

Public Document Pack

DOVER JOINT TRANSPORTATION BOARD

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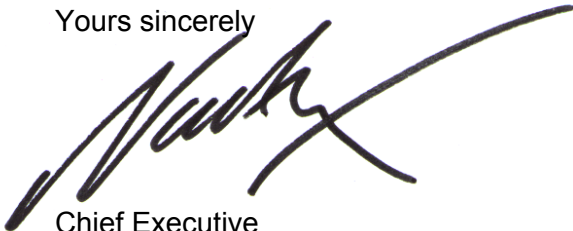
27 November 2018

Dear Councillor

NOTICE IS HEREBY GIVEN THAT a meeting of the **DOVER JOINT TRANSPORTATION BOARD** will be held in the Council Chamber at these Offices on Thursday 6 December 2018 at 6.00 pm when the following business will be transacted.

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

Yours sincerely



Chief Executive

Dover Joint Transportation Board Membership:

Dover District Council Members

J S Back (Chairman)
P M Brivio
D G Cronk
A Friend
P D Jull
M J Ovenden
P M Wallace

Kent County Council Members

S C Manion (Vice-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 G Cowan (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** (Pages 6-10)

To confirm the attached Minutes of the meeting of the Committee held on 14 June 2018.

5 **BUS/COACH PARKING PROPOSAL: DOVER SEAFRONT** (Pages 11-20)

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

6 **PROPOSED PARKING PROHIBITION: FITNESS FIELDS, WHITFIELD** (Pages 21-22)

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

7 **RESIDENTS' PARKING SCHEME PROPOSAL: BEECHWOOD AVENUE, ASTOR DRIVE AND LONDON ROAD, DEAL** (Pages 23-30)

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

8 **RESIDENTS' PARKING SCHEME PROPOSAL: LAURESTON PLACE AND VICTORIA PARK, DOVER** (Pages 31-38)

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

9 **RESIDENTS' PARKING SCHEME PROPOSAL: PRIORY HILL AND PRIORY GROVE, DOVER** (Pages 39-45)

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

10 **RESIDENTS' PARKING SCHEME PROPOSAL: INCLUSION OF NORTHCOTE ROAD, DEAL** (Pages 46-52)

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

11 **WELL-MANAGED HIGHWAY INFRASTRUCTURE** (Pages 53-79)

To consider the attached report of the

12 **LOCAL WINTER SERVICE PLAN** (Pages 80-81)

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

13 **HIGHWAY WORKS PROGRAMME 2018/19** (Pages 82-98)

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

14 **EXCLUSION OF THE PRESS AND PUBLIC** (Pages 99-101)

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

15 **APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS** (Pages 102-122)

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: democraticservices@dover.gov.uk for details.

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

Declarations of Interest

Disclosable Pecuniary Interest (DPI)

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

Other Significant Interest (OSI)

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

Voluntary Announcement of Other Interests (VAOI)

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

Note to the Code:

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

Minutes of the meeting of the **DOVER JOINT TRANSPORTATION BOARD** held at the Council Offices, Whitfield on Thursday, 14 June 2018 at 6.00 pm.

Present:

Chairman: Councillor J S Back

Councillors: P M Brivio
S S Chandler
N J Collor
D G Cronk
A Friend
P D Jull
G Lymer (Minute Nos 5-13 only)
M J Ovenden
P Walker

Also Present: Mr K Gowland (Kent Association of Local Councils)
Mr A Minns (Kent Association of Local Councils)
Mr B W Bano (Deal Town Council)
Mr P I Carter (Sandwich Town Council)

Officers: Dover District Manager (Kent County Council Highways)
Schemes Programme Manager (Kent County Council Highways)
Schemes Project Manager (Kent County Council Highways)
Highways and Parking Team Leader
Democratic Services Officer

1 APOLOGIES

Apologies for absence were received from County Councillors P M Beresford, T A Bond, S C Manion and D P Murphy, and Mr G Cowan (Dover Town Council).

2 APPOINTMENT OF SUBSTITUTE MEMBERS

It was noted that there were no substitute Members.

3 DECLARATIONS OF INTEREST

There were no declarations of interest.

4 MINUTES

The minutes of the meeting held on 29 March 2018 were approved as a correct record and signed by the Chairman.

5 PROPOSED CHANGE OF SPEED LIMIT - DOVER HILL AND NEW DOVER ROAD

The Kent County Council Highways Schemes Project Manager (SPM) introduced the report which outlined proposals to reduce the speed limit in Dover Hill and New Dover Road from 60mph to 40 or 50mph. The proposals had come about as a result of crash data from Kent Police which indicated that there had been a cluster of injury crashes in this location. He clarified that, although most of the road was within the boundary of Folkestone & Hythe District Council, a recommendation from the Board was still required in relation to the part that was within the Dover district.

Councillor N J Collor agreed with the parish council's suggestion that the limit should be reduced to 40mph rather than 50mph.

RESOLVED: It was agreed to recommend that the 40mph speed limit and an additional lane merging arrow be installed.

6 PROPOSED WAITING RESTRICTIONS - MARKET STREET, SANDWICH

The SPM presented the report, advising that Sandwich Town Council had asked for changes to be made to Market Street in order to improve traffic movement and pedestrian safety and to protect the town's historic buildings. The proposal involved closing Potter Street to traffic and introducing one-way traffic in Market Street, with traffic exiting the latter via The Butchery. Consultation had been undertaken, the results of which were set out in the report. However, following concerns arising from a Kent County Council (KCC) road safety audit, it was recommended that the scheme should be abandoned.

Councillor S S Chandler informed the Board that the proposal was part of a longer term scheme to improve pedestrian flows through the town, and had been agreed by KCC and Dover District Council. Traffic entering Potter Street from the north used it as a shortcut through Market Street to the Guildhall, etc. She suggested that Potter Street should be closed but that two-way traffic in Market Street should be retained for a trial period of 18 months.

In response to Councillor P D Jull, the SPM undertook to explore the possibility of removing the bollard at the southern end of Potter Street which did not require a Traffic Regulation Order (TRO). Councillor P Walker commented that parking should also be investigated as some spaces might need to be removed. Members were advised that an experimental TRO would allow Officers to make tweaks and changes to the scheme whilst members of the public would be able to submit comments during the period of the TRO. The KCC Highways Schemes Programme Manager added that the KCC Head of Service's authority would be required before the Board's recommendation could be progressed.

RESOLVED: That it be recommended that Potter Street be closed to traffic, and that two-way traffic be retained in Market Street, for a trial period of 18 months, during which time further traffic counts and consultation will be undertaken.

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

The Highways and Parking Team Leader (HPTL) presented the report which set out the results of consultation on proposals for a residents' parking scheme in Deal. The proposals had been drawn up at the request of the Board, and in response to a request made by residents. One feature now included in the scheme was double yellow lines which had been added to maintain traffic flow where bus-stops had been removed. The majority of respondents had indicated support for the scheme.

Councillor Jull expressed surprise at the inclusion of Astor Drive in the scheme when The Grove was closer. He argued that the scheme was not necessary as the majority of residents had off-road parking, and the scheme would simply displace drivers elsewhere. He referred to the situation in Bridgeside where there were lots of empty car parking spaces following the introduction of a permit scheme. Councillor A Friend disagreed, stating that Beechwood Avenue was being used as a

parking zone. The HPTL advised that another scheme would be drawn up to address problems in Church Path and that this scheme was likely to increase demand at Bridgeside.

RESOLVED: That it be recommended that the Residents' Parking Scheme set out at Appendix A of the report be sealed so as to bring it into effect.

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

The HPTL introduced the report which outlined the results of consultation on a residents' parking scheme covering Priory Hill and Priory Grove. As a result of comments received during the consultation, it was proposed that the scheme be amended to cover just Priory Grove and the eastern end of Priory Hill.

Speaking as a resident of Priory Hill, Councillor P M Brivio advised that she and others had been lobbying for the scheme since 2015 so she very much welcomed the proposal.

RESOLVED: That the revised Residents' Parking Scheme detailed at Appendix D of the report be formally advertised, and that any objections received be referred back to a future meeting of the Dover Joint Transportation Board for further consideration prior to final recommendations being made.

9 BUS/COACH PARKING PROPOSAL - DOVER SEAFRONT

Members received the report which outlined amended proposals for bus and coach parking at Dover seafont. The HPTL reminded Members that in March 2018 the Board had recommended that a proposal for four coach spaces outside and opposite Harbour House should be progressed, despite safety concerns raised by KCC. Since that meeting, KCC had advised that it could not implement the recommendation for safety reasons, and had requested that the Board consider an alternative proposal. An alternative proposal was set out in Appendices B and C of the report.

RESOLVED: That the revised coach parking proposal set out at Appendices B and C of the report be formally advertised and, in the event that no objections are received, be recommended for sealing by Kent County Council. Any objections received in respect of the formal advertisement would be referred back to a future meeting of the Dover Joint Transportation Board for further consideration prior to any final recommendations being made.

10 PROPOSED PARKING PROHIBITION - FITNESS FIELDS, WHITFIELD

The HPTL presented the report which outlined a proposal to prohibit parking in Fitness Fields, the new access road linking the new leisure centre to Honeywood Parkway.

RESOLVED: That the parking prohibition proposal detailed in the report be formally advertised and, in the event that no objections are received, be recommended for sealing by Kent County Council so as to bring it into effect. Any objections received in respect of the formal advertisement would be referred back to a future meeting of the

Dover Joint Transportation Board for further consideration prior to any final recommendations being made.

11 HIGHWAY WORKS PROGRAMME 2018/19

Members received the report which provided an update on schemes that had been programmed for delivery in 2018/19. The KCC Dover District Manager (DDM) advised that the resurfacing works to Maison Dieu Road and Bridge Street, Dover were programmed for October. Further investigations were required to progress footway improvement works at Biggin Street.

Councillor Chandler referred to continuing delays with works to Brook Street, Eastry and The Street, Preston, and requested that they be expedited as soon as possible. The DDM undertook to find out the latest position on these works. Councillor Collor congratulated KCC staff on their efforts to tackle pot-holes.

RESOLVED: That the report be noted.

12 EXCLUSION OF THE PRESS AND PUBLIC

It was moved by Councillor S S Chandler, duly seconded and

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

13 APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS

The HPTL introduced the report which outlined details of twelve disabled persons' parking bay applications. In addition, it was proposed that six disabled parking bays should be removed as they were no longer required. In respect of Application L, Members were advised that the report was incorrect in that it referred to the applicant's home as being located on an unofficial highway. This was not in fact the case and the applicant therefore met all the criteria, as did the other eleven applications. Following concerns raised by Councillor Walker, the HPTL reassured the Board that there had been no instances of applications being refused on the basis that the applicant lived in an unadopted road.

RESOLVED: (a) That it be noted:

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

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

The meeting ended at 7.11 pm.

DOVER DISTRICT COUNCIL

REPORT OF THE CHIEF EXECUTIVE

DOVER JOINT TRANSPORTATION BOARD – 6 DECEMBER 2018

BUS/COACH PARKING PROPOSAL: DOVER SEAFRONT

Recommendation:

The Board is asked:

To agree that the coach parking proposals detailed in this report and shown in Appendices B and C be implemented 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. Members will be aware of the various proposals presented to the Board over the last two years to find a replacement for the coach parking that was lost when the Esplanade was stopped-up (closed) as part of Dover Waterfront development.
2. At the meeting on 14 June 2018, the Board agreed that the coach parking proposals shown in Appendices B and C to this report be formally advertised and that any objections received should be considered by the Board for further consideration prior to making any final recommendations.
3. Two objections to the proposal were received and are attached to this report as Appendices A1 and A2.
4. The Board is asked to consider the objections received and to decide whether the proposals shown as Appendices B and C of this report be implemented by recommending that Kent County Council seals the necessary Traffic Regulation Order.
5. Evaluation of options available to the Board:
 - a. To agree to recommend that the proposed Traffic Regulation Order is sealed.
 - b. To agree to advertise an amended proposal.
 - c. To withdraw the proposal.

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.

Background Papers

Parking Services Files

Attachments

Appendices A1, A2 Objections received.

Appendix B Proposal for 2 coach parking spaces outside Harbour House

Appendix C Proposal for 2 coach parking spaces outside the Premier Inn

ROGER WALTON

Director of Environment and Corporate Assets

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

Appendix A1

Tel: [REDACTED]
Email: [REDACTED]

The Gateway
Marine Parade
Dover
Kent
CT16 1LG

15th October 2018

Parking Operations Manager
Dover District Council Offices
Honeywood Road
White Cliffs Business Park
Dover
Kent
CT16 3PJ

Dear Sir

Re: Proposed Coach/Bus Parking : Marine Parade – TRAN2018/33
: Waterloo Crescent - TRAN2018/23

I wish to raise objections to the above proposal on environmental, unsuitability, safety and health grounds much along the lines as set out in my objection to TRAN2016/003 Proposed Coach/Bus Permit Parking, in my letter dated 20th February 2017. I feel very passionate about the seafront and what I feel are DDC's efforts to foist commercial vehicle parking along this wonderful amenity we have. It is there to be enjoyed and no thought should be given to ruining it for Dovorians. I hoped this letter would be a shorter diatribe that my last but I'm sorry, I simply could not precis my heartfelt thoughts and objections, and have had to voice my fears about the chaos the creation of these seemingly innocuous coach/bus bays could bring about.

I notice the word **Permit** has been removed from the above applications presumably because you are charging these coaches £7.50 each to park (ticket from the current parking machines?) for a 24 hour period, which means any coach can arrive at any time during that 24 hour period and stay for as long as they choose, as long as they put £7.50 in a parking machine as each 24 hour period comes to an end. This means any coach from anywhere in the UK or abroad can park at any time and stay indefinitely should they so choose. With a permit system at least DDC would have some control and could ensure that it was coaches parking in the designated areas whose occupants are visiting local attractions or using local hotel accommodation. Once word gets round about our cheap 24 hour parking, this free for all means any coach coming out of the docks, coming down Jubilee Way, or the M20, etc, going anywhere in, or from, the UK, could simply decide to pull over and buy a ticket, which means these limited designated spaces wouldn't be available for coaches serving the immediate community.

To allow parking this limited number of coaches at either end of the seafront is simply tinkering at the edges and will do nothing long term to solve an evergreen problem, i.e. DDC's need to find a coach parking area away from the centre of Dover, and especially away from our beautiful seafront. Inevitably these few spaces designated for coaches/buses will lead to 'creep'. A coach driver isn't going to worry about leaving his vehicle next to a coach occupying a designated space, he'll just park there, then gradually from either end of the seafront, coaches will creep further and further along until the seafront is carpeted with them. The more there are, the more lorry drivers will be inclined to park their vehicles amongst these 'illegally' parked coaches as they'll just see 'commercial vehicles' and so, by default and stealth, permanent seafront parking for any vehicle will be here to stay.

Page 1 of 5

Parking is very rarely monitored on the seafront and, after 5 pm not at all, which means these coaches, together with any other large unofficially parked vehicles, will remain there unchallenged. These proposed bays send a message that DDC has no problem with large commercial vehicles blighting their seafront and a precedent will have been set.

On online motorhome forums it is widely publicised that 'no one comes near you' so the likelihood of getting ticketed or moved on is negligible. I'm sure the same message will reverberate round the coach/commercial driving fraternity before too long.

I truly believe this is DDC's agenda, it's the lazy ready-made option which means DDC won't have to bother to find land to create a coach/bus park; DDC has no compunction whatsoever about spoiling, defacing and destroying our seafront.

Pencester Gardens, and many of our parks and open spaces, are no longer safe and are peopled by gangs, drunks and drug addicts, they are 'no go' areas, the seafront is our only remaining safe open space where people know they can come and enjoy the views, relax and sit awhile, especially if they have poor health or mobility problems.

Why would DDC even consider this area as suitable for parking large commercial vehicles anywhere along its length? Who wants to walk past a wall of intimidating parked coaches? It is already a strange experience driving between dozens and dozens of towering motorhomes (sorry cars) parked both sides of Marine Parade for months on end, and walking on the pavements beside them parked nose to tail does not only ruin the whole seafront vista, it is indeed a very claustrophobic, depressing and unsettling experience too. Why does DDC persist in trying to make things even worse for us all (the people of Dover) by encouraging coaches and buses to park here too, albeit initially in a few designated bays?

Then there is the matter of lost revenue, a coach will take up at least 3 car spaces and these 70 seater-plus monsters will no doubt want at least 4 or 5 which means at any one time the spaces you propose procuring at either end of the seafront will accommodate no more than 4 – 6 coaches in total. How is this going to solve the coach parking problem, when you're not issuing permits and it's a 'free for all' on a 'first come first served' basis?

There was a vociferous complaint by Cllr Peter Wallace about lost parking revenue in the local paper published on Thursday 27th September 2018, has no one done the sums? I admit that not every car space is going to be occupied 8 hours a day at £1.10 per hour, or £6.50 for a day's parking, I've no doubt either this proposed cheap coach parking won't be used every minute of the 24 hours it's available to coach drivers, but if you lose 12 spaces as you're proposing at £1.10 per hour from 9 am – 5 pm (i.e. 8 hours) that's £8.80 per space per day x 12 which equates to £105.60; 12 spaces at the £6.50 per day tariff equates to £78. You propose charging £7.50 per **24 hours** for coaches so, if you squeeze say 6 into the purloined car spaces, then £7.50 per 24 hours x 6 equates to £45. Hasn't anyone sat down and taken in to consideration the loss of revenue, which equates to £33 per day or, in the worst case scenario £60.60 per day which, over a 7 day week is a loss in revenue of either £231 or £424.20? The projection is of course based on daily full capacity usage which I admit is unlikely, but using these figures over say a **40 week period** (which includes a 12 week allowance for less usage during the winter) then these coach/bus bays would give DDC a **financial loss of £9,240 or £16,968 annually.**

DDC are very good at making Rules and Regulations, i.e. dogs on leads, flying drones, electronic equipment, littering, parking for cars and motorcycles only (then ignoring motorhomes taking up a couple of spaces) etc, etc, but they're very bad at enforcing any of these as there's no policing, no enforcement, so no deterrent.

DDC's refusal to acknowledge that motorhomes are not cars is farcical, and all that will happen is that we will get more and bigger motorhomes who will feel even more comfortable ruining our seafront as they nestle in the shadow of commercial coaches. Many of these motorhomes are as large as the commercial coaches themselves and many are converted 3-ton lorries, yet all this is ignored.

Waterloo Crescent is much too narrow for coaches to be parked either side and I've been told by residents that cars are regularly damaged by coaches trying to manoeuvre in such a tight space, also diesel fumes pour into their homes as engines idle to operate cooling or heating systems. This is certainly NOT the place to even consider parking large vehicles.

I've noticed that the lorries delivering supplies, beer, beverages, etc, to the Premier Inn have to park on the corner as you leave Marine Parade to join Townwall Street at the Eastern Docks end, which means overtaking vehicles have to pull out and cross on to the oncoming carriageway on a blind corner. Parked coaches would make negotiating this bend dangerous as overtaking vehicles would spend the majority of their time in the middle of, or on the wrong side of, the road.

I do not understand why DDC don't address their coach/bus/commercial parking problem NOW and stop tinkering around the edges by appropriating our seafront by stealth.

I recall saying in my letter of the 20th February 2017 that **IF there was no other solution than to use Marine Parade for coach parking**, that Douro Place itself, or the area close to it, would be the only sensible option. However, now that Premier Inn have been granted permission to extend their establishment by 30 rooms, plans which must have been approved by DDC, they're losing a huge chunk of their car park, when in fact they will need more parking spaces to accommodate their extra clientele. Was this not taken into account when the planning proposal was submitted? *(I've been told the extension is being built on stilts to retain some parking spaces but I don't know if this information is correct or not.)*

Why was provision not made for coaches to park within the St James' shopping complex to accommodate Travelodge's clientele arriving by this method? Indeed, why can't a section of this car park be allocated on a permanent basis for coach parking? Why is it that planning applications are waved through without someone addressing the obvious parking issues these bring with them, then foist upon the residents of Dover some cobbled together ham fisted solution by trying to take away their only picturesque, unspoiled and safe open space?

