

# Public Document Pack

## DOVER JOINT TRANSPORTATION BOARD

White Cliffs Business Park Dover Kent CT16 3PJ  
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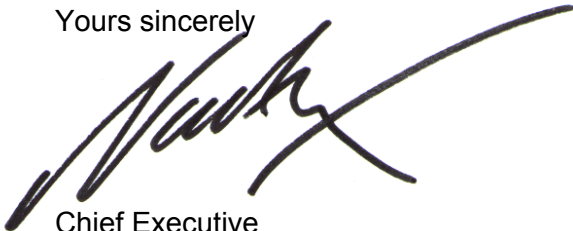
6 March 2017

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 16 March 2017 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](mailto: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 5-8)

To confirm the attached Minutes of the meeting of the Committee held on 8 December 2016.

5 **BUS/COACH PARKING PROPOSALS - DOVER SEAFRONT** (Pages 9-19)

To consider the attached report of the Director of Environment and Corporate Assets.

6 **PROPOSED BUS STAND - BEACH STREET, DEAL** (Pages 20-26)

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

7 **PARKING PROHIBITION PROPOSAL - PETER STREET, DOVER** (Pages 27-29)

To consider the attached report of the Director of Environment and Corporate Assets.

8 **HIGHWAY WORKS PROGRAMME 2016/17** (Pages 30-39)

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

9 **EXCLUSION OF THE PRESS AND PUBLIC** (Pages 40-42)

The recommendation is attached.

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

MATTERS WHICH THE MANAGEMENT TEAM SUGGESTS SHOULD BE CONSIDERED IN PRIVATE AS THE REPORT CONTAINS EXEMPT INFORMATION AS DEFINED WITHIN PART 1 OF SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AS INDICATED AND IN RESPECT OF WHICH THE PROPER OFFICER CONSIDERS THAT THE PUBLIC INTEREST IN MAINTAINING THE EXEMPTION OUTWEIGHS THE PUBLIC INTEREST IN DISCLOSING THE INFORMATION

10 **APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS** (Pages 43-72)

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](http://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](mailto: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, 8 December 2016 at 6.00 pm.

Present:

Chairman: Councillor N J Collor

Councillors: S C Manion (Minute Nos 82-87 only)  
P M Brivio  
M R Eddy  
G Lymer  
T A Bond  
M J Holloway  
M J Ovenden  
D A Sargent  
P Walker

Also Present: Mr B W Bano (Deal Town Council)  
Mr J Franklin (Sandwich Town Council)  
Mr K Gowland (KALC)  
Mr A Minns (KALC)

Officers: Director of Environment and Corporate Assets  
Dover District Manager (Kent County Council)  
High Speed Road Maintenance Project Manager  
Highways and Parking Team Leader  
Democratic Support Officer

80 APOLOGIES

Apologies for absence were received from District Councillor D G Cronk, County Councillors L B Ridings and E D Rowbotham, Mr B W Bano (Deal Town Council), Mrs L Burke (Dover Town Council) and Mr M W Moorhouse (Sandwich Town Council).

81 APPOINTMENT OF SUBSTITUTE MEMBERS

There were no substitute members appointed.

82 DECLARATIONS OF INTEREST

It was noted that there were no declarations of interest made by Members.

83 MINUTES

The Democratic Support Officer advised that the minutes of the last meeting should be amended to include Mr Keith Gowland who had been present.

In respect of Minute No 75, Members were advised that no progress had been made. Councillor P Walker commented that a wider area than Wigmore Lane was affected. The Chairman requested that the Highways and Parking Team Leader pass on Keith Jacobs' (Highways England) contact details.

Subject to the addition of Mr Keith Gowland, the minutes of the meeting of the Joint Transportation Board held on 15 September 2016 were approved as a correct record and signed by the Chairman.

84 LORRY PARKING PROHIBITION PROPOSALS - DOVER

The Highways and Parking Team Leader (HPTL) introduced the report which set out the results of consultation on proposals for two lorry prohibition schemes in Dover: one at Hawkesbury Street and the other at Poulton Close. The Board was reminded that it had approved plans and consultation on these schemes at its meeting held on 9 June 2016. One objection had been received from Relyon in relation to the Poulton Close proposal.

Paragraph 6 of the report referred to a meeting that had been held with St Radigund's residents who had expressed interest in similar restrictions being applied along Barwick Road and part of Coombe Valley Road. The HPTL advised that this was a trial prohibition which, if successful, could be extended to other roads. In response to Members' queries, it was explained that there had been an increase in lorries parking overnight and through the daytime at Poulton Close. This had led to complaints from businesses that entry to and from their premises was being obstructed. It was clarified that the Council was required to advertise any changes to traffic or parking regulations.

Councillor P M Brivio reported that many of the lorries parking in Poulton Close were not doing business there, and feelings were running high amongst residents. The HPTL advised that, once introduced, the schemes would almost certainly have an immediate impact on neighbouring streets, with lorries likely to move into Barwick Road and Coombe Valley Road. The Chairman confirmed that other 'hotspots' would be looked at.

RESOLVED: It was recommended:

(a) That the lorry parking prohibition proposal for Hawkesbury Street, as shown at Appendix A2 of the report, be implemented by Kent County Council sealing the necessary Traffic Regulation Order.

(b) That option a), as set out at paragraph 5 of the report, be approved, namely that the proposal for Poulton Close be sealed as advertised by Kent County Council, thereby bringing it into effect.

(c) That Officers be charged with drawing up similar prohibition proposals for other roads, and that these proposals be advertised accordingly.

85 BUS/COACH PARKING PROPOSAL - DOVER SEAFRONT

The HPTL presented the report which outlined proposals to provide bus and coach parking in Wellesley Road and Camden Crescent. It was necessary to provide alternative parking as the existing Pay & Display parking on The Esplanade would be lost as a result of the Dover Waterfront development. Officers recognised that the turning circle at the end of Camden Crescent was very tight and could lead to difficulties for some coaches.

Several Members expressed concern at the potential damage that could be caused by coaches to the memorial, and proposed that Officers should consider alternative seafront locations. The HPTL advised that the Wellesley Road proposal would not present problems as vehicles could exit easily. The existing coach bays could accommodate up to five coaches but, generally, only two or three were seen there in the summer. The Chairman advised that the existing bays would be closed by the Port of Dover in January.

RESOLVED: It was recommended that the proposal for Wellesley Road and a new proposal for the provision of two parking spaces in front of the Charles Rolls statue be formally advertised and, in the event that no objections are received, they be implemented by Kent County Council sealing the necessary Traffic Regulation Order (any objections will be referred back to a future meeting of the Board for further consideration).

86 LOCAL WINTER SERVICE PLAN

The Dover District Manager introduced the report which outlined the arrangements in place in the event of snow. Members were advised that the new Winter Service plan did not differ from previous plans.

RESOLVED: It was agreed to note the report.

87 HIGHWAYS WORKS PROGRAMME 2016/17

The DDM presented the report which updated Members on works that had been approved for delivery in 2016/17. In respect of Appendix A, Members were advised that works at Swanton Lane had already started, and the scheme at Nash Road would not be progressed until trials had finished. In response to Councillor T A Bond, the DDM advised that, whilst most of the LED light conversions had been completed, there were a few outstanding. It was likely that light columns which were not working had not yet been converted, but engineers were currently working through a snagging list. In respect of works to South Street, the HPTL clarified that the bus-stop clearway was the subject of a planning application which was likely to be approved automatically, unless five or more objections were received. In response to a query from the Chairman, the DDM undertook to find out whether the street-lighting works listed in Appendix C had been completed.

