

Public Document Pack

DOVER JOINT TRANSPORTATION BOARD

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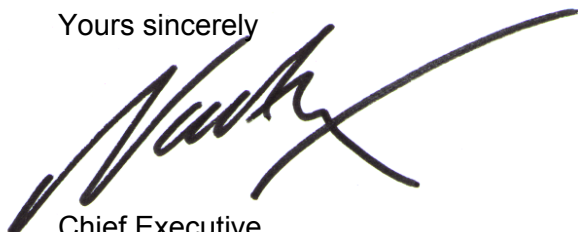
30 August 2017

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 7 September 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.

Yours sincerely



Chief Executive

Dover Joint Transportation Board Membership:

Dover District Council Members

J S Back (Vice-Chairman)
D G Cronk
A Friend
M J Holloway
M J Ovenden
D A Sargent
P Walker

Kent County Council Members

S C Manion (Chairman)
P M Beresford
T A Bond
S S Chandler
N J Collor
G Lymer
D P Murphy

Town Councils and Kent Association of Local Councils (non-voting)

Mr M R Eddy (Deal Town Council)
Mr R S Walkden (Dover Town Council)
Mr P I Carter (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 5-7)

To confirm the attached Minutes of the meeting of the Committee held on 15 June 2017.

5 **PROPOSED SPEED LIMIT REDUCTION - ALKHAM ROAD, TEMPLE EWELL**
(Pages 8-21)

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

6 **PROPOSED RESIDENTS' PARKING SCHEMES - DOVER** (Pages 22-23)

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

7 **LORRY PARKING PROHIBITION - COOMBE VALLEY ROAD, DOVER** (Pages 24-26)

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

8 **HIGHWAY WORKS PROGRAMME 2017/18** (Pages 27-38)

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

9 **EXCLUSION OF THE PRESS AND PUBLIC** (Pages 39-41)

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 42-60)

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

Access to Meetings and Information

- Members of the public are welcome to attend meetings of the Council, its Committees and Sub-Committees. You may remain present throughout them except during the consideration of exempt or confidential information.
- All meetings are held at the Council Offices, Whitfield unless otherwise indicated on the front page of the agenda. There is disabled access via the Council Chamber entrance and a disabled toilet is available in the foyer. In addition, there is a PA system and hearing loop within the Council Chamber.
- Agenda papers are published five clear working days before the meeting. Alternatively, a limited supply of agendas will be available at the meeting, free of charge, and all agendas, reports and minutes can be viewed and downloaded from our website www.dover.gov.uk. Minutes will be published on our website as soon as practicably possible after each meeting. All agenda papers and minutes are available for public inspection for a period of six years from the date of the meeting.
- If you require any further information about the contents of this agenda or your right to gain access to information held by the Council please contact Kate Batty-Smith, Democratic Support Officer, telephone: (01304) 872303 or email: kate.batty-smith@dover.gov.uk for details.

Large print copies of this agenda can be supplied on request.

Declarations of Interest

Disclosable Pecuniary Interest (DPI)

Where a Member has a new or registered DPI in a matter under consideration they must disclose that they have an interest and, unless the Monitoring Officer has agreed in advance that the DPI is a 'Sensitive Interest', explain the nature of that interest at the meeting. The Member must withdraw from the meeting at the commencement of the consideration of any matter in which they have declared a DPI and must not participate in any discussion of, or vote taken on, the matter unless they have been granted a dispensation permitting them to do so. If during the consideration of any item a Member becomes aware that they have a DPI in the matter they should declare the interest immediately and, subject to any dispensations, withdraw from the meeting.

Other Significant Interest (OSI)

Where a Member is declaring an OSI they must also disclose the interest and explain the nature of the interest at the meeting. The Member must withdraw from the meeting at the commencement of the consideration of any matter in which they have declared a OSI and must not participate in any discussion of, or vote taken on, the matter unless they have been granted a dispensation to do so or the meeting is one at which members of the public are permitted to speak for the purpose of making representations, answering questions or giving evidence relating to the matter. In the latter case, the Member may only participate on the same basis as a member of the public and cannot participate in any discussion of, or vote taken on, the matter and must withdraw from the meeting in accordance with the Council's procedure rules.

Voluntary Announcement of Other Interests (VAOI)

Where a Member does not have either a DPI or OSI but is of the opinion that for transparency reasons alone s/he should make an announcement in respect of a matter under consideration, they can make a VAOI. A Member declaring a VAOI may still remain at the meeting and vote on the matter under consideration.

Note to the Code:

Situations in which a Member may wish to make a VAOI include membership of outside bodies that have made representations on agenda items; where a Member knows a person involved, but does not have a close association with that person; or where an item would affect the well-being of a Member, relative, close associate, employer, etc. but not his/her financial position. It should be emphasised that an effect on the financial position of a Member, relative, close associate, employer, etc OR an application made by a Member, relative, close associate, employer, etc would both probably constitute either an OSI or in some cases a DPI.

Minutes of the meeting of the **DOVER JOINT TRANSPORTATION BOARD** held at the Council Offices, Whitfield on Thursday, 15 June 2017 at 6.00 pm.

Present:

Chairman: Councillor S C Manion

Councillors: J S Back
S S Chandler
N J Collor
D G Cronk
A Friend
G Lymer
D P Murphy
M J Ovenden
D A Sargent
P Walker

Also Present: Mr M R Eddy (Deal Town Council)
Mr K Gowland (Kent Association of Local Councils)
Mr A Minns (Kent Association of Local Councils)
Mr C Warriner (Dover Town Council)

Officers: Dover District Manager
Highways and Parking Team Leader
Team Leader – Democratic Support

1 APOLOGIES

Apologies for absence were received from County Councillor P M Beresford, Councillor M J Holloway and Mr R S Walkden (Dover Town Council).

2 APPOINTMENT OF SUBSTITUTE MEMBERS

It was noted that Mr C Warriner (Dover Town Council) had been appointed as substitute Member for Mr R S Walkden (Dover Town Council).

3 DECLARATIONS OF INTEREST

There were no declarations of interest made by Members.

4 MINUTES

The Minutes of the meeting held on 16 March 2017 were approved as a correct record and signed by the Chairman.

5 APPOINTMENT OF CHAIRMAN AND VICE-CHAIRMAN

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

6 HIGHWAY WORKS PROGRAMME 2017/18

The Dover District Manager (Kent Highways) presented the Highway Works Programme 2017/18. The report provided an update and summarised the schemes that had been included within the programme for 2017/18.

The report covered the following areas:

- Footway and Carriageway Improvement Schemes
- Drainage Repairs & Improvements
- Street Lighting
- Transportation and Safety Schemes
- Developer Funded Works
- Public Rights Of Way (PROW)
- Bridge Works
- Traffic Systems
- Combined Member Fund

Members thanked the Dover District Manager for the works that had been undertaken as part of the Highways Work Programme.

Mr A Minns advised that the works on the A20 York Street roundabout were not complete as there were still two missing give way signs.

RESOLVED: That report and the identified schemes approved for construction in 2017/18 be noted.

7 URGENT ITEM - STAGECOACH NETWORK CONSULTATION

The Chairman advised that in view of the limited time for responses to the consultation on the proposed changes to the Stagecoach bus network in the Dover, Deal and Sandwich areas he felt that it was necessary to add an urgent item of business on the matter to the agenda.

