

Public Document Pack

DOVER JOINT TRANSPORTATION BOARD

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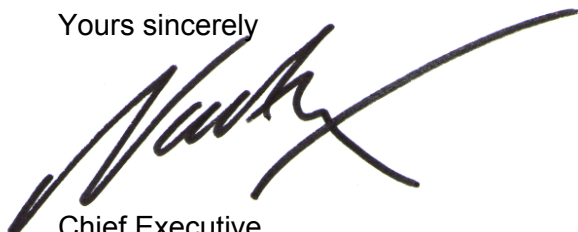
5 June 2018

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 14 June 2018 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 (Chairman)
P M Brivio
D G Cronk
A Friend
P D Jull
M J Ovenden
P Walker

Kent County Council Members

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

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

To be advised (Deal Town Council)
To be advised (Dover Town Council)
To be advised (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 29 March 2018.

5 **PROPOSED CHANGE OF SPEED LIMIT - DOVER HILL AND NEW DOVER ROAD** (Pages 9-18)

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

6 **PROPOSED WAITING RESTRICTIONS - MARKET STREET, SANDWICH** (Pages 19-33)

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

7 **RESIDENTS' PARKING SCHEME PROPOSAL - BEECHWOOD AVENUE, ASTOR DRIVE, MILL ROAD (PART OF) AND LONDON ROAD (PART OF), DEAL** (Pages 34-39)

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

8 **RESIDENTS' PARKING SCHEME PROPOSAL - PRIORY HILL AND PRIORY GROVE, DOVER** (Pages 40-50)

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

9 **BUS/COACH PARKING PROPOSAL - DOVER SEAFRONT** (Pages 51-55)

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

10 **PROPOSED PARKING PROHIBITION - FITNESS FIELDS, WHITFIELD** (Pages 56-57)

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

11 **HIGHWAY WORKS PROGRAMME 2018/19** (Pages 58-68)

To consider the attached report of the Director of Highways and Transportation,

Kent County Council.

12 **EXCLUSION OF THE PRESS AND PUBLIC** (Pages 69-71)

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

13 **APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS** (Pages 72-92)

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 Services 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, 29 March 2018 at 6.00 pm.

Present:

Chairman: Councillor S C Manion

Councillors: J S Back
P M Beresford
T A Bond
N J Collor
M R Eddy
A Friend
P D Jull
G Lymer
M J Ovenden
D A Sargent
P Walker

Also Present: Mr K Gowland (KALC)
Mr A Minns (KALC)
Mr B Bano (Deal Town Council)
Mr R S Walkden (Dover Town Council)
Mr P I Carter (Sandwich Town Council)

Officers: Dover District Manager (Kent County Council Highways)
Director of Environment and Corporate Assets
Highways and Parking Team Leader
Democratic Services Officer

36 APOLOGIES

Apologies for absence were received from District Councillor D G Cronk and County Councillors S S Chandler and D P Murphy.

37 APPOINTMENT OF SUBSTITUTE MEMBERS

It was noted that, in accordance with Rule 4 of the Council Procedure Rules, Councillor M R Eddy had been appointed as a substitute Member for Councillor D G Cronk.

38 DECLARATIONS OF INTEREST

Councillor P D Jull made a Voluntary Announcement of Other Interests in Agenda Item 7 (Parking Prohibition Proposal – Marine Road, Walmer) by reason that he was a member of the Deal and Walmer Chamber of Commerce which had made public statements about the proposal.

Councillor T A Bond made a Voluntary Announcement of Other Interests in Agenda Items 5 (Motor Home Parking Controls) and 8 (Bus/Coach Parking Proposal – Dover Seafont) by reason that he was employed by a company that provided services to hotels on Dover seafont.

39 MINUTES

The minutes of the meeting held on 30 November 2017 were approved as a correct record and signed by the Chairman.

40 MOTOR HOME PARKING CONTROLS

The Director of Environment and Corporate Assets (DECA) referred Members to the report which set out the lengthy background to the current proposals. In summary, the Board had recommended in 2014 that there should be a ban on motorhome parking on Dover seafront, with alternative parking sites to be explored. In respect of the latter, discussions with third parties had come to nothing. In the meantime, Cabinet had agreed in 2017 to the introduction of overnight parking charges on the seafront, although this had never been implemented. Motorhome parking issues had also been thoroughly considered during the development of the parking strategies for Dover, Deal and Sandwich. Whilst it was recognised that this type of parking could be intrusive for residents, there was also a need to encourage visitors to spend time in the town. The report recommendation was to prohibit parking on the seafront between 8.00pm and 8.00am. Alternatively, introducing charging would be less likely to discourage visitors from spending time in the town.

Several Members expressed reservations regarding a complete ban which would discourage visitors to the town at a time when the Council was looking to increase the number of tourists. Councillor N J Collor suggested that there could be charging in front of The Gateway flats and bans at the other end of Marine Parade and at Walmer. The DECA advised that motorhome owners were unlikely to use alternative parking sites as these were not as favourably located as the seafront. Councillor M R Eddy proposed that consultation should be undertaken on a prohibition of parking on Dover and Walmer seafronts between 10.00pm and 8.00am, from 1 April to 30 September. He also suggested that the consultation should include a question about charging, and that the Council's new tourism officer could be charged with exploring issues surrounding motorhomes and caravan parking. Councillor P I Carter requested that Sandwich should be included, given the existing problem of motorhomes parking on the Quay for extended periods.

RESOLVED: That it be recommended:

(a) That consultation be undertaken on the following proposal: To prohibit motorhomes from parking on Marine Parade and Waterloo Crescent, Dover; The Beach, Walmer and The Quay, Sandwich between the hours of 10.00pm and 08.00am, from 1 April to 30 September annually.

(b) That the consultation should include a question on whether parking charges are a better option.

(c) That, following consultation, detailed proposals be brought back to the Board.

41 LORRY PARKING PROHIBITION PROPOSALS - BARWICK ROAD, COOMBE VALLEY ROAD AND FOLKESTONE ROAD, DOVER

The Highways and Parking Team Leader (HPTL) presented the report which set out the results of consultation undertaken on proposals to introduce further lorry parking prohibitions at Barwick Road, Coombe Valley Road and Folkestone Road. The Chairman and Vice-Chairman had considered the responses received and agreed

that the proposals should be progressed, as resolved by the Board at its meeting held on 30 November 2017.

RESOLVED: That the report be noted.

42 PARKING PROHIBITION PROPOSAL - MARINE ROAD, WALMER

The HPTL reminded Members that the Board, at its meeting held on 30 November 2017, had recommended that a proposal to introduce parking restrictions along Marine Road, Walmer be formally advertised. Two objections and one e-mail of support had been received which were appended to the report for the Board's consideration.

Councillors P D Jull and T A Bond disagreed with the proposal which they considered unnecessary. Councillor Eddy argued that there was a need to remove the parking spaces to ensure that the new car park had adequate sightlines. The HPTL reminded Members that this measure had been requested by the Kent County Council (KCC) Highways Safety Officer in the light of plans by English Heritage to increase visitor numbers at Deal Castle. KCC's concerns related to tailbacks forming along Marine Road.

RESOLVED: That it be recommended to Kent County Council that the proposal set out at Appendix A to the report be sealed, so as to bring the proposed parking restriction into effect.

43 BUS/COACH PARKING PROPOSAL - DOVER SEAFRONT

The HPTL presented the report which detailed proposals for bus/coach parking along Dover seafront. These proposals had been approved by the Board at its meeting held on 30 November 2017. However, KCC had raised safety concerns about the proposals, and the Board was therefore requested to re-consider the original proposals and whether amendments should be made to them.

RESOLVED: That the coach parking proposal set out at Appendix A to the report be recommended for sealing (against the advice of Kent County Council).

44 HIGHWAY WORKS PROGRAMME 2018/19

Members received the report which provided an update on schemes that had been programmed for delivery in 2018/19. In response to Councillor Carter, the Dover District Manager advised that the roundabout outside the Willowbank development in Sandwich would be tidied up. She advised that footway improvement works to Cannon Street, Dover were looking to address the section from The Works to Santander which was degrading more quickly. Other localised repairs would be carried out following investigations.

RESOLVED: That the report be noted.

45 EXCLUSION OF THE PRESS AND PUBLIC

It was moved by Councillor M R Eddy, duly seconded and

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 involved the likely disclosure of exempt information as defined in paragraphs 1 and 2 of Part I of Schedule 12A of the Act.

46 APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS

The HPTL introduced the report which outlined details of ten disabled persons' parking bay applications. In addition, it was proposed that twelve disabled parking bays should be removed as they were no longer required. All ten parking bay applications met all the criteria and it was recommended that they proceed to formal advertisement.

RESOLVED: (a) That it be noted:

(i) That Applications A to J would be formally advertised and, in the event that no objections are received, they will be sealed by Kent County Council. (Should any objections be received during the consultation process, the applications will be discussed with the Chairman of the Dover Joint Transportation Board for a final decision.)

(ii) That Applications K to V would be formally advertised with the intention of removing them and, in the event that no objections are received, their removal will be sealed by Kent County Council.

The meeting ended at 7.08 pm.

PROPOSED CHANGE OF SPEED LIMIT – DOVER HILL AND NEW DOVER ROAD

To: **Dover Joint Transportation Board – 14 June 2018**

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

Classification: **Unrestricted**

Wards: Capel-le-Ferne Ward, Dover District
(Folkestone Harbour Ward, Folkestone and Hythe District)

Summary: **This report gives details of the statutory consultation for a proposal to reduce the speed limit in part of New Dover Road and Dover Hill as part of a Crash Remedial Scheme.**

For Recommendation

1.0 Introduction and Proposal

- 1.1 As part of the County's Crash Remedial Measures scheme for 2018/19, Dover Hill has been identified as a location for works.
- 1.2 Based on the crashes that have taken place, it was considered that reducing the speed limit on Dover Hill and the approach to Dover Hill along New Dover Road could have a beneficial effect on road safety.
- 1.3 Automated speed surveys were conducted in November and December 2017 at two sites (halfway up Dover Hill and outside no.7 New Dover Road) in order to determine existing speeds and therefore determine if a reduction in the speed limit from derestricted (60mph) to 50mph or 40mph would be most appropriate. The results can be summarised as follows:

		Mean Speed	85 th %ile
Site 1 (Dover Hill)	Westbound	35.1 mph	38.6 mph
	Eastbound	35.3 mph	39.9 mph
Site 2 (New Dover Road)	Westbound	40.0 mph	45.2 mph
	Eastbound	38.6 mph	43.8 mph

- 1.4 It can be seen that although mean and 85th percentile speeds on Dover Hill are below 40mph, the speed on New Dover Road are higher with 85% of cars travelling at up to 45.2mph in a westbound direction and 43.8mph in an eastbound direction. Therefore it is felt that a speed limit of 40mph might suffer from a higher level of non-compliance and lead to constant enforcement requests. A 50mph speed limit would be most widely complied with and therefore should be considered for this location.

- 1.5 Under Department for Transport (DfT) guidance (*Circular 01/2013*), a 40mph speed limit should be considered where “...there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.” It is felt, along with the measured speeds, that the road environment does not meet these criteria. There are a number of bends on Dover Hill but the road is wide and the bends are not tight. There are only three junctions (Battle of Britain Memorial, Crete Road East and Dover Road), development is not substantial and the road is not used by a considerable number of vulnerable road users.
- 1.6 DfT guidance states that a 50mph speed limit should be considered for “...lower quality A and B roads that may have a relatively high number of bends, junctions or accesses, and can also be considered where mean speeds are below 50mph so the lower limit does not interfere with traffic flow.”. On this basis a 50mph speed limit is being proposed.
- 1.7 A plan of the proposed area can be seen in Appendix A.

2.0 Consultation

- 2.1 A notice of the proposed TRO was placed in the Kent Messenger on 2 February 2018. Letters to statutory consultees and local residents in the immediate vicinity of the scheme were sent out on 31 January 2018. Notices were also placed on site. The closing date for objections and comments was 26 February 2018.
- 2.2 Ten formal responses were received. Five of these were broadly in support, but some requested a lower speed limit. The comments received are summarised below:

Comments	KCC response
<ul style="list-style-type: none"> • Would like the speed limit to be reduced to 40mph, especially by the entrance to the Battle of Britain memorial. 	<ul style="list-style-type: none"> • See comments in paragraphs 1.4, 1.5 & 1.6 regarding the speed limit.
<ul style="list-style-type: none"> • Can't see why a reduction in the speed limit is necessary. 	<ul style="list-style-type: none"> • The proposal is being made as part of a Crash Remedial Measures scheme.
<ul style="list-style-type: none"> • The two lanes up Dover Hill should be reduced to one lane further down the hill. 	<ul style="list-style-type: none"> • Although the physical narrowing of the road width is outside the budget for these works, an additional merging arrow will be introduced to encourage traffic to merge earlier. There are existing warning signs in place.
<ul style="list-style-type: none"> • Speed limit on Dover Hill should be 30mph. 	<ul style="list-style-type: none"> • A 30mph speed limit would be an unrealistically low speed limit for Dover Hill given its nature and characteristics, and therefore there would be a high level of

	non-compliance.
•The speed limit should be reduced along the whole of the B2011 New Dover Road.	•The scope of these works is only for Dover Hill and the adjoining section of New Dover Road.

A full copy of the responses can be found in Appendix B.

2.3 Kent Police commented that any speed limit should comply to National guidance, be appropriate and in the main self-enforcing. They also commented that as there are many demands on resources, speed enforcement may receive a low priority.

2.4 Although there are several responses asking for the speed limit to be reduced further, it is felt than a lower speed limit would not be appropriate or complied with, and would not fulfil the requirements made by Kent Police. Further details can be found in paragraphs 1.4, 1.5, 1.6 & 2.3.