RESOLVED: That the report be noted.

88 EXCLUSION OF THE PRESS AND PUBLIC

That, under Section 100(A)(4) of the Local Government Act 1972, the public be excluded from the meeting for the remainder of the business on the grounds that the item to be considered involves the likely disclosure of exempt information as defined in paragraphs 1 and 2 of Part 1 of Schedule 1A of the Act.

89 APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS

The HPTL introduced the report which outlined details of twelve disabled parking bay applications, all of which met the criteria and had therefore been approved for formal advertisement by the Corporate Estate and Coastal Engineer, in consultation with the Chairman.

RESOLVED: That the report be noted.

The meeting ended at 6.53 pm.



DOVER DISTRICT COUNCIL

REPORT OF THE CHIEF EXECUTIVE

DOVER JOINT TRANSPORTATION BOARD – 16 MARCH 2017

**BUS/COACH PARKING PROPOSAL - DOVER SEAFRONT**

**Recommendation:**

*The Board is asked:*

*To consider the proposals and options for providing coach parking along, or near to, the seafront in Dover and to decide which, if any, options it deems best to pursue.*

Contact Officer: Gordon Measey Ext 2422

Reasons why a decision is required

1. Members will recall the report that came before the Board at its last meeting on 8 December 2016 to find alternative parking for coaches along Dover seafront. It was explained that as part of the Dover Waterfront development, The Esplanade (the section of the seafront road between Harbour House and the end roundabout at Union Street) would be stopped-up (closed) and, that as a consequence, the Pay & Display coach and bus parking that existed there would be lost.
2. The original proposal that came before the Board was to provide alternative bus parking along Wellesley Road and Camden Crescent. Whilst this proposal was thought to be the one that would attract least objections from adjacent properties, it was acknowledged that larger buses using Camden Crescent would have difficulty turning around the memorial roundabout at the junction with Cambridge Road.
3. For this reason an alternative proposal was put forward at the last meeting to consider providing bus parking in Wellesley Road and Marine Parade instead. This proposal, shown as **Appendix A** to this report, was recently advertised with the closing date for the receipt of written objections being Monday 6 March 2017 at 12 noon.
4. Numerous objections have been received in response to the formal advertisement, mainly from residents in the Gateway Flats who are concerned about the impact (visual, safety and environmental) of buses parking in front of the flats and in Wellesley Road.
5. In terms of the number of objections received, at the time of writing this report 57 residences addressed in The Gateway Flats along Dover Seafront had written in and objected to the proposals by letter, petition or both. **Appendix B**, attached to this report, shows a template letter prepared for those who wished to use it. 29 residences submitted this template letter; 9 residences sent in their own letter and 63 residents responded by signing a petition. 22 had both sent a letter and signed the petition, so to keep the numbers meaningful, these 22 objections have been counted just the once. Nevertheless, the quantity of objections received is significant. In addition there were 4 objections received from non-Gateway Flat addresses, 3 from residents in Dover and one from Dorset who visits family at The Gateway. In total, 61 objections were received from residences. There were no letters of support.

6. A copy of the wording of the petition submitted by residents and the email to which it refers are attached as **Appendices C** and **D** to this report.
7. The objections raised in the template letter (Appendix B) are self-evident. The main objections raised in the other letters are quoted in the table below:

COMMENTS	NOTE
<ul style="list-style-type: none"> <li>• The seafront along with the Castle is one of Dover's greatest assets, it would be extremely detrimental to turn this area into a coach park for tourists.</li> <li>• the seafront will be spoilt.</li> <li>• crossing the road for the elderly and children will be an issue, as it will be for The Gateway residents with reduced mobility, impaired vision and hearing.</li> <li>• coaches parked with engines and air conditioning running will add to the pollution.</li> <li>• you have not engaged with the residents of the town to gauge their feelings.</li> <li>• a dropping off point could be allocated near the Premier Inn with coaches then encouraged to park at Maison Dieu Car Park. This would encourage visitors to walk through the town and increase footfall for the shops.</li> <li>• A better drop-off point would be the Market Square with quick access to the seafront via the subway.</li> <li>• Additional parking is available at Whitfield or by the Castle.</li> <li>• Potential accident hotspot with parked coaches obstructing the view for traffic using Wellesley Road and Marine Parade.</li> <li>• Safety aspects of buses disgorging their customers in the middle of a busy road .</li> <li>• During the summer there will be additional traffic and children.</li> <li>• Buses should drop off and then park away from the seafront and town. The following sites should be considered: Camden Crescent and/or Camden Crescent car park, De Bradelei's car park, Maison Dieu car park or the Cruise Terminal.</li> </ul>	<p data-bbox="1187 1061 1407 1227">Castle Hill is heavily used in summer by visitors to the Castle</p> <p data-bbox="1187 1308 1398 1574">2 of these car parks belong to DHB. Options for using Camden Crescent car park is referred to in this report</p>
<ul style="list-style-type: none"> <li>• With the closure of The Esplanade, coaches will have to turn around somewhere along the seafront.</li> </ul>	Coaches can exit at the Premier Inn end
<ul style="list-style-type: none"> <li>• Have any other seaside towns allowed coach parking along their seafronts?</li> <li>• There are no toilets along the seafront.</li> <li>• The only conveniences are at Pebbles Kiosk and De Bradelei shopping outlet, neither of which are open all the time.</li> <li>• Increased noise levels from coaches and passengers waiting for disembarking.</li> <li>• Not good to site parked coaches opposite a residential dwelling of more than 200 apartments.</li> </ul>	Deal has seafront coach parking

<ul style="list-style-type: none"> <li>• The grass area in front of The Gateway is used by many children and teenagers for game and physical activities. Breathing the coach fumes will be detrimental to their health.</li> </ul>	
<ul style="list-style-type: none"> <li>• If coaches do not have to pay overnight for parking then there will likely be continued overnight noise and pollution for the residents of The Gateway.</li> <li>• With the works associated with the building of the new Marina, they'll be even more people wanting to use the amenities at this end of the promenade.</li> <li>• Perhaps the Dover Harbour Board should find replacement coach parking in one of their sites.</li> </ul>	<p>Currently all DDC parking is free overnight across the District</p>
<ul style="list-style-type: none"> <li>• I am astounded that The Gateway residents have only been given until 6<sup>th</sup> March to lodge an appeal.</li> <li>• Crazy idea of buses parking to obstruct our views</li> <li>• Without any toilets, passengers will use the bushes outside our flats.</li> </ul>	<p>21 days is the standard period for a formal consultation/ advertisement</p>
<ul style="list-style-type: none"> <li>• This is a residential area and western end of the Seafront is more commercial and therefore was more appropriate.</li> <li>• the detrimental effect of the pollution and eyesore of the coaches would have on visitors who are only here fleetingly.</li> <li>• Might I suggest that Camden Crescent car park, which is rarely fully utilised, be turned into a coach park.</li> <li>• A dozen coaches could be "lost" in the De Bradelei Wharf car park, preferably parked nearest to Snargate Street so that the prevailing winds direct the fumes into the A20 traffic.</li> <li>• If you have no other possible solution other than Marine Parade, then the obvious solution is the Premier Inn end of the road.</li> <li>• I make this suggestion reluctantly as coaches shouldn't be allowed to park near anyone's home, but Douro Place would be the ideal cul-de-sac to park coaches out of sight of the seafront. It is also where there are toilet facilities opposite, in the kiosk, during the summer months.</li> <li>• Why does the Council not use other spare areas to provide coach/bus, campervan and caravan parking? They could provide services such as toilets, power, refuse etc and make a reasonable charge for this. Surely there are other areas that can be used e.g. the parking area opposite De Bradelei Wharf</li> </ul>	<p>The western end of the seafront and other car parks are referred to later in this report</p>
<ul style="list-style-type: none"> <li>• If this were temporary measure, I could go along with it. Why haven't the car parks at Camden Crescent, De Bradelei Wharf and Union Street not been considered first?</li> <li>• I actually question the need for coach parking. Dover has the only seafront where coach parking is provided.</li> </ul>	<p>The car parks in Union Street belong to Port of Dover</p>
<ul style="list-style-type: none"> <li>• Has Camden Crescent been considered as a set-down point?</li> <li>• This will obstruct the view from many apartments in The Gateway, where residents pay a premium rate on their council taxes, just to live here.</li> </ul>	<p>The problem of large coaches trying to turn around the memorial roundabout would still exist</p>