Members expressed concern over the following points:

- That the length of the consultation was insufficient for most parish councils to organise a response to.
- That the lack of any proposed timetables meant that it was difficult to fully understand the impact of any changes.
- Concern over the impact of changes to services on rural communities.
- The lack of an official notification in respect of the consultation.
- That the lack of detail made it difficult to make a meaningful response to the proposals.

Due to the short consultation period, which ran for 2 weeks from Monday 12 June to Monday 26 June 2017, the consensus view was that the Chairman should respond to the consultation expressing the concerns of the Board.

RESOLVED: That a response to the consultation be sent on behalf of the Board to Stagecoach expressing the following concerns:

- (a) That the consultation period on the proposed changes to the bus network in Dover District be extended until August 2017.
- (b) That more detailed information on the proposed changes be provided as part of the consultation to enable the public and elected representatives to make more meaningful responses to the proposals.

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

9 APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS

The Highways and Parking Team Leader presented the report on applications for Disabled Persons' Parking Bays.

RESOLVED: That the report be noted and in particular the following actions:

- (a) That Items A and W to Z to remove the disabled persons' parking bays that were no longer required by the applicants from the highway be noted.
- (b) That it be noted that, subject to no objections being received during the consultation process, Applications B to V be sealed by Kent County Council with a view to the disabled persons' parking bays being installed thereafter.
- (c) That it be noted that in the event of an objection being received during the consultation process to Applications B to V, the applications in question would be discussed with the Chairman of the Dover Joint Transportation Board for a final decision.

The meeting ended at 6.32 pm.

PROPOSED SPEED LIMIT REDUCTION - ALKHAM ROAD, TEMPLE EWELL

To: **Dover Joint Transportation Board – 7 September 2017**

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

Classification: **Unrestricted**

Ward: **Lydden and Temple Ewell and River Wards, Dover District**

Summary: **This report gives details of a proposed reduction in the speed limit in Alkham Road, Temple Ewell, and the results of the statutory consultation.**

For Recommendation

1.0 Introduction and Background

- 1.1 Kent County Council is implementing some changes to the highway in Alkham Road, Temple Ewell to help improve facilities to encourage people to visit the parks following a successful bid by Dover District Council for lottery money to regenerate Kearsney Abbey and Russell Gardens.
- 1.2 Phase 1 has been completed which involved widening the footway, narrowing the road and implementing a contrasting surface to help encourage slower traffic speeds. Bollards were also installed to prevent parking on the footway. New dropped crossings were also put in at some locations.
- 1.3 KCC is currently in the process of detailed design for Phase 2. The proposals for these works are:
- Installation of additional bollards on the north side of the road
 - Bus boarder kerbs and bus stop clearways in Lower Road, Temple Ewell
 - The installation of waiting restrictions at the southern end of Lower Road to prevent obstructive parking during busy periods
 - Building out the kerbs at the junction of Lower Road and Alkham Road to provide a safe and convenient place for people to cross the road
 - The installation of a new informal crossing point to the park opposite Kearsney Manor. This is subject to Dover District Council being able to create an opening in the boundary wall.
 - A reduction in the speed limit along Alkham Road from 50mph to 40mph thereby creating a 'buffer' speed limit zone for vehicles approaching the parks from the Folkestone area.
- 1.4 We will be undertaking consultation with local residents and stakeholders about these proposals in late August/ early September

2.0 The Proposal and Consultation

- 2.1 In the interest of preventing any delays, we have already undertaken statutory consultation on the proposal to reduce the speed limit in Alkham Road.
- 2.2 The 30mph speed limit currently begins near the junction with Abbey Road.
- 2.3 The proposal is to change the 50mph speed limit to 40mph for a distance of 634 metres – see Appendix A.
- 2.4 The intention was to reduce the speed where there are houses to ensure that the proposal meets the guidelines provided by the Department for Transport regarding the setting of local speed limits, while ensuring that the new terminal signs are located in areas where they will not continuously be obscured by buses and trees. As the verge areas here have dense foliage and many trees, there are limited places where they might be located.
- 2.5 A manual speed count was conducted on the 23 May between 10:00 and 11:00. This was undertaken using a hand-held speed “gun” from a parked car in a layby on a section of the road that is proposed to be 40mph. This shows that the mean speed of vehicles heading towards Folkestone was 47.9mph, while the mean speed of those heading towards Kearsney was 44.2mph. Therefore it is felt a reduced speed limit to 40mph is achievable along this section.
- 2.6 The proposals were placed in the Kent Messenger on 30 June 2017 and sent to statutory consultees and local residents by post. A number of public notices were also placed on site. The deadline for responses was 24 July 2017.
- 2.7 Four responses were received (see Appendix B), three of which made comments to be considered:

Respondent	Support/object	Comments	KCC response
Local resident	Support	None	n/a
Local resident	Object	<ul style="list-style-type: none"> • Feels proposal does not go far enough. • Suggests proposed 40mph section should be 30mph • All of the rest of the 50mph limit from Alkham village to Kearsney should be reduced to 40mph. • There have been a number of traffic accidents along this stretch of road. • The current location of the signs means they are often not seen or ignored, or encourage speeding 	<ul style="list-style-type: none"> • Whilst KCC appreciates the desire to extend the 30mph speed limit, DfT guidance is that speed limits should be appropriate for the type and function of the road. To be effective, the reasons for a lower speed limit need to be apparent to drivers. • The standard speed within urban areas and villages is 30mph. Past Abbey Road, the road is rural in nature. It is unlikely a 30mph would be widely complied

		<ul style="list-style-type: none"> • up. • Suggests Dragon's teeth markings and 30 roundels. 	<ul style="list-style-type: none"> • with. • The guidance states that a 50mph speed limit is appropriate on C classified rural roads where there are many bends, accesses or junctions.
Local resident		<ul style="list-style-type: none"> • Does not go far enough. • Suggests proposed 40mph section should be 30mph. • All of the rest of the 50mph limit from Alkham village to Kearsney should be reduced to 40mph. • Local development will increase traffic and pedestrians. • A number of accidents involving speeding traffic, some fatal. 	<ul style="list-style-type: none"> • In this instance, as the 40mph is forming a "buffer" zone and there are a number of properties, it is felt that a 40mph limit would be appropriate here. • KCC can investigate adjusting the location of the speed terminal sign so it is not seen from so far back.
Alkham Parish Council		<ul style="list-style-type: none"> • Requests 40mph limit from Kearsney to Alkham village. • Number of crashes along this section due to bends and camber. • No facilities for pedestrians, and there is a bridleway and public footpath that cross the road. • Some driveways and field gates open on to the road. • Two request bus stops operate on this section of road. • New developments in the wider area might lead to a significant increase in traffic. 	As above

2.8 Although it is appreciated that local residents would like the 30mph limit extended, it does not meet the standards of national guidance and is unlikely to be respected. An unrealistically low speed limit would also not be supported by Kent Police who may decline the enforcement of it. The results of the manual survey demonstrate that the mean speed of vehicles is already between 40mph and 50mph. Reducing the speed limit could have a small effect of further reducing speeds.

2.9 When analysing crash data, KCC looks at crashes over the past three years that have related in personal injuries. The crash data held by KCC show one personal injury crashes in the three years up to 31 March 2017 in the section of road where the speed limit is proposed to be reduced. The police report states that he was intoxicated - see Appendix C.

