

Public Document Pack

DOVER JOINT TRANSPORTATION BOARD

White Cliffs Business Park Dover Kent CT16 3PJ
Telephone: (01304) 821199 Facsimile: (01304) 872452

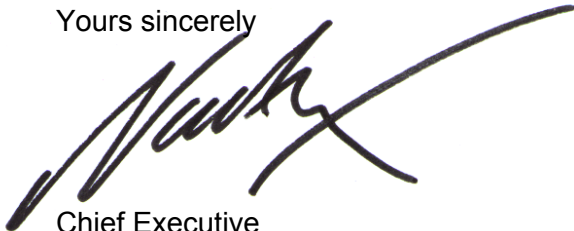
20 November 2017

Dear Councillor

NOTICE IS HEREBY GIVEN THAT a meeting of the **DOVER JOINT TRANSPORTATION BOARD** will be held in the Council Chamber at these Offices on Thursday 30 November 2017 at 6.00 pm when the following business will be transacted.

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

Yours sincerely



Chief Executive

Dover Joint Transportation Board Membership:

Dover District Council Members

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

Kent County Council Members

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

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

Mr M R Eddy (Deal Town Council)
Mr R S Walkden (Dover Town Council)
Mr P I Carter (Sandwich Town Council)
Mr K Gowland (Kent Association of Local Councils)
Mr A Minns (Kent Association of Local Councils)

AGENDA



1 **APOLOGIES**

To receive any apologies for absence.

2 **APPOINTMENT OF SUBSTITUTE MEMBERS**

To note appointments of Substitute Members.

3 **DECLARATIONS OF INTEREST** (Page 5)

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 7 September 2017 (to follow).

5 **RECEIPT OF PETITION - BEACONSFIELD AVENUE TRAFFIC-CALMING MEASURES**

To receive a petition from Mr D Overal and Ms K Blackstock in respect of speed controls in Beaconsfield Avenue and the surrounding area.

Members are asked to note that the Scrutiny (Policy and Performance) Committee of Dover District Council considered the petition at its meeting held on 10 October 2017 and resolved:

- (a) That the petition be referred to the Dover Joint Transportation Board.
- (b) That the Dover Joint Transportation Board be requested to note the support of the Scrutiny (Policy and Performance) Committee for the petition and the introduction of speed controls in Beaconsfield Avenue.

6 **BUS/COACH PARKING PROPOSALS - DOVER SEAFRONT** (Pages 6-16)

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

7 **LORRY PARKING PROHIBITION - COOMBE VALLEY, BARWICK AND FOLKESTONE ROADS, DOVER** (Pages 17-21)

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

8 **PARKING PROHIBITION PROPOSAL - MARINE ROAD, WALMER** (Pages 22-24)

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

9 **RESIDENTS' PARKING SCHEME - NORTHCOTE ROAD, DEAL** (Pages 25-30)

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

- 10 **PROPOSED WAITING RESTRICTIONS - ARCHERS COURT ROAD, WHITFIELD** (Pages 31-43)

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

- 11 **PROPOSED WAITING RESTRICTIONS - HAMILTON ROAD, DEAL** (Pages 44-51)

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

- 12 **PROPOSED CLOSURE TO TRAFFIC - AUSTINS LANE, SANDWICH** (Pages 52-55)

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

- 13 **LOCAL WINTER SERVICE PLAN** (Pages 56-57)

To consider the attached report of the Head of Highway Asset Management, Kent County Council.

- 14 **HIGHWAY WORKS PROGRAMME 2017/18** (Pages 58-68)

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

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

The recommendation is attached.

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

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

- 16 **APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS** (Pages 72-94)

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

Access to Meetings and Information

- Members of the public are welcome to attend meetings of the Council, its Committees and Sub-Committees. You may remain present throughout them except during the consideration of exempt or confidential information.
- All meetings are held at the Council Offices, Whitfield unless otherwise indicated on the front page of the agenda. There is disabled access via the Council Chamber

entrance and a disabled toilet is available in the foyer. In addition, there is a PA system and hearing loop within the Council Chamber.

- Agenda papers are published five clear working days before the meeting. Alternatively, a limited supply of agendas will be available at the meeting, free of charge, and all agendas, reports and minutes can be viewed and downloaded from our website www.dover.gov.uk. Minutes will be published on our website as soon as practicably possible after each meeting. All agenda papers and minutes are available for public inspection for a period of six years from the date of the meeting.
- If you require any further information about the contents of this agenda or your right to gain access to information held by the Council please contact Kate Batty-Smith, Democratic Services Officer, telephone: (01304) 872303 or email: kate.batty-smith@dover.gov.uk for details.

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

Declarations of Interest**Disclosable Pecuniary Interest (DPI)**

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

Other Significant Interest (OSI)

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

Voluntary Announcement of Other Interests (VAOI)

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

Note to the Code:

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

DOVER DISTRICT COUNCIL

REPORT OF THE CHIEF EXECUTIVE

DOVER JOINT TRANSPORTATION BOARD – 30 NOVEMBER 2017

BUS/COACH PARKING PROPOSAL - DOVER SEAFRONT

Recommendation:

The Board is asked:

To consider whether, or not, it wishes to implement the bus/coach parking detailed in Appendix A to this report, by recommending that Kent County Council seals the necessary Traffic Regulation Order.

Contact Officer: Gordon Measey Ext 42422

Reasons why a decision is required

1. As a consequence of the stopping-up (closure) of the Esplanade (the section of the seafront road between Harbour House and the end roundabout at Union Street), officers and this Board have been trying for the last year to find alternative Pay & Display bus/coach parking to replace that lost in the Esplanade.
2. On 8 December 2016 the Board considered providing parking along Camden Crescent and Wellesley Road. This proposal was rejected primarily in light of the difficulty larger coaches would have turning around the memorial roundabout at the end of Camden Crescent.
3. On 16 March 2017 the Board considered a second proposal, this time in Wellesley Road and along Marine Parade in front of the Gateway Flats. This proposal was rejected after taking into account the drawbacks highlighted in the report, namely that:
 - The impact that the coaches would have, parked on the most open section of the seafront, and that they would be seen for a greater distance than if the parking area were to be positioned at one end or the other.
 - It was the one location that impacted most on residents.
 - As coaches, and the tourism that they bring, benefits business, it was deemed reasonable for parking to be placed closer to those businesses that would or could benefit.
 - It is generally more acceptable to have commercial parking outside business premises, rather than residential ones.

Other options were included in the report on 16 March 2017 including an option for coaches to use De Bradelei Wharf Car Park. However, the Port Of Dover which owns this car park was unable to grant permission.

4. After much consideration the Board resolved that the proposal to provide coach parking in Waterloo Crescent outside and opposite Harbour House (both sides of the road) was the best one available and should be formally advertised. The proposal is attached as Appendix A to this report.

5. The proposal was duly advertised and two objections have been received and are attached as appendices to this report:

- Appendix B1 - a letter from the Port of Dover
- Appendix B2 - an email from the Dover Society

The points raised in the Port Of Dover's letter are self-explanatory. It is thought that the email from the Dover Society might, in part, be referring to the earlier (withdrawn) proposal outside the Gateway Flats.

6. As reported previously, the task of finding alternative parking for coaches on the seafront is proving problematic and few options remain. In light of the previous reports and the objections received to this last proposal, the Board is asked whether it wishes to progress with this latest proposal.
7. Evaluation of options available to the Board:
- a. To agree to recommend to Kent County Council that the proposal as detailed in this report and as Appendix A, be sealed and brought into effect.
 - b. To agree to advertise an amended proposal.
 - c. To withdraw the proposal.

Background Papers

Parking Services Files.

Consultation Statement

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

Impact on Corporate Objectives

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

Attachments

- Appendix A Waterloo Crescent, Dover - Plan showing the extent of the proposed "Pay & Display" Bus/Coach Parking
- Appendix B1 Letter of Objection from the Port of Dover
- Appendix B2 Email of Objection from the Dover Society

ROGER WALTON

Director of Environment and Corporate Assets

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

L Twr
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Reason for proposal:

Provision of coach parking to replace that removed from along the Esplanade

Key to Map



Proposed conversion of 13 existing Pay & Display motor car/cycle parking spaces to Pay & Display Bus Parking



Existing Limited Waiting Place



Existing Pay & Display motor car/cycle parking



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



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

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

Scheme

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

Location

Waterloo Crescent,
Dover

North



Designed: GEM

Drawn: GEM

Date: 8 June 2017

Scale
0 5 10 15 20
1 in 1000 (A4 size)

Drawing Number
TRAN/2016/0014

Rev



Highway and Parking Team Leader
Council Offices
Honeywood Close
White Cliffs Business Park
Dover
CT16 3PJ

2 October 2017

Dear Sir/Madam,

**The Kent County Council (Various Roads, Dover District (Waiting Restrictions and Street Parking Places) (No. 52) Order 2017
Proposed Bus parking outside Harbour House (the "Proposal")**

On behalf of Dover Harbour Board, I write in connection with the above proposal. We have examined the plans and are familiar with the proposed site and wish to object strongly to the Proposal on the grounds that it would adversely affect highway safety and the convenience of road users in this area.

We understand that two previous proposals for bus/coach parking have been rejected. This included a proposal for coach parking outside the Gateway, which prompted a significant number of comments, mainly from residents, and led to the consideration of "alternative options". The Proposal is now the final recommendation.

Prior to the stopping up of Marine Parade for DWDR construction, there were 3 bays for coach parking opposite the Hythe Bay Restaurant. It is unclear why the Proposal provides for 4 coach parking spaces when only 3 were available previously.

The provision of 4 coach parking spaces outside Harbour House would involve coaches parking on both sides of the road on a section of road that is already significantly narrower than Esplanade at the eastern end. It is already difficult for two way traffic to negotiate along the road outside Harbour House when the parking bays are full of cars. Having observed coach parking outside Harbour House during the summer, we have noted that, in order to allow room for disembarkation, the coaches often park jutting out into the road as shown in the copies of the enclosed photographs. This does not allow adequate space, so would inhibit the smooth and efficient movement of traffic, thereby inconveniencing other road users. In addition, with reduced visibility, drivers and pedestrians will be endangered in an area which is heavily used by pedestrians due to the proximity to the De Bradelei Wharf shopping centre, the restaurants and general access to the beach.



The width of the road and pathways outside the Gateway is wider than that outside of Harbour House. There is a far better line of sight outside the Gateway and the footways are wider affording safer egress for passengers' disembarkation. On the seaward side of the recommended location the pathway is very narrow with a hedge as a barrier. We believe that Harbour House would effectively become a roundabout with a reduced line of sight, especially for left hand drive coaches. It should also be noted that the traffic calming in situ on Cambridge Road to the rear of Harbour House would be difficult for coaches to navigate.

Our Lead Safety Advisor has undertaken a risk assessment of the proposed location and a copy of his report is also attached.

Given the above and the contents of our own risk assessment, we are of the view that the Proposal would adversely affect highway safety and inconvenience road users in the area and, as such, the Proposal should not be progressed.

Yours faithfully

pp

Sharon Higenbottam
Company Secretary







Proposal to locate four coach bays in Marine Parade

Waterloo Crescent leads into Marine Parade and becomes a one way system (see photo 1) the one way system then turns right into Cambridge Road follows right towards Bradlie De Wharf.

Coach length is 15m to 18.75m, to accommodate more than 3 coaches and parking of coaches would be problematic due to traffic calming on approach with current bollard system approx. 30cm from kerb edge, (Photo 2) a right hand drive coach may impact bollards if other coaches already occupy more than one bay. Left hand drive coaches will find this easier however passengers from these coaches would alight into the roadway possible impact with moving vehicles.



Photo 1



Photo 2

If coaches were to park on Harbour House side of the road then right hand vehicles would alight into roadway again.

The paved area on Harbour House side of the road has a number of damaged paving slabs (see photo 3) creating trip hazards along this bay.



Photo 3

Appendix B1 (sheet 7 of 7)

When coaches leave the area via Cambridge Road there is traffic calming has been installed (see photo 4). This is very narrow for Coaches to navigate.