As the result of yet another attempt on DDC's part to foist commercial vehicle parking on to Marine Parade/Waterloo Crescent, (DDC having failed to find a solution since the last proposal was rejected some 17-18 months ago), I have tried to come up with some alternative suggestions:

1. I notice on your website that DDC advertise motorhome parking in Maison Dieu Car Park where vehicles are allowed to occupy two bays, but this is not advertised on either Marine Parade or Waterloo Crescent. It is presumably because DDC's Parking Operations classify motorhomes as 'cars'. As you continue to allow these 'cars' to litter and blight the seafront willy-nilly, then why not utilise Maison Dieu Car Park for coach parking?

You obviously recognise that coaches and buses need extra length parking bays, so why not use Maison Dieu Car Park for such parking? This would make good and sensible use of the allocated but unused space already set aside for motorhomes. It wouldn't be difficult to mark out appropriate sized bays, and would seem the ideal solution to the coach/bus parking problem. It could be organised in a trice and probably operational within no more than four weeks. Maison Dieu Car Park would hold up to 10 coaches/buses easily and you'd still have a few spaces left for local use. Facilities would be easily accessible for coach drivers too.

2. Why wasn't the land that was cleared at the bottom of East Cliff recently acquired and utilised for coach parking? It's the perfect solution, coaches would be out of site, spoil no one's facilities and would not inconvenience their drivers.
3. Why not Whitfield? You could use the bus and coach station? The drivers would have all the facilities they need at Whitfield, and they could use the local bus network to traverse between there and the town.
4. I don't know where they park the cruise buses but what about allowing coach drivers to use this facility?
5. Any space at Whitfield, and there is so much vacant land there at the moment, could be used as a temporary coach park then, when the land was acquired for development, an adjoining vacant area could be used for parking. You could park every coach operators' vehicles up at Whitfield for many years until the land is fully utilised, which would give you up to a decade to come up with a decent and permanent solution to bus/coach/commercial vehicle parking that wouldn't ruin Dover's seafront. Once again, coach drivers could use the local buses to travel into Dover,
6. Britannia coaches I understand park in the vicinity of Poulton Close. Could that option be explored?
7. The landowner beside Dover Castle doesn't seem averse to his land being used to accommodate vehicles at special events. Could an arrangement be made with the landowner to help solve the coach/bus problem on a more permanent basis?
8. There is a lower car park beside the castle which is used by a local coach company to ferry people into the castle on special event days. Could DDC liaise with English Heritage, or whoever owns this land, to allow coaches to be parked there at other times? It's a waste that this area is left unoccupied when coaches/buses require somewhere to park.
9. There is an under-utilised car park approached from a turning off York Street as you exit for Military Hill, the road to the car park is immediately on your left. Coaches would be out of the way and disturb no-one, with drivers being literally in the town.
10. There is still de Bradelei Wharf which would involve DDC coming to an arrangement with Dover Harbour Board but, as DHB's major development scheme was approved, but at the same time decimating the parking around Dover, surely they shouldn't be averse to assisting DDC overcome their parking problems, at least in the short term?

From recent publicity the government is actively encouraging a reduction in the use of diesel vehicles on our roads which have been proved to be detrimental to our health, maybe even going so far as to be considering financial inducement to encourage people to stop using these, or banning them altogether. Buses (coaches) are notorious for sitting for long periods with their engines running emitting foul smelling noxious black fumes for the purpose of cooling or heating their interiors according to the time of year. With all this in mind, we should not allow any part of our seafront to be littered with coaches/buses/any type of commercial vehicle, because DDC persist in pursuing an unnecessary and lazy solution to their parking problem. We may be told it's only a few large vehicles for now but, and I reiterate, once a precedent's been set, it's almost certain application will be made to extend the area, with some council official stating that no one objected when the proposal was mooted initially. Dover's seafront is its lungs, and the one remaining decent attractive open area which people are comfortable to frequent.

I have enclosed a stamped addressed envelope for you to acknowledge receipt of my letter, which I will email also, as I want to have confirmation you received this before noon on Monday 22nd October 2018.

If the ticketed £7.50 x 24-hour bus/coach parking as published does go ahead, I'd like you to justify why allowing this to happen in such a public, populated and picturesque location was your only option.

Very few people I've spoken to know this consultation about introducing coach parking on the seafront has, again, raised its head, they were under the impression the decision to abandon coach parking on Marine Parade was made last year and the matter put to bed at that time. I have to say I came across the proposal by accident as you don't publicise forthcoming consultations very well, no doubt in the hope that no one sees these until it's too late, and then you tell us it was our fault as we didn't have our say!

As long as I am aware that you are considering any sort of additional or commercial, indeed any further parking on Dover seafront, i.e. Marine Parade, Waterloo Crescent, Wellesley Road, Douro Place, the Road with No Name, Cambridge Terrace and any other road, side road or street that links to the seafront then I will object all the time I have breath in my body.

DDC has made some dreadful dreadful decisions about what happens to our lovely town, most of which have failed or ultimately will fail, and there's no going back. DDC resurrect their policies again and again, just as is happening with the proposal to allow coach/bus/commercial vehicle parking along our seafront, until you grind everyone into submission and get your way. Please have the decency to stop this ridiculous suggestion which will be the beginning of the end of our seafront as we know it NOW, and look for a long term solution to this problem.

You should NOT be allowed to ruin the Jewel in Dover's Crown.

Yours faithfully

A handwritten signature in black ink, followed by a thick black horizontal bar redacting the name.

Copied to: *Mr C Elphicke - MP*
Cllr Nigel Collor (Castle Ward)
Mr J Cope - The Dover Society

Appendix A2

From: [REDACTED]
Sent: 28 September 2018 17:43
To: DDC Parking Operations
Subject: parking - comments

RESIDENTS PARKING PERMITS:
Great Idea – should be extended to other areas in the District!

DISABLED PARKING BAYS:
Should include other areas, i.e. 2 x Temple Ewell village

WHITFIELD – Fitness Field
Good idea providing there is enough parking provision!!

DOVER SEAFRONT:
Not a good idea to make these pay and display. Will be unfair to local residents to discourage tourists

Regards

[REDACTED]
[REDACTED]
Temple Ewell

Dover, CT16 [REDACTED]

JOURNALIST

Dean Aldridge

From: [REDACTED]
Sent: 16 October 2018 16:01
To: DDC Parking Operations
Subject: RE: parking - comments

Good afternoon,
I am now home from my travels.
In answer to your two questions:

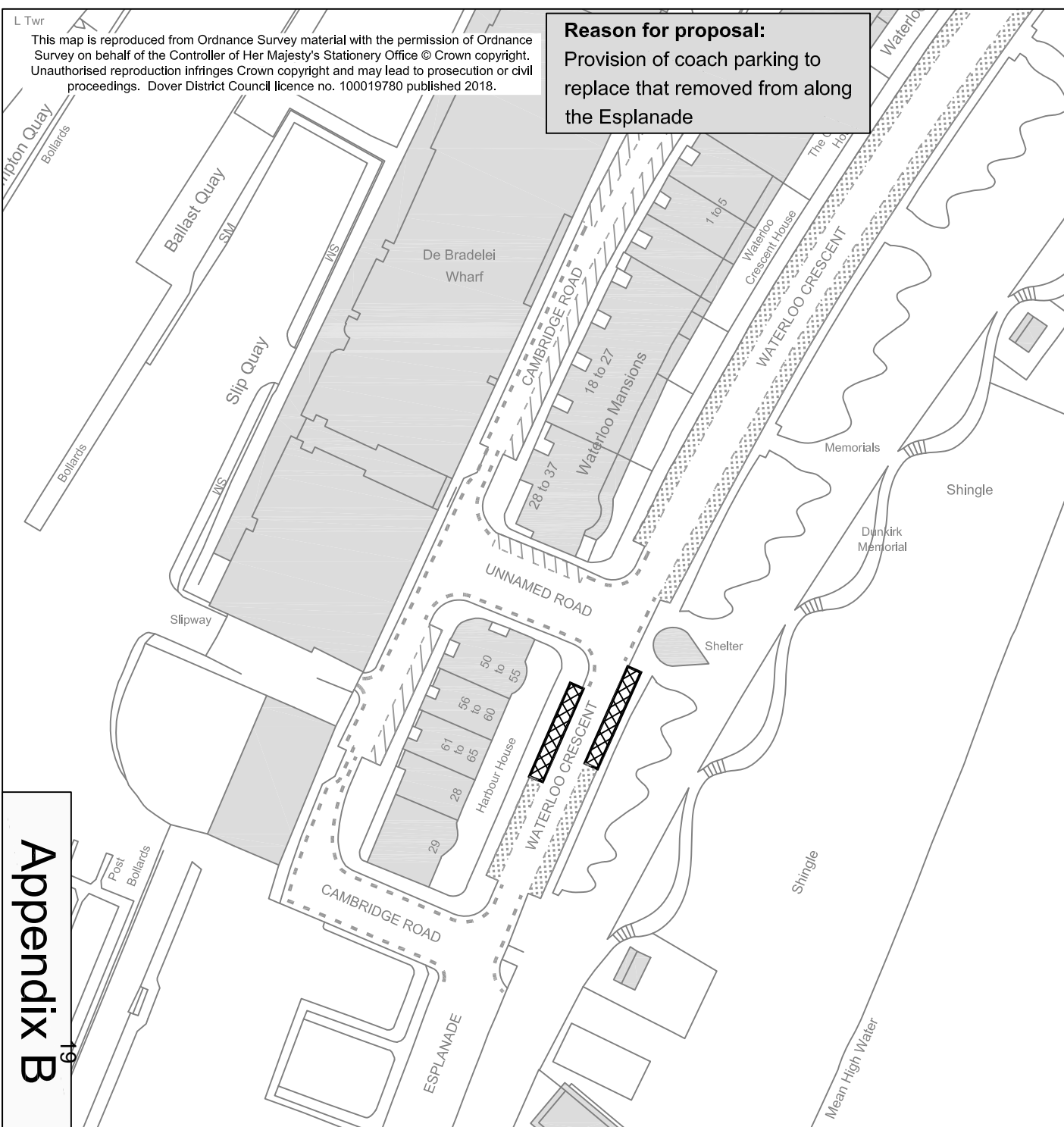
- Temple Ewell – there is a need for a disabled bay on the main road through the village as the 3 spaces outside the village shop/post office are always taken with customers cars and those who live opposite!
- Seafront. The seafront is NO PLACE for coaches to be parked. There should be a drop-off point and then the coach should be parked at the top of Castle Hill where there is existing provision for coaches. The Harbour Board have “selfishly” already taken bays away from tourists and townsfolk to make room for the new double loch into the existing Wellington Dock. Dover Harbour is rapidly becoming a commercial harbour rather than a tourist harbour and needs adequate parking bays for cars before Dover loses the remaining “tourist business”

Regards





[REDACTED]
TRAVEL JOURNALIST

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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 existing Pay & Display motor car/cycle parking spaces to Pay & Display Bus Parking. (In total, 6 car spaces converted to 2 bus spaces)
-  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



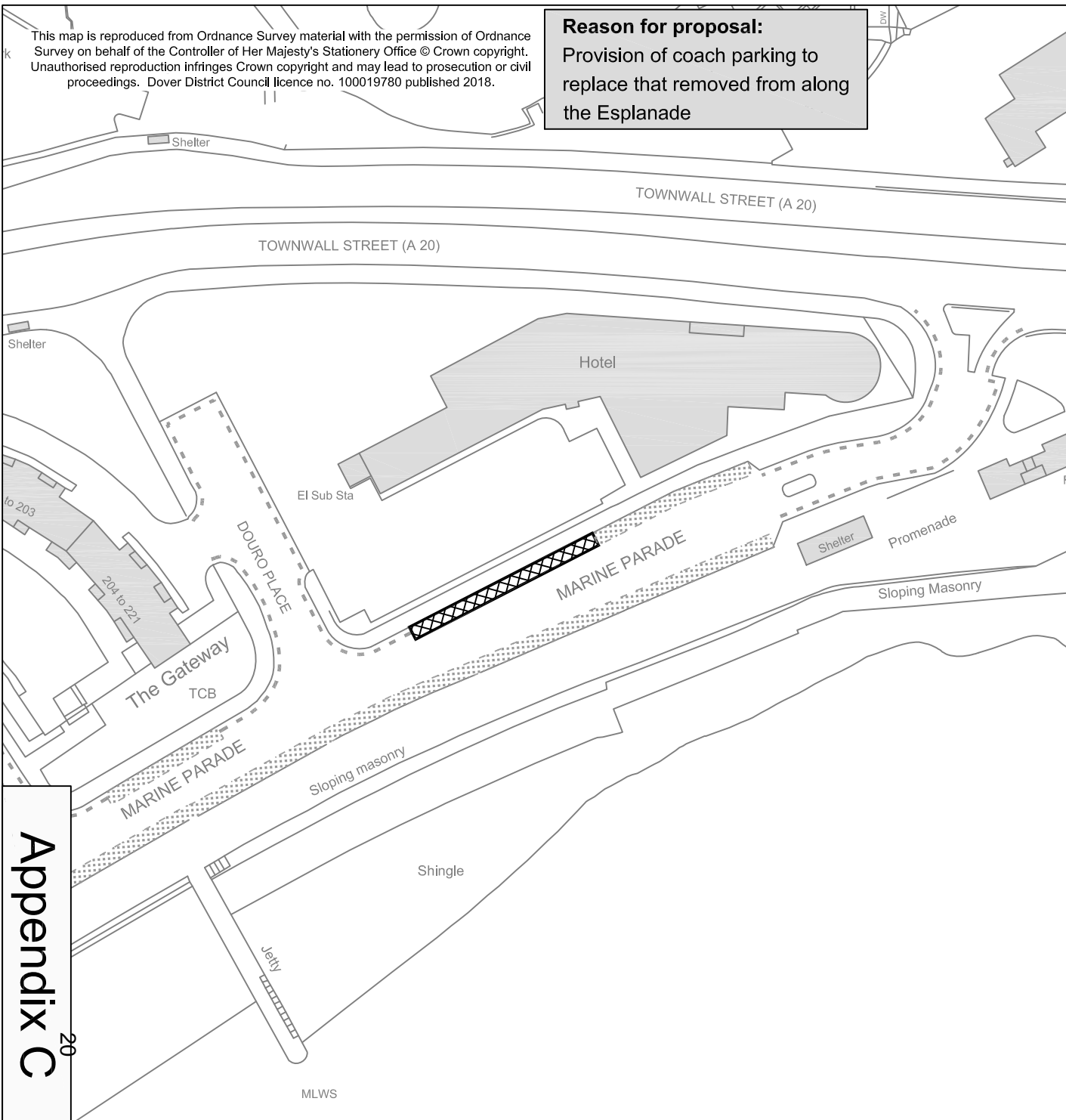
Designed: GEM Drawn: GEM Date: Sept 2018

Scale  1 in 1000 (A4 size) Drawing Number **TRAN/2018/0045** Rev

Appendix B

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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 existing Pay & Display motor car/cycle parking spaces to Pay & Display Bus Parking. (In total, 6 car spaces converted to 2 bus spaces)



Existing Pay & Display motor car/cycle parking



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



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Property Services
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White Cliffs Business Park
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Euring **Roger Walton**, C.Eng, M.I.C.E.
DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

Scheme

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

Location

Marine Parade,
Dover

North



Designed: GEM

Drawn: GEM

Date: Sept 2018

Scale (metres)
1 in 1000 (A4 size)

Drawing Number
TRAN/2018/0046

Rev

Appendix C

DOVER DISTRICT COUNCIL

REPORT OF THE CHIEF EXECUTIVE

DOVER JOINT TRANSPORTATION BOARD – 6 DECEMBER 2018

PROPOSED PARKING PROHIBITION: FITNESS FIELDS, WHITFIELD

Recommendation:

The Board is asked to note this report.

Contact Officer: Gordon Measey Ext 42422

1. At its meeting on 14 June 2018, the Board resolved to formally advertise a proposal to prohibit parking along the entire length of Fitness Fields (the access road leading to the new Dover District Leisure Centre, off Honeywood Road, Whitfield). The proposal is shown as Appendix A to this report.
2. The Board further resolved that if no objections were received in response to the consultation, that the proposal should be sealed by Kent County Council, so as to bring it into effect.
3. No objections to the proposal were received and so Kent County Council will be recommended to seal the proposed traffic regulation order. It is intended that the new restrictions will come into effect to coincide with the opening of the new Leisure Centre, scheduled for early February 2019.
4. The Board is asked to note this report.

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.

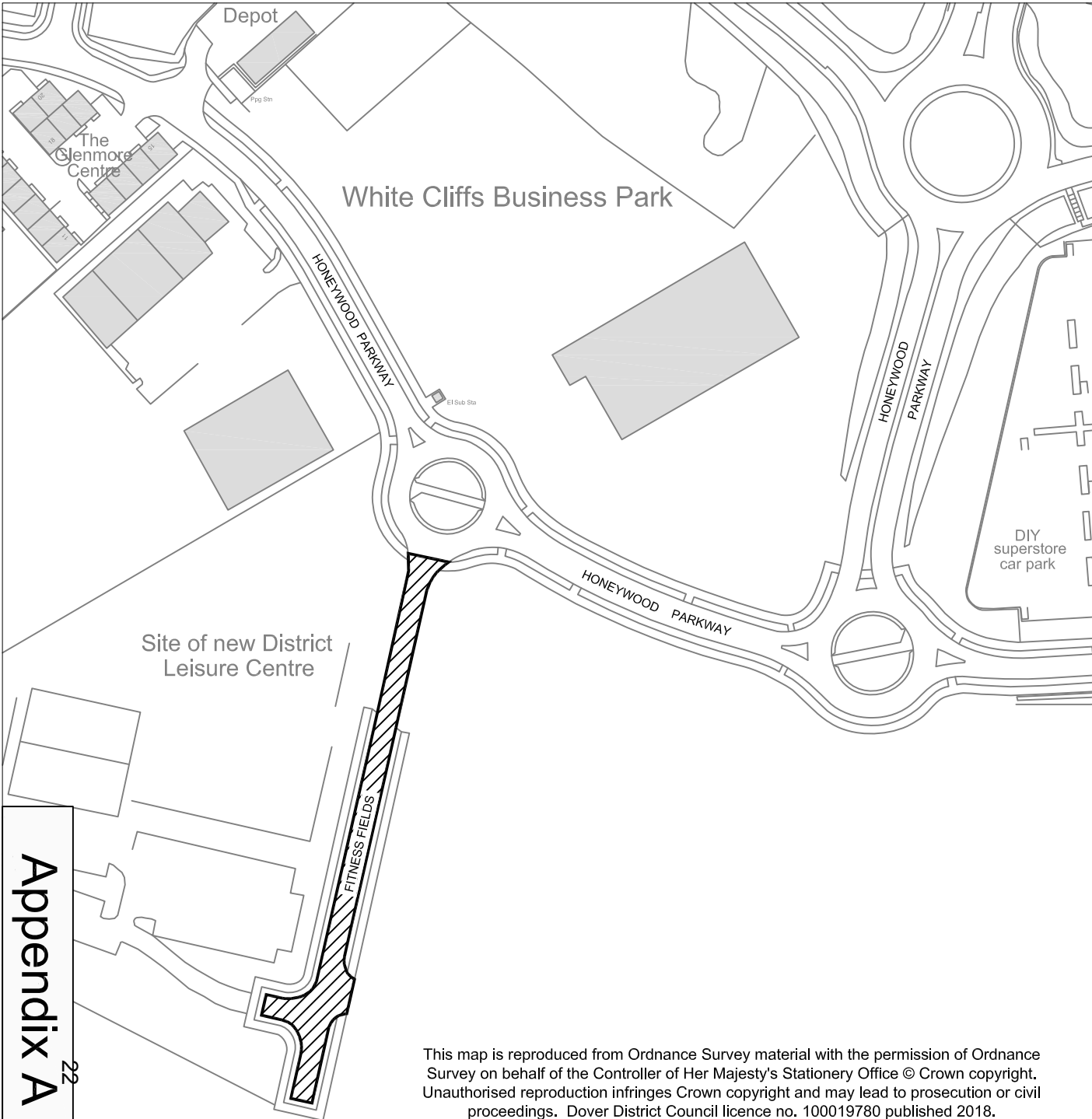
Background Papers

Parking Services Files


ROGER WALTON

Director of Environment and Corporate Assets

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



Key to Map

 Proposed parking prohibition
"No waiting at any time"
(double yellow lines)

Reason for proposal:
To allow 2-lane flow in to and from the new
Dover District Leisure Centre

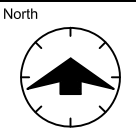


Prepared by
Property Services
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Honeywood Close
White Cliffs Business Park
Dover CT16 3PJ
Tel: (01304) 821199

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

Scheme
**Proposed Parking Prohibition
(Double Yellow Lines),**

Location
**Fitness Fields,
Whitfield**



Designed: GEM	Drawn: GEM	Date: Sept 2018
Scale 0 10 20 30 40 1 in 2000 (A4 size)	Drawing Number TRAN/2018/0044	Rev

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DOVER DISTRICT COUNCIL

REPORT OF THE CHIEF EXECUTIVE

DOVER JOINT TRANSPORTATION BOARD – 6 DECEMBER 2018

RESIDENTS' PARKING SCHEME PROPOSAL: BEECHWOOD AVENUE, ASTOR DRIVE, MILL ROAD (PART OF) AND LONDON ROAD (PART OF), DEAL

Recommendation:

The Board is asked to agree:

That the proposal for the residents' parking scheme as detailed in this report, and as shown in Appendix A, be brought into effect by recommending that Kent County Council seals the necessary Traffic Regulation Order.