<ul style="list-style-type: none"> <li>• Will coach parking return to The Esplanade end of the seafront?</li> </ul>	<p>The Esplanade will have no parking because of the Marina development, but parking at the western end is referred to in this report.</p>
<ul style="list-style-type: none"> <li>• Did the Harbour Board have any input into the siting of the new coach areas</li> <li>• It appears that DHB is able to dictate to Dover District Council what type of development takes place on the seafront without any concerns about the impact for the seafront residents and businesses in particular</li> </ul>	<p>No, the problem has been left for DDC to try to resolve.</p>
<ul style="list-style-type: none"> <li>• How much income is generated by DDC for allowing camper vans to park on the seafront at night</li> <li>• By charging tourist coaches for parking, they are unlikely to come</li> </ul>	<p>None, as overnight parking across the district is free</p>

8. The task of finding alternative parking for buses and coaches along Dover seafront is proving problematic. The recently closed coach parking in The Esplanade was, in most people's eyes, the best location for it:

- It wasn't immediately outside any property (residential or business)
- It was easily accessible from the A20 via Union Street
- It was located at the commercially busier end of the seafront
- There were no nearby side road junctions that had emerging traffic and/or sight-lines issues.

9. Whilst there is space on Marine Parade to park coaches outside The Gateway Flats and the building is set back further away from the road than others along the seafront, there are drawbacks to coach parking at this location:

- This is the most open section of the seafront, so the impact of parked coaches is most visual and can be seen for a greater distance than if it were to be positioned at one or other end.
- It is the one location that impacts on most residents
- As coaches, and the tourism it brings, benefits business, it would seem reasonable for parking to be placed closer to those businesses that would or could benefit
- It is generally more acceptable to have commercial parking outside business premises, rather than outside residential properties

10. There are other options that the Council could consider:

- There is space to provide parking for two coaches outside the Premier Inn at the eastern end. This would hopefully remove it sufficiently far enough away from The Gateway Flats. The Premier Inn already has its own off-street parking area in front of its building, therefore coach parking on the road outside

would be somewhat off-set. The coach visitors could benefit from the eating and drinking facilities at the Premier Inn and would also have the option to use the Pebbles Kiosk on the seafront in summer. The coach parking here could interfere with the sight lines for traffic emerging from the Premier Inn car park off Douro Place, therefore advice would need to be sought from KCC Highways.

- An alternative is to provide coach parking at the other end of the seafront, outside Harbour House. There is sufficient space to provide two coach spaces on the Harbour House side, and if need be another two on the opposite side of the road (as there are footways on both sides of the road at this end). This location has the advantage that it's nearest to where the coaches used to park, it can provide up to 4 spaces in one location (if both sides of the road are used), has no nearby side road junctions that have emerging traffic and/or sight-lines issues, offers a choice of appropriate nearside parking for both left and right-hand drive coaches, and is within closer walking distance to De Bradelei Wharf and the subway to the town centre.
- Consideration could be given to adapting Camden Crescent car park to accept coaches. This would involve losing a sizeable quantity of car parking. Early indications are that to provide just 4 coach spaces would involve the loss of 29 car parking spaces (this compares with the 3 car parking spaces required on-street to provide one coach space). Additional parking out in the road may also need to be removed to allow the space for larger coaches to exit the car park, and if this still wasn't sufficient, a new exit from the car park may be needed (all subject to planning permission). If this option were to be considered a more detailed survey would be required to test the feasibility.
- The use of De Bradelei Wharf Car Park: this car park is owned and controlled by the Port of Dover. It is ideally located, but the Port may have good reasons why it couldn't or wouldn't use this or its other car parks for coach parking, not least the impending seafront development. This would be a matter for the Port of Dover to consider.
- Drop-off points have been mentioned and could be considered. They still require space and locating somewhere and don't necessarily address all the issues associated with parking bays. On the plus side, less spaces are required because of the shorter periods of use, but on the negative side coaches aim to arrive early when picking up passengers and therefore have a tendency to stay longer than desired. Providing drop-off points still leaves a potential problem of providing replacement coach parking elsewhere. Drop-off points also create enforcement issues when a bus arrives early and isn't loading and/or another bus is waiting. As an aside, there is already a loading bay in Cambridge Road which could be used for dropping off and picking up passengers, so it could be deemed redundant to provide a drop-off point on the seafront.

11. The Board is asked to consider the proposals, options and objections received for providing coach parking along, or near to, the seafront in Dover, and to decide which, if any, options it deems best to pursue.

12. Evaluation of options available to the Board:

- a. To recommend that the advertised coach parking proposal as shown as Appendix A to this report be sealed and brought into effect.

- b. To decide which, if any, of the options discussed in this report should be pursued and/or advertised.
  - c. To propose an alternative option to be pursued and/or advertised.
  - d. To withdraw this and any proposal to provide replacement coach parking on or in the vicinity of Dover Seafront
13. All the received written representations referred to in this report will be available to the Board meeting on 16 March 2017 and can be viewed in advance by prior arrangement with the Parking Operations Manger, Gordon Measey (ext 2422). Any additional qualifying representations received after the time of the writing of this report, will be reported verbally to the Board at its meeting.

#### Background Papers

Parking Services Files.

#### **Consultation Statement**

The Portfolio Holder for Access and Licensing has been consulted on the proposals outlined in this report.

#### **Impact on Corporate Objectives**

The proposed changes to the waiting restrictions outlined in this report will foster improved opportunity and access.