Photo 4

Additional considerations

Coach parking facilities require clean water (drinking quality) to service the coaches.

Layout should eliminate need to reverse, front traffic calming coaches would have to reverse to ensure clearance.

Toilet facilities should be available nearby with disabled facilities.

Appendix B2

Dean Aldridge

From: Jeremy Cope <[REDACTED]>
Sent: 08 October 2017 13:57
To: DDC Parking Operations
Subject: Proposed New Parking Restrictions - Dover Seafront

Submission by Dover Society

The Dover Society objects to coach parking along Dover Seafront. The Seafront is one of Dover's best settings and should be treated with care and respect so as to maintain and enhance its quality. Parked coaches are detrimental to the setting – for example parking in front of the Rolls statue mask the green space from walkers along the seafront let alone hiding the statue.

Our view is that coach visitors should be dropped off on the Seafront or better still in the Market Square with DDC providing parking for the coaches elsewhere. Drop off in the Market Square introduces visitors to the town.

A further but related matter we would raise is the parking of camper vans and overnight travellers along the seafront. An absence of toilets and related facilities makes this a totally inappropriate site which can only lead to a downgrading of the Seafront. DDC should provide parking facilities elsewhere with toilets and other suitable facilities. A joint parking area for coaches and travellers vehicles.

Dover District Council should identify appropriate sites and it may be that the best option is to use several locations with a limited number of coaches at each site. Maison Dieu, De Bradelei Wharf, Bleriot Monument parking and Albany Place are parking areas that could be used.

Jeremy Cope
Vice Chairman

DOVER DISTRICT COUNCIL

REPORT OF THE CHIEF EXECUTIVE

DOVER JOINT TRANSPORTATION BOARD – 30 NOVEMBER 2017

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

Recommendation:

The Board is asked whether it wishes:

To agree to authorise the Chairman and Vice-Chairman to consider any received objections and thereafter to decide whether to progress with all or any of the proposals attached as appendices to this report.

or

To wait for the next meeting of the Board on 29 March 2018 to consider any received objections and thereafter to decide whether to progress with all or any of the proposals attached as appendices to this report.

Contact Officer: Gordon Measey Ext 42422

Reasons why a decision is required

1. At its meeting on 7 September 2017 the Board resolved that proposals to prohibit lorry parking along the unrestricted sections of Barwick Road, Coombe Valley Road and Folkestone Road in Dover be drawn up and formally advertised.
2. The proposals for the three locations have been drawn up and are shown as Appendices A1 - A3 to this report. The proposals are currently undergoing a statutory 21-day period consultation. Unfortunately the consultation will not be completed before the Board meets on 30 November 2017. Ordinarily, this would mean that the Board would have to wait until its next meeting on 29 March 2018 to consider the objections received and then to decide whether, or not, to proceed with any or all of the proposals.
3. In light of the on-going lorry parking problems in Dover and in attempt to save further delay, the Board may wish allowing the Chairman and Vice-Chairman of the Board to consider the objections on behalf of the Board such that if both are in agreement, that the proposals can progress (recommend to County that they be implemented and brought into effect) or be withdrawn.
4. The Board is asked whether it wishes to follow the normal process as detailed in Paragraph 2 above, or to opt for a potentially quicker resolution by allocating the appropriate authority to the Board's Chairman and Vice-Chairman, as detailed in Paragraph 3 above.
5. Evaluation of options available to the Board:

- To agree to authorise the Chairman and Vice-Chairman to consider any received objections and thereafter to decide whether to progress with all or any of the proposals attached as appendices.
- To wait for the next meeting of the Board on 29 March 2018 to consider any received objections and thereafter to decide whether to progress with all or any of the proposals attached as appendices.

Background Papers

Parking Services Files.

Consultation Statement

The Portfolio Holder for Access and Licensing has been consulted on the proposals outlined in this report. As part of the statutory process a formal advertisement is being undertaken for the proposals, through which objections are invited.

Impact on Corporate Objectives

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

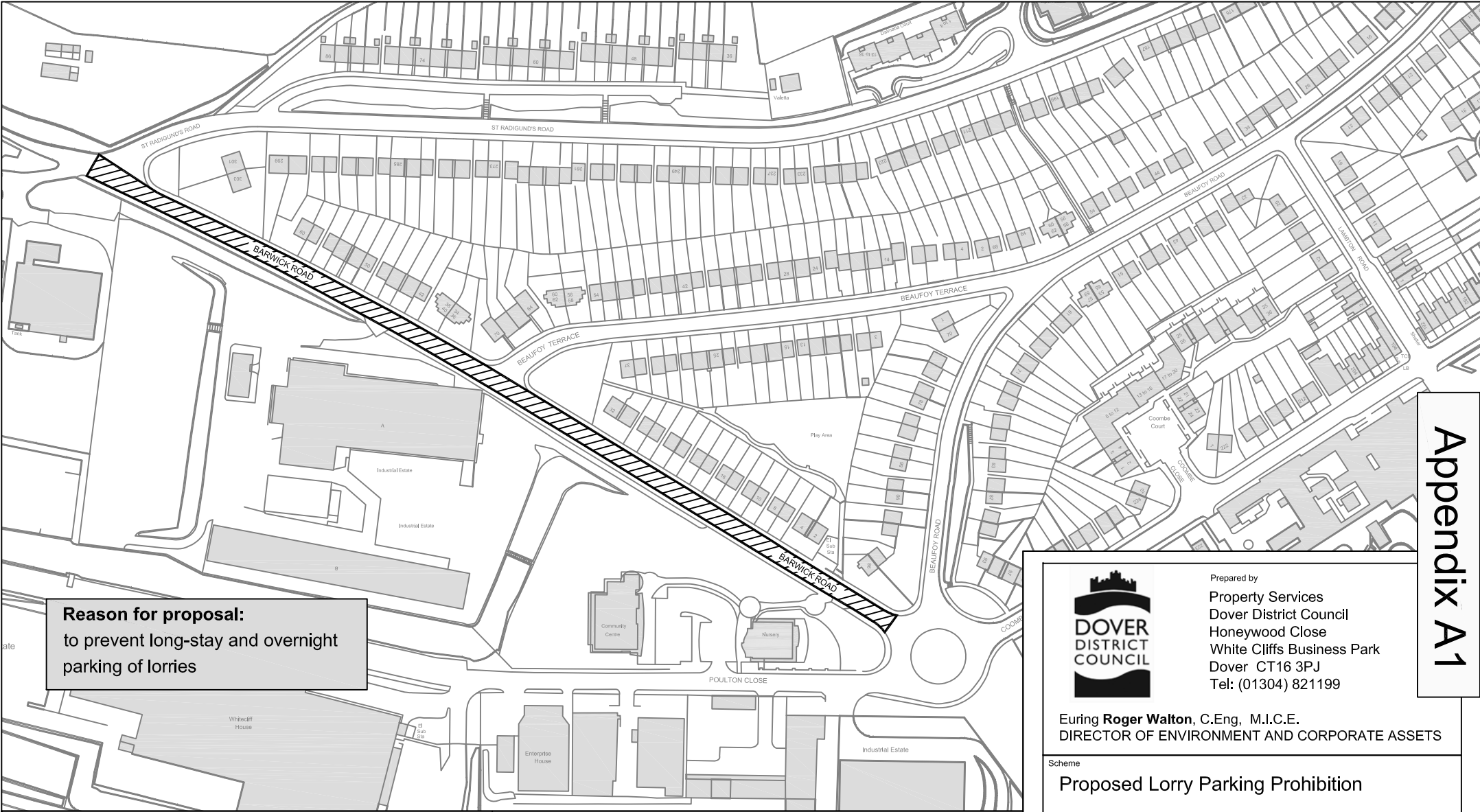
Attachments

Appendix A1 Proposed Lorry Parking Prohibition, Barwick Road, Dover
Appendix A2 Proposed Lorry Parking Prohibition, Coombe Valley Road, Dover
Appendix A3 Proposed Lorry Parking Prohibition, Folkestone Road, Dover

ROGER WALTON

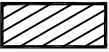
Director of Environment and Corporate Assets

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



Reason for proposal:
to prevent long-stay and overnight parking of lorries

Key to Map



Proposed extent of 24/7 lorry (HGV) parking prohibition

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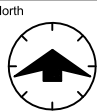


Prepared by
Property Services
Dover District Council
Honeywood Close
White Cliffs Business Park
Dover CT16 3PJ
Tel: (01304) 821199

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

Scheme
Proposed Lorry Parking Prohibition

Location
**Barwick Road,
Dover**



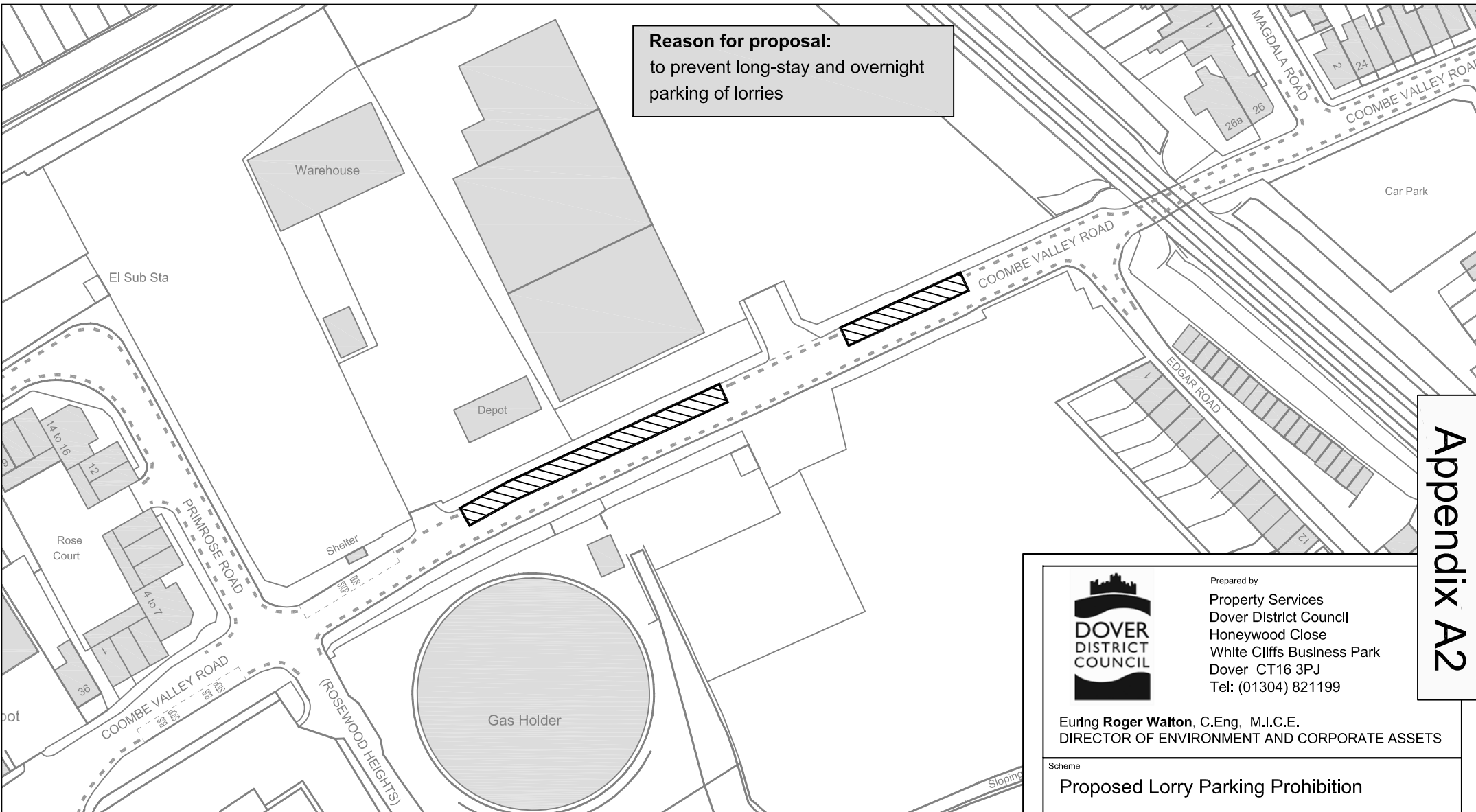
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1 in 2222 (A4 size)

