

# Public Document Pack

## DOVER JOINT TRANSPORTATION BOARD

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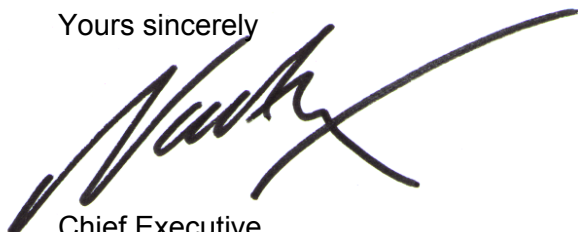
26 May 2015

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 4 June 2015 at 6.00 pm when the following business will be transacted.

Members of the public who require further information are asked to contact Kate Batty-Smith on (01304) 872303 or by e-mail at [kate.batty-smith@dover.gov.uk](mailto:kate.batty-smith@dover.gov.uk).

Yours sincerely



Chief Executive

### Dover Joint Transportation Board Membership:

#### Dover District Council Members

Councillor T A Bond  
Councillor P I Carter  
Councillor N J Collor  
Councillor T P Johnstone  
Councillor M J Ovenden  
Councillor D A Sargent  
Councillor P Walker

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

#### Kent County Council Members

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

*To be advised* (Deal Town Council)  
*To be advised* (Dover Town Council)  
*To be advised* (Sandwich Town Council)  
Mr K Gowland (KALC)  
Mrs S Hooper (KALC)

### 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**

To confirm the Minutes of the meeting of the Committee held on 16 April 2015 (to follow).

5 **PROPOSED BUS-STOP CLEARWAYS - PALMERSTON AVENUE, WALMER**  
(Pages 5-15)

To consider the attached report of the Policy and Strategy Manager, KCC Highways.

6 **PROPOSED RESIDENTS' PARKING SCHEME - ATHOL TERRACE, DOVER**  
(Pages 16-23)

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

7 **ONE-WAY TRAFFIC ORDER - RUSSELL STREET, DOVER** (Pages 24-28)

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

8 **HIGHWAY WORKS PROGRAMME 2015/16** (Pages 29-48)

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

9 **EXCLUSION OF THE PRESS AND PUBLIC** (Pages 49-51)

The recommendation is attached.

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

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

10 **APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS** (Pages 52-60)

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

#### **Access to Meetings and Information**

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

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

**Declarations of Interest**

Disclosable Pecuniary Interest (DPI)

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

Other Significant Interest (OSI)

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

Voluntary Announcement of Other Interests (VAOI)

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

Note to the Code:

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

**PROPOSED BUS-STOP CLEARWAYS – PALMERSTON AVENUE, WALMER.**

To: Dover Joint Transportation Board – 4 June 2015

Main Portfolio Area: Highways & Transportation: Public Transport

By: Policy & Strategy Manager

Classification: Unrestricted

Ward: Walmer

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**Summary:** To recommend that members approve the designation of a bus stop clearway on Palmerston Avenue, Walmer, Deal

**For Decision:**

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**1.0 Introduction and Background**

- 1.1 Bus stop clearways are provided to allow buses to pull up alongside the kerb at bus stops where indiscriminate parking would otherwise prevent this. This then allows bus drivers the ability to correctly approach and line up with the bus stop to enable the use of facilities such as low floor technology, to be used to their maximum potential. The object is to make it easier for passengers with mobility impairments, wheelchairs, buggies and heavy shopping etc... to board and alight the bus.
- 1.2 Since 2004, legislation no longer requires a traffic regulation order (TRO) to be made to implement a bus stop clearway, but it is deemed good practice to carry out the same level of consultation.

**2.0 The Current Situation**

- 2.1 Towards the end of 2014 (9<sup>th</sup> October 2014) Kent County Council (KCC) were contacted by a resident of Kelvedon Road who raised concerns about the bus stop located on Palmerston Avenue, adjacent Wellesley Avenue. Concerns Included the lack of hard standing at the bus stop location and the inability of buses to fully serve the stop.
- 2.2 KCC liaised with the bus company Stagecoach to gauge their opinion who confirmed that problems with cars parking at both the bus stops on Palmerston Avenue (opposite and adjacent Wellesley Avenue) resulted in buses stopping in other less suitable locations.

- 2.3 It was agreed that the installation of bus stop clearways at both stops would assist in resolving the parking problems, along with the installation of a small area of hard standing at the bus stop adjacent Wellesley Avenue.
- 2.4 Notices were sent to all properties (please see appendix A) that could be directly affected by the installation of bus stop clearways, in line with council policy. The notices detailed that the bus stop clearways would be 31meters in length with parking restrictions in operation Monday to Saturday 7am-7pm at the stop adjacent Wellesley Avenue, and Monday to Sunday 7am-7pm for the stop opposite Wellesley Avenue. Due to the route operated by the Sunday bus the stop adjacent Wellesley Avenue is not served hence restrictions were proposed Monday to Saturday only.
- 2.5 Following the consultation on the proposals, 4 single objections were received and a joint objection signed by 8 different residents. The objections raise a number of different issues largely relating to parking on the highway, relocating both bus stops and the use of the old bus stop in Kelvedon Avenue. Council policy is not to relocate a bus stop unless there are extraordinary factors which are usually health and safety related. A relocation is only considered if a new location can be established that will not disadvantage existing bus passengers or have an impact on neighbouring properties. In this instance both bus stops have been in situ for a number of years without incident (please see the crash data in appendix B) and the bus company is happy with the current location. It has not been possible to find suitable alternative solutions to the problems raised by local residents that will not either a) disadvantage existing bus passengers or b) have an impact on neighbouring properties.
- 2.6 Please see appendix C for a summary of the objections received
- 2.7 Only one objection was received in relation to the proposed clearway opposite Wellesley Avenue which did not raise a valid safety concern or objection and as such KCC intend to progress with this clearway as proposed.
- 2.8 KCC note the following options available in relation to the bus stop adjacent Wellesley Avenue:

### **3.0 Options**

- 3.1 To recommend that members approve the implementation of the proposed bus stop clearway at the location detailed in the notice (Appendix A).
- 3.2 Relocate the bus stop adjacent Wellesley Avenue nearer to the junction with Balfour Road, avoiding the dropped kerb vehicle accesses as high kerbs are required to make use of low floor technology. This would see the stop located outside another property which could give rise to further objections. KCC's Civil's Contractor have confirmed this as a possible option although we would note this is in conflict with current council policy which states that stop relocations will only be considered where there are safety concerns identified by a qualified KCC Engineer.

- 3.3 Request officers give consideration to the removal of the bus stop located adjacent Wellesley Avenue in favour of the defunct bus stop in Kelvedon Road. This may transfer perceived parking problems and give rise to further objections. This could also disadvantage bus passengers who are unable to walk the extra distance to the Kelvedon Road stop (approximately 364 feet) and mean that the distance from the next closest stop on route 13 (Forelands Square, adjacent) will increase to approximately 0.4 miles. Stagecoach have identified that the bus stop is currently used by a number of elderly passengers who may find this additional distance problematic. In addition to this, some buses will be unable to serve this location due to their route (82A journeys which turn right into Balfour Road). This option is not popular with Stagecoach.
- 3.4 Request officers give consideration to the removal of the bus stop located adjacent Wellesley Avenue in favour of a new bus stop closer to the junction with Downs Road, alongside a large brick wall. This option could also be considered alongside bringing the stop on Kelvedon Road back into use, resulting in more evenly spaced stops on the service 13 route. This option could however give rise to further objections and would be in conflict with current council policy which states that stop relocations will only be considered where there are safety concerns identified by a qualified KCC Engineer.
- 3.5 No further action. This could lead to potential difficulties for elderly and less mobile passengers wishing to board or alight at either stop and negate the benefits of new low floor buses.
- 3.6 The various options above can be seen on the map in Appendix D.

#### **4.0 Corporate Implications**

##### **4.1 Financial**

4.1.1 None, funding from existing budget.

##### **4.2 Legal**

4.2.1 Bus stop clearways are authorised under part 1 of schedule 19 to the traffic signs regulations and general directions 2002

##### **4.3 Equity & Equalities**

4.3.1 Provision of a bus stop clearway at the locations mentioned will assist the elderly, mobility impairments, buggies, heavy shopping etc... in accessing the bus service as an alternative to the car.

#### **5.0 Recommendation**

- 5.1 Members are asked to recommend that a bus stop clearway is installed at the bus stop located adjacent Wellesley Avenue as initially proposed (option 3.1).

5.2 Members are advised to also give particular consideration to alternative option 3.2 although we would note this is in conflict with current council policy which states that stop relocations will only be considered where there are safety concerns identified by a qualified KCC Engineer.

Contact Officer: Shane Hymers: Policy & Strategy Manager

[Shane.hymers@kent.gov.uk](mailto:Shane.hymers@kent.gov.uk)

Tel: 03000 413 681



# Highway Improvements in Your Area

## Introduction of Bus Stop Clearways



### What are we planning to do?

Kent Highway Services are planning to install a bus stop clearway at the bus stop located on Palmerston Avenue, Walmer adjacent Wellesley Avenue.

Bus stop clearways help keep the bus stop clear of any parked vehicles, enabling the buses to pull up next to the kerb and allow easy access on to and off the buses for wheelchair users, people with small children and prams, the elderly and the less mobile. The clearway marking will terminate 5 metres (16 feet) beyond the bus stop itself and will be a total of 31 meters in length. Restrictions will apply Monday to Saturday 7am – 7pm.

### Where will the works take place?

Palmerston Avenue, Walmer, Deal

### Why do we want to do this work?

KCC has been contacted by a local resident who has raised concerns that buses are regularly unable to serve the bus stop due to parked cars. The purpose of this scheme is to keep the bus stop clear of parked cars and to provide bus drivers with the ability to correctly approach and line up with the bus stop, to enable the new facilities such as low-floor technology to be used to their maximum potential.

### How will we carry out the work and how will it affect you?

Generally, the works will involve localised coning and barriers in order that the work can be carried out safely.

### When will the work start and how long will it take?

We intend for the works to be completed by the end of the current financial year. The work should take no longer than one day to complete.