- 2.10 KCC will investigate whether the 30mph speed terminal sign can be located in an alternative position so it is not seen so far in advance by oncoming vehicles that they are encouraged to speed up whilst still in the 30mph section of road.
- 2.11 If it is found feasible to adjust the location of the sign (which will also result in a slightly extended 30mph area of road), the Traffic Regulation Order will need to be rewritten and re-advertised which will result in a delay in the implementation of the full scheme.
- 2.12 If investigations find that it is not feasible or practical to adjust the 30mph terminal signs, it is recommended that the scheme should go ahead as originally advertised

3.0 Corporate Implications

3.1 Financial and VAT

3.1.1 None for Dover District Council.

3.2 Legal

3.2.1 None for Dover District Council.

3.3 Corporate

3.3.1 None for Dover District Council.

4.0 Recommendation(s)

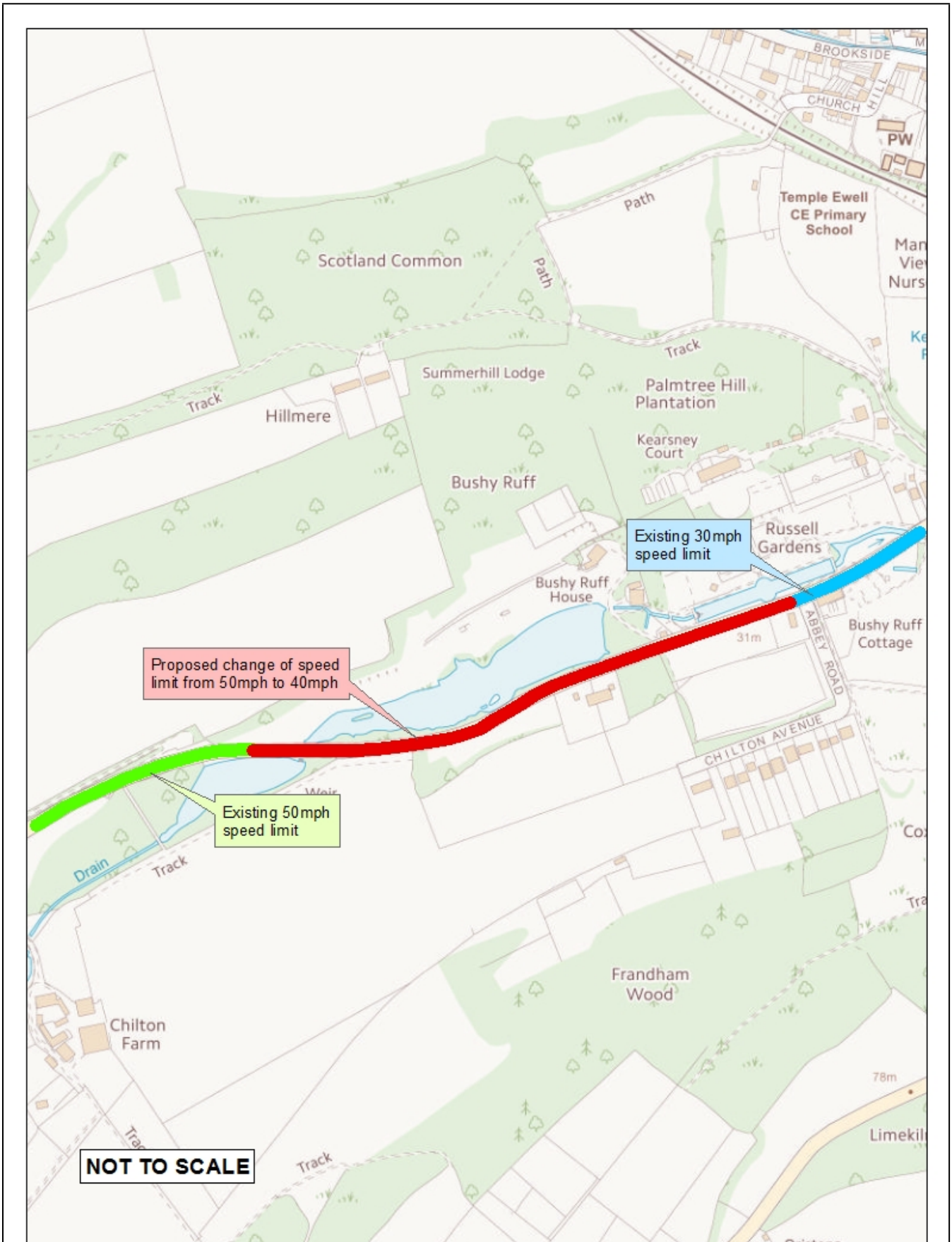
- 4.1 That members agree for KCC to investigate the placement of the speed limit terminal signs and if found feasible, to amend and re-advertise the Traffic Regulation Order.
- 4.2 That members agree to the change to the speed limit as advertised if investigations find that the terminal sign cannot be moved.

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

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

Appendix A – Plan of Proposals



Produced by Richard Heaps

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Ref: Alkham Road, Temple Ewell - Change of Speed Limit

Appendix B – Consultation Responses

Sent: 30 June 2017 15:56
To: Traffic Regulation Orders - GT
Subject: Support for Alkham Road speed limit change

For the attention of Richard Heaps

I am writing to express my support for changing the speed limit on Alkham Road in part from 50mph to 40mph.

I live in xxxxxxxx. When the weather is good the car park overflows leading to people parking on the opposite verge and having to cross the road to Russel gardens. Families with small children often have to navigate between lorries, motorbikes and other traffic travelling at around 60mph as they exit the 30mph zone by Kearsney Abbey car park, then accelerate hard along the straight piece of road past Russel Gardens car park.

If this section of road was lowered to 40mph (or even 30 mph) it would make the area safer for visitors parking on the road to visit Russell gardens.

Regards

[Resident]
Alkham Road
Temple Ewell

20th July 2017

Schemes Planning & Delivery
KCC Highway Depot
4 Javelin Way
Ashford
Kent TN24 8AD

Clerk: Mrs Janice Lambert
4 Newlyns Meadow
Alkham
Dover
Kent
CT15 7QJ
Tel: 07800 943434
e-mail: alkham.pc@outlook.com