Drawing Number
TRAN/2017/0017

Rev

Reason for proposal:
to prevent long-stay and overnight
parking of lorries



Key to Map



Existing Limited Waiting to
incorporate proposed additional
24/7 lorry (HGV) parking prohibition

20



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

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

Scheme

Proposed Lorry Parking Prohibition

Location

**Coombe Valley Road,
Dover**

North



Designed: GEM

Drawn: GEM

Date: 3 Oct 2017

Scale
0 5 10 15 20
1 in 1000 (A4 size)

Drawing Number
TRAN/2017/0018

Rev

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Playing Field

Pavilion

FOLKESTONE ROAD

Shakespeare Court

SHAKESPEARE ROAD

Stone

Reason for proposal:
to prevent long-stay and overnight parking of lorries

Key to Map



Existing unrestricted and single yellow line restriction to incorporate proposed additional 24/7 lorry (HGV) parking prohibition



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

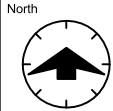


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Euring **Roger Walton**, C.Eng. M.I.C.E.
DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

Scheme
Proposed Lorry Parking Prohibition

Location
**Folkestone Road,
Dover**



Designed: GEM	Drawn: GEM	Date: 3 Oct 2017
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Appendix A3

DOVER DISTRICT COUNCIL

REPORT OF THE CHIEF EXECUTIVE

DOVER JOINT TRANSPORTATION BOARD – 30 NOVEMBER 2017

PARKING PROHIBITION PROPOSAL - MARINE ROAD, WALMER

Recommendation:

The Board is asked to agree:

That the parking prohibition detailed in this report and shown as Appendix A be formally advertised and, in the event that no objections are received, that the scheme is recommended to be sealed by Kent County Council. Any objections received in respect of the formal advertisement will be referred back to a future meeting of the Board for further consideration prior to making any final recommendations.

Contact Officer: Gordon Measey Ext 42422

Reasons why a decision is required

1. English Heritage has been granted planning permission to refurbish the car parking area adjacent to (and to the south of) Deal Castle and to introduce "Pay & Display" parking.
2. As part of the refurbishment work a new vehicular entrance will be created off Marine Road and the existing access off the A258 Victoria Road in Deal will be closed. The Kent County Council Highway Planner has agreed to the new access off Marine Road providing that the on-street parking currently permitted in the northern limb of the Marine Road is prohibited during the daytime.
3. A plan showing the proposed prohibition is attached to this report as Appendix A.
4. The Board is asked to agree that parking prohibition detailed in this report and as shown as Appendix A be formally advertised and in the event that no objections are received, that the scheme is recommended to be sealed by Kent County Council. Any objections received to the formal advertisement will be referred back to a future meeting of the Board for further consideration prior to making any final recommendations

Background Papers

Parking Services Files.

Consultation Statement

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

Impact on Corporate Objectives

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

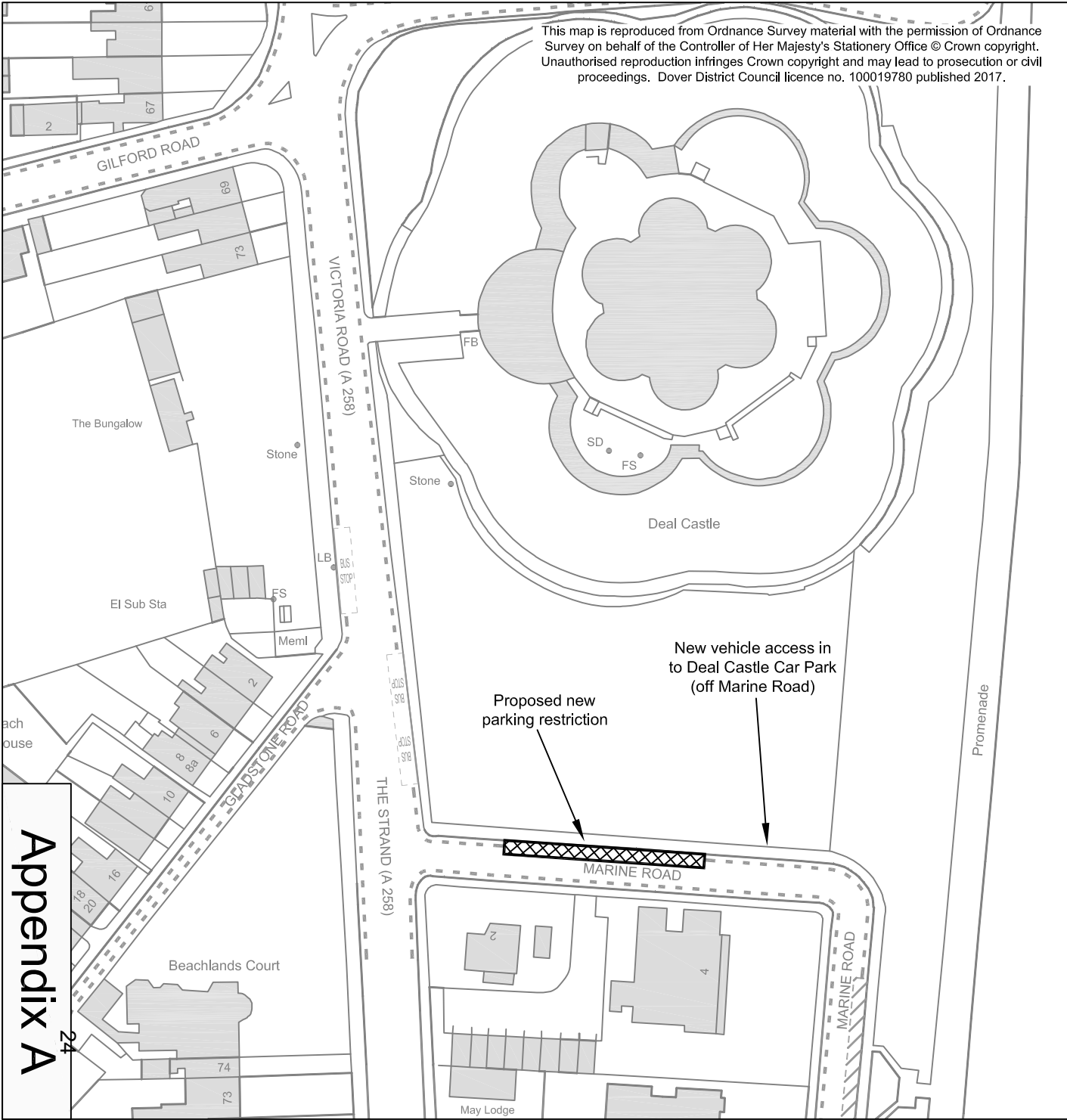
Attachments

Appendix A Marine Road, Walmer - Plan showing the proposed daytime prohibition of parking (No waiting, 9.30am – 6.30pm)




ROGER WALTON

Director of Environment and Corporate Assets

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



Key to Map

-  Proposed single yellow line daytime parking prohibition (No waiting, 9.30am - 6.30pm)
-  Existing parking for cars and motorcycles
-  Existing "No waiting at any time" restriction (double yellow lines)

Reason for proposal:
To allow 2-lane flow in Marine Road and to the new access into Deal Castle Car Park



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

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

Scheme
Proposed Daytime Parking Prohibition (Single Yellow Line),

Location
Marine Road, Walmer



Designed: GEM Drawn: GEM Date: 3 Oct 2017

Scale
0 5 10 15 20 (metres)
1 in 1000 (A4 size)

Drawing Number
TRAN/2017/0015

Rev
A

DOVER DISTRICT COUNCIL

REPORT OF THE CHIEF EXECUTIVE

DOVER JOINT TRANSPORTATION BOARD – 30 NOVEMBER 2017

RESIDENTS' PARKING PROPOSAL - NORTHCOTE ROAD, DEAL

Recommendation:

The Board is asked to agree:

That the inclusion of Northcote Road into the Zone L Residents' Parking Scheme, as detailed in this report, be formally advertised and, in the event that no objections are received, that the scheme is recommended to be sealed by Kent County Council. Any objections received to the formal advertisement will be referred back to a future meeting of the Board for further consideration prior to making any final recommendations.

Contact Officers: Gordon Measey Ext 42422
Dean Aldridge Ext 42396

Reasons why a decision is required

1. Back in 2012 a residents' parking scheme, Zone L, was introduced in Deal covering Blenheim Road (part of), Beaconsfield Road, Hope Road, Gilford Road and Douglas Terrace. The extent of Zone L Residents' Parking Scheme is shown on the plan attached as Appendix A to this report.
2. At the time Zone L was being proposed, the residents in Northcote Road were invited to join, but because the majority of residents expressed an interest to stay outside of the scheme, Northcote Road was not included as part of the zone. The primary reason was because it had been explained beforehand that if the road joined the scheme, the parking along one side of the road would have to be removed. Then, and still now, cars park along both sides of the road but there is insufficient width to permit this with formal restrictions.
3. Residents have noticed that increasing numbers of non-residents are using Northcote Road to park and some residents have asked if they can now join the Zone L Residents' Parking Scheme even on the understanding that parking will be removed along one side of the road.
4. Letters with questionnaires were sent to residences in Northcote Road to see how much support there was to join the Residents' Parking Scheme. The letter and questionnaire is attached to this report as Appendix B. Of those that submitted replies:
 - 7 supported the proposal
 - 5 objected

All the returned questionnaires will be available to view at the meeting on 30 November 2017, and available for viewing beforehand with prior arrangement with the Parking Operations Manager.

5. Given that a majority of those that replied expressed an interest to join the scheme, the Board is asked to agree that the proposal to extend the Zone L Residents' parking scheme to include Northcote Road as detailed in this report, be formally advertised and in the event that no objections are received, that the scheme is recommended to be sealed by Kent County Council. Any objections received to the formal advertisement will be referred back to a future meeting of the Board for further consideration prior to making any final recommendations

Background Papers

Parking Services Files.

Consultation Statement

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

Impact on Corporate Objectives

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

Attachments

- | | |
|------------|--|
| Appendix A | Plan showing existing extent of Zone L Residents' Parking Scheme (not including Northcote Road). |
| Appendix B | Letter and questionnaire sent to Northcote Residents |

ROGER WALTON

Director of Environment and Corporate Assets

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

Appendix A

Key to Map



Proposed extent of Zone L
Residents' Parking Scheme

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

P
Mon - Sat
8.30 am - 5.30 pm
Permit holders
or
2 hours
No return
within 1 hour

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

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Prepared by

Regeneration Unit
Dover District Council
White Cliffs Business Park
Dover Kent CT16 3PJ
Tel: (01304) 821199
Fax: (01304) 872445