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)

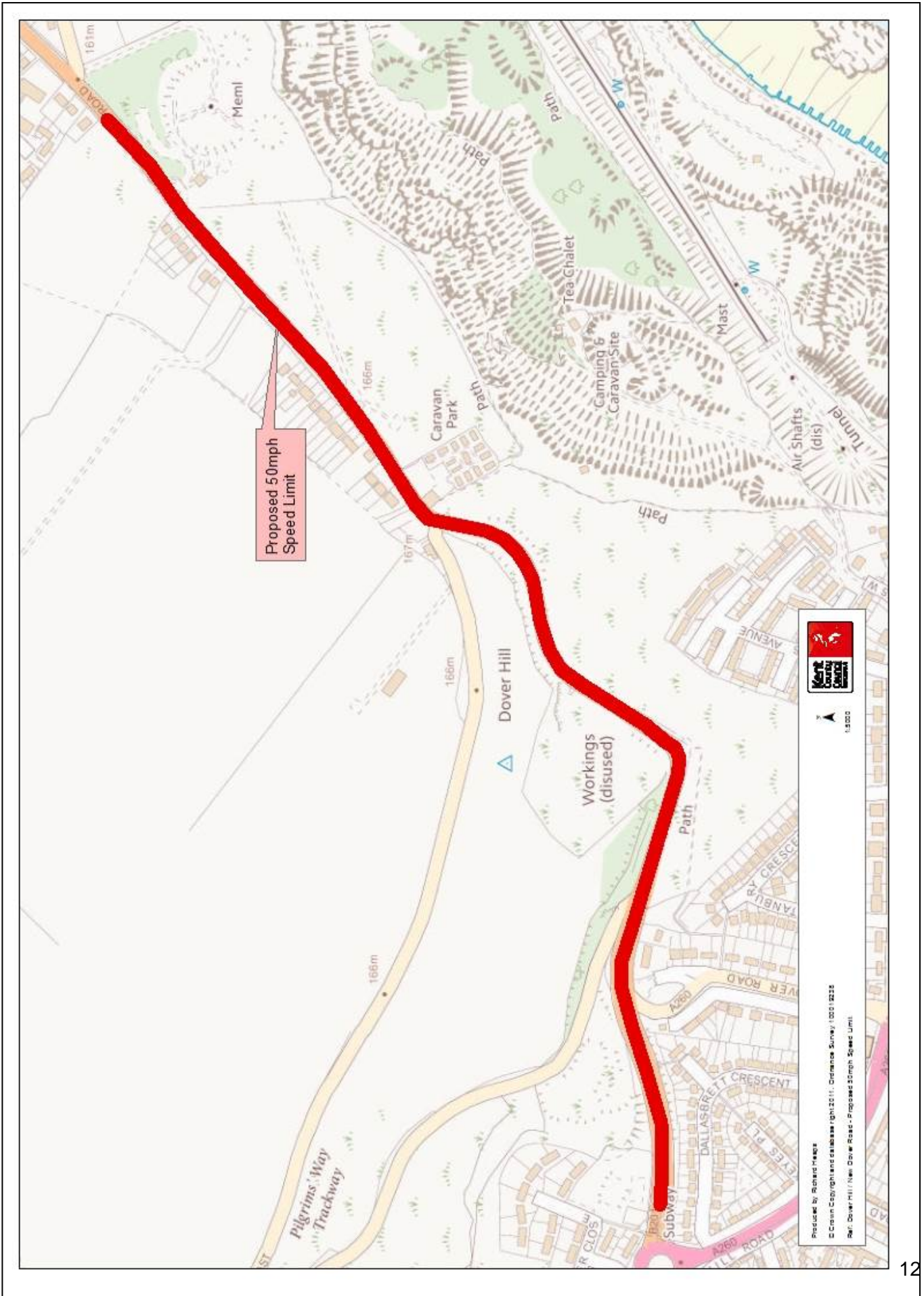
4.1 That the 50mph speed limit and additional lane merging arrow be installed as proposed.

Contact Officer:	Richard Heaps, Schemes Project Manager (Folkestone and Hythe), 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>Schemes Planning and Delivery, Kent County Council</i>

Appendix A – Plan of Proposals



Appendix B – Summary of Consultation Responses

From: [REDACTED]
Sent: 04 February 2018 13:58
To: Traffic Regulation Orders - GT
Subject: Speed reduction on Dover Hill

I am a regular user of this route and would have no difficulty with a reduced speed to coincide with what is already in place through the village. However, Dover Hill is not a built up area nor does it have any places of concern, ie parking or pull-ins, so I am at a loss as to why the reduction is necessary. May I suggest that if a reduction is sought, it should start at the Valiant Sailor just after the brow of the hill and not further along the road thus leaving the existing speed limit on the actual hill as it is.

From: [REDACTED]
Sent: 05 February 2018 20:35
To: Traffic Regulation Orders - GT
Subject: Amendment No 18 Order 2018, Capel le Ferne

Dear Sir/ Madam,

I want to object to your proposed speed limit reduction from 18 New Dover Rd to a point 5 meters on the South-Western boundary of No101 New Dover Rd.

My view is that reducing the speed limit from 60mph to 50mph is not enough. I really think that should be reduced to 40mph. Considering all the bad bends on the hill and the amount of residents that have to negotiate getting in and out of their properties from both sides of the busy road and also of the other road's junctions that brings a lot of traffic on to it.

On this part of New Dover Rd we have got the Battle of Britain memorial side which brings thousand of tourists every year who come by cars, motorbikes and buses and it is highly dangerous try to negotiate in and out of that site with speeding traffic on that straight stretched road. I believe that prevention is better than cure because i do not want to see any more deaths or bad fatalities.

I hope you can give this some serious thought as a lot of concerned residents here.

Regards

From: [REDACTED]
Sent: 05 February 2018 13:53
To: Traffic Regulation Orders - GT
Subject: Amendment Orders No 11 and No 18

Good Afternoon,

This is to confirm that I wish to express my support for the Amendment Orders No11 and No18. Whilst the proposed reduction of the speed limit to 50mph is a move in the right direction I would have preferred the speed to have been reduced to 40mph under Amendment Order No 18. My reason for this is to take into consideration for the traffic coming in and out of the Memorial.

Regards

From: [REDACTED]
Sent: 06 February 2018 19:50
To: Traffic Regulation Orders - GT
Subject: B2011 Dover Hill - Battle of Britain site.

Dear Sirs

I understand the residents of Capel living on the above stretch of road have signed a petition concerning the reduction in the speed limit.

I would like to add my comments and would like to see the whole of the B 2011 from Dover Hill to Court Wood having a reduction in the speed limit.

For far too long cars and lorries have raced through Capel on the B2011 without anything being done. Also many drivers are using their mobile phones on this stretch. It seems the authorities are aware there is a problem with speeding.

During the summer months of 2017 it was impossible to sleep. Apparently work was taking place on the A20. So night after night we had lorries thundering through the Village with scant thought of residents trying to sleep and certainly not keeping to the speed limit. I did report it at the time but nothing was done. The lorries should not be allowed through Capel unless making a delivery. They should be diverted onto the A2. Why should the residents of Capel living on the main road have their quality of life spoilt.

I campaigned for the new A20 39 years ago it seems things have gone full circle and we are once again experiencing a big problem with speeding traffic.

I would like to see the speed limit reduced to 30mph as it is through the Council Estate at the bottom of the hill.

Thank you

From: [REDACTED]
Sent: 04 February 2018 12:55
To: Traffic Regulation Orders - GT
Subject: Amendment N0.18 and No.11 Order 2018

Dear Sirs,

I refer to the proposal to change National Speed limits reference the above amendments to Order 2018.

Amendment No.18 Order 2018,

I would respectfully suggest that the existing 40 mph speed limit that currently starts 5 metres southwest of the southwestern boundary of No 101 New Dover Road be extended south west to encompass the entrance to the Battle of Britain memorial site and also the entrance to the farm (No 12 New Dover Road) that was recently given KCC approval for waste collection to the east of No.8 New Dover Road. This would improve the safety access from these sites onto the New Dover Road.

Amendment No.11 Order 2018

I fully support the proposal to impose a 50mph speed limit from the bottom of Dover Hill up to the 40 mph speed limit suggested above.

Any attempt to reduce the speed through Capel-le-Ferne would be welcome as there is an on going problem of a small minority of motorist that see the straight road (B2011) though the village as an excuse to regularly exceed the existing 40mph limit and sometimes seems like the maximum National limit.

Yours faithfully

-----Original Message-----

From:

Sent: 13 February 2018 16:23

To: Traffic Regulation Orders - GT

Subject: Amendment no 18 Order 2018

I support the introduction of a speed limit from a point 115 metres east of the roundabout junction with Hill Road to a point 5 metres southwest of the boundary of 101 New Dover Road. It is heartening that some measures are being taken to reduce accidents

I would recommend the introduction of a speed limit of 40 mph rather than 50

The reasons are

1. There are residential entrances and exits on both sides of New Dover Road.
2. Crossing the road to/from the bus stop so near the corner and junction between New Dover Road, Dover Hill and Crete Road East is frightening, especially for the elderly residents who use walking aids. If any member of my family is injured, this email will save as evidence that KCC is aware.
3. Cars frequently lose control when rounding the corner at the top of Dover Hill/New Dover Road, clipping the kerb and spinning onto the pavement, into the road to through fences. Many of these are not officially recorded since, by luck not judgement, injuries are not KSI. We have had two this week, one of which required the police and fire brigade.
4. The corners up Dover Hill are not safe if taken at 50mph; there is a history of cars losing control/rolling over when taking the bends too fast

There is more work to be done to make the Dover Hill/Crete Road East/New Dover Road junction safer, namely moving the reduction from two lanes to one nearer Folkestone

Regards

From:

Sent:

03 February 2018 20:16

To:

Traffic Regulation Orders - GT

Subject:

50 mph Speed Limit

Attachments:

50mph New Dover Road 1 001.jpg; 50mph New Dover Road 2 001.jpg

Dear Sir/Madam,

I wish to add my strong support to this proposal.

Traffic Schemes Team
Kent County Council
Ashford High Depot
Javelin Way
Ashford
TN24 8AD

Dear Team,

I would like to amend and add to the letter I sent dated the 3rd February 2018 as follows

**RE: Introduction of 50mph speed limit from
the bottom of Dover Hill to Capel Parish Boundary.**

I fully support the above proposal.

I am part of a resident group that have campaigned for a reduction in speed on this section of road.

Following a meeting with representatives from KCC Highways and KCC Cllr Dick Pascoe, a petition was raised.

This petition not only asked for a reduction in speed on this section of road but **also a reduction from two lanes to one before the last bend approaching the top of the hill.**

Although the reduction in speed will help, the current reduction of two lanes to one at the top of the hill is far too close the Crete Road East Junction, resulting in frequent accidents.

Street lights should also be re-introduced at the Hope Farm entrance where many HGVs wait to turn in when coming from the Dover direction.

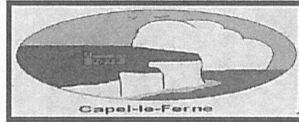
**RE: Introduction of 50mph speed limit from
the Capel Parish Boundary to the existing 40mph limit.**

I would like to oppose the introduction of 50mph speed limit on this section of road but support the extension of the existing 40mph limit due to the number of minor accidents and near misses that have occurred though vehicle accessing/egressing the Battle of Britain Memorial Site

Yours sincerely

CAPEL-LE-FERNE PARISH COUNCIL

Clerk to the Council
Maureen Leppard
Website:
www.capel-le-ferne.kentparishes.gov.uk



39 Victoria Road
Capel-le-Ferne, Folkestone, Kent. CT18 7LT
Tel: 01303 259564 Mobile: 07813704142
Email: maureen.leppard@btinternet.com

22 February 2018

Richard Heaps
Traffic Schemes Team
Kent County Council
Ashford High Depot
Javelin Way
Ashford
TN24 8AD

Email address: tro@kent.gov.uk
www: https://consultations.kent.gov.uk/consult.ti/SpeedLimit_NewDoverRoad/consultationHome

Dear Team,

**RE: Amendment No. 18 Order 2018
Introduction of 50mph speed limit from
a point 6m east of no.18 New Dover Road (Capel Boundary), to a point 5m south-west of the
south-western boundary of no.101 New Dover Road.**

At the meeting held on the 20th February, Capel-le-Ferne Parish Council recommended that the speed limit **on the above section of road should be 40mph, so extending the existing 40mph zone.**

Therefore Councillors **opposed the introduction of 50mph speed limit.**

The reason that the Council support an extension of the 40mph limit is because there has been a number of minor accidents and near misses on this section of road, mainly due to vehicles/coaches accessing/egressing the Battle of Britain Memorial Site and Visitor Centre.

The site attracts around 50,000 visitors a year. Accidents have occurred due to sight lines being impaired by overhanging vegetation and mis-judgement of oncoming vehicle speed.

Yours sincerely

Maureen Leppard
Clerk
Capel-le-Ferne Parish Council

From: Traffic Management Coldharbour Kent
Sent: 08 February 2018 12:20
To: Heaps, Richard - GT HTW
Subject: Dover Hill Speed Limit

Richard,

Please may I ask that future consultations are via an electronic medium. Paper consultations are no longer stored by us and need to be scanned onto an electronic database.

Comment from Kent Police is as follows, -

- All aspects of DfT Circular 01/2013 to be adhered to. Any limit introduced outside of this guidance may not only be ineffective but it may leave the Police with the task of carrying out enforcement, where previously an issue of excess speed did not exist.
- Kent Police would seek that the legislation and advice from Traffic Signs Manual Chapters 3 and 5, and the Traffic Signs Regulations and General Directions 2016, is complied with.

In line with the above comments, we would look for this limit to be appropriate and in the main self-enforcing. Speed enforcement competes with other issues of public concern, therefore the deployment of resources must be prioritised and this may mean that the enforcement of this speed limit receives a low priority. These comments are based without knowledge of the crash and speed data for the area, which were not supplied at the time of consultation.

Our reference is:

Regards

Traffic Management Unit
Operations Planning
Tactical Operations Command
Kent Police

 Kent Police - Coldharbour, London Road, Aylesford, Kent, ME20 7SL



PROPOSED WAITING RESTRICTIONS - MARKET STREET, SANDWICH

To: **Dover Joint Transportation Board – 14 June 2018**

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

Classification: **Unrestricted**

Ward: **Sandwich Ward, Dover District**

Summary: **This report gives details of proposed one-way working in Market Street and a prohibition of motor vehicles in Potter Street.**

For Recommendation

1.0 Introduction and Proposal

1.1 On the advice of the "Vision for Sandwich" Project Board, the Town Council have asked that changes be made to Market Street as per the Sandwich Masterplan. A copy of the Masterplan can be seen on the Sandwich Town Council Website and a hard copy is available to view at the Town Council offices at the Guildhall.

1.2 The proposals are as follows:

- Market Street be made one-way, with the traffic flow being from the King Street/Delf Street junction towards The Butchery.
- Potter Street be closed to motor vehicles, with an exemption for mobility scooters. Exemptions are also present for other circumstances such as emergency services or utility works.
- Removable bollards be installed at both ends of Potter Street to enforce the prohibition of motor vehicles.
- The one-way working in Potter Street be removed to allow mobility scooters and cycles to lawfully travel both ways.

1.3 The proposals are with the aim of improving traffic movement, pedestrian safety and protecting the historic buildings in the town.

2.0 Consultation

2.1 A consultation letter was sent in 2017 to affected residents and businesses within the immediate area, as well as Ward Councillors, County Members, Dover Town Team and The Sandwich Society. A copy of the Consultation Document is shown in Appendix A.

