

Dover District Transport Strategy

A report by the East Kent Divisional Manager to the Highways Advisory Board on 6 September 2005.

Introduction

1. In May 2000 Kent County Council (KCC), in conjunction with Dover District Council (DDC), produced the first Dover District Transport Strategy document to help inform the 2001 - 2006 Local Transport Plan. An updated District Transport Strategy was necessary to compliment the second Local Transport Plan for 2006 – 2011 and to feed in local aspirations to the transport planning and funding process.

Strategy Development

2. A team of KCC and DDC officers has produced a new draft strategy. It has built upon the original strategy taking into account a variety of supporting information including:
 - The availability of 2001 Census data;
 - the progression of revisions to the District Local Plan and preparation for its replacement in 2007 by Local Development Frameworks (LDF);
 - Dover Pride's Regeneration Strategy and Action Plan;
 - Dover District Community Strategy 2003-2010.
3. In order to assist integration within the Local Transport Plan (LTP) for Kent 2006 – 2011, the strategy has taken into account the key themes that have emerged from consultation as noted in the document 'Policy Choices and Issues' and which are now incorporated in the LTP document.
4. The draft strategy has taken due regard of the comments formally made by Dover District Council (20 December 2004) in response to the KCC request for feedback on the key approaches, issues and themes contained in the 'Policy Choices and Issues' document. In particular the content is presented in order to reflect the local ranking of the nine themes.
5. The 'Executive Summary' of the Dover District Transport Strategy is attached as Appendix A, with a copy of the full document on display at this Board meeting.

Strategy Progression

6. The document has been formulated to assist consultation on transport issues with community groups, the voluntary sector, transport operators and other organisations as a means of producing a supporting Local Development Document (LDD) for input to the LDF.
7. The draft document was received favourably at a Cabinet meeting of Dover District Council on the 4th April 2005 and at the Dover Joint Transportation Board on Monday 13th June 2005. Suggested amendments and additions that emerged from that consideration have been duly reviewed and incorporated into this draft.
8. The District Transport Strategy for Dover has already helped to shape the 5-year Programme of Integrated Transport Package Measures for the District, which has provided a supporting local input into the new Kent LTP approved by Council on 23rd June 2005.

Dover District Transport Strategy

9. The Dover District Transport Strategy is not a statutory document and has no corporate or legal implications for either Kent County or Dover District Councils.

Resource Implications

10. The principal means of funding the actions in the strategy will be through the LTP. Other sources of funding, such as contributions from developers, will also be pursued.

Recommendation

11. Subject to the views of this Board, it is proposed to recommend to the Cabinet Member for Environment and Transport that the draft District Transport Strategy Document should be approved as a working document that compliments the Local Transport Plan and will form the basis of informing the DDC Local Development Framework on the transport policy aspirations for the District.
-

Accountable Officer – Ken Todd 01227 825362

Appendix A – Executive Summary of the Dover District Transport Strategy.

Background Documents – The Dover District Transport Strategy on display.

E1. WHY THE NEED FOR A NEW TRANSPORT STRATEGY?