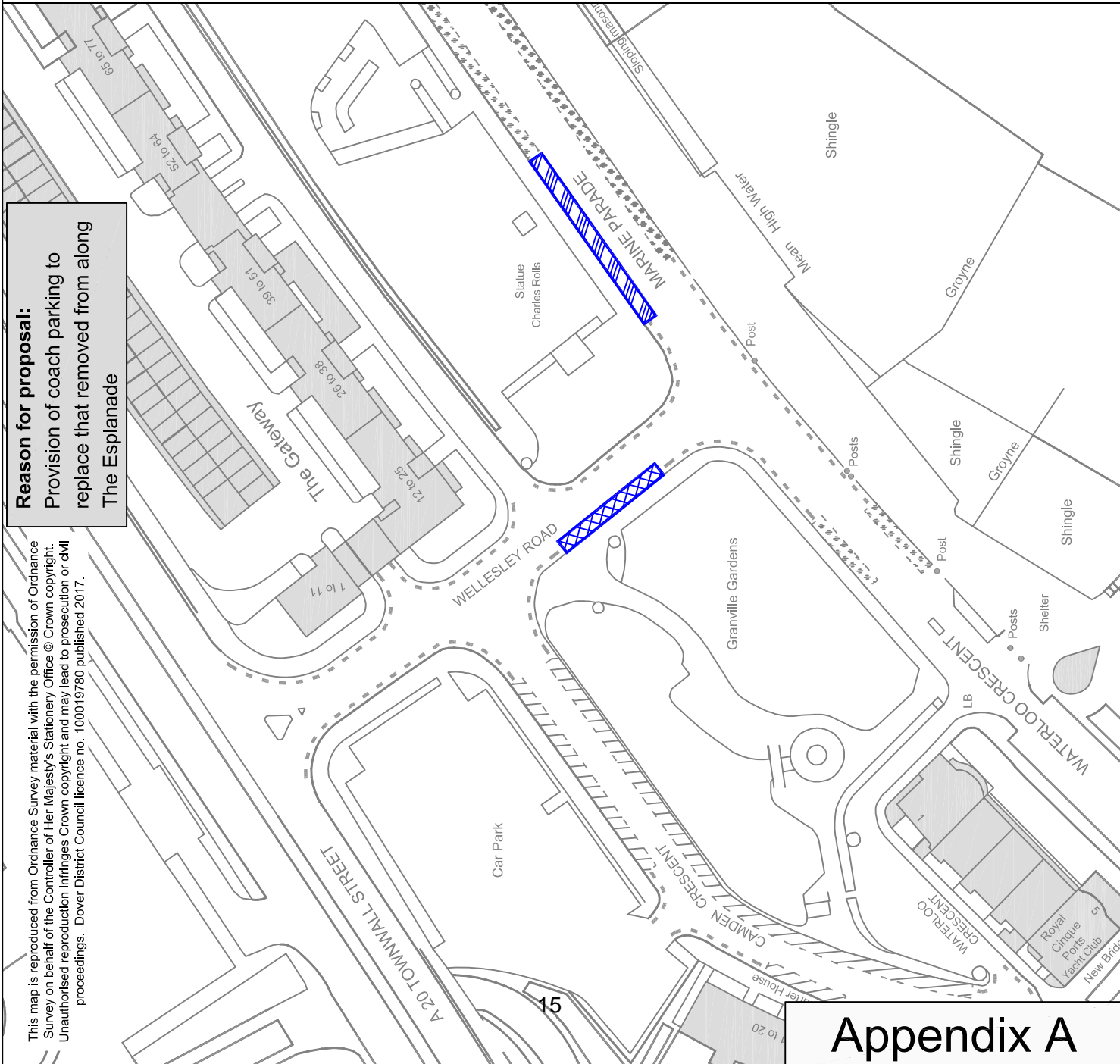
#### **Attachments**

- Appendix A Wellesley Road and Marine Parade, Dover - Plan showing the advertised extent of the proposed "Pay & Display" Bus (Coach) Parking.
- Appendix B Template letter submitted by 29 Gateway residences.
- Appendix C A copy of the wording of the petition (signed by 63 Gateway residents)
- Appendix D The email referred to in the submitted petition

ROGER WALTON

Director of Environment and Corporate Assets






The officer to whom reference should be made concerning inspection of the background papers is the Parking Operations Manager, Dover District Council, White Cliffs Business Park, Dover, Kent CT16 3PJ. Telephone: (01304) 821199, Extension 2422



**Reason for proposal:**  
 Provision of coach parking to replace that removed from along The Esplanade

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**Key to Map**

-  Proposed conversion of existing Limiting Waiting Place to "Pay & Display" Bus Parking
-  Proposed conversion of existing 6No. Pay & Display motor car/cycle parking spaces to "Pay & Display" Bus Parking
-  Existing Limited Waiting Place
-  Existing Pay & Display motor car/cycle parking
-  Existing "No waiting at any time" restriction (double yellow lines)



Prepared by  
 Property Services  
 Dover District Council  
 Honeywood Close  
 White Cliffs Business Park  
 Dover CT16 3PJ  
 Tel: (01304) 821199

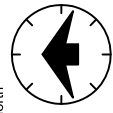
Euring Roger Walton, C.Eng, M.I.C.E.  
 DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

Scheme

**Proposed New "Pay & Display" Bus (Coach) Parking**

Location

**Wellesley Rd and Marine Parade, Dover**



Designed: GEM	Drawn: GEM	Date: 11th Jan 2017
Scale 1 in 1000 (A4 size)		Rev
Drawing Number: TRAN/2016/0013		

# Appendix B

Mr G Measey  
Highway & Parking Team Leader  
Dover District Council  
Honeywood Road  
Whitfield  
Dover

20<sup>th</sup> Feb. 2017

## **Ref. Proposed Coach/Bus Parking Dover Seafront**

Dear Mr. Measey

Further to your email to Joe Starkey of Fell Reynolds dated 10<sup>th</sup> Feb. 2017 I would like to appeal against the proposal of parking Coaches and Buses in front of The Gateway Flats.

Residents like myself pay a premium tax to enjoy the uninterrupted views of the sea and harbour and with buses parked in Wellesley Road and Marine Parade many will be unable to enjoy this.

Also with the noise of buses running their air-conditioning, the subsequent pollution resulting in health issues and the safety hazards of buses disgorging their customers into the middle of a busy road, this cannot be allowed to happen.

In addition there are no 'Toilet' facilities this end and again this would present a health hazard in the gardens and the flat's entrance halls.

This is a residential area and the Western end of the Seafront is more commercial and therefore has a greater suitability to having the proposed coach parking.

This proposal must have been considered months ago and we find it extraordinary that only now at such a late stage we are being informed of this with very little time to respond.

Please would you respond to me in writing, to the following points:-

1. What is the problem with parking in front of the DHB offices?
2. Why would you not use the three car parks near the existing coach parking?
3. What is wrong with parking on the road outside De Bradelei Wharf?
4. Why not park in Camden Crescent either or both sides of the road?
5. Why have you not included local residents in your deliberations before now?

I look forward to an early reply as the time for appeal is running out, you may be prepared to extend the consultation period, I wait to hear.

Yours sincerely

Flat number.....





## Gordon Measey

---

**From:** Gordon Measey  
**Sent:** 10 February 2017 17:25  
**To:** j.starkey  
**Subject:** Proposed coach/bus parking, Dover Seafront  
**Attachments:** Coach Set.pdf

Hello Joe,

I would like to email a copy of the above proposal to someone at the Gateway Flat, who would be able to let others, who are interested, to see it. In the past I have communicated with Margaret Aspinall, but she informs me she no longer has a computer which means I can't send her an electronic copy, which is much easier to forward on to others. She has suggested that I could send the proposal to you as you are involved with the Residents' Association and she said that she'd ring you to let you know. I hope that she has managed to ring you and that you are okay with me contacting you? If for whatever reason you're not happy, just let me know and I apologise in advance, and I shan't bother you further.

