

Authority Monitoring Report





Transport & Infrastructure



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- *The Delivery of Infrastructure*
- *Strategic Transport Improvements*
- *Delivery of Sustainable Travel Improvements*
- *Overnight Lorry Parking*

Transport and Infrastructure

This chapter reports on the monitoring indicators of the following Local Plan Transport and Infrastructure Policies:

- **SP11 – Infrastructure and Developer Contributions**
- **SP12 – Strategic Transport Infrastructure**
- **TI1 – Sustainable Travel**
- **TI2 – Transport Statements, Assessments and Travel Plans**
- **TI3 – Parking Provision**
- **TI4 – Overnight Lorry Parking Facilities**

The Delivery of Infrastructure Projects

Through Strategic Policy 11 (SP11) new and improved infrastructure is secured and delivered through the planning system.

This is done as part of a planning application consent, usually for housing developments, to mitigate the impact of a development proposal on local services. New or upgraded services can be provided on-site or by way financial contributions towards existing services.

This system is known as 'planning obligations', or 'developer contributions'. Planning obligations in this district are secured through Section 106 (S106) legal agreements.

Recording delivery of infrastructure

An Infrastructure Funding Statement (IFS) is produced annually and sets out all the planning obligations (S106) funds that have been secured, received, spent and held each financial year across our district.

Summary of the planning obligations in the monitoring year 2024-2025:

- Over £4 million was secured through newly signed S106 agreements
- £934,623.16 was received for things such as:
 - Affordable Housing - £159,317
 - Health and Social Care (NHS) - £103,958
- £1,262,743.61 was spent, of this:
 - Over £1.16 million was transferred internally to DDC Teams to go towards DDC-operated functions and services (such as affordable housing, sports and play areas)
 - Over £60 thousand was transferred to KCC to go towards their services such as education
 - Over £19 thousand was transferred to Parish Councils towards Open Space projects

This year's IFS is presented as web pages with interactive Power BI dashboards of financial S106 data rather than as a static PDF document. The webpages follow the same structure as previous statements. For further information please visit our website to read our [Infrastructure Funding Statement](#).

Planning Infrastructure Projects

The [Infrastructure Delivery Plan \(IDP\)](#) sets out the following:

- Current Infrastructure and its capacity
- Planned Infrastructure and Strategies
- Future Infrastructure needs and
- The timing, costs, funding and delivery partners

This enables DDC to determine which projects and services are required to have funding directed to them when S106 agreements are being created. [Detailed FAQs on this topic are also available on our website](#).

The Council will continue to work with relevant service providers to ensure that infrastructure is delivered in the right place, at the right time, to meet the needs of the district and support new development. As a 'living' document, the IDP will be updated in 2026, following consultation with all relevant stakeholders and service providers.

Strategic Transport Improvements

Strategic Policy 12 (SP12) sets out a number of strategic highway improvements that are critical to the growth of the district, and progress towards these will be monitored through this AMR.

- a) A2 Access Project and Whitfield and Duke of York Roundabout improvements
- b) A257/A258 Junction improvements
- c) Supporting HS1 and station improvements
- d) Dover Fastrack

a) Whitfield and Duke of York Roundabouts (A2)

Upgrades to both roundabouts are required, which have designs which have been agreed with National Highways (NH) and Kent County Council Highways (KCC).

For new development sited within relevant zones of the district the council is collecting proportionate financial contributions towards these planned improvements/upgrades.

More information is available on our [Strategic Transport Infrastructure page of our website](#).

b) A257/A258 Junction Improvements

Details about this project can be found on pages 22-24 of the IDP. There are no updates in this monitoring year.

c) HS1 and Station Improvements

Details about this project can be found on pages 31 and 32 of the IDP. There are no updates in this monitoring year.

d) Dover Fastrack

Dover Fastrack became operational in its first phase in November 2024. The route is planned to be extended as more development comes forward at the Whitfield Urban Expansion.

To read more on this please visit [Dover Fastrack - Kent County Council](#).

Sustainable Travel improvements

Cycling and Walking

In 2024 Dover District Council (DDC) secured funding from Active Travel England (ATE), in partnership with Kent County Council (KCC), to commission a Local Cycling and Walking Infrastructure Plan (LCWIP) for Dover district. The scope of this LCWIP was the creation of a coherent plan that identifies cycling and walking infrastructure improvements for future investment across the entire district.

The LCWIP aims to improve safe active travel options for all residents and tourists between key trip origin and destination points including public transport networks and provides links to existing cycling routes such as the National Cycle Network and those proposed in the Kent Cycling and Walking Infrastructure Plan (KCWIP). The LCWIP was developed by Sustrans (now Walk, Wheel, Cycle Trust) and after public consultation, it was adopted by the in November 2025.

- For more information on Cycle routes across Dover, please see the [Walk, Wheel, Cycle Trust](#) (was Sustrans)
- For more information on Public Rights of Way (PRoW), please visit KCC's website, to view the PRoW Map and search for Dover.

[Kent County Council's Parking Standards Guidance](#) requires one cycle parking space be provided per bedroom.

Local Plan policy T11 requires new development in the district to "make provision for secure cycle parking and storage" having regard to this KCC guidance.

40% of applications for housing development permitted in the district in the monitoring year included a planning condition to secure the delivery of cycle parking which meets the standards. *Note that the Local Plan was not adopted until midway through the monitoring year.*

Application 24/01050 "Land South West Of Sholden Drive Sandwich Road" secured improvements to the public right of way on and adjacent to the site by planning condition, facilitating journeys by active travel modes.

Image 1 – Cycling and walking route in Samphire Hoe



Image credit: James Traynor (DDC)

Transport Assessments/Statements and Travel Plans

Policy TI2 – Transport Statements, Assessments and Travel Plans allow for the indicator to be monitored to determine the number of applications approved with Transport Assessments/Statements and Travel Plans. KCC are consulted on these documents as part of the planning application process as the Local Highway Authority.

Number of applications granted against KCC Highways Advice

During the 2024/2025 monitoring year no applications have been granted against KCC Highways advice.

Parking Provision

Policy TI3 aims to deliver sufficient parking provision on new developments to meet the needs of residents, following [Kent County Council's Parking Standards Guidance](#) (which was updated in 2025).

Since Local Plan Adoption on October 16th 2024, no applications were granted which were not compliant with Policy TI3 with regards to required parking.

Lorry Parking

Number and location of new lorry parking facilities in the district

Policy TI4 of the Local Plan supports provision of new overnight lorry parking facilities in certain circumstances. There are currently [10 authorised overnight parking areas in the DDC](#) area.

No new applications for overnight lorry parking have been received in the monitoring period.