- E1.1 Kent County Council (KCC) as the local transport authority recognises that transport is becoming an ever more important part of people's lives - around 6% of our waking hours are spent travelling. Transport gives people access to services and goods, significantly impacting on their quality of life.
- E1.2 In May 2000 the first Dover District Transport Strategy (DDTS) was produced to help inform the Local Transport Plan (LTP) for Kent (2001–6). Through the LTP process funding is sought from Central Government for a five-year programme of integrated transport measures aimed at satisfying national, regional and local transport policies.
- E1.3 The monies achieved through this process has enabled a wide range of improvement measures to be implemented throughout the County in support of the transport policy aim *“To provide an efficient transport system in a sustainable manner, which meets people's needs for personal mobility, enables the movement of goods, supports the development strategy and protects the environment.”*
- E1.4 With the first round of LTP's concluding in 2006, the County Council is preparing a second LTP for the period 2006-11. This recognises that the demand and need for movement does change over time and transport provision has to develop to reflect this.
- E1.5 It is important in this to ensure that the current and emerging priorities for transport in Kent are reflected and incorporated. Public involvement, consultation and consideration has helped to confirm a number of key themes that impact upon transport provision:
- ✓ **Accessibility:** *‘to promote independence and enable all Kent residents to access employment, education and key services at a reasonable cost, in a reasonable time and with reasonable ease’*
 - ✓ **Demand Management:** *‘to influence and manage the demand for transport both within and through Kent’*
 - ✓ **Environment, Heritage and Communities:** *‘to reduce the adverse effect of transport and it's infrastructure on the natural and built environment and on local communities’*
 - ✓ **Integration:** *‘to encourage integration for all transport modes, widening choice for Kent residents’*
 - ✓ **UK Connections:** *‘to press for more efficient transport links with London and the rest of the UK’*
 - ✓ **Keep Kent Moving:** *‘to manage and maintain the local highway network to maximise the safe and efficient use of road space and provide reliable journey times’*
 - ✓ **Road Safety:** *‘to provide a safe and secure transport system for all users throughout the County’*
 - ✓ **Sustainable Regeneration:** *‘to promote development that reduces the need to travel while supporting the local economy’*
 - ✓ **UK Gateway:** *‘to support international traffic through Kent whilst ensuring minimal damage and disruption to its landscape and communities’*
- E1.6 These themes that have been adopted to help shape and guide the content of the new LTP. They also provide the context to revise and update the DDTS, which is imperative to assist and inform the LTP document of the local transport needs and measures to be promoted.
- E1.7 A revised transport strategy for the district will also help Dover District Council (DDC) as it goes about replacing the Local Plan with a Local Development Framework (LDF) to satisfy the change requirements in the national planning system.

E1.8 Through promoting this transport strategy document both DDC and KCC hope to demonstrate their commitment to serving and meeting the needs for movement of the local community and thus assisting the progression of ongoing and future land use planning and development across the district area.

E2 WHAT AREA DOES IT COVER?

E2.1 The transport strategy area aligns with the boundaries of the district of Dover. The district is situated in East Kent, covering an area of 31,892 hectares (123 sq. miles) at the most south-easterly part of the United Kingdom and has a population of 104,566 (2001 Census).

E2.2 It is approximately 125 km from London but only some 34 km (21 miles) from France at it's closest. Consequently when people think of Dover the automatic association is with cross channel movement and the largest international ferry port operation in the UK, processing 2.5 million tourist cars, 125,000 coaches 1.78 million freight vehicles and 14.68 million passengers in 2003. This provides a key focus of international importance but there is far more to the district than just acting as a gateway to the continent!

E2.3 The town of Deal (population of 28,768) is located on the coast approximately 13 kms (8 miles) to the north of the Dover urban area (population 32,598). Together they account for approaching two thirds of the district's residents. The rest live in the historic Cinque Port of Sandwich and the many small settlements, the villages of Wingham, Ash, Eastry, Kingsdown, St Margarets, Eythorne, Capel le-Ferne and Shepherdsweil amongst others, scattered throughout an attractive rural landscape.

E2.4 The establishment of the East Kent Coalfield partly transformed the essential rural character of the rest of the district in the early part of the last Century. At Aylesham, Snowdown, Tilmanstone and Betteshanger the mining settlements and colliery sites have undoubtedly influenced the physical, economic and social character of this part of East Kent. Coalfield closure in the 1980's has had a devastating effect on the communities throughout the district giving rise to high unemployment and pockets of social exclusion.

E2.5 The 2001 census and subsequent data has confirmed that economic regeneration within the district is taking place. For instance In December 2003, the resident based unemployment rate for the district was 2.3%, compared to 1.9% for Kent and 2.9% for Great Britain as a whole.

E2.6 Since the 1991 census the district has seen a growth in car ownership such that it now conforms very much to national trends. This availability and the reliance placed upon it has been reflected in the local journey making habits, with some 67.2% across the district travelling to work by car and 6% by public transport - compared with 61.5% and 14.5% respectively for England and Wales.