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

Reasons why a decision is required

1. At its meeting on 14 June 2018, a report was brought before the Board about a consultation undertaken with the residents in the Beechwood Avenue area in Deal to see how much support there was for a residents' parking scheme. The outcome was that:
 - 29 supported the proposal
 - 6 objected to the proposal, and
 - 3 submitted comments only
2. In light of this the Board resolved to formally advertise the scheme. The proposal is shown on the map attached as Appendix A to this report.
3. A follow-up letter was sent to residents informing them of the decision and explaining the purpose of the formal advertisement. In the letter, residents were asked to make contact if they had changed their mind, wished to add something new, or hadn't responded to the original consultation in March 2018. A copy of the letter is attached as Appendix B to this report.
4. Five additional responses were received following the formal advertisement: Four objections from people outside the proposed zone and one objection from a resident living within the proposed zone. These additional responses are attached as Appendix C to this report.

All the returned questionnaires and responses to both consultations will be available to view at the meeting on 6 December, and available for viewing beforehand with prior arrangement with the Parking Operations Manager.

5. Taking into account the responses received to both consultations, it indicates that for residents living within the proposed Zone N, that:

29 support the proposal
7 object to the proposal.

6. The Board is asked to consider whether the proposal detailed in this report and shown in Appendix A be brought into effect by recommending that the Kent County Council seals the necessary Traffic Regulation Order.
7. Evaluation of options available to the Board:
 - To agree to recommend to Kent County Council that the proposal as detailed in this report and Appendix A be sealed and brought in to effect.
 - To agree to advertise an amended proposal.
 - To withdraw the proposal.

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.

Background Papers

Parking Services Files

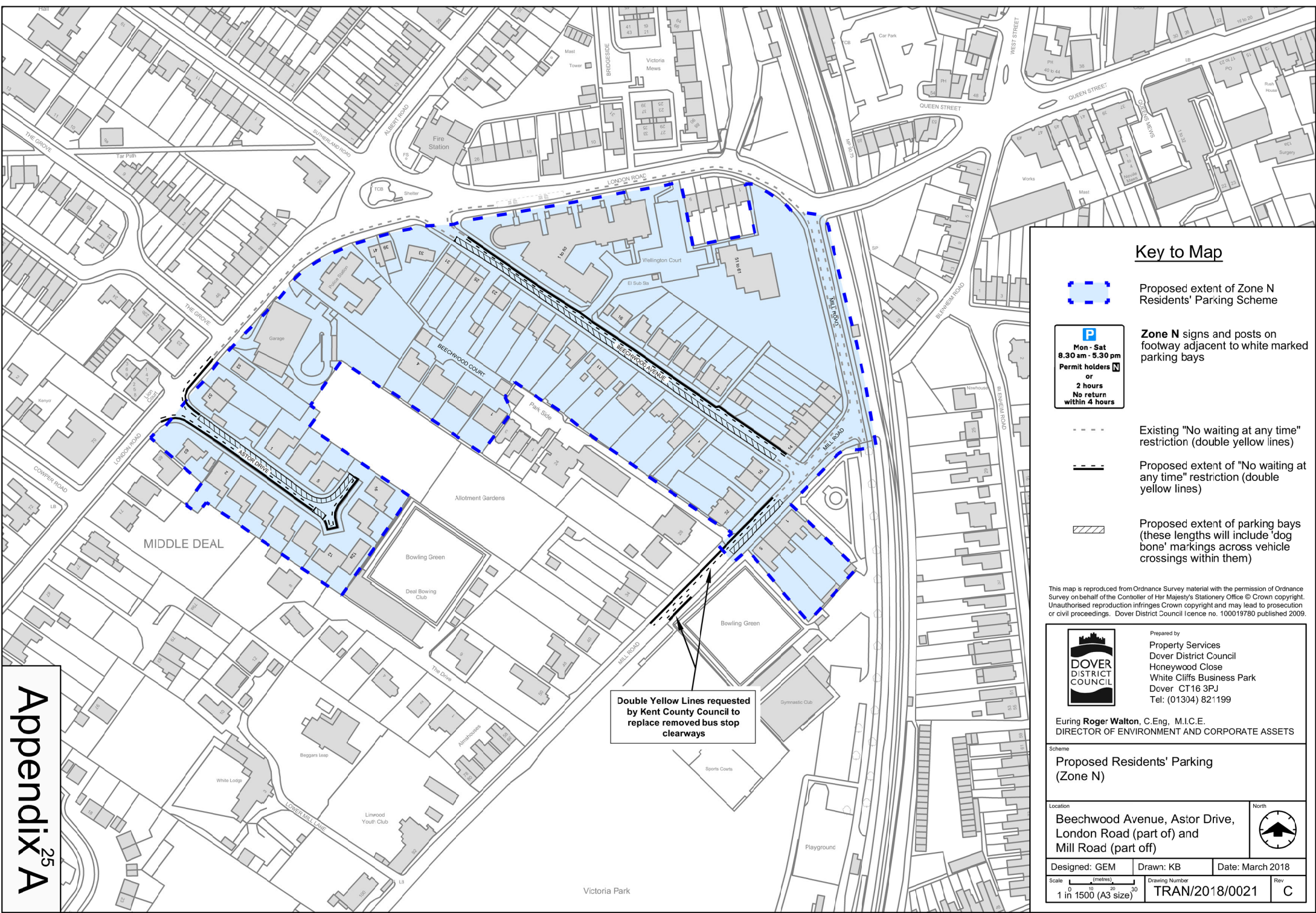
Attachments

Appendix A Proposed Residents' Parking (Zone N) Scheme
Appendix B Follow-up letter sent to residents
Appendix C Responses received to 2nd (formal) consultation

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 ²⁵A

Key to Map

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

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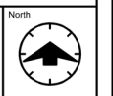


Prepared by
Property Services
 Dover District Council
 Honeywood Close
 White Cliffs Business Park
 Dover CT16 3PJ
 Tel: (01304) 821199

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

Scheme
Proposed Residents' Parking (Zone N)

Location
Beechwood Avenue, Astor Drive, London Road (part of) and Mill Road (part of)



Designed: GEM Drawn: KB Date: March 2018

Scale: (metres)
 1 in 1500 (A3 size) Drawing Number: **TRAN/2018/0021** Rev: **C**

Victoria Park



Appendix B

Parking Services
White Cliffs Business Park
Dover
Kent CT16 3PJ

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

Owner/Occupier
Beechwood Avenue, Astor Drive,
Mill Road (even No.s 2 – 22 and No.s 1, 3 and 5)
London Road (odd No.s 39 – 63),
DEAL

Contact: Dean Aldridge
Direct line: (01304) 872796
Email: parking.operations@dover.gov.uk
Our ref: DA/ Deal Zone N
Your ref:
Date: 28th Sept 2018

Dear Owner/occupier,

Proposed Residents Parking Scheme, Zone N - Beechwood Ave, Astor Drive, Mill Road (part of) and London Road (part of)

In March this year I wrote to you asking whether or not you would support the introduction of a residents' parking scheme along your road (see attached drawing). Of the 38 responses received, 29 residents supported the proposal, 6 objected and 5 submitted comments only.

The results of the consultation were reported to the Dover Joint Transportation Board at its meeting on 14th June 2018. The Board resolved that the scheme be progressed and be formally advertised. A full copy of the report can be viewed on the Council's website (www.dover.gov.uk). Once on the website please click "Councillors and Elections" then "Meetings and Agendas", then use calendar at bottom to find and click the meeting on 14th June 2018.

A formal advertisement allows others, not just residents to respond. If you live within the area shaded blue on the attached drawing, there is no need for you to respond to this formal advertisement if you already responded to the first consultation and your support or objection remains the same. We will record your view as was indicated first time around, unless you inform us otherwise. However if you haven't submitted a view and now wish to, have changed your mind or wish to add something new, then please do so in writing using the postal address at the top of this letter (marked "F.A.O. Dean Aldridge") or alternatively email; parking.operations@dover.gov.uk Please include your name and address in any responses and ensure that they are received by me by **12 noon on Monday 22 October 2018**.

If the majority of responders within the proposed zone support the scheme, then permission will be sought from the Councillors on the Dover Joint Transportation Board (JTB) to bring the scheme into effect. 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 issues, it is hoped that the scheme can be introduced early next year.

Yours faithfully

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

Dean Aldridge
Parking Operations Support

Appendix C

Page (1 of 3)

Reasons for not supporting the proposal

There are only 25 houses in Beechwood Avenue and only 6 houses do not have off street parking. I cannot see what benefit it is for the rest of us. There is no enforcement of illegal street parking now, as many people just park on the double yellow lines without problem because of this. So who will enforce this when you invoke this parking zone.

What about the local businesses employees that regularly park in the road as there is nowhere else close by for them. What will they have to do to park ? They will go else where until someone moans about the parking and you inforce another parking Zone.

We are always asked to support our local businesses but how about supporting the employees with somewhere to park.

The only people that are going to make out of this is the Dover District Council charging £60 per permit (at the moment !) and £2 per visitors to the home owners. The cost to DDC to canvass all the residents, sending out letters & put up advertised proposals, installing post and signs, marking of the bays and the traffic wardens far out weighs the revenue you'll receive from charges to park.

I know there has been one person canvassing our street for support and she has off street parking for both her vehicles. Why should her views be taken.

I ask you to look at the bigger picture and not just a disgruntled resident. Yes parking in the street can be a problem but not generally for the majority of the street residents. I don't like that you are ready to enforce this without first asking the residents what they think. Surely this would be the first thing to do to see if this is indeed a problem, and not to take a disgruntled residents view.

I would gladly discuss any points with you if you wish. Please contact us on 07765771895

Yours in disappointment,

Good afternoon,

I am writing to object about the enforcement that looks like it is going to be put in place at Beechwood Avenue, Deal.

Coming from a resident that lives on a busy main road that struggles to park around the area anyway, I think it is ridiculous for all the residents that have to park their cars away from their house or outside their house nearby. This is down to a few people that don't like the fact that people are always going to park on that road whether there is a permit put in place or not, it does not affect anybody on the road that has a drive way as I have not once see anybody obstructing any driveways. Having to carry heavy bags to my house is already a chore and I would park closer if I could but I have no choice and now because I live on a main road I am having to pay a permit of £60 which still wouldn't guarantee me a space.

I have not once seen any problems with any parking on this road and I have been a resident in my home for 22 years.

Thank you

Appendix C

Page (2 of 3)

Thank you for asking for our views on the proposed residents parking scheme. Please note that I am expressing an opinion because I was asked for it. I sincerely hope that other residents share it!

Please see the attached form and my reasons for objecting are noted below.

1. The double yellow line "no waiting" area extends much further, down the road both opposite and outside my house. This is going to restrict the amount of available parking to everyone, and is not necessary.

2. The proposed scheme is active on a Saturday, which means that if I have family around on a Saturday, they are restricted to parking for 2 hours, using a visitors permit, or parking on the Abbot's.

Following on from point 1 above, as there would be considerably less overall parking available it is unlikely that our visitors would be able to find a space near our house.

3. The residents permits have a cost associated with them and a level of administration. We don't wish for additional stress and worry in our lives!

I hope that the above points are clear and want to get across the level of distress I am experiencing about the proposal!

If the proposal does go ahead I would like to discuss a couple of points that I don't currently understand:

- why does the "no waiting at any time" area extend so far and can that be reviewed and possibly changed?

- can the scheme be amended to exclude Saturdays

- having not experienced any problems with cars parking near our property, why does the scheme need to be put in place and who made the original complaint?

- I note that your letter states that the scheme could be extended to neighbouring roads. Of course, as commuters using the train need to park somewhere. What is being done to address the lack of parking for commuters and where do you foresee they will park their cars when the scheme is in place?

- I would like to see justification for the significant ongoing cost to residents associated with the scheme. Particularly as we are usually out of the house between 8am - 5pm every Monday to Friday, but would require a permit anyway.

- is it possible for permits to be transferable. As I foresee situations where we may wish to switch which car we keep in the garage and which one we keep on the road.

- are you reviewing your parking services to ensure that accessing permits is as easy as possible for residents and remains so for future changes in the way we carry out our daily lives?

Dear Sirs

Firstly I wish to have it on record that we at number [REDACTED] Mill Road did not receive any such letter from you back in March. We have however noticed the flyer that has been posted on a lamp post informing us that the scheme will be going ahead.

As a resident which will be directly affected by the scheme we wish to voice our opposition, not to the sceme persay but to the extortionate cost of the resident permits, we challenge you to justify the amount of £60 per vehicle which will still not guarantee us any parking outside our own home.

We welcome your thoughts

Yours Faithfully

[REDACTED]

Appendix C

Page (3 of 3)

I would like to make the following comments regarding the above proposed new parking zone N in Deal.

I would like to point out that when Bridgeside was changed to permit holders residents were always advised that Beechwood Road would be joined in with us at a later date and now it is being made into a separate zone.

I do object to Astor Drive being included as all of the houses have driveways so this is a complete waste of time.

On the 14th of June i attended a meeting with parking services and put forward a list of questions, queries and ideas and to this day those questions have never been addressed or answered!

It would have been a much better idea to join zone P and Beechwood and Mill Road together as the bigger the area the more chance for residents to park. Making 2 smaller zones will limit residents spaces drastically in an already over crowded area.

Although in theory these permit schemes are a good idea they are not patrolled in any way enough and people without permits still take over the road but with new virtual permits you have no way of knowing!

Zone P and the proposed new zone should be joined together with the exception of Astor Drive who do not need this.

Yours faithfully

Everybody in Astor Drive have off street parking facilities i.e. driveways / garages. Therefore we do not see any reason to object to other cars parking in the street. Our only complaint is when a vehicle parks right on the corner with the main London Road, which makes it dangerous

DOVER DISTRICT COUNCIL

REPORT OF THE CHIEF EXECUTIVE

DOVER JOINT TRANSPORTATION BOARD – 6 DECEMBER 2018

RESIDENTS' PARKING SCHEME PROPOSAL: LAURESTON PLACE AND VICTORIA PARK, DOVER

Recommendation:

The Board is asked to agree:

That the residents' parking scheme detailed in this report and shown in Appendix A be formally advertised. Any objections received 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 and Dean Aldridge Ext 42796

1. Residents in Laureston Place and Victoria Park in Dover have requested a Resident's parking scheme be introduced in their roads to address all-day parking by non-residents. A proposed scheme was drawn-up and this together with a letter and questionnaire were sent to residents to seek their views. As part of the scheme, it was proposed to move sections of Castle Street and Castle Hill Road, already within an existing neighbouring residential parking zone (Zone F), into the proposed new Zone G covering Laureston Place and Victoria Park.
 2. A copy of the proposal, letter and questionnaire sent to the residents within the proposed Zone G area are attached to this report as Appendices A, B1 and C. Appendix B2 is a second (chase-up) letter sent to residents in Laureston Place and Victoria Park.
 3. Of the 71 responses received from residents:
 - 59 supported the proposal
 - 9 objected to the proposal, and
 - 3 submitted comments only
- All questionnaires and received responses will be available for Members to view at the Board meeting on 6 December 2018 and can be viewed beforehand by prior arrangement with the Parking Services Team.
4. In light of a majority of responders supporting the proposal, the Board is asked to agree that the proposal be formally advertised and that any objections received be referred back to a future meeting of the Board for further consideration prior to making any final recommendations.
 5. Evaluation of options available to the Board:
 - To agree to formally advertise the proposal as shown in Appendix A.
 - To agree to advertise an amended or alternative proposal.
 - To withdraw all proposals.

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.