Tim Ingleton
HEAD OF REGENERATION

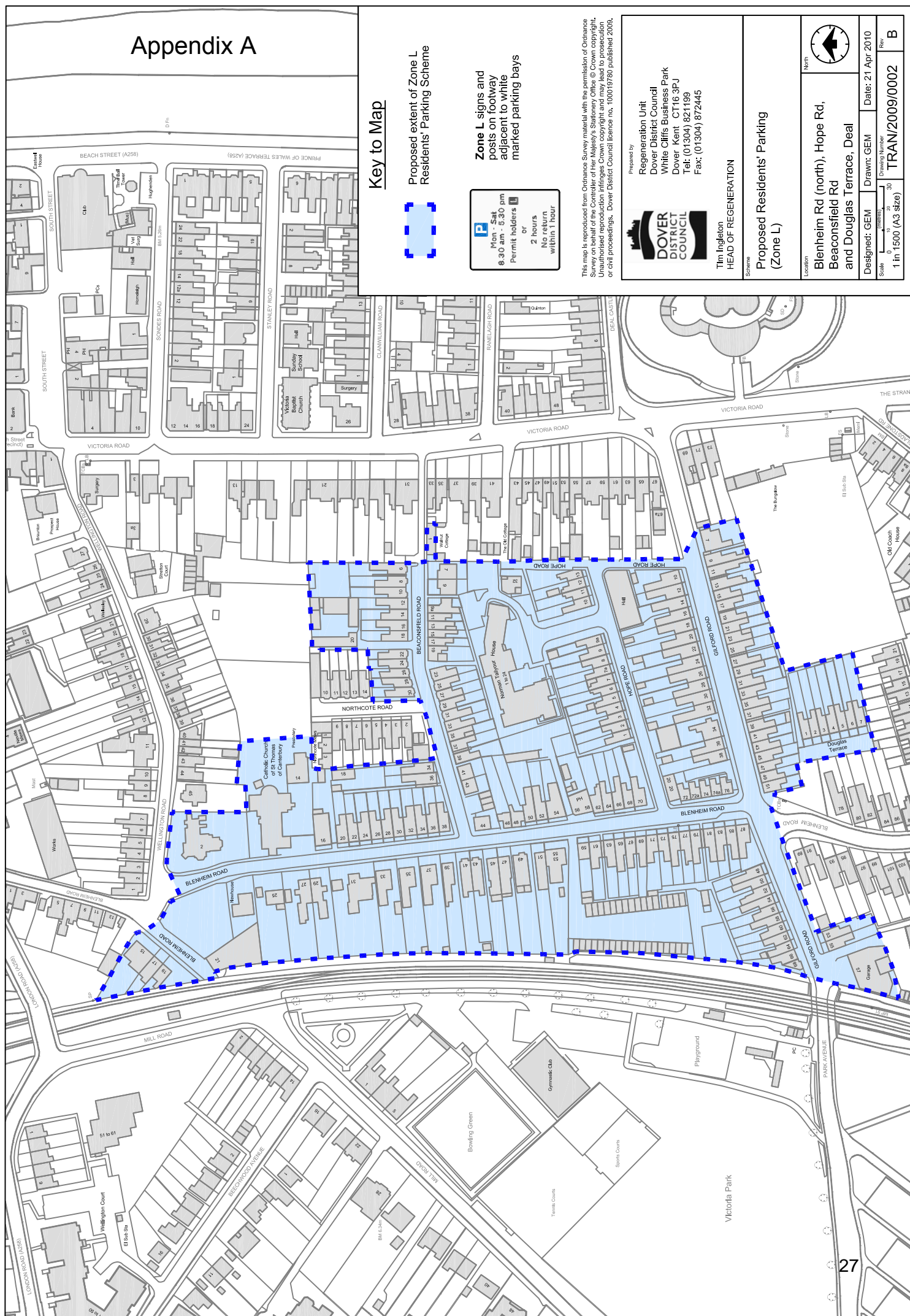
Scheme

Proposed Residents' Parking
(Zone L)



Location
Blenheim Rd (north), Hope Rd,
Beaconsfield Rd
and Douglas Terrace, Deal

Designed: GEM Drawn: GEM Date: 21 Apr 2010
Scale: 0 10 20 30 (metres) Drawing Number: TRAN/2009/0002
Rev: B



Appendix B (sheet 1 of 3)

Owner/ Occupier
Northcote Road
DEAL

Contact: Mr D Aldridge
Direct line: (01304) 872793
E-Mail: parking.operations@dover.gov.uk
Our ref: DA/Park/Dea
Your ref:
Date: 30 May 2017

Dear Owner/Occupier

Residents Parking Scheme, Zone L, Northcote Road Court, Deal

In 2012 a residents parking scheme was introduced covering Blenheim Road (part of), Beaconsfield Road, Hope Road and Gilford Road in Deal. At the time the majority of residents in Northcote Road requested to remain outside of the scheme, because in order to join the scheme, it was known that parking along one side of the road would have had to be prohibited.

The Parking Services Team has recently been contacted by one of the residents suggesting that the majority of Northcote residents would now wish to join the residents' scheme. The purpose of this letter is to establish whether the majority of residents would like Northcote Road to join the Zone L residents parking scheme.

The following conditions would apply to Northcote Road if it joined the Zone L scheme:

- Parking would be prohibited along one side of the road to ensure sufficient room for cars to park wholly on the carriageway, as required of such schemes
- Limiting waiting would be introduced restricting parking to 2 hours (return prohibited for 1 hour) between 8.30am – 5.30pm, Mon – Sat. No restrictions would apply on Sundays. This would match the restrictions in the neighbouring Zone L roads
- Signs will need to be installed alongside the parking places to indicate the restrictions that apply
- Cars with Zone L permits will be exempt, in Zone L, from the parking time restrictions that apply to other drivers
- Permits would be restricted to one permit per residence, although up to 2 registration plates can be included on each permit (only one car able to use the permit at any one time)
- The annual current cost of permits is £60
- Residences in Beaconsfield Road, Hope Road, Gilford Road, Douglas Terrace and Blenheim Road (section north of Gilford Road excluding odd number 1-13) are currently eligible to apply for Zone L permits
- As with all such schemes, parking spaces could not be guaranteed for permit holders, but would be available on a first-come, first served basis
- The Zone L permits would be valid to use in any of the residents parking places in the other roads included within Zone L (see listed roads above). Parking is prohibited on yellow lines
- The Zone L may expand over time to include additional neighbouring roads
- One-day visitor permits are available for residents to use for visitors and contractors. These currently cost £20 per book of 20

Further details including a map showing the extent of Zone L and those residents that can apply to join the Zone L scheme can be found on the Dover District Council website

P.T.O.

(www.dover.gov.uk). Once on the website, please enter “Deal Zone L” in the search field and then follow the links for more information.

To help me gauge the views of the residents, can you please indicate your preference for or against Northcote Road joining the Zone L residents scheme by filling in and returning the enclosed questionnaire to the Council postal address detailed at the top of this letter (marked “FAO Dean Aldridge”, please), to reach this office by 12 noon on Friday 16 June 2017. Alternatively, you can reply via email (parking.operations@dover.gov.uk), stating whether or not you support the scheme. Please ensure that emails are delivered by 12 noon on Friday 16 June 2017 and that they include your name and postal address.

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

Assuming that the proposed scheme is generally supported and there are no major complications when it is formally advertised, it is hoped that the scheme could be introduced in the latter half of this year.

I thank you in advance for sending me your preference.

Yours faithfully

Dean Aldridge
Parking Operations Support

Proposed Residents Parking Scheme, Deal – Zone L

Northcote Road Zone L

Please fill in your name and address below:

Name: _____

Address: _____

Please tick (4) the appropriate boxes below

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

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

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

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

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

Yes	No	(If No , please state reason below):
<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
	Other	(If Other , please state reason below):
	<input type="checkbox"/>	<input type="text"/>

Additional Comments: _____

Thank you for completing this form. Please return it to the Regeneration Unit at Dover District Council using the pre-paid envelope, by ?

PROPOSED WAITING RESTRICTIONS, ARCHERS COURT ROAD, WHITFIELD

To: **Dover Joint Transportation Board – 30 November 2017**

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

Classification: **Unrestricted**

Ward: **Whitfield Ward, Dover District**

Summary: **This report gives details of a proposal for waiting restrictions in Archers Court Road, Whitfield and the results of the statutory consultation.**

For Recommendation

1.0 Introduction and Proposal

- 1.1 There is currently a large housing development being built in Whitfield on the outskirts of Dover. During the early part of the construction, the main access route for construction traffic was via Archers Court Road. In order to facilitate the flow of traffic along this road, temporary waiting restrictions (yellow lines) were placed in the road.
- 1.2 The times of the restrictions are Monday-Friday 7:30am-7:00pm and on Saturdays 7:30am-1pm. The restrictions extend, on the northern side of the road, from the existing 'at any time' waiting restrictions by The Archer public house up to the junction with Cranleigh Drive. On the southern side of the road the restrictions extend from the existing 'at any time' restrictions up to no.74. There is a 50m gap in the lines between no.47 & no.53. A plan of the restrictions is shown in Appendix A.
- 1.3 The Parish Council requested for these restrictions to be made permanent, and sent an application form together with payment for statutory consultation as the first part of the legal process for making the Traffic Regulation Order.

2.0 Consultation

- 2.1 A notice of the proposed TRO was placed in KM on 22 September 2017. Letters to statutory consultees and local residents along the affected length of Archers Court Road were sent out on 20 August 2017. A number of notices were placed at intervals along the affected part of road. The closing date for objections and comments was 16 October 2017.

- 2.2 There was a small admin error which meant that the proposal has to be re-advertised. Therefore two amendment numbers are referred to (50 & 51), but they are for the same proposal and comments for both are considered.
- 2.3 9 letters or e-mails were received, as well as one multi-signature letter from residents of Singledge Avenue (32 signatories). five responses were in support and four against. The multi-signature letter was in opposition to the proposal. Copies of all responses can be found in Appendix B, Appendix C and Appendix D.
- 2.4 A summary of comments received (for and against) is shown in the table below:

Comment	KCC response
Improved traffic flow	Removing parking will have the effect of improving traffic flow
Improved bus access	Removing parking will have the effect of improving traffic flow and stopping parking that might inhibit bus access to bus stops.
Although vehicle speed has increased, better sightlines make it easier and safer to cross the road.	Removing parking can improve sightlines.
Easier and safer to exit driveways where restrictions are placed	Removing parking can improve sightlines.
Less parking by workers at local fast food restaurant means they don't drop their litter thus street is cleaner	Although anti-social in nature, if this was previously an issue then removing parking will help prevent this.
Removing the parking has led to increased vehicle speeds.	Improved traffic flow can lead to increased vehicles speeds. Although some vehicles are travelling faster, average speeds are still only slightly above the speed limit.
Parked vehicles act as a form of traffic calming	It was observed that the gap in the lines enables vehicles to park, and this does act as a traffic calming feature.
Visitors are unable to park in the road	Visitors will need to park either off street or in other areas where no restrictions exist.
Now there is no access to Richmond Way, the restrictions are no longer necessary	The Parish Council has requested that these restrictions be made permanent.
Increased speed makes it dangerous to exit driveway	Improved traffic flow can lead to increased vehicles speeds. Greater care when exiting driveway will be needed.
Does not want to 50m gap outside their house as makes it hard to see when exiting drive due to parked cars	Parked vehicles either side of a drive can obstruct sightlines, and where restrictions exist elsewhere meaning that people regularly park in the gap, this could pose a persistent issue.
People parked in gap drop litter	This could be an issue resulting from enabling parking, and is an anti-social behaviour.

- 2.5 The petition was from the 32 residents of Singledge Avenue, who are concerned that the restrictions have displaced parking into their road, which makes it very hard to get in and out of drives when cars are parked opposite, and causes access difficulties for larger vehicles. They suggest allowing parking on one side of Archers Court Road.
- 2.6 Despite the objections and comments received, the Parish Council are keen to go ahead and make these restrictions permanent.

- 2.7 A manual speed survey was conducted on 1/11/17 for one hour between 12:08 and 13:08 to gather data to give an indication of vehicle speeds along the road. Only vehicles travelling uninhibited i.e. not held up by parked or turning vehicles were recorded. The results are as follows:

	Eastbound	Westbound
Mean speed	31.4mph	32.1mph
85 th %ile speed	35mph	36mph

- 2.8 On the basis of these results it is proposed that the current restrictions are made permanent.

3.0 Corporate Implications

3.1 Financial and VAT

- 3.1.1 None for Dover District Council.

3.2 Legal

- 3.2.1 None for Dover District Council.

3.3 Corporate

- 3.3.1 None for Dover District Council.