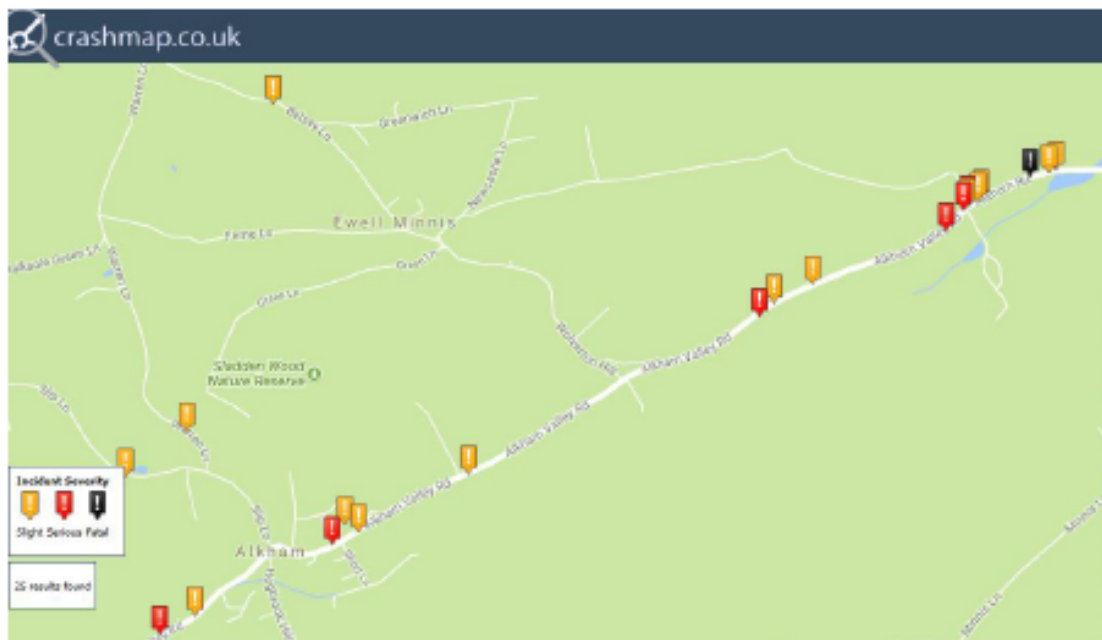
Dear Sirs,

Re: AMENDMENT NO. 14 ORDER 2017 - 40 MPH SPEED RESTRICTION

The Parish Council would like to submit a strong request for an extension of the proposed speed limit of 40 mph from the end of Kearsney Parks (Bushy Ruff) up to Wolverton Woods. This extension is less than 1 Km. We believe there is little point in increasing the speed limit for a duration of less than a kilometre to gain approximately 1.5 seconds of time.

The reasons for a 40 mph speed limit are as follows:

- There have been 12 incidents along this stretch of road in the past 5 years: 1 fatal accident; 4 serious accidents and 7 other reported incidents (see crash map below:



- This stretch of road from the end of Bush Ruff Park has the highest concentration of speed related fatalities and accidents along the Alkham Valley Road.
- The bends in the road from the end of Bushy Ruff Park need a reduction in speed to handle. Also as the bends are tight, large vehicles often cross the central white lines onto oncoming traffic.
- The camber in road also causes an unexpected reaction of the vehicle being driven to veer off the road.
- There is a bridleway crossing at Chilton used by families and horse riders just near the blind bend in the road, which is highly dangerous for those crossing. Also a public footpath exits the park on the next blind bend, which is shaded by trees.
- There is no verge from the park for walkers or cyclist to use. As the use of the Alkham Valley Road has increased dramatically, which includes HGVs, it is severely hazardous especially when vehicles are travelling in excess of 40mph
- 10 busy driveways and field gates directly access the road and there is not enough time for exiting onto the road. Drivers at speed too often swerve to avoid collision with exiting vehicles, showing they do not have enough time to react. Additionally, the drive at Chilton is very steep and on a blind corner and it takes longer for vehicles, especially trucks and farm vehicles to exit.
- At Chilton on the blind bend is a request bus stop that is frequently used. Drivers need time to react and stop when the bus has stopped. Another request bus stop is also 300m away, opposite Fairview Cottages.
- There is a man-hole for sewerage on the corner at the end of Bushy Ruff Park. Southern Water maintains pipes here on a regular basis as part of their routine flushing out of the Alkham Valley sewage pipes. This is on a blind corner under the shade of trees and a 40 mph speed limit would be essential to give the drivers enough time to slow down for the works.
- The environmental benefits of maintaining a lower speed are less fuel consumption and pollution.
- With the addition of a new village at Richmond Park, addition of 15 new houses at the other end of the valley near Hawkinge and the increase in use of the newly renovated Parks at Kearsney, there will be a significant increase in traffic through the Alkham Valley. This said, the safe use of the Alkham Valley Road is even more crucial to establish at this time.

The above reasons outlined, demonstrate why it is essential to extend the 40 mph speed limit from the Parks as far as Wolverton Woods (less than 1km) where it is also 40 mph. This would benefit the safety of all: pedestrians, riders and drivers alike.

We would appreciate the comments of the Parish Council be taken into consideration.

With kind regards,

A handwritten signature in blue ink, appearing to read "J. Lambert", enclosed in a light blue oval.

Janice Lambert

Alkham Road Speed Limit – Consultation July 2017



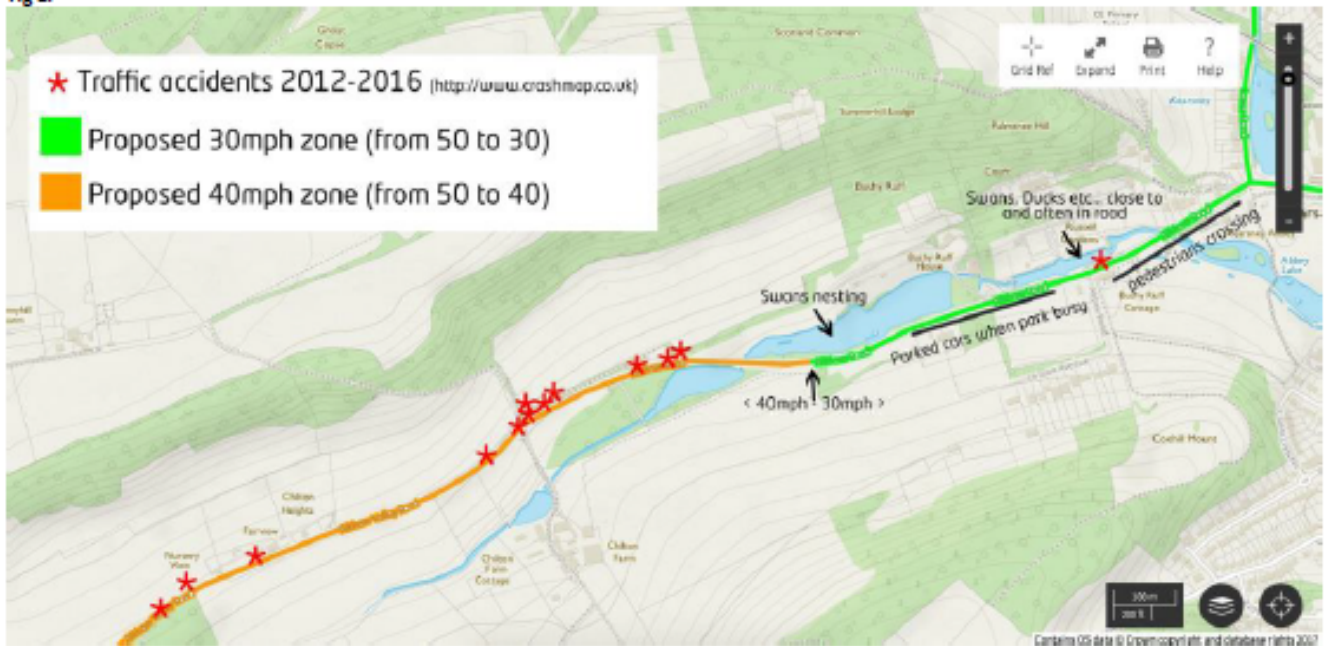
Current Proposal:

Alkham Road, Temple Ewell: 40mph From a point 18 metres south west of its junction with Abbey Road in a south westerly direction to a point 634 metres south west of its junction with Abbey Road.

Alkham Road, Temple Ewell: 50mph From a point 634 metres south west of its junction with Abbey Road in a south westerly direction to a point 980 metres south west of its junction with Abbey Road.

Response to consultation (with amendments to the scheme):

Fig 1:



While the current proposal is welcome; it doesn't go far enough to address the issues with this section of Alkham Road.

Proposed amendments to the scheme:

The current 50mph stretch of road (approx. 1mile) is dangerous (see Fig 1 for traffic accidents), changing a few hundred meters of it to 40mph will not give much benefit in speed reduction/safety.