Please find attached the proposal for the coach parking. You'll be aware that The Esplanade (at the SW end of the seafront) has closed in readiness for the seafront development. This is where there used to be parking for coaches. We need to find alternative parking for them and the plan shows where it is proposed to accommodate them. For much of the year the spaces will likely remain empty and it's not really until Summer time that the spaces tend to get used, mainly during the day for visits to Dover. If you are already aware of the pattern and amount of coach parking that used to take place along The Esplanade, then I can't tell you anything that you don't already know. It's highly unlikely that any of the local school bus operators would want to use the parking spaces because they don't like having to pay to park. So these space are really geared up for what you and I know as tourist visiting coaches. In highway terms, a bus is a motor vehicle constructed or adapted to carry more than 8 passengers (not including the driver), so although you and I are really talking coaches, I have to correct myself every now and again, and refer to them all as buses.

Anyway, I hope that you and others can understand from the attached plan where it's being proposed to introduce the Pay & Display Parking for Buses? No other classes vehicles will be allowed to park in these spaces (except in special cases with our authority - e.g. memorial services, etc).

There are notices on site (on the lamp columns) advertising the proposal, which informs the reader to go to one of our offices to view the plan (map). By sending you the plan (map), I can save the residents having to make this special trip. If someone wishes to object to the proposal, they can, and the notice gives instruction how this should be done.

Please let me know if you require any additional information. I'm on leave next week, so won't be able to reply to any emails before then, but if you have something that you'd urgently like

to speak to me about sooner, then my mobile number is 07740 560934 (it has voicemail if I'm unable to answer).

Apologies for the wordy email and I'd like to thank you in advance if you are able to assist to notify those residents which you think might like to know.

Have a nice weekend.

Many thanks and regards,

Gordon



**Gordon Measey**  
**Parking Operations Manager**  
Dover District Council  
Council Offices, Honeywood Close, White Cliffs  
Business Park, Dover CT16 3PJ  
Tel: 01304 872422  
Fax: 01304 872445  
Email: [gordon.measey@dover.gov.uk](mailto:gordon.measey@dover.gov.uk)  
Web: <http://dover.gov.uk>

 Please consider the Environment before printing this email

A blue banner with a red envelope icon on the left. The text reads "KEEP ME POSTED" in large white letters, followed by "NEWS AND ALERTS BY EMAIL FROM YOUR COUNCIL" and "REGISTER NOW [www.dover.gov.uk/keepmeposted](http://www.dover.gov.uk/keepmeposted)". The Dover District Council logo is on the right.

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**PROPOSED BUS STAND - BEACH STREET, DEAL**

To: **Dover Joint Transportation Board – 16 March 2017**

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

Classification: **Unrestricted**

Ward: **North Deal Ward, Dover District**

---

**Summary: This report gives details of a proposed Bus Stand to be located in Beach Street, Deal**

---

**1.0 Introduction and Background**

1.1 There have recently been some substantial changes to the streetscape in South Street with the aim of improving facilities for bus passengers. Footways were widened, bus shelters introduced and bus boarder kerbs installed. In addition the bus stop clearways were extended to provide space for three buses to stop at any one time.

1.2 As part of these works it was also proposed to introduce a Bus Stand in Beach Street. A decision of the implementation of this Bus Stand was deferred until after the South Street works were completed.

**2.0 The Proposal**

2.1 The proposal is to introduce a bus stand in Beach Street outside the old Regent cinema.

2.2 The purpose of the bus stand is to enable buses to stop for a short period of time to help them run on schedule. Stagecoach have explained that the buses would drop off their last passengers in South Street then run as 'out of service' up Sondes Road and to the Bus Stand. They would then wait their time there before starting as a new service and run down to South Street to pick up their first passengers.

2.3 Only buses that need to take a layover in Deal will use the stop. Most buses have enough limited waiting time at the stops in South Street.

2.4 Based on current schedules, Stagecoach had advised that the stand would be used 5-6 times a day Monday to Saturday between 08:30 and 09:30 in the morning and between 15:00 and 17:30 in the evening. It would not be used on Sundays. It would only be used by one bus at a time. The length of time buses would be stationary would be between 14 and 24 minutes assuming the bus is running on time.

2.5 The Stand would be for local buses only, to prevent coaches from parking in the stand.

**3.0 Consultation**

- 3.1 A consultation document and plan of the proposal was sent to statutory consultees, Stagecoach Buses and local stakeholders. A copy of the consultation document, plan and consultees can be seen in Appendix A, Appendix B and Appendix C.
- 3.2 Two responses were received, one of which was from Deal Town Council. A summary of the comments and the response from KCC is summarised below

<b>Comment</b>	<b>KCC response</b>
Standing buses will create bottleneck and cause a backlog of traffic on to neighbouring roads	The carriageway width along this part of Beach Street has been measured at 8.2m. Assuming the width of a standard rigid bus is 2.6m, this will leave 5.6m which is sufficient for two vehicles to pass both the bus and each other.
Standing buses will block the view of the Timeball Tower which is one of the main tourist attractions in the area.	The length of the bay is to allow buses to run in to stop. Once stopped at the front of the stand, the view of the Timeball Tower would be unobstructed.
Buses will discourage visitors from crossing the road to visit.	There will be a clear area for people to cross the road when a bus is not at the stand. Otherwise pedestrians will need to walk a short distance down the road to find a place to cross where their sightlines are not obstructed.
Suggest coach stand adjacent to the Royal Hotel as an alternative, with buses performing a u-turn at the junction with King Street	In the interests of safety, we would not be able to agree to such a practice taking place on a regular basis
Will create more congestion	The carriageway width along this part of Beach Street has been measured at 8.2m. Assuming the width of a standard rigid bus is 2.6m, this will leave 5.6m which is sufficient for two vehicles to pass both the bus and each other.
Three bus stops in South Street, no need for another bus stop	The bus stops in South Street are sufficient for day-to day running of normal services, but an extra facility is required to make sure these stops are not blocked by standing buses. The stand is required to help enable buses run to schedule.
Parked buses will block the view of The old Regent cinema	The Regent cinema is currently disused and it is uncertain what plans there are for its future use.
Will affect sightlines	The bus stand will be positioned so that any sightlines are minimally affected. As buses will be stopping near South Street which is one way in, there will be little effect for vehicles exiting Sondes Road.
No alternative options have been offered	Given the routing arrangements, there are no suitable alternative locations which would not result in the loss of considerable amounts of resident parking.

- 3.3 It can be seen that although there are concerns about the flow of traffic and visual intrusion, the width of the road and location where the bus will actually be stopping will mean the actual impact is likely to be relatively low.

#### **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 bus stand in Beach Street.

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

#### **Background Papers**

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

## Appendix A – Consultation Document



**Kent County Council**  
**Schemes Planning and Delivery**  
Ashford Highway Depot  
Javelin Way  
Ashford  
Kent  
TN24 8AD

Email: Traffic.schemes@kent.gov.uk  
Telephone: 03000 418181  
Ask for: Richard Heaps  
Our ref: DO-21-LTP-0177  
Date: 9 November 2016

Dear Sir / Madam,

### **Proposed Bus Stand in Beach Street, Deal**

#### **Where will the work take place?**

Beach Street, Deal between Sondes Road and South Street (outside the old Regent Cinema).

