

## **Appendix A – TRO Published Notice and Plan**

# PUBLIC NOTICE



**In the District of Dover**  
**THE KENT COUNTY COUNCIL**  
**(VARIOUS ROADS, DOVER DISTRICT) (WAITING RESTRICTIONS AND STREET PARKING PLACES) (AMENDMENT No.80)**  
**ORDER 2021**

**Road Traffic Regulation Act 1984**

Notice is hereby given that KENT COUNTY COUNCIL under sections 1(1), 2 (1) to (3), 3 (2), 4 (1) and (2), 32 (1), 35 (1), 44, 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984 (hereinafter called "the Act") and of all other enabling powers, and after consultation with the chief officer of police in accordance with Paragraph 20 of Schedule 9 to the Act, hereby proposes to make the following order:-

The effect of the Order will be to introduce new or to extend or amend existing waiting restrictions in the following lengths of road (in this part of the notice DYL means waiting to be prohibited at all times by double yellow lines at the times prescribed below).

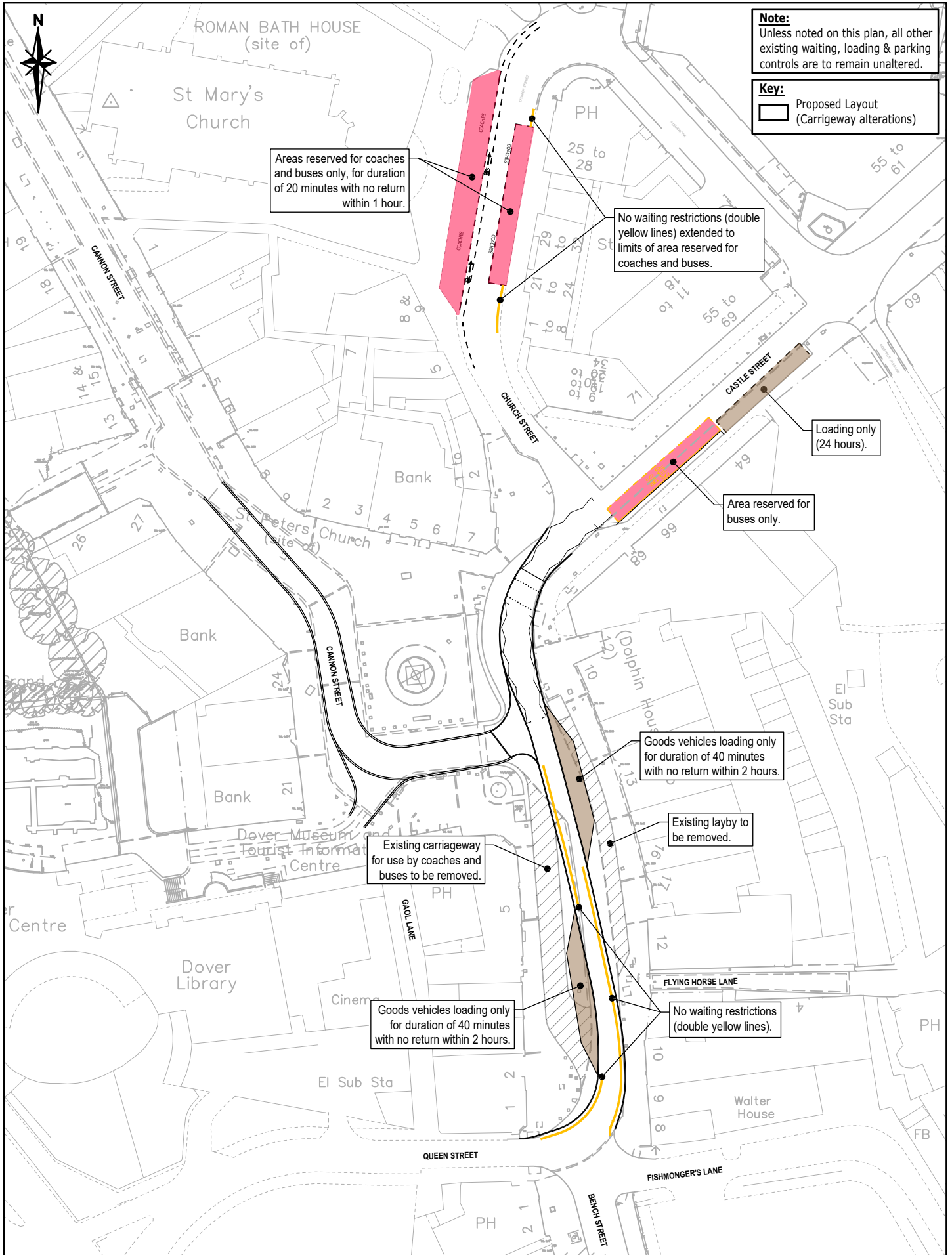
**Roads in Dover in the District of Dover**


