

Public Document Pack

DOVER JOINT TRANSPORTATION BOARD

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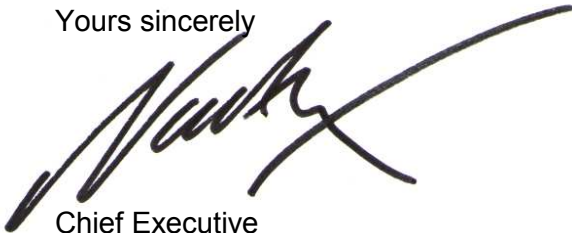
17 February 2014

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 27 February 2014 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

Councillor N J Collor (Vice-Chairman)
Councillor T A Bond
Councillor B W Bano
Councillor J A Cronk
Councillor J H Goodwin
Councillor F J W Scales
Councillor R S Walkden

KALC Representatives (non-voting)

Town Council Representatives (non-voting):

Kent County Council Members

Councillor S C Manion (Chairman)
Councillor P M Brivio
Councillor G Cowan
Councillor M R Eddy
Councillor G Lymer
Councillor L B Ridings
Councillor E D Rowbotham

Mr K Gowland
Mrs S Hooper

J M Smith (Dover Town Council)
M Burnham (Deal Town Council)
B Scott (Sandwich Town Council)



AGENDA

1 **APOLOGIES**

To receive any apologies for absence.

2 **APPOINTMENT OF SUBSTITUTE MEMBERS**

To note appointments of Substitute Members.

3 **DECLARATIONS OF INTEREST**

To receive any declarations of interest from Members in respect of business to be transacted on the agenda.

Where a Member has a new or registered Disclosable Pecuniary Interest (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.

Where a Member is declaring an Other Significant Interest (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.

4 **MINUTES** (Pages 5 - 8)

To confirm the attached Minutes of the meeting of the Committee held on 12 December 2013.

5 **UPDATE ON HIGH SPEED RAIL LINK**

To receive a verbal update from Stephen Gasche, KCC's Principal Transport Planner – Rail.

6 **NATIONAL CYCLE NETWORK ROUTE 16, DOVER** (Pages 9 - 11)

To consider the attached joint report of the KCC Cabinet Member for Environment, Highways & Waste and the KCC Director of Highways & Transportation.

7 **QUALITY BUS PARTNERSHIP UPDATE**

To receive a verbal update from the Dover District Manager, KCC Highways and Transportation.

8 **FIND AND FIX - WEATHER DAMAGE REPAIRS 2014** (Pages 12 - 13)

To consider the attached report of KCC's Head of Highway Operations.

9 **CRASH REMEDIAL SCHEMES 2014/15** (Pages 14 - 16)

To consider the attached report of the KCC Head of Transportation.

10 **PROPOSED RESIDENTS' PARKING SCHEMES** (Pages 17 - 34)

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

11 **HIGHWAY WORKS PROGRAMME 2013/14** (Pages 35 - 44)

To consider the attached report of KCC Highways and Transportation.

12 **EXCLUSION OF THE PRESS AND PUBLIC** (Pages 45 - 46)

The recommendation is attached.

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

MATTER 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 47 - 61)

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 are normally published within five working days of each meeting. All agenda papers and minutes are available for public inspection for a period of six years from the date of the meeting. Basic translations of specific reports and the Minutes are available on request in 12 different languages.
- If you require any further information about the contents of this agenda or your right to gain access to information held by the Council please contact Kate Batty-Smith, Democratic Support Officer, telephone: (01304) 872303 or email: kate.batty-smith@dover.gov.uk for details.

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

Minutes of the meeting of the **DOVER JOINT TRANSPORTATION BOARD** held at the Council Offices, Whitfield on Thursday, 12 December 2013 at 6.00 pm.

Present:

Chairman: Councillor S C Manion

Councillors: B W Bano
T A Bond
P M Brivio
N J Collor
M R Eddy
G Lymer
E D Rowbotham
F J W Scales
J M Smith (In place of J H Goodwin)

Also Present: Mr K Gowland (KALC)
Mrs S Hooper (KALC)
Mr C Tough (Deal Town Council)
Mr B Scott (Sandwich Town Council)

Officers: Mr S Rivers (KCC Highways and Transportation)
Highways and Parking Team Leader
Corporate Estate and Coastal Engineer
Democratic Support Officer

386 APOLOGIES

Apologies for absence were received from District Councillors J H Goodwin and R S Walkden, County Councillor G Cowan and Mrs M Burnham (Deal Town Council).

387 APPOINTMENT OF SUBSTITUTE MEMBERS

It was noted that, in accordance with Rule 4 of the Council Procedure Rules, Councillor J M Smith had been appointed as substitute Member for Councillor J H Goodwin.

388 DECLARATIONS OF INTEREST

It was noted that there were no declarations of interest.

389 MINUTES

The Minutes of the meeting of the Joint Transportation Board held on 12 September 2013 were approved as a correct record and signed by the Chairman, subject to there being amended to take account of Mrs Burnham's apologies having been given and that Mr Tough was representing Deal Town Council.

In respect of Minute No 205, Mr Rivers advised that the investigation into the fatal accident on the A258 was ongoing, but that the Police had ruled out carriageway or signage defects. It was confirmed that the outcome of the Police investigation would be made public. Councillor B W Bano referred to anxieties amongst the cycling community surrounding the accident, and requested that information be

shared with them. In addition, he requested that consideration be given to making cycling a standing Dover Joint Transportation Board agenda item.

In respect of Minute No 204, and in response to concerns raised by Councillor T A Bond, Mr Rivers reiterated that there would be no further public consultation on the proposed route of the Sholden cycle path since it was being provided as part of the Planning process. It was agreed that Sally Benge (KCC Highways and Transportation) would contact Councillor Bond to discuss his concerns.

390 HIGH SPEED RAIL SERVICE FOR DEAL AND SANDWICH

Mr Rivers referred to a press release issued by Stephen Gasche, Kent County Council's Principal Rail Planner, in which it was stated that the high-speed rail service to Deal and Sandwich would operate beyond March 2014, and that KCC would continue to lobby the Department for Transport. Councillors Bano and M R Eddy expressed disappointment at the lack of detail given to Members, and sought clarification on whether KCC was pressing for a regular, weekday service and the likelihood of this being achieved. The service was crucial for the regeneration of the towns, and a break in continuity of service would lead to businesses and residents relocating elsewhere. Mr Rivers advised that, whilst negotiations were ongoing, it would not be appropriate to disclose further information. However, he agreed to pass on the request made by some Members that a confidential report be brought to the Board in due course.

RESOLVED: That the verbal report be noted.

391 PROPOSED WAITING RESTRICTIONS - BEVAN CLOSE, DEAL

Mr Rivers presented the report which outlined proposals to implement traffic management measures at Bevan Close, funded by the developer. It was clarified that the proposed double yellow lines would also protect a dropped pedestrian crossing point. With regards to the plan at Appendix A of the report, Mr Tough referred to the broken line which indicated where there would be no parking restrictions. Cars were often badly parked there which sometimes forced passing vehicles, including emergency vehicles, to mount the opposite kerb. There were also a number of access points along this stretch which were likely to get blocked if parking restrictions were not imposed.

RESOLVED: That the proposal be deferred in order for Mr Heaps (KCC Highways and Transportation) to consider Mr Tough's concerns and, if appropriate, bring a revised proposal back to the Dover Joint Transportation Board.

392 WINTER SERVICE POLICY 2013/14

Mr Rivers presented a report that had gone to KCC's Environment, Highways and Waste Cabinet Committee on 3 October 2013, outlining proposed amendments to the Winter Service Policy for 2013/14 following a review.

RESOLVED: That the report be noted.

393 DOVER LOCAL WINTER SERVICE PLAN

Mr Rivers introduced the report which detailed some minor changes to Dover's Local Winter Service Plan. In response to Councillor P M Brivio, Mr Rivers advised

that a complete list of salt bin locations could be found on KCC's website. It was also clarified that a member of the public spreading salt would be unlikely, in the event of an accident, to be found liable if they had acted with good intentions and had not been deliberately negligent. Members were advised that there was a video on KCC's website which demonstrated how to spread salt correctly.

RESOLVED: That the report be noted.

394 HIGHWAY WORKS PROGRAMME 2013/14

Mr Rivers presented the report which updated Members on works that had been approved for construction in 2013/14. In respect of Appendix A, the Board was advised that resurfacing works at Allenby Avenue had been postponed to the following year as a result of a torrential downpour which had caused flooding. KCC was working with Southern Water to investigate the integrity of the sewers as, if not addressed, future flooding could damage the new surface. It was hoped to use a method of resurfacing known as road recycling. Funding for the Allenby Avenue works would be used at Spinney Lane, Aylesham.

In respect of Appendix B, Members were advised that works at Ratling Road, Aylesham had been reprogrammed for 28 January 2014. A typographical correction was made to Appendix C to amend all the tabled entries from January 2013 to January 2014, and to change Salisbury Avenue to Salisbury Road, Dover. Also in respect of Appendix C, it was reported that the lighting switch-off was being monitored and there had been no reported incidents to date. Mr Rivers undertook to investigate lighting problems at Victoria Park, Deal where several lights had been out for some time. It was confirmed that it was not part of the switch-off exercise and was likely to be a cable fault. In response to a query from Councillor Bond, Mr Rivers undertook to check when works to the A258 at Sholden were due to be completed.

In respect of Appendix H, it was clarified that numerous other Member Highway Fund projects were in progress but awaiting final approval, including projects supported by Councillors E D Rowbotham and Eddy who had committed all their funding for the current financial year. Mr Rivers undertook to ask Mr Heaps to contact Councillor Bano regarding real-time bus information and planned works to bus route 14. Councillor G Lymer praised culvert works at Meggett Lane, Alkham which had cured an ongoing problem.

RESOLVED: That the report be noted.

