

DOVER DISTRICT COUNCIL

REPORT OF THE DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

DOVER JOINT TRANSPORTATION BOARD – 14 APRIL 2016

**ZONE P RESIDENTS' PARKING EXTENSION, DEAL – UPDATE REPORT**

**Recommendation:**

*The Board is asked to note the report.*

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Reasons why a decision is required

1. The Board Members may recall that in April 2014 a new Zone P residents' parking scheme was introduced in Deal covering Bridgeside, and parts of Albert Road and London Road (see plan attached as Appendix A to this report).
2. It was explained to the Board and the residents at the time that Zone P could later be expanded to cover neighbouring roads such as Sutherland Road, the remaining half of Albert Road together with some sections of Church Path and Middle Deal Road.
3. There is, however, a parking capacity problem with Middle Deal Road. Presently cars park on both sides of the roads along the section between the Matthews Close and Southwall Road junctions. This narrows down the available carriageway restricting traffic flow. Representatives from KCC Highways and the Traffic Police had advised that any formal residents' parking scheme should not include parking on both sides of the road. This would have resulted in a noticeable loss of on-street parking when compared to the current parking arrangement.
4. One option would be to offer a residents' parking scheme along Middle Deal Road on the understanding that parking would be removed along one side. However, an alternative is being looked at which might maintain parking on both sides for part of its length.
5. Outside odd numbers 35-49 Middle Deal Road there is a sloped verge in-between the carriageway and flag-stoned footway. It may have been grassed at one time, but is currently hardscaped in old tarmac with a pair of worn concrete steps opposite each of the front doors of the abutting terraced properties (see images attached as Appendix B to this report). It's debatable if the steps serve any useful purpose today, given their condition and the current on-street parking across the top of each flight. If these steps were removed together with the other trip hazards and the entire area re-surfaced to take the weight of vehicles, then part of the parking places could be marked over the re-surfaced verge, thereby allowing sufficient space for parking on both sides of the road.
6. It is stressed that allowing formal residents' parking on both sides of Middle Deal Road is dependent on the completion of the above works and could only apply to the section

of road adjacent to the verge and not the section beyond leading up to the Southwall Road junction. So the extent of the expansion of the residents' scheme along Middle Deal Road would likely need to have to stop at the boundary of No 49 (where the verge ends), to save losing any parking beyond (see Appendix A to this report).

7. In order for the verge works to proceed, highway funding will need to be secured. Estimates are currently being sought by the KCC Highway Teams after which any available funding (and any shortfalls) should be known. The outcome will determine whether the current parking capacity can be maintained along the affected section of road.
8. Once the outcome is known, the consultation with the residents within the proposed extension area can commence.

### **Attachments**

Appendix A Plan showing existing extent and proposed extension of Zone P Residents' Parking Scheme.

Appendix B Images showing steps and verge outside Nos 35-49 Middle Deal Road

ROGER WALTON

Director of Environment and Corporate Assets

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