### How to contact us?

This information is being provided to raise awareness of these improvements. If you have any concerns about how these works will affect you please write to **Kent County Council, Public Transport,, P.O. Box 441, Aylesford, Kent, ME6 9HJ**, alternatively you can email comments to: [bus.stops@kent.gov.uk](mailto:bus.stops@kent.gov.uk). Comments will be received up until noon **on Friday 13<sup>th</sup> February 2015**

*Please respect our workers place and safety by driving carefully and slowly through the roadworks. Feedback from our workers shows that too many drivers go too fast through roadworks. Everyone is entitled to a safe workplace. Our men and women work next to moving traffic and risk injury every day.*



### WARNING – Beware Bogus Callers

Kent Highway Services (KHS) do not allow works to be carried out on private properties. If anyone says they are working for KHS or our specialist contractors and offer to carry out any work for cash they should be treated with caution and you are advised to contact Kent County Council Trading Standards on 03000 414141

**Please keep this in a safe place so you can refer to it. If you need to contact us whilst the works are being done – call us on 03000 418181**

### What are we planning to do?

Kent Highway Services are planning to install a bus stop clearway at the bus stop located on Palmerston Avenue, Walmer opposite Wellesley Avenue.

Bus stop clearways help keep the bus stop clear of any parked vehicles, enabling the buses to pull up next to the kerb and allow easy access on to and off the buses for wheelchair users, people with small children and prams, the elderly and the less mobile. The clearway marking will terminate 5 metres (16 feet) beyond the bus stop itself and will be a total of 31 metres in length. Restrictions will apply Monday to Sunday 7am – 7pm in line with the operation of the local bus service.

### Where will the works take place?

Palmerston Avenue, Walmer, Deal

### Why do we want to do this work?

The purpose of this scheme to provide bus drivers with the ability to correctly approach and line up with the bus stops to enable the new facilities such as low-floor technology to be used to their maximum potential.

### How will we carry out the work and how will it affect you?

Generally, the works will involve localised coning and barriers in order that the work can be carried out safely.

### When will the work start and how long will it take?

We intend for the works to be completed by the end of the financial year. The work should take no longer than one day to complete

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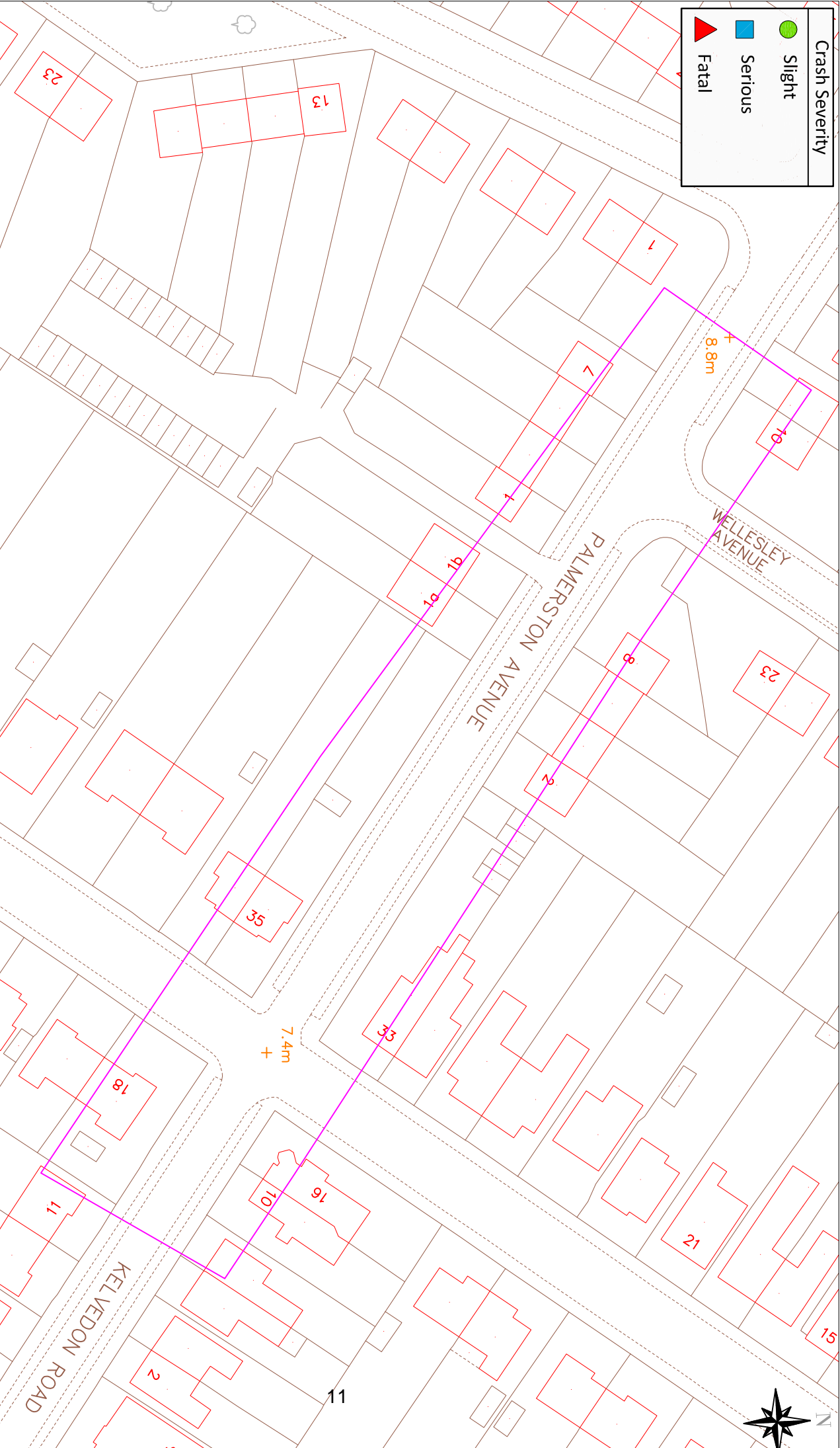


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**Please keep this in a safe place so you can refer to it. If you need to contact us whilst the works are being done – call us on 03000 418181**

Crash Severity	
	Slight
	Serious
	Fatal



Location: Palmerston Avenue, Dover

3 years personal injury crash data up to 30/09/2014

KCC Ref number: INT/052/15

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**1) Concern over the loss of parking and subsequent impact:**

There is concern that the installation of a bus stop clearway adjacent Wellesley Road will result in the reduction of available car parking space, with a lack of alternative provision located nearby.

“My parents are elderly and not in the best of health, both have a history of heart problems and my stepfather has a problem with his foot, causing impaired mobility. I worry about how they will cope with carrying shopping etc if they are unable to park outside their own home and, from my understanding, other parking spaces in the street will be limited so the likelihood of them being able to park anywhere near their property is not good”

“This together with the plan to do the same across the road will almost wipe out the parking spaces used by the residents. The road is only wide enough for single side parking. My husband and myself are in our seventies and not in the best of health. When we had the option to have a dropped kerb when the pavements were recently resurfaced we declined as we could park outside the house, With this proposal we will not be able to park outside our house and lose the right to have a drive and dropped kerb”

“The new 31metre length of the clearway will mean that the 5 or 6 vehicles of residents that currently park in that space ( both during day and night time) may well be obliged to park further down Palmerston Avenue toward the crossroad junction with Balfour Road.  
This creates two problems:

- 1). Double-decker buses turn left from Balfour Road onto Palmerston. Their swing circle means that currently if any vehicles are parked near the junction that the buses are either unable to turn left without doing a difficult and potentially dangerous manoeuvre or they cross the grass verge. The effects of this can be seen in the attached photos, taken today.
- 2). The crossroads are a dangerous area. There have been at least three accidents there in the past three years, the most recent being last New Year's Eve. Visibility at the junction is already difficult and the effect of cars having to approach from Palmerston on the wrong side of the road can only make the problem worse”

“We have a mix of residents who will be affected by the proposed lack of parking, including some in ill health, and those with young children or who are elderly, and would be unable to move their cars, either before 7am or after 7pm. They have been very stressed by the proposed changes. Indeed, none of us leave before 7am or return after 7pm.”

“There is already considerable pressure on parking in Palmerston Avenue with residents of Downs Road parking here in the evenings as they run out of space in their own street. We cannot park in Wellesley Road as the residents there already park in the limited spaces available. Even when there is space during the day, we are mindful of the fact that there are many elderly and disable residents there who are unable to walk very far and who need to have access left for their families and taxis to collect them and drop them off again”

**Kent County Council Public Transport comment:**

***“Whist it is appreciated that residents prefer to park as close to their property as possible, the highway is a public road and parking provision is not guaranteed. Kent County Council Public Transport do consider parking availability when planning new bus stop locations or upgrading existing infrastructure however as part of its duty to consider infrastructure changes to support public transport there is sometimes a need to install bus stop clearways. The clearways enable buses to pull up safely to the bus stop boarding point and allow for new on bus technology concerning low floor access to be utilised.”***

**2) The availability of nearby alternative bus stop options.**

Some residents have raised the possibility of alternative bus stop locations which they feel will be more appropriate and have less of an impact.

“Just across the junction in Kelvedon Road, money has previously been spent on creating a bus stop, raising the kerb and marking the road however the bus stop is no longer in use. Also, there are fewer residents needing to park in the street. Towards the end of last year, Palmerston Avenue had the pavements resurfaced and dropped kerbs created. In the current times of environmental concerns and carbon footprints, isn't it more ethical to use what is already available?”

“As the number 13 bus travels down Kelvedon Road why not make use of the original raised kerb and bus clearway markings which was abandoned but still there?”

“A currently disused bus stop clearway, together with suitably raised kerb already exists approximately 75 metres down from the crossroads in Kelvedon Road. The buses continue down this route anyway, so why not encourage the bus company to restart using this stop. It seems to me that this will avoid any of the sort of danger that may occur by parking changes in Palmerston and it will involve the council in minimum cost.”

“It seems unnecessary to install such a huge bay extending this way along Palmerston wiping out parking, considering that the bus now stops very neatly adjacent to the recently installed dropped kerb forward of the bus stop

One bus driver has commented that it's so much easier for them now with the drop kerb in place. If you were to install a post to attach the bus stop sign to just after the dropped kerb, the bus bay could be put in further down towards Balfour and would not inconvenience anyone. There do not seem to be any restrictions in place in regarding putting the bay adjacent to a dropped kerb as you are planning to install the bay on the opposite side of the road across the dropped kerb outside number 3. It would be no different for drivers entering Palmerston from Balfour or Kelvedon to have the bay there as they regularly meet the bus exiting Palmerston anyway.