E3. WHAT PROVISION FOR TRANSPORT IS THERE ALREADY?

E3.1 The focus of the current transport infrastructure is generally seen as being around the town of Dover due to its key strategic role in providing for movement between Britain and the rest of Europe. On closer consideration it is apparent that there is a good level and standard of supporting local provision across the wider district.

Roads

E3.2 Regional travel by motor vehicle is facilitated by the A2 and A20 Trunk roads which link from Dover Eastern Docks to the M25 via the M2 and M20 routes respectively, forming part of the Trans-European route network. They are managed by the Highways Agency on behalf of the Department of Transport,

E3.3 There is an extensive road provision for local movement managed by Kent Highway Services for Kent County Council. The A256 primary route connects the A2(T) at Whitfield to Sandwich then onto Thanet, where Kent International Airport at Manston is developing as a regional facility for both cargo and passenger flights .

E3.4 The A256 from Whitfield to the A20(T) through Dover town centre also operates as one of a number of other identified secondary routes, they being the:

- ✓ A257 connecting Sandwich to Canterbury through Wingham and around Ash;
- ✓ A258 connecting Deal to the A2(T) and Dover and to Sandwich;
- ✓ A260 connecting Folkestone to the A2(T) north of Denton.

E3.5 A comprehensive network of more minor roads interweaves across the remainder of the district connecting with the more rural areas and providing access to and through the more built-up communities. Local Roads

Public Transport (buses and trains)

E3.6 The districts bus services currently cater well for journeys to the town centres of Dover and Deal, but not very well for journeys across the towns. In the rural areas, the service is variable. In combination the routes operated, timetabling and fares do not make the bus a popular method of transport for those with access to a car.

E3.7 Train services are currently operated by South Eastern Trains, pending the appointment of a new franchisee to run the Integrated Kent Rail (IKF) Franchise. From Dover Priory station the route to London Victoria serves Aylesham, Snowdown, Shepherdswell and Kearsney, whilst the London Charing Cross route calls at Sandwich, Deal, Walmer and Martin Mill en route from Ramsgate. Trains run twice an hour on the two routes to London and hourly between Dover and Ramsgate. There are currently no freight trains running in the district.

Bicycle

E3.8 Two National Cycle Network (NCN) routes pass through the district providing direct links to the Port of Dover between both Inverness (NCN 1) and Portsmouth (NCN 2) and enabling onward travel to and from Europe.

E3.9 Regional routes 16 and 17 connect Dover seafront with Canterbury (via Aylesham) and Folkestone (via West Hougham and Hawkinge) respectively. Together with the Sandwich Way Route 15, starting near to Whitfield and connecting to Sandwich via Tilmanstone and Eastry, they feed and support the national routes.

Walking

E3.10 Most roads have adjacent lengths of footway (pavements) for pedestrians, particularly in the built-up areas. A network of Public Rights of Way (PROW) criss-crosses the district.

E4. ARE THERE ANY CURRENT TRANSPORT ISSUES TO CONSIDER?