#### **Why do we want to carry out this work?**

You will be aware that Kent County Council has recently carried out works in South Street, part of which was to improve facilities for buses and their passengers. There is now sufficient space in South Street for three buses to stop to pick up passengers. However an additional location where buses can pull up and wait is also required. Passengers would not board and alight from here.

As a result, it is proposed to introduce a "bus stand" in Beach Street, located between Sondes Road and South Street. This was shown in the original South Street consultation plans.

#### **What does this scheme involve?**

This scheme (as shown on the attached plan) involves:

- The installation of a bus stand marking on the carriageway between Sondes Road and South Street.
- The bus stand will mean that it is prohibited for vehicles to wait in the designated area at all times.
- There are currently 'no waiting at any time' restrictions (double yellow lines) in place at this location.

#### **Scheme Implementation**

The works would involve a lane closure to enable markings to be undertaken and would be undertaken outside of peak hours to minimise the impact on traffic.

A new black post would also be put in and a restriction sign placed on it.

### **How to Contact us?**

We would be interested if you have any related transport concerns or other points that you feel are appropriate to be considered as part of the progression of this scheme, please contact us using the details at the top of this letter, quoting "Beach Street, Deal".

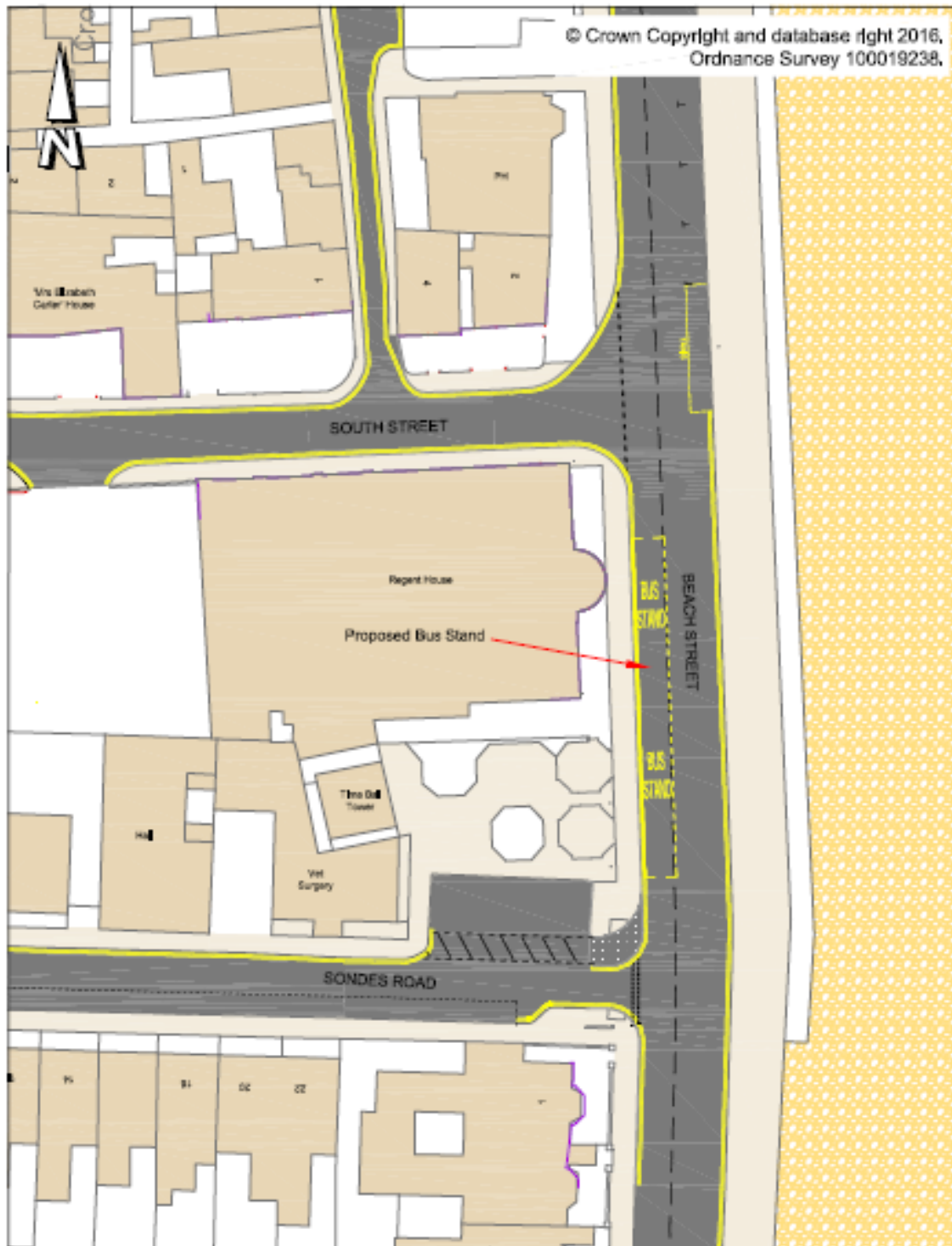
Yours faithfully,



Richard Heaps  
Schemes Project Engineer (Dover)



## Appendix B – Plan of proposal



This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.		0	3/11/2016	Drawing created.	DRB	R/JH	R/JH
		Rev	Revision	Date	Purpose of revision	Drawn	Checked
<div style="display: inline-block; vertical-align: middle; font-size: x-small; margin-left: 5px;"> <b>Kent County Council</b>                  Ashford Highway Depot                  Hemsted Road                  Ashford TN24 8AD                  Tel: 0800 41 9101             </div>		Project		BEACH STREET, DEAL BUS STAND			
Drawing status		FOR CONSULTATION		Drawing title			
		PROPOSED LAYOUT					
Scale	1:500 at A4	Do not scale					
Drawing number		Rev					
DC-21-LTP-0177-001		0					

### **Appendix C – List of Consultees**

Freight Transport Association	
Road Haulage Association	
Road Policing Section	
KCC Transport Integration	
Dover District Council Parking Services	
Dover District Council Transportation Manager	
Dover District Council Planning Services	
Kent Ambulance	
Kent Fire and Rescue	
Cllr Mike Eddy	County Member
Cllr Eileen Rowbotham	County Member
Cllr Adrian Friend	Ward Cllr
Cllr Bob Frost	Ward Cllr
Cllr Bill Gardiner	Ward Cllr
Deal Town Council	
The Deal Society	
North Deal Community Company	
Deal and Walmer Chamber of Trade	
Stagecoach Buses	

DOVER DISTRICT COUNCIL

REPORT OF THE CHIEF EXECUTIVE

DOVER JOINT TRANSPORTATION BOARD – 16 MARCH 2017

**PARKING PROHIBITION PROPOSAL - PETER STREET, DOVER**

**Recommendation:**

*The Board is asked:*

*To agree that the advertised parking prohibition for Peter Street in Dover, as shown in Appendix A to this report, be implemented by recommending that Kent County Council seals the necessary Traffic Regulation Order*

Contact Officer: Gordon Measey Ext 2422

**Reasons why a decision is required**

1. An anomaly has been discovered with the yellow lining parking restrictions in Peter Street in Dover. One side of the road is double yellow lined and part of the other is single lined. The sign for the single yellow line is up on the wrong side and has been for some years. This hadn't been a problem until recently when cars started to park on the lines and it was discovered that they couldn't be enforced because of the error.
2. In practical terms this simply requires the sign moving from one side of the road to the other, but because of the period that the sign has been in place it warrants advertising the proposed change to ensure that the Traffic Regulation Order and enforcement is valid.
3. Appendix A attached to this report shows the proposed parking restrictions (which match those originally intended). If approved, there will be no requirement to change any lining on site.
4. The proposal was recently advertised, with the closing date for the receipt of written objections being Monday 6 March 2017 at 12 noon. No objections to the proposals were received.
5. The Board is asked to agree that the advertised parking prohibition for Peter Street in Dover, as shown in Appendix A to this report, be implemented by recommending that Kent County Council seals the necessary Traffic Regulation Order.