- 2.2 The consultation letters were hand delivered to local residents and businesses by Sandwich Town Council on 21 November 2017, with a closing date for comments of 18 December 2017.
- 2.3 As the proposals would also require Traffic Regulation Orders (TRO) to be made, the statutory notices for these were also included with the consultation letters. In accordance with legislative requirements, the TRO was placed in the Kent Messenger, and copies sent to statutory consultees, ward members, County Members and the Town Council, Sandwich Town Team and The Sandwich Society. Notices were placed in Market Street, The Butchery and Potter Street on 24 November 2017. A copy of the Notices is shown in Appendix B.
- 2.4 38 responses were received by post and by e-mail. Of these, 16 were in support of the proposals and 22 against.
- 2.5 A number of comments were made as a result, these are summarised below as follows:

Comments	KCC response
<ul style="list-style-type: none"> Proposed signs will not be in the right position 	<ul style="list-style-type: none"> There is a constraint on available road space so the signs are being positioned where it is practicable to do so.
<ul style="list-style-type: none"> As large vehicles cannot exit back out of Market Street, they will have to go down The Butchery, which is unsuitable for such vehicles due to its narrow width. 	<ul style="list-style-type: none"> The Butchery is as narrow as 2.5m in places which could make it hard for very large vehicles to use the road.
<ul style="list-style-type: none"> Access to Potter Street should not be denied to residents and businesses located in the road. 	<ul style="list-style-type: none"> Local residents of Potter Street are broadly in support of the proposal and none of the businesses responded.
<ul style="list-style-type: none"> Deliveries needed for large vehicles which cannot exit via The Butchery. 	<ul style="list-style-type: none"> It would be necessary for businesses needing such deliveries to make alternative arrangements.
<ul style="list-style-type: none"> Loading bay in Strand Street not big enough to accommodate deliveries to shops 	<ul style="list-style-type: none"> It might be that consideration would need to be given to making more loading provision in Strand Street.
<ul style="list-style-type: none"> Cars are often parking in delivery bay in Strand Street 	<ul style="list-style-type: none"> The loading bay would need to be robustly enforced by Dover District Council parking enforcement officers
<ul style="list-style-type: none"> Bollards proposed in Potter Street mean that large and bulky manual deliveries will not be able to pass. 	<ul style="list-style-type: none"> It would be necessary for businesses needing such deliveries to make alternative arrangements.
<ul style="list-style-type: none"> Additional waiting and loading restrictions will be required at both ends of Potter Street to stop obstructive parking 	<ul style="list-style-type: none"> It is likely that restrictions and Keep Clear road markings might be required to stop people parking, as emergency access would need to be maintained. Enforcement would need to be undertaken by Dover District Council enforcement officers.
<ul style="list-style-type: none"> Two way working in Market Street keeps speeds low 	<ul style="list-style-type: none"> Removing the presence of oncoming vehicles can have the effect of speeding up traffic, but there is so much going on in Market Street with people parking, pulling out, deliveries and pedestrians that it is likely that speeds will continue to be low.
<ul style="list-style-type: none"> There are often stationary vehicles in The Butchery, such as ambulances outside the surgery, or people dropping off or picking up 	<ul style="list-style-type: none"> Stationary vehicles in The Butchery for what ever reason will invariably cause delays as the road would be blocked.

passengers. Making The Butchery the only way out of Market Street will cause long tailbacks and delays when vehicles are stopped in The Butchery.	
<ul style="list-style-type: none"> • The junction of Harnet Street and Strand Street (known as Breezy Corner) is a busy junction and directing all traffic from Market Street to this junction will increase congestion. 	<ul style="list-style-type: none"> • Traffic surveys have been conducted to gather data on vehicle volumes and so ascertain what additional traffic will be using this route. See section 4.0.
<ul style="list-style-type: none"> • Increased congestion and traffic issues could drive visitors away from the town. 	<ul style="list-style-type: none"> • It is hard to quantify what congestion, if any, would occur and if this would have an effect on visitor numbers to the town.
<ul style="list-style-type: none"> • Cars will have to drive a longer more circuitous route to access Market Street instead of cutting through up Potter Street. 	<ul style="list-style-type: none"> • Closing Potter Street would result in a longer route for vehicles entering the town from Strand Street to access Market Street. However vehicles entering the town from other directions will be unaffected.
<ul style="list-style-type: none"> • No supporting evidence of the need for any works here 	<ul style="list-style-type: none"> • The proposal is part of the Sandwich Masterplan, and is not proposed to solve a problem per se – see paragraph 1.1 & 1.3
<ul style="list-style-type: none"> • Impacts have not been assessed. 	<ul style="list-style-type: none"> • The Consultation is being run to gather people's views and concerns over impact on the town. It is hard to ascertain quantifiable impacts.
<ul style="list-style-type: none"> • The Butchery is narrow with no footways and restricted space for pedestrians. It would not be appropriate to direct all traffic along this road and will be a hazard to pedestrians. 	<ul style="list-style-type: none"> • Traffic surveys have been conducted to gather data on vehicle volumes and so ascertain what additional traffic will be using this route. See section 4.0.
<ul style="list-style-type: none"> • No alternative exit in case of an emergency or road works. 	<ul style="list-style-type: none"> • The Traffic Regulation Order permits traffic to travel against the flow of traffic if directed by a police constable or traffic warden in uniform, so in the event of an emergency traffic could be directed out of Market Street. In the event of road works, the Traffic Regulation Order could be suspended.
<ul style="list-style-type: none"> • Closure of Potter Street will improve access for pedestrians and disabled. 	<ul style="list-style-type: none"> • The closure of this road to motor vehicles will allow other road users to use the whole width of the road.
<ul style="list-style-type: none"> • Works could affect value of property in The Butchery 	<ul style="list-style-type: none"> • This is hard to quantify.
<ul style="list-style-type: none"> • Could drive visitors away and therefore affect trade of local businesses. 	<ul style="list-style-type: none"> • It is hard to quantify what congestion, if any, would occur and if this would have an effect on local businesses.
<ul style="list-style-type: none"> • May displace traffic into other narrow roads. 	<ul style="list-style-type: none"> • It is unlikely that traffic would be displaced since there are no alternative routes to or from Market Street.
<ul style="list-style-type: none"> • Heavy vehicles will be forced to use The Butchery, causing vibration and pollution issues. 	<ul style="list-style-type: none"> • Large vehicles, by their very nature, could cause vibration issue and can increase pollution levels.
<ul style="list-style-type: none"> • Large vehicles using The Butchery could damage buildings. 	<ul style="list-style-type: none"> • It is possible that large vehicles could damage buildings if not driven with due care.
<ul style="list-style-type: none"> • Large vehicles might not be able to negotiate the space between the kerb and the doctors parking bays at the bottom of The Butchery. 	<ul style="list-style-type: none"> • The space between the kerb and the edge of the parking bay has been measured at 2.3m, but the actual space available will be dependent on how far from the edge of the bay the car is parked. Respondents state that ambulances are often stopped outside the surgery so they can get through, and if there is insufficient space the doctor in the bay will be able to come and move their car slightly.
<ul style="list-style-type: none"> • Large vehicles will struggle to negotiate 	<ul style="list-style-type: none"> • Despite the changes to this junction, double

Breezy Corner	decker buses can negotiate it so many large vehicles will be able to turn at this junction.
<ul style="list-style-type: none"> • Can parking bays in Stand Street be made to apply at all times as cars park in them outside of hours which can cause problems for deliveries. 	<ul style="list-style-type: none"> • It is possible that the timings of the loading bays can be adjusted.
<ul style="list-style-type: none"> • Safety assessment required 	<ul style="list-style-type: none"> • A Stage 1 and stage 2 safety audit has been undertaken and the findings are summarised below.
<ul style="list-style-type: none"> • Will help reduce damage to buildings 	<ul style="list-style-type: none"> • Restricting access to Potter Street will help reduce damage to nearby buildings, although concerns have been raised about damage to properties in The Butchery.
<ul style="list-style-type: none"> • Will free up flow in Market Street and stop U-turns 	<ul style="list-style-type: none"> • Introducing one-way systems often have the effect of improving traffic flow in the affected roads. Speed of vehicles might also increase as a result of the improved flow.
<ul style="list-style-type: none"> • Will make area more pedestrian friendly 	<ul style="list-style-type: none"> • This is hard to quantify, but increased traffic along The Butchery would not improve the pedestrian streetscape.
<ul style="list-style-type: none"> • Concerns about access to Potter Street and who will have access to a key 	<ul style="list-style-type: none"> • A copy for the key is held by KCC (Sandwich depot), and the Town Council could also have one. It is possible a local resident could have a copy, although it is not common practice to permit this.

2.6 The responses break down as follows:

Support – 16 responses	
Sandwich Town Council	1
Sandwich Town Team	1
Resident of Potter Street	3
Resident of Market Street	1
Resident of Sandwich	9
Resident outside Sandwich	1
Object – 22 responses	
Sandwich Surgery (The Butchery)	1
Business on Market Street	3
Resident of The Butchery	5
Resident of Sandwich	12
Resident outside Sandwich	1

3.0 Road Safety Audit

3.1 A stage 1 & 2 Road Safety Audit of the proposal (outline and detailed design) was conducted on 19 December 2017. A report for the findings can be found in Appendix C.

3.2 The Audit had concerns over the safety of the proposal and emergency access, namely:

- Closing Potter Street to motor vehicles could lead to vehicles parking across the entrances, thereby blocking emergency access should it be needed.

- Making Market Street one-way will result in larger vehicles using The Butchery, posing a risk to pedestrians and of building strikes.
- There will be an increase in traffic volume using The Butchery, increasing the potential for danger to pedestrians.
- The lack of opposing traffic flow could lead to an increase in vehicle entry speeds to The Butchery.

3.3 The recommendations of the Safety Audit were that, on a safety basis, the scheme should not go ahead.

4.0 Traffic Surveys

4.1 An automated traffic survey was conducted for one week, installed on Friday 19 January 2018. The surveys were carried out in Potter Street, The Butchery and Market Street (near the Delf Street junction).

4.2 To ensure that the traffic volumes were correct, a second survey was conducted in April 2018 (starting Wednesday 25 April).

4.3 The surveys were conducted using a system comprising two parallel pneumatic rubber tubes 1 metre apart, stretched across the road surface and connected to a data recorder. The pattern of hits on each tube is then analysed to determine the speed and class of vehicles at the site

4.4 The survey in Market Street was damaged for the final two days of the survey period in January (Wednesday and Thursday). To provide an indicative figure, the figures for Monday, Tuesday and Friday have been averaged out and used.

4.5 The figures can be summarised as follows:

		January 2018	April 2018
Potter Street		1546*	1419
Market Street	Northbound	3936*	4472
	Southbound	2106*	2141
The Butchery		2651*	3557

4.6 It can be seen that should a one way system be implemented in Market Street, the volume of traffic using The Butchery could be increased by around 2100 vehicles since traffic that currently travels south out of Market Street would have to exit via The Butchery. This will include any goods vehicles that have entered Market Street to deliver to businesses.

5.0 Crash Record

5.1 Our Crash Database shows there have been two slight injury crashes in five years up to 30 September 2017. One when vehicle exiting parking space struck another parked car, the other was when a passenger got out of a car and leant against it. The driver drove off and the passenger fell to the ground.

6.0 Corporate Implications

6.1 Financial and VAT

6.1.1 None for Dover District Council.

6.2 Legal

6.2.1 None for Dover District Council.

6.3 Corporate

6.3.1 None for Dover District Council.

7.0 Recommendation(s)

7.1 Based on the results of the Road Safety Audit and subsequent concerns about the safety of pedestrians and residents in The Butchery and Potter Street, it is recommended that this scheme is not progressed.

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 – Consultation Document



The Owner / Occupier

**Kent County Council Highways
And Transportation and Waste**
Ashford Highway Depot
Javelin Way
Ashford
Kent
TN24 8AD

Email: Traffic.schemes@kent.gov.uk
Telephone: 03000 418181
Ask for: Richard Heaps
Our ref: Market Street, Sandwich
Date: 22/11/2017

Dear Sir / Madam,

Proposed One-Way working, Market Street, Sandwich

Where will the work take place?

Market Street and Potter Street, Sandwich

Why do we want to carry out this work?

On the advice of the "Vision for Sandwich" Project Board, the Town Council have asked that Market Street be made one-way and Potter Street be closed to vehicles to improve traffic movement, pedestrian safety and protect buildings as per the Sandwich Masterplan. A copy of the Masterplan can be seen on the Sandwich Town Council Website and a hard copy is available to view at the Town Council offices at the Guildhall.

What does this scheme involve?

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

- Introducing a one-way system in Market Street, Sandwich from Delf Street to The Butchery.
- The closure of Potter Street to motor vehicles using lockable bollards.

The parking allocation will remain unchanged. The works are being funded by Sandwich Town Council.



**SANDWICH
TOWN TEAM**

**DISCOVERY
PARK**

**SANDWICH
TOWN
COUNCIL**

**COASTAL
COMMUNITIES
TEAM
DEAL & SANDWICH**

Working together with
Historic England

**Kent
County
Council**

**DOVER
DISTRICT
COUNCIL**



Scheme Implementation

We would like to hear from you, should you wish to support or object to these proposals, or if you have any other points that you feel are appropriate to be considered as part of the progression of this scheme.

How to Contact us?

You can also see the proposals online at www.consultations.kent.gov.uk. Please contact us either in writing or by e-mailing SandwichConsultations@kent.gov.uk quoting **Market Street, Sandwich**. Please contact KCC with any comments before the consultation deadline of **Monday 18 December 2017**.

For further information you can call Kent County Council Highways and Transportation on our helpline 03000 418181, Monday – Friday, 8am – 6pm.

Yours faithfully,

Richard Heaps
Schemes Project Manager (Dover)



**SANDWICH
TOWN TEAM**

**DISCOVERY
PARK**

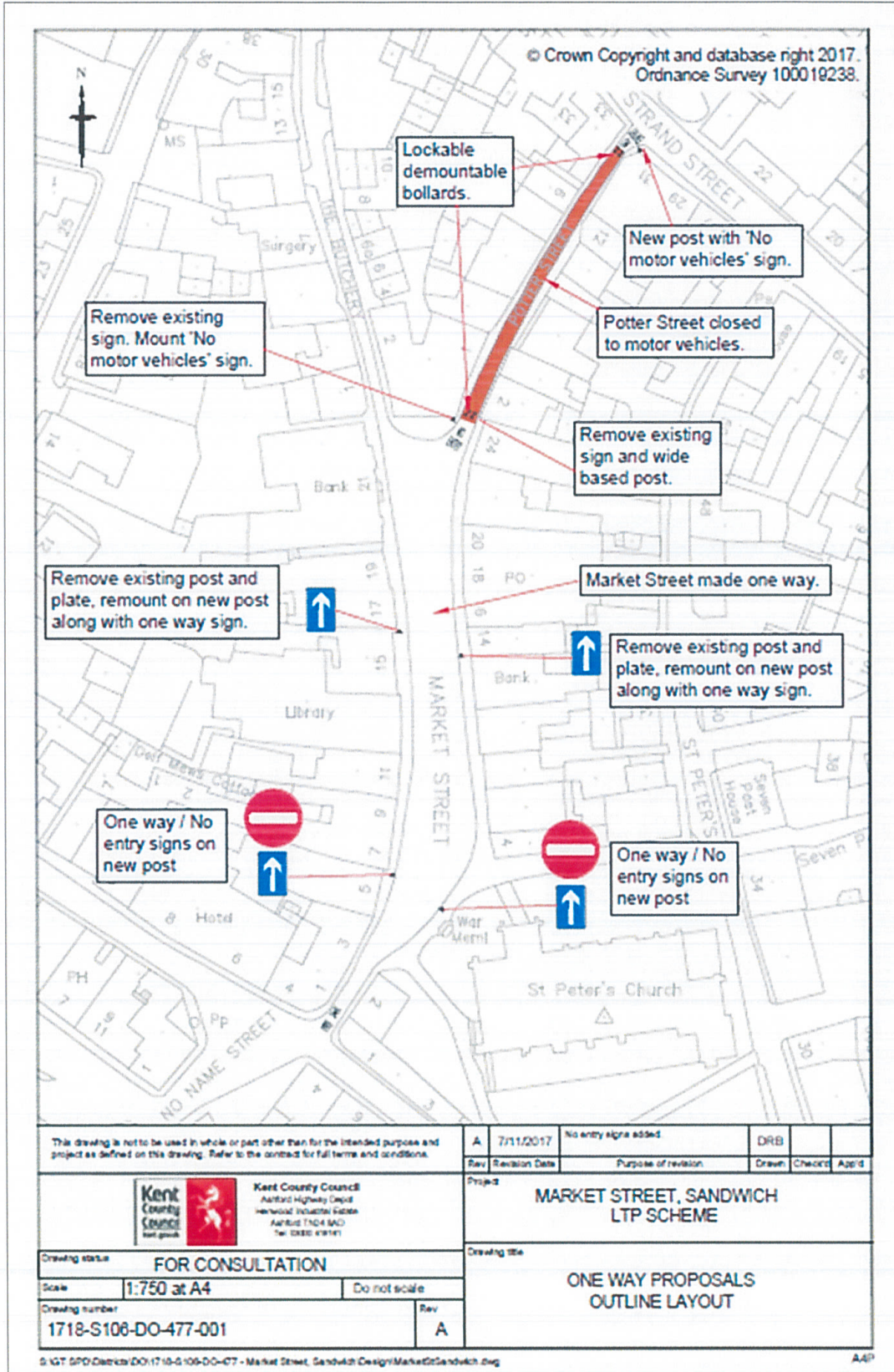
**SANDWICH
TOWN
COUNCIL**

**COASTAL
COMMUNITIES
TEAM**
DEAL & SANDWICH

Working together with
Historic England

**Kent
County
Council**
Kent general

**DOVER
DISTRICT
COUNCIL**



Appendix B – Traffic Regulation Order Public Notices

**PUBLIC
NOTICE**



**THE KENT COUNTY COUNCIL (VARIOUS ROADS, SANDWICH)
(ONE WAY STREETS AND PROHIBITION OF MOTOR
VEHICLES) ORDER 2018**

NOTICE is hereby given that the Kent County Council proposes to make an Order under Sections 1, 2, 3, 4, 32, 35 and 124 of Schedule 9 to the Road Traffic Regulation Act 1984, the effect of which would be to introduce the following:

Road Name	Restriction	Description
Market Street, Sandwich	One-way	From south west to north (from King Street/No Name Street junction to The Butchery)
Potter Street, Sandwich	Prohibition of motor vehicles	Entire length of Potter Street

A copy of the proposed Order, the relevant map and statement of reasons can be inspected during normal office hours at County Hall, Maidstone, Kent, ME14 1XQ or at the offices of the Ashford Highway Depot, 4 Javelin Way, Ashford, TN24 8AD and online at www.consultations.kent.gov.uk

IF YOU WISH EXPRESS SUPPORT FOR, OR OBJECT TO THE PROPOSED ORDER YOU SHOULD SEND THE GROUNDS IN WRITING TO TRAFFIC SCHEMES TEAM, KENT COUNTY COUNCIL, ASHFORD HIGHWAY DEPOT, JAVELIN WAY, ASHFORD TN24 8AD OR BY EMAIL TO SandwichConsultations@kent.gov.uk TO ARRIVE BY 12 NOON ON MONDAY 18 DECEMBER 2017.