4.0 Recommendation(s)

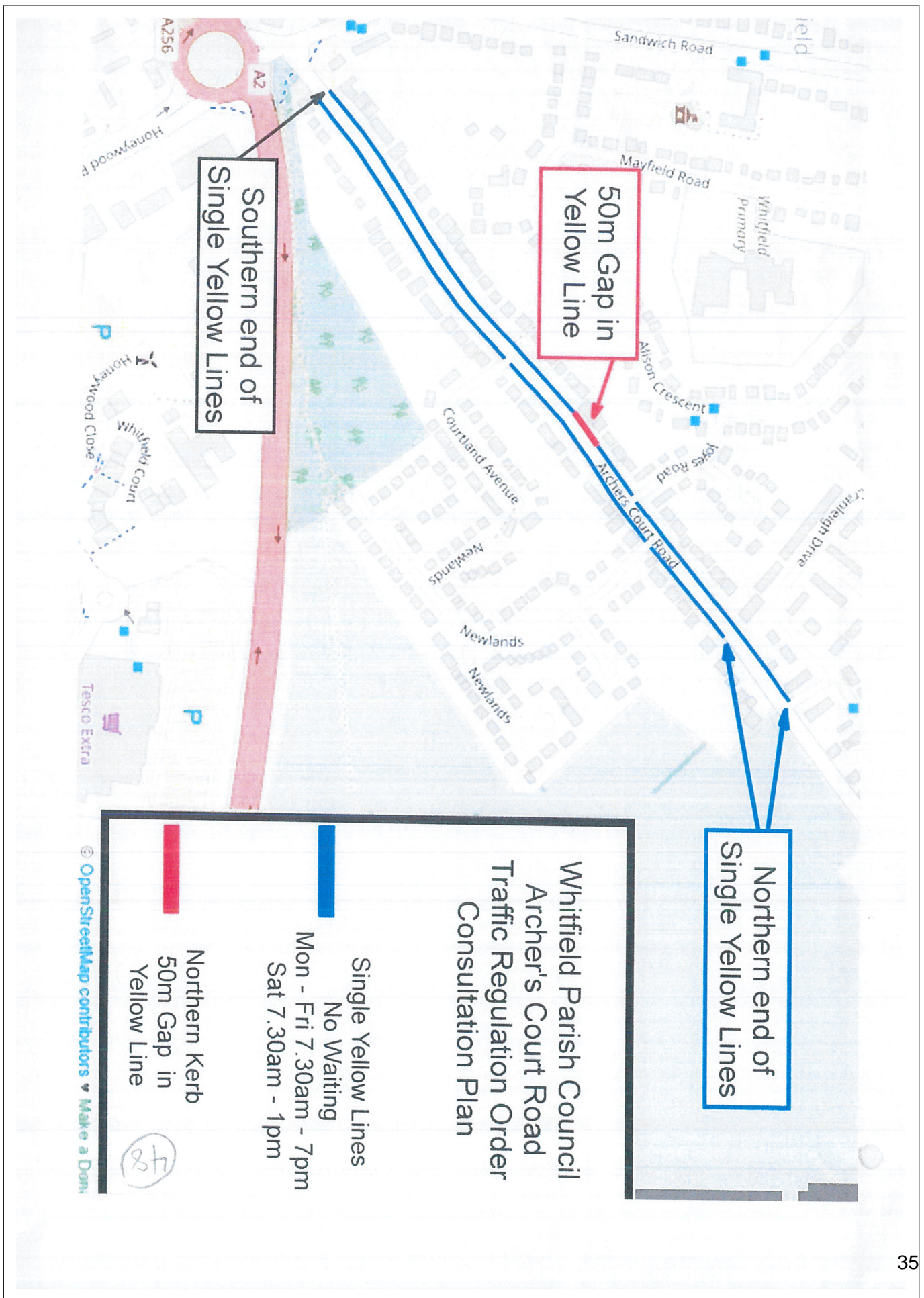
- 4.1 That the waiting restrictions should be made permanent as proposed.

Contact Officer:	Richard Heaps, Schemes Project Manager (Dover), Kent County Council, 03000 418181
Reporting to:	Tim Read, Head of Transportation, Kent County Council, 03000 418181

Background Papers

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

Appendix A – Plan of Proposals



Appendix B – Consultation Responses (Support)

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

From:

Sent:

To: Traffic Regulation Orders - GT

Subject: Waiting Restrictions - Archers Court Road, Whitfield, Dover

Re: The Kent County Council (Various Roads, Dover District) (waiting restrictions and street parking places) amendment no 51 order 2017

We wish to support the above order for the parking restrictions to be made permanent on Archers Court Road Whitfield.

We are residents of Archers Court Road and since the restrictions have been in place we feel the road is much safer, especially in the mornings when it is particularly busy with both cars and pedestrians.

Kind Regards

To: Traffic Regulation Orders - GT

Subject: Dover District Council Waiting Restrictions on Archers Court Road (Amendment No. 50 ORDER 2017)

Dear Sir/Madam

As a resident of Archers Court Road in Whitfield, I would like to express my full support for the implementation of waiting restrictions as set out in the application.

The existing temporary no waiting zone has much improved the flow of traffic in the road, as vehicle parking was disruptive to residents' access onto and off the road. Farming machinery and the local buses were always finding it difficult to navigate around the myriad of parked vehicles along the road.

Yours faithfully

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

From:

Sent:

To: Traffic Regulation Orders - GT

Subject: Archers Court Road, ,Whitfield

Dear Sirs,

Thank you for the details re waiting restrictions on Archers Court Road.

I wish to support the Order which would introduce "at any time" waiting restrictions permanently on Archers Court Road. Since these restrictions were introduced as a temporary measure, the flow of traffic along this road has been much better and driving in and out of one's property extremely easy.

Yours faithfully,

From:
Sent:
To: Traffic Regulation Orders - GT
Subject: Amendment No. 51 Order 2017

Dear Mr Heaps,

With reference to the permanent waiting restrictions to Archers Court Road, Whitfield.

I fully support making the single yellow lines permanent in Archers Court Road for the following reasons:

Since the temporary introduction of lines the traffic conditions have improved. Archers Court Road has a clear line of sight, from approximately Courtland Avenue down to the roundabout by the Archer Public House. This enables the free flow of traffic and allows the bus to be able to safely stop outside of No.1, without danger to pedestrians or car users

There appears to be better conditions for pedestrians to cross the road by the underpass, also close to the Archer Public House. This may be due to the improved visibility now there are no parked cars.

It is much safer trying to access the road from local drive ways rather than trying to pull out between poorly parked cars.

The road appears to be cleaner, as many of the staff from Macdonalds used to park on the roadside and throw food packaging and used hair nets onto the street.

The only downside is that certain individuals tend to race along Archers Court Road still. Maybe this may be resolved with speed bumps when the annex to Whitfield and Aspen primary school opens in the near future.

Thank you for your time.

Regards

From:
Sent:
To: Traffic Regulation Orders - GT
Subject: Waiting restrictions and street parking places. Amendment no.51 ORDER 2017

Dear Sir/Madam

Support for the Parking Restrictions on Archers Court Road

I am sending this email as confirmation for my support for the single yellow lines that are presently in place along Archers Court Road.

Since these yellow lines have been implemented the traffic flows more readily, especially during peak hours.

The bus is now able to navigate without obstructions along the road. Very often cars parked opposite the bus stop and also at the bus stop, preventing the bus from stopping in its correct place and causing further traffic congestion.

The road is also now a safer place to cross, cars still speed along this road, but at least now you have a clearer chance of seeing them, rather than trying to cross between parked cars.

I also feel the speeding issues also need addressing, especially with the proposed school plans which will be possibly implemented next year.

Kind Regards,

Appendix C – Consultation Responses (Object)

From:

Sent:

To: Traffic Regulation Orders - GT

Subject: The Kent County Council (Various Roads, Dover District) (Waiting Restrictions and Street Parking Places) Amendment No.51 Order 2017

Dear Sir

We hereby object to the above order for Archers Court Road, Whitfield on the following grounds:

1. Anybody visiting properties, even for a very short time, cannot park in the road.
2. Now that the road is clear of parked vehicles, traffic is travelling significantly faster, above 30mph.
3. Now access to Richmond Way is closed from Archers Court Road, the restrictions do not need to be made permanent.

To stop workers parking all day at the top of the road while going off to work in shared transport, why can't parking be restricted to say 2 or 4 hours at any one time.

Yours faithfully

From:

Sent:

To: Traffic Regulation Orders - GT

Subject: The Kent County Council (Various Roads, Dover District) (Waiting Restrictions and Street Parking Places) Amendment No. 50 Order 2017

In respect of the above Order, my objection is that there is a 50 metre gap in the single yellow line along Archers Court Road between no. 47 and no. 55. Since the introduction of the yellow lines in Archers Court Road, there has been a great improvement in road safety. However, I am at a loss to understand the following:-

- i) Why it is necessary to have a gap, and
- ii) Why the gap is between no. 47 and no. 55, and how was this decision reached

It is now very difficult to exit my property safely, as there is nearly always vehicles parked either side of my drive. On many occasions, these vehicles are parked there for days at a time, mostly during Monday-Fridays. On one occasion, a car parked to the right of my property was hit and damaged by a passing vehicle and shunted across my drive, giving me no access. This was not resolved until the owner of the vehicle arrived, some hours later.

At the weekend, a very common occurrence is that drivers pick up a take-away meal from McDonalds and then park outside my property to eat it, leaving their litter either in my garden or on the pavement outside.

Please can you take into consideration my objection, and reply to my two points above. **I am particularly interested to hear how the decision was made that the gap should be where it is and therefore disadvantage the residents in numbers 47 to 55, and also affect the residents who live opposite these numbers.**

Thank you.

From:
Sent:
To: Traffic Regulation Orders - GT
Subject: Amendment No.50 order 2017

Dear Sir/Madam,

I am writing to object to the yellow lines remaining in Archers Court Road Whitfield Dover Kent.

I object for following reasons:

The speed of which the vehicles are now travelling down the road unhindered by any parked cars.

It is now very dangerous to come in or out of the drive.

Double decked buses are now using the road when it has always been single decked and you want see them trying to go round Joyes Road.

The yellow lines should not have been there in the first place, they were only put in place to aid lorry access for the new housing estate. When lorries for the building of that estate were not supposed to be using Archers Court Road for access.

I can't believe I am writing this but parked cars will actually slow the traffic and save lives. We never really had a problem with parked cars, but now that we don't have any you only need to stand in my driveway to see the speed at which vehicles are travelling down the road. I don't care what the police say I have witnessed it myself regularly.

What will happen is what has happened on Sandwich Road, you will have to install speed bumps at the tax payers cost and I believe they cause increased pollution.

The residents association said how nice it was to have clear run through when the majority of them do not live on Archers Court Road. It should be about the residents of Archers Court Road not the people speeding through it.

The simple fact is this is encouraging speeding and making it dangerous for the residents of Archers Court Road.

Yours faithfully

To: Traffic Regulation Orders - GT
Subject: TRO

Dear Sir / Madam,

I currently live at XXXXXXXX and my house is directly situated on Archers Court Road.

I am opposed to the TRO for the following reasons;

Whilst this has assisted in less congestion near to Sandwich Road, what it has created is an issue with speeding vehicles at the opposite end. I cannot even begin to say how many times i see daily the speed indication device illuminate for vehicles entering the village.

The TRO has created a scenario that has allowed a wide open road which road users are exploiting by driving at excess speed. I have also witnessed vehicles observing the speed limit being overtaken by speeding vehicles, i have seen this both entering and leaving the village and both during the day and late evening. I have grave concerns that there will soon be a school built nearby forcing children to cross this dangerous road.

There is no speed deterrent in place, i would urge you to look at the data from the speed indication device to appreciate the scale of the problem. Occasionally another device is installed on the road which highlights the speed a vehicle is travelling at, sadly this is like a red rag to a bull as it encourages people to drive even faster. I have openly heard younger drivers boasting in the local shop about how high they can set it off. When i park my vehilcle outside my house on Archers Court Road there is a noticeable decline in speeding vehicles and this also prevents overtaking.

I trully feel that some form of speed camera is installed to make the road safer. It is only a matter of time before something sinister happens, without the TRO people will be more inclined to park on the road which will increase safety.

Regards

Appendix D – Consultation Responses (Multiple Signature Letter)

Traffic Schemes Team, KCC , Ashford Highway Department,
Javelin Way, Ashford. TN24 8AD.