**Background Papers**

Parking Services Files.

**Consultation Statement**

The Portfolio Holder for Access and Licensing has been consulted on the proposal outlined in this report.

**Impact on Corporate Objectives**

The proposed changes to the waiting restrictions outlined in this report will foster improved opportunity and access.

**Attachments**

Appendix A Peter Street, Dover - Plan showing the advertised prohibition of parking

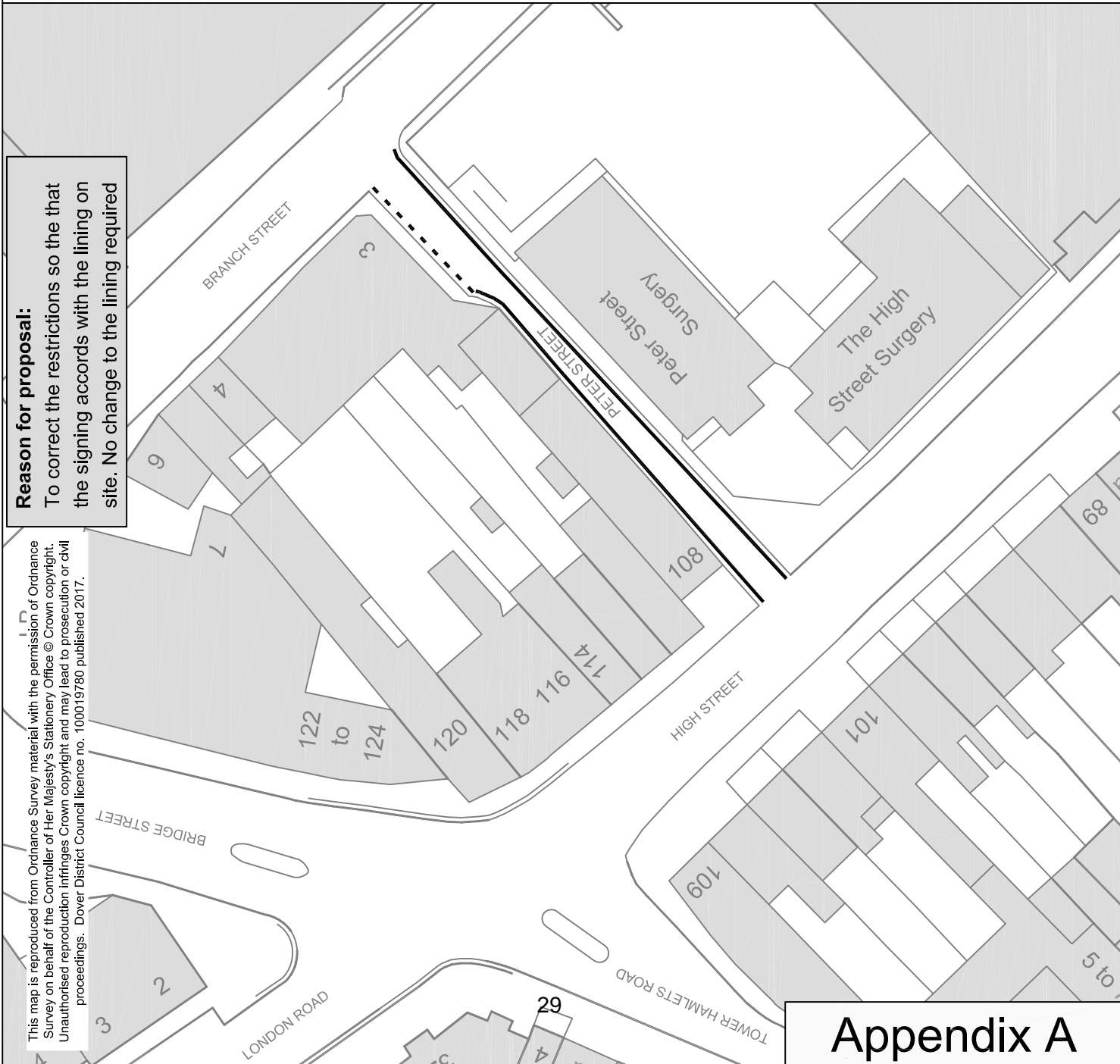
ROGER WALTON

Director of Environment and Corporate Assets

The officer to whom reference should be made concerning inspection of the background papers is the Parking Operations Manager, Dover District Council, White Cliffs Business Park, Dover, Kent CT16 3PJ.  
Telephone: (01304) 821199, Extension 2422

**Reason for proposal:**  
 To correct the restrictions so that the signing accords with the lining on site. No change to the lining required

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## Key to Map

- Proposed "No waiting at any time" restriction (double yellow lines)
- - - - Proposed No waiting, Mon - Sat, 8.30am - 5.30pm restriction (single yellow line)



Prepared by  
 Property Services  
 Dover District Council  
 Honeywood Close  
 White Cliffs Business Park  
 Dover CT16 3PJ  
 Tel: (01304) 821199

Euring Roger Walton, C.Eng, M.I.C.E.  
 DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

Scheme

## Proposed Parking Prohibition

Location

Peter Street,  
 Dover

North



Designed: GEM Drawn: GEM

Date: 5th Jan 2017

Scale 1 in 500 (A4 size)

Drawing Number

TRAN/2016/0014

Rev

**To:** Dover Joint Transportation Board  
**By:** KCC Highways, Transportation and Waste  
**Date:** 16 March 2017  
**Subject:** Highway Works Programme 2016/17

**Classification:** Information Only

---

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

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## 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
Stephanie Wadhams	Dover District Manager
Sue Kinsella	Street Lighting Manager
Kevin Gore	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.

<b>Machine Resurfacing – Contact Officer Byron Lovell</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
A258 Deal Road Roundabout	Deal	Roundabout circulatory including approaches	Programmed 27 March
A257 High Street	Wingham	Pedestrian crossing between Sweetlove Place and North Court Road	Programmed 4 May
A258 London Road	Deal	Between Park Avenue and Grange Road	Programmed 5 May
<b>Footway Improvement - Contact Officer Neil Tree</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent and Description of Works</b>	<b>Current Status</b>
None			
<b>Surface Treatments - Contact Officer Clive Lambourne</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
None			

## Appendix B – Drainage

<b>Drainage Repairs &amp; Improvements - <i>Contact Officer Katie Lewis</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
A256 Whitfield Bypass	Whitfield	Installation of new soakaways	Works Complete
Fleming Road	Staple	Installation of new drainage system	Works Complete
Nash Road	Ash	Installation of new drainage system	Works Complete
Dover Road	Walmer	Repair to existing system	Works Complete
St Marys Close	Woodnesborough	Installation of new soakaway	Works Complete
Easole Street	Nonnington	Installation of new soakaway	Works Complete
Wingham Well Road	Wingham	Installation of new soakaway	Works Complete



### **Appendix C – Street Lighting**

Due to a number of queries received regarding the previously reported completion dates of street lighting replacements in the Dover District, KCC has issued Amey with a list of all outstanding works with the intention that accurate dates are provided. This review of this list is in progress and an updated report will be available once the review has been completed.