A second alternative would be to re-use the, now defunct, Kelvedon Road bus stop where an extended piece of pavement for a bus stop already exists”

#### **Kent County Council comment:**

***Kelvedon Road is not served by all buses which run on Palmerston Avenue. 82A buses turn right onto Balfour Road and as such there would be no stopping point between Downs Road and Balfour Road. This would significantly disadvantage existing passengers, particularly those less mobile. Stagecoach have noted that a number of the users of the 82A on Palmerston Avenue are elderly or have mobility issues.***

***Kent County Council's policy for bus stops states that relocations will only be considered in exceptional circumstances (i.e. health and safety related) and when a suitable alternative location can be identified which will not disadvantage existing passengers or neighbouring properties.***

***The preferred bus stop clearway length of 31 metres offers buses the ability to correctly approach and line up with the bus stop. This enables the use of low floor technology to its maximum potential. The option for moving the bus stop closer to the junction with Balfour Road has been noted as a possible option within the JTB report.***

#### **3) Concerns with regards to the presence of a bus stop adjacent Wellesley Avenue in general and its impact on resident's quality of life.**

There are comments noting that the bus stop location in general causes issues for residents.

“From what I can gather from the proposal, the most likely place for the raised pavement, and consequently the queues of waiting passengers, is directly outside my parents' main window. Whilst I accept that the council do not consider that anyone is entitled to a view, I am concerned about the



loss of privacy my parents will experience. Also noise from awaiting passengers early in the morning may be disruptive as they will be directly in front of my parents' bedroom. Should you at sometime decide to erect a shelter, this would truly be an eyesore."

**Kent County Council comment:**

*The Council's original proposal to install a clearway at the stop adjacent to Wellesley Avenue does not affect the current bus stop location which has been long established. Kent County Council's policy for bus stops states that relocations will only be considered in exceptional circumstances (i.e. health and safety related) and when a suitable alternative location can be identified which will not disadvantage existing passengers or neighbouring properties.*

*Matters relating to anti-social behaviour are considered to be just that and ultimately a matter for the police as opposed to being an issue relating to the infrastructure itself.*

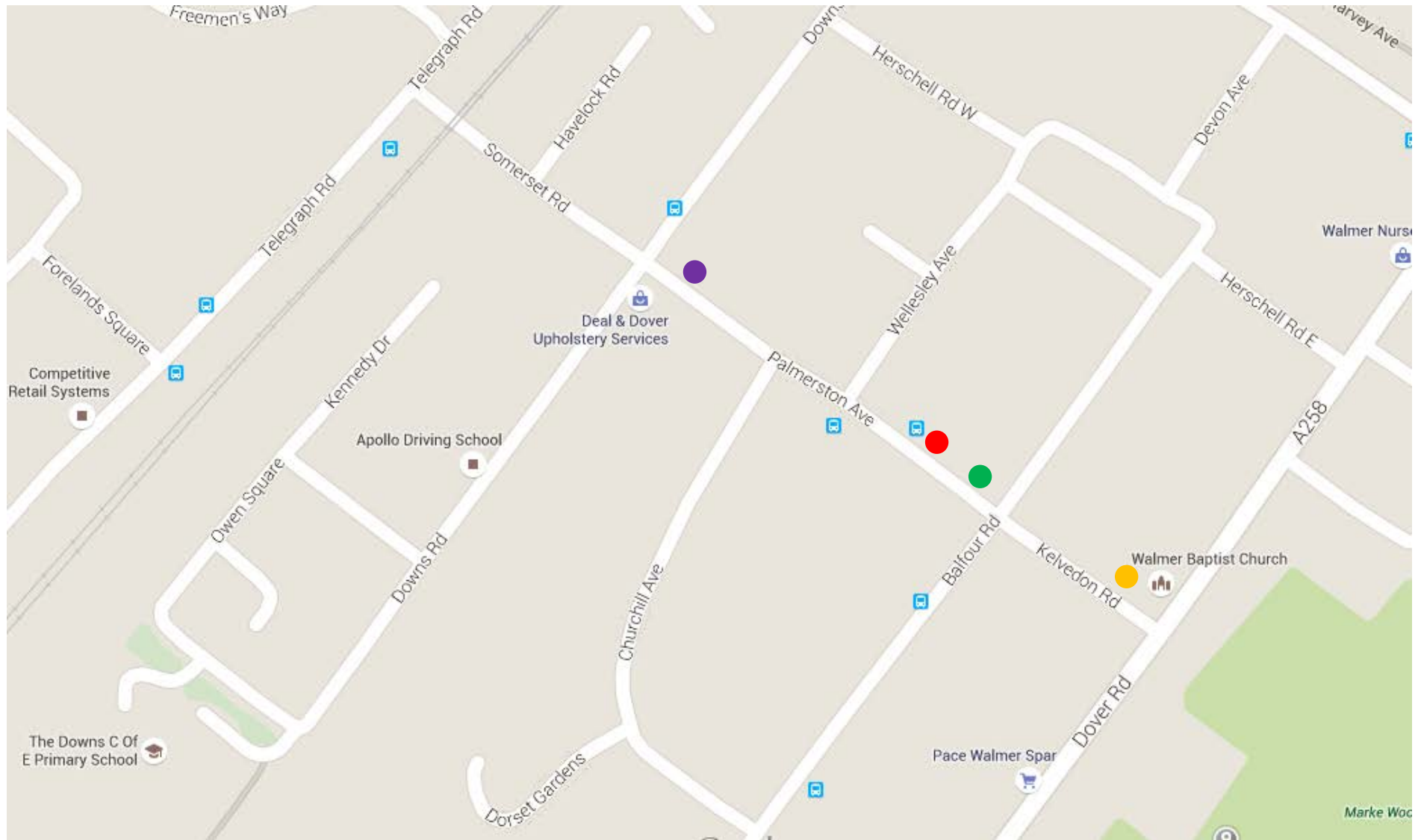
**4) Concerns that the works will result in devalued properties:**

There are comments noting that works would result in a decrease in property values.

"I will be advising my parents to contact an estate agent to ascertain how creating a clearway here will affect the value of their home."

**Kent County Council comment:**

*There is no documented evidence which shows that the presence of bus stops affects property value. Ultimately the highway is owned by the local highways authority who are responsible for ensuring that there is adequate infrastructure for Public Transport.*



- Option 3.4 – New stop adjacent Downs Road.
- Option 3.1 – Install a bus stop clearway at the current location
- Option 3.2 – Move stop closer to junction with Balfour Road
- Option 3.3 – New stop on Kelvedon Road

DOVER DISTRICT COUNCIL

REPORT OF THE DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

DOVER JOINT TRANSPORTATION BOARD – 4 JUNE 2015

**PROPOSED RESIDENTS' PARKING SCHEME FOR ATHOL TERRACE, DOVER**

**Recommendation**

*The Board is recommended to withdraw the parking proposals for Athol Terrace and to leave the restrictions covering East Cliff and Marine Parade as they currently exist.*

Contact Officers: Christopher Allen                      Ext 2054  
                                 Gordon Measey    Ext 2422

**Reasons why a decision is required**

1. The Parking Services Unit at Dover District Council is responsible for the operation and enforcement of on-street parking regulations on behalf of Kent County Council. It is necessary for the Board to consider whether the recommendation made in this report should be progressed.

**Evaluation of options available to the Council**

2. (i) To withdraw the proposals and to leave the parking arrangements in Athol Terrace, East Cliff and Marine Parade as they are: or  
(ii) To formally advertise (or further consult on) alternative parking restrictions for Athol Terrace, Marine Parade and East Cliff, or any of them.

**Information to be considered in taking the decision**

3. Members will recall that at previous Board meetings on 11 September 2014 and again on 26 February 2015 various proposals were discussed to introduce residents' parking in Athol Terrace in Dover.
4. At the last meeting on 26 February 2015, the Board resolved:
  - To unanimously state its firm opposition to a residents' parking scheme exclusively for Athol Terrace; and that
  - Further informal consultation be undertaken with residents on alternative schemes not listed in the report, in consultation with Councillor G Cowan, Acting Chairman of the Joint Transportation Board.
5. With the agreement of the Acting Chairman, a further consultation was undertaken in Athol Terrace, East Cliff and Marine Parade. A copy of the letter and the questionnaire detailing the 4 proposals are attached as **Appendix A** and **Appendix B** to this report.
6. The results of that consultation are detailed in **Appendix C** to this report.
7. The two main findings of the consultation were that:



- All the respondents from Athol Terrace objected to all 4 proposals.
  - All of the respondents from East Cliff and Marine Parade stated preferences, with the majority preferring Option 4, proposing to extend the current restrictions along East Cliff and Marine Parade into Athol Terrace.
8. Given that the majority of respondents in East Cliff and Marine Parade showed a preference for the existing restrictions, it would seem sensible to leave the restrictions along these two roads as they are.
  9. Acknowledging that the Athol Terrace residents have objected to all proposals on offer and that the Board has resolved (with officer support) not to introduce a residents' parking scheme exclusively for Athol Terrace, there seems little choice but to withdraw the proposals covering Athol Terrace and to leave the parking arrangement in this road as it currently is.
  10. In light of paragraphs 8 and 9 above, the Board is recommended to withdraw the parking proposals for Athol Terrace and to leave the restrictions covering East Cliff and Marine Parade as they currently exist. In making its decision the Board is asked to consider allowing Athol Terrace to join the residents' parking scheme covering the neighbouring roads should the majority of its residents later request to do so.

### **Consultation Statement**

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

### **Impact on Corporate Objectives**

The proposal outlined in this report will foster improved opportunity and access.

### **Attachments**

Appendix A - Consultation Letter  
Appendix B - Questionnaire to Residents  
Appendix C - Consultation Responses (Summary sheet)

All the returned questionnaires will be available to Members at the Board meeting on 4<sup>th</sup> June 2015 and can be viewed in advance by prior arrangement with the Highways and Parking Team Leader, Gordon Measey (Ext 2422).

### **Background Papers**

Parking Services Files.