PUBLIC NOTICE

**Kent
County
Council**
kent.gov.uk



THE KENT COUNTY COUNCIL (VARIOUS ROADS, SANDWICH) TOURIST COACHES PARKING PLACES (ONE-WAY AND WAITING RESTRICTIONS) (NO.2) ORDER 2018

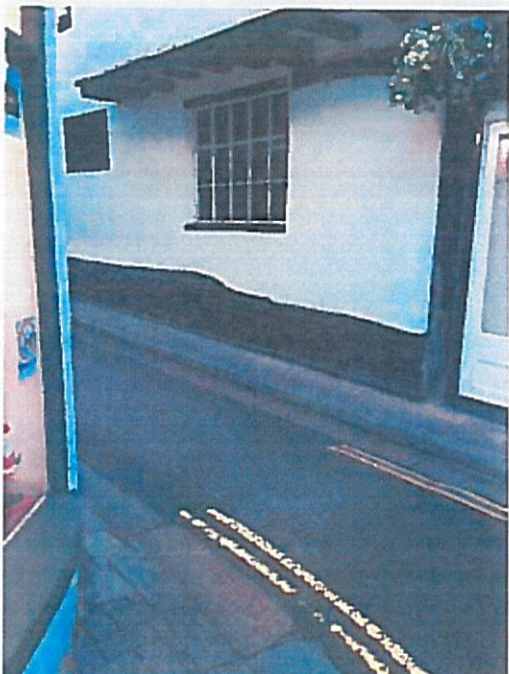
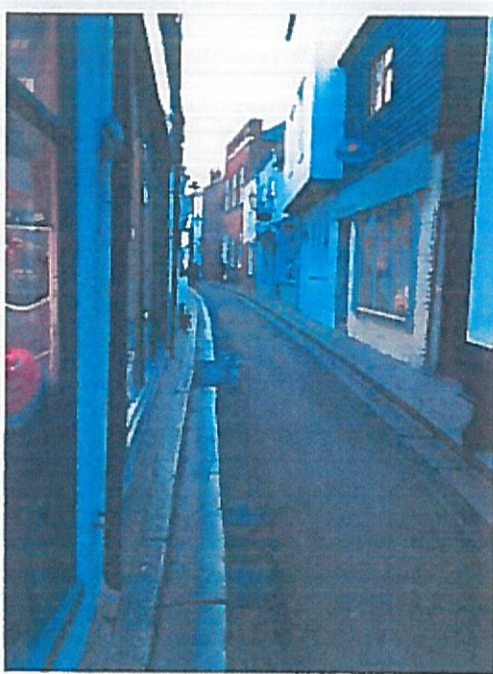
Notice is hereby given that The KENT COUNTY COUNCIL, in exercise of its powers under Sections 1, 2, 32, 35 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 proposes to remove the one-way working in the following road:

	Lengths of Road	Direction
(12)	Potter Street between its junction with Strand Street and its junction with Market Street	North to South

A copy of the proposed Order, the relevant map and statement of reasons can be inspected during normal office hours at County Hall, Maidstone, Kent, ME14 1XQ or at the offices of the Ashford Highway Depot, 4 Javelin Way, Ashford, TN24 8AD and online at www.consultations.kent.gov.uk

IF YOU WISH EXPRESS SUPPORT FOR, OR OBJECT TO THE PROPOSED ORDER YOU SHOULD SEND THE GROUNDS IN WRITING TO TRAFFIC SCHEMES TEAM, KENT COUNTY COUNCIL, ASHFORD HIGHWAY DEPOT, JAVELIN WAY, ASHFORD TN24 8AD OR BY EMAIL TO SandwichConsultations@kent.gov.uk TO ARRIVE BY 12 NOON ON MONDAY 18 DECEMBER 2017.

Appendix C – Road Safety Audit (extract)

2	ITEMS RAISED AT THIS STAGE 1/ 2 AUDIT
2.1	<p>Problem</p> <p>Location: Potter Street</p> <p>Summary: Installation of closure may result in parked vehicles blocking the emergency access</p> <p>It is proposed that Potter Street will be closed to traffic and that demountable bollards will be installed to make access available to emergency vehicles if required. The provision of bollards at the southern end will encourage parking in front of the bollards where this is current kept clear to maintain vehicle exit. This will mean that emergency vehicles are only able to access Potter Street from the northern end which has limited width and turning space (Photo 1 and 2). Vehicles such as fire engines would need to mount the pavement to access the road from this end and may also strike overhanging buildings. This may result in pedestrians being struck or pinned against buildings during an emergency or being struck by falling masonry. There is a further risk that emergency vehicles will be unable to access the street quickly to respond to incidents.</p> <div style="display: flex; justify-content: space-around;">   </div> <p><i>Photo 1 – Northern entry to Potter Street</i> <i>Photo 2- View south along Potter Street</i></p> <p><i>It is recommended</i> that Potter Street remains open to traffic in the current configuration and that the proposed one way system is not installed.</p>
2.2	<p>Problem</p> <p>Location: Northern entrance with Potter Street</p> <p>Summary: no entry may not be visible for oncoming traffic</p>

The proposed closure of Potter Street to traffic is supported by the installation of demountable bollards at both the northern and southern end and new no entry signing at the northern end. The location of the bollards at the northern end may result in approaching traffic failing to see that there is no vehicular access and turn into the Street. This will require drivers to reverse and they may conflict with other traffic or pedestrians. The proposed no entry sign on the eastern footway may also be obscured to approaching traffic by the building line (Photo 3).

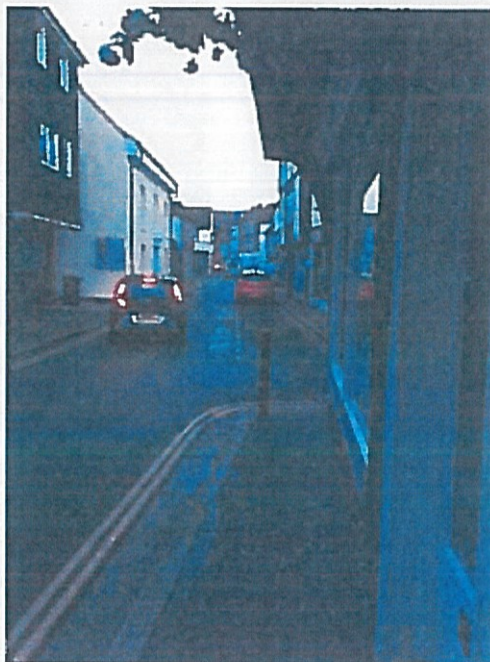


Photo 3 – Northern end of Potter Street

It is recommended that if the no entry and bollards are installed that they are positioned to be clearly visible to approaching traffic. This may conflict with the existing loading bay which may need to be made shorter to accommodate the road closure.

2.3 Problem

Location: The Butchery

Summary: Wider vehicles using this road may conflict with pedestrians

The current traffic arrangement in Market Street means that larger delivery vehicles can turn and use the southern exit to leave Market Street. The new arrangement means that they will need to exit through The Butchery which does not have any footpath on either side for a majority of the length. The width of the existing street and the position of both the ground level and overhanging building line (Photos 4, 5 and 6) may result in pedestrians being struck by exiting vehicles or pinned against buildings at the narrowest points. There is a further danger that overhanging building may be struck by the larger vehicles and pedestrians may be struck by falling masonry.

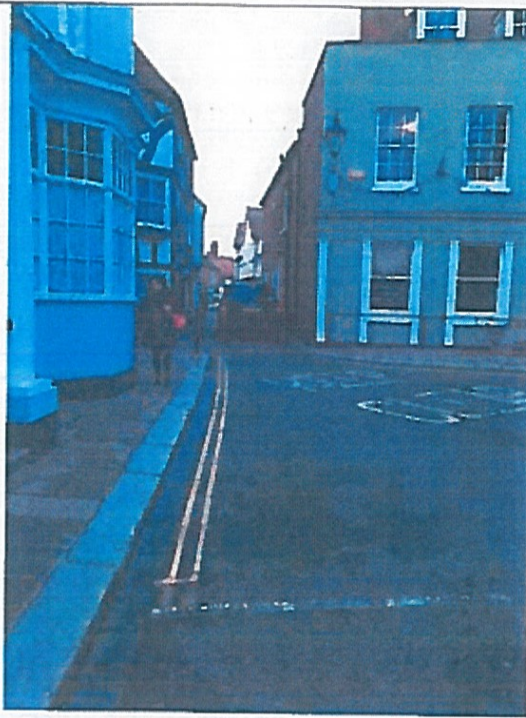


Photo 4 southern entry to The Butchery



Photo 5 – Lack of pedestrian provision

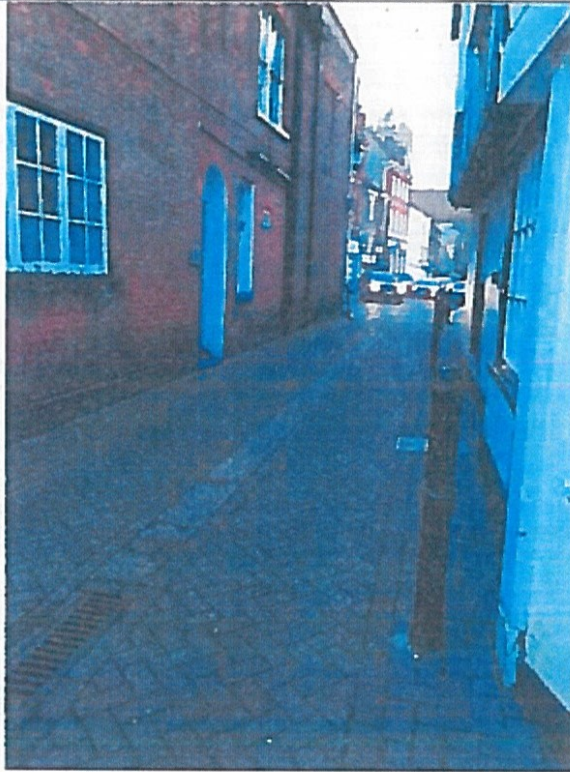


Photo 6 – Narrow southern section of The Butchery

It is recommended that the proposed one way system in Market Street is not installed. Pedestrians are unlikely to divert to Potter Street if they are heading to the north west of Market Street and many will be walking with their backs to traffic.

2.4

Problem

Location: The Butchery

Summary: One way system in Market Street may increase traffic volume

The proposed one way system in Market Street will result in an increase in northbound traffic in The Butchery. As in problem 2.3, this may increase the risk of pedestrians being struck by passing traffic in this narrow street or pinned against the building line. There may also be an increase in speeds as entry speeds to The Butchery will not be mitigated by tuning traffic in the current 2 way arrangement in Market Street.

It is recommended that the proposed one way system in Market Street is not installed. Pedestrians are unlikely to divert to Potter Street if they are heading to the north west of Market Street and many will be walking with their backs to traffic which could be more frequent and faster.

DOVER DISTRICT COUNCIL

REPORT OF THE DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

DOVER JOINT TRANSPORTATION BOARD – 14 JUNE 2018

RESIDENTS' PARKING SCHEME PROPOSAL - BEECHWOOD AVE, ASTOR DRIVE, MILL RD (PART OF) AND LONDON RD (PART OF), DEAL

Recommendation:

The Board is asked to agree:

To recommend to Kent County Council that the residents' parking scheme proposal detailed in this report, and shown as Appendix A, be sealed, so as to bring it into effect.

Contact Officers: Gordon Measey Ext 42422 and Dean Aldridge Ext 42796

Reasons why a decision is required

1. Residents in the Beechwood Avenue area in Deal had requested that a Resident's scheme be introduced in their area to address the regular issues of commuters, workers and visitors to the town using the local roads for all-day parking. In response to this Members instructed that a suitable scheme be designed and formally advertised. Appendix A shows details of the proposal that was advertised.
2. Each of the properties within the proposed new Zone (and in Mill Road just outside the Zone where an extension of yellow lines was also proposed) was sent a letter and questionnaire to seek their views. The letter and questionnaire are attached to this report as Appendices B and C.
3. Of the 38 responses received from residents:
 - 29 supported the proposal
 - 6 objected to the proposal, and
 - 3 submitted comments only

A summary of comments from objectors is listed below:

- *Only 6 houses in Beechwood Avenue don't have off street parking, I cannot see the benefit for the rest of us.*
- *What about the needs of local businesses and employees?*
- *Who will enforce the scheme if implemented?*
- *The only people that are going to make out of this is the Dover District Council.*
- *I don't like that you are ready to enforce this without first asking the residents what they think.*
- *We have never had an issue with parking [Beechwood Avenue] and these restrictions will cause more of a problem to residents*
- *We are not aware of over-usage in the road [Astor Drive]. This is just another way to make money.*

- *Everybody [Astor Drive] has off-street parking, therefore we don't object to other cars parking in the street.*
- *Parking for residents in this area [section of Mill Road outside proposed Zone] is often impossible and will only support this scheme if the entire road was included.*

All questionnaires and received responses will be available for Members to view at the Board meeting on 14 June 2018 and can be viewed beforehand by prior arrangement with the Parking Services Team.

4. In light of the majority of support for the scheme by those residents that responded, the Board is asked to recommend to Kent County Council that the proposal detailed in this report and shown as Appendix A, be sealed, to bring the proposed residents' parking scheme in to effect.
5. Evaluation of options available to the Board:
 - To agree to recommend to Kent County Council that the proposal as detailed in this report and Appendix A be sealed and brought in to effect.
 - To agree to advertise an amended proposal.
 - To withdraw the proposal.

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.

