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## **PROPOSED WAITING RESTRICTIONS, MARKET SQUARE, DOVER**

**To: Dover Joint Transportation Board – 18 March 2021**

**By: Director of Highways, Transportation and Waste**

**Classification: Unrestricted**

**Ward: Town and Castle**

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**Summary: The proposed Order will introduce new, extend or amend existing waiting restrictions in roads around Market Square, Dover**

### **For Recommendation**

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#### **1.0 Introduction and Proposal**

The Market Square project is intended to revitalise the traditional heart of Dover by improving access and public realm. The project will attract more people to visit and shop in Dover by making the area more welcoming for local residents and creating a focal point for visitors to the town centre. The project will improve pedestrian connectivity between the traditional high street and the newly constructed shopping and leisure complex at St James.

The overriding concept is to upgrade the street scene in a way that provides flexible event space to encourage visitors and residents back to the high street, adding to the attractions that Dover town centre has to offer. The design has been developed to reflect the natural movement patterns and congregation points in the square to create routes, desire lines and allow the organisation of spaces and activities. See appendix C for details of the proposed layout.

The proposal to relocate the coach and bus stops to the neighbouring streets is regarded as essential to improve the ambience of Market Square. This also will contribute towards maximising public open space within the square and along King Street.

- 1.1 The Traffic Regulation Order (TRO) proposals are detailed in Appendix A and summarised as follows:

#### Church Street

- New coach drop-off points accommodating both left- and right-hand drive vehicles (20 minutes stay with no return for one hour)
- The existing parking and disabled bays will be removed between Stembrook and The Gateway offices (eastern side), and between Stembrook and St Mary's Passage (western side) and replaced with double yellow lines.
- New disabled parking bays will be provided in the Stembrook car park.

#### Castle Street

- A new loading bay and a bus stop clearway will be created on the south-eastern side between Dolphin Passage and Church Street
- The existing pay-and-display parking bays will be removed between Dolphin Passage and Church Street. Pay-and-Display spaces will still be available between Dolphin Passage and Maison Dieu Road

#### King Street

- A new loading bay (40 minutes maximum stay with no return for two hours) and double yellow lines will replace the existing taxi rank and parking bays between Castle Street and Fishmongers Lane (eastern side)
- A new loading bay (40 minutes maximum stay with no return for two hours) and double yellow lines will replace the existing coach lay-by between Cannon Street and Queen Street (western side)
- Additional spaces for taxis will be available at St James and at a further location still to be confirmed.

## **2.0 Consultation**

- 2.1 The TRO consultation ran from Friday 12 February 2021 to 8 March 2021. The site location has a mixture of residential and commercial premises surrounding the scheme.
- 2.2 Notices were advertised in the local press and placed on site. The consultation was managed through KCC's website. Dover District Council's website was also updated with a link to the consultation page. Please refer to Appendix A for a copy of the TRO Notice and plan.
- 2.3 Overall, 10 responses were received including a petition signed by 16 residents. A redacted copy of the full responses is available on request.

2.4 These responses have been reviewed and taking due regard to comments received, the proposal to provide a 24-hour loading bay on Castle Street has been reconsidered and it is now proposed to restrict loading to Mon-Sat 9.00am – 6.00pm (in line with existing pay and display times), with general parking permitted outside of these times. This proposed change will provide 3 parking bays when loading restrictions are not in place. However, the relocation of the bus stop to Castle Street is an essential part of the Market Square alterations and is to remain as proposed.

2.5 The full responses to the consultation are included in Appendix B. A summary of the comments to the TRO and Officers responses are as follows:

<b>Comments Summary</b>	<b>Response</b>
This will affect the shops and banks in the Market Square area.	The overall aim of the scheme is to encourage more footfall and shoppers to the town centre.
This area does not need coach parking, but short-term free car parking helps trade in this area.	<ul style="list-style-type: none"> <li>• The overall scheme will improve attractiveness of the town centre.</li> <li>• Council operated car parks are in the area.</li> <li>• Coach parking is needed to accommodate the established regular loop service from cruise ships disembarking at the port.</li> <li>• Currently coaches stop in Market Square and this is proposed to be moved to Church Street to allow space to provide the planned enhancements.</li> </ul>
Little parking in dover as it is with ridiculous high charges and removing bays etc will prohibit this when traders have suffered so much already over the last year	<ul style="list-style-type: none"> <li>• Dover District Council has commissioned an analysis of parking in the town centre. The work is underway and has not been published yet but does show there is capacity available.</li> <li>• The minimum charge to park at Stembrook is currently 40 pence but is likely to rise to 50 pence. In addition, a privately operated car park located nearby currently offers short term free parking.</li> </ul>
Insufficient account taken of bus/coach vehicle sizes, turning circles etc in access to the planned parking bays and in the bays themselves.	Bus and coach movements have been reviewed by highway designers ensuring swept paths can be accommodated.
Coach / Bus parking	Coaches will be restricted to stop for 20 minutes with no return within an hour. Stops are designed to accommodate both left and right-