Background Papers

Parking Services Files

Attachments

Appendix A	Proposed Residents' Parking (Zone G) Scheme
Appendix B1	1 st Letter sent to all residents with proposed Zone G
Appendix B2	2 nd Letter (sent to residents in Lareston Place and Victoria Park)
Appendix C	Questionnaire sent to residents





ROGER WALTON

Director of Environment and Corporate Assets

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

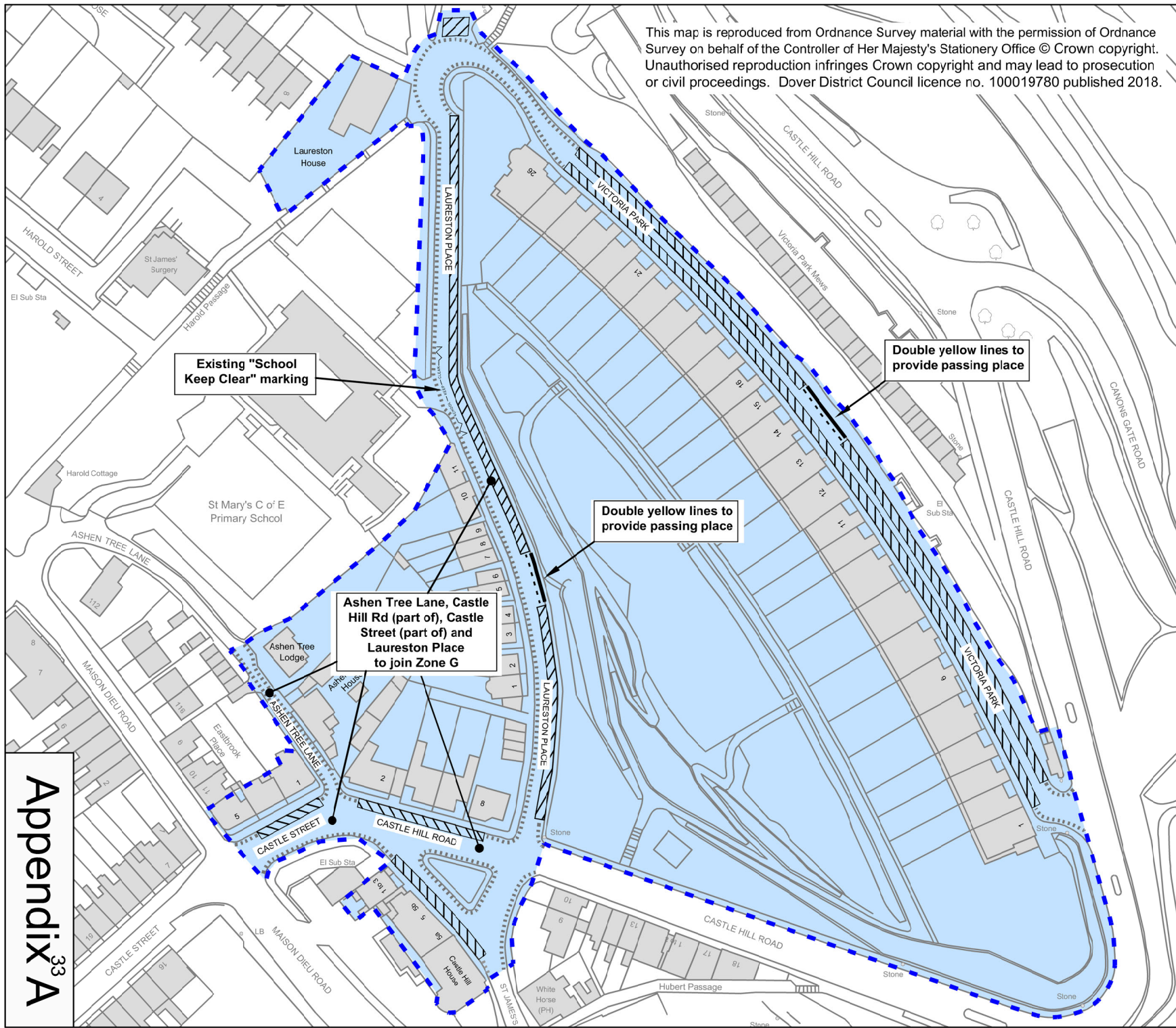
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Key To Map

-  Proposed new "No waiting at any time" restriction (double yellow lines)
-  Existing "No waiting at any time" restriction (double yellow lines)
-  Proposed extent of parking bays
-  Proposed extent of Zone G - Residents' Parking Scheme

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

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




Appendix 33
A

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

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

Scheme
Proposed Residents' Parking Scheme (Zone G)

Location
Laureston Place, Victoria Park
Dover



Designed: GEM	Drawn: GEM	Date: July 2018
Scale 0 5 10 15 20 metres 1 in 1000 (A3 size)	Drawing Number TRAN/2018/0028	Rev



Appendix B1

Parking Services
White Cliffs Business Park
Dover
Kent CT16 3PJ

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

Contact: Dean Aldridge
Direct line: (01304) 872796
e-mail: parking.operations@dover.gov.uk
Our ref: DA/ Dover Zone G
Your ref:
Date: 31st August 2018

Owner/Occupier

Victoria Park, Laureston Place, Ashen Tree Lane,
Castle Street (part of) and Castle Hill Rd (part of),
Dover

Dear Owner/occupier,

Proposed Residents Parking Scheme, Zone G, Dover

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

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

- Residences within the blue hatched area will be eligible to apply for Zone G permits.
- Ashen Tree Lane, Castle Hill Road (part of) and Castle Street (part of) will join the new zone and residents there with existing permits will be provided with replacement Zone G permits.
- Up to two permits can be purchased per household. The annual cost is currently £60 per permit.
- Limiting waiting will be introduced throughout the zone restricting parking to 2 hours (return prohibited for 4 hours) between 8.30am – 5.30pm, Mon – Sat. No restrictions would apply on Sundays or in the evenings. The same restrictions would apply to the sections of Castle Street and Castle Hill Road within the blue hatched area.
- Cars with Zone G permits will be exempt in Zone G from the above parking limits that apply to other vehicles.
- The Zone G permits would be valid to use in any on-street residents parking place within Zone G.
- Parking is restricted to the parking places indicated on the drawing. Parking is prohibited on double yellow lines.
- Posts with signs will need to be installed alongside the parking places to indicate the restrictions that apply.
- As with all such schemes, parking spaces cannot be guaranteed for permit holders.
- One-day visitor permits are available for residents to use for visitors and contractors. These currently cost £2 per permit (£20 per book of ten)
- The Zone G may expand over time to include additional neighbouring roads.

To help me gauge the views of the residents, can you please indicate your preference for or against the Zone G residents parking scheme by filling in and returning the enclosed questionnaire. Please return the form to the Council postal address detailed at the top of this letter (marked "FAO Dean Aldridge"), or alternatively, you can scan and return the form and/or reply via email to parking.operations@dover.gov.uk Please include your name and address in any responses and ensure that they are received by me by **12 noon on Friday 21 September 2018**.

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

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

I thank you in advance for sending me your preference.

Yours faithfully

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

Dean Aldridge
Parking Operations Support



Appendix B2

Parking Services
White Cliffs Business Park
Dover
Kent CT16 3PJ

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

Owner/Occupier
Laureston Place and Victoria Park
Dover

Contact: Dean Aldridge
Direct line: (01304) 872796
Email: parking.operations@dover.gov.uk
Our ref: DA/ Dover Zone G
Your ref:
Date: 4th October 2018

Dear Owner/occupier,

Proposed Residents Parking Scheme, Zone G, Dover

In August I hand-delivered letters to the properties in Victoria Park and Laureston Place seeking views about a proposal to introduce residents' parking. Whilst I have received some replies, it is considerably less than the quantities of households (flats) that I know exist in these roads. For this reason I am resending this letter addressed to specific flats and addresses that we have not yet heard back from, in the hope that it will reach you. It is not essential that you reply; the purpose is a second attempt to inform you of the proposal and to give you an opportunity to respond, if you haven't already.

I apologise to those of you that have already replied and who are being contacted by me a 2nd time. This is likely because the flat-address we have on our records (and as shown printed at the top of this letter) differs from that which was written on your returned questionnaire. If this is the case, can I request that you contact me by phone or by email to clarify your address details for me, please? This will be a great help and enable me to link your returned questionnaire to the correct address. It will also enable me to write to you to keep you informed about the consultation and proposal. I'd like to thank you in advance for your assistance.

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

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

- Residences within the blue hatched area will be eligible to apply for Zone G permits.
- Ashen Tree Lane, Castle Hill Road (part of) and Castle Street (part of) will join the new zone and residents there with existing permits will be provided with replacement Zone G permits.
- Up to two permits can be purchased per household. The annual cost is currently £60 per permit.

- Limiting waiting will be introduced throughout the zone restricting parking to 2 hours (return prohibited for 4 hours) between 8.30am – 5.30pm, Mon – Sat. No restrictions would apply on Sundays or in the evenings. The same restrictions would apply to the sections of Castle Street and Castle Hill Road within the blue hatched area.
- Cars with Zone G permits will be exempt in Zone G from the above parking limits that apply to other vehicles.
- The Zone G permits would be valid to use in any on-street residents parking place within Zone G.
- Parking is restricted to the parking places indicated on the drawing. Parking is prohibited on double yellow lines.
- Posts with signs will need to be installed alongside the parking places to indicate the restrictions that apply.
- As with all such schemes, parking spaces cannot be guaranteed for permit holders.
- One-day visitor permits are available for residents to use for visitors and contractors. These currently cost £2 per permit (£20 per book of ten)
- The Zone G may expand over time to include additional neighbouring roads.

To help me gauge the views of the residents, can you please indicate your preference for, or against, the Zone G residents' parking scheme by filling in and returning the enclosed questionnaire. Please return the form to the Council postal address detailed at the top of this letter (marked "FAO Dean Aldridge"), or alternatively, you can scan and return the form and/or reply via email to parking.operations@dover.gov.uk Please include your name and address in any responses and ensure that they are received by me by **12 noon on Friday 26 October 2018**.

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

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

I thank you in advance for sending me your preference.

Yours faithfully



Dean Aldridge
Parking Operations Support

Ashen Tree Lane, Castle Street (part of), Castle Hill Road (part of), Victoria Park, Laureston Place, Dover

Please fill in your name and full address below:

Name: _____

Address: _____

Please tick (✓) the appropriate boxes below

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

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

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

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

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

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

Additional Comments: _____

DOVER DISTRICT COUNCIL

REPORT OF THE CHIEF EXECUTIVE

DOVER JOINT TRANSPORTATION BOARD – 6 DECEMBER 2018

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

Recommendation:

The Board is asked to agree:

To withdraw the proposal to introduce a residents' parking scheme in Priory Hill as detailed in Appendix A to this report.

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

1. Residents were consulted in March 2018 to seek their views on a proposed residents' parking scheme for Priory Hill. There was a mixed response with no overall majority in favour. However the consultation did show that a majority of residents at the eastern-end (High Street-end) supported the scheme, whereas along the central section and western-end (Tower Hill-end) the majority had objected. In light of this the Board agreed at its meeting on 14 June 2018 that a revised (smaller) scheme, covering just the eastern-end of Priory Hill be formally advertised. The revised proposal and letter are attached to this report as Appendices A and B.
2. Whilst several objections have been received in response to the revised scheme, including some from non-residents and local businesses, the most relevant was a petition signed by residents objecting to the scheme. The wording of the petition is attached as Appendix C to this report. For data protection reasons the individual names and addresses of those that signed have been removed, but it, together with all responses to the consultation, will be available for members to view at the Board meeting on 6 December 2018 and can be viewed beforehand by prior arrangement with the Parking Services Team.
3. From the petition it is evident that some residents, who had previously supported the residents' scheme, have since changed their minds and are now objecting. The consequence is that the number of residences in Priory Hill within the revised zone supporting the scheme, has now switched from a majority to a minority; 12 objecting, 7 supporting. Furthermore, in Priory Grove; 6 are objecting, with just 1 supporting the scheme.
4. In light of the majority of residents now objecting to a residents' scheme, the Board is ask to consider withdrawing the proposal
5. Evaluation of options available to the Board:
 - To implement the proposal as shown in Appendix A.
 - To agree to advertise an amended or alternative proposal.
 - To withdraw all proposals.

Consultation Statement

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

Background Papers

Parking Services Files

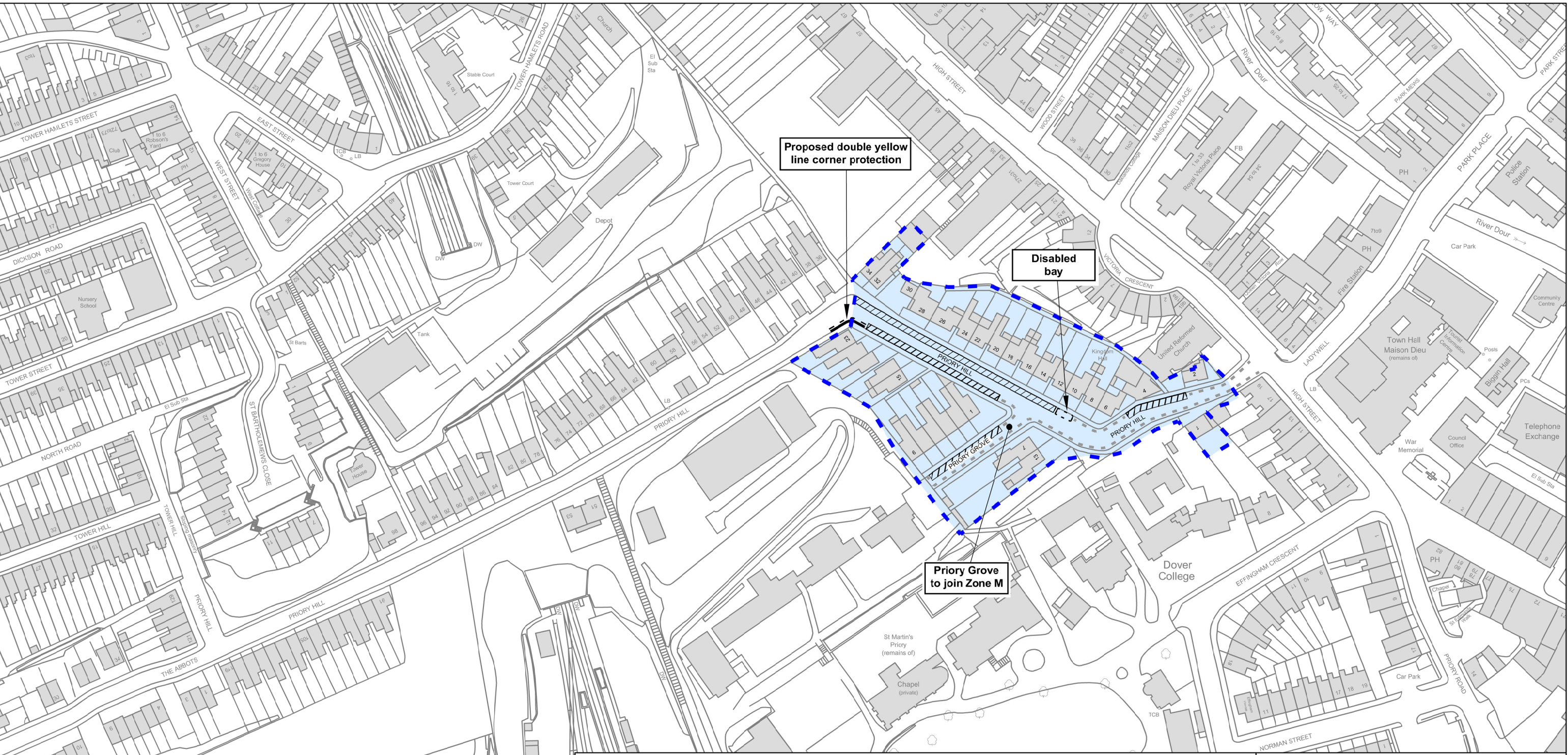
Attachments

- Appendix A Proposed (revised) Resident's Parking (Zone M) scheme
- Appendix B Revised letter sent to residents
- Appendix C Petition with covering letter

ROGER WALTON

Director of Environment and Corporate Assets

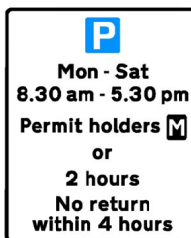
The officer to whom reference should be made concerning inspection of the background papers is the Parking Operations Manager, Dover District Council, White Cliffs Business Park, Dover, Kent CT16 3PJ.
Telephone: (01304) 821199, Extension 42422



Key To Map



Proposed extent of Zone M Residents' Parking Scheme



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



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



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



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

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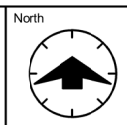


Prepared by
Property Services
Dover District Council
Honeywood Close
White Cliffs Business Park
Dover CT16 3PJ
Tel: (01304) 821199

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

Scheme
Proposed Revised Residents' Parking (Zone M) Scheme

Location
Priory Hill and Priory Grove,
Dover



Designed: GEM Drawn: GEM Date: MAY 2018

Scale 0 10 20 30 metres
1 in 1500 (A3 size) Drawing Number **TRAN/2018/0043** Rev



Appendix B

Parking Services
White Cliffs Business Park
Dover
Kent CT16 3PJ

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

Owner/Occupier
Priory Hill, Priory Grove
Dover

Contact: Dean Aldridge
Direct line: (01304) 872796
Email: parking.operations@dover.gov.uk
Our ref: DA/ Dover Zone M
Your ref:
Date: 28th Sept 2018

Dear Owner/occupier,

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

In March this year I wrote to the residents in Priory Hill and Priory Grove asking whether or not you would support the introduction of a residents' parking scheme along your road. Of the 60 responses received, 28 residents objected, 27 supported and 5 submitted comments only on the proposal.

The results of the consultation were reported to the Dover Joint Transportation Board at its meeting on 14th June 2018. The report highlighted that there was a noticeable geographical divide in the responses from the residents; the majority of residents at eastern-end of the road (High Street-end) supported the scheme, whereas the majority along the central and western-end of the road objected to the scheme. In light of this, the report included an officer recommendation that a smaller (revised) scheme be advertised proposing residents parking to the area where there was a majority of support (please see enclosed Appendix D drawing). The Board resolved that this revised scheme be formally advertised. A full copy of the report can be viewed on the Council's website (www.dover.gov.uk). Once on the website please click "Councillors and Elections" then "Meetings and Agendas", then use calendar at bottom to find and click the meeting on 14th June 2018.

A formal advertisement allows others, not just residents to respond. If you live within the area shaded blue on the attached (revised) plan, there is no need for you to respond to this revised proposal if you already responded to the first consultation and your support or objection remains the same. We will record your view as was indicated first time around, unless you inform us otherwise. However if you haven't submitted a view and now wish to, have changed your mind or wish to add something new, then please do so in writing using the postal address at the top of this letter (marked "F.A.O. Dean Aldridge") or alternatively email; parking.operations@dover.gov.uk Please include your name and address in any responses and ensure that they are received by me by **12 noon on Monday 22 October 2018**.

If the majority of responders within the revised scheme support it, then permission will be sought from the Councillors on the Dover Joint Transportation Board (JTB) to bring the scheme into effect. 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 issues, it is hoped that the scheme can be introduced early next year.

Yours faithfully

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

Dean Aldridge
Parking Operations Support

Appendix C

(page 1 of 2)

██████████
Dover CT17 ██████████
Dover 1-16th October 2018

Dover District Council
White Cliffs Business Park
Dover
CT16 3PJ

Attn. Mr Dean Aldridge - Parking Services

Dear Sir,

Proposed parking restriction Priory Hill Zone M refers

Further to your missive of the 28th September 2018. Please find attached community petition opposing the introduction of parking restrictions in Priory Hill.

The community contest any benefit can be achieved by the proposal, and is evidenced by the overwhelming opposition by the residents of Priory Grove. 6 of 7 families/dwellings oppose the proposal. Having experienced no benefit from Resident's parking payments

We bring foremost to your notice that it can be seen from this community representation that a majority of the residents in the Lower End of Priory Hill (High Street End) oppose the introduction of Residents Parking the Revised Zone M scheme.

This evidenced based petition shows a majority opposition to the whole of the area indicated in the Proposed Revised Residents Parking (Zone M) Scheme Drg. TRAN/2018/0043 Appendix D

The majority residents of the upper levels of Priory Hill and the middle section also oppose the introduction of residents parking *Your letter 28.9.18 paragraph two refers.*

Page 3 contains the opposition of the small various businesses contiguous with the lower end of Priory hill. These small fragile retail businesses enjoy good relations with the functioning Priory Hill community The sustainability of their retail businesses will be injured by effective expulsion from our public road..

Cordial regards,

██████████ for and on behalf of Priory Hill Community

Enclosures:

Letter and community representation comprising 4 pages

Stat' notes.

- 1. The address listed- fifth in the list on sheet 2 should read Priory Grove It has not been corrected for legal reason*
- 2. The first signing resident is not counted in stats since your letter 28.9.refers also 14 the Abbots is not counted for similar reason*

28 dwellings were contacted 18 families oppose the parking scheme 3 support the scheme 6 were undecided or unconcerned and 1 abstained for legal contractual reason.. 3 dwellings were vacant (new flats) 3 no contact was achieved empty Consideration is given in addition to NPPF 8. Promoting Healthy Communities Paragraphs 69 and 70 where appropriate to this representation.

Appendix C

(Page 2 of 2)

PARKING SERVICES Dean Aldridge
White Cliffs Business Park
Dover CT16 3PJ

1st October 2018

Representation apposing the proposed residents parking scheme (Zone M) Priory hill Dover -Plan Appendix D refers-

We the undersigned residents of Priory Hill, Grove Hill, and close small businesses, strongly object once again to the proposal to impose a residents parking scheme, which brings no benefit to the residents or our visiting families. Nor to the close small businesses who enjoy a safe cooperative watchful eye when they use this public highway.