**CHURCH STREET** – (1) On the eastern side between Stembrook and The Gateway Offices boundary remove the parking bays and replace with double yellow lines and a coach bay with a 20 mins stay with no return for 1 hour. (2) On the western side between Stembrook and St Mary's Passage remove the parking bays and disabled bays and replace with a coach bay with 20 mins stay with no return for 1 hour. **CASTLE STREET** – On the south eastern side between Dolphin Passage and Church Street remove the parking bays and replace them with a loading bay which is in force 24 hours per day and a bus clearway. **KING STREET** – (1) On the eastern side between Castle Street and Fishmongers Lane remove the taxi rank and parking bays and replace them with double yellow lines and a loading bay which is in force 24 hours per day with a maximum stay of 40 mins with no return for 2 hours. (2) On the western side between Cannon Street and Queen Street remove the lay bay and replace it with double yellow lines and a loading bay which is in force 24 hours per day with a maximum stay of 40 mins with no return for 2 hours.

A full statement of the Council's reasons for making the proposed Order, a plan indicating the location and the effect and a copy of any other Orders which will be amended by the proposed Order may be examined at Kent Highways, Transportation & Waste, Ashford Highway Depot, Henwood Industrial Estate, Unit 4 Javelin Way, Ashford, Kent TN24 8AD by appointment booked through [tro@kent.gov.uk](mailto:tro@kent.gov.uk) or viewed online from 12 February 2021 at [www.kent.gov.uk/highwaysconsultations](http://www.kent.gov.uk/highwaysconsultations)

Representations supporting or objecting to the proposed Order can be made via our website using the above link or alternatively you can write to The TRO Co-ordinator, Schemes Planning & Delivery Team, Highways, Transportation & Waste, Kent County Council, Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD by 12 noon Monday 8 March 2021.

**Simon Jones** Director of Highways, Transportation & Waste



 <b>Charles &amp; Associates</b> Landmark House Station Road Hook, Hampshire RG27 9HA 01256 630420 Park House, Park Farm East Malling Trust Estate Bradbourne Lane Aylesford, Kent ME20 6SN 01732 448120	Issued by <input type="checkbox"/>	Job Title <b>Dover Market Square</b>	Scale <b>NTS</b>	Date <b>Dec 20</b>	Designed <b>DH</b>
		Drawing Title <b>Waiting, Loading &amp; Parking Controls</b>	Drawn <b>DH</b>	Checked <b>MM</b>	Approved <b>MM</b>
		Client <b>Dover District Council</b>	Job No <b>20-027</b>	Drawing No <b>20-027-017</b>	Rev <b>H</b>

## **Appendix B – Consultation Comments and responses**

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Comments	Response
<p>This will affect the shops and banks in the Market Square area (who are severely suffering with reduced footfall anyway). This area does not need coach parking but short-term free car parking helps trade in this area.</p>	<p>The overall aim of the scheme is to encourage more footfall and shoppers to the town centre.</p> <p>The overall scheme will improve attractiveness of the town centre.</p> <p>Council operated car parks are in the area.</p> <p>Coach parking is needed to accommodate the established regular loop service from cruises disembarking at the port.</p> <p>Currently coaches offload in Market Square and this is proposed to be moved to a neighbouring street.</p>
<p>There is little parking in dover as it is with ridiculous high charges once the pandemic is over people need to be encouraged to return to the town to shop and eat out and removing bays etc will prohibit this when traders have suffered so much already over the last year</p>	<p>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.</p> <p>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.</p>
<p>Church Street, Castle Street and King Street in the District of Dover - Waiting Restrictions And Street Parking Places. Insufficient account taken of bus/coach vehicle sizes, turning circles etc in access to the planned parking bays and in the bays themselves. Also: The notice declares the scheme will: give better vehicle access to the town centre for residents and visitor's. Reduction in spaces for short term parking does not make better access to the town centre; and From the undimensioned sketch accompanying the notice it would seem space for vehicular access between parking bays on both sides of the road, would be</p>	<p>Bus and coach movements have been reviewed by highway designers ensuring swept paths can be made.</p> <p>Reduction of short-term parking as above.</p> <p>Coaches are allowed 20 minutes stop with no return within an hour.</p> <p>Stops are to accommodate both left- and right-handed coaches to accommodate tourist traffic, as part of a strategy to encourage more visitors to the town.</p> <p>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.</p>

more restricted than at present, thereby worsening ability for traffic to flow in the area;

For avoiding danger to persons or other traffic using the road or any other road for preventing the likelihood of any such danger arising.

Coach / Bus parking on western side of Church Street requires passengers to board or leave the vehicle directly into the trafficked space. (unless only European coaches are allowed!! How many of those do we get each day?)

Coach / Bus parking on eastern side of Church Street will require the existing bays to be widened by up to 1 metre to allow for the full width of a bus.