From

28 September 2017.

Tel: [REDACTED]

Dear Sir,

I am making an objection to the intention to make a permanent 'no parking' order in Archer's Court Road in Whitfield, near Dover, on behalf of the residents of Singledge Avenue in Whitfield. This is in addition to the objection sent at the end of last year to our Parish Council, which they passed on to you, with the original signatures of all the residents of our road. I am enclosing a copy of those signatures.

Prior to the temporary order car drivers parked in Archer's Court Road, particularly the Archer Public House end, for a variety of reasons, some to catch the National Express to London or ordinary bus to Canterbury, some to use a car share to work, some for somewhere to leave their car while they worked at McDonalds, the petrol station and the car wash, and some were customers at the pub when it's car park was full.

There is no public car park in that area and when the temporary no parking order was made in Archers Court road these people had nowhere to park and they turned to the nearest alternative roads such as Courtland Avenue and in particular to our road, Singledge Avenue.

This has presented us with problems, particularly as our road is only 16 feet wide, kerb to kerb, against 21 feet 6 inches wide in Archers Court road. The latter can have a line of parked cars and still have two way traffic, we cannot. In fact at times larger vehicles, such as dustbin lorries, delivery trucks and even an ambulance have had difficulty in getting through, particularly when vehicles are parked on a corner or close to the junction with Sandwich road. Increased numbers have led to parking directly opposite driveways where the narrowness of the road makes it difficult for householders to get their own cars in and out.

Everyone in the road has their own tales to tell of the consequence of increased parking.

There is an obvious need for parking near the Whitfield roundabout and no doubt there has been problems with parking in Archers Court road in the past, but this was due to indiscriminate and unstructured parking leading to problems for buses etc..

A solution that would address all needs would be to allow parking in Archers Court road on one side only, still leaving plenty of room for traffic to pass in both directions. It seems the best side for parking is the south side with no parking on the north side. It only needs to extend from the roundabout to Cranleigh Drive, this being the bus route. Parking restrictions from then on into the countryside seems pointless.

I ask you to consider the effects on side roads such as ours of any decision that you make while bearing in mind the needs of drivers for parking near the roundabout.

Yours sincerely,



difficult for householders to get their car in or out.

All the above are the inevitable, if unintended, consequences of a parking ban in Archers Court Road and form a basis for objections to making it permanent and a request for the Council to reconsider its intentions.

Signed by the following residents of Singlede Avenue

<i>Nº</i>		<i>Nº</i>
32		1
31		2
30		42A
29		3
28		4
27		5
26		6
25		7
24		8
23		9
22		10
21		11
20		12
19		13
18		14
17		15
		16

PROPOSED WAITING RESTRICTIONS, HAMILTON ROAD, DEAL

To: **Dover Joint Transportation Board – 30 November 2017**

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

Classification: **Unrestricted**

Ward: **Middle Deal and Sholden Ward, Dover District**

Summary: **This report gives details of proposed waiting restrictions in Hamilton Road, Deal and the results of the statutory consultation.**

For Recommendation

1.0 Introduction and Proposal

- 1.1 As a result of development of the Goodwin Academy (formerly known as Castle Community College) and the subsequent increase in intake, a larger number of students are using an entrance to the school located in Hamilton Road, Deal.
- 1.2 As part of the statutory consultation process, a recommendation has been made by KCC on the basis of highway safety to introduce approximately 41m of 'at any time' waiting restrictions (double yellow lines) by the entrance to provide recommended sightlines. A plan of the proposal is shown in Appendix A.

2.0 Consultation

- 2.1 A notice of the proposed TRO was placed in KM on 1 September 2017. Letters to statutory consultees and local residents in the immediate vicinity of the scheme were sent out on 30 August 2017. A notice was also placed on site. The closing date for objections and comments was 25 September 2017. This was later extended to 6 October to allow for a response from the Town Council.
- 2.2 Three formal responses were received (see Appendix B), three of which made comments to be considered:

Respondent	Support/object	Comments	KCC response
Local resident	Object	<ul style="list-style-type: none"> • Hard to park in the area as it is due to existing parking restrictions. • Academy will increase demand for on-street parking. • May impact on value of 	<ul style="list-style-type: none"> • Restrictions are proposed on the basis of highway safety and sometimes this does adversely impact on availability of on street parking.

		<ul style="list-style-type: none"> house. Proposals are unnecessary. Parking acts as a traffic calming feature. 	<ul style="list-style-type: none"> Restrictions would remove space for approximately 8 cars, space for 2-3 cars will still remain.
Local resident	Object	<ul style="list-style-type: none"> Limited off street parking in the area for residents. Existing restrictions already restrict available parking. Parked cars act as traffic calming. The restrictions will result in increased traffic speeds and noise. Feels consultation has not be conducted properly 	<ul style="list-style-type: none"> Restrictions are proposed on basis of highway safety and sometimes this does adversely impact on availability of on street parking. Restrictions would remove space for approximately 8 cars, space for 2-3 cars will still remain. Consultation was conducted with local residents and statutory consultees. Response deadline was extended to enable further responses.
Deal Town Council	Object	<ul style="list-style-type: none"> Requests 20mph speed limit Requests school considers drop-off area Restrict hours of proposal from half an hour before school to half an hour after school 	<ul style="list-style-type: none"> 20mph speed limit and drop-off area outside the scope of this report. Restricting hours could be beneficial to allaying some of the residents' concerns.

2.3 Following the comments made by local residents, the County Members for the area also commented in more general terms about the traffic situation in local roads around the Academy but not directly associated with the proposed restrictions.

2.4 On the basis of the comments received, it is proposed to change the proposal to a Monday-Friday 8am-6pm restriction, thus permitting parking here in the evenings, overnight and weekends when large numbers of students are not using the entrance.

3.0 Corporate Implications

3.1 Financial and VAT

3.1.1 None for Dover District Council.

3.2 Legal

3.2.1 None for Dover District Council.

3.3 Corporate

3.3.1 None for Dover District Council.

4.0 Recommendation(s)

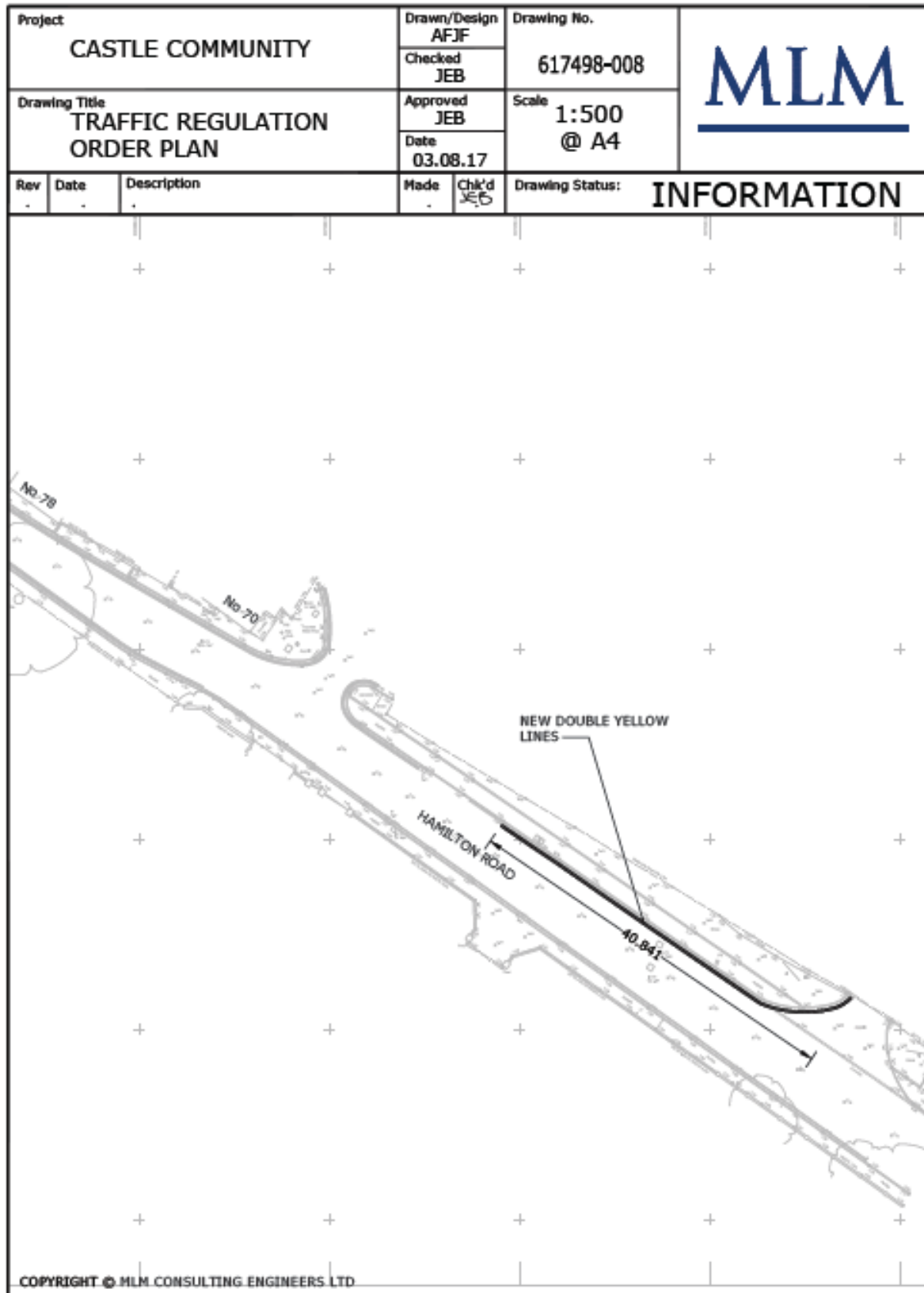
- 4.1 That the waiting restrictions should be put in place in the interests of safety.
- 4.2 That the times that the restrictions apply by changed from “at any time” to Monday-Friday 8am-6pm to mitigate the impact on local residential parking during non-school times.

Contact Officer:	Richard Heaps, Schemes Project Manager (Dover), Kent County Council, 03000 418181
Reporting to:	Tim Read, Head of Transportation, Kent County Council, 03000 418181

Background Papers

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

Appendix A – Plan of Proposals



Appendix B – Consultation Responses

Dear Sir/Madam,

I am writing to object in the strongest possible terms to further parking restrictions on Hamilton road, Deal.

It is already difficult to find parking on Hamilton road as the east side already has double yellow lines in place running half the length of the road. There is also a single yellow line running along a good stretch of the road next to the cemetery. At the western end there are 3 junctions where roads adjoin Hamilton road, this further restricts parking.

Now that Goodwin Academy is open, I have walked along Hamilton road on 3 occasions today and the most I counted in one go were 4 available spaces, please bear in mind that this was in the middle of the day when most people are at work, goodness knows what it will be like early mornings and evening!

I have a 4 month old baby, and I currently have to park far from my home as it is, this is starting to impact on my life as I dread having to take the car out as I may not find a space when I return. I am very concerned about the prospect of having to park far away and take my baby (and her paraphernalia) from the car to my home in the rain during winter. With these new restrictions I may not even be able to get a space on Hamilton road at all.

Furthermore I am concerned that this will negatively impact the value of my home.

As the school has a car park with a through road set back from Hamilton road, I do not see that the proposed yellow lines are necessary at all and would only serve to take up already scarce parking. I understand new homes are only permitted to be built when parking is available, surely restrictions on parking should take into consideration the ability of current residents to park!

I since hope that the council will reconsider, or perhaps allow residents to rent parking space from the school at the very least.

Kind regards,

Hamilton Rd, Deal.

Hello Brian,

Many thanks for your response. I am unsurprised that the needs of the existing residents are (sadly) being ignored. With regards to road safety I would have to disagree that the current proposals would make this road safer. At the moment the traffic coming down Hamilton road has to slow down and sometimes stop if cars are approaching from the other direction thanks to the cars parked there. By disallowing cars to park there the traffic will not have to slow or stop at all making it a faster route, I am very concerned that this will allow drivers to speed along at all times of the day.