Yours sincerely the undersigned

DOVER DISTRICT COUNCIL

REPORT OF THE CHIEF EXECUTIVE

DOVER JOINT TRANSPORTATION BOARD – 6 DECEMBER 2018

RESIDENTS' PARKING PROPOSAL: INCLUSION OF NORTHCOTE ROAD, DEAL

Recommendation:

The Board is asked to agree:

That the proposal to include Northcote Road within the extended Zone L Residents' Parking Scheme, as detailed in this report and shown in Appendix A, be brought into effect by recommending that Kent County Council seals the necessary Traffic Regulation Order.

Contact Officers: Gordon Measey Ext 42422
Dean Aldridge Ext 42396

Reasons why a decision is required

1. At its meeting 30 November 2017, a report was brought before the Board about a consultation undertaken with the residents of Northcote Road to see how much support there was to join the residents' parking scheme operating in neighbouring roads. The outcome was that:
 - 7 supported the proposal
 - 5 objected
2. In light of this, the Board resolved to formally advertise a proposal to include Northcote Road into the Zone L Residents' Parking Scheme. The proposal is shown on the map attached as Appendix A to this report
3. A follow-up letter was sent to residents informing them of the decision and explaining the purpose of the formal advertisement. In the letter, residents were asked to make contact if they had changed their mind, wanted to add something new or hadn't responded first time to the original consultation in May 2017. A copy of the follow-up letter is attached as Appendix B to this report.
4. Three responses were received in following the formal advertisement: one from a resident who replied first time around, confirming her continued support; the other two from people living outside of the Northcote Road and supporting the proposal. These additional responses are attached as Appendix C to this report.

All the returned questionnaires and responses to both consultations will be available to view at the meeting on 6 December 2018, and available for viewing beforehand with prior arrangement with the Parking Operations Manager

5. Considering the responses received from residents in Northcote Road to both consultations, it remains that 7 support the scheme and 5 object.

6. The Board is asked to consider whether the proposal detailed in this report and shown in Appendix A be brought into effect by recommending that the Kent County Council seals the necessary Traffic Regulation Order.

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.

Background Papers

Parking Services Files

Attachments

Appendix A Map showing the existing, and proposed (to include Northcote Road), extent of Zone L Residents' Parking Scheme

Appendix B Follow-up letter sent to Northcote Road residents

Appendix C Responses received to 2nd (formal) consultation



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

-  Existing extent of Zone L Residents' Parking Scheme
-  Proposed extension of Zone L Residents' Parking Scheme covering Northcote Road

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

-  Existing "No waiting at any time" restriction (double yellow lines)
-  Proposed new "No waiting at any time" restriction (double yellow lines)
-  Existing parking bays (these lengths include 'dog bone' markings across vehicle crossings within them)
-  Proposed extent of new parking bay

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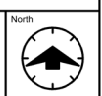


Prepared by
Regeneration Unit
 Dover District Council
 White Cliffs Business Park
 Dover Kent CT16 3PJ
 Tel: (01304) 821199
 Fax: (01304) 872445

Tim Ingleton
 HEAD OF REGENERATION

Scheme
Proposed Extension of Residents' Parking (Zone L)

Location
Northcote Road, Deal



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



Appendix B

Parking Services
White Cliffs Business Park
Dover
Kent CT16 3PJ

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

Owner/Occupier
Northcote Road,
Deal

Contact: Dean Aldridge
Direct line: (01304) 872796
Email: parking.operations@dover.gov.uk
Our ref: DA/ Dover Zone L
Your ref:
Date: 28th Sept 2018

Dear Owner/Occupier

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

Last year the residents in your road were contacted to ask if they wished Northcote Road to join the Zone L residents parking scheme that currently covers Blenheim Road (part of), Beaconsfield Road, Hope Road and Gilford Road in Deal. The following conditions would apply to Northcote Road if it joined the Zone L scheme:

- Parking would be prohibited (double yellow lines applied) along one side of the road (the eastern side) to ensure sufficient room for cars to park wholly on the carriageway, as required of such schemes
- Double yellow lines would also be applied across the frontage to the pair of garages adjacent to No. 2 Northcote Road
- Limiting waiting would be introduced on the remaining side (the western side) 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 up to two per residence
- The annual current cost of a permit 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
- 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 10

Further details including a map showing the current 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 (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.

The result of the survey was that a majority of the responders (7 out of the 12) supported the introduction of the residents parking scheme in Northcote Road and based on this, the proposal is being formally advertised.

A formal advertisement allows others, not just residents to respond. There is no need for you to respond to this formal advertisement if you already responded to the first consultation and your support or objection remains the same. We will record your view as was indicated first time around, unless you inform us otherwise. However if you haven't submitted a view and now wish to, have changed your mind or wish to add something new, then please do so in writing using the postal address at the top of this letter (marked "F.A.O. Dean Aldridge") or alternatively email: parking.operations@dover.gov.uk Please include your name and address in any responses and ensure that they are received by me by **12 noon on Monday 22 October 2018**.

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 bring the scheme into effect. 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 issues, it is hoped that the scheme can be introduced early next year.

Yours faithfully



Dean Aldridge
Parking Operations Support

Appendix C (Page 1 of 2)

From: [REDACTED]

Sent: 06 October 2018 15:08

To: DDC Parking Operations

Subject: Residents Parking Scheme, Zone L, Northcote Road, Deal FAO Dean Aldridge

Dear Dean

As I have spoken to you on many occasions you are aware that I am in support of this scheme and that my support has already been noted. I would however like to add some further comments/information for the JTB to consider when making their decision.

I feel that due to the fact that Northcote Road is currently unrestricted and therefore unmonitored by DDC non residents do not park with care and consideration. Drivers park feet from the pavement and at angles making access down Northcote Road extremely difficult. I have lived here for 13 years and thankfully there has never been a fire in this road in that time but if a Fire Engine was needed it would not be able to access the road easily if at all because of this. Obviously this could have serious consequences. I have witnessed on many occasions ambulances not being able to access the road depending on how people have parked. Recently Southern Water had to do some work in Northcote Road which involved closing and digging up the road. This would have closed the road for approx 4 days according to SW staff but as there were non residents vehicles parked here they had to wait for them to be moved. The work therefore actually 2 weeks. This was very frustrating and is another example of drivers not seeming to care as they do not live in this road. Also during this work unbelievably non residents moved the 'road closed' sign and bollards from the entrance to Northcote Road and parked here anyway.

My previous car was damaged all the way down the side by another vehicle, no one left a note so I could claim on their insurance. The same thing happened to my neighbours car and that was an insurance write off.

There is a garage in Northcote Road that is used regularly but cars park on the road across the door. There are also 2 block garages at the end of Northcote Road and people frequently park across them too!

Cars are effectively abandoned in Northcote Road again due to no restrictions there is nothing that can be done about their removal. The latest is an R reg Land Rover that has been in the same position for approx 3 months. It has a flat tyre and has dumped its fuel on to the road. It is taxed and insured and so nothing can be done but if the parking was time limited this would not happen. This is by no means the first time a car has been left like this for periods of weeks or months, it is just the latest in a long line.

A local business has a few vehicles and they use Northcote as a free unrestricted car park for those and their staffs cars. They move one vehicle out and then have another car waiting to go in to its place, effectively saving spaces for each other which is very unfair on residents severely restricting parking availability.

When I say residents I also include those in Beaconsfield Road and neighbouring streets as the above issues have a knock on effect on them using Northcote Road too.

Yours sincerely
[REDACTED]

Appendix C
(Page 2 of 2)

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

From: [REDACTED]
Sent: 17 October 2018 20:58
To: DDC Parking Operations
Subject: Parking restriction in Northcote Rd. FAO Dean Aldridge

I disagree with the limitation in the parking availability in Northcote Road, which would be caused by installing a double yellow line on the eastern side of the road.

[REDACTED]

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

From: [REDACTED]
Sent: 18 October 2018 21:13
To: DDC Parking Operations
Subject: Residents Parking Northcote Road Deal

We support the proposal.

Mr [REDACTED] and Mrs [REDACTED]
[REDACTED] Victoria Road, Deal CT14 [REDACTED]

From: David Latham - Highway Policy and Inspections Manager
To: Dover Joint Transportation Board
Date: 6th December 2018
Subject: Well-managed Highway Infrastructure – Implementing the Code of Practice
Classification: For Information

Summary: This paper outlines the County Council's strategy for implementing the new Code of Practice for highway maintenance management which becomes fully effective in October 2018.

It is highly unlikely that there will be any material impacts on the volume or cost of highway maintenance works but there will be a greater emphasis on the assessment of risk. Currently, no changes to service standards are proposed however, prior to any changes being made a full evaluation of options would be required followed by approval in accordance with the County Council Constitution.

1. Introduction

- 1.1. Well-maintained Highways, the code of practice for highway maintenance management was published in July 2005. It provided local authorities with guidance on highways management and proposed some prescribed investigation levels for highway defects e.g. 50mm depth for carriageway potholes. The Code of Practice formed the basis for the County Council's Highway Safety Inspection Regime and our approach to highway maintenance. Well-maintained Highways was repeatedly deemed to be best practice by the Courts and by adopting the principles of The Code of Practice we have been able to defend claims against the County Council by demonstrating our defence (under Section 58 of the Highways Act 1980) of implementing all reasonable measures and demonstrating we are not a negligent highway authority.
- 1.2. Well-managed Highway Infrastructure was published in October 2016 and replaces Well-maintained Highways, Well-lit Highways, and Management of Highway Structures in October 2018. Like its predecessors, Well-managed Highway Infrastructure is a national, non-statutory code of practice which sets out a series of general principles for highway maintenance. It is endorsed and recommended by the Department for Transport and its production has been overseen by the UK Roads Liaison Group (UKRLG) and its Roads, Bridges and Lighting Boards. However, the new Code of Practice is less prescriptive and instead promotes the establishment of local levels of service through risk-based assessment.
- 1.3. On the 13th July 2018, the County Council's Environment & Transport Cabinet Committee endorsed the adoption and phased implementation of the fundamental principles of the Code of Practice. This decision was subsequently agreed by the Cabinet Member.
- 1.4. *Well-managed Highway Infrastructure - Implementing the Code of Practice* is published on the County Council's website. It outlines how we will go about applying the principles in the Code of Practice to the way we work and measure our success to ensure continuous improvement and a focus on the County Council's Strategic Outcomes.

2. Discussion

The Highway Network

- 2.1. Well-managed Highway Infrastructure recommends that the highway network should be considered as an integrated set of assets when developing infrastructure maintenance policies.

- 2.2. There are several classifications and hierarchies used for the planning and prioritisation of highway inspections, maintenance, renewals, improvements and new installations in Kent. However, residents, communities and businesses do not distinguish between the different categories of road, range of assets or types of work undertaken. They expect the network to be managed and maintained holistically to provide consistent and appropriate levels of service in the context of the County Council's strategic outcomes.
- 2.3. An integrated network hierarchy is the foundation of a risk-based maintenance strategy and will inform intervention levels, inspection frequencies and response times. It is important that it reflects the actual use of each infrastructure asset and needs to be sufficiently dynamic to respond to the changing nature of the network – the classification of an asset may alter because of short term influences such as seasonal fluctuations or due to longer-term factors such as climate change and development.
- 2.4. Much of our network hierarchy information is already published including our Resilient Highway Network and Winter Salting Routes. From April 2019, the County Council will publish a series of related hierarchies which include all elements of the highway network. These hierarchies will consider current and expected use, resilience, and local economic and social factors as well as the desirability for continuity of service across administrative boundaries and a consistent approach for walking and cycling.

Risk Based Approach

- 2.5. Well-managed Highway Infrastructure is underpinned by the fundamental principle that highway authorities should adopt a risk-based approach in accordance with local needs (including safety), priorities and affordability.
- 2.6. Meaningful risk management is an intrinsic part of the management of our highway infrastructure. Inspections, maintenance, renewals and improvements present extensive choices and therefore it is vital that the impact of implementation and the consequences of failure are fully understood. In addition, there are a variety of external influences which impact on the performance of the highway network. Weather, budget, political direction and demand from other service areas also need to be considered when determining the approach to maintenance and investment.
- 2.7. Many of our existing inspection regimes and methodologies for prioritising work on the highway already include a consideration of risk. Furthermore, the County Council has already a risk management approach, detailed in the Risk Management Policy & Strategy 2018-21. This approach will now be applied to all aspects for highway infrastructure maintenance. At a strategic level, the management of current and future risks will be embedded within our approach to asset management. At an operational level, a risk-based approach will be used to determine intervention levels, inspection frequencies, response times and investment priorities across all highway assets.
- 2.8. A case study outlining the practical application of a risk-based approach can be found at Appendix A.

Resilience and Sustainability

- 2.9. Kent provides key transport links between London and the continent and has some of the most intensively used roads in the country. Any disruption to the network has an immediate impact on road users, the economy and services. Ensuring these roads are as resilient and sustainable as is practicable must be a priority.

- 2.10. The County Council has long had robust systems in place to respond effectively to severe weather emergencies, unforeseen events and civil emergencies and we already take a hierarchical approach to the management of our 8,700 km highway network. In September 2017, this approach was enhanced further when The Environment & Transport Cabinet Committee endorsed The Definition for Kent's Resilient Highway Network.
- 2.11. It is important that the highway network is maintained for future generations. In addition to responding effectively to emergencies and high impact events, it is important that due consideration is given to the impacts of climate change. Furthermore, a balance needs to be sought between providing sustainable growth and a competitive, innovative and resilient economy and protecting and improving our natural and historic assets.

Financial Management, Priorities and Planning

- 2.12. The way in which investment is prioritised needs to provide sufficient flexibility to deliver value for money. In addition to ensuring effective coordination, an asset management-based approach to managing highway infrastructure requires due consideration of different options and factors that influence their success:
- The differing life expectancies of various treatments and the future implications of these for the balance of capital and revenue funding; for example, renewing a bridge parapet might be more expensive than simply repointing the aging brickwork but doing so could generate a saving with respect to the long-term maintenance.
 - The seasonal and weather sensitive nature of many treatments and the service as a whole; for example, renewing a road surface is best done during dry, mild weather as very cold or wet weather can cause the surface to rapidly fail.
 - The uncertainties in prediction of out-turn costs for Winter Service, Severe Weather Events and emergencies and the need for financial year-end flexibility
- 2.13. The County Council has endorsed an asset management based approach to the maintenance and management of highway assets. Part of this approach involves viewing the highway network as a whole rather than as discrete asset groups such as carriageways, drainage, lighting and structures. A cross asset approach will now be taken when developing priorities and programmes and produce a rolling forward works programme that is updated regularly.

Performance Management

- 2.14. Effective performance monitoring will support the County Council in reviewing progress, performance requirements and works programmes. Our Highway Asset Management Framework establishes mechanisms for performance management, including performance measures and targets, which facilitate the monitoring of delivery with respect to the short, medium and long term strategic direction of the service.

3. Conclusion

- 3.1. The Code of Practice presents an opportunity for County Councils' to shape the services they provide based on local needs and priorities and does not need to represent a radical change from a customer perspective, particularly in the short term.
- 3.2. A programme is in place to ensure the timely and effective implementation of the Code of Practice, with a view to having the recommendations largely implemented from April 2019. Information sharing with local representatives and communities form a key part of this programme including planned engagement with Parish Councils via the annual Parish Seminars,

“for information” updates to Joint Transportation Boards and enhanced information on the County Council’s website.

4. Background Documents

4.1. Link to Well-managed Highway Infrastructure

<http://www.ukroadsliaisongroup.org/en/codes/index.cfm>

4.2. Well-managed Highway Infrastructure - Applying the Code of Practice in Kent

4.3. Well-managed Highway Infrastructure - Implementing the Code of Practice in Kent 2018 – 2020

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Introduction

Kent County Council (KCC) maintains 8,700km (5,400 miles) of highway network and associated “assets”.

Our roads, footways, street lights, street furniture, traffic signals, gullies and drains, trees, grass verges, signs, road markings, bridges and other structures are all different types of highway asset. These assets help to ensure that journeys around and through the County are safe and reliable.

The County Council has statutory obligations under the Highways Act 1980 to maintain the highway in a safe condition and appropriately safe and functioning state. In addition, the Traffic Management Act 2004 requires us to facilitate and secure the efficient movement of traffic on our highway network. Furthermore, the Climate Change Act 2008 obliges us reduce greenhouse gas emissions and prepare to adapt to longer term climate change. Finally, in 2011 the public sector equality duty (the equality duty) came into force. The equality duty was created under the Equality Act 2010 which explains that having due regard for advancing equality involves removing or minimising disadvantage, encouraging participation and taking steps to meet the needs of all people from protected groups where these are different from the needs of other people.

In October 2016 the UK Roads Liaison Group (UKRLG) published Well Managed Highway Infrastructure. The Code of Practice, which is due for implementation by October 2018, is designed to promote the adoption of an integrated asset management approach to highway infrastructure based on the establishment of local levels of service through risk-based assessment. In the interest of route consistency for highway users, all authorities are encouraged to collaborate in determining levels of service, especially across boundaries with neighbours responsible for strategic and local highway networks

KCC has adopted the principles set out in the Code of Practice and this document outlines how these principles are shaping the services we deliver in a way that supports and achieves the County Council’s priorities.

Our Vision

The County Council has a five year strategic statement called “Increasing Opportunities, Improving Outcomes” and this sets out the following vision:

Our focus is on improving lives by ensuring every pound spent in Kent is delivering better outcomes for Kent’s residents, communities and businesses

Funding to maintain the highway network is finite and investment decisions need to balance the competing needs and interdependencies of highway users, local communities, businesses and our highway assets themselves. Adopting an informed and holistic risk based approach enables integrated asset management and supports a principle of spending the right amount of money at the right time to keep our highway network safe and our assets working properly to meet the needs of Kent’s people, businesses and visitors now and in the future.

Our Strategic Outcomes

The County Council is committed to achieving its vision through three strategic outcomes which provide a simple and effective focus for everything we do.

Effective risk management and integrated highway asset management is vital in supporting the delivery of the County Council's three strategic outcomes:

Children and young people in Kent get the best start in life

Managing risk and applying asset management principles to create a safe and resilient highway network enables reliable journeys. These journeys enable Kent's young people to access work, education and training opportunities, supporting them to achieve their potential through academic and vocational education.

Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality life

Creating a highway network that is resilient is key to economic prosperity. As well as connecting the County's towns and villages, Kent highways also provide a key strategic link between the Capital and ferry, air and rail services to mainland Europe.

Older and vulnerable residents are safe and supported with choices to live independently.

Safe and reliable highways provide valuable access to services, amenities and social activities for older and vulnerable people supporting them to live with greater independence.

The demands of an aging population and the potential barriers to independent living need to be recognised and inform decisions we make about levels of service and maintenance priorities.

Our Approach to Asset Management in Highways

KCC has adopted an approach to highway service delivery which is underpinned by asset management principles. [Our Approach to Asset Management in Highways](#) was approved by the Environment and Transport Cabinet Committee in January 2017.

[Implementing Our Approach to Asset Management in Highways](#) is our strategy document which outlines how we are embedding asset management principles, including effective risk management, in the way that we deliver highway services.

Understanding the Assets We Manage

The highway network is made up of a diverse range of assets with an estimated value in excess of £25bn. Understanding our highway assets is intrinsic to effective risk management, integrated asset management and informed decision making.

Boundaries and changes in road hierarchy are not usually apparent to highway users and significant differences in maintenance standards are unlikely to be desirable. Whilst a main road will inevitably present a different risk profile to a minor road and different authorities will generate different outcomes, understanding these variances and being able to justify corresponding levels of service will be key.

Developing Maintenance Plans and Forward Works Programmes

Understanding the lifecycle of each asset group, the impact of current service levels, our statutory obligations, strategic objectives and public expectations all contribute to a meaningful assessment of risk and consequence.