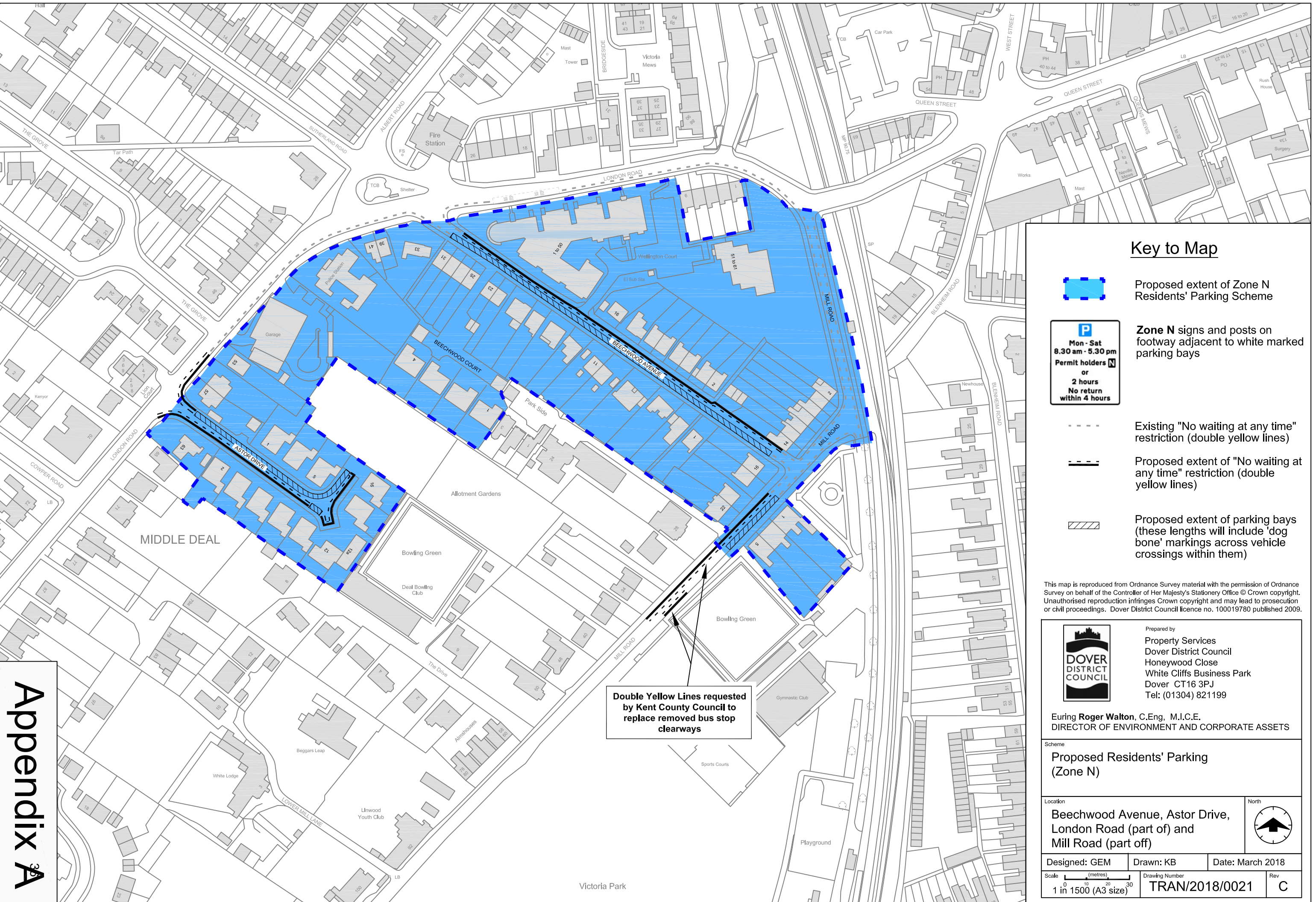
Attachments

- Appendix A Proposed Residents' Parking (Zone N) Scheme
- Appendix B Letter sent to Residents
- Appendix C Questionnaire sent to Residents

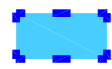




ROGER WALTON

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 42422



Key to Map

-  Proposed extent of Zone N Residents' Parking Scheme
-  **Zone N signs and posts on footway adjacent to white marked parking bays**
-  Existing "No waiting at any time" restriction (double yellow lines)
-  Proposed extent of "No waiting at any time" restriction (double yellow lines)
-  Proposed extent of parking bays (these lengths will include 'dog bone' markings across vehicle crossings within them)

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	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 Residents' Parking (Zone N)		
Location Beechwood Avenue, Astor Drive, London Road (part of) and Mill Road (part of)		North 
Designed: GEM	Drawn: KB	Date: March 2018
Scale 1 in 1500 (A3 size)	Drawing Number TRAN/2018/0021	Rev C

Double Yellow Lines requested by Kent County Council to replace removed bus stop clearways



Appendix B

Parking Services
White Cliffs Business Park
Dover
Kent CT16 3PJ

Telephone: (01304) 821199
Fax: (01304) 872445
DX: 6312
Minicom: (01304) 820115
Website: www.dover.gov.uk

Contact: Mr. D. Aldridge
Direct line: (01304) 872796
E-Mail:
dean.aldridge@dover.gov.uk
Our ref: GM/Park.DEA
Your ref:
Date: 13th February 2018

Owner/ Occupier
Beechwood Avenue,
Astor Drive and (1, 3, & 5) Mill Road

Dear Owner /occupier,

Proposed residents parking scheme

We are aware that non-residents regularly park along the roads in your neighbourhood and, of these, most stay for the full working day. One way to address this problem would be to introduce a residents' parking scheme. Councilors on the Joint Transportation Board (JTB) have instructed Dover District Council to advertise a proposed residents' parking scheme in your area

Please find enclosed a plan showing the extent of the residential parking scheme (**Zone N**), being proposed for your area. The scheme would involve introducing a limit of 2 hours parking (return prohibited for 1 hour) along the roads within the zoned area. The limited waiting restriction would apply during the working day (8.30am – 5.30pm, Mon – Sat) but not in the evenings nor on Sundays. Residents' vehicles displaying the new **Zone N** Resident Permits would be exempt from the 2-hour limit, but all other vehicles would need to comply. Permits, which currently cost £60 per annum, would be restricted to one per residential household and its purchase would not guarantee the holder the availability of a space.


These conditions are similar to those in neighbouring streets, which currently operate under a residential parking scheme, and to save having to detail all the proposed terms for the new scheme in this letter, I have enclosed a leaflet for the existing Zone P scheme, which operates near by. Apart from specific references in the leaflet to zone labeling and addresses, all the other conditions detailed therein would apply to the scheme proposed for your area. I hope that the leaflet is self explanatory, but should you require any additional information, please contact me as detailed above.

To help me gauge the views of the residents, could you please indicate your preference for, or against, the proposed residents' parking scheme by filling in and returning the enclosed questionnaire, to reach this office by 12noon on Friday 16th March 2018. Alternatively, you can reply via email (using my address detailed above) if you prefer, stating whether, or not, you support the proposed scheme. Please ensure that any emails are delivered by 12noon on Friday 16th March 2018 and that they include your name and postal address.

P.T.O.

If the majority of responders support the proposed scheme, it would be formally advertised. Alternatively, if all but one or two roads support the scheme, it's possible that a variant scheme could be considered that excludes those roads where a majority of responders objected. Assuming that the proposed scheme is generally supported and that there are no major complications when it is formally advertised, it is hoped that the scheme could be introduced by the end of this year.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'D. Aldridge', written in a cursive style.

Dean Aldridge
(Parking Operations Officer)

A large text version of this letter and accompanying questionnaire can be provided, if required. Please contact:

Tel: 01304 872796, or
Email: dean.aldridge@dover.gov.uk

Appendix C

Proposed Residents' Parking Scheme, Deal – Zone N

**Beechwood Avenue, Astor Drive,
Mill Road** (odd No.s 1 - 5 and even No.s 2 - 22) and **London Road** (odd No.s 39 - 63)

Please fill in your name and address below:

Name: _____

Address: _____

Please tick (✓) the appropriate boxes below

1. Do you have use of any off street parking (e.g. a garage or hard standing)?

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

2. How many vehicles do you regularly park in yours or neighbouring streets?

0	1	2	3 or more
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. Having considered the proposal, would you support the introduction of the residents' parking scheme as detailed in the accompanying documents?

Yes	No	(If No , please state reason below):
	Other	(If Other , please state reason below):

Additional Comments: _____

DOVER DISTRICT COUNCIL

REPORT OF THE DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

DOVER JOINT TRANSPORTATION BOARD – 14 JUNE 2018

RESIDENTS' PARKING SCHEME PROPOSAL - PRIORY HILL AND PRIORY GROVE, DOVER

Recommendation:

The Board is asked to agree:

That the revised Residents' Parking Scheme, as detailed in Appendix D to this report, be formally advertised, and that any objections received be referred back to a future meeting of this Board for further consideration prior to making any final recommendations.

Contact Officers: Gordon Measey Ext 42422 and Dean Aldridge Ext 42796

1. Residents in Priory Hill, Dover had requested a Resident's parking scheme be introduced in their road to address all-day parking by non-residents. A proposed scheme was drawn-up and this together with a letter and questionnaire were sent to residents to seek their views. The proposal, letter and questionnaire are attached to this report as Appendices A, B and C.
2. Priory Grove (off Priory Hill), was already part of a much larger Zone F and it was felt that the Priory Hill proposal afforded an opportunity to pull the two roads together into a new shared zone (Zone M).
3. Of the 60 responses received from residents:
 - 28 objected to the proposal
 - 27 supported the proposal, and
 - 5 submitted comments only

A summary of comments from objectors is attached to this report as Appendix E. All questionnaires and received responses will be available for Members to view at the Board meeting on 14 June 2018 and can be viewed beforehand by prior arrangement with the Parking Services Team.

4. Taking into account the responses to the proposal, there is little case to recommend that it should proceed as it stands. However, if one looks at the spread of support/objections over the length of the road, there is a majority of residents supporting the scheme at the eastern-end (High Street-end), whereas along the central section and western-end (Tower Hill-end) the majority have objected. The break-down of responses along the sections of road is as follows:
 - Eastern-end; 14 Supported, 4 Objected
 - Central-section; 11 Supported, 16 Objected, 3 submitted comments only
 - Western-end: 2 Supported, 7 Objected, 2 submitted comments only

5. With this break-down in mind, there is merit in proposing a revised scheme for residents' parking covering just Priory Grove and the eastern-limb of Priory Hill. There is a natural change of character of the road where the eastern-limb joins the central section which lends itself to being the boundary of a revised Zone. Such a proposal is shown as Appendix D to this report.
6. The Board is asked to consider the options available and to decide which, if any, to progress. The Officer's recommendation is to advertise the revised proposal shown in Appendix D.
7. Evaluation of options available to the Board:
 - To agree to advertise the revised proposal as shown in Appendix D.
 - To agree to advertise an amended or alternative proposal.
 - To withdraw all proposals.

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.

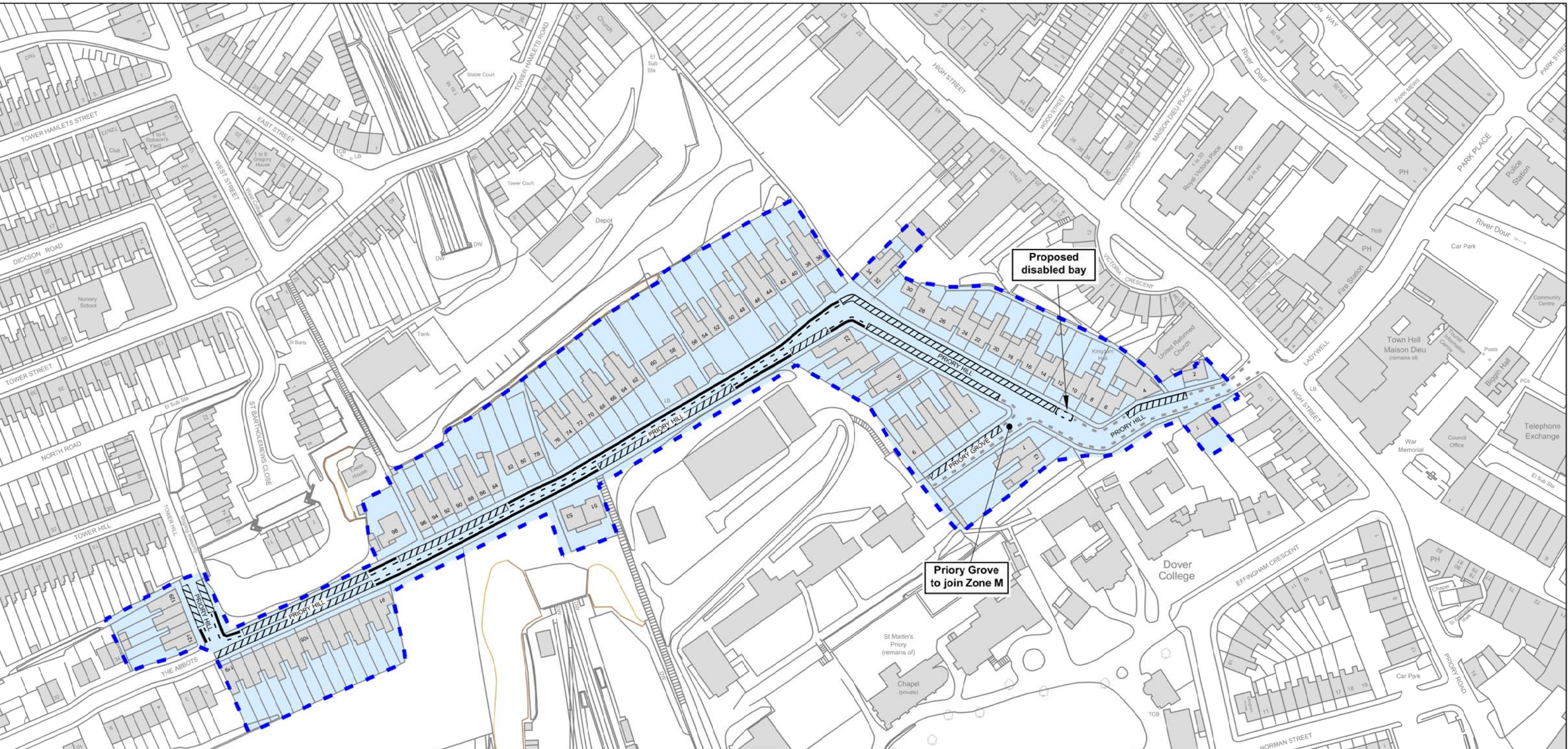
Attachments

Appendix A	Proposed Residents' Parking (Zone M) Scheme (as consulted on)
Appendix B	Letter sent to Residents
Appendix C	Questionnaire sent to Residents
Appendix D	Revised Proposed Residents' Parking (Zone M) Scheme
Appendix E	Summary of Comments from Objectors

ROGER WALTON

Director of Environment and Corporate Assets

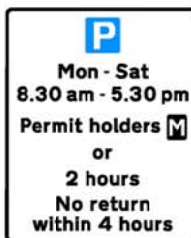
The officer to whom reference should be made concerning inspection of the background papers is the Parking Operations Manager, Dover District Council, White Cliffs Business Park, Dover, Kent CT16 3PJ. Telephone: (01304) 821199, Extension 42422



Key To Map



Proposed extent of Zone M Residents' Parking Scheme



Zone M signs and posts on footway adjacent to white marked parking bays



Proposed extent of "no waiting at any time" restriction (double yellow lines)



Existing "No waiting at any time" restriction (double yellow lines)



Proposed extent of parking bays (these lengths will include 'dog bone' markings across vehicle crossings within them)

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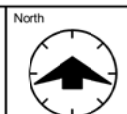


Prepared by
Property Services
Dover District Council
Honeywood Close
White Cliffs Business Park
Dover CT16 3PJ
Tel: (01304) 821199

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

Scheme
Proposed Residents' Parking
(Zone M)

Location
Priory Hill and Priory Grove,
Dover



Designed: GEM Drawn: KB Date: MARCH 2018

Scale 0 10 20 30 metres
1 in 1500 (A3 size) Drawing Number TRAN/2018/0022 Rev



Appendix B

Parking Services
White Cliffs Business Park
Dover
Kent CT16 3PJ

Telephone: (01304) 821199
Fax: (01304) 872445
DX: 6312
Minicom: (01304) 820115
Website: www.dover.gov.uk

Contact: Dean Aldridge
Direct line: (01304) 872796
e-mail: parking.operations@dover.gov.uk
Our ref: DA/ Dover Zone M
Your ref:
Date: 29th March 2018

Owner/Occupier
Priory Hill, Priory Grove
Dover

Dear Owner/occupier,

Proposed Residents Parking Scheme, Zone M, Priory Hill and Priory Grove, Dover

I have been informed that non-residents regularly park in your road and that many of them do so for the bulk of the working day. One way to address this problem is to introduce a residents' parking scheme. I am therefore writing to enquire whether, or not, you would support the introduction of a residents' parking scheme along your road.