The proposed double yellow lines at each end of the above proposed bays will serve no purpose. The existing DYL are ignored and serve as a popular parking area for Blue Badge holders. When vehicles park on those DYL it is difficult enough for a car to pass, let alone a coach.

For preserving or improving the amenities of the area through which the road runs.

Replacing existing car bays with bus/coach bays does not improve the amenity of the area;

No justification is given for removing a Police bay and the taxi rank, which are to be replaced by a tripling of the space provided for loading / unloading. What is in the immediate area that dictates such a huge provision of such bays?

For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

As stated above, none of these changes can have been designed to improve vehicle traffic flow and the provision of coach and bus parking diminishes the likelihood of better sightlines for pedestrians, thereby enhancing risk of injury.

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.

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.

Layby areas have been designed to allow enough space for deliveries to the businesses.

Scheme has been subject to a road safety audit. No significant issues were raised by the audit, but comments have been considered and actioned, as necessary.

Removal of free limited time parking spaces, enabling a quick "pop in" to the bank, take away or convenience store. Removal of disabled 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.
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I am a Disabled blue badge user who struggles to carry items from my car to my house. I have the only house on the side of the road with the disabled bays on and having them are a life saver for me. If you move all the bays to the carpark I will struggle to get my shopping from there to my house. I think it is unfair to disrupted disabled people to accommodate parking for coaches	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.
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The proposal removes a significant amount of parking in the area, where demand already far exceeds supply, rendering it difficult to access by car. That goes against the aim of facilitating passage on the road - to cars at least. There would be little or no parking left outside council operated pay parking, making quick shopping or pick-up visits unduly expensive which would discourage shopping here. There must be alternatives to provide loading and coach facilities that would not have this effect. Is this part of wider plans to develop the Market Square? The reasons don't say so. As for the bus priority lane, there are currently insufficient buses here to justify - or is this to be for the Whitfield/Dover Fastrack Bus? Even if so, it represents discrimination against car/van drivers, which as a driver's organisation we strongly oppose as a matter of principle as well as practicality, suspecting "social engineering" is at work. (We don't oppose the bus service, only its exclusive use of road space)	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 the objective of improving the public realm and encouraging more people to visit and stay longer in Market Square and the town centre. The scheme does not propose the creation of a bus priority lane; just the relocation of the bus and coach stops.
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I object completely to the proposals as regards Castle Street. 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. DETAILED GROUNDS OF OBJECTIONS ARE SET OUT IN A LETTER plus (i) evidence and (ii) a Petition signed by most residents of Craighton House, all hand-delivered this afternoon, Sunday 7th March (c 4.45 pm), to KCC's Ashford Highways Depot in Javelin Way, Ashford. There was no letterbox but just after we left the envelope containing all these documents on the ground within the enclosed area, a young gentleman in a Highways Maintenance lorry (KV17GFG) arrived and kindly agreed to take the envelope to KCC's office within the compound, and he thus collected the letter. PLEASE SEE THIS LETTER AND ITS ENCLOSURES FOR THE GROUNDS OF OPPOSITION IN DETAIL. Thank you.

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 to 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.

The proposed changes are unnecessary.

The proposed changes are part of 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>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 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.</p>	<p>We have reviewed the restrictions for 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</p>

	bays on Castle Street. Other parking is available nearby
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<p>In summary, to force residents of Craighton House away to park elsewhere, all day and all night and all year round, with not only the inherent inconvenience but also risking the security of their cars in isolated overnight parking elsewhere – just to avoid the hypothetical possibility of an occasional delivery of good to a local business encountering minor inconvenience, or (possibly for a limited bus service which never functions at all overnight or during the day on any Sunday or Bank holiday; in effect, barring residents from ever parking outside their own block so that the Craighton House Parking Bays, specially designed for car parking – <i>just stand empty even more often than they do already, would – with respect – be wholly unreasonable.</i></p>	<p>We have reviewed the restrictions for 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. There is a regular bus service along Castle Street that provides an important provision for residents to gain access to the town centre and this is essential to retain as part of the Market Square improvements.</p>
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<p>Kent Police have no specific observations to make regarding the waiting restriction proposals, however in general terms we would expect the following:</p> <ul style="list-style-type: none"> <li>• The application meets the necessary criteria</li> <li>• The introduction or removal of Parking restrictions complies in all respect with the Traffic Signs Regulations and General Directions 2016</li> <li>• The introduction of such measures will not leave the Police with the task of carrying out constant enforcement issues</li> <li>• The safety of other road users is not compromised by the introduction of these measures</li> </ul>	<p>Proposals have been developed in consultation with DDC’s enforcement team to ensure that capacity is available to enforce.</p>
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Civil Parking Enforcement will require Local Authority to ensure resources are available to enforce these proposals.

Our reference for your proposals is 55/21

I believe 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.

## **Appendix C – Market Square Scheme plan**



