

A Q&A with Dover Harbour Board

Why did Dover Harbour Board launch the Traffic Management Improvement project (TMI)?

This £6.5 million major project is just one part of our five-year plan to upgrade the Eastern Docks.

It will enable us to manage increasing traffic volumes whilst helping to reduce congestion on the approach roads to the port.

These works are essential in advance of the second ferry terminal in the Western Docks.

Where does the TMI fit in with the £85m capital investment earmarked for upgrading the Eastern Docks ferry terminal?

The TMI project is part of a major capital investment plan totalling around £85 million which will see the port's current ferry terminal receiving a major upgrade by 2015.

The investment includes capacity improvements and pier extensions to cater for the new 'super-ferries', major improvements to the existing berths and the complete replacement of berth 6, additional assembly and pre-assembly space and major resurfacing works.

This significant programme will ensure that Dover's existing ferry port is utilised to the full, providing first class facilities and infrastructure in advance of even bigger plans for a brand new second ferry terminal to double the capacity of the port.

The programme also includes work on the port's historical buildings – an estimated £10 million will be spent on preserving listed buildings over the next three to four years.

How will the TMI affect your ability to manage increasing

tourist and freight traffic volumes?

The Traffic Management Improvement project will improve the ability of the port to manage outbound tourist and freight traffic between the entrance to the Eastern Docks and Check-in.

During busy times, the new assembly area will be used to temporarily hold some of the outbound traffic until space becomes available further inside the port.

This new assembly area (or buffer zone) will be able to house 220 additional lorries (about 2.7 miles of traffic) and will help ensure that the check-in areas and internal roadways are kept moving.

The new zone will also come in useful as a holding area if a ferry operator experiences problems whilst allowing traffic for other operators to flow freely into the port and check-in.

When will the work scheduled for the Eastern Docks begin and how long will they take?

A project this size requires major re-organisation of the current dock buildings and will fall into three main phases. This will ensure that essential port operations are maintained and will minimise disruption and inconvenience to the travelling public and surrounding neighbours.

Firstly the ground floor of the current passenger building will be converted to hold the UKBA search areas plus foot passenger facilities. This will be followed by the deconstruction of the Travel Centre, adjacent buildings and outbound vehicle ramp during 2013 and finally construction will take place of the new assembly area, outbound traffic routes and associated



Mike Krayenbrink, DHB's Director of Port Development

infrastructure, such as road resurfacing, in 2013/2014.

What are the major challenges facing the port and how can they be overcome?

We will be working in a live operational environment so major buildings will have to be dismantled without impacting on port operations. There will also be considerable construction and alteration to provide new temporary and permanent facilities to replace inbound car and foot passenger controls for UKBA and other accommodation for tenants in the area such as the car hire companies and ferry operators. Any major works will also have to be timed to avoid the 2012 Olympics period.

What are the major opportunities and how will they improve services?

Peak-time journeys through the port for all drivers are likely to become quicker and easier thanks to the £6.5m TMI project and these improvements will help us to continue to provide first class facilities for all our customers in the coming years.