ROGER WALTON  
Director of Environment and Corporate Assets

The officer to whom reference should be made concerning inspection of the background papers is the Head of Community Safety, CCTV and Parking, Dover District Council, White Cliffs Business Park, Dover, Kent CT16 3PJ. Telephone: (01304) 821199, Extension 2054

Community Safety, CCTV and Parking  
Dover District Council  
White Cliffs Business Park  
Dover  
Kent CT16 3PJ

Telephone: (01304) 821199  
Fax: (01304) 872168  
DX: 6312  
Minicom: (01304) 820115  
Website: [www.dover.gov.uk](http://www.dover.gov.uk)

OWNER/OCCUPIER  
EAST CLIFF; MARINE PARADE; ATHOL TERRACE

Contact: Christopher Allen  
Direct Dial: 01304872054  
e-mail: [christopherallen@dover.gov.uk](mailto:christopherallen@dover.gov.uk)  
Our Ref:  
Your Ref:  
Date: 10<sup>th</sup> April 2015

Dear Resident,

### **PARKING IN ATHOL TERRACE, EAST CLIFF AND MARINE PARADE, DOVER.**

You may be aware that for some time now Dover District Council has been endeavouring to find a solution to the current parking situation with regards to Athol Terrace. The particular traffic offences that are committed in Athol Terrace can only be enforced by the police; Dover District Council's enforcement officers do not have the necessary authority to deal with these types of offences. However, the police have now stated that they are no longer able to enforce parking contraventions in Athol Terrace and they, together with Kent County Council Highways, have asked if Dover District Council would be willing to offer a residents' parking scheme to Athol Terrace. If such a scheme was introduced, then parking enforcement responsibility would move from the police to Dover District Council.

Various consultations have taken place with the residents of Athol Terrace, East Cliff and Martine Parade in an attempt to find a solution that is acceptable to all of the residents.

On 11<sup>th</sup> September 2014 a report on this matter was taken to the Dover Joint Transportation Board (JTB). A copy of that report can be read at:

<http://moderngov.dover.gov.uk/ieListDocuments.aspx?CId=124&MId=1672>

The Board took the decision to progress the proposal to introduce a combined Residents' Parking Scheme covering Athol Terrace, East Cliff and Marine Parade, Dover.

Accordingly, the scheme was formally advertised and the results of that consultation were taken back to the JTB on Thursday 26<sup>th</sup> February 2015. A copy of that report can be read at <http://moderngov.dover.gov.uk/ieListDocuments.aspx?CId=124&MId=1674>

Following debate, the JTB unanimously voted that a residents' parking scheme for Athol Terrace only should not be permitted. They then tasked the Council Officers with consulting further with residents on alternative schemes and I am now doing this through this letter.

Consequently, I am now writing to all occupiers in the East Cliff, Marine Parade and Athol Terrace to seek their views on the options detailed below:

1. Introduce limited waiting for all three streets from 8.30am to 5.30pm, seven days per week, with one hour stay and no return within two hours. Permit holders would be exempt from the time limit. This would extend the current hours which are 10am to 5.30pm.

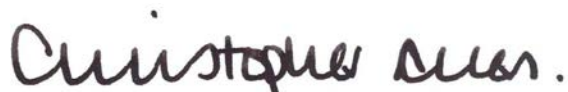
2. Introduce one hour limited waiting (no return within two hours) from 6am to 10pm, seven days per week, for East Cliff and Athol Terrace, with Marine Parade Service Road becoming one hour limited waiting (no return within two hours) from 8.30am to 5.30pm, seven days per week. Permit holders would be exempt from the time limit. This option would allow permit holders with second and third cars and non-permit holders to be able to park in Marine Parade between 5.30pm and 8.30am.
3. Introduce one hour limited waiting (no return within two hours) from 6am to 10pm, seven days per week, in all three streets. Permit holders would be exempt from the time limit. This would extend the hours of restricted parking but could cause out of hours problems for those with two or more vehicles.
4. Extend the existing 10am to 5.30pm, seven days per week, one hour limited waiting (no return within two hours) into Athol Terrace, so that all three roads operate under the same restriction, but without a need to change anything in East Cliff or Marine Parade Service Road. Permit holders would be exempt from the time limit.

Because the JTB has decided that Athol Terrace will not be considered for an exclusive parking scheme available to those residents alone, this is not an offered option. Should any resident decide to insist that this is considered and submit this view on their form, their survey will be considered as an objection to all options.

I would ask that you please indicate your preference by completing the enclosed questionnaire and returning it using the pre-paid envelope by 12 noon on Friday 24<sup>th</sup> April 2015. Alternatively, if you prefer you can reply via e-mail, using my e-mail address detailed above, stating your preference. Please ensure that any e-mails are delivered by 12 noon on Friday 24<sup>th</sup> April 2015 **and that they include your name and postal address.**

Once this further consultation period has ended a further report will be taken to the next available meeting of the JTB for a decision.

Yours sincerely,



Christopher Allen,  
**Head of Community Safety, CCTV and Parking**

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

**Tel: 01304 872054, or**

**Email: [christopherallen@dover.gov.uk](mailto:christopherallen@dover.gov.uk)**

## Proposed Residents Parking Scheme, Dover – Zone C

### East Cliff, Marine Parade and Athol Terrace, Dover.

Please fill in your name and address below:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

---

---

Please indicate with a tick (✓) in one box your chosen option below:

1. Introduce limited waiting for all three streets from 8.30am to 5.30pm, seven days per week, with one hour stay and no return within two hours. Permit holders would be exempt from the time limit. This would extend the current hours which are 10am to 5.30pm.
2. Introduce one hour limited waiting (no return within two hours) from 6am to 10pm, seven days per week, for East Cliff and Athol Terrace, with Marine Parade Service Road becoming one hour limited waiting (no return within two hours) from 8.30am to 5.30pm, seven days per week. Permit holders would be exempt from the time limit. This option would allow permit holders with second and third cars and non-permit holders to be able to park in Marine Parade between 5.30pm and 8.30am.
3. Introduce one hour limited waiting (no return within two hours) from 6am to 10pm, seven days per week, in all three streets. Permit holders would be exempt from the time limit. This would extend the hours of restricted parking, but could cause out of hours problems for those with two or more vehicles.
4. Extend the existing 10am to 5.30pm, seven days per week, one hour limited waiting (no return within two hours) into Athol Terrace so that all three roads operate under the same restriction, but without a need to change anything in East Cliff or Marine Parade Service Road. Permit holders would be exempt from the time limit.

**Additional Comments:**

Thank you for completing this form. Please return it to: Christopher Allen, Head of Community Safety, Parking Services and CCTV at Dover District Council using the pre-paid envelope, **by 12 noon on Friday 24<sup>th</sup> April 2015.**

**ATHOL TERRACE, EAST CLIFF and MARINE PARDE CONSULTATION RESPONSES**

**10<sup>th</sup> – 24<sup>th</sup> APRIL 2015**

<b>ADDRESS</b>	<b>OPTION</b>	<b>COMMENT</b>
Athol Terrace	None	I don't Agree with any of the above suggestions. I want Athol Terrace to continue with Zone I with 24/7 control by traffic warden of DDC. I don't believe that you can impose otherwise on us.
Athol Terrace	None	None of the above. We are parking zone I and wish to have our 24/7 parking regime continue and continued by DDC. All your suggestions are invalid since if the letter from Mr Collor ( <i>date given but illegible</i> ) is to be believed then they will not be imposed on residents of Athol Terrace if they disagree and do not approve.
Athol Terrace	None	Parking enforced by Dover District Council for Athol Terrace residents and/or visitors only.
Athol Terrace	None	1 <sup>st</sup> reply: Thank you DDC for not listening to the residents of Athol Terrace. None of the above are suitable, we have approx. 26 parking spaces – we have 15 houses, 1 house of multiple occupation, you do the maths! We want separate parking, it makes sense if you live here? 2 <sup>nd</sup> reply: None of above. I do not approve of any of the schemes. We are zone I and do not want to combine with east Cliff Marine Parade.
Athol Terrace	None	None of the above. I would like it to stay the same as it was for the last twenty years: Athol Terrace parking permit 'I' with 24/7 need of a permit and overseen by DDC with traffic wardens. Parking permit for Athol Terrace only. One permit per house plus visitor tickets.
Athol Terrace	None	I do not agree with any of the above options as they do not seem to solve the current problem. Athol Terrace should have its own residents parking scheme – I fail to see the problem with this idea.
Athol Terrace*	None	The problem with ALL of your proposals are that they deal with the daytime hours. These are not when the parking problems occur. The parking problems are at night and overnight, which is exactly when your for options ignored. All that these options would do would be to limit residents of our terrace to having ADDITIONAL parking problems during the day... I have already explained this in relation to our home, as Barry is self employed doing house maintenance, which means he needs his car with the tools to do his job. My job is a foster carer, and by KCC expectations, we are required to have a car. Your suggestions would leave us with ongoing parking issues in the evenings/nights, but would then cause one of us to loose our jobs also.
Athol Terrace	None	None of the above! Parking for residents only in Athol Terrace as has been the case for many years. It was the residents that contacted DDC for help in this situation not the police or KCC. All of the above options will just cause problems for Athol Terrace residents but will be a bonus to East Cliff.
Athol Terrace	None	

Athol Terrace	None	1 <sup>st</sup> reply: None above. We wish our existing zone to continue (Zone I) but with constant surveillance!? 2 <sup>nd</sup> reply: Would prefer no change.
Athol Terrace	None	We still wish for an exclusive zone (Zone I) for Athol Terrace residents only. We cannot agree, amongst other things, to the one hour parking allowance which would be used by people taking walks up the cliff.
Athol Terrace	None	It has always has been and still is the unanimous wish of all the residents of Athol Terrace for Parking Zone 'I' to continue and for DDC enforcement Officers to deal with any traffic parking offences in the street rather than the police. We are all at a loss as to why the process has come to this. The continuation of the separate zone should have been instigated years ago and the lack of positive action by DDC Parking has greatly affected our lives. This should have been an easy and smooth strategy to put in place.
East Cliff***	4	
East Cliff	4	
East Cliff	4	
East Cliff	3	
East Cliff	4	
East Cliff	2	
East Cliff	4	Free parking on Sundays would be a bonus as most other towns in Kent are!
East Cliff	4	Each household should be able to have two (max) permits per household. Lorries are constantly blocking access to East Cliff (in and out)
East Cliff	3	
East Cliff	4	
East Cliff	2	Whichever option is finally accepted, I hope that DDC are forthcoming with funding to properly administer and enforce the rules.
East Cliff	4	I am 76 and practically housebound and rely on visitors incl. medical to check how I am. If John Kemp had his way no one would be able to visit. Thank you.
East Cliff	3	
East Cliff	2	This is my preference so there should be more chance of getting parked after getting home from work than with the current system.
East Cliff	4	
East Cliff	2	From my house there are double yellow lines. I am disabled and sometimes I can't get out of my drive as drivers leave there cars/vans on yellow lines day and night. So what good will this scheme do???
East Cliff	4	Thank goodness common sense prevailed. All this hassle due to one selfish man in Athol Terrace wanting to impose his will on the rest of the residents. He is well knowed for complaining and ironically spends a lot of his time living in France!!!