395 PROPOSED RESIDENTS' PARKING SCHEME

The Highways and Parking Team Leader introduced the report which outlined proposals for a residents' parking scheme at Bridgeside, Deal. Members were advised of two typographical errors in the report: references to Appendices 1 to 4 should read A to D and 64 not 65 properties had returned questionnaires.

RESOLVED: That it be recommended that the Residents' Parking Scheme detailed in the report be formally advertised and, in the event that no objections are received, be recommended for sealing by Kent County Council. (Any objections received to the formal advertisement will be referred back to a future meeting of the Dover Joint Transportation Board for further consideration prior to making any final recommendations.)

396 EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED: That, under Section 100(A)4 of the Local Government Act 1972, the public be excluded from the meeting for the remainder of the business on the grounds that the item to be considered involves the likely disclosure of exempt information as defined in paragraphs 1 and 2 of Part 1 of Schedule 12A of the Act.

397 APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS

In response to queries, the Corporate Estate and Coastal Engineer clarified that the Higher Rate Mobility Allowance was due to be replaced by the Personal Independence Payment, but changes had not yet been rolled out to Dover district.

Members were advised that one letter of objection had been received with regard to Application A following informal consultation with neighbours. The objector's concerns had centred around a cluster of bays that had formed in one part of the street, but there were plans to remove at least one of these bays. In any case, with nearly 200 properties in the street, the 5% capacity threshold for disabled bays in this particular street had not been reached as it was closer to 10 bays rather than the 3 stated by the objector.

In respect of Applications B and C, the Board was advised that no letters of objection had been received following informal consultation with neighbours. Since the applicants met all the criteria, it was recommended that the applications be progressed to formal advertisement.

Item D of the report dealt with the removal of two disabled parking bays which were no longer needed. It was therefore recommended that these bays be formally advertised with the intention of removing them.

- RESOLVED: (a) That it be recommended that Applications A, B and C be formally advertised and, in the event that no objections are received, be recommended for sealing by Kent County Council (with any objections being referred back to a future meeting of the Dover Joint Transportation Board for further consideration).
- (b) That it be recommended that the two disabled parking bays detailed in Item D of the report be formally advertised with the intention of removing them and, in the event that no objections are received, be recommended for sealing by Kent County Council (with any objections being referred back to a future meeting of the Dover Joint Transportation Board for further consideration).

The meeting ended at 7.01 pm.

From: David Brazier, Cabinet Member – Environment, Highways & Waste
John Burr, Director - Highways & Transportation

To: Environment, Highways & Waste Cabinet Committee

Date: 27 February 2014

Subject: National Cycle Network Route 16, Dover

Classification: Unrestricted

Summary:

This report gives a brief summary regarding the continuation of the cycle route connecting Whitfield to the Dour Greenway.

1.0 Introduction

1.1 Kent County Council (KCC) and Dover District Council (TDC) have been working together to improve the cycleway connections for Dover residents. The proposed growth at Whitfield together with town centre improvements such as the DTIZ and the Waterfront will help the local economy and create a significant number of jobs for local people so good connections by sustainable modes is an important consideration of any forward planning.

To date significant improvements have been carried out to the River Dour Greenway which now enables a good cycling and walking link between Buckland Mill and the town centre. Recently Section 106 money has also facilitated the upgrade of an existing public footpath EB12 to bridleway status, thus providing a suitable surface for cyclists and maintaining a 3m width, giving children from the town a good alternative access to the Archers Court School (Melbourne Avenue) than the existing road network. The upgrade in this path has already shown an increase in the number of users, both on foot and bicycle.

This report is to inform members of the next stages to the cycle connections to facilitate safe access onto the existing River Dour Greenway from EB12.

2.0 Section 106 Spend

2.1 Section 106 money has already been used to address the poor condition of Roman Road, with drainage measures introduced to catch surface water run-off from the higher ground and to resurface those areas that have broken out, causing loose material to collect on the road surface, and the cutting back of vegetation to maintain a suitable width for vehicular traffic. A small area of local widening has also been provided to maintain a degree of pedestrian safeguarding towards the upper end of Roman Road, where the road is particularly narrow and vehicles and pedestrians struggle to pass one another.

3.0 The Proposal

The route as such is therefore concluded until we get to the bottom of Old Charlton Road (which I am happy for cyclists to ride on carriageway on this lightly trafficked road).

The problem now is in leaving cyclists abandoned to the road network on the five arm junction of Frith Road, Barton Road, Old Charlton Road, Connaught Road and Castle Avenue.

The proposal is to route cyclists to turn right on leaving Old Charlton Road on the wide area of footway fronting St Edmunds School to the existing pedestrian crossing over Barton Road. The crossing would need to be upgraded to a toucan to accommodate cyclists. The footway on the south side of Barton Road would be widened to a minimum 3m to allow a segregated footway/cycleway to the junction of Charlton Avenue. There need be no loss of guard railing and the widening can be accommodated as far as the bend on the junction of Frith Road (in the opposite direction). This would also act as a traffic calming measure for vehicles on Barton Road. 3m running lanes can still be maintained on Barton Road but the overall narrowing for drivers and the tightening of the wide sweeping radius bend should slow speeds and give a better road positioning for negotiating the corner.

The widened footway would result in the loss of 3 highway trees along Barton Road but they are not particularly good specimens and could be potentially replaced elsewhere.

This would also improve pedestrian connections to the multiple schools located in the area.

Charlton Road is a “no through road” and as such cycling can be safely accommodated on carriageway along this road to connect to the River Dour Cycle route at the bottom. There is no level difference between the existing and proposed cycle routes to address at this point.

4.0 Finance

All costs are covered by Section 106 spend.

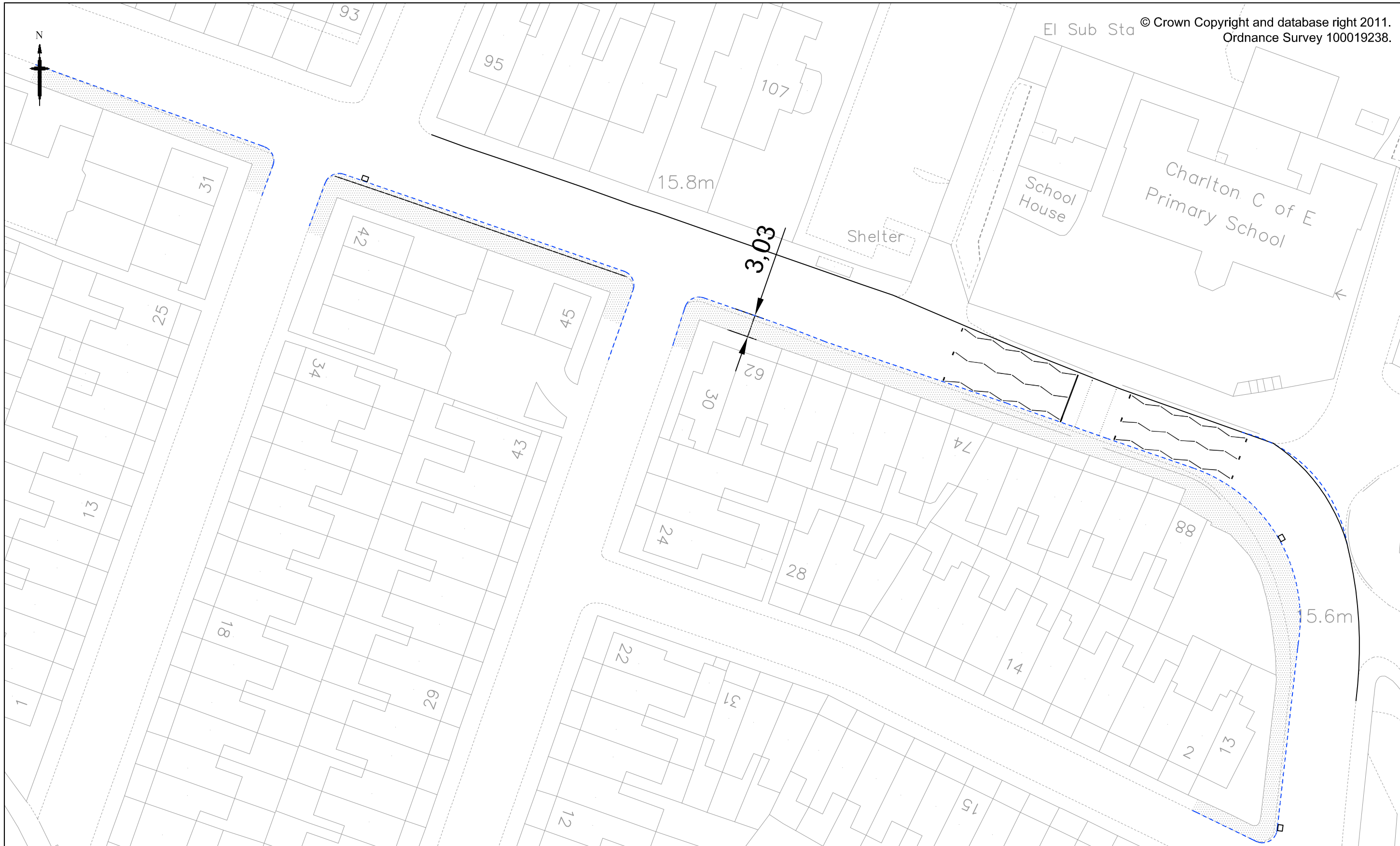
5.0 Consultation

It is intended to complete a localised consultation in the coming weeks to ensure residents are kept fully informed and have opportunity to comment. The consultation will involve a letter drop to those residents on Barton Road and the posting of a notice at the existing crossing.

6.0 Recommendation


That Members note the update.