Our first priority is always to maintain highway safety but there are a range of ways we can do this. There are often several ways we can respond to a highway defect and each of these comes with a cost, an implication for other asset groups and consequence for local communities. Local knowledge, historic evidence and engineering judgement can enable these consequences to be understood and taken account of. With limited resources at our disposal it is also paramount that the action taken is proportionate to the risk.

Measuring Success

It is important that we record and demonstrate the outcomes of our maintenance strategies and investment decisions. Clear performance measures and targets ensure that we are continuously improving the way we work and provide an opportunity to identify areas for further development. By empowering staff to analyse and understand the outcomes of different actions, informed and balanced asset management based decisions about future maintenance, repairs and improvements can be made.

Through bench marking, collaboration and engagement with National Forums, best practice can be shared and captured, service standards can be aligned and we can ensure that we remain focused on the needs of Kent's residents, businesses, visitors and communities.

Preparing For the Future

Critical Infrastructure refers to routes and assets where failure would result in a significant impact to the local, and potentially the national, economy. There are many potential risks and threats to the function of critical infrastructure and we need to ensure that they are managed effectively to maximise resilience now and in the future.

In an industry that is constantly changing and developing, the adoption of new ideas, methods of working and innovation can driver greater efficiency. Through effective working with our delivery partners, industry working groups and other authority's opportunities for improvement can be identified and maximised for the future benefit of the County.

[Developing Our Approach to Asset Management in Highways 2018/19 – 2020/21](#), describes the current condition of asset groups and condition/outcome trends going forward based on current resource levels. It includes areas that we want to develop in future as we implement the Code of Practice, strive to further enhance service delivery and ensure continuous improvement.

Implementing Well-managed Highway Infrastructure

Details of how the County Council intends to implement the Code of Practice in their delivery of highway maintenance will be outlined in “Implementing Well-managed Highway Infrastructure”.

Well-managed Highway Infrastructure

Implementing the Code of Practice in
Kent
2018 - 2020

Contents

Introduction	3
The Highway Network	5
Network Inventory	5
Integrated Network Management	5
The whole highway.....	6
Future Maintenance	6
Highway users.....	6
Risk Base Approach.....	8
Context.....	8
Risk Management in Highways	8
Risk Management.....	8
Identify Risks	9
Assess Risks	9
Evaluate Risks.....	10
Allocate Risk.....	10
Determine Actions.....	10
Apply Actions.....	11
Monitor & Control	11
Inspections and Surveys.....	11
Safety Inspections.....	11
Service Inspections	12
Condition Surveys	12
Structural Assessments	12
Reactive Inspections	12
Defect Recording and Repair	12
Competence and Training	13
Resilience and Sustainability.....	14
Managing Highways for Resilience	14
Climate Change and Adaptation.....	15
Financial Management, Priorities and Programming	16
Financial Planning and Budgeting Principles	16
Priorities and Programming	16
Performance Management.....	17
Performance Measures and Targets	17
Performance Reviews.....	17
Benchmarking	17

Introduction

Our highway network is the most valuable asset we own. It enables safe and reliable journeys and in doing so supports social and economic prosperity. We are committed to good management of our highway network not only now but also, for future generations.

As the Highway Authority, the County Council has legal obligations to keep adopted highway routes available and safe for the passage of the travelling public. Our statutory duties are outlined in a number of pieces of legislation including the following:

- **The Highways Act 1980** outlines our duty of care to maintain the highway in a safe condition and protect the rights of the travelling public to use the highway.
- **The Traffic Management Act 2004** conveys a network management duty whereby we are required to facilitate and secure the efficient movement of traffic on the highway network.
- **The New Roads & Street Works Act 1991** requires us co-ordinate road works and to make best use of the existing network.
- **The Road Traffic Act 1991** describes our statutory responsibility to promote road safety and take measures to prevent collisions.
- **The Construction (Design and Management) Regulations 2015** details our duties to ensure that the work we do is designed and built competently and that risks to the work force and road users are properly considered and effectively managed. This places particular controls on how and when works are carried out.
- **The Equalities Act 2010** created the public equality duty which requires us to have due regard for advancing equality by removing or minimising disadvantage, encouraging participation and taking steps to meet the needs of all people from protected groups where these are different from the needs of other people.
- **The Wildlife & Countryside Act 1981** details the environmental legislation that we need to follow to ensure that we minimise our impact on local biodiversity whilst carrying out highway asset maintenance.

In October 2016 the UK Roads Liaison Group (UKRLG) published Well-managed Highway Infrastructure. The Code of Practice is non-statutory however it will be deemed to be guidance of best practice by the courts. The County Council will be required to demonstrate a robust decision-making process, an understanding of the consequences of those decisions, and how the associated risks are managed to ensure highway safety.

The Code of Practice, which is due for implementation by October 2018, is designed to promote the adoption of an integrated asset management approach to highway infrastructure based on the establishment of local levels of service through risk-based assessment. The County's Highway Asset Management Framework develops this approach in three documents: a policy [[Our Approach to Asset Management in Highways](#)], and two strategy documents [[Implementing Our Approach to Asset Management in Highways](#) and [Developing Our Approach to Asset Management in Highways](#)]. These documents demonstrate our commitment to an Asset Management approach and clearly outline the funding required and the wider benefits to be achieved. The Environment and Transport Cabinet Committee have endorsed all three documents, which are published on the County Council's website.

The Code of Practice recognises that the delivery of a safe and well-maintained highway network relies on good evidence and sound engineering judgement. A risk-based approach to highway maintenance needs to be founded on information that is sufficiently robust to enable decisions on levels of service, delivery methods and priorities for improvements can be taken and reviewed over time. Our [Asset Information Strategy](#) will detail how information to support a risk-based approach to highway maintenance will be collected, managed and made available in ways that are sustainable, secure, meet statutory obligations and facilitate transparency for network users.

Well-managed Highway Infrastructure provides guidance to support the development of approaches to highway maintenance that are in accordance with local needs, priorities and affordability. In the interest of route consistency for highway users, all authorities, are encouraged to collaborate in determining levels of service, especially across boundaries with neighbours responsible for strategic and local highway networks. Moreover the principles set out in the Well-managed Highway Infrastructure are intended to influence the ongoing development and evolution of the approach taken to asset management in highways. In accordance with asset management principles, the highway network should be considered as an integrated set of assets with due consideration given to the need to balancing the needs and inter dependencies of different asset groups.

Well-managed Highway Infrastructure states that “Where authorities elect in the light of local circumstances to adopt policies or approaches different from those suggested by the Code, it is essential that they are identified, together with the reasoning for such differences, be approved by the authority’s Executive and published.” However, the County Council’s Constitution states that “The Leader and Cabinet Members should...(d) participate in the approval by the full Council of Kent-wide policies and budgets; (e) lead the development of policies for the delivery of services to the whole community of Kent” [Article 2(2)]. Therefore, in addition to approving any deviations from the Code of Practice, the adoption of the principles of the Code of Practice and any fundamental changes to existing policies or service standards will be subject to Executive approval and publication.

Well-managed Highway Infrastructure - Implementing the Code of Practice outlines how we will go about applying the principles in the Code of Practice to the way we work and measure our success to ensure continuous improvement and a focus on the County Council’s Strategic Outcomes. Details of our approach will be actively communicated through engagement with stakeholders in setting requirements, making decisions and reporting performance.

The Highway Network

Network Hierarchies

There are several classifications and hierarchies used for the planning and prioritisation of highway inspections, maintenance, renewals, improvements and new installations in Kent:

- **Road Classifications** are administered by the Department for Transport and provide a system to direct motorists towards the most suitable routes for reaching their destination.
- **The Resilient Highway Network** is defined by the County Council as “the portion of our highway network that is vital to maintaining economic activity and access to key services during extreme weather emergencies and other major incidents”. The purpose of defining this network is to identify the most critical routes and associated highway assets, such as bridges, so that planned whole asset maintenance on that part of the network may be prioritised. Details of Kent’s Resilient Highway Network are published on the County Council’s website [<http://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/highways-asset-management>]
- **The Winter Network** is divided into primary and secondary routes and provides a minimum essential service to the public which includes links to the strategic network, access to key facilities and local communities. Precautionary salting of these routes is undertaken in accordance with the Winter Service Policy which is published on the County Council’s website [<http://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/winter-service-policy>] and reviewed annually.
- **Flooding Hotspots** are defined as “flood prone sections of the highway network” and are identified using drainage and flooding enquiry data. They are used to prioritise drainage maintenance, renewals and improvement works.
- **The Street Lighting Maintenance Hierarchy** is defined by the County Council and used to prioritise routine maintenance such as night scouting and bollard cleaning.
- **The Maintenance Hierarchy** is defined by the County Council and used to prioritise safety inspections and routine maintenance such as gully cleansing.
- **Critical Highway Infrastructure** is considered to be those assets where failure would result in significant impact to the local, and potentially the national, economy. Critical infrastructure assets form a crucial part of the highway network.

Whilst it is inevitable that different asset types might have their own hierarchies, all should be related such that each asset type can be considered in relation to others and to the whole highway network.

Network Inventory

Inventory information or “asset registers” are held for most of our major asset groups however the extent of the information varies greatly due to differing business needs. For example, an extensive inventory is needed for street lighting as it is not only used to inform maintenance activities but also the energy bills that run to several millions of pounds. Conversely, the inventory for the highway drainage network is less comprehensive because, whilst it would be nice to know construction information for each of our drainage pipes, the nature of the work we do and the processes that have been implemented do not require this level of detail.

The quality, appropriateness and completeness of asset data is reviewed regularly to ensure that the nature and extent of the network inventory collected is fit for purpose and meets business needs. The sensitivity of information is very limited but where sensitive information is held, it is managed in a security minded way.

Integrated Network Management

Kent’s residents, communities and businesses do not distinguish between the different categories of road, range of assets or types of work undertaken on the highway. They expect the network to be managed and maintained holistically to provide consistent and appropriate levels of service. To achieve this, it is vital that the whole highway network is considered and in the context of the County Councils strategic outcomes.

An integrated network hierarchy based on asset function is the foundation of a risk-based maintenance strategy. It is important that it reflects the whole highway network and the needs, priorities and actual use of each infrastructure asset. It therefore also needs to be dynamic and regularly reviewed to reflect the changing nature of the network as a consequence of short term influences such as seasonal fluctuations or longer-term factors such as climate change and development.

The whole highway

It is imperative that all highway assets are considered including traffic management and parking provisions. Moreover, it is important to consider the implications of a maintenance regime or scheme not only now but in the longer term. For example, if a road with defective drainage is resurfaced without also repairing the drainage it will remain in a good condition for a much shorter length of time. Over time standing water will cause the surface to deteriorate, increasing numbers of potholes will form and the overall lifespan of the road will be reduced. Prevention is generally more cost effective than cure and if, for example, the drainage is repaired before the road is resurfaced, efficiencies can be made on the remedial works and further savings achieved as responding to the consequences of flooding is not required.

Future Maintenance

The highway network increases in size year on year and as do the number of assets we maintain. The impact on future maintenance can vary dramatically depending on the approach taken. As local government finances become increasingly squeezed it is important that the selection and suitability of assets and their component parts and materials, doesn't place an unnecessary future burden on the Authority. For example, instead of laying a coloured road surface which is costly to maintain, white lining may demark a cycle route just as effectively.

Highway users

Highway maintenance regimes and improvements should consider the needs of all highway users, particularly vulnerable users. There may be opportunities while we carry out maintenance and improvements to minimise disadvantage, encourage participation and incorporate the needs of people from protected groups in accordance with the Public Equality Duty. Depending on the nature of the works, it may be possible to enhance safety, priority, integrity or quality of routes, crossing points, public transport facilities or freight movements and these opportunities should be given due consideration. Furthermore, the expectation of consistency means that consideration needs to be given to the hierarchy of neighbouring authorities for both the local and nationally maintained networks.

Kent County Council will apply these principles and consider the highway network as an integrated set of assets when developing our approach to inspections, maintenance, renewals, improvements and new installations.

Defining our Integrated Highway Network

The system of road classification used by Central Government does not necessarily reflect local needs or actual use now and in the future.

From April 2019, hierarchies will be defined and published for all elements of the local highway network. The inherent links between some asset groups such as signs, lines and the carriageway may mean that these network groupings are subsumed into a single hierarchy. Where asset hierarchies differ, they will all be founded on the principle of highway functionality and the desirability for a consistent approach with a view to achieving a high degree of compatibility.

Specific considerations will be dependent on the nature of the asset type however there will be consistent themes that underpin the hierarchy definition:

- **Importance** – this may include key routes between towns, connecting the strategic road network and main routes to critical infrastructure such as hospitals, schools and power stations

- **Environment** - rural, urban, busy shopping streets, residential streets, country lanes etc.
- **Usage** – this may include factors such as the volume and type of users, designations as traffic sensitive, diversion or ceremonial routes and the character and volume of traffic on the adjoining carriageway
- **Site history** - this may include factors such as historic casualty data, historic flooding data and crime statistics
- **Asset specific considerations** – this may include factors such as height or weight restrictions, historic structures, construction materials or the position with respect to the carriageway, footway or cycleway.

Kent County Council will publish a series of related hierarchies which include all elements of the highway network. They will consider current and expected use, resilience, and local economic and social factors as well as the desirability of continuity and of a consistent approach for walking and cycling.

Risk Based Approach

Context

As an organisation concerned with service provision and the social and economic development of the county, efficient and effective risk management is essential. By implementing sound management of our risks and the consequential threats and opportunities, we will be in a stronger position to deliver our business objectives, services that reflect local needs and achieve better value for money. Risk management is therefore at the heart of good management practice and the County Council's corporate governance arrangements. Our approach to risk management is proactive and enables decisions to be based on properly assessed actions and events that balance risk and reward with a view to ensuring that the right actions are taken at the right time.

It is not possible to eliminate all risk. Whilst some mitigation is often possible, it is important to understand the degree of risk and the potential consequences. These can then be balanced against the cost of reducing or eliminating the risk and the benefits of accommodating the risk.

The County Council has a mandatory approach to risk management called the [Risk Management Policy & Strategy 2018-21](#).

Risk Management in Highways

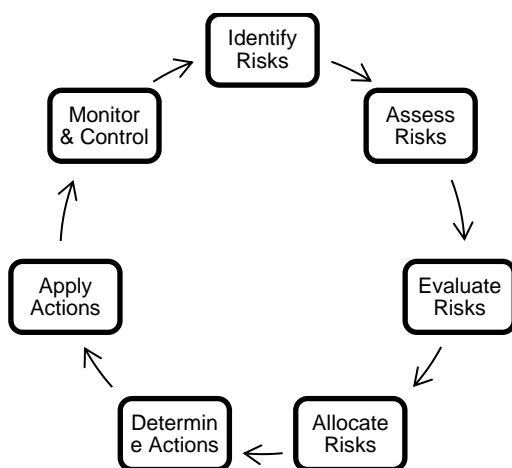
Meaningful risk management is an intrinsic part of the management of our highway infrastructure. Inspections, maintenance, renewals and improvements present extensive choices and therefore it is vital that the impact of implementation and the consequences of failure are fully understood. In addition, there are a variety of external influences which impact on the performance of the highway network. Weather, budget, political direction and demand from other service areas also need to be considered when determining the approach to maintenance and investment.

Adopting a risk-based approach will further facilitate the establishment and implementation of levels of asset condition and service standards that are appropriate to their circumstances.

Kent County Council will adopt a risk-based approach for all aspects for highway infrastructure maintenance, including setting levels of service, inspections, response, resilience, priorities and programmes. The management of current and future risks will be embedded within the approach to asset management and service delivery Strategic, tactical and operational risks will be included as will appropriate mitigation measures.

Risk Management

The County Council has adopted a risk management approach which aligns with the Office of Government Commerce (OGC) recognised best practice guidance – Management of Risk: Guidance for Practitioners. The approach is an iterative process to enable continuous improvement and is summarised below:



Identify Risks

Identifying risks is a crucial opportunity to ensure that risks are visible throughout the organisation. At this point risks are considered in their unmitigated state to allow for later prioritisation. Issues to be considered as part of the risk identification process may include:

- What are the risks to achieving the asset management strategy and levels of service?
- What is the source of each risk?
- What might happen?
- What would the effect be?
- When, where, why and how are these risks likely to occur?
- Who might be involved or impacted?
- What controls presently exist?
- What could cause the control to not have the desired effect on the risk?

A common approach is to commence the risk identification at a high level to obtain an assessment for the level of overall risk exposure. This may then be followed by a detailed assessment of more specific risks where critical assets, critical failure modes and high-risk areas can be defined and analysed in greater detail.

Assess Risks

Having identified the risks it is important to understand the potential consequences, positive or negative, and the likelihood of that impact being realised.

Consequence is the outcome of an event, such as increased journey times, isolation of local communities or a drop in public perception of the service provided. It can have positive or negative effects and can be expressed qualitatively or quantitatively. The consequences associated with an event leading to failure or service reduction may include:

- **Safety** – including fatalities and personal injuries;
- **Functionality** – impact of a loss or reduction in service at route, asset or component level, such as weight restrictions on a bridge;
- **Cost** – increased costs due to bringing forward or delaying work, repair costs, fines or litigation costs and loss of income or income potential;
- **Sustainability** – any impact on future use of highway infrastructure assets.
- **Environment** – environmental impacts, such as pollution caused through traffic delay or contamination from spillages, the sensitivity of the route/area, etc;
- **Reputation** – public confidence in organisational integrity; and
- **Community costs** – damage to property or other third-party losses, which may include business impacts, traffic delays, etc.

Likelihood is the chance of an event such as an asset failure or a fatality on the highway happening. It can be measured objectively, subjectively, qualitatively or quantitatively depending on the level of information available. However, it is measured, there are several issues that need to be considered, including the following:

- Changes in policy and funding;
- Current and historic performance (severity and extent) of the asset;
- Rate of deterioration and/or current age of the asset;
- Asset type, material type, mode of failure, extent of failure, etc;
- Exposure to incidents of all types;
- Human behaviour and workmanship;
- Vulnerability to climate change;
- Quality of asset management approach and systems.

The likelihood of physical failure of an asset is related to the current condition of the asset, hence the importance of accurate condition assessment. The likelihood of natural events is determined less easily but scientific studies are usually available. The likelihood of other events, such as poor work practices or planning issues can be difficult to ascertain. KCC have an established matrix-based approach for determining risk levels.

KCC's Standard for Determining Risk Levels

Risk Rating Matrix			Impact				
			1	2	3	4	5
			Minor	Moderate	Significant	Serious	Major
Likelihood	1	Very Unlikely	1 Low	2 Low	3 Low	4 Low	5 Low
	2	Unlikely	2 Low	4 Low	6 Low	8 Medium	10 Medium
	3	Possible	3 Low	6 Low	9 Medium	12 Medium	15 Medium
	4	Likely	4 Low	8 Medium	12 Medium	16 High	20 High
	5	Very Likely	5 Low	10 Medium	15 Medium	20 High	25 High

The target residual rating for a risk is “medium” or lower; in the event that this is not practicable the risk will be escalated for review.

Evaluate Risks

All identified risks need to be evaluated against the risk appetite and risk tolerance provides an assurance of a consistent approach to the measurement of risk and appropriate management and escalation. The County Council recognises that risk is inherent in delivering and commissioning services, including highways services, and aims to have an open approach to risk, appropriately balancing risk against reward, with risks managed in a proportionate manner.

With increasing spending demands and continued reductions in Government funding, there is a recognition that it is likely that a higher level of risk will need to be accepted in the future. This will require an approach that allows flexibility and support for well-informed and considered risk taking, promoting transparency and effective risk management, while maintaining accountability.