I doubt any of this will make a difference as it sounds like you've made up your minds no matter how adversely it affects those of us having to live here, but I hope you may think about trying to alleviate the difficulties you are bringing about on us in some other way, perhaps by allowing parking along the opposite stretch of road by the cemetery?

Kind regards,

Hamilton rd.

Hello

I wrote to you all on Friday and await a response. We really do need your support on this matter.

Please take the time to read the email below which sets out the concerns of many residents on Hamilton Rd. Highlighted section covers the main objections. **This needs a response to KCC today please.**

The Goodwin Academy, whilst being good news in many ways, cannot be shoehorned into a residential area with some impact. The footprint (sheer volume of pupils) is bound to have an effect. There is now increased traffic 7 days per week which reinforces the objection to creating a 'Hamilton Highway' by removing all parking and residents need to know that they can park. See email below.

Two other actions which I ask you to consider and support:

- the Academy to provide **parking signage with immediate effect** so that people know there is ample parking ON SITE for those attending weekend events/school related activities. There is nothing at the moment apart from a promotional enrolment banner.
- KCC to consider **zoned resident parking**: protecting the parking spaces on Hamilton Rd threatened with removal by the no waiting lines proposed. Residents need to be able to park. Those using the Academy's facilities are well provided for.

Please note there is also an additional 'one way' entrance road (formerly the parking area for the college) which is current not being used by the Academy to 'set down' people attending activities at the school. This has not been made active.

The residents are bearing the brunt of plans and lack of action. Our concerns should be taken into account and addressed **now**. We're a modest community but that doesn't mean we don't count!

I look forward to **confirmation** that at least one of you (or by agreement amongst you) will **support the objections below and the proposals listed here** to protect our interests.

Many thanks

Regards

Dear Councillors

The proposal for waiting restrictions for Hamilton Rd, Deal will create problems and potential danger for the residents of this road. The proposal is the result of the presence Goodwin Academy, a large new school based in the area. Hamilton Rd is a key entrance to the new, enlarged site. (see the end of this message for the full Consultation details)

"HAMILTON ROAD - On the north-east side of the road, from the eastern entrance to the school car park in a north-westerly direction for a distance of 41 metres."

My concerns are as follows:

The proposal causes problems for the local residents:

1. Local homes are terraced houses with small or no area to park off road. Both sides of Hamilton Rd (from Mill Rd to the last house before the Academy/Cemetery) already have double yellow lines. This means there is currently no parking outside our homes. Residents park outside the school along the stretch proposed for 'no waiting'. Our cars can be found there all day. Where will local residents park?
2. The residents' cars already prevent any 'drop off' activity which is the concern expressed by the Council.
3. Traffic already speeds Hamilton Rd (from the bend in Mill Rd) as there are double yellow lines on both sides. The residents' cars provide a perfect 'brake' to this speed as drivers have to slow down.
4. Extending 'no waiting' as per the proposal means cars will drive even faster, outside homes and the school itself. This poses a danger to anyone walking along/crossing Hamilton Rd. It will also increase the noise for local residents, making the road an unpleasant one to live on.

I do not believe the Highways Department have considered the above. They have given our modest community short shrift. Where are we supposed to park? And what about speeding cars? My neighbours are distraught at the proposals and disregard shown by KCC in failing to properly consult with them. A new school is good news for the community in many ways, but our local needs have been dismissed. This is particularly evident by the poor way the consultation has been conducted.

Consultation process: lack of consultation and flaws in the way the process has been conducted

Short consultation period: This consultation has only been open from 1 Sept (holiday time for many families) to 25 Sept. I understand 4-6 weeks is the normal period.

Lack of communication with the affected community. Notices 'buried' on KCC website. The community facing the impact of this decision has not been contacted (none of the neighbours I've asked have received any information and I haven't either). A small plastic notice was affixed to a lamp post in an area with limited footfall. The notice on the website was buried and referred to Dover. A friend with over 20 years' local authority work experience (supporting members) took almost 10 minutes to locate it. I work in digital technology and I couldn't locate it.

No evidence of local concerns/community needs have been taken into consideration.

Action required

Please would you decide amongst yourselves who can represent our concerns to KCC. The deadline is next Monday 25 Sept so I'd be grateful if you could let me know. My phone number is XXXXXXXXX.

I am copying this to our local MP, who I am sure will be concerned at the lack of due consultation amongst his constituents.

I look forward to hearing from you today.

Many thanks

Regards

Good afternoon Richard,

The above item was discussed at the Deal Town Council's Planning meeting held on Wednesday 4th October, please see Deal Town Council's recommendations below on the proposed waiting restrictions on **Hamilton Road** Deal:

- KCC to introduce a 20MPH speed limit
- KCC to request a school visit to discuss possibilities of creating drop off/pick up area for parents
- During school term impose parking restrictions to half-hour before school and half-hour after school

Kind regards

Planning Clerk & Finance Assistant

Deal Town Council
Town Hall
High Street
Deal
CT14 6TR

Sandwich - Closing Austins Lane to Traffic

To: Dover Joint Transportation Board - 30 November 2017

By: Tim Read – Head of Transportation, KCC

Classification: Unrestricted

Recommendation Required

1. Introduction

Sandwich Town Council has made a request to Kent County Council to close Austins Lane to traffic following an incident involving a vehicle striking a gas supply pipe.

The funding for the works would be provided from the Sandwich S106 budget.

The proposal is to install removable bollards at each end of the road. The key to the bollards would be held in the KCC Sandwich depot in case of emergency. There would be no day to day access to residents.



2. Consultation

From the 8th – 29th September 2017 KCC carried out a consultation with local residents. The consultation document is shown in Appendix A. There were a total of 12 responses.

In favour of closure	Against closure
9	3

The reasons cited against the closure and KCC officer responses are outlined below:

Respondent	Support/ object	Comments	KCC response
Local resident	Object	The overwhelming majority of vehicles using Austin's Lane access it from New Street. They do so for two reasons: traffic is frequently stationary from the entrance to the junction with No Name Street and Austin's Lane acts as a relief turning; closing it would only add to congestion. And those from the south side of the town who need to drive to King Street would otherwise have to take a longer route - indeed, if the similarly unwise attempt to close No Name Street proceeds, they would only add to the snake of traffic that would be forced around the Delf Street hairpin.	Many roads in Sandwich would not be deemed suitable as a 'cut through'. However, considering the exceptionally narrow carriageway in Austins Lane, KCC would consider this to be particularly unsuitable. The joint work that the Sandwich Project Board partners are aiming to achieve promotes walking and cycling and would not be looking to keep this route open simply to help vehicles make a short cut when a wider and more suitable route is available via New Street. On balance the needs of pedestrians and safety considerations would be deemed more important than traffic flow.
Local resident	Object	If there was an emergency requiring fire crews, ambulance	During an emergency the bollards could be removed

		<p>or police lives could be lost whilst trying to locate the bollard keys (I understand keys would be kept at the Guildhall) What happens out of hours.</p> <p>The gas pipe problem was a very unfortunate one off and there are several other sites in Sandwich with gas pipes that could easily be hit are we going to close more roads just in case?</p>	<p>using a bolt cutter on the padlock, this is standard practice for emergency services.</p> <p>The gas pipe that was struck has subsequently been boxed in. However, closing Austins Lane is also about promoting walking and cycling throughout the town.</p>
Local Business	Object	<p>I have a business in King Street which we have had in the town for an amazing 28 years. We have deliveries to the shop and also we deliver many orders from our shop. We find it very difficult as it is when events are on in the town and roads are closed to get anywhere near our shop to collect our large and heavy PRODUCTS (text removed to maintain anonymity). At the moment we are able to use Austin's lane to get in and out when such events are on to collect from. If the road is shut we have nowhere to collect from. There are no designated loading bays for the businesses in town</p>	<p>During events it could be decided that Austins Lane remains open for business access. This could be pre-arranged via the Town Council and KCC Highways.</p>

Sandwich Town Council have seen the results of the consultation and would like to progress with the closure.

3. Recommendation required:

To approve the proposal so that KCC can progress the formal consultation required in order to make the required Traffic Regulation Order.

Contact Officers:	Tim Middleton, Principal Transport Planner (03000 412457)
Reporting to:	Tim Read, Head of Transportation (03000 411662)

Appendix A

Proposed Highway Works in your Area



Austins Lane, Sandwich

Consultation on proposals to stop vehicular access to Austins Lane in Sandwich

What are we planning to do?

Install removable bollards at each end of Austins Lane and create a Traffic Regulation Order to stop vehicular access to Austins Lane.

There would be no access to through traffic or day to day access for the residents unless required in an emergency such as a gas leak or to have scaffolding erected for property maintenance.

Why do we want to do this work?

This work is linked to the '*Which way for Sandwich, Final Report and Masterplan*' adopted by Sandwich Town Council in August 2016 to improve the pedestrian experience in the town.

Additionally a household gas pipe was struck by a vehicle in Austins Lane which has brought the issue to the attention of local councillors.

Have your say

The closing date for receipt of comments is **on Friday 29 September 2017**.

To have your say on this proposal please email sandwichconsultations@kent.gov.uk

Or write to:

Sandwich Consultations
1st Floor Invicta House
County Hall
Kent County Council
Maidstone
ME14 1XX

or call:

03000 41 81 81

To: Dover Joint Transportation Board

By: Andrew Loosemore – Head of Highway Asset Management

Date: 30 November 2017

Subject: Local Winter Service Plan

Classification: Information only

Summary: This report outlines the arrangements that have been made between Kent County Council and Dover Council to provide a local winter service in the event of an operational snow alert in the borough/district

1. Introduction

1 (1) Kent County Council Highways, Transportation & Waste (KCC HTW) takes its winter service responsibilities very seriously and is proactive as well as reactive to winter weather conditions. Winter service costs KCC in the region of £3.3m every winter and needs careful management to achieve safety for the travelling public and to be efficient. The Highways Operations teams in HTW work to ensure that the winter service standards and decisions made are consistent across the whole county.

1(2) HTW prepares an annual Winter Service policy and plan which are used to determine actions that will be taken to manage its winter service operations. The policy was presented to the Environment and Transport Cabinet Committee on 21st September 2017 and subsequently approved by the Cabinet Member.

<http://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/winter-service-policy>

2. District based winter service plans

2(1) The Local Winter Service Plan for the Dover District is a working document which will evolve and be revised as necessary throughout the year. This document complements the KCC Winter Service Policy and Plan 2017/8; the Policy is available on the KCC website.

2(2) Following successful work in previous years with district councils, arrangements have again been put in place this year whereby labour from district councils can be used during snow days. Additionally HTW have supplied a quantity of a salt/sand mixture to Tower Hamlets Depot to use on the highway network. The details are contained in the plan which enhances the work that HTW will continue to do in providing a countywide winter service. The local plan comes into effect when a snow emergency is declared that affects the district of Dover.

3. Pavement clearance

3 (3) Areas for clearing pavements have been identified in the local plan. These are the areas where local knowledge has indicated that people are concerned and would most like to be kept clear when there is snow and ice.

4. Farmers

4(1) The work that our contracted farmers have done in recent years is greatly appreciated and has made a big difference in keeping rural areas clear on snow days. Again this year farmers will have predetermined local routes and will use their own tractor and KCC ploughs for clearing snow. The ploughs supplied are serviced by KCC each year. Each farmer will have plans detailing the roads that they are responsible for ploughing. When snow reaches a depth of 50mm on roads in their areas the farmers will commence ploughing notifying KCC as agreed in their contract. A list of farmers and their contact details can be found in the local plan, (although some personal information will not be available via this report or the website due to Data Protection legislation).

5. Conclusion

5(1) Working in partnership with the district councils will enable HTW to provide an effective winter service across the county.

6. Recommendations

6(1) Members are asked to note this report.