Contact Officer:	Sally Bengel, Strategic Transport & Development Planner, KCC 03000 418181
Reporting to:	John Burr, Director of Highways, KCC 03000 418181



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		 Kent County Council kent.gov.uk		Project Barton Road		Drawing status Preliminary		
		Kent County Council Ashford Highway Depot Henwood Industrial Estate Ashford TN24 8AD Tel: 08458 247 800		Drawing title Proposed Footway Widening		Scale 1:500 at A3		
						Do not scale		
0	DD/MM/YY					Drawing number		
Rev	Revision Date	Purpose of revision		Drawn	Check'd	App'd		
This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.								Rev 0

From: Andrew Loosemore
Head of Highway Operations

To: Dover Joint Transportation Board

Date: 27th February 2014

Subject: Find and Fix - Weather Damage Repairs 2014

Classification: Unrestricted

Summary:

This report provides details of action being taken by Highways and Transportation to repair the road damage caused by the recent severe weather and flooding.

Recommendation:

Members are asked to note the contents of this report.

1. Introduction

The recent extremely wet weather which has been ongoing since the St. Jude storm in October 2013 which continued through Christmas and January 2014 has led to flooding in many parts of the county. The highway network has suffered damage to the road surface and it's sub-structure with culverts and other drainage systems becoming blocked and silted. Some of the county's main roads have experienced weeks of flooding and many communities have been badly affected by the floods resulting in evacuations for some residents.

Following one of the wettest years recorded and the wettest January on record, an increase in road damage was inevitable. Highways and Transportation have therefore prepared for a Find and Fix repair blitz by developing an in-house process with the term contractor to run a weather damage programme engaging additional support from local sub-contractors.

Local Highway Operations teams will identify priority areas and mark up works that need to be done and these will be passed to the contractor. Additional resources have been put in place and work will be completed as soon as possible and as the weather permits. The continuing heavy rainfall severely hampers works as saturated roads many with standing and running water are unable to receive a permanent repair.

2. Budget

KCC has identified an additional £2.5 million for this work and this will supplement existing funds already allocated for patching works.

The programme of works is on-going and Enterprise, our Highways Maintenance service provider has augmented their own workforce with local contractors. In total five local companies are providing additional teams county wide that are now engaged in and dedicated to delivering the weather damage repair programme.

3. Quality Repairs

We always aim to complete a first-time permanent repair by saw-cutting around the damaged road surface, clearing out the old material, sealing the edges and repairing it with new hot tarmac, which is rolled and compacted to provide a strong level and water-tight finish as it cools. If a road has lots of potholes we may need to complete a larger “patch” in the same way or resurface the whole section of road with specialist machinery to provide a satisfactory long-lasting repair.

The time and care needed to carry out a quality permanent repair often means we need to close a lane or the whole road and this takes time to plan. For emergency potholes and in roads which are saturated or have running water, we may need to make an instant repair by quickly filling the hole without all the preparations described above. We do this to make the road safe to remove the danger and then schedule in a full permanent repair to be carried out as soon as possible thereafter.

It should be noted however, that first time permanent repairs always remain the first choice repair process where it is suitable and practical to do so.

Contact details

Steve Rivers – Dover District Manager
03000 418181

CRASH REMEDIAL SCHEMES 2014-15

To: **Joint Transportation Board – 17 March 2014**

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

Classification: **Unrestricted**

Ward: **Dover District**

Summary: **This report gives details of the proposed Crash Remedial Schemes for 2014-15**

For Information

1.0 Introduction and Background

- 1.1 Following analysis of the crash clusters within Dover, eleven sites has been identified for investigation.
- 1.2 Two further sites have been added which were identified by enquiries received from customers
- 1.3 Site visits have been conducted with an officer from the Kent Police Traffic Management Unit to discuss ways where these crashes might be reduced through engineering measures.
- 1.4 The sites are based on personal injuries between 30/06/2011-30/06/2013 using data from Kent Police. Damage only crashes and 'near misses' are not considered in this process.

2.0 Proposed Crash Remedial Measures

- 2.1 The identified sites and a summary of proposed measures are detailed in the table below:

Road	Location	PICs*	Proposals
<i>Crash Cluster Analysis</i>			
A256 London Road, Dover	j/w Bridge Street	18	Investigate Introduction of pedestrian phase across Tower Hamlets Road.
Pencester Road, Dover	j/w Biggin Street	9	Due to nature of crashes, no further engineering measures proposed.
A256 Ramsgate Road, Sandwich	j/w Sandwich By-pass	7	Investigate introduction of circulatory lane markings on roundabout to aid lane discipline.
A256 Frith Road, Dover		7	Relocate advance direction lane sign, refresh lane road markings.
A256 Dover Road, Eythorne	j/w Barville Road	6	Due to nature of crashes, no further engineering measures proposed.
A256 London Road, Dover	j/w Old Park Avenue	6	Install high friction surfacing on approach to junction with Old

			Park Road.
A258 Castle Hill Road, Dover		5	Relocated 'queues ahead' sign to nearer bend, and duplicate on opposite side of road. Trim buses from chevron signs. Replace missing verge marker posts.
A256 Honeywood Roundabout, Dover	j/w A2	4	Due to nature of crashes, no further engineering measures proposed.
A256 Ramsgate Road, Sandwich	j/w A257	4	Due to nature of crashes, no further engineering measures proposed.
A256 Sandwich Road, Whitfield		4	Due to nature of crashes, no further engineering measures proposed.
Upper Road, Dover		4	
<i>Identified from enquiries</i>			
Archers Court Road, Whitfield		1	Due to nature of crashes, no further engineering measures proposed.
Ramsgate Road, Sandwich	Toll Bridge	2	Recent crashes involving pedestrians being struck by bus – safety issues. Options report currently being undertaken.

* Personal Injury Crashes in the three years 2010/11 to 2012/13

2.2 Other 'quick win' locations may be identified through the year, where simple engineering measures can be introduced to address road safety issues in the district that are supported by the presence of recent personal injury crashes.

2.3 A copy of the crash data will be available for viewing at the meeting.

5.0 Corporate Implications

5.1 Financial and VAT

5.1.1 None for Dover District Council.

5.2 Legal

5.2.1 None for Dover District Council.

5.3 Corporate

5.3.1 None for Dover District Council.

6.0 Recommendation(s)

6.1 That members note the contents of this report.

Contact Officer:	Richard Heaps, Traffic Engineer, 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>

DOVER DISTRICT COUNCIL

REPORT OF THE DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

DOVER JOINT TRANSPORTATION BOARD – 27 FEBRUARY 2014

PROPOSED RESIDENTS' PARKING SCHEME

Recommendation

The Board is asked:

1. To agree to recommend that Kent County Council makes a Traffic Regulation Order to implement the proposed on-street pay and display parking along York Street, Dover as detailed in this report.

And

2. To decide whether, or not, to recommend to Kent County Council that the proposed Residents' Parking Scheme for Bridgeside and the proposed Pay and Display parking in Sondes Road, Deal, as detailed in this report should be implemented and if not, whether it wants either scheme withdrawn, or amended and re-advertised.

Contact Officers: Gordon Measey Ext 2422
 Christopher Allen Ext 2054

Reasons why a decision is required

1. The Community Safety, CCTV and Parking Unit at District Council is responsible for the processing of waiting restrictions on behalf of Kent County Council. It is necessary for the Board to consider whether the proposals outlined in this report should be implemented, or otherwise.

Evaluation of options available to the Council

2.
 - i) To agree to recommend that Kent County Council makes a Traffic Regulation Order to implement any or all of the proposals in this report

and/or
 - ii) To amend any part of the proposals listed in this report and to re-advertise, where necessary

and/or
 - iii) To withdraw any or all of the proposals listed in this report.

Introduction

3. The Parking Services Section recently advertised 3 proposed changes to the parking restrictions in the District:

- Bridgeside Deal – proposed residents’ parking scheme
- Sondes Road, Deal – proposed Pay & Display (P&D) on-street parking
- York Street, Dover – proposed Pay & Display (P&D) on-street parking

The closing date for the receipt of written objections was Monday 10 February 2014, at 12 noon. The written representations received will be available to the Board meeting on 27 February 2014 and can be viewed in advance by prior arrangement with the Highway and Parking Team Leader, Gordon Measey (ext 2422).

A) Bridgeside - Proposed Residents’ Parking Scheme

- At its last meeting on 12 December 2013, a report was brought before the Board in response to a petition from residents in Bridgeside and part of London Road, Deal to introduce a residents’ permit scheme in Bridgeside. The Council undertook its own consultation of these properties (including additional properties in Albert Road that backed onto Bridgeside) to see if there was sufficient support for such a scheme. Plans showing the extent of the proposed scheme and road restrictions are attached as **Appendices A1** and **A2** to this report.
- Members may recall that of the 64 properties within the proposed Zone P that responded to the original consultation:
 - 56 supported the proposal
 - 6 objected to the proposal
 - 1 would support the scheme only if Albert Road, Sutherland Road and Beechwood Avenue were included as these were the roads that the resident preferred to use for parking
 - 1 had no strong feelings either way
- In light of the amount of support indicated for the scheme from those that responded to the consultation, the Board resolved on 12 December 2013, that the scheme be formally advertised and in the event that no objections are received, that the scheme be recommended to be sealed by Kent County Council. Any objections received to the formal advertisement being referred back to a future meeting of the Board for further consideration prior to making any final recommendations.
- Those residents in the proposed Zone P who had been originally consulted were advised that they needn’t respond to the formal advertisement as it would be assumed that their views would remain the same, unless they informed us otherwise. They were asked only to write in if their views had changed or if they wished to make additional comments. No one reported a change of view.
- Objections have since been received, in response to the formal advertisement, from residents in neighbouring roads who are chiefly concerned about the impact on the reduced parking opportunities for them if the proposed Bridgeside scheme is implemented. The objections are summarised in the table below:

OBJECTOR	COMMENTS	NOTE
Middle Deal Road resident	<ul style="list-style-type: none"> • I fully sympathise with residents but we already have exactly the same problems in Middle Deal Road and surrounding roads • all that will happen is parked cars will then clog up where we park and live 	

OBJECTOR	COMMENTS	NOTE
	<ul style="list-style-type: none"> • we already have an acute problem; the ever increasing residents in Church Path with one or more cars creating the biggest parking issues • If Middle Deal Road and adjacent ones were included in Zone P, would this mean only one permit per household (when many of us have two cars)? • Residents have petitioned for a trial one-way route along Middle Deal Road; would this enable some double yellow lines to be lifted, creating more parking? • Given the reported income generated from parking charges could the Council not purchase some land to provide parking to ease the issues for those with more than one car? There's a large dumping area along Church Path, the former garage site along Albert Road, or the former Deal Plant Hire site • a long term solution is required for all residents in the area, just restricting parking in Bridgeside will make things considerably worse 	
Church Path resident	<ul style="list-style-type: none"> • I have lived in my property for over 29 years and over that time double yellow lines have been added to Albert Road. At that time this did not matter as Bridgeside was built. Since that time double yellow lines have been installed to the front of my property • there is nowhere nearby left to park legally; the nearest municipal car park is in West Street • the proposal offers permits to people living much closer to car parks, such as those in London Road and Albert Terrace who not only live nearer to Victoria Park, but live further away from Bridgeside than me • this is grossly unfair 	
Church Path resident	<ul style="list-style-type: none"> • Church Path has not got parking facilities nor vehicle access to the front of the properties • I always park in Bridgeside as its closer and safer than Middle Deal Road • I object to the scheme if I'm unable to park in Bridgeside • All the houses in Bridgeside, except with the possibility of one, have off street parking for several cars and are therefore unaffected by others parking in the street 	
Church path resident	<ul style="list-style-type: none"> • Our only available parking is in Bridgeside • as there are no houses apart from the six at the bottom in Bridgeside it seems that you are trying to stop people parking there that use the station; this I'm totally in agreement with • we have nowhere to park and so hope would be included in the residents parking or have you some other plan for us? • I have a blue badge, will there be disabled bays in Bridgeside? 	
2 residents from Bridgeside	<ul style="list-style-type: none"> • Could consideration be given to foreshorten the double yellow lines in the turning area halfway along Bridgeside and allow a car's length space in front of the 	

OBJECTOR	COMMENTS	NOTE
(raising the same request)	twin garages? If not my neighbour or our visitors won't be able to use this space for parking. This has been done for the last 29 years with no issues. Generally this area is clear	
one of the above residents, additionally reports:	<ul style="list-style-type: none"> • that sufficiently long dog bone markings be provided across vehicle accesses to allow ease of turning • that a vehicular passing place be provided on the north-bound side; without it drivers will continue to mount the drop crossing on the opposite side if they meet traffic coming the other way; perhaps a strategically place bollard will help with this? • If this, or another passing place near No.5 could be considered? 	
Matthews Close resident	<ul style="list-style-type: none"> • if the proposal is approved, it will be necessary for people to find other parking areas • the situation is the same for residents in many areas in Deal • Residents in Bridgeside should not have special treatment • there is already a problem in Matthews Close, being used by residents from Middle Deal Road and Albert Road • Matthews Close is used by Company vans for overnight and weekend parking • if the proposal is approved it should be modified to include Middle Deal Road, Albert Road and Matthews Close 	
Dover resident	<ul style="list-style-type: none"> • all the Bridgeside houses were built with off road parking and may have garages; if they choose not to use them, why should others suffer? • there is not sufficient long-term parking in Deal town centre especially when the market takes over Union Road car park • I appreciate that it's not nice to be able to park outside one's property, but it's a price to be expected living close to the town centre • I hold a business parking permit and only park in Bridgeside on a Saturday because of the lack of long term parking; perhaps a compromise can be reached with the new restrictions only applying Monday to Friday? 	
2 residents from Matthews Close	<ul style="list-style-type: none"> • I oppose the proposed Zone P parking in Bridgeside 	<i>No further explanation given in letters</i>
Middle Deal Road resident	<ul style="list-style-type: none"> • we heartily agree with the letter published in the East Kent Mercury (30 January 2014 issue) • parking in Middle Deal Road is almost impossible at weekends and week days alike, particularly as there is little or no parking for residents of Church Path • granting resident parking will only exacerbate an already difficult situation 	<i>The letter published in the East Kent Mercury is attached as Appendix A3 to this report</i>

OBJECTOR	COMMENTS	NOTE
Middle Deal Road resident	<ul style="list-style-type: none"> • in discussions last year with our local councillor concerning parking/traffic issues in Middle Deal Road we were categorically assured by him that resident parking would not be granted to the residents of Bridgeside because this would result in the residents of Albert Road and Middle Deal Road coming under even more pressure for parking outside their homes as commuters try to find free parking close to the Deal Station • we already have cars from Church Path and Southwall Road parking in the limited parking currently available to the Albert Road/Middle Deal Road residents and to limit this further is not an option • Despite objections from our local KCC councillors who are pressing KCC to make Middle Deal Road a one way street you seem hell bent on making life more difficult than necessary • when does Middle Deal Road get the option for residents' parking? 	
Albert Road resident	<ul style="list-style-type: none"> • There are double yellow lines where I live and I have no option but to park my car in Bridgeside • I would like you to consider extending the zone to include the odd numbered properties on our side of the road • Nearly all the properties along Bridgeside have off-street parking. We do not 	
Church Path resident	<ul style="list-style-type: none"> • I live about 20 metres outside the proposed Zone P area. The entrance to my flat is in Albert Road. There is very limited parking 100 metres before my flat and 100 metres after my flat • the only place I can park is in Bridgeside • I'm not allowed to receive a permit for this road and there will be nowhere close to my flat that I can park • in principle I don't object to Bridgeside being permitted, but request that the area be extended to cover properties such as mine 	
Albert Road resident	<ul style="list-style-type: none"> • I'm not adverse to a residents' parking scheme, but the proposed restriction will do nothing to support the residents in Bridgeside and massively impact the homeowners in Albert Road • the stretch adjacent to my property amounts to 20 houses with 5 road side spaces and one off-road resident's space • by contrast almost all the properties in Bridgeside have off road and/or garage parking; there are 23 houses in Bridgeside with 32 off road/garage spaces, this does not include the maisonettes on the corner of BS/AR where there are a further 4 garage and 4 off-street parking spaces; The Sanctuary Housing blocks has 22 parking spaces but the resident units in this block is not calculated • the on-street parking capacity in Bridgeside is circa 42 	

OBJECTOR	COMMENTS	NOTE
	<p>spaces; if the proposal is approved what are the options for Albert Road residents?</p> <ul style="list-style-type: none"> • the existing Zone H parking the other side of the level crossing leaves practically no option for suitable parking • proposal not needed for residents of Bridgeside • discriminates against properties in Albert Road, surrounding roads and Church Path • Zone P location is not suitable in current location; widening Zone H should be considered 	
Matthews Close resident	<ul style="list-style-type: none"> • the proposal will put extra pressure on surrounding roads • we have the same problems with people not living here parking their cars whilst they go off to work and some leave them when they've finished work • cars park on the bends with no regards to safety and don't consider the residents that live these surrounding roads • the proposal will just move the problem into someone else's street/road/estate • we think that the Council needs to undertake a proper consultation with local residents as parking seems to be a big issue 	
Church Path resident	<i>Listed comments attached as Appendix A4 to this report</i>	see Appendix A4
Deal Town Council	<ul style="list-style-type: none"> • Deal Town Council's recommends that whilst it supports the proposed resident parking scheme, that KCC Highways should consider a more comprehensive scheme for Bridgeside due to the impact on Albert Road and Middle Deal Road 	*Late objection

9. The person that organised the original petition requesting the residents' parking in Bridgeside for the London Road and Bridgeside residents has written a letter and asked it to be drawn to the attention of the Board. It is attached as **Appendix A5** to this report.
10. Whilst the proposal has the support of the majority of those included with the proposed Zone P area, there are objections from residents outside the zone who are concerned about the impact on parking for them.
11. The Board has a difficult decision in deciding if and how to proceed with the scheme. If the scheme is implemented as proposed it could be in place by April this year. This could be followed up by offering to extend the scheme to the neighbouring roads. However there would be about a 6-month period when parking will get worse for the neighbouring roads before they'd have an opportunity to be issued with permits covering Bridgeside and any newly extended area. Alternatively, Members may wish to consider withdrawing the current proposal and consulting over a wider area to see if a revised scheme covering Bridgeside and the neighbouring roads could be considered together. This would remove the interim parking problems for the neighbouring roads but would mean that a scheme wouldn't be in place for about another 6 months.

12. If the Board is to consider extending the scheme to cover Middle Deal Road, Members are asked to give guidance as to which roads they'd like including and KCC Highways is requested to indicate if any sections of yellow lines in Middle Deal Road can be removed and if any unrestricted sections of road require new yellow lines.
13. Subject to the consideration of the objections received, the Board is asked to decide whether, or not, to recommend to Kent County Council that the proposed Residents' Parking Scheme for Bridgeside detailed in this report should be implemented as proposed and if not, whether the scheme should be withdrawn, or amended and re-advertised.

B) Sondes Road Deal, Proposed On-street Pay and Display (P&D) Parking

14. At its meeting on 4 February 2013 the Cabinet agreed that formal procedures be commenced for consultation on the introduction of Pay and Display parking in York Street, Dover and Sondes Road, Deal at a charging level in line with on-street parking in the district. Section B) of this report deals the Sondes Road proposal.
15. Currently all the available parking in Sondes Road (approximately 21 car spaces) is subject to limited waiting, operating a maximum stay period of 1 hour during the period from 8.30am – 5.30pm, Mon – Sat. The same spaces can currently be used by Zone H resident permit holders without time limit.
16. Under the proposal the 6-space block on the northern side of the road (at the eastern end) of Sondes Road will be changed to Pay and Display parking. This detail is shown on the plan attached to this report as **Appendix B**. The effect of the charging will be that the spaces will become more available to visitors wanting to park close to the near-by seafront amenities, and able to pay for this convenience. There will, of course, be a daytime loss of 6 spaces for Zone H permit holders and others seeking free parking.
17. 10 objections to the proposal were received and are summarised in the table below. Two of these were received after the 10 February 2014 deadline but have been included to allow the Board an opportunity to consider them.