Proposed changes:

- Reduce the 1 mile of 50mph road to 40mph. Making the road from Alkham village 40mph all the way to Temple Ewell.
- Change the new 40mph to 30mph at a point 634 metres south west of its junction with Abbey Road.

Concerns and observations

Having lived at [REDACTED] we have seen both the speed and volume of traffic using the Alkham road increase substantially.

The main concern with the proposed changes are that they do not go far enough to address the issues of speeding and careless users of the road through the parkland.

The sighting of the 30mph transition next to Abbey Road means that people tend not to slow down until past the Kearsney Abbey car park, and often way past then. When heading to Folkestone, the change from 30 to the proposed 40 at this point will also continue to act as a draw for people to put their foot down from the brow of the hill as they see the change in speed sign.

People do not do 30 through this section and changing the 50 to 40 will mean people will still be doing 40+ before passing the 40 sign.

We suggest the new 40mph sign is moved to a point 634 meters south west of its junction with Abbey Road. We feel that this will enable behavior change in motorists and make the section of road past the cottages and park safer – more chance of motorists driving to the conditions at a maximum of 30mph.

Clearly motorists are careless through this section, this is evidenced by the splintering of the bollards and recent accidents in the 30 zone. Last year a motorist drove over and took out the island next to the care park, totaling their car. On Saturday 15th July this year at approx. 6am there was a single car accident where the driver ran through the keep left sign by abbey road, taking out the lamppost which ended up in number 6 cottages front driveway. The car ended up on the wrong side of the road facing the wrong way outside number 4 cottage. The car was totaled, both airbags deployed. Luckily there was no one else involved. Clearly 30mph was not being observed and if at a different time of day could have been very serious to users of the park and their children.

The lack of road markings are not having the desired effect of slowing traffic and making drivers more careful. It appears to confuse them more and certainly doesn't reduce their speed. It feels sometimes that drivers just close their eyes, put their foot down and hope for the best! To add to the confusion the old makings can still be seen in part.

We also think that more can be done to demarcate the transition between speed zones. E.g. 'Tiger' markings leading up to the 30 high friction section and repeats of the 30 painted on road markings. Visibility cutting is also needed to be addressed for the signs.

Sent: 24 July 2017 08:33
To: Traffic Regulation Orders - GT
Cc: [REDACTED]
Subject: Alkham Road - Amendment No.14 Order

Follow Up Flag: Follow up
Flag Status: Flagged

Further to recent the Public Notice concerning speed reductions along the Alkham Road, we duly respond, as follows.

The proposed speed reduction does not go far enough to deter the current high volume of traffic and speeding vehicles already being driven through this particular 30mph area.

It is felt that, the current speed limits should be reduced to 30mph from the point of Abbey Road through to a point 634 metres south west of Abbey Road and that, from that point, the speed limit be reduced to 40mph to a point 980 metres south west of Abbey Road.

The parks and open spaces within the area in question are to be further developed, and will encourage an increase in visitors and activities in Kearsney Abbey, Russell Gardens and Bushy Ruff.

Bushy Ruff House, situated within the grounds of Busy Ruff, is currently, under going redevelopment and shall become 3 individual dwellings and 10 apartments. Both will see an increase in cars and pedestrians using the road in question, for access and on road parking.

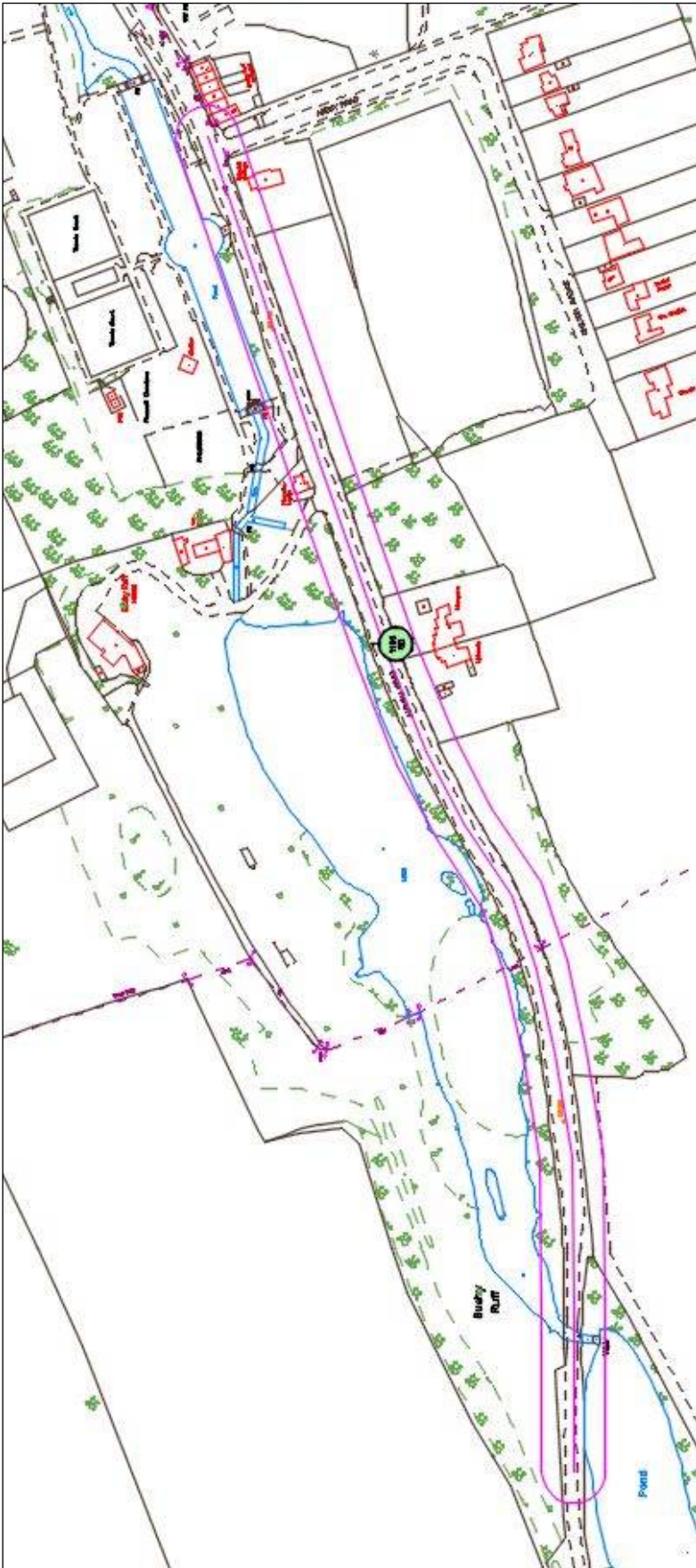
In recent times there have been a number of fatal and non-fatal accidents in the area of Abbey Road to a point 634 metres south west. Two fatal accidents have been due to vehicles being driven at excessive speeds and drivers being unable to control their vehicles on the undulating road surface. A more recent accident, on Saturday 15th July 2017 @ 6.20am, resulted in a vehicle, being driven into Dover at speed within the proposed 40mph limit, hitting the refuge island at the junction with Abbey Road, removing the lamppost from the island and narrowly missing depositing the post and vehicle in the front yard of our property. The driver was lucky not to have killed them self and any other road users.

The recent speed and volume survey, carried out by Kent County Council Highways Department, will highlight the increase in traffic volume and speeds already being driven, within the existing 30mph of Alkham Road.