Please find enclosed a drawing showing the extent of the **Zone M** residents' parking scheme being proposed for your area. To further assist, I have listed below the various conditions that would apply to the zone should it progress, which I hope will cover most of the details that you would wish to know:

- Residences addressed in Priory Hill and Priory Grove will be eligible to apply for Zone M permits. Houses in multiple occupation (HMOs) count as one residence.
- Priory Grove will join the new zone and residents there with existing permits will be provided with replacement Zone M permits.
- Up to two permits can be purchased per residence. The annual cost is currently £60 per permit.
- Limiting waiting will be introduced throughout the zone restricting parking to 2 hours (return prohibited for 4 hours) between 8.30am – 5.30pm, Mon – Sat. No restrictions would apply on Sundays or in the evenings. The same restrictions would apply in Priory Grove.
- Cars with Zone M permits will be exempt, in Zone M, from the above parking limits that apply to other vehicles.
- The Zone M permits would be valid to use in any on-street residents parking place within Zone M.
- Parking is restricted to the parking places indicated on the drawing. Parking is prohibited on double yellow lines.
- Posts with signs will need to be installed alongside the parking places to indicate the restrictions that apply.
- As with all such schemes, parking spaces cannot be guaranteed for permit holders but would be available on a first-come, first-served basis.
- One-day visitor permits are available for residents to use for visitors and contractors. These currently cost £2 per permit (£20 per book of ten)
- The Zone M may expand over time to include additional neighbouring roads.

To help me gauge the views of the residents, can you please indicate your preference for or against the Zone M residents parking scheme by filling in and returning the enclosed questionnaire. Please return the form to the Council postal address detailed at the top of this letter (marked "FAO Dean Aldridge"), or alternatively, you can scan and return the form and/or reply via email to parking.operations@dover.gov.uk Please include your name and address in any responses and ensure that they are received by me by **12 noon on Friday 20 April 2018**.

If the majority of responders support the scheme, then permission will be sought from the Councillors on the Dover Joint Transportation Board (JTB) to formally advertise the proposal. Conversely, if the majority of responders object, it is likely that proposal will be abandoned.

Assuming that the proposed scheme is generally supported and there are no major complications when it is formally advertised, it is hoped that the scheme could be introduced in late autumn.

I thank you in advance for sending me your preference.

Yours faithfully

A handwritten signature in black ink, appearing to read 'D. Aldridge', written in a cursive style.

Dean Aldridge
Parking Operations Support

Appendix C

Proposed Residents' Parking Scheme, Dover – Zone M

Priory Hill and Priory Grove, Dover

Please fill in your name and address below:

Name: _____

Address: _____

Please tick (✓) the appropriate boxes below

1. Do you have use of any off street parking (e.g. a garage or hard standing)?

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

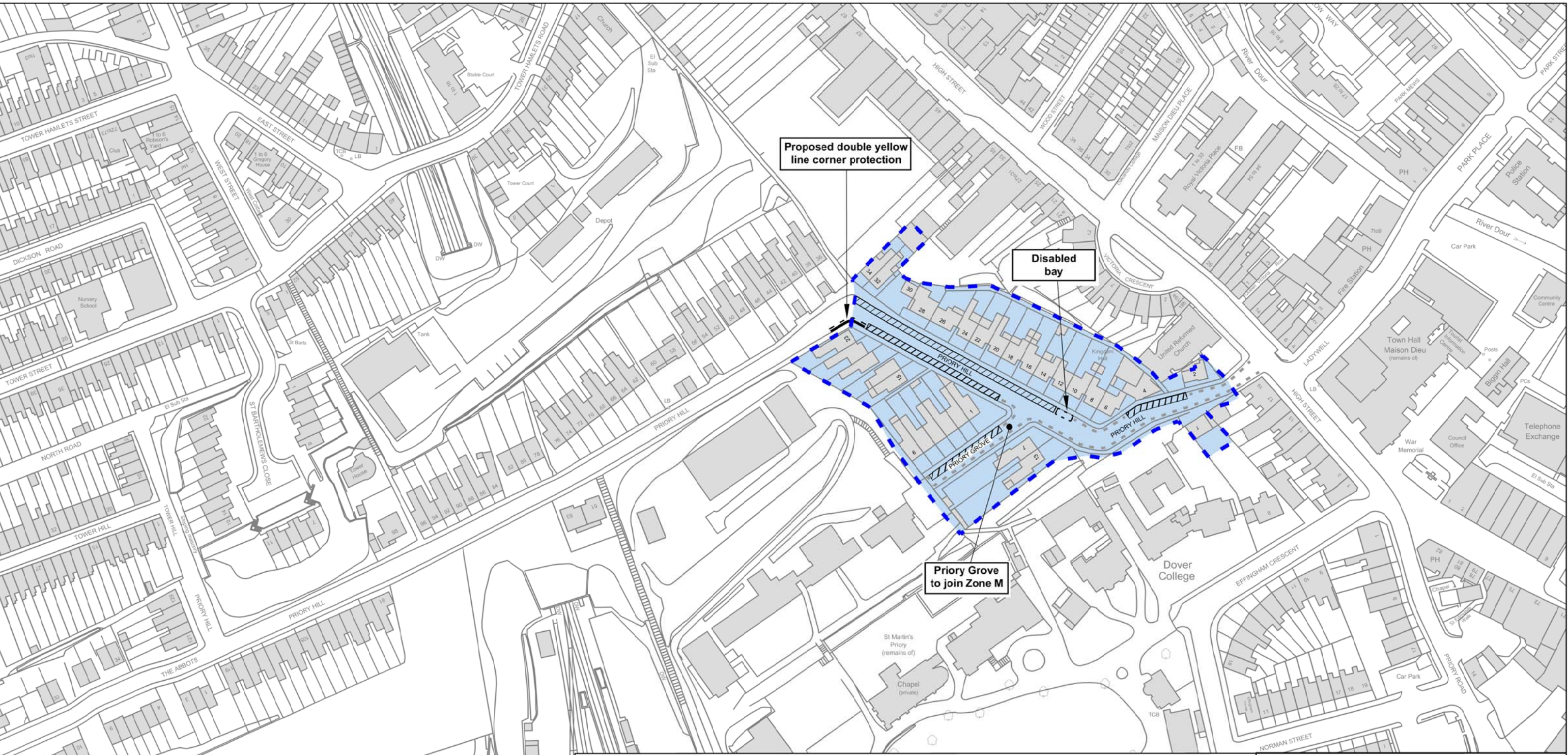
2. How many vehicles do you regularly park in yours or neighbouring streets?

0	1	2	3 or more
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. Having considered the proposal, would you support the introduction of the residents' parking scheme as detailed in the accompanying documents?

Yes	No	(If No , please state reason below):
<input type="checkbox"/>	<input type="checkbox"/>	<input style="width: 500px; height: 40px;" type="text"/>
	Other	(If Other , please state reason below):
	<input type="checkbox"/>	<input style="width: 500px; height: 40px;" type="text"/>

Additional Comments: _____



Key To Map



Proposed extent of Zone M Residents' Parking Scheme



Zone M signs and posts on footway adjacent to white marked parking bays



Proposed extent of "no waiting at any time" restriction (double yellow lines)



Existing "No waiting at any time" restriction (double yellow lines)



Proposed extent of parking bays (these lengths will include 'dog bone' markings across vehicle crossings within them)

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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 Revised Residents' Parking (Zone M) Scheme

Location
 Priory Hill and Priory Grove,
 Dover

Designed: GEM	Drawn: GEM	Date: MAY 2018
Scale 0 10 20 30 1 in 1500 (A3 size)	Drawing Number TRAN/2018/0043	Rev

COMMENTS FROM OBJECTORS:

- Already difficult enough to park in Priory Grove. As Priory Grove is flat and a cul-de-sac it is incredibly popular for non-permit holders to park. If Priory Grove is the same as Priory Hill, all persons will park here making parking impossible. As permit zone in Priory Grove ends at 15.30 hours most non-Grove residents park in here. This will be massively exacerbated by most of Dover becoming one zone. I feel this is purely so the Council can create revenue as their car parks are not utilised. I fully protest Priory Grove becoming the same zone as Priory Hill and all the other bits that have been added to the gargantuan zone M. Please leave Priory Grove alone and increase the frequency of the wardens attending.
- It will severely impact the ability to park in Priory Grove and for my family to park when they visit and buy day permits.
- There is no problem with the parking arrangements in Priory Hill. Yes, when residents leave for work in the morning owners, managers and employees of close by shops and businesses use the vacated space. This arrangement works very well. If there is a problem it is not on the lower and middle section of Priory Hill. Any 'problem' is not the parking but safe access through the narrow section of the road running along the top section of Priory Hill. This is a totally separate issue and acknowledged by your proposed modifications. Approximately 50% of the residents of upper Priory Hill have off road parking I understand their issue is access due to the narrowness of the road. By removing entirely the narrow shave of pavement at the southern edge of the road would greatly improve pedestrian safety. Residents parking was proposed some years ago by DDC, which residents and local businesses robustly opposed by petition. I have spoken to a number of neighbours in the lower and middle end of the road and also to local business owners. There is no majority who desire a change to the existing arrangements.
- This does not alleviate the problem but only makes things worse especially for those that have more than one car per household. Where are people meant to park if someone else is occupying the space? Miles away from the house isn't practical for families with young children or the elderly carrying shopping. From the drawing there does not seem to be enough spaces anyway. Not only this, there isn't space for visiting family either which causes an issue.
- No, same answer to all other times you tried to introduce.
- No, due to lack of parking space on your plan. When DDC gave permission for 30 Priory Hill to create three flats this suggested the possibility of three more vehicles outside this dwelling. If each dwelling along Priory Hill has one plus vehicles, your proposed plan does not provide sufficient parking for everyone. If I can't park outside my own garage to offload my weekly shopping I shall struggle. I cannot afford resident/visitor fees as I'm on a low income. As DDC set the precedent for number 30 becoming flats it is now possible other dwellings will follow suit. What does that suggest to you?
- The situation seems as yet to be equitable + works.
- It is far too restrictive. The proposed layout would make it dangerous by facilitating speeding vehicles.
- I only park across my garage if I put it outside to clean it. I will get a ticket. The Council has too much power at the moment. Can't they let people live without interfering.
- Unnecessary regulation. Parking is adequate in this part of the street. Most houses have garages including ours but ours is not marked on the map of the proposed scheme. Scheme will make parking worse not better from 36 to 60 Priory Hill.

- I prefer the status quo and I do not wish for my guests to have to pay for parking. My friends come to me for lunch - two hours is not enough. We need to be tolerant and flexible. The High Street shops suffer from lack of customers – we should make their parking impossible. Too many double yellow lines just invite drivers to break the law.
- We strongly object to double yellow lines being put in front of residents' homes, garages and driveways. It would also reduce the amount of parking currently available.
- I am in favour of residents parking but not this scheme. This is because you remove parking opposite my house completely. I am also opposed to two-hour parking for non-residents. Putting double yellow lines on both sides between numbers 48 and 54 will severely reduce the availability of parking. I will be forced to park further up the road and my car will not be in sight of my house. I see no reason for this as the road is no narrower and there are no garages or they are not in use to park cars. You will reduce the parking for residents and at the same time nuisance parking of small lorries (a frequent event) will still happen as from 3pm to 11am non-resident parking will be possible.
- I do not see how it will make the parking situation any better. It will make it worse for other residents; not being able to park outside their own premises.
- The proposals will not help the situation. The two-hour parking window would make parking still difficult with limited parking spaces. This would be a financial burden for our residents.
- I feel this scheme covers too great an area and will not provide enough permit parking for any visitors who may have difficulty walking any distance.
- The number of parking spaces would drastically reduce under this proposal. I do not wish to pay for a space for my daughter's car yet not be able to park due to the public using two-hour parking spaces. I do not want double yellow lines in front of my driveway as I need to load/unload and my guests could no park there.
- Although it would deter people from parking in the road before travelling by train this proposal has huge flaws. The homes in Priory Hill and Priory Grove are mostly large properties with four to six bedrooms. Older families including ours, often have three cars through necessity (five adults in our house). Where would we be able to park? There is not even enough proposed parking for two cars in our road. Lots of houses don't have garages. Most don't have drives. This proposal will not even facilitate two cars per household as there are too many yellow lines. Although it is problematic at times I feel that it will be worse if you implement residents' parking. There is nowhere near enough proposed parking space and for our third car there is simply no other option whatsoever. Why are people living in nearby streets parking in Priory Hill? Because there is sadly not enough space in their own roads. If it has to go ahead I suggest that some of the double yellow lines marked on the map please be considered again. These areas are currently parked on with absolutely no problems and without hindrance to emergency vehicles.
- I have two baby children and it's hard enough to park outside my house as it is. You cannot guarantee me a space outside my home and your proposal will make matters worse and you will charge me for the pleasure. This is nothing but a money making scheme at the cost of the residents which does nothing to improve the situation on Priory Hill and only causes further problems.
- Do not see why we should have to pay to park outside our own house in a residential street. Scheme still doesn't we can park outside or even near our own houses.
- I strongly believe it will make matters worse.
- The double yellow line extends much further down the road both opposite and outside my house. This is going to restrict the amount of available parking to everyone and it's

not necessary. The proposed scheme is active on a Saturday which means that if I have family around on a Saturday they are restricted to parking for two hours, using a visitor's permit or parking on The Abbots. As there would be considerably less overall parking available it is unlikely that our visitors would be able to find a space near our house. The resident's permits have a cost associated with them and a level of administration. We don't wish for additional stress and worry in our lives.

- We can park on Priory Hill 100% of the time. The situation may be helped by opening extra car parking at Priory Station. The proposal for double yellow lines in certain places on Priory Hill may restrict residents parking.
- Won't work, who's going to police the parking? Not good when relatives visit – our son comes almost every day. He does shopping for us as we are pensioners without a car and don't agree having to pay for workmen to park if we need anything done to our home. Ridiculous!
- There is ample parking space on the street. We have never been unable to park close to our house. As we do not currently have an issue with parking, paying to be able to do so is unreasonable and extortionate.
- No problem with parking.
- We don't generally have a problem, if we can't park outside our property we can always find a space in the same area. This is an attempt to screw residents out of more money by the Council. We are pensioners, we don't need it! Since moving to Dover we've not had any problems parking in Priory Hill.
- I will not pay to park outside my own house as space would not be guaranteed even with a permit. My husband does shift work so due to times (8.30 to 5.30) he wouldn't be able to park.