East Cliff	4	Parking is monitored 3 times a day. Not allowing disabled badge holders to park here 24/7 for weeks on end who do not live here. Abandoned cars have parking tickets daily.
East Cliff	1	
East Cliff**		As you know from our discussions, I support the idea of the whole area, East Cliff, Marine Parade and Atholl Terrace being one scheme. Happy to keep the one hour limited waiting. I would prefer the longer hours, from 0830 am to, say 1830 in the evening, which would remove 'stray people' parking for a few hours, such as those using the Sports Centre, or walking up the cliffs for the day. Not sure whether one of your options mentioned those hours, but definitely think we need longer core hours, starting at 0830. I do think number 3 is a bit complicated! I think all three should be the same. One for all and all for one .... and all that.
Marine Parade	3	What happened to the residents only parking and vouchers for residents visitors? Thank you for trying to sort out this problem.

\*LATE RESPONSE (by 5 hours)

\*\*LATE RESPONSE (by three days)

\*\*\* LATE RESPONSE (by five days)

**SUMMARY:**

No option selected: 13, including two late responses (12 from Athol Terrace, which amounts to 100% of those who responded. 1 late response from East Cliff, although this respondent expressed support for the parking scheme)

Option 1: 1

Option 2: 4

Option 3: 4

Option 4: 11, including one late response

DOVER DISTRICT COUNCIL

REPORT OF THE DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

DOVER JOINT TRANSPORTATION BOARD – 4 JUNE 2015

**RUSSELL STREET, DOVER – ONE-WAY TRAFFIC ORDER**

**Recommendation**

*The Board is recommended, subject to there being no written objections received before noon on 15<sup>th</sup> June 2015, to recommend that Kent County Council seals the proposed amendment to the One-Way Traffic Order in Russell Street as detailed in this report and in Appendix A;*

*and:*

*That should any objections be received before noon on 15<sup>th</sup> June 2015, that the Board authorises its Chairman and Vice-Chairman to consider the objections with a view to recommend, on behalf of the Board, that Kent County Council seals the proposed amendment to the One-Way Traffic Order in Russell Street as detailed in this report and in Appendix A.*

Contact Officer: Tim Ingleton Ext 2423  
Gordon Measey Ext 2422

**Reasons why a decision is required**

1. It is necessary for the Board to consider whether the recommendation made in this report should be progressed.

**Evaluation of options available to the Council**

2. (i) To recommend that Kent County Council seals the advertised proposal, as detailed in this report, to amend the One-Way Traffic Order covering Russell Street, Dover  
(ii) To withdraw the proposal, as detailed in this report, to amend the One-Way Traffic Order covering Russell Street, Dover.

**Information to be considered in taking the decision**

3. In order to accommodate the St James's Development in the Dover Town Centre, it is necessary to amend the One-Way Traffic Order covering Russell Street. This is to accommodate the Road Stopping-Up Orders which the Secretary of State has already approved.
4. As the south-eastern half of Russell Street will be absorbed within the development, it is necessary to make the north-western end of Russell Street two-way to maintain access to and from this end of the road. Additionally it is proposed to make the section of Russell Street fronting the Castle Inn Public House one-way in a north-westerly direction to assist access to the Inn and offering an alternative exit from the development site. The proposal is detailed in Appendix A attached to this report.



5. The one-way proposal has been formally advertised but the permitted period for receiving written objections does not end until noon on 15<sup>th</sup> June 2015 – 11 days after this month's meeting of the Board. Under normal circumstances the Board would wait until its next meeting (the next meeting being scheduled in September 2015) to consider any objections received and to make its recommendation. However, because the St James's development might crucially find itself being delayed waiting for the amendment to the One-Way Order, the Board is asked to approve the request made in the following paragraph.
6. The Board is asked, subject to there being no objections received by noon on 15<sup>th</sup> June 2015, to recommend that Kent County Council seals the amendment to the One-Way Traffic Order as detailed in this report and as in Appendix A. The Board is also requested that, should any objections be received before noon on the 15<sup>th</sup> June 2015, the Board authorises its Chairman and Vice-Chairman to consider the objections with a view to recommending to Kent County Council, on behalf of the Board, that it seals the amendment to the One-Way Traffic Order as detailed in this report and in Appendix A.

### **Consultation Statement**

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

### **Impact on Corporate Objectives**

The proposal outlined in this report will foster improved opportunity and access.

### **Attachments**

Appendix A – Russell Street One-Way proposals

### **Background Papers**

Parking Services Files.

ROGER WALTON  
Director of Environment and Corporate Assets

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

***In the District of Dover*****THE KENT COUNTY COUNCIL (DOVER DISTRICT COUNCIL) (VARIOUS ROADS, DOVER)  
(CONSOLIDATION OF WAITING RESTRICTIONS AND ONE-WAY TRAFFIC ETC)  
(AMENDMENT) ORDER 2015**

Notice is hereby given that KENT COUNTY COUNCIL intend to make the above Order under sections 1(1), 2(1) to (3), 3(2), 4(1) and (2) of the Road Traffic Regulation Act 1984, and of all other enabling powers, and after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act:

If made the effect of the Order will be to further amend The Dover District Council (Various Roads, Dover) (Consolidation of Waiting Restrictions and One-way Traffic Etc) Order 1990 so as to prohibit traffic in Russell Street between the south-east corner of The Castle PH and a point 18 metres north-west thereof from travelling in a south-easterly direction, and to revert to two-way traffic in Russell Street from 18 metres north-west of the south-east corner of The Castle PH to the junction with Castle Street.

Any reference to Dolphin Lane, St James Lane and St James Street will be deleted from Schedule 14 [*One Way Streets*] as these restrictions will become redundant under the proposed St James's Development plan.

Full details are contained in the draft Order which, together with the relevant drawings, a copy of any orders which will be amended by the proposed Order, and a statement of the Council's reasons for proposing to make the Order may be examined at The Council Offices, White Cliffs Business Park, Dover.

An information pack containing information relating to the proposals will be available for inspection at the District Council Area Offices located at: Aylesham Health Centre, Queens Road, Aylesham; Deal Library, Broad Street, Deal; Dover Gateway, Castle Street, Dover; and The Guildhall, Sandwich, during normal office hours.

If you have any questions concerning the proposed Order or require further information please contact the Head of Community Safety, CCTV and Parking, Council Offices, Honeywood Close, White Cliffs Business Park, Dover, Kent CT16 3PJ (01304 872504) during normal office hours.

If you wish to object to the proposed Order you should send the grounds for your objection in writing to the Head of Community Safety, CCTV and Parking, Council Offices, Honeywood Close, White Cliffs Business Park, Dover, Kent CT16 3PJ by 12 noon on Monday 15th June, 2015.

This Notice is published by Dover District Council on behalf of Kent County Council Highways and Transportation, County Hall, Maidstone, ME14 (part of Kent County Council).

**Newspapers covering Dover, Deal and Sandwich : Thursday 21st May, 2015.**

**THE KENT COUNTY COUNCIL  
(DOVER DISTRICT COUNCIL)  
(VARIOUS ROADS, DOVER)  
(CONSOLIDATION OF WAITING  
RESTRICTIONS AND ONE-WAY  
TRAFFIC ETC) (AMENDMENT)  
ORDER 2015**



# **RUSSELL STREET**

Kent County Council, as traffic authority, propose to make the above named Order the effect of which will be to change existing moving traffic regulations as follows -

**Russell Street** - In connection with the St James's Development it will be necessary to (a) maintain access from Castle Street to properties in Russell Street; and (b) to facilitate the exit of vehicles traversing the new Development.

If made the effect of the Order will be to permit two-way traffic in Russell Street from the junction with Castle Street except for 18 metres from the south-eastern corner of The Castle PH where traffic will be permitted to travel in a northerly direction only (i.e. towards Castle Street)

Full details are contained in the draft Order which, together with a copy of any orders which will be amended by the proposed Order, a map and a statement of the Council's reasons for proposing to make the Order may be examined at The Council Offices, White Cliffs Business Park, Dover.

An information pack containing information relating to the proposals will be available for inspection at the District Council Area Offices located at: Aylesham Health Centre, Queens Road, Aylesham; Deal Library, Broad Street, Deal; Dover Gateway, Castle Street, Dover; and The Guildhall, Sandwich, during normal office hours.

If you have any questions concerning the proposed Order or require further information please contact the Head of Community Safety, CCTV and Parking, Council Offices, Honeywood Close, White Cliffs Business Park, Dover, Kent CT16 3PJ (01304 872504) during normal office hours.