As residents and regular users of all the parks and open spaces surrounding the area in question, we implore you to reconsider the proposed speed limit reductions and make further reductions from 40mph to 30mph and from 50mph to 40mph at the point 18 metres from Abbey Road to a point 980 metres south west of the junction with Abbey Road.

It is hoped that, all comments made, concerning this particular public notice will not go unheard and that, safer lower speed limits will be put in place before any further accidents or deaths occur on this stretch of road.

Appendix C – Crash Data



D-PRINT CRASH REPORT

22-Aug-2017
11:14:18

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved	
1	Road No U Grid 628285E Section Ref 143610N	SLIGHT	17/09/2016	7	06:40	L	Wet/Damp	Rain		S,VEH +VE		
	ALKHAM ROAD, MANYARA O/S, TEMPLE EWELL (MAPPED TO LOCATION)											
	V1's driver was over the prescribed limit of alcohol, travelling along Alkham Valley Road towards Dover from Folkstone. As V1 has come around a left hand bend, D1 has lost control and collided with a garden wall of a property causing damage. V1 has then been caused to spin about 90 degrees into the live lane causing it to be blocked.											
	Veh1, car, N -> S									Dover		Casualties 1 Vehicles 1

Meeting and Date: Dover Joint Transportation Board – 7 September 2017

Report of: Roger Walton, Director of Environment and Corporate Assets

Portfolio Holder: Councillor Nigel Collor, Portfolio Holder for Access and Licensing

Subject: PROPOSED RESIDENT PARKING SCHEMES - DOVER

Purpose of the report: To seek agreement of the Board to undertake a formal consultation on proposals to introduce residents' parking schemes covering the Laureston Place, Victoria Park and Priory Hill areas of Dover.

Recommendation: The Board is asked to agree that a consultation be undertaken with the residents in the Laureston Place, Victoria Park and Priory Hill areas of Dover to see if there is sufficient support for the introduction of residents' parking schemes. The outcome of the consultation will be brought back before the Board at a future meeting to see whether or not the schemes should proceed to the next stage of being formally advertised prior to making any final recommendations.

1. Summary

1.1 This report seeks agreement of the Board to consult on the two residents' parking schemes as detailed in this report.

2. Proposed Residents' Parking Scheme, Laureston Place and Victoria park, Dover

2.1 Residents in Laureston Place and Victoria Park have requested a residents' parking scheme to cover their roads. The parking demand in the vicinity has been steadily increasing and particularly since the closure of the Russell Street Car Park (now part of the St James's development site). Such a scheme could potentially be based on an extension to the existing Zone F, which includes sections of adjacent streets such as Castle Hill Road, Eastbrook Place and St. James's Street.

2.2 The Board is asked to agree that a consultation can be undertaken with the residents in these two roads and those within the existing Zone F to see if there is sufficient support for such a scheme.

2.3 The outcome of the consultation will be brought back before the Board at a future meeting to see whether or not the scheme should proceed to the next stage of being formally advertised.

3. Proposed Residents' Parking Scheme for Priory Hill, Priory Grove and The Abbots, Dover

3.1 Residents in the Priory Hill area of Dover have also approached the Council requesting the introduction of a residents' scheme. The lower section of the road (closest to the High Street) is understood to be used by drivers working and visiting this area of the town, whilst the upper section is understood to be popular with commuters able to access Dover Priory Station via the flight of steps linking the two locations.

- 3.2 The consultation will seek to establish whether the introduction of a resident scheme is the most appropriate response, or whether the introduction of limited waiting controls might mitigate concerns being caused by those parking to access the town or the station. Officers have also noted that there are a number of properties with garages within Priory Hill and the introduction of a formal scheme could limit the number of on-street parking spaces available.
- 3.3 The Board is asked to agree that a consultation can be undertaken with the residents to see if there is sufficient support for such a scheme.
- 3.4 The outcome of the consultation will be brought back before the Board at a future meeting to see whether or not the scheme should proceed to the next stage of being formally advertised
- 4. **Identification of Options**
 - 4.1 Option 1. To agree to the recommendation to undertake the consultations detailed in this report.
 - 4.2 Option 2. To amend either or both of the proposals and to agree to undertake a consultation based on the revised proposal(s).
 - 4.3 Option 3. To withdraw both proposals.
- 5. **Resource Implications**
 - 5.1 The funding will be covered by the Parking Operations budget.
- 6. **Corporate Implications**
 - 6.1 Comment from the Equalities Officer

This report does not specifically highlight any equalities implications however, in discharging their responsibilities members are required to comply with the public sector equality duty as set out in section 149 of the Equality Act 2010 <http://www.legislation.gov.uk/ukpga/2010/15> (KM)

Contact Officer: Roger Walton, Director of Environment and Corporate Assets

Meeting and Date: Dover Joint Transportation Board - 7 September 2017

Report of: Roger Walton, Director of Environment and Corporate Assets,

Portfolio Holder: Councillor Nigel Collor, Portfolio Holder for Access and Licensing

Subject: LORRY PARKING PROHIBITION – COOMBE VALLEY ROAD, DOVER

Purpose of the report: To provide an update to the Board on the outcome of the trial lorry parking prohibition controls and to obtain the Board's approval to extend the controls to further areas within Dover

Recommendation: To agree to the proposals to extend lorry parking prohibition controls to a section of Coombe Valley Road and to formally advertise the proposals. (The results of the consultation will be presented to a future meeting of the Board to make its recommendation.)

1. Summary

1.1 This report provides an update to the Board following the introduction as a trial of lorry parking prohibition controls in Hawkesbury Street and Poulton Close, Dover and seeks agreement to extend the areas subject to such controls based on the data collected over the past few months.

2. Introduction and Background

2.1 The Board will recall that at its meeting on 9 June 2016 Parking Services sought permission and acquired approval from the Board to draw up plans and to formally advertise proposals to prohibit lorry parking along appropriate sections of Channel View Road and Poulton Close in Dover. Although the original report referred to Channel View Road, after further investigation it was determined that the section involved fell entirely within Hawkesbury Street.

2.2 The proposals were subjected to a formal consultation period ending on 26 September 2016 and the results of the process reported to the Board on 8 December 2016, when it was agreed that the proposed controls within Hawkesbury Street and Poulton Close, Dover be implemented by Kent County Council sealing the necessary Traffic Regulation Order.

2.3 This was progressed through the necessary legal processes with the lorry parking prohibition controls eventually coming into effect on 20 March 2017.

2.4 Since the introduction of the restrictions the observed pattern of lorry parking in the two areas has changed:

- (a) Poulton Close: Whereas before the restriction was introduced there may typically have been between 6-12 lorries parked during the daytime on weekdays and very heavily parked overnight and over the weekends, the numbers have now noticeably reduced with only one or two lorries being parked over the weekends and almost none in daytime during the week. The parking at the unrestricted section of Poulton Close (nearest to Holmestone Road) continues to be heavily parked.