Allocate Risk

It is important that risks are suitably allocated to a stakeholder who is best placed to take ownership and manage them effectively. For example, the risk of a critical asset failure is best allocated to the asset manager who has the level of understanding to determine potential actions and the consequences of those actions, the authority to apply the selected action and the information and knowledge to monitor and control the risk in both the short and longer term.

Determine Actions

Mitigation options need be identified for all risks assessed to be unacceptable and there will often be many options to reduce the likelihood and/or consequence. It is therefore important that a logical approach to determining appropriate, proportionate and viable solutions to eliminate, reduce or control risk and enhance opportunities is established.

Some risks can be addressed more easily and effectively than others and costs may range significantly. Therefore, analysis of the costs of risk reduction against different options will facilitate identification of the optimum solution. It should be noted that in addition to the financial implications, the potential actions need to be considered in the wider context of the County Council’s strategic objectives and legal obligations i.e. the most

cost-effective action is not appropriate if it contradicts our strategic objectives, breaches our legal obligations or could significantly damage the Authority's reputation.

Apply Actions

Prior to applying actions, the assessment and evaluation stages need to be revisited to determine the residual risk and therefore the effect of the risk action. Having confirmed that this is satisfactory, the Action Owner is confirmed as are the appropriate reporting arrangements. For example, if the action involves significant service reductions, or significant changes in the way that services are delivered approval by the Cabinet Member; Cabinet or Leader of the County Council will be required. Moreover, if significant service changes are being made due to efficiency, economy or effectivity then formal consultation will be necessary.

Monitor & Control

Risks are not static and external and internal events can alter the likelihood and impact of risks. It is essential to continue reviewing risks and checking that actions to manage them are progressing to plan. All highway risks are routinely reviewed alongside other business management activities such as performance and financial reporting. Moreover, when emerging events or emergencies occur new and existing risks are assessed and responded to.

Inspections and Surveys

Authorities are not statutorily obliged to carry out inspections of all highway elements but are strongly advised to undertake safety inspections in accordance with the principles of Well-managed Highway Infrastructure. Inspection and survey regimes should be planned using a risk-based approach to provide increased levels of scrutiny to areas or assets deemed to be of higher risk.

An effective regime of inspection, survey and recording is the most crucial component of highway infrastructure maintenance and intrinsic to the management of risk. It provides basic information for addressing the core objectives of highway maintenance namely:

- network safety;
- network serviceability;
- network sustainability.

The characteristics of the regime are defined following an assessment of the relative risks associated with potential circumstances of location, agreed level of service and condition. For example, an 80-year-old bridge carrying a main road over a live railway line has greater risks associated with it than a new footbridge over a ditch on a rural footpath. The former may require 2 yearly visual inspections and 6 yearly detailed inspections supported by detailed reporting to reflect the complex nature of the structure. For the latter, it may be sufficient to carry out 2 yearly visual inspections with a "check list" style report and no detailed inspections if the simplistic nature of the structure means that all components are easily accessed and visible. Regardless of the specifics of the regime, it is crucial that they are applied systematically and consistently. Moreover, it is important to recognise that all information recorded, even if not primarily intended for network safety purposes, may have implications for safety and may therefore be relevant to legal proceedings and may have to be made available for public inspection and reference.

The County Council undertake a range of inspections and surveys with respect to the highway and its components:

Safety Inspections

The safety inspection regime forms a key aspect of an authority's approach to managing liabilities and risks. A countywide team of inspectors are tasked with the identification of all defects likely to create danger or serious inconvenience to users of the network or the wider community. The risk of danger is assessed on site and the defect identified with an appropriate priority response. The regime has been developed using a risk-based

approach and provides a practical and reasonable approach to the risks and potential consequences identified. Moreover, it takes account of potential risks to all users, and in particular the most vulnerable.

The processes and standards that underpin this regime are detailed in the [Highway Inspectors Manual](#) and are reviewed annually.

Service Inspections

The inspection requirements of different asset groups can vary significantly due to their composition and the way in which they function. Service inspections are tailored to the requirements of specific highway assets and elements to ensure that they meet requirements for serviceability. Examples of these type of inspections include electrical testing of lit signs and structural testing of street lighting columns. These inspections also include inspections for network integrity and for regulatory purposes, including NRSWA, intended to maintain network availability and reliability.

Condition Surveys

Condition surveys are primarily intended to identify defects which, if untreated, are likely to adversely affect long term performance, serviceability and safety. The data collected can be used to forecast life expectancy, to determine when intervention may be appropriate, to model the impact of different intervention strategies and to compare the likely costs. In addition, the information collected informs national government indicators and the annual valuation of the highway network.

Kent County Council will continue to implement asset condition surveys based on asset management need and in accordance with our statutory reporting requirements.

Structural Assessments

Structural Assessments are carried out on a targeted basis to determine the capacity of a structure to carry the loads which are imposed upon it, and increases that may be reasonably expected in the foreseeable future.

Reactive Inspections

The County Council proactively encourages our customers to report highway defects via our Online Fault Reporting Tool and a dedicated highways line to our Contact Point.

Reports from members of the public provide a further source of knowledge on the condition of the highway network. To maximise the value of this information, appropriate quality assurance measures are needed. As such, a regime of reactive inspections is in place to support the validation of reports, ensure duplicate reports are identified and combined, and to maintain auditability of information. It is not always necessary to inspect a defect to determine the required response but the decision to inspect or not, and the outcome of any inspection should be recorded systematically and consistently.

Kent County Council will develop and implement a risk-based approach to inspections for all asset groups.

Defect Recording and Repair

All defects observed during service, safety, condition and reactive inspections, need to be recorded and the type and speed of response determined on the basis of a risk assessment.

Defects that require urgent attention should be corrected or made safe at the time of the inspection, if reasonably practicable. In this context, making an asset safe may constitute displaying warning notices, coning off or fencing off to protect the public from the defect. If it is not possible to correct or make safe the defect at the time of inspection, repairs of a permanent or temporary nature should be carried out as soon as possible. If temporary repairs have been used, permanent repair should be carried out within a reasonable period.

Defects that do not represent an immediate or imminent hazard or risk of short term structural deterioration may have safety implications, although of far less significance than those which are considered to require urgent attention. They are more likely to have serviceability or sustainability implications. If repairs are to be undertaken these are likely to be within a planned programme of works with their priority determined by risk assessment. For example defects in highway trees may be identified during condition inspections and if the defect does not present an immediate safety threat, works will be ordered to reduce the risk of failure, eliminate the hazard or improve life expectancy of the tree. Access requirements, other works on the network, traffic levels, and the desirability of efficient traffic management, should also be considered as part of prioritising and scheduling the works.

Kent County Council will develop and implement a risk-based defect repair regime for all highway assets.

Managing the safety and wide range of other risks associated with the delivery of highway infrastructure maintenance requires effective and co-ordinated information systems to record inspections, defect reports, condition assessment and activity. The efficiency, accuracy and quality of information recorded is crucial both to the effective management of the service and to demonstrating that the County Council are a competent highway authority.

All information obtained from inspections and surveys, together with the nature of response, including nil returns, should be recorded consistently. It is important that the data from inspections and surveys can be reviewed and analysed both independently and in conjunction with other information to enable a holistic understanding of the likely future maintenance need, asset condition and trends related to network characteristics and use.

Kent County Council will develop and implement mechanisms for recording all inspections and subsequent activities to justify decisions made, inform future decision making and protect the authority from unjustified or fraudulent claims.

Competence and Training

To ensure that inspections, risk assessments and the analysis of the resulting information is meaningful and valid, appropriate competencies for all staff are required. Continued professional development is key to this and should be embedded in the annual Learning and Development cycle.

Kent County Council will ensure that the appropriate competency required for asset maintenance and management is identified and that training is provided where necessary.

Resilience and Sustainability

Kent, which provides key transport links between the capital and the continent, has some of the most intensively used roads in the country. Any disruption to the network has an immediate impact on road users, the economy and services. Ensuring these roads are as resilient and sustainable as is practicable must be a priority.

Managing Highways for Resilience

Resilience as defined by the Cabinet Office is the “ability of the community, services, are or infrastructure, to detect, prevent and if necessary to withstand, handle and recover from disruptive challenges”. Resilience in the context of highway infrastructure is the ability of a road network to withstand not only the impacts of extreme weather (snow, ice or flooding) but also industrial action, major incidents and other local risks. The level of resilience sought for any length of road needs to be commensurate with its intensity of use, economic or social importance and the availability of alternatives. The more intensively used and economically or socially important a route is, the shorter the disruption that is acceptable.

Kent County Council has long had robust systems in place to respond effectively to severe weather emergencies and we already take a hierarchical approach to the management of our 8,700 km highway network. In September 2017, this approach was enhanced further when The Environment & Transport Cabinet Committee endorsed The Definition for Kent’s Resilient Highway Network.

The overarching aims of Kent’s Resilient Highway Network are;

- to protect economic activity in and through the county;
- to protect access to key services; and
- to protect access to key infrastructure.

To achieve this, the following criteria have been used to identify and map a network of our most critical routes and highway assets;

- roads connecting main towns in the County of Kent with a population of 20,000 and above,
- roads connecting main towns with Highway England’s Strategic Road Network,
- roads connecting main towns with main employment sites,
- roads connecting with key operational services requiring emergency public access, such as hospitals with Accident and Emergency facilities,
- roads connecting with key infrastructure, such as power stations and main transport facilities.

The resulting network is used to inform intervention levels, prioritisation of maintenance and the case for investment in renewals and improvements to reduce the risk of asset failure.

Our Resilient Highway Network is reviewed at least every two years and after any major event to ensure it remains relevant as lessons are learnt and services and businesses within the County change.

In addition to the physical resilience of highway infrastructure, the management of disruption and speed of recovery are also key. There are several potential situations which could have a significant effect on the highway including inclement weather, subsidence, landslip or collapses, oil spills or local events such as Operation Stack.

Kent County Council have operational plans and procedures are in place with respect to winter service, severe weather events, unforeseen events and civil emergencies. These plans have been developed in consultation with partner organisations and include roles, responsibilities and contingency plans and procedures to enable timely and effective response. Clear communication plans are also in place to ensure that weather and flood forecasts are received by operational teams and disseminated to staff, contractors and our customers.

Responses to severe weather, emergency exercises and actual response are used to identify training opportunities and potential improvements to operational plans and procedures. Where appropriate, reviews are

carried out in consultation with multiple parts of the County Council and other responding organisations impacted by the event.

Climate Change and Adaptation

The Climate Change Act 2008 established a statutory framework for adaptation and set in place a five-year cycle for Government to report on the risk to the UK of climate change and to publish a programme setting out how these impacts will be addressed. The Government released the first National Adaptation Programme in 2013 containing a series of objectives and associated actions. Most notably with regards to highway infrastructure, these actions included:

- To ensure infrastructure is located, planned, designed and maintained to be resilient to climate change, including extreme weather events.
- To better understand the vulnerabilities facing local infrastructure from extreme weather and long-term climate change to determine actions to address the risks.

As such, it is important that due consideration is given to how the impacts of climate change, such as intense or prolonged rainfall, hotter temperatures and higher windspeed will impact on the types of highway assets that they manage. Some of the risks may have the potential to be reduced by mitigation action and options for mitigating the greatest risks should be explored with a view to prioritising those measures that will provide the greatest return on investment in terms of reduced risk.

Kent County Council will assess the risk of extreme weather events on highway infrastructure and identify ways to mitigate the impacts.

Sustainability

The County Council has an important role in ensuring Kent's residents and businesses benefit from sustainable growth and a competitive, innovative and resilient economy. This should be balanced with protecting and improving our natural and historic assets, for their unique value and positive impact on our society, economy, health and wellbeing. Materials and treatments used for highway maintenance can have a positive contribution to the public realm. There are a wide range of options, some of which are obligatory, but many of which provide for sympathetic application in particular circumstances. For example the selection of appropriate vegetation and trees during the planning stage of new schemes can bring environmental, drainage and social benefits.

Kent County Council will endeavour to balance the character of the area as well as whole life cost, environmental impact and sustainability when determining materials, products and treatments.

The management and maintenance of highway infrastructure have an inevitable impact on the environment and we therefore have a responsibility to make sure environmental risks and opportunities are managed positively and our use of natural resources is minimised for the benefit of future generations. The County Council's [Environmental Policy](#) outlines the actions and objectives that underpin our approach. In accordance with this policy statement highway verges, trees and landscaped areas are managed with regards to their nature conservation value and biodiversity principles as well highway safety and serviceability.

Financial Management, Priorities and Programming

Financial Planning and Budgeting Principles

It is essential that financial plans are linked to our Highway Asset Management Framework with respect to both short term activities such as routine maintenance, and for medium and long-term activities such as preventive maintenance and asset replacement. Our [Highway Asset Management Framework](#) describes how lifecycle planning principles are used to review funding levels, support investment decisions and substantiate the need for appropriate and sustainable long-term investment.

The way in which investment is prioritised needs to provide sufficient flexibility to deliver value for money. In addition to ensuring effective coordination, an asset management-based approach to managing highway infrastructure requires due consideration of different options and factors that influence their success:

- The differing life expectancies of various treatments and the future implications of these for the balance of capital and revenue funding; for example, renewing a bridge parapet might be more expensive than simply repointing the aging brickwork but doing so could generate a saving with respect to the long-term maintenance.
- The seasonal and weather sensitive nature of many treatments and the service as a whole; for example, renewing a road surface is best done during dry, mild weather as very cold or wet weather can cause the surface to rapidly fail.
- The uncertainties in prediction of out-turn costs for Winter Service, Severe Weather Events and emergencies and the need for financial year-end flexibility

Priorities and Programming

The County Council has endorsed an asset management based approach to the maintenance and management of highway assets. Part of this approach involves viewing the highway network as a whole rather than as discrete asset groups such as carriageways, drainage, lighting and structures. By sharing and coordinating both short and longer-term programmes of work efficiencies can be made, and the level of disruption caused can be reduced.

Kent County Council will take a cross asset approach when developing priorities and programmes and produce a rolling forward works programme that is updated regularly.

Performance Management

Effective performance monitoring will support the County Council in reviewing progress, performance requirements and works programmes. Our [Highway Asset Management Framework](#) establishes mechanisms for performance management, including performance measures and targets, which facilitate the monitoring of delivery with respect to the short, medium and long term strategic direction of the service.

Performance Measures and Targets

Information and data arising from implementation and delivery of asset management are used to identify actions for continual improvement of the approach, including delivery of the overall service. This enables relevant processes and practices to be assessed and form the basis for continuous improvement. Moreover, it ensures that critical performance issues are identified and addressed in a timely manner.

Performance Reviews

Regular reviews complement performance monitoring and reporting to support continuous improvement and input into the identification of opportunities for improvement. In more significant cases, these improvements should be formally documented with details of the expected outcomes, specific actions to be taken, the owner, the resources needed to deliver them and timescales. In doing so, focus is maintained, and benefit is maximised.

Benchmarking

Finally, benchmarking is a systematic process of collecting information and data to enable comparisons with the aim of improving performance, both absolutely and in relation to others. Through effective benchmarking and information sharing with neighbouring authorities and those authorities with a similar composition of highway network, the County Council can validate the approach taken and ensure that highway users' reasonable expectation for consistency is considered when developing the approach to highway infrastructure maintenance.

Case Study: Well-managed Highway Infrastructure – A practical application



Routine Enquiries – A carriageway pothole

The current approach

The current Code of Practice, Well Maintained Highways, prescribes that we use locally set intervention levels with respect to carriageway and footway defects in Kent those intervention levels are 50mm depth for carriageway potholes and 20mm depth for footway potholes.

For example, a highway steward identifies 8 potholes over a 20m stretch of a road.

Assuming that the location is not a pedestrian crossing point, those potholes exceed 50mm deep, an emergency order will be raised regardless of the location or usage of that road. If the potholes are 40mm deep and likely to deteriorate then a 7 day or 28 day order will be raised for the repair. If the potholes are 20mm deep, they will either be assessed as “intervention level not met” and then no further action would be taken until the next highway inspection or repairs will be incorporated into a longer term scheme.

The new approach

The new Code of Practice, Well-managed Highway Infrastructure removes the prescriptive service standards. This does not mean the County Council cannot continue to use them as the basis for inspections and repairs, but it does give greater flexibility.

Consider the previous example, a highway steward identifies 8 potholes over a 20m stretch of a road. The removal of prescriptive standards mean that the highway steward can now consider the context, the risk posed by the potholes and make an informed judgement about the timescale and nature of repairs.

If the potholes are 35mm deep, in the wheel track and the road is a high trafficked, 50mph road, a 7 day repair could be deemed necessary on the basis that the volume and speed of traffic means that there is a greater risk to safety.



Equally, if the potholes are 55mm deep but at the edge of a minor road used by farm traffic and a handful of vehicles, the risk is considerably lower and therefore temporary signs warning of the hazard and a 90 day repair could be deemed appropriate.

In summary, there are no material impacts on the volume or cost of pothole repairs, just a greater emphasis on the assessment of risk.

So, how and when would the Code of Practice have implications for service standards?

The Code of Practice promotes an integrated, asset management based approach to highway maintenance i.e. we need to consider and balance the needs of all asset groups.

In the context of the risk-based approach, this means that if we are not meeting with our statutory obligations or are at risk of failing to meet with our statutory obligations due to under investment, then we need to consider how this is overcome. There are several options that would be considered:

- Additional investment from a new source;
- A change of approach e.g. taking a more cost effective, planned approach so that more can be done with the existing budget; - one Highway Authority has made a conscious decision to maintain some roads to a lower standard and sign them accordingly
- A reduction in one service to fund the enhancement of another service

Currently no changes to service standards are proposed however, prior to any changes being made, a full evaluation of all the options would need to be undertaken and any notable changes would be subject to engagement, consultation and approval in accordance with the County Council's constitution.

To: Joint Transportation Board

By: **Andrew Loosemore** – Head of Highway Asset Management

Subject: Local Winter Service Plan

Classification: Information only

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

Introduction

1. Kent County Council Highways, Transportation & Waste (KCC HT&W) 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 £3.2m every winter and needs careful management to achieve safety for the travelling public and to be efficient. The Highways Operations teams in HT&W work to ensure that the winter service standards and decisions made are consistent across the whole county.

HT&W 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 approved at the KCC Environment, Planning and Transport Cabinet Committee on 20th September 2018 and subsequently signed off by the Cabinet Member.

https://www.kent.gov.uk/_data/assets/pdf_file/0005/18977/Kent-Winter-Service-Plan.pdf

District based winter service plans

2. The Local Winter Service Plan for the Dover District is a working document. It will evolve and be revised as necessary throughout the year. The document will be available on the KCC website. This document complements the KCC Winter Service Policy and Plan 2018/19. 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, HT&W will supply a quantity of a salt/sand mixture to district councils to use on the highway network. The details are contained in the local district winter plan which enhances the work that HT&W will continue

to do in providing a countywide winter service. The local plan comes into effect when a snow operational alert is declared that affects the district of Dover.

Pavement clearance

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.

Farmers

4. 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 General Data Protection Regulations).

Conclusion

5. The arrangements for working in partnership with the district councils in recent years has proved to be very successful and the continuing arrangement will enable HT&W to provide an effective winter service across the county.