**IF YOU WISH TO OBJECT TO THE PROPOSED ORDER YOU  
SHOULD SEND THE GROUNDS FOR YOUR OBJECTION IN  
WRITING TO THE HEAD OF COMMUNITY SAFETY, CCTV AND  
PARKING, COUNCIL OFFICES, HONEYWOOD CLOSE, WHITE  
CLIFFS BUSINESS PARK, DOVER, KENT CT16 3PJ  
BY 12 NOON ON MONDAY 15th JUNE, 2015**

# Appendix A

(Sheet 3 of 3)

**NOTE**  
 1. Plan based on Ordnance Survey data.  
 Serial number 27117201  
 Sheet Reference TR3241SW,  
 Grid Reference 632017, 141404

**COTTEE** Transport Planning

Fit Lodge  
 The Fenlands Business Park  
 Fenning  
 Essex  
 CO5 9SE  
 Client  
 Tel : 01376 573400  
 Fax : 01376 573480  
 email : info@cotee-tp.co.uk

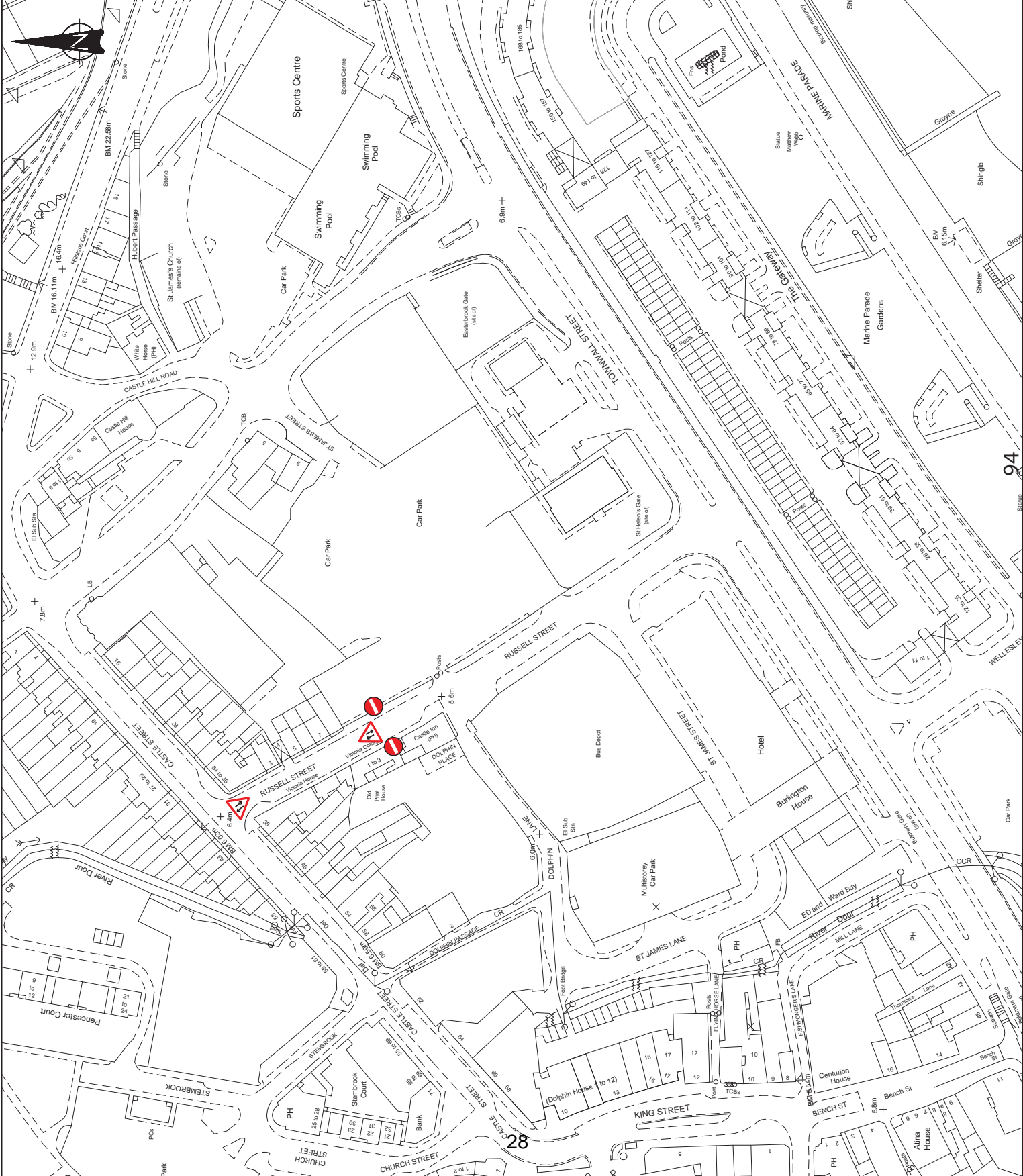
**BOND CITY LTD**

**DOVER**

**STOPPING UP ORDER APPLICATION  
 EXISTING HIGHWAY LAYOUT**

Drawn	EM	Checked	MAC
Scale	1:1250@A3	Date	AUGUST 2012
Drawing No.	1129/54		

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**To:** Dover Joint Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 4 June 2015  
**Subject:** Highway Works Programme 2015/16  
**Classification:** Information Only

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Summary: This report updates Members on the identified schemes approved for construction in 2015/16

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## 1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2015/16

**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

- **Local Transport Plan Funded Schemes** – see Appendix D1
- **Developer Funded Works** - see Appendix D2

**PROW** – see Appendix E

**Bridge Works** – see Appendix F

**Traffic Systems** – see Appendix G

**Combined Member 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
Alan Casson	Resurfacing Manager
Tony Ambrose	Structures Manager
Toby Butler	Traffic Systems

## **Appendix A – Footway and Carriageway Improvement Schemes**

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged and the residents will be informed by a letter drop to their homes

<b>Machine Resurfacing – Contact Officer Byron Lovell</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Dover Road	Walmer	Grams Road to Granville Road	Completed
London Road	Sholden	Mongeham Road to Rectory Road	Completed
Alkham Valley Road	Alkham	Newlyns Meadow to West of entrance to 'Bramhall'	Programed to start 4 <sup>th</sup> June – 9 <sup>th</sup> June 2015
A258 Deal Road	Guston/St Margarets at Cliffe	Dover Road, Westcliffe to Jubilee Way	Completed
Alkham Road	Temple Ewell/River	Kearsney Court to 30 speed limit	Completed
A256 Sandwich Bypass	Sandwich	Circulatory of roundabout and approaches at junction with Monk Way	Programed to start June – November 2015
A258	Deal	Queen St/West St/Blenheim Rd junction	Programed to start June – November 2015
<b>Footway Improvement - Contact Officer Neil Tree</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent and Description of Works</b>	<b>Current Status</b>
King Street	Sandwich	From its junction with Short Street to its junction with No Name Street – Footway reconstruction. This scheme is still in the design stages	Programmed to start April – December 2015
Court Lane	Preston	From number 3 to outside number 14 – Footway protection treatment (works subject to specialist contractor assessment)	Programmed to start April – October 2015

<b>Micro Surfacing - Contact Officer Wendy Boustead</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Bowling Green Lane	Deal	From its junction with London Road to its junction with Middle Deal Road	Programmed to start 20 <sup>th</sup> May 2015 for one day
Telegraph Road	Deal	From its junction with St Richard's Road to its junction with Hamilton Road	Programmed to start 20 <sup>th</sup> May 2015 for two days
Little Haynes	Shepherdswell with Coldred	From its junction with Mill lane to its junction with Coldred Road	Programmed to start 26 <sup>th</sup> May 2015 for one day
Albert Road	Dover	Whole length	Programmed to start 26 <sup>th</sup> May 2015 for two days
Danes Court	Dover	Whole length (Upper and lower)	Programmed to start Spring/Summer 2015
Hallsdown Road	Aylesham/Goodnestone	From its junction with Bonnington Road to its junction with Ratling Road	Programmed to start 21 <sup>st</sup> May 2015 for two days
Deerson Lane	Preston	From its junction with Preston Road to its junction with Wenderton Lane	Programmed to start 18 <sup>th</sup> May 2015 for one day
Hearts Delight Lane	Wingham	From its junction with Preston Road to its junction with Wenderton Lane	Programmed to start 18 <sup>th</sup> May 2015 for two days
Buckland Lane	Staple/Goodnestone	From its junction with Mill Road to its junction with Goodnestone Road	Programmed to start 19 <sup>th</sup> May 2015 for one day
Sandwich Bypass	Sandwich/Woodnesborough	From its junction with Ash Road to its junction with Deal Road	Programmed to start 8 <sup>th</sup> June 2015 for ten days
Pond Lane	St Margarets at Cliffe	From its junction with Deal Road to its junction with Dover Road	Programmed to start 28 <sup>th</sup> May 2015 for one day

<b>Surface Dressing - Contact Officer Wendy Boustead</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Side Hills	Denton with Wootton/Barham	From its junction with A260 to its junction with Shelvin Lane	Programmed to start 2 <sup>nd</sup> June 2015 for one day
Lowslip Hill	Hougham Without	From it junction with Eight Acres to it junction with Elms Vale Road (including Elm Hill)	Programmed to start 1 <sup>st</sup> June 2015 for one day
Monkeys Hill	Eastry	From its junction with Heronden Road to its junction with Heronden Road	Programmed to start 31 <sup>st</sup> May 2015 for one day
Palm Tree Lane	Aylesham/Goodnestone	From its junction with Bonnington Road to its junction with Old Court Road	Programmed to start 31 <sup>st</sup> May 2015 for one day
Preston Lane	Preston/Wingham	From its junction with 30/60 speed limit plates at Court Lane to its junction with Wenderton Lane 30/60 plates	Programmed to start 30 <sup>th</sup> May 2015 for one day
Beacon Lane	Woodnesborough	From its junction with Drainless Road to the 30/60 speed limit plates at Woodnesborough	Programmed to start 31 <sup>st</sup> May 2015 for one day
Mill Lane	Nonington	From its junction with Mill Top to its junction with Sandwich Road	Programmed to start 31 <sup>st</sup> May 2015 for one day
Ringwold Road	Ripple/Langdon	From its junction with Wingleton Lane to the 30/60 speed limit plates at Martin	Programmed to start 31 <sup>st</sup> May 2015 for one day
West Street Farm Road	Northbourne	From its junction with Northbourne Lane to its junction with Updown Road	Programmed to start 31 <sup>st</sup> May 2015 for one day
Ripple Road	Ripple	From its junction with Dover Road A256 to its junction with Crooked S Road	Programmed to start 31 <sup>st</sup> May 2015 for one day
Upper Road	St Margarets at Cliffe	From its junction with the War Memorial to the 30/60 speed limit plates	Programmed to start 1 <sup>st</sup> June 2015 for one day



White Hill	Langdon/St Margarets at Cliffe	From its junction with the A256 to 30/60 speed limit plates	Programmed to start 1 <sup>st</sup> June 2015 for one day
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### **Appendix B – Drainage**

<b>Drainage Works – Contact Officer Kathryn Lewis</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
No Drainage works planned over £5000			