COMMENTS FROM SUPPORTERS AND OTHERS:

- I would prefer costs of visitor permits to be much higher, or number restricted, as £2 per day will not deter those who rent out rooms through holiday letting companies. I am unable to create off-street parking space so should have free pass to compensate. Visitor passes allocated for one week at a time with reg number linked + checked against household for excessive use of day passes.
- 2 permits only would not work for us as we have three cars. Would restricting parking during certain hours work just as well. Does not seem enough parking bays for residents on proposal.
- More thought needed. This will not alleviate the problem. To add to the problem of parking on the pavement, forcing school children, those with prams or disabled buggies to use the road, we have a commercial vehicle parked here every night. Non-residents will still be able to park from 15:30 – 10:30. I don't understand the reason for no parking both sides from No.54 – 46? Also, to allow parking both sides from No 91 – 119.
- We cautiously support the scheme hoping that it will resolve: a) Regular parking of lorries overnight by one particular non-resident; b) Vehicles parking over the pavement and blocking footways for people with buggies or wheelchairs forcing them into the road; c) Vehicles parked on both sides making access for emergency vehicles, bin lorries difficult (although we note there is still proposed parking on both sides of the road on the south western end of Priory Hill); d) Dumping of abandoned vehicles.
- Both of us are disabled we are very concerned if we cannot park outside our house. Please may we have a disabled bay.

- Priory Hill No.s 2 to 76 and Priory Grove tend to only experience parking issues during the proposed restricted hours. Many of the properties have a garage or hard standing so will avoid paying for a permit anyway. From 76 to 129 we have the same problems as the lower end but which continue outside the proposed hours from people in Tower Hill, North Road and Tower Street so these people will continue to clog up the street and not be paying for the pleasure. It needs a full restriction of 24 hours or is pointless and unfair.
- The Abbots is not included in the scheme so parking will become chaotic in the close. Please include The Abbots in your proposal.
- We very much appreciate the scheme. Thank you.
- We point out that some non-residents park for a lot longer than the “bulk of the working day” (many parked for 1 to 3 weeks).
- We have been waiting for permit parking for over ten years as business and estate agents park cars all day leaving no room for our cars.
- About time!
- Although I do not possess a car I do have relatives and friends who do and who visit and sometimes stay overnight and weekends. They find parking difficult and I therefore support the scheme.
- We do have a drive but it is constantly partially obstructed by people parking over and blocking it
- Long overdue, much needed. It will improve the area significantly and will assist the passage of service vehicles and reduce parking on the footpaths. There is a lorry driver who parks on the pavement every day (this does not help pedestrians and disabled).
- As things stand you can't walk on the pavement on Priory Hill because of parked cars, you are forced to walk on the road which is extremely dangerous. Also, it must be extremely difficult for emergency vehicles to gain full access along Priory Hill because of the parked cars.
- Double parking allowed at narrow end of Priory Hill seems stupid. Who is going to police this area once parking in situ? £60 per resident parking seems expensive. Restrictions are required but not sure this will work.
- Priory Hill is increasingly used by people parking their cars to then go to Dover Priory Station and pop in to Dover Town Centre (for free) making the road congested with parked cars.
- Concerned about proposal with yellow lines on both side of the road outside No.s 48 – 56 Priory Hill. Not all properties have hard standing/garages so no ability to park at all.
- I feel this is a good idea. Will consideration be given to additional cars owned by households? Presumably towing will be more common than now.
- The parking has become much worse over the last few years. Cars parking on pavements is also restricting access to pedestrians who have to move in to the road – especially parents with pushchairs.
- This is long overdue, I have lived here since 1981 and the parking issue has got increasingly worse – particularly pavement parking. I regularly have to move my car from outside my house to allow services (e.g. dust cart) to pass through.
- We would welcome it. As parents to a young child not being able to park outside or close to our home is very difficult for us especially if we are on our own (perhaps parent and child spaces should be available like disabled for a fee of course 😊).

DOVER DISTRICT COUNCIL

REPORT OF THE DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

DOVER JOINT TRANSPORTATION BOARD – 14 JUNE 2018

BUS/COACH PARKING PROPOSAL - DOVER SEAFRONT

Recommendation:

The Board is asked to agree:

That the revised coach parking proposal detailed in this report and shown in Appendices B and C be formally advertised and, in the event that no objections are received, be recommended for sealing by Kent County Council. Any objections received in respect of the formal advertisement will be referred back to a future meeting of this Board for further consideration prior to making any final recommendations.

Contact Officer: Gordon Measey Ext 42422

Reasons why a decision is required

1. On 29 March 2018 a report was presented to the Board about proposals for finding alternative Pay & Display bus/coach parking along Dover seafront. This follows on from the stopping-up (closure) of the Esplanade at the western end, over a year ago.
2. The report included safety concerns that KCC had raised about the proposal for 4 coach spaces; a pair outside and a pair opposite Harbour House, as shown in Appendix A. In light of this, an alternative proposal (shown in Appendices B and C) was presented and recommended to the Board. However, the Board resolved to progress with the original proposal (Appendix A).
3. For safety reasons, KCC has not sealed the Order for this proposal and has requested that the Board considers an alternative.
4. The purpose of this report is to ask the Board to consider alternative proposals. The officer recommendation is to advertise the proposal shown in Appendices B and C.
5. If agreed, the revised coach parking proposal shown in Appendices B and C will be formally advertised and in the event that no objections are received, is recommended to be sealed by Kent County Council. Any objections received will be reported back to a future meeting of this Board for further consideration prior to making any final decisions.
6. Evaluation of options available to the Board:
 - a. To agree to advertise the revised proposal as detailed in this report and as shown in Appendices B and C.
 - b. To agree to advertise an amended proposal.
 - c. To withdraw the proposal.

Background Papers

Parking Services Files.

Consultation Statement

The Portfolio Holder for Access and Licensing has been consulted on the proposals outlined in this report. As part of the statutory process a formal advertisement was undertaken for the proposal, through which objections were received.

Impact on Corporate Objectives

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

Attachments

Appendix A Former proposal for all 4 coach parking spaces outside Harbour House.

Appendix B Revised proposal for 2 coach parking spaces outside Harbour House

Appendix C Revised proposal for 2 coach parking spaces outside the Premier Inn

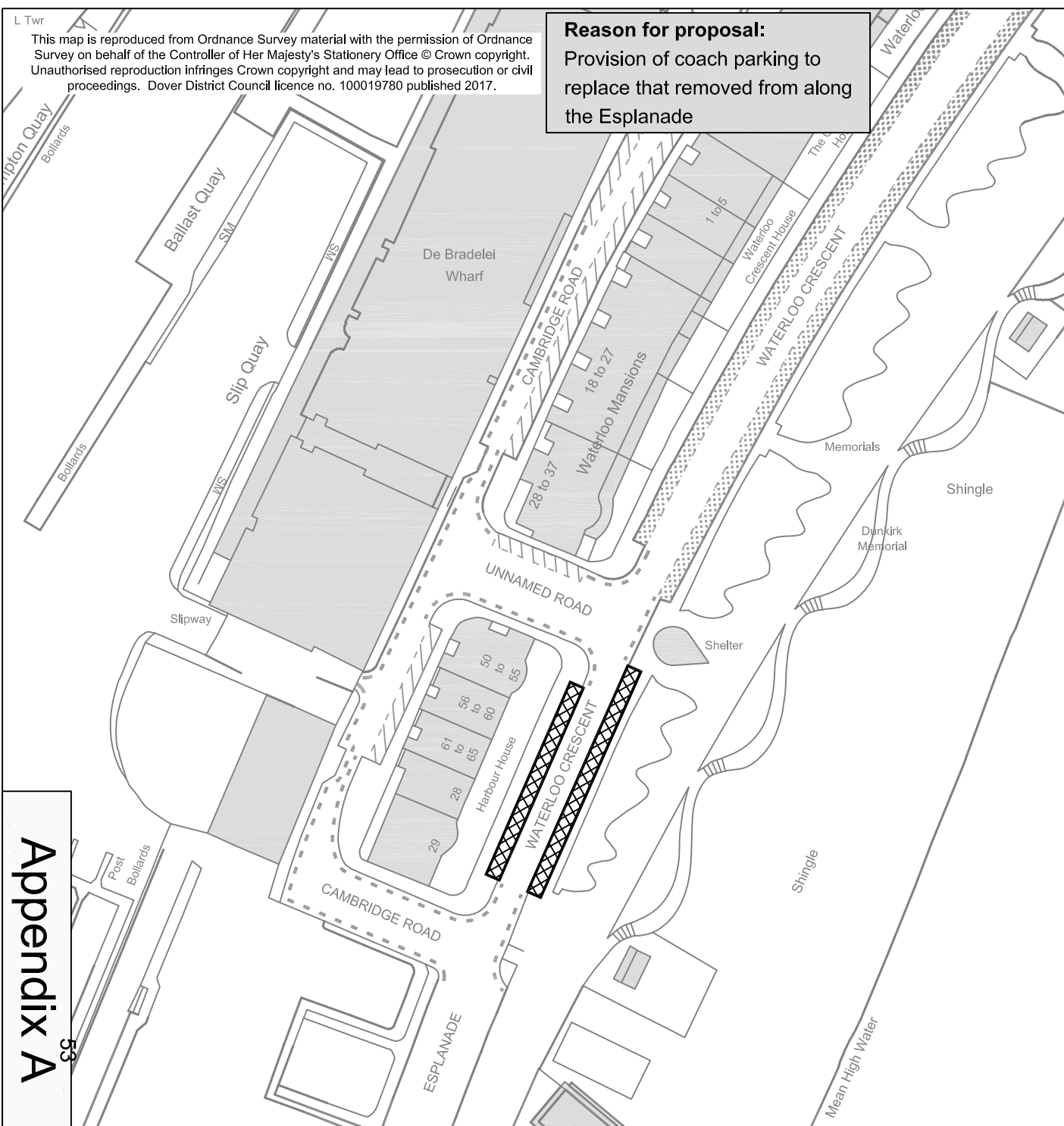
ROGER WALTON

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 42422

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



Key to Map

-  Proposed conversion of 13 existing 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)

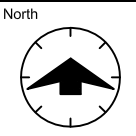


Prepared by
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Euring Roger Walton, C.Eng, M.I.C.E.
 DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

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

Location
Waterloo Crescent, Dover

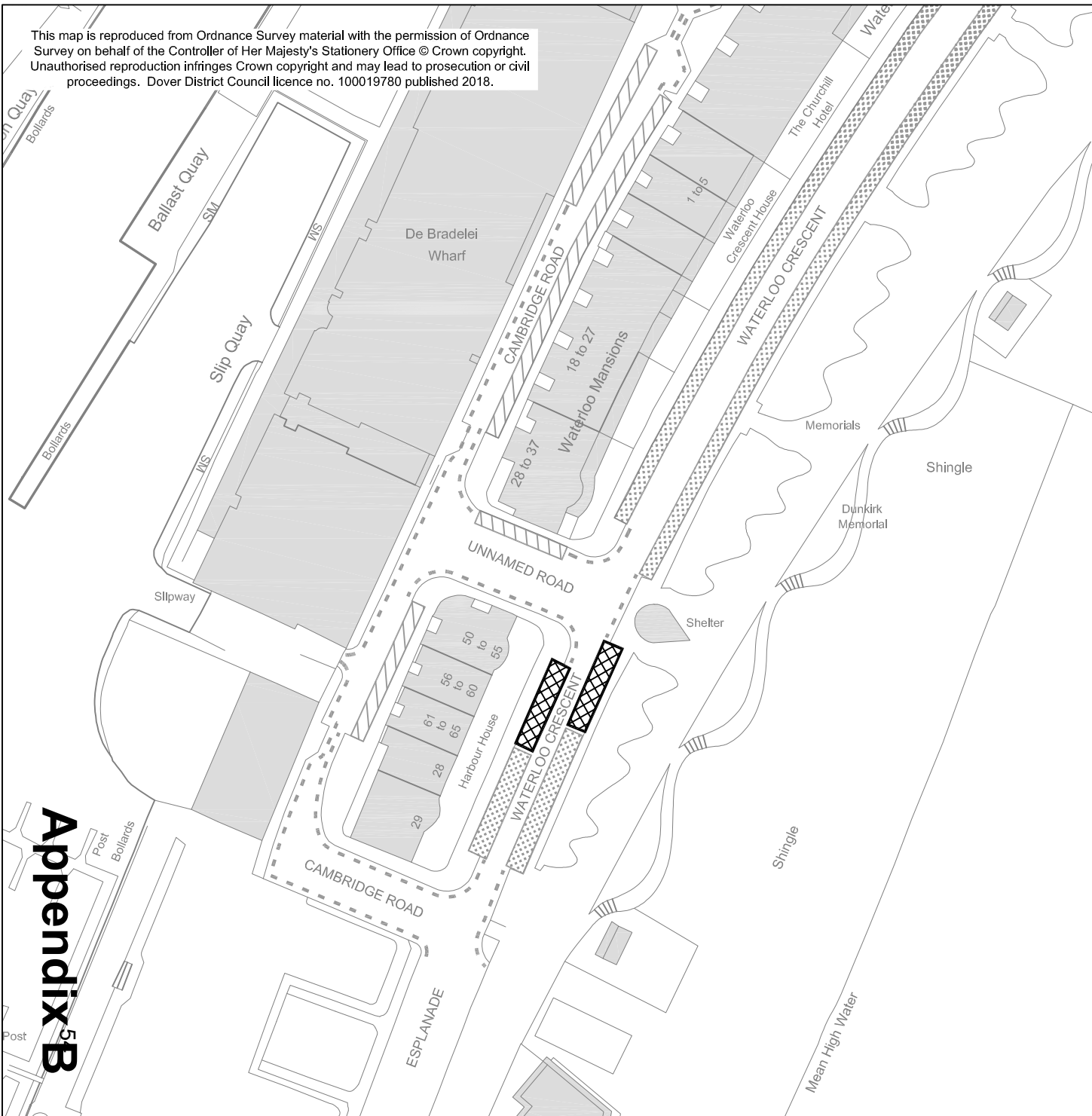


Designed: GEM Drawn: GEM Date: 8 June 2017

Scale  1 in 1000 (A4 size) Drawing Number **TRAN/2016/0014** Rev

Appendix A

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Reason for proposal:

Provision of coach parking to replace that removed from along the Esplanade (1 of 2 plans)

Key to Map



Proposed conversion of 6 existing Pay & Display motor car/cycle parking spaces (3 on each side) to Pay & Display Bus Parking