OBJECTOR	COMMENTS	NOTE
Resident	<ul style="list-style-type: none"> • the grounds of reasoning to provide additional parking for visitors to the seafront and local amenities is unjust • any local person wanting to visit their home town is already heavily restricted on free parking and would therefore shop elsewhere • there is already enough car parking in the area which visitors outside of the town can pay to use • what we don't have is enough motorcycle bays in the town (South Street is a good example) and how does this support local businesses? 	
Dover resident	<ul style="list-style-type: none"> • charging for 2 hours to park in an existing 1-hour limited space will not provide additional parking for seafront and nearby amenities. On the contrary it will allow parking for longer times, effectively reducing the number of spaces available 	
Resident	<ul style="list-style-type: none"> • Deal is losing more and more of its free parking to pay and display parking 	

OBJECTOR	COMMENTS	NOTE
	<ul style="list-style-type: none"> • increases in charging is going to make more people worse of than they are already • this would affect tourism as well • I think P&D along the town's seafront should be abolished • the cost of P&D is preventing tourists and locals from spending the day at the seaside • the more tourists that come to Deal with no time limits on parking along the Seafront will encourage them to spend money in the town 	
Resident and Local Cllr	<ul style="list-style-type: none"> • there are already few enough parking places for residents in Victoria Road and neighbouring roads • it's difficult enough finding a parking space close to one's house and often we're forced to park on Marine Drive or The Strand • having paid for a resident's permit the least that should be provided is a parking space near to where one resides • the proposal will not result in a single extra parking space • perhaps a better idea would be to make the whole of Victoria one-way enabling parking on both sides – it's already one-way along 3 sections over a distance of a few hundred metres (and not all in the same direction). This causes confusion, near-miss accidents and cars parked the wrong way in the one-way sections 	
4 residents (raising the same objections)	<ul style="list-style-type: none"> • there is already a very severe shortage of residents' parking in the area • the parking problem is exaggerated by the Council's decision to permit the development of 9 flats at the top of Sondes Road with the provision of additional parking • the proposal is blatantly dishonest; it will not provide additional parking as all existing parking is already available to visitors; it's purely revenue generating at the expense of residents • the existing shortage of parking spaces already causes huge problems for residents trying to get shopping, visitors, small children etc to their properties 	
one of the 4 above residents additionally states:	<ul style="list-style-type: none"> • my husband and I are in our 80's and although not car owners are dependant on others and family providing us with shopping and services • the limitations on parking cause us many difficulties already and this proposal will exaggerate these 	
Resident and Guest House owner	<ul style="list-style-type: none"> • they will have a detrimental impact on my and other local businesses • there is already a shortage of parking for residents who pay for permits and the removal of 6-spaces will exacerbate this situation • the 6-spaces are close to my property and under the current restrictions my guests can park from 4.30pm until 9.30am; the proposals to change the time of the 	*Late objection

OBJECTOR	COMMENTS	NOTE
	<p>new restriction from 9am – 6pm will reduce the free period and could put off customers</p> <ul style="list-style-type: none"> • if the proposal is likely to be implemented, could the times be changed to retain the existing 4.30pm – 9.30am free parking period? • whilst I understand the purpose of the proposal is to increase the opportunity for visitor parking, the existing scheme allows non-residents to park in the area for a limited time, so I cannot understand what the benefits for introducing P&D in the 6-spaces will be? 	
Deal Town Council	<ul style="list-style-type: none"> • Deal Town Council's recommendation is that a more comprehensive scheme should be considered for Sondes Road as this will impact on surrounding roads 	*Late objection

18. Subject to the consideration of the received objections, the Board is asked to decide whether it agrees that Kent County Council be recommended to implement the proposal detailed in this report and as shown in Appendix B.

C) York Street, Dover – Proposed On-Street Pay and Display (P&D) Parking

19. The proposal to introduce pay and display parking in York Street is the second of the two schemes detailed in Paragraph 7 to this report. The proposal is shown in the plan attached to this report as **Appendix C**.
20. There was one objection received to the advertised proposal which is summarised below:

The proposals for York Street will cause obstruction to the traffic flow. The fact that there have been double yellow lines on both the carriageways since the road has been built indicates that it was considered that parking would cause an obstruction; if that has been the case all these years, how is this different now? I feel that this proposal is likely to cause accidents with cars stopping to reverse into spaces and pulling out in to fast-moving traffic.

The following paragraph picks up on the points raised in the objection.

21. York Street was widened and dualled back in 1971. To maximise traffic flow parking was prohibited along its entire length. At the time it was intended that the A20 which ran from the Eastern Docks along York Street and Folkestone Road would all be gradually widened, when opportunity allowed, to accommodate the ever-increasing port traffic. The only sections dualled before 1993 were Townwall Street and York Street. In 1977 the new A2 route to the Eastern Docks via Jubilee Way was completed which reduced traffic using York Street. Traffic flow was further reduced in 1993 when the new A20 dual carriageway from Courtwood to the Eastern Docks was completed. Since that time it's been recognised that the south-bound carriageway of York Street could accommodate single lane traffic. It is this that has afforded an opportunity to provide additional on-street parking if one of the lanes were to be removed. The narrowing down of this carriageway from 2 lanes to 1 will make this similar to Folkestone Road where on-street parking operates.
22. Neither the Traffic Police nor KCC Highways object to the proposal, though the scheme will be subject to them approving the necessary traffic management

requirements (road markings and signing) to narrow the carriageway from two lanes down to one, before the scheme could proceed.

23. Subject to the consideration of the objection received, The Board is asked to agree that the Kent County Council implements the proposal detailed in this report and as shown in Appendix C.

Background Papers

Parking Services Files.

Consultation Statement

The Portfolio Holder for Access and Property Management has been consulted on the proposals outlined in this report and as part of the statutory process formal advertisements were undertaken for the proposals through which objections were invited.

Impact on Corporate Objectives

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

Attachments

- Appendix A1 Plan showing extent of proposed Zone P residents' parking scheme.
- Appendix A2 Plan showing extent of the Zone P yellow lining and parking places
- Appendix A3 Letter published in East Kent Mercury (30 January 2014)
- Appendix A4 Additional written objection
- Appendix A5 Letter from representative of Bridgeside/London Road
- Appendix B Plan showing the Proposed P&D parking in Sondes Road, Deal
- Appendix C Plan showing the proposed P&D parking in York Street, Dover

ROGER WALTON

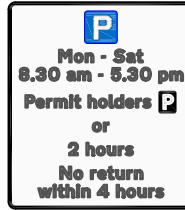
Director of Environment and Corporate Assets

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

Key to Map



Proposed extent of Zone P Residents' Parking Scheme



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

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

Scheme

Proposed Residents' Parking (Zone P)

Location

Bridgeside, London Road, Deal

North



Designed: GEM

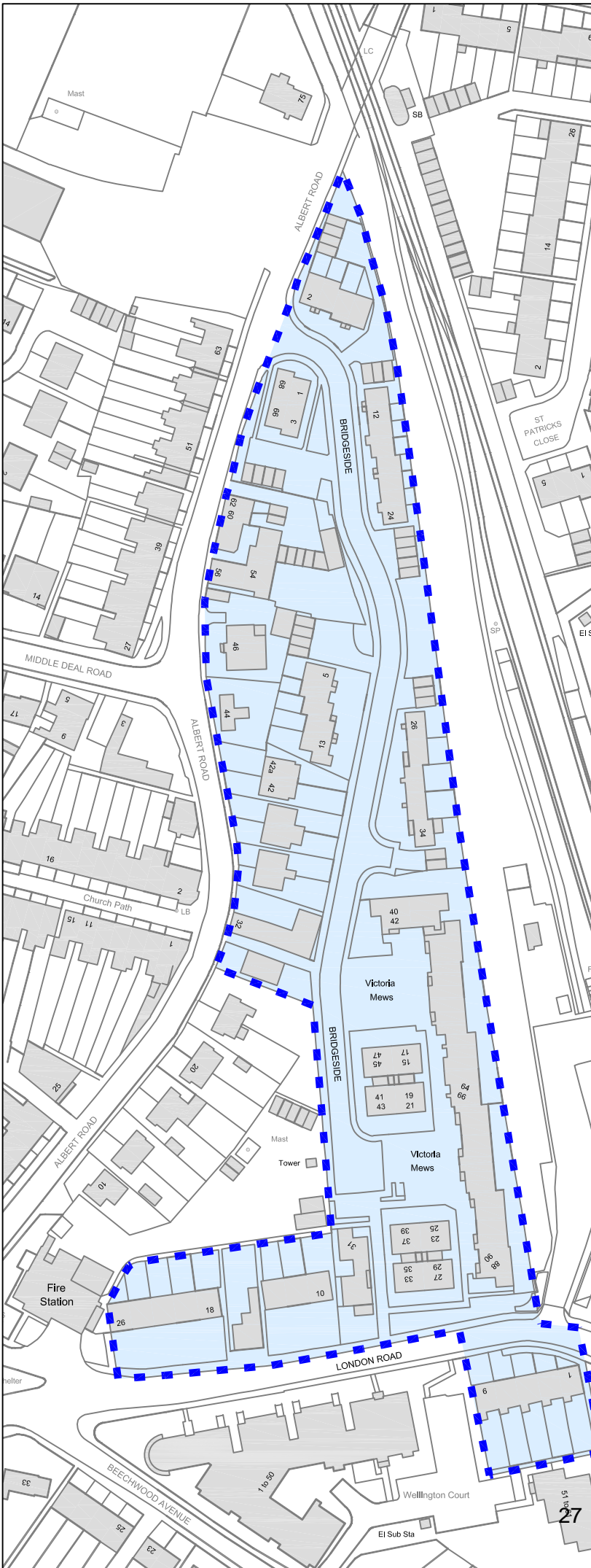
Drawn: GEM

Date: 13 May 2013

Scale 1 in 1500 (A3 size)

Drawing Number
TRAN/2013/0006

Rev
A







Appendix A2



Reason for proposal
To maintain access and to manage parking along Bridgeside.