### **Appendix D – Transportation and Safety Schemes**

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

<b>Local Transport Plan Schemes - Contact Officer Richard Heaps</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Sandwich	Sandwich	Dropped kerbs to facilitate pedestrian access	Scheme currently on hold due to funding, priority to be reassessed in 17/18
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
<b>Local Growth Fund Schemes - Contact Officer Richard Heaps</b>			
South Street	Deal	Alterations to incorporate improved bus facilities	Works complete

## Appendix E – Developer Funded Works

<b>Developer Funded Works (Section 278 Agreement Works)</b>				
<b>Ref.</b>	<b>Scheme location</b>	<b>Parish</b>	<b>Description</b>	<b>Current status</b>
DO/3012	Aylesham SIC Works Roads 1.1 & 1.2	Aylesham	Junction Improvements and Infrastructure Roads.	Ongoing development as other phases are constructed.
DO/3027	Spinney Lane	Aylesham	Junction improvements – Spinney Lane/Adisham Road/Pond Lane.	Completed and in maintenance.
DO/3034	Market Place (Road 1.4) Aylesham Village expansion works	Aylesham	Amendments to Market Square including ben widening and additional parking areas.	Completed and in maintenance.
DO/3040	Dorman Avenue North (Road 1.3) Aylesham Village expansion works	Aylesham	New footways, laybys and resurfacing of carriageway.	Completed and in maintenance.
DO/3030	St James' Street, dover (DITZ)	Dover	Demolition of County Hotel to provide retail units, restaurant, cinema and associated car parking, highway works and landscaping. New Traffic Signals at junction with Woolcomber Street.	Enabling works to permit service diversions underway.
DO/3007	Coombe Valley Road	Dover	Construction of vehicle access at Buckland Hospital.	Remedial works completed, to be placed onto maintenance.
DO/3043	Coombe Valley Road (Rosewood Heights)	Dover	New access to private development.	Minor remedials required.
DO/3011	Old Park Hill	Dover	Footway works connected with S38 development.	Works completed.
DO/3000	A20 York Street roundabout	Dover	Roundabout being removed to make way for traffic signalised junction.	Roundabout removed with traffic signal works ongoing whilst other localised works are completed.
DO/3000	A20 Prince of Wales	Dover	Roundabout being removed to make way for traffic	Highways England works largely

	roundabout		signalised junction.	completed, traffic management remains.
DO/3050	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, remedials required to granite rumble strips.

DO/3044	The Street	Preston	Pedestrian/footway improvements.	Awaiting technical approval following outline agreement from local parish council.
DO/3056	Grove Road/Stourmouth Road	Preston	New bell-mouth access into private development and new footways.	Works underway and will dependant on progress of new housing.
DO/3024	A258 London Road	Sholden	New Puffin crossing.	Works completed.
DO/3039	Station Road	Walmer	Relocation of bus stops on Dover road and adjustments to kerb lines.	Works completed.

**Appendix F - Public Rights of Way**

<b>Public Rights of Way – Contact Manager- Andrew Hutchinson</b>			
<b>Path No</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
EB10 (Between St David's Avenue and Farthingloe Road, Aycliff)	Dover	Step construction	Works programmed for winter 2016/2017
ER185/ ER25 (Between Alkham Valley Road and Slip Lane and Little Everden Road)	Alkham	Temporary surface repairs	Works complete
EBX1 (Between Kings Road and Eaton Road)	Dover	Surface Improvements	Works Complete

### **Appendix G – Bridge Works**

<b>Bridge Works – contact officer Kevin Gore</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
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.

<b>Traffic Systems - Contact Officer: Toby Butler</b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
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 **21 February 2017**

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

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

### **Pam Brivio**

<b>Scheme</b>	<b>Status</b>
Beaufoy Road, Dover - Investigation of 'Unsuitable for HGVs' sign	Works complete
St Alphege Road, Dover – new street lighting	Works complete
Priory Path – gate being placed across entrance to stop antisocial behaviour	Works handed over for completion
Dover Town Sign Review – contribution to audit of brown tourism signs across Dover town	Works handed over for completion, some items complete

### **Gordon Cowan**

<b>Scheme</b>	<b>Status</b>
Dover Town Sign Review – contribution to audit of brown tourism signs across Dover town	Works handed over for completion, some items complete

### **Mike Eddy**

<b>Scheme</b>	<b>Status</b>
Beauchamp Ave, Mill Hill – replace bollards	Works complete
Middle Deal Road, Deal – Make up verge	Works complete

### **Geoff Lymer**

<b>Scheme</b>	<b>Status</b>
Eythorne & Shepherdswell Weight Restriction – buildout by Millyard Way	Works complete

### **Steve Manion**

<b>Scheme</b>	<b>Status</b>
Eythorne & Shepherdswell Weight Restriction – buildout by Millyard Way	Works complete

### **Leyland Ridings**

<b>Scheme</b>	<b>Status</b>
King Street, Sandwich – Kerb buildout and bollards	Handed over for completion, programmed for 20 March 2017

## Eileen Rowbotham

Scheme	Status
Beauchamp Ave, Mill Hill – replace bollards	Works complete
Middle Deal Road, Deal – Make up verge	Works complete

### **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/Stephanie Wadhams 03000 418181

DOVER DISTRICT COUNCIL

DOVER JOINT TRANSPORTATION BOARD – 16 MARCH 2017

**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



# DOVER JOINT TRANSPORTATION BOARD

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

1. Under the current arrangements with Kent County Council (the Highway Authority), an applicant has to satisfy a list of criteria set by the County Council in order to qualify for a disabled person's parking bay being provided outside, or close to, his or her house. The set of criteria was adopted by this Board at its meeting held on 7 February 2005 and is as follows:
    - All applicants must hold a current and valid Blue Badge
    - All applicants must also be in receipt of, or have proof of entitlement to:  
  
Personal Independence Payment (PIP) at the enhanced rate **or**  
  
*If under 65 years of age* - entitlement to the higher rate mobility component of the Disability Living Allowance **or**  
  
*If 65 years or over* – entitlement to the Higher Rate of Attendance Allowance if applicant was 65 years or over when entitlement was first claimed **or**  
  
Another entitlement which may be allowable e.g. War Pension.
  - The applicant must not have any space available for parking their vehicle in an off-street parking facility.
  - There are parking problems within the road, for example, the applicant regularly has difficulty finding available space on-street close to his or her property (this will be assessed post-application by a highway engineer).
2. Bays will not be provided in locations which may compromise public safety, e.g. on a bend or brow of a hill, close to a junction, within a turning head of a cul-de-sac, where the road is too narrow or where parking is already prohibited, e.g. on yellow lines, zigzag lines, etc.
  3. The provision of a disabled persons parking bay **must** relieve congestion on the public highway.

### **Process after receipt of application**

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

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

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

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

**Agenda Item No 10**

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