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

Waterloo Crescent
 Adjacent To Harbour House,
 Dover

North



Designed: GEM

Drawn: KB

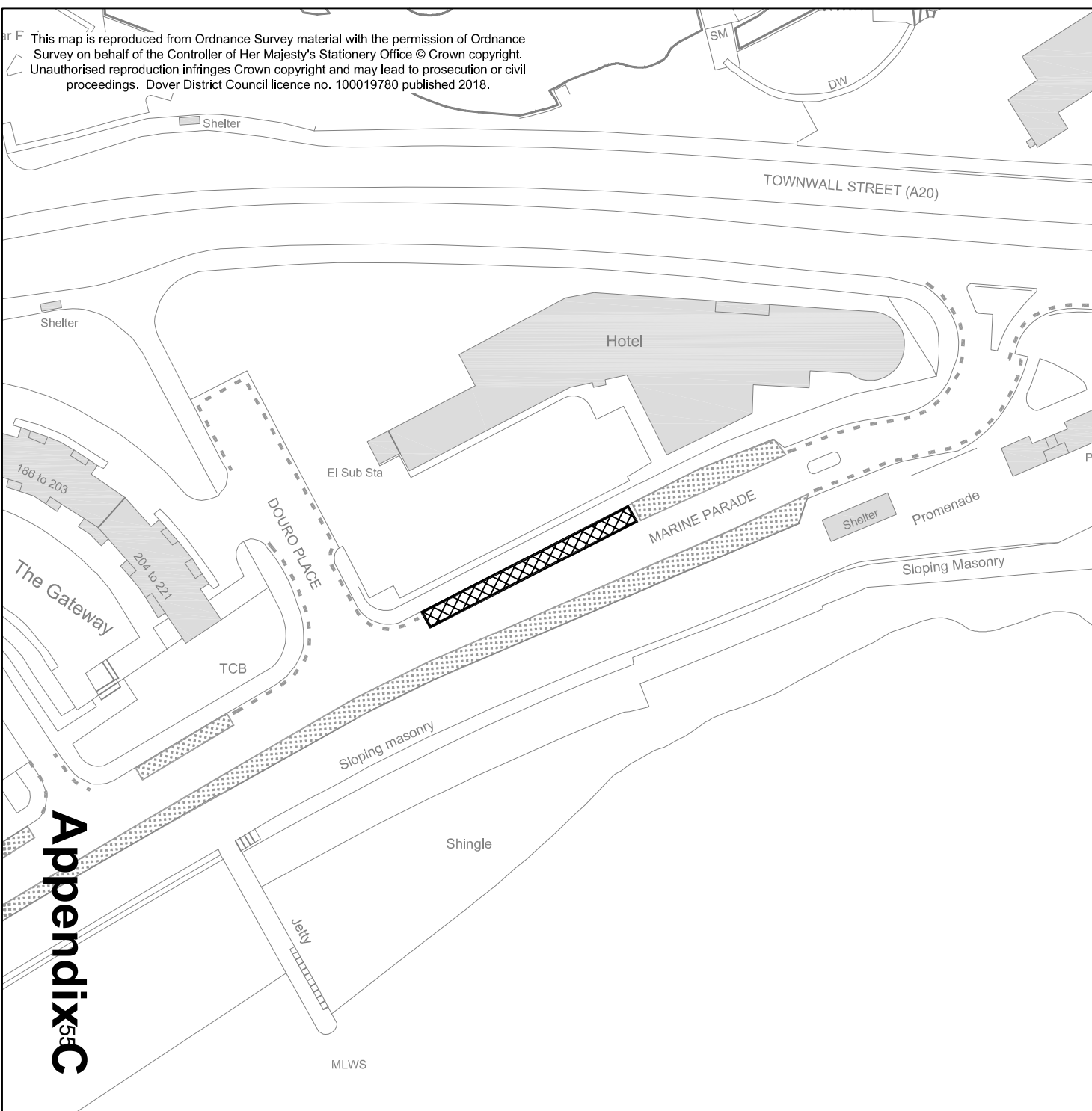
Date: MAR 2018

Scale (metres)
 1 in 1000 (A4 size)

Drawing Number
TRAN/2018/23




Rev

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Reason for proposal:
 Provision of coach parking to replace that removed from along the Esplanade (2 of 2 plans)

Key to Map

-  Proposed conversion of 6 existing Pay & Display motor car/cycle parking spaces (3 on each side) to Pay & Display Bus Parking
-  Existing Pay & Display motor car/cycle parking
-  Existing "No waiting at any time" restriction (double yellow lines)

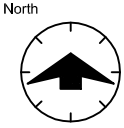


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Euring **Roger Walton**, C.Eng, M.I.C.E.
 DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

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

Location
**Waterloo Crescent
 Adjacent To Premier Inn Hotel
 Dover**



Designed: GEM Drawn: KB Date: MAR 2018

Scale  (metres)
 1 in 1000 (A4 size) Drawing Number **TRAN/2018/33** Rev

Appendix 5C

DOVER DISTRICT COUNCIL

REPORT OF THE DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

DOVER JOINT TRANSPORTATION BOARD – 14 JUNE 2018

PROPOSED PARKING PROHIBITION - FITNESS FIELDS, WHITFIELD

Recommendation:

The Board is asked to agree:

That the parking prohibition proposal detailed in this report be formally advertised and, in the event that no objections are received, be recommended for sealing by Kent County Council so as to bring it into effect. Any objections received in respect of the formal advertisement will be referred back to a future meeting of this Board, for further consideration, prior to making any final recommendations.

Contact Officer: Gordon Measey Ext 42422

1. Members will be aware of the Dover District Leisure Centre being built in Whitfield. "Fitness Fields" is the name of the new access road linking the Leisure Centre to the roundabout in Honeywood Parkway. It is intended that "Fitness Fields" will be adopted by Kent County Council (KCC).
2. One of the conditions stipulated by KCC in order for the road to be adopted is that Dover District Council must introduce restrictions along its length prohibiting parking (i.e. to introduce double yellow lines).
3. The Board is asked to agree that the required parking prohibition be formally advertised and in the event that no objections are received, that the prohibition be introduced. Any objections received in respect to the formal advertisement will be referred back to a future meeting of the Board for further consideration prior to making any final recommendations.
4. Evaluation of options available to the Board:
 - To agree to the recommendation and advertising of the parking prohibition proposal detailed in this report.
 - Not to proceed with the proposal and recommendation detailed in this report, accepting that the new road won't be adopted.

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.

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 42422

To: Dover Joint Transportation Board
By: KCC Highways, Transportation and Waste
Date: 14th June 2018
Subject: Highway Works Programme 18/19

Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2018/19

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2018/19

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	Completed
B2056 Manor Road	Deal	Rectory Road to Mill Road	Completed
A256 London Road	Dover	Between Coombe Valley Road and Cherry Tree Avenue	Programmed 22 nd June 2018
Sandwich Bypass	Sandwich	Circulatory of roundabout and approaches at junction with Monk Way	Completed
A256 Maison Dieu Road	Dover	Between Ladywell and Castle Street	To be programmed
Bridge Street	Dover	Between London Road and Frith Road	To be programmed
Footway Improvement - Contact Officer Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Biggin Street	Dover	From the junction with New Street to its junction with Worthington Street.	In Design. To be programmed. The drainage survey has been completed.
Surface Treatments - Contact Officer Clive Lambourne			
Micro Surfacing			
Road Name	Parish	Extent of Works	Current Status
Telegraph Road	Deal	St Richards Rd to Hamilton Road	Postponed due to equipment failure. To be reprogrammed
Sandown Road	Sandwich	Manwood Road to Little Sandown Farm	Substantially complete the remainder is to be re-programmed.

Ellens Road	Great Mongham / Deal	From Mongeham Road to Railway Line	Programmed for 23 rd July 2018
London Road	Temple Ewell	From 30mph Speed limit terminal to Egerton Road	Completed
Geddinge Lane	Denton With Wotton	From Dumbrill Hill to Geddinge Farm Enterance	Programmed for 26 th July 2018
Deal Road	Sholden	Broad Lane to The Street	Completed
Knights Way	Dover	From Shipmans Way to Old Park Hill	Completed
Brook Street	Eastry	From Church Street to bridge over A256	Postponed due to equipment failure. To be reprogrammed
South Avenue & The Crescent	Aylesham	Entire Length	Programmed for 30 th July 2018

Surface Treatments - Contact Officer Jonathan Dean

Surface Dressing

Road Name	Parish	Extent of Works	Current Status
Adisham Road	Wingham	From 30/60 speed change south Wingham to Love Lane	To be programmed for July 2018
Dumbrill Hill	Denton with Wotton	From Wotton Road to A2 Dover Road	To be programmed for July 2018

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - Contact Officer Katie Moreton

Road Name	Road Name	Road Name	Road Name
No Schemes to report on this JTB			

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 – <i>Contact Officer Sue Kinsella</i>			
Road Name	Parish	Description of Works	Status
London Road	Temple Ewell	Replacement of 1 street light complete with LED Lantern	Works to be completed by August 2018
Dover Road	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by August 2018
Maison Dieu Road	Dover	Replacement of 2 Solar Powered Bollards	Works Completed
South Military Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
High Street	Deal	Replacement of 2 street lights complete with LED Lantern	Works to be completed by July 2018
Maison Dieu Road	Dover	Replacement of 2 Solar Powered Bollards	Works Completed
South Military Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Honeywood Parkway	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by August 2018
St Radigunds Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
The Street	Woodnesborough	Replacement of 1 street light complete with LED Lantern	Works Completed
Kimberley Close	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Goodfellow Way	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
London Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed

Sandwich Road	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
A256 Eastry By pass	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
Cornwall Road	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
Woodnesborough Road	Sandwich	Replacement of 1 street light complete with LED Lantern	Works to be completed by August 2018
Liverpool Road	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
Anstee Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Sandwich By Pass	Sandwich	Replacement of 1 Feeder Pillar complete	Works to be completed by August 2018
Folkestone Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Reading Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Eaves Road	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by July 2018
St Johns Road	Dover	Replacement of 2 street lights complete with LED Lanterns	Works to be completed by July 2018
Forge Lane	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by Sept 2018
Snargate Street	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by Sept 2018
Guildford Avenue	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by Sept 2018
Delane Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by Sept 2018
Farncombe Way	Dover	Replacement of 1 street light	Works to be

		complete with LED Lantern	completed by Sept 2018
Orchard Avenue	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by Sept 2018
Noahs Ark Road	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by Sept 2018
Court Road	Deal	Replacement of 1 sign post complete with LED Lantern	Works to be completed by Sept 2018
Church Path	Deal	Replacement of 2 sign posts complete with LED Lantern	Works to be completed by Sept 2018
Folkestone Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Reading Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Eaves Road	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by July 2018
St Johns Road	Dover	Replacement of 2 street lights complete with LED Lanterns	Works to be completed by July 2018

Appendix D – Transportation and safety schemes

Casualty Reduction/Local Transport Plan /Local Growth Fund/S106 Schemes

Casualty Reduction Schemes - Contact Officer: Kelly Garrett			
Jubilee Road	Worth	Junction realignment.	2018/19 scheme. Design stage.
London Road	Dover	Resurfacing and treatment with high friction surfacing on northwest approach to Coombe Valley Road.	2018/19 scheme. Handed over for delivery. Programmed for 22 nd & 25 th June 2018.

Local Transport Plan Schemes – Contact Officer Kelly Garrett			
Road Name	Parish	Description of Works	Current Status
Ramsgate Road (Willowbank roundabout)	Sandwich	Roundabout improvement (to prevent consistent HGV damage) & improved signage.	2018/19 scheme. Handed over for delivery. Works programmed for w/c 9 th July 2018.
Local Growth Fund Schemes – Contact Officer Kelly Garrett			
No planned works			
Section 106 Schemes - Contact Officer: Kelly Garrett			
No planned works			

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Agreement Works) – Contact Officer Kingsley Williams			
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 issues.
Shemara Farm, Woodnesborough Lane	Eastry	Footway works connected with S38 development.	S278 Approval has been given. Work has started on site.
Hyton Drive (off Church Lane)	Deal	Three new accesses to a development of 194 dwellings.	Temporary access in place for Section 38 scheme.
Church Lane, Sholden,	Deal	Plan to increase the width of the footpath connecting to the development.	S278 application made by developer.
FORMER BISLEY NURSERY, WORTH	Deal	Footway works connected with S38 development.	S278 Approval has been given. Works has started on site.
Dover Trade Park from Honeywood Parkway	Dover	Footway works connected with S38 development.	Work is complete
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.	Work is complete, and now in its maintenance period.

Cambridge Road (read 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 is 2019.
The Street	Preston	Pedestrian/footway improvements.	S278 agreement is now in place. Start date is yet to be confirmed.
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.
Halsbury Homes Whitfield, CT16 3FP	Dover	Phase 1 of development	Construction of new highway is ongoing.
Hammill Brickworks Selson Lane/Hammill Road	Woodnesborough	New bell-mouth access into private development and minor alterations to existing access.	S278 approved for phase 2 works. Work is due to start in June.
Tesco roundabout Dover Trade Park Honeywood Parkway	Dover	Plans to increase the width of the carriageway.	S278 technical approval given
Ark Lane	Deal	Plans to install a new bell-mouth access into private development and minor alterations to existing footway.	S278 application received.
Mill Field	Ash	New residential development	S38 application received

Appendix F - Public Rights of Way

Public Rights of Way – Contact Manager- David Fleck			
Path No	Parish	Description of Works	Current Status
ED52 – Church Path	Great Mongeham	Regrade surface and ramp over tree roots, new wearing course and at roadside to Northbourne Road	Works completed
EE348 – Footpath off Shooters Hill	Eythorne	Regrade surface and new wearing course	Works completed
EE316A – Footpath off Eashole Street	Nonington	Regrade surface and new wearing course.	Works completed
ER122	Lydden	Surface repair	Out for specification

Byway East of Holloway Lane			
ER185/25 Byway East of Little Everden Road	Alkham	Surface repair	Out for specification

Appendix G – Bridge Works

Bridge Works – contact officer Katie Moreton			
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 - Contact Officer: Toby Butler		
Location	Description of Works	Current Status
No traffic signal refurbishment work being carried out this year		

Appendix I – Street Works

Please note that this list is accurate at the time of running the report and is subject to cancellations and additions.

Report highlighting all works in Thanet District that require road closures with a duration of 10+ days.

Street Works – Contact Officer Alison Hews						
Road	Location	Works Description	Works Promoter	Dates from	Dates to	Traffic management comments
The Rise	Kingsdown	Abandon Casrt iron main and relay 57meters PE main and	Southern Gas Networks	06/08/2018	31/08/2018	Road Closure

		replace services				
Helena Road	Capel Le Ferne	Road Closure in place at Junction of Helena Road to Facilitate the works on New Dover Road	Southern Gas Networks	11/06/2018	08/07/2018	Road Closure
Minnis Way	Worth	Sewer repairs in Carrigeway	Southern Water	16/06/2018	29/06/2018	Road Closure
Old Charlton Road	Guston	Water - Trunk Main reinforcement	Affinity Water	07/08/2018	31/08/2018	Road Closure
Northbourne Road	Great Mongeham	BT - Blockages in fottway /verge and Carriageway to be cleared to facilitate Spine Cabling Works	BT Openreach	30/07/2018	17/08/2018	Rolling Road Closures

Appendix J – Combined Members Grant

Combined Members Grant programme update for the Dover District.

The following schemes are those which have been approved for funding by both the relevant Member and by the Director of Highways, Transportation & Waste and is up to date as of **23rd May 2018**.

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.

Further scheme details are available to Members via their District Manager (Stephanie Wadhams) or Schemes Planning and Delivery Engineer (Kelly Garrett)

Pauline Beresford – Dover Town

Scheme	Status
Barwick Road, Dover – kerb buildout and dropped kerbs	Design complete. Awaiting Road Safety Audit. Works expected June/ July 2018.

Nigel Collor – Dover Town

Scheme	Status
Barwick Road, Dover – kerb buildout and	Design complete. Awaiting Road

dropped kerbs	Safety Audit. Works expected June/ July 2018.
---------------	---

Steve Manion – Dover North

Scheme	Status

Geoff Lymer – Dover West

Scheme	Status
Ewell Minnis village signs	Works programmed for 5 th & 6 th June 2018

Trevor Bond – Deal & Walmer

Scheme	Status
Lower London Road, Deal: Traffic surveys	Complete

Derek Murphy – Deal & Walmer

Scheme	Status
Downs Road, Walmer - Bollards	Complete
King Street, Deal - Bollard	Complete
Lower London Road, Deal: Traffic surveys	Complete
Dover Road, Walmer: Traffic surveys	To be programmed

Sue Chandler - Sandwich

Scheme	Status

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 – 14 JUNE 2018

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 13

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