Recommendations

6. Members of the Board are asked to note this report.

<p>Background documents: Kent County Council Winter Service Policy and Plan 2018/19</p>

Contact officer:

Stephanie Wadhams -Tel: 03000 414141

To: Dover Joint Transportation Board
By: KCC Highways, Transportation and Waste
Date: 6th December 2018
Subject: Highway Works Programme 18/19

Classification: Information Only

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

1. Introduction

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

Footway and Carriageway Improvement Schemes – see Appendix A
Drainage Repairs & Improvements – see Appendix B
Street Lighting – see Appendix C
Transportation and Safety Schemes – See Appendix D
Developer Funded Works – Appendix E
PROW – Appendix F
Bridge Works – see Appendix G
Traffic Systems – see Appendix H
Street Works – see Appendix I
Combined Member Fund – see Appendix J

Conclusion

1. This report is for Members information.

Contact Officers:

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

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

Appendix A – Footway and Carriageway Improvement Schemes

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

Machine Resurfacing – Contact Officer Byron Lovell			
Road Name	Parish	Extent of Works	Status
A256 Maison Dieu Road	Dover	Between Ladywell and Castle Street	Programmed 9 th November 2018
A258 Queen Street / Broad Street	Deal	Between High Street and Beach Street	To be programmed in February 2019
A256 Sandwich Bypass	Whitfield	A256 / A2 Interchange	Programmed 14 th January 2019
A256 Sandwich Bypass	Eastry	A256 Northbourne Road right turn	Programmed 23 rd January 2019
A256 Sandwich Bypass	Eastry	A256 Felderland Road right turn	Programmed 28 th January 2019
A256 Sandwich Bypass	Sandwich	A256 Culvert Section	Programmed 28 th November 2018
A256 Sandwich Bypass	Sandwich	A256 Monks Way Roundabout	Programmed 26 th November 2018
A256 Sandwich Bypass	Sandwich	A256 Richborough Roundabout	Programmed 21 st November 2018
A256 Sandwich Bypass	Tilmanstone	A256 Barville Roundabout	Programmed 22 nd January 2019
Footway Improvement - Contact Officer Neil Tree			
Road Name	Parish	Extent and Description of Works	Status
Biggin Street	Dover	The south western footway between the junction with New Street to its junction with Worthington Street.	In Design. Trial holes have been completed and cellar surveys being undertaken. Commencement in February 2019 expected.

Surface Treatments - Contact Officer Clive Lambourne**Micro Surfacing**

Road Name	Parish	Extent of Works	Status
Telegraph Road	Deal	St Richards Rd to Hamilton Road	Completed
Sandown Road	Sandwich	Manwood Road to Little Sandown Farm	Completed
Ellens Road	Great Mongham / Deal	From Mongeham Road to Railway Line	Completed
London Road	Temple Ewell	From 30mph Speed limit terminal to Egerton Road	Completed
Geddinge Lane	Denton With Wotton	From Dumbrill Hill to Geddinge Farm Enterance	Completed
Deal Road	Sholden	Broad Lane to The Street	Completed
Knights Way	Dover	From Shipmans Way to Old Park Hill	Completed
Brook Street	Eastry	From Church Street to bridge over A256	Completed
South Avenue & The Crescent	Aylesham	Entire Length	Completed

Surface Dressing

Road Name	Parish	Extent of Works	Status
Adisham Road	Wingham	From 30/60 speed change south Wingham to Love Lane	Completed
Dumbrill Hill	Denton with Wotton	From Wotton Road to A2 Dover Road	Completed
A256 Whitfield Bypass	Whitfield, Tilmanstone, Sutton and Eastry	A2 to Cater Road	Completed

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - Contact Officer: Kevin Gore			
Road Name	Road Name	Road Name	Road Name
St Mary's Close,	Woodnesborough	Deep Boring of a soakaway	Waiting program for a bulk rolling scheme
Napchester road	Whitfield	Surface reprofiling work	Awaiting programming

Appendix C – Street Lighting - Dover

Structural testing of KCC owned street lights identifies columns requiring replacement. This testing process is continual and column replacement works are ongoing across the district. Due to the high number of sites across the district they are not individually detailed in this report, but a spreadsheet is available detailing all those assets requiring replacement.

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Parish	Description of Works	Status
London Road	Temple Ewell	Replacement of 1 street light complete with LED Lantern	Works to be completed by end January 2019
Honeywood Parkway	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Woodnesborough Road	Sandwich	Replacement of 1 street light complete with LED Lantern	Works to be completed by end January 2019
Poulders Gardens	Sandwich	Replacement of 1 street light complete with LED Lantern	Works to be completed by end January 2019
Kingsdown Road	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
Gibraltar Square	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by end January 2019
London Road	Deal	Replacement of 3 street lights complete with LED Lantern	Works to be completed by end January 2019
Green Lane	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by end January 2019
Folkestone Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed

Castle Avenue	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Clarendon Street	Dover	Replacement of 2 street lights complete with LED Lanterns	Works Completed
Church Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Cleveland Close	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Colton Crescent	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Eric Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Astley Avenue	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Beaufoy Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Carlesden Close	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Chilton Way	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Coombe Valley Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
George Road	Dover	Replacement of 5 street lights complete with LED Lantern	Works Completed
Honeywood Parkway	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Green Lane	Dover	Replacement of 4 street lights complete with LED Lantern	Works Completed
Hillside Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Godwyne Close	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Godwyne Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed

London Road	Dover	Replacement of 3 street lights complete with LED Lantern	Works Completed
North Military Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Primrose Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Lyndhurst Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Markland Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Nightingale Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Perth Way	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Reading Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
The Ridgeway	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Riverdale	Dover	Replacement of 5 street lights complete with LED Lantern	Works Completed
Gilton	Ash	Replacement of 1 sign post complete with LED Lantern	Works Completed
A256 Eastry By Pass	Ash	Replacement of 1 sign post complete with LED Lantern	Works Completed
Beechwood Avenue	Deal	Replacement of 1 sign post complete with LED Lantern	Works Completed
Minerva Avenue	Dover	Replacement of 1 sign post complete with LED Lantern	Works Completed
Mason Dieu Road	Dover	Replacement of 1 sign post complete with LED Lantern	Works Completed
East Cliff	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
York Street	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed

Folkstone Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Coombe Valley 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
Magdala Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
London Road	Deal	Replacement of 2 street lights complete with LED Lantern	Works to be completed by end January 2019
New Dover Road	Dover	Replacement of 6 street lights complete with LED Lantern	Works Completed
Northbourne Road	Deal	Replacement of 2 street lights complete with LED Lantern	Works Completed
Manor Road	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
Park Avenue	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
Matthews Close	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
Southwall Road	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
Honywood Parkway	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Eaves Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Clarendon Place	Dover	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
Farthingloe Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed

Chestnut Drive	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Harold Street	Dover	Replacement of 2 street lights complete with LED Lantern	Works Completed
Marine Parade	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Blenheim Drive	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Colorado Close	Dover	Replacement of 4 street lights complete with LED Lantern	Works Completed
Crabble Hill	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Roksley Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Selkirk Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Blake Close	Deal	Replacement of 8 street lights complete with LED Lantern	Works Completed
Granville Road	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
Liverpool Road	Deal	Replacement of 4 street lights complete with LED Lantern	Works Completed
John Tapping Close	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
Downlands	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
Newlands	Deal	Replacement of 4 street lights complete with LED Lantern	Works Completed
Nevill Gardens	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed

Roselands	Deal	Replacement of 4 street lights complete with LED Lantern	Works Completed
James Hall Gardens	Deal	Replacement of 4 street lights complete with LED Lantern	Works Completed
Court Road	Deal	Replacement of 7 street lights complete with LED Lantern	Works Completed
Church Street	Deal	Replacement of 4 street lights complete with LED Lantern	Works Completed
Menzies Avenue	Deal	Replacement of 6 street lights complete with LED Lantern	Works Completed
Reading Close	Deal	Replacement of 6 street lights complete with LED Lantern	Works Completed
West Street	Deal	Replacement of 2 street lights complete with LED Lantern	Works Completed
Western Road	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
Vlissingen Drive	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
Souberg Close	Deal	Replacement of 2 street lights complete with LED Lantern	Works Completed
Walcheren Close	Deal	Replacement of 4 street lights complete with LED Lantern	Works Completed
Granville Street	Deal	Replacement of 1 street light complete with LED Lantern	Works Completed
St David's Road	Deal	Replacement of 2 street lights complete with LED Lantern	Works Completed
St Patricks Road	Deal	Replacement of 2 street lights complete with LED Lantern	Works Completed
Century Walk	Deal	Replacement of 2 street lights	Works Completed

		complete with LED Lantern	
Victoria Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by end January 2019
Blenheim Road	Deal	Replacement of 4 street lights complete with LED Lantern	Works Completed
London Road	Dover	Replacement of 3 street lights complete with LED Lantern	Works Completed
London Road	Dover	Replacement of 3 Sign lights complete with LED Lantern	Works to be completed by end January 2019
Beach Street	Deal	Replacement of 13 street lights complete with LED Lantern	Works to be completed by end January 2019
Old Charlton Road	Dover	Replacement of 2 Sign lights complete with LED Lantern	Works to be completed by end January 2019
Old Charlton Road	Dover	Replacement of 1 Pole Mounted Street light complete with LED Lantern	Works to be completed by end January 2019
St Francis Close	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by end January 2019
Sandwich By Pass	Sandwich	Replacement of 1 street light complete with LED Lantern	Works to be completed by end January 2019
Wantsum Lees	Sandwich	Replacement of 1 street light complete with LED Lantern	Works to be completed by end January 2019
Dola Avenue	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by end January 2019
Hamilton Road	Deal	Replacement of 2 Sign lights complete with LED Lantern	Works to be completed by end January 2019
High Street	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by end January 2019
Deal Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by end January 2019
Grange Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by end January 2019
Melbourne Avenue	Dover	Replacement of 2 Sign lights complete	Works to be completed

		with LED Lantern	by end January 2019
London Road	Deal	Replacement of 2 Sign lights complete with LED Lantern	Works to be completed by end January 2019
New Dover Road	Dover	Replacement of 2 Sign lights complete with LED Lantern	Works to be completed by end January 2019
Jubilee Road	Sandwich	Replacement of 1 street light complete with LED Lantern	Works to be completed by end January 2019
Noahs Ark Terrace	Dover	Replacement of 3 street lights complete with LED Lanterns	Works to be completed by end January 2019
Ramsgate Road	Sandwich	Replacement of 1 street light complete with LED Lantern	Works to be completed by Nov 18
Sandwich Road	Sandwich	Replacement of 2 Sign lights complete with LED Lantern	Works to be completed by Nov 18
Mongeham Road	Deal	Replacement of 2 Sign lights complete with LED Lantern	Works to be completed by end January 2019
Folkestone Road	Dover	Replacement of 1 Sign light complete with LED Lantern	Works to be completed by end January 2019
A256 - Eastry By Pass	Eastry	Replacement of 1 Sign light complete with LED Lantern	Works to be completed by end January 2019
A257 Ash By Pass	Ash	Replacement of 1 Sign light complete with LED Lantern	Works to be completed by end January 2019
Redsull Avenue	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by end January 2019

Appendix D – Transportation and safety schemes

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

Casualty Reduction Schemes - Contact Officer: Kelly Garrett			
Road Name	Parish	Description of Works	Current Status
Jubilee Road	Worth	Junction realignment.	Works complete
London Road	Dover	Resurfacing and treatment with high friction surfacing on northwest approach to Coombe Valley Road.	Works complete
Local Transport Plan Schemes – Contact Officer Kelly Garrett			
Ramsgate Road (Willowbank roundabout)	Sandwich	Roundabout improvement (to prevent consistent HGV damage) & improved signage.	Works complete
A257 Canterbury Road	Wingham	Cheveron upgrade, high friction surfacing, 'Slow' road markings and school warning sign.	Works complete
Poets Walk, Reselands, St Clare Road, Gram's Road	Walmer	DDA kerbs	Works complete
Local Growth Fund Schemes – Contact Officer Kelly Garrett			
No planned works			
Section 106 Schemes - Contact Officer: Kelly Garrett			
No planned works			

Appendix E – Developer Funded Work

Developer Funded Works (Section 278 Agreement Works)			
Scheme location	Parish	Description	Current status
Ark Lane	Deal	Footway works and new vehicle entrance	S278 Works underway.
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.
Dorman Avenue North (Road 1.3) Aylesham Village expansion works	Aylesham	New footways, laybys and resurfacing of carriageway.	Works complete, waiting for completion of legal agreements and commuted sums.

Shemara Farm, Woodnesborough Lane	Eastry	Footway works connected with S38 development.	S278 Works underway.
Hyton Drive (off Church Lane)	Deal	Three new accesses to a development of 194 dwellings.	Temporary access in place for Section 38 scheme.
Woodnesborough Road, Sandwich	Sandwich	New development	S278/38 application received
Leisure centre, Honeywood park Ind est	Dover	Construction of a new leisure centre with access roads.	S278 application received
Coombe Valley Road (Rosewood Heights)	Dover	New access to private development.	Minor remedials required
Old Park Hill	Dover	Footway works connected with S38 development.	Awaiting resurfacing.
FORMER BISLEY NURSERY, WORTH	Deal	Footway works connected with S38 development.	S278 Works underway.
MILL FIELD ASH, CT3 2BD	Sandwich	New development	S38 application received
Singledge Lane, Whitfield	Dover	Pedestrian/footway & Carriageway improvements.	S278 Works underway.
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 work is ongoing.
Grove Road/Stourmouth Road	Preston	New bell-mouth access into private development and new footways.	Works underway.
Church Lane,	Deal	Pedestrian/footway improvements.	S278 technical approval given
Station Road	Walmer	New bell-mouth access into development and footways.	S278 application received
Tesco Roundabout, Honeywood Park,	Dover	Proposed junction improvements.	S278 technical approval given.
Halsbury Homes Ltd new development	Whitfield	New Roundabout	S278 Roundabout completed.
Hammill Brickworks Selson Lane/Hammill Road	Woodnesborough	New bell-mouth access into private development and minor alterations to existing access.	S278 Phase 2, Works underway.
Halsbury Homes Ltd new development	Whitfield	Phase 1 housing development	S38 Works on going
Barton Road, Dover	Dover	Construction of a new school building and temp vehicle access.	S278 Work ongoing

Appendix F - Public Rights of Way

Public Rights of Way – Contact Officer – David Fleck			
Path No	Parish	Description of Works	Current Status
ER122 Byway East of Holloway Lane to junction with Warren lane and Belsey lane	Lydden	Surface repair	Contract awarded . Ongoing discussions with Land owners. Natural England permission granted for works in SSSI
ER261 Abbey Road East of St Radigunds Abbey Farm Cottages to meet up at the bottom of the valley with Restricted byway ER175 which leads to Alkham Valley Road	Alkham	Path surface significantly scoured by Highway drainage issues.	Quote received for roadside works
ER185 Byway East of Little Everden Road to Alkham Valley Road - ER25 Byway off ER185 to Slip Lane	Alkham	Surface repair	Contract awarded. Variation to contract as Landowner has carried out minor works (re-alignment)
ED31 Dover Road to Meryl Gardens	Walmer	Surface repair, path collapse	Completed
ES2 England Coast Path	Sandwich	Surface repair, path collapse	Contract awarded. Permission applied for from Environment Agency as path in SSSI. Waiting Bank Vole survey
ES2 England Coast Path The Bulwark to North Stream Royal St George's Golf Club	Sandwich	Surface repair, path collapse	Contract awarded. Permission applied for from Environment Agency as path in SSSI. Waiting Bank Vole survey

Appendix G – Bridge Works

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

Appendix H – Traffic Systems

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

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

Appendix I – Street Works

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

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

Street Works – Contact Officer Alison Hews						
Road	Location	Works Description	Works Promoter	Dates from	Dates to	Traffic management comments
Dour Street, Dover	From Park Street to Crafford Street in c/w & f/w.	Lay 207M of Gas main	SGN	1/12/2018	29/12/2018	Road Closure
Cannon Street, Deal	OPPOSITE NO.30 IN THE C/WAY & F/WAY	Lay new gas service	SGN	10/12/18	14/12/18	Road Closure
Sandwich Bypass, Sandwich	A256	Resurfacing	KCC	28/11/2018	22/12/2018	Night Road Closures 21.00 – 06.00
Winant Way, Dover	Junction Green Lane in Carriageway / Footway & Verge	New gas main	SGN	18/2/2019	8/3/2019	Road Closure
Cambridge Road, Dover	From Esplanade to New Bridge in Carriageway	New Gas Main	SGN	21/1/2019	15/3/2019	Rolling Road Closure from junction Esplanade to New Bridge

	/ Footway & Verge					Roundabout given access to car parks for port of Dover. Parking to be suspended whilst road closure is in place warning signs 2 weeks before works start, advanced letter drop
Tower Hamlets Street,	Dover	Install Street Cabinet & Ducts	Openreach	14/01/2019	25/01/2019	Road Closures
Union Road	Deal	Repair to Damage main	Southern Water	21/1/2019	01/02/2019	Road Closure
Weavers Way, Dover	O/S 30 to J/W FRIARS WAY	Water Main replacements	Affinity Water	11/2/2019	31/3/2019	Road Closure

Appendix J – Combined Members Grant

Combined Members Grant programme update for the Dover District.

The following schemes are those which have been approved for funding by both the relevant Member and by the Director of Highways, Transportation & Waste and is up to date as of **15th November 2018**.

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

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

Pauline Beresford – Dover Town

Scheme	Status
Barwick Road, Dover – kerb buildout and dropped kerbs	Works Complete

Nigel Collor – Dover Town

Scheme	Status
Barwick Road, Dover – kerb buildout and dropped kerbs	Works complete
Castle Hill junction Ashen Tree Lane – bollard	Works complete

Steve Manion – Dover North

Scheme	Status
Spinney Lane, Aylesham – Traffic surveys	Survey complete

Geoff Lymer – Dover West

Scheme	Status
Ewell Minnis – village signs	Works complete

Trevor Bond – Deal & Walmer

Scheme	Status
Lower London Road, Deal: Traffic surveys	Complete

Derek Murphy – Deal & Walmer

Scheme	Status
Downs Road, Walmer - Bollards	Complete
King Street, Deal - Bollard	Complete
Sandown Road, Deal - bollards	Complete
Arthur Road, Deal - bollards	Complete
Mongeham Road, Deal - bollards	Complete
Lower London Road, Deal - Traffic surveys	Complete
Dover Road, Walmer - Traffic surveys	Complete

Sue Chandler - Sandwich

Scheme	Status

1.1 Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

2.0 Recommendation

2.1 Recommendation to note

Contacts: Toby Howe / Stephanie Wadhams 03000 418181

DOVER DISTRICT COUNCIL

DOVER JOINT TRANSPORTATION BOARD – 6 DECEMBER 2018

EXCLUSION OF THE PRESS AND PUBLIC

Recommendation

That, under Section 100(A)(4) of the Local Government Act 1972, the public be excluded from the meeting for the remainder of the business on the grounds that the item to be considered involves the likely disclosure of exempt information as defined in the paragraph of Part I of Schedule 12A of the Act set out below:

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

DOVER JOINT TRANSPORTATION BOARD

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

1. Under the current arrangements with Kent County Council (the Highway Authority), an applicant has to satisfy a list of criteria set by the County Council in order to qualify for a disabled person's parking bay being provided outside, or close to, his or her house. The set of criteria was adopted by this Board at its meeting held on 7 February 2005 and is as follows:
 - All applicants must hold a current and valid Blue Badge
 - All applicants must also be in receipt of, or have proof of entitlement to:

Personal Independence Payment (PIP) at the enhanced rate **or**

If under 65 years of age - entitlement to the higher rate mobility component of the Disability Living Allowance **or**

If 65 years or over – entitlement to the Higher Rate of Attendance Allowance if applicant was 65 years or over when entitlement was first claimed **or**

Another entitlement which may be allowable e.g. War Pension.
 - The applicant must not have any space available for parking their vehicle in an off-street parking facility.
 - There are parking problems within the road, for example, the applicant regularly has difficulty finding available space on-street close to his or her property (this will be assessed post-application by a highway engineer).
2. Bays will not be provided in locations which may compromise public safety, e.g. on a bend or brow of a hill, close to a junction, within a turning head of a cul-de-sac, where the road is too narrow or where parking is already prohibited, e.g. on yellow lines, zigzag lines, etc.
 3. The provision of a disabled persons parking bay **must** relieve congestion on the public highway.

Process after receipt of application

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

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

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

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

Document is Restricted

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

Document is Restricted