- (b) Hawkesbury Street: The lorries have continued to park along the restricted section but it has been noticed that they are arriving later, typically at about 10pm. This might be an attempt to avoid the evening parking patrols. Prior to the introduction of the restrictions, the lorries would typically arrive and park late afternoon/early evening.
- 2.5 The Board considered representations from residents at the meeting in December seeking for similar restrictions to be considered along Barwick Road and the section of Coombe Valley Road between Randolph Road and Edgar Road and agreed that Officers be charged with drawing up similar prohibition proposals for other roads, and that these proposals be advertised accordingly.
- 2.6 This report seeks to bring forward such proposals for consideration.
3. **Proposals to extend lorry parking prohibition controls**
- 3.1 Following the meeting in December 2016, Parking Services staff have continued to undertake regular patrols across the District to monitor lorry parking and take enforcement action where appropriate.
- 3.2 Following on from the representations made by local residents at the December 2016 meeting, officers have also continued to receive regular representations from Councillors and also members of the general public expressing their concerns regarding lorry parking particularly within the Coombe Valley Road area of Dover and frequently providing photographs of offending vehicles.
- 3.3 Having reviewed the data collected and other comments received during this 'trial period' it is recommended that the Board considers extending lorry parking prohibition controls to the following road:
- Coombe Valley Road, Dover (between Randolph Road and Edgar Road)
- 3.4 Members may also wish to consider whether additional areas should be included for example:
- Barwick Road, Dover
 - Folkestone Road, Dover (section between Elms Vale Rd and Shakespeare Rd)
- 3.5 However, adding streets on an ad hoc basis to the list of those covered by lorry parking prohibition controls does risk simply continuing to move the problem from one street to the next and it may be better to seek to work with Kent Highways to introduce area-wide controls banning vehicles above a certain weight except for access.
4. **Identification of Options**
- 4.1 Option 1. To approve the recommendation to allow the proposal to extend the lorry parking, as detailed in this report, to be formally advertised.
- 4.2 Option 2. To change all or any part of the proposals and to allow the amended proposal to be formally advertised.
- 4.3 Option 3. To withdraw the proposal.
5. **Resource Implications**
- 5.1 To be funded out of the Parking Operations budget for new restrictions
6. **Corporate Implications**
- 6.1 Comment from the Equalities Officer

This report does not specifically highlight any equalities implications however, in discharging their responsibilities members are required to comply with the public sector equality duty as set out in section 149 of the Equality Act 2010 <http://www.legislation.gov.uk/ukpga/2010/15> (KM)

Contact Officer: Roger Walton, Director of Environment and Corporate Assets

To: Dover Joint Transportation Board
By: KCC Highways, Transportation and Waste
Date: 7 September 2017
Subject: Highway Works Programme 2017/18

Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2017/18

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2017/18

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.

Machine Resurfacing – Contact Officer Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
A256 Ramsgate Road	Sandwich	Copart Roundabout	Programmed 6 th October 2017
A256 Dover Road	Tilmanstone	Retexturing: Circulatory of roundabout junction with Barville Road	Completed
A256 Dover Road	Eastry	Retexturing: Circulatory of roundabout junction with Cater Rd	Completed
Footway Improvement - Contact Officer Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Cannon Street	Dover	From the junction with New Street to its junction with Worthington Street.	In Design but subject to consultation with Dover District Council Conservation officers.
Surface Treatments - Contact Officer Jonathan Dean			
Micro Surfacing			
Road Name	Parish	Extent of Works	Current Status
B2056 Cornwall Road	Walmer	From the junction with the A258 Dover Road to its junction with Gladstone Road.	Programmed to commence on 11/09/17 for 2 days.
Reach Road	St Margarets	From the junction with Sea Street to the 30mph speed limit near St. Margarets Bay Holiday Park.	Programmed to commence on 7/09/17 for 3 working days.

Chequers Lane	Ash	From approximately the junction with the Ash Bypass to its junction with Chilton Fields.	Programmed to commence on 15/09/17 for 2 days.
Barwick Road	Dover	From the junction with Coombe Valley Road to its junction with St. Radigunds Road.	Programmed to commence on 6/09/17 for 2 days.
Old Folkestone Road	Dover	From the junction with South Military Road to St. Davids Avenue.	Programmed to commence on 4/09/17 for 3 days.
Mongeham Road	Great Mongeham	From the junction with Ellens Road to its junction with Northbourne Road.	Programmed to commence on 13/09/17 for 2 days.
B2011 Folkestone Road	Dover	From the junction with Elms Vale Road to its junction with Shakespeare Road.	Programmed to commence on 3/09/17 for 2 days.
Durham Hill	Dover	From the junction with York Street to its junction with Military Road.	Programmed to commence on 6/09/17 for 1 day.
A256 Sandwich Bypass	Sandwich	From junction with Ash Road roundabout to approximately the railway bridge / River Stour.	Programmed to commence on 15/09/17 for 2 days.
Northbourne Road	Great Mongeham	From the junction with Willow Road in a northerly direction to approximately the property "Silver Hill".	Programmed to commence on 13/09/17 for 1 day.
Lydden Hill	Lydden	From approximately 50m south of the junction with Swanton Lane in a northerly direction for approximately 240m.	Programmed to commence on 3/09/17 for 1 day.
Surface Treatments - <i>Contact Officer Jonathan Dean</i>			
Surface Dressing			
Road Name	Parish	Extent of Works	Current Status
Stourmouth Road and Preston Road	Preston	Entire Length, From the junction with Grove Road to its approximately 100m prior to the junction with Church Lane.	Completed

Alkham Valley Road	Alkham	From approx. 80m west of Short Lane to approx. adjacent to the property "Chilton Heights"	Completed
A257 Roman Road / Gobery Hill	Wingham	From Wingham Wild Life Park to National Speed Limit Signs near property "Chegworth"	Completed
Fleming Road / Drainless Rd	Woodnesborough Staple	From the junction with Beacon Lane to the speed limit change at Barnsole Vineyard/Staple boundary.	Completed.

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - Contact Officer Katie Lewis			
Road Name	Road Name	Road Name	Road Name
Bay Hill	St Margarets	Installation of new drainage system	Works completed
Woodnesborough Road	Eastry	Installation of new soakaway and drainage system	Works Completed

Appendix C – Street Lighting - Dover

Structural testing of KCC owned street lights has identified the following as requiring replacement.

A status of complete identifies that the column replacement has been carried out.

Programme dates are identified for those still requiring replacement.

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Parish	Description of Works	Status
Mary Road	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
Trinity Place	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
Folkestone Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Adrian Street	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Millyard Way	Eythorne	Replacement of 1 street light complete with LED Lantern	Works to be completed by September 2017

London Road	Temple Ewell	Replacement of 1 street light complete with LED Lantern	Works to be completed by September 2017
Dover Road	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by September 2017
Dover Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by September 2017
Sandwich By Pass	Sandwich	Replacement of 2 street lights complete with LED Lanterns	High Speed Programme
Northwall Road	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
Ramsgate Road	Sandwich	Replacement of 1 street light complete with LED Lantern	High Speed Programme
High Street	Sandwich	Replacement of 2 street lights complete with LED Lantern	Works to be completed by September 2017
Whitfield Hill	Dover	Replacement of 2 street lights complete with LED Lanterns	Works to be completed by September 2017
Folkestone Road	Dover	Replacement of 4 Road Signs complete with LED Lanterns	Works to be completed by September 2017
Alkham Valley Road	Dover	Replacement of 1 Road Sign complete with LED Lanterns	Works to be completed by September 2017
New Dover Road	Dover	Replacement of 1 Road Sign complete with LED Lanterns	Works to be completed by September 2017
Lancaster Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Forelands Square	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
London Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by September 2017
Lewisham Road	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by September 2017
Snargate Street	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by September 2017
Church Lane	Sandwich	Replacement of 1 street light complete with LED Lantern	Works to be completed by September 2017
Woodnesborough Road	Sandwich	Replacement of 1 street light complete with LED Lantern	Works to be completed by September 2017
Millwall Place	Sandwich	Replacement of 1 street light complete with LED Lantern	Works to be completed by September 2017
Sandown Road	Sandwich	Replacement of 1 street light complete with LED Lantern	Works Completed
Wigmore Lane	Eythorne	Replacement of 1 street light complete with LED Lantern	Works to be completed by November 2017
The Strand	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed

The Marina	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by November 2017
Station Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by December 2017
Mongeham Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by December 2017
Freemans Way	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by December 2017
Kedleston Road	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by December 2017
Buckland Terrace	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by December 2017
New Dover Road	Capel Le Ferne	Replacement of 1 street light complete with LED Lantern	Works to be completed by December 2017
Townsend Farm Road	St Margaret's at Cliffe	Replacement of 1 street light complete with LED Lantern	Works to be completed by September 2017
Granville Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by December 2017
The Strand	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by December 2017
High Street	Deal	Replacement of 2 street lights complete with LED Lantern	Works to be completed by December 2017

Appendix D – Transportation and safety schemes

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

Crash Remedial Schemes – Contact Officer Richard Heaps			
A257 Route Study	Wingham	Refresh of white lining through the village. Speed surveys on Gobery Hill / Roman Road.	Works Completed
A257 Route Study	Wingham	Install 50mph speed limit and make changes to bus stop hardstanding	Outline design in progress
A256 Ramsgate Road	Sandwich	Chevron blocks on Richborough and Ebbsfleet roundabouts to be weed sprayed, jet washed and repainted with use of reflective beads to improve conspicuity	Roundabouts treated with weed killer, Pressure washing programmed during High Speed Road programme on 30 August.
Tower Hamlets Road	Dover	Installation of red light monitoring cameras to gather information on red light running to see if this might be a site for future consideration of camera enforcement.	Order placed
Local Transport Plan Schemes – Contact Officer Richard Heaps			
Road Name	Parish	Description of Works	Current Status
Sandwich	Sandwich	Dropped kerbs to facilitate pedestrian access	Orders placed, works taking place during October half term
Alkham Road (Phase I)	Temple Ewell	Reduction of road width to 6m and widening of footway. Install bollards to prevent pavement parking. Installation of buff high friction surfacing and amendment of road markings.	Works complete
Alkham Road (Phase II)	Temple Ewell	Improvement of bus stops in Lower Road (bus boarder kerbs, bus stop clearways), waiting restrictions in Lower Road to improve bus access, new crossing point and park access by Kearsney Manor, dropped crossings at Lower Road and Kearsney Court, additional bollards on north side of the road. Reduction in	Detailed design in progress. Traffic Regulation Order for waiting restrictions under statutory consultation from 19 May to 12 June 2017

		the speed limit from 50mph to 40mph.	
Rectory Road	Deal	Provision of dropped kerbs or widened dropped kerbs along the road.	Works complete
Local Growth Fund Schemes – Contact Officer Richard Heaps			

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Agreement Works)			
Scheme location	Parish	Description	Current status
Market Place (Road 1.4) Aylesham Village expansion works	Aylesham	Amendments to Market Square including ben widening and additional parking areas.	Works completed apart from a number of minor street lighting issues.
Dorman Avenue North (Road 1.3) Aylesham Village expansion works	Aylesham	New footways, laybys and resurfacing of carriageway.	Works complete, waiting for completion of legal agreements and commuted sums.
Shemara Farm, Woodnesborough Lane	Eastry	Footway works connected with S38 development.	Technical approval given
Hyton Drive (off Church Lane)	Deal	Three new accesses to a development of 194 dwellings.	Temporary access in place for Section 38 scheme.
Deal Castle	Deal	Footway works and new vehicle entrance	S278 application received
Coombe Valley Road	Dover	Construction of vehicle access at Buckland Hospital.	Phase 4 new bell-mouth access underway, some remedial works required.
Coombe Valley Road (Rosewood Heights)	Dover	New access to private development.	Minor remedials required.
Old Park Hill	Dover	Footway works connected with S38 development.	Awaiting resurfacing.
Former Bisly Nursery, Worth	Deal	Footway works connected with S38 development.	S278 application received
Dover Trade Park from Honeywood	Dover	Footway works connected with S38 development.	Technical approval given

Parkway			
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.	Alterations required to granite rumble strip. Works ongoing in Russell Street and Dolphin Passage.
Cambridge Road (rear of Cullin's Yard)	Dover	Removal of traffic calming buildout associated with the redevelopment of Dover Esplanade via Dover Harbour Revision Order SI no. 416	Letter of Agreement in place, start of works date awaited.
The Street	Preston	Pedestrian/footway improvements.	The developer has submitted new traffic calming proposals and is awaiting technical approval.
Grove Road/Stourmouth Road	Preston	New bell-mouth access into private development and new footways.	Works underway.
A258 London Road	Sholden	New Puffin crossing.	Minor remedial works underway.
Cranleigh Drive	Whitfield	New access to care home.	Works completed.
Halsbury Homes Ltd new development	Whitfield	New Roundabout	Works completed. Awaiting Road safety audit.
Hammill Brickworks Selson Lane/Hammill Road	Woodnesborough	New bell-mouth access into private development and minor alterations to existing access.	Works underway.
Lasletts Yard Marshborough Road Woodnesborough	Woodnesborough	New bell-mouth access and sections of footway and vehicle crossovers.	Works complete.

Appendix F - Public Rights of Way

Public Rights of Way – Contact Manager- Andrew Hutchinson			
Path No	Parish	Description of Works	Current Status
ED29- Footpath Adjacent to Walmer Science College	Walmer	New wearing course to Public Footpath close to schools	Works scheduled Summer 2017

ED59 – Footpath Off Goodwin Close	Deal	New Wearing course	Works scheduled Summer 2017
ER129- Byway between Ewell Minnis and Kearsney	Temple Ewell	Surface improvements to Byway	Works underway

Appendix G – Bridge Works

Bridge Works – <i>contact officer Katie Lewis</i>			
Road Name	Parish	Description of Works	Current Status
No works planned			

Appendix H – Traffic Systems

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

Traffic Systems - <i>Contact Officer: Toby Butler</i>		
Location	Description of Works	Current Status
A256 Crabble Hill/ Crabble Road, Dover	Refurbishment of traffic signal controlled junction	Proposed 13/11/17 for 3 weeks

Appendix I – Combined Member Fund

Combined Member Fund programme update for the Dover District.

The following schemes are those which have been approved for funding by both the relevant Member and by Roger Wilkin, Director of Highways, Transportation & Waste and is up to date as of **15 August 2017**. It includes all new Members following the recent County Elections, as well as any previous members with new updates to their schemes.

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 available to Members via their Combined Member Fund Engineer.

Pauline Beresford

Scheme	Status

Trevor Bond

Scheme	Status

Pam Brivio

Scheme	Status
Dover Town Sign Review – contribution to audit of brown tourism signs across Dover town	Works largely complete

Sue Chandler

Scheme	Status

Nigel Collor

Scheme	Status

Gordon Cowan

Scheme	Status
Dover Town Sign Review – contribution to audit of brown tourism signs across Dover town	Works largely complete

Geoff Lymer

Scheme	Status

Steve Manion

Scheme	Status

Derek Murphy

Scheme	Status

Leyland Ridings

Scheme	Status
King Street, Sandwich – Kerb buildout and bollards	Works completed

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 – 7 SEPTEMBER 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 paragraphs 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

Document is Restricted

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

Document is Restricted