### **Appendix C – Street Lighting**

Structural testing of KCC owned street lights has identified the following as requiring replacement this financial year. A status of Completed identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement

<b>Street Lighting Column Replacement – Contact Officer Sue Kinsella</b>			
<b>Road Name</b>		<b>Column Ref</b>	<b>Status</b>
London Road	Dover	GLCT023	Works to be completed by September 2015
Crabble Hill	Dover	GCGZ019	Completed
New Dover Road	Capel le Ferne	GNAM166	Completed
Folkestone Road	Dover	GFAO066	Completed
Buckland Terrace	Dover	GSCC005	Completed
London Road	Dover	GLCR010 GLCR016 GLCR026 GLCR301 GLCR302	Completed
Beaufoy Terrace	Dover	GBBC011	Completed
Hammond Close	Aylesham	GHEB003	Completed
Crabble Hill	Buckland	GCGZ021	Works to be completed by September 2015

Fulbert Road	Buckland	GFBD009	Completed
Green Lane	Buckland	GGBU010	Completed
Green Lane	Buckland	GGBU022	Completed
Heathfield Avenue	Buckland	GHBG006	Completed
Mayfield Avenue	Buckland	GMBG020	Works to be completed by September 2015
Milton Road	Buckland	GMCO001	Completed
Milton Close	Buckland	GMDS001	Completed
Napier Road	Buckland	GNAD004	Completed
Pioneer Road	Buckland	GPBJ001	Completed
Selkirk Road	Buckland	GSBM003	Completed
Toronto Close	Buckland	GTCO002	Completed
Toronto Close	Buckland	GTCO003	Completed
Vancouver Road	Buckland	GVAD001	Completed
Castle Hill Road	Dover	GCAU002	Completed
Castle Hill Road	Dover	GCAU003	Completed
Castle Hill Road	Dover	GCAU011	Works to be completed by September 2015
Maison Dieu Road	Dover	GMAE024	Works to be completed by September 2015
Pencester Road	Dover	GPAY004	Works to be completed by September 2015
Pencester Road	Dover	GPAY006	Works to be completed by September 2015
Russel Street	Dover	GRBV004	Completed
Victoria Park	Dover	GVAK006	Completed
York Street	Dover	GYAC001	Works to be completed by September 2015
York Street	Dover	GYAD009	Works to be completed by September 2015
York Street	Dover	GYAD011	Works to be completed by September 2015

York Street	Dover	GYAD013	Works to be completed by September 2015
Cherry Lane	Dover	GCCF002	Works to be completed by September 2015
Cherry Lane	Dover	GCCF003	Works to be completed by September 2015
Cherry Lane	Dover	GCCF004	Works to be completed by September 2015
Cherry Lane	Dover	GCCF007	Works to be completed by September 2015
Lower Street	Dover	GLBX003	Completed
Mill Green	Dover	GMBT009	Completed
Northbourne Road	Buckland	GHBG006	Completed
Northbourne Road	Buckland	GMBG007	Completed
Northbourne Road	Buckland	GMBG020	Works to be completed by September 2015
Northbourne Road	Buckland	GMCO001	Completed
Northbourne Road	Buckland	GMCO007	Completed
Poplar Drive	Buckland	GMDS001	Completed
London Road	Buckland	GNAD004	Completed
Watersend	Buckland	GOBI004	Completed
Watersend	Buckland	GPBJ001	Completed
Whitfield Hill	Buckland	GSBM003	Completed
Churchill Road	Buckland	GTBI002	Completed
Churchill Road	Buckland	GTBI006	Completed
Clarendon Street	Buckland	GTBI010	Completed
Clarendon Street	Buckland	GTBI011	Completed
Clarendon Street	Buckland	GTBI012	Completed
Clarendon Street	Buckland	GTCO002	Completed
Longfield Road	Buckland	GWCK007	Completed
Longfield Road	Buckland	GWCY004	Completed

Longfield Road	Dover	GCAS003	Completed
Maxton Road	Dover	GCAU003	Completed
Maxton Road	Dover	GCAU011	Works to be completed by September 2015
Heathfield Avenue	Dover	GMAE024	Works to be completed by September 2015
Mayfield Avenue	Dover	GPAY004	Works to be completed by September 2015
Mayfield Avenue	Dover	GPAY006	Works to be completed by September 2015
Milton Road	Dover	GRBV004	Completed
Milton Road	Dover	GVAK006	Completed
Ottawa Crescent	Dover	GYAD011	Works to be completed by September 2015
Pioneer Road	Dover	GYAD013	Works to be completed by September 2015
Selkirk Road	Dover	GCCF002	Works to be completed by September 2015
The Linces	Dover	GCCF003	Works to be completed by September 2015
The Linces	Dover	GCCF004	Works to be completed by September 2015
The Linces	Dover	GCCF007	Works to be completed by September 2015
The Linces	Dover	GLBX001	Completed
The Linces	Dover	GLBX003	Completed
Toronto Close	Dover	GMBT009	Completed
Toronto Close	Buckland	GHBG006	Completed
Vancouver Road	Buckland	GMBG007	Completed
Winant Way	Buckland	GMBG020	Works to be completed by September 2015
Winnipeg close	Buckland	GMCO001	Completed
Castle Avenue	Buckland	GMCO007	Completed

Castle Hill Road	Buckland	GMDS001	Completed
Castle Hill Road	Buckland	GNAD004	Completed
Castle Hill Road	Buckland	GOBI004	Completed
Castlemount Road	Buckland	GPBJ001	Completed
Maison Dieu Road	Buckland	GSBM003	Completed
Pencester Road	Buckland	GTBI002	Completed
Pencester Road	Buckland	GTBI006	Completed
Russel Street	Buckland	GTBI010	Completed
Victoria Park	Buckland	GTBI011	Completed
York Street	Buckland	GTBI012	Completed
York Street	Buckland	GTCO002	Completed
York Street	Buckland	GTCO003	Completed
York Street	Buckland	GVAD001	Completed
Cherry Lane	Buckland	GWCK007	Completed
Cherry Lane	Buckland	GWCY004	Completed
Cherry Lane	Dover	GCAS003	Works to be completed by September 2015
Cherry Lane	Dover	GCAU002	Completed
Lower Street	Dover	GCAU003	Completed
Lower Street	Dover	GCAU011	Completed
London Road	Dover	GCLS046	Works to be completed by September 2015
Whitfield Hill	Dover	GWBX003	Works to be completed by September 2015
Edwards Road	Dover	GEAL003	Completed
Effingham Street	Dover	GEAN005	Completed
Malvern Road	Dover	GMAG002	Completed
Maxton Road	Dover	GMBD002	Completed
Maxton Road	Dover	GMBD006	Completed

Mount Road	Dover	GMDC010	Completed
Douglas Road	Deal	GDBO002	Completed
Douglas Road	Deal	GDBO006	Completed
Fairview Gardens	Deal	GFBS002	Completed
Fairview Gardens	Deal	GFBS004	Completed
Freemans Way	Deal	GFAX009	Completed
Glack Road	Deal	GGAJ001	Completed
Glack Road	Deal	GGAJ003	Completed
Kennet Drive	Deal	GKBN001	Completed
Kennet Drive	Deal	GKBN002	Completed
Leivers Road	Deal	GLAO002	Completed
Leivers Road	Deal	GLAO006	Completed
Leivers Road	Deal	GLAO009	Completed
Mary Road	Deal	GMBC002	Completed
Selway Court	Deal	GSBO001	Completed
St Augustines Road	Deal	GSDF001	Completed
St Martins Road	Deal	GSEB006	Completed
Sydney Road	Deal	GSFX011	Completed
Telegraph Road	Deal	GTAG001	Completed
Telegraph Road	Deal	GTAG005	Completed
Telegraph Road	Deal	GTAG006	Completed
Tollgate	Deal	GTEF003	Completed
Tormore Park	Deal	GTDY004	Completed
Tormore Park	Deal	GTDY007	Completed
Tormore Park	Deal	GTDY008	Completed
Tormore Park	Deal	GTDY009	Completed
Tormore Park	Deal	GTDY010	Completed
Trinity Place	Deal	GTCV021	Completed

Wilson Avenue	Deal	GWCI001	Completed
Wilson Avenue	Deal	GWCI003	Completed
Wilson Avenue	Deal	GWCI005	Completed
Wilson Avenue	Deal	GWCI006	Completed
Wilson Avenue	Deal	GWCI008	Completed
Wilson Avenue	Deal	GWCI010	Completed
Wilson Avenue	Deal	GWCI011	Completed
Wilson Avenue	Deal	GWCI012	Completed
Wilson Avenue	Deal	GWCI014	Completed
Sandown Road	Deal	GSAF019	Works to be completed by September 2015
The Fairway	Deal	GTEL002	Completed
The Fairway	Deal	GTEL006	Completed
The Fairway	Deal	GTEL007	Completed
The Fairway	Deal	GTEL010	Completed
The Marina	Deal	GTBJ002	Completed
Vernon Place	Deal	GVAE001	Completed
Vernon Place	Deal	GVAE002	Completed
Chilton Way	River Dover	GCCR003	Completed
Chisnal Road	River Dover	GCHV004	Completed
Coxhill Gardens	River Dover	GCFU006	Completed
West Dean Close	River Dover	GWBI004	Completed
Deal Road	Dover Sandwich	GDAQ002	Works to be completed by September 2015
Deal Road	Dover Sandwich	GDAQ005	Works to be completed by September 2015
Deal Road	Dover Sandwich	GDAR002	Works to be completed by September 2015

Honfleur Road	Dover Sandwich	GHDJ001	Completed
Laburnum Road	Dover Sandwich	GLAC002	Completed
Laburnum Road	Dover Sandwich	GLAC003	Completed
Loop Street	Dover Sandwich	GLBN001	Completed
Poulders Gardens	Dover Sandwich	GPBT006	Completed
Poulders Gardens	Dover Sandwich	GPBT007	Completed
Poulders Gardens	Dover Sandwich	GPBT011	Completed
Poulders Gardens	Dover Sandwich	GPBT013	Completed
Poulders Gardens	Dover Sandwich	GPBT041	Completed
Poulders Gardens	Dover Sandwich	GPBT018	Completed
Poulders Gardens	Dover Sandwich	GPBT020	Completed
Ramsgate Road	Dover Sandwich	GRAB063	Completed
Sunnyside Gardens	Dover Sandwich	GSHS002	Completed
Woodnesborough Road	Dover Sandwich	GWDZ013	Completed
Beaufoy Road	Dover	GBBC001	Completed
Beaufoy Road	Dover	GBBC004	Completed
Beaufoy Terrace	Dover	GBBD003	Completed
Bunkers Hill Avenue	Dover	GBFG001	Completed
Bunkers Hill Avenue	Dover	GBFG007	Completed
Bunkers Hill Avenue	Dover	GBFG014	Completed
Bunkers Hill Road	Dover	GBDH001	Completed