Background documents: Kent County Council Winter Service Policy and Plan 2017/18

Contact officer:
Stephanie Wadhams -Tel: 03000 41 81 81

To: Dover Joint Transportation Board

By: KCC Highways, Transportation and Waste

Date: 30 November 2017

Subject: Highway Works Programme 2017/18

Classification: Information Only

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

1. Introduction

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

Footway and Carriageway Improvement Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Transportation and Safety Schemes – See Appendix D

Developer Funded Works – Appendix E

PROW – Appendix F

Bridge Works – see Appendix G

Traffic Systems – see Appendix H

Combined Member Fund – see Appendix I

Conclusion

1. This report is for Members information.

Contact Officers:

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

Toby Howe	East Kent Highway Manager
Stephanie Wadhams	Dover District Manager
Sue Kinsella	Street Lighting Manager
Kevin Gore	Drainage Manager& Interim Structures Manager
Alan Casson	Road and Footway Asset Manager
Toby Butler	Traffic Systems

Appendix A – Footway and Carriageway Improvement Schemes

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

Machine Resurfacing – <i>Contact Officer Byron Lovell</i>			
Road Name	Parish	Extent of Works	Current Status
A256 Ramsgate Road	Sandwich	Copart Roundabout	Programmed 23 rd March 2018
Footway Improvement - <i>Contact Officer Neil Tree</i>			
Road Name	Parish	Extent and Description of Works	Current Status
Biggin Street	Dover	From the junction with New Street to its junction with Worthington Street.	In Design and currently liaising with Dover District Council Conservation officers. To be programmed for early 2018.
Surface Treatments - <i>Contact Officer Jonathan Dean</i>			
Micro Surfacing			
Road Name	Parish	Extent of Works	Current Status
B2056 Cornwall Road	Walmer	From the junction with the A258 Dover Road to its junction with Gladstone Road.	Completed.
Reach Road	St Margarets	From the junction with Sea Street to the 30mph speed limit near St. Margarets Bay Holiday Park.	Completed.
Chequers Lane	Ash	From approximately the junction with the Ash Bypass to its junction with Chilton Fields.	Completed.
Barwick Road	Dover	From the junction with Coombe Valley Road to its junction with St. Radigunds Road.	Completed.
Old Folkestone Road	Dover	From the junction with South Military Road to St. Davids Avenue.	Completed.

Mongeham Road	Great Mongeham	From the junction with Ellens Road to its junction with Northbourne Road.	Completed.
B2011 Folkestone Road	Dover	From the junction with Elms Vale Road to its junction with Shakespeare Road.	Completed.
Durham Hill	Dover	From the junction with York Street to its junction with Military Road.	Completed.
A256 Sandwich Bypass	Sandwich	From junction with Ash Road roundabout to approximately the railway bridge / River Stour.	Completed.
Northbourne Road	Great Mongeham	From the junction with Willow Road in a northerly direction to approximately the property "Silver Hill".	Completed.
Lydden Hill	Lydden	From approximately 50m south of the junction with Swanton Lane in a northerly direction for approximately 240m.	Completed.
Surface Treatments - <i>Contact Officer Jonathan Dean</i>			
Surface Dressing			
Road Name	Parish	Extent of Works	Current Status
Stourmouth Road and Preston Road	Preston	Entire Length, From the junction with Grove Road to its approximately 100m prior to the junction with Church Lane.	Completed
Alkham Valley Road	Alkham	From approx. 80m west of Short Lane to approx. adjacent to the property "Chilton Heights"	Completed
A257 Roman Road / Gobery Hill	Wingham	From Wingham Wild Life Park to National Speed Limit Signs near property "Chegworth"	Completed
Fleming Road / Drainless Rd	Woodnesborough Staple	From the junction with Beacon Lane to the speed limit change at Barnsole Vineyard/Staple boundary.	Completed.

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - <i>Contact Officer Katie Lewis</i>			
Road Name	Road Name	Road Name	Road Name
No planned works			

Appendix C – Street Lighting – Dover

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

Street Lighting Column Replacement – <i>Contact Officer Sue Kinsella</i>			
Road Name	Parish	Description of Works	Status
Adrian Street	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by March 2018
Millyard Way	Eythorne	Replacement of 1 street light complete with LED Lantern	Works Completed
London Road	Temple Ewell	Replacement of 1 street light complete with LED Lantern	Works to be completed by December 2017
Dover Road	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by December 2017
Dover Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by December 2017
Sandwich By Pass	Sandwich	Replacement of 2 street lights complete with LED Lanterns	High Speed Programme
Ramsgate Road	Sandwich	Replacement of 1 street light complete with LED Lantern	High Speed Programme
High Street	Sandwich	Replacement of 1 street light complete with LED Lantern	Works to be completed by March 2018
Whitfield Hill	Dover	Replacement of 2 street lights complete with LED Lanterns	Works Completed
Folkestone Road	Dover	Replacement of 4 Road Signs complete with LED Lanterns	Works Completed
Alkham Valley Road	Dover	Replacement of 1 Road Sign complete with LED Lanterns	Works Completed
New Dover Road	Dover	Replacement of 1 Road Sign complete with LED Lanterns	Works Completed
London Road	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
Lewisham Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Snargate Street	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed

Church Lane	Sandwich	Replacement of 1 street light complete with LED Lantern	Works Completed
Woodnesborough Road	Sandwich	Replacement of 1 street light complete with LED Lantern	Works Completed
Millwall Place	Sandwich	Replacement of 1 street light complete with LED Lantern	Works Completed
Wigmore Lane	Eythorne	Replacement of 1 street light complete with LED Lantern	Works Completed
The Marina	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
Station Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by December 2017
Mongeham Road	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
Freemans Way	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
Kedleston Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Buckland Terrace	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
New Dover Road	Capel Le Ferne	Replacement of 1 street light complete with LED Lantern	Works Completed
Townsend Farm Road	St Margret's at Cliffe	Replacement of 1 street light complete with LED Lantern	Works Completed
Granville Road	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
High Street	Deal	Replacement of 2 street lights complete with LED Lantern	Works to be completed by December 2017
Ramsgate Road	Sandwich	Replacement of 1 street light complete with LED Lantern	Works to be completed by January 2018
South Military	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by January 2018
Honeywood Parkway	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by January 2018
Eastry By pass	Eastry	Replacement of 1 sign light complete with LED Lantern	To be programmed in High Speed Programme
Fisher Street	Sandwich	Replacement of 1 street light complete with LED Lantern	Works to be completed by January 2018
Lower Street	Eastry	Replacement of 1 street light complete with LED Lantern	Works to be completed by February 2018
The Beach	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by February 2018
Mongeham Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by February 2018

Chapel Lane	Ripple	Replacement of 1 street light complete with LED Lantern	Works to be completed by February 2018
St Radigunds Road	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by February 2018

Appendix D – Transportation and safety schemes

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

Crash Remedial Schemes – Contact Officer Richard Heaps			
A257 Route Study	Wingham	Install 50mph speed limit and make changes to bus stop hardstanding	Speed limit TRO complete. Detailed design in progress
A256 Ramsgate Road	Sandwich	Chevron blocks on Richborough and Ebbsfleet roundabouts to be weed sprayed, jet washed and repainted with use pf reflective beads to improve conspicuity	Works complete
Tower Hamlets Road	Dover	Installation of red light monitoring cameras to gather information on red light running to see if this might be a sit for future consideration of camera enforcement.	Works complete, awaiting data
Local Transport Plan Schemes – Contact Officer Richard Heaps			
Road Name	Parish	Description of Works	Current Status
Sandwich	Sandwich	Dropped kerbs to facilitate pedestrian access – School Road, St Georges Road, The Quay & Strand Street.	Works complete
Alkham Road (Phase II)	Temple Ewell	Improvement of bus stops in Lower Road (bus boarder kerbs, bus stop clearways), waiting restrictions in Lower Road to improve bus access, dropped crossings at Lower Road and Kearsney Court, additional bollards on north side of the road. Reduction in the speed limit from 50mph to 40mph.	Speed limit TRO made. Works complete pending Level 3 Road Safety Audit and snagging.
Local Growth Fund Schemes – Contact Officer Richard Heaps			
No planned works			

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Agreement Works) – Contact Officer Kingsley Williams			
Scheme location	Parish	Description	Current status
Market Place (Road 1.4) Aylesham Village expansion works	Aylesham	Amendments to Market Square including ben widening and additional parking areas.	Works completed apart from a number of minor street lighting issues.
Shemara Farm, Woodnesborough Lane	Eastry	Footway works connected with S38 development.	S278 Approval has been given. Work has started on site.
Hyton Drive (off Church Lane)	Deal	Three new accesses to a development of 194 dwellings.	Temporary access in place for Section 38 scheme.
Deal Castle	Deal	Footway works and new vehicle entrance	S278 Approval has been given. Due to start in Jan 18.
FORMER BISLEY NURSERY, WORTH	Deal	Footway works connected with S38 development.	S278 Approval has been given.
Dover Trade Park from Honeywood Parkway	Dover	Footway works connected with S38 development.	S278 Approval has been given. Work has started on site.
Castle Street/Russell Street/Dolphin Passage	Dover	Traffic calming works in Castle Street, new turning head and related works in Russell Street and improvements to footways in Dolphin Passage.	Alterations required to granite rumble strip in November. Works ongoing in Russell Street and Dolphin Passage.
Cambridge Road (read of Cullin's Yard)	Dover	Removal of traffic calming buildout associated with the redevelopment of Dover Esplanade via Dover Harbour Revision Order SI no. 416	Letter of Agreement in place, start of works date awaited.
The Street	Preston	Pedestrian/footway improvements.	S278 Approval has been given. Due to start in Jan 18.
Grove Road/Stourmouth Road	Preston	New bell-mouth access into private development and new footways.	Works underway.
A258 London Road	Sholden	New Puffin crossing.	Minor remedial works underway.
Station Road	Walmer	Relocation of bus stops on Dover road and adjustments to kerb lines.	Works underway.
Halsbury Homes Ltd new development	Whitfield	New Roundabout	Works completed. Road safety audit has been undertaken.
Hammill Brickworks Selson	Woodnesborough	New bell-mouth access into private development and	Works underway.

Lane/Hammill Road		minor alterations to existing access.	
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Appendix F - Public Rights of Way

Public Rights of Way – Contact Manager- David Fleck			
Path No	Parish	Description of Works	Current Status
ED29- Footpath Adjacent to Walmer Science College	Walmer	New wearing course to Public Footpath close to schools	Works complete
ED59 – Footpath Off Goodwin Close	Deal	New Wearing course	Works Complete
ER129- Byway between Ewell Minnis and Kearsney	Temple Ewell	Surface improvements to Byway	Works complete

Appendix G – Bridge Works

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

Appendix H – Traffic Systems

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

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

Appendix I – Combined Member Fund

Combined Member Fund programme update for the Dover District.

The following schemes are those which have been approved for funding by both the relevant Member and by Roger Wilkin, Director of Highways, Transportation & Waste and is up to date as of **07 November 2017**. It includes all new Members following the recent County Elections, as well as any previous members with new updates to their schemes.

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

More detail on their schemes available to Members via their Combined Member Fund Engineer.

Pauline Beresford

Scheme	Status
River – measures to manage and discourage lorry access and overnight parking	Outline design in progress
Barwick Road, Dover – kerb buildout and dropped kerbs	Outline design complete, awaiting confirmation from member to whether to go ahead

Trevor Bond

Scheme	Status

Pam Brivio

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

Sue Chandler

Scheme	Status

Nigel Collor

Scheme	Status
River – measures to manage and discourage lorry access and overnight parking	Outline design in progress
Barwick Road, Dover – kerb buildout and dropped kerbs	Outline design complete, awaiting confirmation from member to whether to go ahead

Gordon Cowan

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

Geoff Lymer

Scheme	Status

Steve Manion

Scheme	Status
Downs Road and Church Hill, Sutton - "Unsuitable for HGV" signs	Detailed design – Member funding confirmed, awaiting contribution from Parish Council.

Derek Murphy

Scheme	Status

1.1 Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

2.0 Recommendation

2.1 Recommendation to note

Contacts: Toby Howe/Stephanie Wadhams 03000 418181

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

Agenda Item No 15

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

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of the Local Government Act 1972.

Agenda Item No 16

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