	handed coaches to allow for tourist traffic as part of a strategy to encourage more visitors to the town.
double yellow lines at each end of the above proposed bays will serve no purpose.	Double yellow lines will be required to allow access for coaches to manoeuvre into the coach stops to avoid causing an obstruction to other vehicles using Church Street.
No justification is given for removing a Police bay and the taxi rank	<ul style="list-style-type: none"> <li>• The scheme will improve pedestrian routes between the traditional high street and new facilities in St James and moving the coaches to an alternative place improves the amenity in Market Square. There are no objections from the Police.</li> <li>• The taxi rank will be relocated to St James and another location to be confirmed. These proposals have been developed in consultation with the local taxi federations.</li> </ul>
Removal of free limited time parking spaces	Car Parks are available in the local vicinity, for example at Stembrook car park located in Church Street, where the minimum charge is currently 40 pence but is likely to rise to 50 pence. In addition, a privately operated car park located nearby currently offers short term free parking.
Disabled blue badge user	An equal number of additional disabled parking spaces will be provided in Stembrook Car Park. It is unfortunate that the new spaces will be further from this correspondent's house, but there is never a guarantee that the current spaces would always be available to any particular person.
The proposal removes a significant amount of parking in the area, where demand already far exceeds supply, rendering it difficult to access by car.	Dover District Council has commissioned an analysis of parking in the town centre. The work is underway and has not been published yet but does show there is capacity available. The minimum charge at Stembrook Car Park off Church Street is currently 40 pence but is likely to rise to 50 pence. In addition, a privately operated car park located nearby currently offers short term free parking. The proposed changes are part of the scheme at Market Square, that have

	<p>the objective of improving the public realm and encouraging more people to visit and stay longer in Market Square and the town centre.</p> <p>The scheme does not propose the creation of a bus priority lane; just the relocation of the bus and coach stops.</p>
<p>The existing parking bays on the South-East side, outside Craighton House, do not need to be turned into a loading bay, as delivery vehicles are habitually able to stop and unload well within the existing parking bays; the plans would simply lead to the bays standing unused and empty almost all the time, with even more inconvenience to residents.</p>	<p>Noted, in response it is proposed that the TRO be republished such that the loading bay on Castle Street restrictions applies Mon-Sat 9.00am – 6.00 pm with general parking outside those times and it is requested that delegated power be provided to the Chairman and Vice Chairman to approve this element of the TRO. However, the bus stop is required to be relocated as proposed. The benefit to Dover is the increased footfall and enhanced street scene.</p>
<p>The proposed changes are unnecessary</p>	<p>The proposed changes are part of the Market Square alterations, that have the objective of improving the public realm and encouraging more people to visit and stay longer in Market Square and the town centre.</p>
<p>The changes would cause huge inconvenience to us and friends and family who visit us, while benefiting no-one</p>	<p>The overall aim of the scheme is to encourage more footfall and shoppers to the town centre boosting economy. A versatile events space is also being created which will encourage more activity in the square.</p>
<p>Kent County Council needs to do more to allow residents to park outside the block in which they live, not prevent parking altogether</p>	<p>KCC do not have a responsibility to provide residential parking and other parking is available nearby</p>
<p>I very strongly object to parking plans proposed outside my flat at Craighton House. I find them very prohibitive and totally unnecessary. The residents would if these proposals go through not be allowed to use the parking bays at night.</p>	<p>We have reviewed the restrictions for the layby and propose to amend these to continue to provide 3 parking bays between the hours 6pm to 9am Mon – Sat and all-day Sunday as per the current pay and display restrictions. Unfortunately, we are unable to alter the proposals regarding the bus stop without undermining the purpose of the Market Square renovation which will result in the loss of 4 parking bays on Castle Street. Other parking is available nearby.</p>
<p>We object because the changes are</p>	<p>We have reviewed the restrictions for</p>

wholly unnecessary and cause huge inconvenience to residents of Craighton House who would never be allowed to park near their homes and be left with nowhere safe to park overnight. To prevent residents of Craighton House and their visitors from parking in the layby just to facilitate the occasional delivery of goods to a local business would seem wholly disproportionate.	the layby and propose to amend these to allow 3 parking bays to be maintained between the hours 6pm to 9am Mon – Sat and all-day Sunday as per the current pay and display restrictions. Unfortunately, we are unable to alter the proposals regarding the bus stop without undermining the purpose of the Market Square renovation, which will result in the loss of 4 parking bays on Castle Street. Other parking is available nearby
Civil Parking Enforcement will require Local Authority to ensure resources are available to enforce these proposals.	Proposals have been developed in consultation with DDC's enforcement team to ensure that capacity is available to enforce.
this will make the roads clearer and safer and there is enough underused parking available in the car parks	Support noted.
If this is able to prevent vehicles from obstructing the existing cycle lane then I can support this, However, I think that it would make more sense to additionally route cyclists to share on the path here, avoiding the conflict with motor vehicles.	Support noted.

### **3.0 Road Safety Audit**

- 3.1 A Road Safety Audit has been carried out and in particular consideration of swept paths and the overall scheme design and changes of current use. No significant issues were raised by the audit.

### **4.0 Corporate Implications**

#### **4.1 Financial and VAT**

- 4.1.1 The costs of implementing the TRO are included in the overall estimated cost of the Market Square scheme, which is funded by a grant of £2.44m from the Coastal Community Fund, with a contribution of £500k from DDC.

#### **4.2 Legal**

- 4.2.1 There are no implications for Kent County Council or Dover District Council.

#### **4.3 Corporate**

- 4.3.1 There are no implications for Kent County Council or Dover District Council.

## 5.0 Recommendation(s)

- 5.1 Based on the proposed Traffic Regulation Order and a detailed consideration of all the responses received together with actions taken in response to the Road Safety Audit, it is recommended that the Traffic Regulation Order proposals applicable to King Street, Church Street and the bus stop on Castle Street are approved. It is requested that an amended version of the proposal for the loading bay on Castle Street (as described above) be republished and that delegated power be provided to the Chairman and Vice-Chairman to approve this element of the TRO.

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## Background Papers

Appendix A	TRO Published Notice and Plan
Appendix B	Consultation Comments and responses
Appendix C	Market Square Scheme plan