Coombe Close	Dover	GCET001	Completed
Coombe Close	Dover	GCET002	Completed
Hillside Road	Dover	GHCE001	Completed
Lambton Road	Dover	GLAG001	Completed
Limes Road	Dover	GLAV001	Completed
Lukes Close	Dover	GLDG001	Completed
Lukes Close	Dover	GLDG004	Completed
Marjan Close	Dover	GMEW001	Completed
Marjan Close	Dover	GMEW004	Completed
Marjan Close	Dover	GMEW006	Completed
Marjan Close	Dover	GMEW007	Completed
Marjan Close	Dover	GMEW008	Works to be completed by September 2015
Marjan Close	Dover	GMEW009	Completed
Oswald Place	Dover	GOAW001	Completed
Oswald Road	Dover	GOAX005	Completed
Dickson Road	Dover	GDBC002	Completed
Dickson Road	Dover	GDBC003	Completed
Hewitt Road	Dover	GHBP003	Completed
Noahs Ark Road	Dover	GNAY018	Completed
Northbourne Road	Dover	GNBH001	Completed
Park Place	Dover	GPCX001	Completed
South Road	Dover	GSCQ006	Completed
Tower Hamlets Street	Dover	GTCQ005	Completed
Channel View	Dover	GCBI030	Completed
Channel View	Dover	GCBI031	Completed
Kings Ropewalk	Dover	GRBL005	Completed

Old Folkestone Road	Dover	GOBF041	Completed
St Davids Avenue	Dover	GSDI005	Completed
St Davids Avenue	Dover	GSDI009	Completed
St Davids Avenue	Dover	GSDI013	Completed
St Davids Avenue	Dover	GSDI014	Completed
St Davids Avenue	Dover	GSDI018	Completed
St Davids Avenue	Dover	GSDI020	Completed
Archery Square	Deal	GABP005	Completed
Canada Road	Deal	GCAE001	Completed
Canada Road	Deal	GCAE002	Completed
Churchill Avenue	Deal	GCDR005	Completed
Churchill Avenue	Deal	GCDR007	Completed
Churchill Avenue	Deal	GCDR011	Completed
Downs Road	Deal	GDCF003	Completed
Downs Road	Deal	GDCF005	Completed
Downs Road	Deal	GDCF012	Completed
Gladstone Road	Deal	GGAK002	Completed
Gladstone Road	Deal	GGAK008	Completed
Gladstone Road	Deal	GGAK013	Completed
Gladstone Road	Deal	GGAK018	Completed
Kelvedon Road	Deal	GKAD002	Completed
Kelvedon Road	Deal	GKAD003	Completed
Owen Square	Deal	GOAZ011	Completed
Salisbury Avenue	Deal	GSAB007	Completed
Salisbury Avenue	Deal	GSAB009	Completed
Salisbury Avenue	Deal	GSAB020	Completed
Palmerston Avenue	Deal	GPAF003	Completed
Somerset Road	Deal	GSCL001	Completed

Somerset Road	Deal	GSCL003	Completed
Church Road	Whitfield	GCGS 001	Completed
Church Road	Whitfield	GCGS 002	Completed
Bench Street	Dover		New Scheme Part completed on behalf of Dover Town Council
King Street	Dover		New Scheme Part completed on behalf of Dover Town Council
Market Square	Dover		New Scheme Part completed on behalf of Dover Town Council
Cannon Street	Dover		New Scheme Part completed on behalf of Dover Town Council
Biggin Street	Dover		New Scheme Part completed on behalf of Dover Town Council

## **Appendix D – Transportation and safety schemes**

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

<b>Local Transport Plan Schemes - <i>Contact Officer Gary Peak</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Sandwich	Sandwich	Dropped kerbs to facilitate pedestrian access	Scheme on hold due to budget constraints
Queen Street	Dover	Alterations to improve cycle crossing point	Outline design in progress
A257 Canterbury Road	Wingham Well	New footway in front of the properties on the South Eastern side of the road (Frema to Willow Cottage)	Outline design in progress
Dover Road/ Ringwould Road	Deal	Signing improvements (CRM)	Design in progress
South Street	Deal	Alterations to incorporate improved bus facilities	Outline design completed. Consultation to be carried out during the spring

### **Appendix D2 – Developer Funded Works**

<b>Developer Funded Works (Section 278 Works) Contact Officer Michele Ellis</b>				
<b>File Ref.</b>	<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
DO/2 012	A258 London Road	Sholden, Deal	Road widening to accommodate right turn lane into new access road and new toucan crossing	In maintenance period
DO/3 016	Honeywood Parkway (Near Tesco Supermarket)	Whitfield	Provision of a new access road junction	Internal works started. S278 works underway
DO/3 007	Coombe Valley Road	Dover	Construction of vehicular accesses at Buckland Hospital	Works underway. Change to bus/Ambulance layby/dropping off point
DO/3 011	Old Park Hill	Dover	Footway works connected to S38 development	Works underway
DO/2 010	Market Place	Aylesham	New parking bays and associated highway works	Works underway
DO/3 000	A20 York Street Roundabout	Dover	Roundabout to be changed to Traffic Signalled Junction	Works to start in September 2015
DO/3 005	Whitfield Urban Expansion, Sandwich Road	Whitfield	New access and improvements on Sandwich Road	Works underway
DO/3 010	Monks Way	Sandwich	New access in Discovery Park for Food store	Awaiting Technical Approval
DO/3 024	A258 London Road	Sholden, Deal	New Puffin Crossing	Works to commence in Summer 2015
DO/3 026	Hyton Drive (off Church Lane)	Deal	3 new accesses leading to a Development of 194 dwellings	Temporary accesses in place to provide access for S38 works
DO/3 028	Fishmonger's Lane	Dover	New public car park. Modifications to Fishmonger's	Awaiting Technical Approval

			Lane and Bench Street	
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**Appendix E – PROW**

**Public Rights of Way and Access Service 2015/2016  
LTP and s106 works (as at 23/04/2015)**

<b>Public Rights of Way – Contact Officer Melvyn Twycross</b>			
<b>Path No</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
EB10	Dover	Provision of stone surface to footpath	Works in progress
ER181	Hougham	Surface improvements to byway	Works due to commence shortly

**Appendix F – Bridge Works**

<b>Bridge Works – contact officer Tony Ambrose</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
No works planned			

**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

<b>Traffic Systems - Contact Officer: Toby Butler</b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
No traffic signal refurbishment work being carried out this year		

**Appendix H – Combined Member Fund**

**Combined Member Fund programme update for the Dover District**

The following schemes are those which have been approved for funding by both the relevant Member and by Roger Wilkins, Director of Highways Transportation and Waste and is up to date as of 6<sup>th</sup> May 2015

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

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

#### **Pam Brivio**

<b>Scheme</b>	<b>Status</b>
Renew road markings in St Alphege Road, Dover	Works complete
Eaves Road – Dropped crossing	Works complete
Maison Dieu Road – lane markings	Works complete

#### **Gordon Cowan**

<b>Scheme</b>	<b>Status</b>
Eaves Road– Dropped crossing	Works complete
Maison Dieu Road – lane markings	Works complete

#### **Mike Eddy**

<b>Scheme</b>	<b>Status</b>
Tree planting in Albert Road in the wide section of footway near the junction with Middle Deal Road	Works complete
Salisbury Road, Deal – Double yellow lines	Design in progress
Beach Street, Deal – Priority working	Design in progress
Freemen’s Way, Deal – ‘Unsuitable for HGVs’ signs	Works complete
Manor Road & London Road, Deal – review of signage and car parking for hall	Design in progress

#### **Geoff Lymer**

<b>Scheme</b>	<b>Status</b>
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Installation of parking restriction to keep highway clear during peak times: Common Lane, River	Design in progress
Installation of salt bins at Warren Lane and Church Lane, Lydden	Works complete
Wootton Lane & Geddinge Lane, Wootton – extension of 30mph speed limit	Design in progress
Crabble Road & Crabble Avenue, River – HGV direction signage	Scheme handed over
Alkham Valley Road – ‘Unsuitable for HGVs’ signs	Scheme handed over

### Steve Manion

Scheme	Status
Installation of salt bin at Green Lane, Eythorne	Works complete
Reduction in speed limit to 50mph on A258 between Upper Road and the A2	TRO being made
Sutton Parish – relocation of 30mph terminal sign and miscellaneous lining refresh	Works handed over

### Leyland Ridings

Scheme	Status
Contribution towards Puffin Crossing on the A257 in Wingham Close to School Road	Alternative works being investigated
Repainting of railings around the Buttshole Pond in Lower Street, Eastry	Works complete

### Eileen Rowbotham

Scheme	Status
Tree planting in Albert Road in the wide section of footway near the junction with Middle Deal Road	Works complete
Beach Street, Deal – Priority working	Design in progress
Freemen’s Way, Deal – ‘Unsuitable for HGVs’ signs	Works complete
Manor Road & London Road, Deal – review of signage and car parking for hall	Design in progress

## 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.

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**Contacts: Toby Howe /Steve Rivers 03000 418181**



DOVER DISTRICT COUNCIL

DOVER JOINT TRANSPORTATION BOARD – 4 JUNE 2015

**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 items to be considered involve the likely disclosure of exempt information as defined in the paragraph of Part I of Schedule 12A of the Act set out below:

<u>Item Report</u>	<u>Paragraph Exempt</u>	<u>Reason</u>
Applications for Disabled Persons' Parking Bays	1 and 2	Information relating to any individual and information which is likely to reveal the identity of an individual

# DOVER JOINT TRANSPORTATION BOARD

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

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

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

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

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

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

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

**Agenda Item No 10**

Document is Restricted