Key to Map

-  Existing "No Waiting at any time" restriction (double yellow lines)
-  Proposed "No Waiting at any time" restriction (double yellow lines)
-  Proposed extent of **Zone P** parking bays. These lengths will include white 'dog bone' markings across all vehicle crossings within them

P
Mon - Sat
8.30 am - 5.30 pm
Permit holders 
or
2 hours
No return
within 4 hours

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

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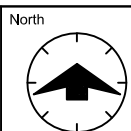


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 DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

Scheme
Proposed Extent of Residents' Parking Places and Double Yellow Lines

Location
Bridgeside, Deal



Designed: GEM

Drawn: GEM

Date: 13 Jan 2014

Scale: 1 in 1000 (A4 size)

Drawing Number
TRAN/2014/0001

Rev

Appendix A3 - Letter Published in East Kent Mercury
(Thursday 30 January 2014)

Oppose this application

To residents of Middle Deal Road and local roads associated with it:

Did you know that residents of Bridgeside are applying for resident parking (zone P)? They are fed up with being unable to park due to train commuters, local town workers, shoppers and people who don't live on Bridgeside claiming most of the available parking.

They have my full support and I sympathise with them totally. However, if they achieve zone P parking, all that will happen is adjacent roads will become suffocated. We already have an acute parking problem in the Middle Deal Road area, with roads being used by drivers who have no parking where they live.

I strongly advise all residents of the roads concerned to oppose this application by February 10. Dover District Council/Highways need to consult with local residents on how best to achieve a suitable long-term solution to this problem.

Please write to highways and parking team leader, council offices, Honeywood Close, White Cliffs Business Park, Dover Kent CT16 3PJ, opposing the parking zone P and contact your county councillor for Deal, M. Eddy. We have an opportunity to stop this, but if few people oppose it, and zone P is introduced, there is no point complaining

Name and address supplied

Appendix A4 – Additional written objection (from a Church Path Resident)

It is true that parking in Bridgeside is difficult, sometimes impossible, during the day. Tough! Where in Deal is it easy? It is frustrating for residents anywhere, but no-one is entitled to park outside his own house, unless a disabled bay has been allocated. There are only 23 houses on Bridgeside. There are double yellow lines in front of a few near Albert Road, but a number of the houses do have a garage. Victoria Mews has its own parking, never fully occupied. We in Church Path cannot even drive to our houses and there are double yellow lines along Albert Road. We have to take our chance on neighbouring roads, along with residents, railway users, workers in Deal, visitors etc etc, and find parking wherever we can. Sometimes we are lucky, sometimes we're not. I personally rent a garage (£45 per month) behind Cavell's on Albert Road. I was on a waiting list for nearly two years before that became available. However, I do have visitors in the daytime, perhaps 4 or 5 times a month. Two hours is not long enough for a committee meeting (or for a lunch at Church Path!). The proposed restrictions will not solve the problem, but will only shift it: Albert Road has virtually no kerbside without double yellow lines; Middle Deal Road has its own problems - parking both sides, increased traffic to and from Southwall Road. The few railway users get some flak, I know, but a daily parking ticket at the station costs £4 Monday to Friday. I don't blame any of them for taking free parking - railway fares are horrendous already. I reckon that, at a push, more people would drive to work in, say, Ashford or Maidstone, rather than pay an additional £20 a week for parking. Do we want people to use public transport or not? Also, Deal Station car park has only 46 spaces, including 3 for the disabled. I gather that only Bridgeside residents would be able to apply for the annual £50 permit. If every one of them did, it would bring in only £1150 for the council. Few of the garage owners would be interested, I imagine. There would be ongoing costs such as parking warden checks, painting and re painting of the lines. It really is not worth it. PLEASE do not rubber stamp this proposal and let the frustration of one or two Bridgeside residents spoil it for other drivers and the residents of other local roads. We all pay the same taxes.

Appendix A5 – Letter from representative of Bridgeside/London Road

I am writing as representative for the residents of Bridgeside/London Road who have been actively campaigning for 2 years now to introduce a residents parking scheme to eliminate the problem of town workers etc., taking over the available parking spaces.

Originally the scheme was to include Albert Road, Church Path, Sutherland Road, Middle Deal Road, Beechwood Avenue etc., but the decision was made by Dover District Council to start the scheme small (Bridgeside/London Road) and to add these additional roads at a later date.

As you are aware the scheme has had overwhelming support from the residents and is now on the final stages.

Throughout the process we have endured numerous delays as follows:-

- The Olympics.
- Staff re-applying for their jobs.
- New staff being trained.
- Some houses in London Road not being included despite being on original petition.
- More properties in Bridgeside needing to be added.
- Dover District Council Holidays.
- Delay for proof reading – paperwork still came out with mistakes.

The paperwork dated 22nd October 2013 clearly states “ Zone P if it proceeds could expand over time. For example Albert Road, Sutherland Road, Church Path, Middle Deal Road and Beechwood Avenue or sections of these roads may wish to join Zone P, in which case the residents parking would be expanded and shared across an enlarged zone”. It further states that the scheme (Bridgeside/London Road) could be introduced by April 2014.

On the 30th January 2014 during a conversation with Mr Measey it was mentioned that he felt he may have to consider adding Church Path quicker as residents were saying they have no other parking but that he hoped he could get this done quickly giving a time scale of approximately 21 days. Upon walking this route it became apparent that these residents actually have closer parking as they have access to Albert Road, Sutherland Road, The Grove, Church Path (main road) and Middle Deal Road and there are 6 alleyways leading to these roads from Church Path.

On the 6th February 2014 it became apparent that there have been numerous enquiries from the residents of Middle Deal Road also asking to join the scheme. Mr Measey has now advised that the scheme may have to be delayed for a further 6 months to enable these residents to join!

Whilst we have no objections to other roads being included it is worth pointing out that if there is a parking issue in Middle Deal Road why have none of the residents done anything about it before now ? From house no 1 to 109 there are only approx 30 houses with no driveway but they all have a road with enough spaces on their doorsteps. It is also worth pointing out that these neighbouring streets can still park in ‘Zone P’ from 5.30pm onwards should they need to.

The fact that neighbouring streets wish to join the scheme strengthens the need for this to be implemented however Bridgeside/London Road have done all the hard work and have already endured delay after delay and our wait has already been over 2 years to get this far!

TO SUMMARISE :-

Whilst we have no objections to neighbouring roads joining the scheme the overwhelming feeling is that Dover District Council should **honour their original decision** which was to start small and begin with Bridgeside/London Road and start the scheme from April 2014 as stated in the paperwork. It would not be morally right to delay us taking our time scale to approx 3 years whilst other roads who have not raised the issue until now can take advantage within 6 months!

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Mean High Water

Shingle

D Fh

LB Parade

BEACH STREET

PRINCE OF WALES TERRACE

Existing limited waiting and residents' parking to be replaced by 2 hour max stay Pay & Display parking



Reason for proposal:
to provide additional visitor parking for seafront and nearby amenities

KEY TO PLAN



Existing 1 hour limited waiting and residents' parking spaces to become:
9am-6pm, Mon-Sat, Pay & Display car parking (2 hour max stay)
£1.20 per hour
Min payment 60p (30 minutes)
Max payment 2.40 (2 hours)



Existing Limited Waiting and Residents Parking to remain



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



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DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

Proposed On-Street Parking
PAY & DISPLAY

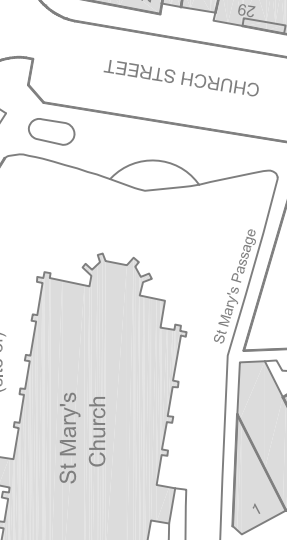
Location
Sondes Road,
Deal



Designed: CPA	Drawn: GEM	Date: 10 Jan 2014
Scale: 0 5 10 15 (metres)	Drawing Number: TRAN/2013/0004	Rev: A
1 in 1000 (A4 size)		

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Reason for proposal:
to provide additional on-street parking for town centre visitors



KEY TO PLAN

Proposed removal of double yellow lines and introduction of Pay & Display Parking:
9am-6pm, Mon-Sat, Pay & Display car parking (3 hour max stay)
£1.20 per hour
Min payment 60p (30 minutes)
Max payment £3.60 (3 hours)

