented a report which advised that the Integrated Transport Programme for 2010/11 had been approved and signed off via the POSC in May 2010. Appendix A of the report set out the schemes which had been approved for the current financial year. Appendix B comprised a list of schemes proposed for progression in 2011/12 and 2013/14, and these would be assessed under the Scheme Prioritisation System. Since production of the report, the Government had cut its grant for 2010/11 from £7 million to £4.1 million. Schemes which had already commenced would go ahead, but others were being re-assessed in order to identify which would be cut. The KCC Cabinet Member for Environment, Highways and

Waste would be taking a decision on these the day after the meeting. An update would be brought to the next meeting.

RESOLVED: That the report be noted.

103 HIGHWAY WORKS PROGRAMME 2010/11

Mr Button presented a report on the Highway Works Programme 2010/11 that detailed the schemes programmed for construction during the current financial year. There had been a decrease in the maintenance budget for 2010/11, but additional revenue of £3.4 million had been allocated for frost and weather damage road repairs.

Councillor R S Walkden requested that surfacing work to East Cliff, Dover be carried out urgently as the road surface was very poor. Referring to the River Dour Cycle Route, Councillor Collor stressed the importance of retaining public sector funding for schemes that had already attracted private sector funding. In response to a suggestion by Councillor Walkden that there should be a repositioning of bus-stops in the Malvern and Clarendon Road area, Mr Barton advised that it could often be difficult to move bus-stops because of clearway and parking issues, but the suggestion would be considered. Members were advised that paving works to Dieu Stone Lane, Dover had been completed.

RESOLVED: (a) That the report be noted.

- (b) That an e-mail be sent to the KCC Cabinet Member for Environment, Highways and Waste urging that the River Dour Cycle Route be retained when decisions are made on funding withdrawal.

104 PROPOSED TRAFFIC REGULATION ORDERS

The Senior Transport Officer presented a report on a number of proposed bus-stop clearways and parking restrictions. Proposals A1 to A8, as set out at Appendix A of the report, had previously been advertised and had received no objections from Members, who had been consulted in accordance with the procedure approved by the Board in April 2009. However, objections had been received from members of the public, and for this reason the Board was being asked to decide how the proposals should proceed. At its meeting held on 10 December 2009, the Board had agreed that proposal A9 should be re-advertised in an amended position. Following re-advertisement, one objection had been received, and the Board was requested to consider whether it should proceed.

Three of the plans shown at Appendix B of the report detailed proposed parking restrictions, and the Board was being asked to agree that they be formally advertised and, should no objections be received, recommended for sealing by KCC. The Board was advised that B3 had been included in the report in error, and was for determination by KCC rather than the Board. In respect of B1, the Senior Transportation Officer advised that the taxi rank was being moved at the request of the Taxi Federation, and its position had been agreed with the Federation and the surgery. Usage of this rank would be monitored, as it was acknowledged that taxi rank usage in Dover was generally poor. Councillor Collor advised that this would be addressed by the taxi demand survey being conducted by the Council.

- RESOLVED:
- (a) That proposal A1 be altered and re-advertised, as follows: That the times of operation of the clearway be altered to 7.00 pm – 8.15 pm, Monday – Saturday, to reflect bus operation times.
 - (b) That proposal A2 be altered and re-advertised, as follows: That the times of operation of both the clearways be altered, to reflect the days when buses actually run.
 - (c) That proposal A3 be altered and re-advertised, as follows: That the times of operation of the clearway from Sandwich be altered to 7.15 am – 8.15 pm, Monday – Saturday and the time of operation of the clearway into Sandwich be altered to 6.15 am – 7.00 pm, to reflect the days when the buses actually run.
 - (d) That, in respect of proposal A4, the proposed clearways outside the park be re-advertised to reflect the bus operation times, and the stop outside house numbers 41 and 43 be monitored.
 - (e) That proposal A5 be altered and re-advertised, as follows: That the clearway be moved around the corner into Northbourne Road, positioning the bus-stop well away from the junction.
 - (f) That proposal A6 be altered and re-advertised, as follows: That the proposed bus-stop clearway be repositioned outside the Baptist Church where the existing bus-stop will remain.
 - (g) That, in respect of proposal A7, the proposed clearway to the bus-stop located outside house numbers 370 and 372 be temporarily withdrawn and an investigation carried out into access for wheelchair users. In addition, that the proposed clearway on the opposite side of the road be sealed by Kent County Council.
 - (h) That proposals A8 and A9 be sealed as advertised by Kent County Council.
 - (i) That proposals B1, B2 and B4, as set out at Appendix B of the report, be formally advertised and, in the event that no objections are received, be recommended for sealing by Kent County Council (with any objections received being referred back to a future meeting of the Board for further consideration).
 - (j) That proposal B3 be forwarded to Kent County Council for its determination.

105 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.

106 APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS

The Senior Transportation Officer reported that application A met all the criteria, but was before the Board for consideration as one letter of objection had been received following informal consultation with neighbours. The objector suggested that the disabled bay could be sited in a nearby lay-by which was currently used by residents for parking. Mr Measey advised the Board that residents had taken to parking in the lay-by 'nose first', with the rears of their vehicles protruding into the carriageway. Such parking would be inappropriate for a disabled person's parking bay, and the lay-by offered insufficient room to mark a bay in the prescribed way.

Application B also met all the criteria, but was before the Board for consideration due to the fact that, if granted, it would exceed KCC's guideline that the quantity of bays provided in a road should not collectively exceed 5% of the available road parking space. Board Members commented that this was an issue that was likely to arise more often in the future as people lived longer and disabilities became more prevalent. It would be wrong to refuse applicants if they qualified, but it was recognised that efforts should be made to take into account the needs of other residents where possible, particularly in areas where parking was at a premium.

- RESOLVED: (a) That Application A be formally advertised and, in the event that no objections are received, be recommended for sealing by Kent County Council (with any objections received being referred back to a future meeting of the Board for further consideration.)
- (b) That, in respect of Application B, consultation be undertaken with residents before formal advertisement to achieve the optimum parking configuration and, in the event that no objections are received, be recommended for sealing by Kent County Council (with any objections received being referred back to a future meeting of the Board for further consideration.)

The meeting ended at 8.47 pm.