Possible kerb build out or hatched road marking

Note

Proposal subject to KCC Highways approval

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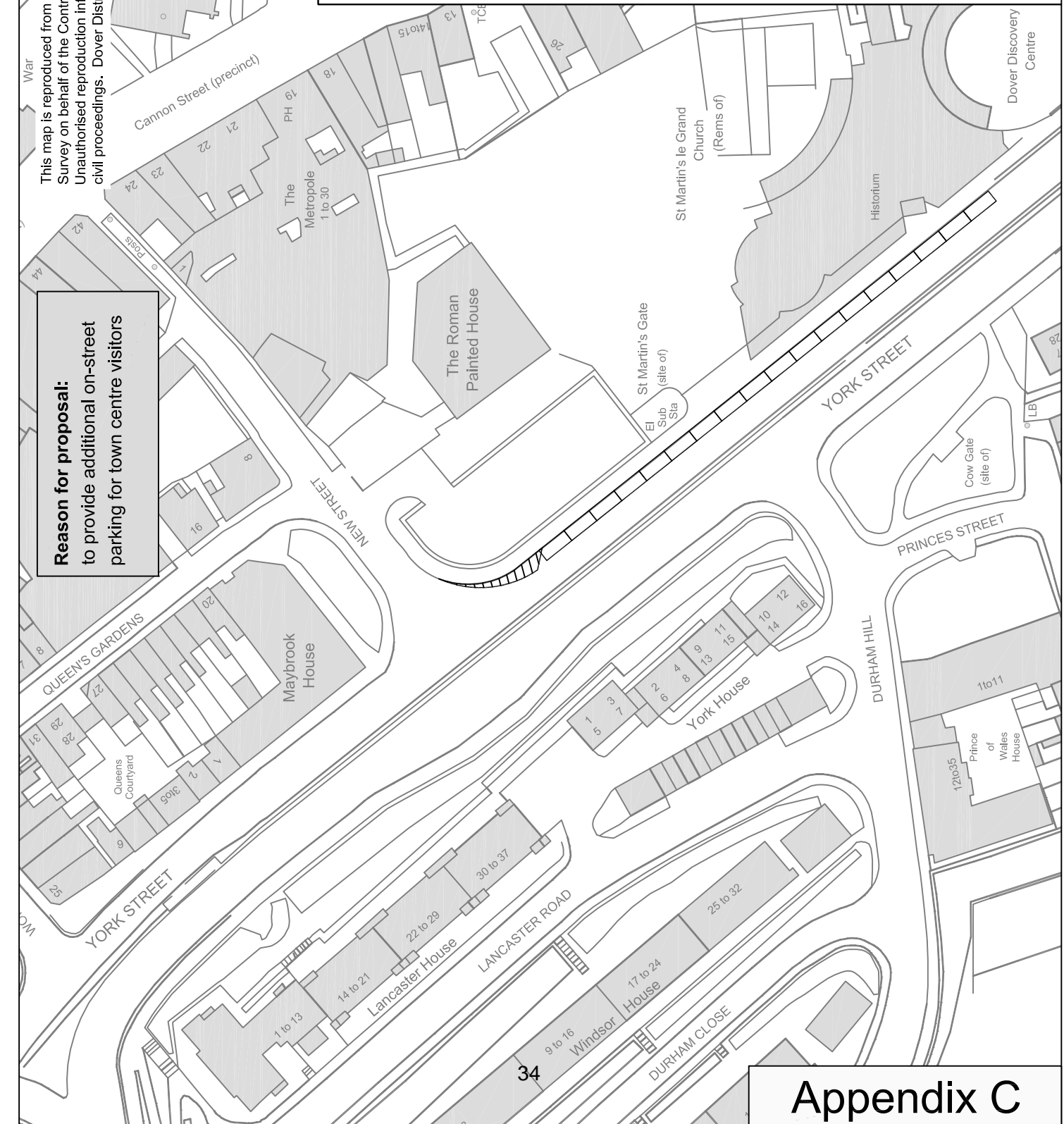
DOVER DISTRICT COUNCIL

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

Proposed On-Street Pay & Display Parking

Location
York Street (south-bound carriageway),
Dover

Designed: CPA	Drawn: GEM	Date: 10 Jan 2014	Rev
Scale 0 5 10 15 metres		Drawing Number	A
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To: Dover Joint Transportation Board
By: KCC Highways and Transportation
Date: 27th February 2014
Subject: Highway Works Programme 2014/15
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2013/14

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2013/14

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

PROW – see Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Member Highway Fund – see Appendix H

Conclusion

1. This report is for Members information.

Contact Officers:

The following contact officers can be contacted on **03000 418181**

Toby Howe	Highway Manager (East)
Steve Rivers	District Manager
Sue Kinsella	Street Lighting Manager
Katie Lewis	Drainage Manager
Russell Boorman	Resurfacing Manager
Tony Ambrose	Structures Manager
Traffic Systems	Toby Butler

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 Russell Boorman			
Road Name	Parish	Extent of Works	Current Status
Spinney Lane, Aylesham	Dover	From Cooting Road to Aylesham Road	Programmed to start 25 th Feb for 4 days
Allenby Avenue	Deal	Whole Length	Programmed to start May 2014
Crabble Hill	Dover	The approach to the traffic signals at the junction with Old Park Road	Programmed to start Summer/Autumn 2014
Northwall Road	Deal	From its junction with Golf Road to its junction with Friends Close	Programmed to start May 2014
Footway Improvement - Contact Officer Wendy Boustead			
Road Name	Parish	Extent and Description of Works	Current Status
Allenby Avenue	Deal	Replacement of asphalt surface and kerbs damaged by water pressure.	Programmed to start prior to carriageway works.

Footway programme being evaluated for next year's budget.

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - Contact Officer Katie Lewis			
Road Name	Parish	Description of Works	Current Status
Megget Lane	Alkham	Structural Repairs to culvert and cleaning	Works Completed 06/09/13
Warren Lane	Lydden	Installation of new gullies and chambers	Works Completed 08/11/13
Palm Tree Lane	Aylesham	Installation of new gullies and soakaway	Works Completed 22/11/13
Ratling Road	Aylesham	Pond Clearance Works	Works Completed 17/12/13

Drainage programme being evaluated for next year's budget.

Appendix C – Street Lighting

Structural & Electrical testing has been carried out in Dover Area. A programme of work to replace those columns that have failed the test is identified below.

Road Name	Column Ref	Status
St Radigunds Road	GSEK024 GSEK026 GSEK029 GSEK030	Replacement by end of April 2014
Green Lane	GGBU002 GGBU018	Replacement by end of April 2014
Weavers Way	GWAO010	Replacement by end of April 2014
Rokesley Road	GRBD013	Replacement by end of April 2014
Pioneer Road	GPBJ002 GPBJ004	Replacement by end of April 2014
Montreal Close	GMDU005 GMCP001	Replacement by end of April 2014
London Road	GLCT023	Replacement by end of April 2014
Kimberley Close	GKAH010	Replacement by end of April 2014
Hirst Close	GHCF003	Replacement by end of April 2014
Durban Crescent	GDCO006	Replacement by end of April 2014
Crabble Hill	GCGZ019	Replacement by end of April 2014
Colton Crescent	GCEP003	Replacement by end of April 2014
Christchurch Way	GCIL001 GCIL005 GCIL007	Replacement by end of April 2014
Astley Avenue	GACD005 GACD009	Replacement by end of April 2014
Auckland Crescent	GACJ005 GACJ006 GACJ008 GACJ010	Replacement by end of April 2014
Alberta Close	GAAS002	Replacement by end of April 2014
St Francis Close	GSDL001 GSDL002 GSDL003 GSDL004 GSDL005 GSDL006 GSDL007	Replacement by end of April 2014
Elizabeth Drive	GEAQ002 GEAQ003	Replacement by end of April 2014
New Dover Road	GNAM166	Replacement by end of April 2014
Folkestone Road	GFAO031 GFAO066	Replacement by end of April 2014
Camden Crescent	GCAC002 GCAC003	Replacement by end of April 2014
York Street	GYAD015	Replacement by end of April 2014
Lower Street	GLBX002 GLBX005	Replacement by end of April 2014

	GLBX007	
Woodland Close	GWDC003	Replacement by end of April 2014
Valley Road	GVAC008	Replacement by end of April 2014
Byllan Road	GBDQ002	Replacement by end of April 2014
Clarendon Street	GCEF002	Replacement by end of April 2014
Biggin Street	GBBW004	Replacement by end of April 2014
Farthingloe Road	GFAE001	Replacement by end of April 2014
Kings Road	GKAQ002	Replacement by end of April 2014
Longfield Road	GLBL010 GLBL011	Replacement by end of April 2014
Salisbury Road	GSAC004 GSAC006	Replacement by end of April 2014
Reading Road	GRAK005	Replacement by end of April 2014
Beaconsfield Road	GBAX001 GBAX002	Replacement by end of April 2014
Bridge Street	GBCP002	Replacement by end of April 2014
Churchill Street	GCDU001	Replacement by end of April 2014
Hamilton Road	GHAH006	Replacement by end of April 2014
Noahs Ark Road	GNAY017	Replacement by end of April 2014
Park Avenue	GPAM001 GPAM008 GPAM009 GPAM010 GPAM012	Replacement by end of April 2014
Poulton Close	GPDC017 GPDC019 GPDC020 GPDC021	Replacement by end of April 2014
Randoph Road	GRCM010	Replacement by end of April 2014
Woods Place	GWDG001 GWDG002	Replacement by end of April 2014
Buckland Terrace	GSCC005	Replacement by end of April 2014
London Road	GLCR010 GLCR016 GLCR026 GLCR301 GLCR302	Replacement by end of April 2014
Oswald Road	GOAX008	Replacement by end of April 2014
Marjan Close	GMEW002 GMEW003 GMEW010	Replacement by end of April 2014
Lukes Close	GLDG003	Replacement by end of April 2014
Holmestone Road	GHDK001 GHDK002 GHDK003	Replacement by end of April 2014
Hillside Road	GHCE002	Replacement by end of April 2014
Crabble Avenue	GCFW003	Replacement by end of April 2014
Coombe Valey Road	GCEX002 GCEX006 GCEX010 GCEX013	Replacement by end of April 2014

Cherry Tree Avenue	GCCG002 GCCG003 GCCG004	Replacement by end of April 2014
Barwick Road	GBAP007 GBAP008 GBAP012	Replacement by end of April 2014
Brookfield Place	GBCW004	Replacement by end of April 2014
Beaufoy Terrace	GBBD001 GBBC002 GBBC006 GBBC010 GBBC011	Replacement by end of April 2014
Bunkers Hill Avenue	GBFG008	Replacement by end of April 2014
Weavers Way	GWAO011	Replacement by end of April 2014
Salisbury Road	GSAB005 GSAB019	Replacement by end of April 2014
Roselands	GRBP002 GRBP004 GRBP005	Replacement by end of April 2014
Palmerston Avenue	GPAF001	Replacement by end of April 2014
Liverpool Road	GLCW010 GLCW012 GLCW013 GLCW014 GLCW017 GLCW023	Replacement by end of April 2014
Kingsdown Road	GKAT004	Replacement by end of April 2014
King Street	GKAN003	Replacement by end of April 2014
Greenacre Drive	GGBX006 GGBX008	Replacement by end of April 2014
Granville Road	GGBM010	Replacement by end of April 2014
Gothic Close	GGBF001 GGBF002	Replacement by end of April 2014
Churchill Ave	GCDR008 GCDR010	Replacement by end of April 2014
Channel Lea	GCBH001	Replacement by end of April 2014
Archery Square	GABP004 GABP009	Replacement by end of April 2014
Bunkers Hill Avenue	GBFG006 GBFG005	Replacement by end of April 2014

Lantern conversion to LED

St.Peters Street	Sandwich	GSEN 004	Replacement by end of April 2014
St.Peters Street	Sandwich	GSEN 005	Replacement by end of April 2014
Salisbury Avenue	Dover	GSAC 001 - 012	Replacement by end of April 2014
Douglas Road	Dover	GDBP 001 - 006	Replacement by end of April 2014
Park Avenue	Dover	GPAM 001 - 013	Replacement by end of April 2014

Castle Mount Road Dover	GCAW 001 - 004	Replacement by end of April 2014
The Abbots Dover	GTEM 001 004	Replacement by end of April 2014
Godwyne Closer Dover	GGAT 001 - 005	Replacement by end of April 2014
North Road Dover	GNBD 001 - 003	Replacement by end of April 2014

Appendix D – Transportation and safety schemes

Appendix D1 – Local Transport Plan Funded Schemes

The Traffic Schemes Team have analysed the crash clusters within the Dover District, from which a shortlist of sites have been identified. Below is a list of these locations.

Local Transport Plan Funded Schemes- Contact Officer Richard Heaps			
Road Name	Parish	Description of Works	Current Status
Dover QBP	Deal and Dover Town Routes	Clearways, poles/flags, timetable cases and raised boarders at principal stops.	Works programmed for Feb & March 2014
River Dour Greenway		Shared use pedestrian and cycle work.	Complete – some minor adjustments outstanding
2013/14 Crash Remedial Schemes		Quick-win measures to address crash issues identified by crash cluster analysis <ul style="list-style-type: none"> ▪ A256 Sandwich by-pass and Ramsgate Road, Sandwich ▪ Ringwould Road, Kingsdown ▪ Manor Road and London Road, Deal ▪ A256 Barville Roundabout 	All works complete

Appendix D2 – Developer Funded Works

Developer Funded Works (Section 278 Works) Contact Officer Michele Ellis			
Road Name	Parish	Description of Works	Current Status
Kingsdown Road	Kingsdown, Walmer	New footway and bellmouth entrance	Works Completed. 12 months Maintenance period expires 12 Dec 2014.
A258 London Road	Sholden, Deal	Road widening to Accomodate right turn lane into new access road and new toucan crossing	Works on going and progressing. Overnight works 20 th , 21 st , 24 th and 25 th February 2014.
Shepherdswell Road	Eythorne	Erection of a detached meeting hall and construction of vehicular access and associated car parking	Works Completed. Maintenance period expires 9 April 2014.
Honeywood Parkway	Whitfield	Provision of a new access road junction	Developer GSE Design & Build has gone Into liquidation. Works to be completed using performance security, currently in discussion with Landowner.
Foxborough Hill	Woodnesborough	Erection of 4 dwellings and construction of new vehicular access	Works completed. Now in 20 month maintenance period which expires on 5 July 2014.
Maison Dieu Road	Dover	Provision of a new bellmouth entrance	Works completed. Maintenance period expired on 12 January 2014.
Sandwich Industrial Estate	Sandwich	Provision of a new 3 arm access roundabout	Developer GSE Design & Build has gone into liquidation. Awaiting completion of remedial works.
A256 Ramsgate Road	Sandwich	Creation of a vehicular access (40 acre site)	Works complete. Stage 3 Safety Audit required before issuing 1 st Certificate.
A256 Ramsgate Road	Sandwich	Upgrading of zebra crossing to puffin crossing	Works underway to install puffin crossing.
Coombe Valley Road	Dover	Construction of vehicular accesses at Buckland Hospital	Works underway.

Appendix E – PUBLIC RIGHTS OF WAY

Public Rights of Way – Contact Officer Melvyn Twycross			
Path No	Parish	Description of Works	Current Status
EE291	Aylesham	Provide tarmac surface to footpath	Works due to commence 24/02/2014
ER4	Kingsdown	Resurface tarmac footpath	Complete
EE63	Wingham	Surface repairs to byway	Complete
ER72	Whitfield	Construction/resurfacing of public footpath	Decision pending on whether work will proceed in this financial year
ER185	Alkham	Surface repairs to byway	Decision pending on whether work will proceed in this financial year

Appendix F – Bridge Works

Bridge Works – contact officer Tony Ambrose			
Road Name	Parish	Description of Works	Current Status
New Street	Sandwich	1945 Market Street Culvert Delf Stream culvert Relining/strengthening	Works deferred until 2014/15.
Austins Lane	Sandwich	1944 Austins Lane Culvert Delf Stream culvert Relining/strengthening	Works deferred until 2014/15.
Galliards Street	Sandwich	Galliards Street Culvert Delf Stream culvert Relining/strengthening	Works deferred until 2014/15.

Appendix G – 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
A256 London Road / Cherry Tree Avenue	Refurbishment of traffic signal controlled junction.	Works being reviewed due to complexity and not yet programmed.
A256 Priory Road near Norman Street	Refurbishment of traffic signal controlled crossing.	Works completed during December 2013.
A256 Sandwich Road near Mayfield Road	Refurbishment of traffic signal controlled crossing.	Works completed during December 2013.

Appendix H – Member Highway Fund

The following schemes are those which have been approved for funding by both the relevant Member and by John Burr, Director of Highways and is up to date as of 5th February 2014.

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

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

Pam Brivio

Scheme	Status
Improved HGV routing and low bridge warning signing: St Radigunds Rd, Dover	Scheme complete

Geoff Lymer

Scheme	Status
Installation of timber bollards in highway verge to prevent damage by parked vehicles	Scheme complete

Steve Manion

Scheme	Status
Installation of salt bin at Green Lane, Eyhorne	Awaiting installation
Corner protection parking restrictions at Market Square, Aylesham	TRO to be advertised in February

Reduction in speed limit to 50mph on A258 between Upper Road and the A2.	Implementation of TRO ongoing
Creation of hardened verge to assist with parking problems. Milner Road, Elvington.	Scheme complete

Leyland Ridings

Scheme	Status
Contribution towards Wingham Parish Council's scheme to upgrade beliesha beacons at the Adisham Rd Zebra crossing.	Scheme complete

1.1 Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

Contacts: Toby Howe / Steve Rivers 03000 418181

DOVER DISTRICT COUNCIL

DOVER JOINT TRANSPORTATION BOARD – 27 FEBRUARY 2014

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 or 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 County 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 on 7 February 2005 and is listed below:
 - (i) the applicant must be a Blue Badge holder.
 - (ii) the applicant must be in receipt of a qualifying benefit entitlement, either:
 1. the Higher Rate Mobility component of **Living Allowance**, or
 2. Higher Rate of **Attendance Allowance** if the applicant was over 65 years or over when an entitlement was first claimed
(Other entitlements such as a War Pension may also qualify).
 - (iii) the applicant must be a driver of vehicle (unless there are exceptional mitigating circumstances).
 - (iv) The applicant must not have any off-street parking (eg have no hard standing, nor garage, nor use of either).

In addition, bays will not be provided:

- along sections of roads subject to stopping, waiting or loading restrictions (eg on clearways; yellow lines or blips; zig zags outside schools or on approaches to pelican crosses; etc)
 - in close proximity to road junctions (typically within 10metres)
 - along a road whose width is less than 3.6 metres
 - where there are other disabled bays in a street and these collectively exceed 5% of the available road parking space
 - where the application is for a temporary disability only
 - in areas where the safety or convenience of the applicant or other highway users could be compromised (eg close to or on the brow of a hill or within the turning head of a cul-de-sac)
2. If the listed criteria are met then an application goes through a two-stage process: Under delegated authority, the Head of Regeneration firstly carries out an informal consultation with the neighbours. If no objections are received then an advisory (non-enforceable) disabled bay is marked on site and the application progresses to the second stage where it is formally advertised as a proposed Traffic Regulation Order (TRO). This latter stage can take considerable time to complete, which is why an advisory bay is provided in the interim period. If no objections are received in response to the formal (second stage) advertisement, then the TRO is sealed and the disabled bay becomes enforceable. At either stage of consultation, objections can be received which are referred back to the Board to make a recommendation to proceed, or not, with the application.
 3. If at any time an applicant appeals against an officer's decision then in accordance with the resolution taken by the Dover Joint Transportation Board on 13 September 2005, the Chairman, Vice-Chairman and the relevant Ward and County Members are contacted to seek views on determining the appeal. If the views of the Members who reply are unanimous then the appeal is determined accordingly. However, if any Members are not in agreement, then the appeal comes back before the Dover Joint Transportation Board to be determined.

Agenda Item No 13

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

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