- E4.1 In seeking improvement it is always as well to check on existing performance first and to identify those areas where problems are being experienced or where adequate facilities are not provided.
- E4.2 Both the District and County Councils with input from the general public and other interested parties, have identified a number of key issues that need to be addressed.
- E4.3 At a strategic regional level involving the Highways Agency (HA) on behalf of the Department of Transport, the **management of traffic flow on the A20(T)/M20 and A2(T)/M2 Route Corridor** is of vital importance in facilitating movement of continental, national, regional and local traffic. Both routes meet at a roundabout junction with the entrance/exit to the Eastern Docks of the Port of Dover. At times of 'stress' on the A20(T) and M20 - the sign posted route for strategic traffic travelling through Kent from the M25 to the channel tunnel and ports - the important role that the A2(T) and M2 can play as a diversionary route is acknowledged. Operational improvements to the A2(T) are of critical importance to support this key role and to overcome congestion and road safety problems.
- E4.4 The **A20(T) Townwall Street** runs through the heart of the town carrying in the region of 80% of the port related traffic feeding both the Eastern and Western Docks. The associated high traffic volumes result in the segregation of the activities at the main shopping area and the seafront. More importantly are the effects of the associated road traffic emissions on the surrounding environment where an Air Quality Management Area (AQMA) has been declared.
- E4.5 The completion of phase 2 of the **Channel Tunnel Rail Link (CTRL)** in 2007 is enabling the first major review of the Kent rail timetable for 40 years. It will allow domestic services (DS) to integrate with the new high-speed services using the CTRL and the existing train services in the area, resulting in improved connectivity to the rest of the UK.
- E4.6 The base case for CTRL DS is to run from Ashford to Folkestone Central. Extending the operation through to Dover Priory is dependent upon the satisfactory resolution of emergency egress issues from a train inside the narrow single-bore Shakespeare Tunnels between Folkestone and Dover and then in association with this, a supporting business case.
- E4.7 The operator of the service is being determined through a new **Integrated Kent Franchise (IKF)**. It aims to bring the benefits of high-speed services to the widest possible number of people, by improved journey times and punctuality, providing regular interval service patterns and better balancing the supply of services to local demand.
- E4.8 This consolidation of services through the IKF is significant and important. It is crucial for Dover to benefit from the enhanced link and journey time reliability to London but not at a cost to local services and accessibility. Until these matters are resolved and the franchise awarded, concerns remain about reductions in domestic services and the possibility of premium rates being applied for any direct service using the CTRL. These could have a negative effect on the deprived district wards that rely upon public transport.
- E4.9 The future consolidation of rail services will focus added attention on the key interchange role that **Dover Priory railway station** will have to play. The current facilities at the station will need upgrading to enable improved interchange with other transport modes, the town centre and the Port of Dover.

- E4.10 With the recognition of the role that the district is required to play in enhancing economic growth in the East Kent area, supporting planned development proposals that bring about **sustainable regeneration**, is a priority. A number of important initiatives have been identified across the district area that need to be advanced.
- E4.11 'Dover Pride' is aiming to consolidate on a number of projects planned in and around the urban area of Dover. The former East Kent colliery areas remain high on the agenda for economic redevelopment with support from SEEDA and English Partnerships. The Sandwich corridor provides an area of Brownfield land that is ripe for redevelopment and has a major world company in Pfizer Limited located adjacent to there already. To ensure that such sites are attractive to developers and tenants, accessibility and connectivity will need to be key considerations.
- E4.12 The 2001 National Census has confirmed that within the district of Dover, 26% of households do not have access to a car. In some wards this figure is even higher, with instances above 45%. Clearly this represents a significant proportion of the population that require **access to other modes of transport** in order to undertake daily activities.
- E4.13 **Bus services** are perceived as being poor, with a relatively old bus fleet that is uncomfortable and unreliable. Service punctuality is not assisted by the lack of bus priority and the considerable amounts of on-street parking that affects bus circulation. The removal of the existing St James' Bus Station/Depot in Dover is also at the heart of plans for the redevelopment of the town centre. The provision of an alternative site for replacement station and depot facilities will impact upon the degree to which associated improvements to bus services can be realised.
- E4.14 Although measures have been implemented to encourage movement through **cycling and walking**, there is no coherent proposals plan within which future improvements can be promoted.
- E4.15 Traffic and pedestrian movement in and around the **centre of Dover** is perceived to be a problem.
- E4.16 With Dover being the largest urban area and the Port playing such a major role nationally, there is the potential for it to be the sole focus of attention. Whilst the importance of the town is acknowledged, it is vital that **travel issues in the wider area** are given equal standing, investigation and assessment. There is a need to ensure that all areas are accessible and that those people without access to a motorcar have the opportunity to use an alternative mode of transport.
- E4.17 The **A258** is a very important road link as it connects Deal to the main road network and helps to overcome its isolated location on this stretch of coastline. Road safety and the need for further improvement along the route has been an ongoing consideration. A number of crash remedial measures have been implemented and are being continually monitored.
- E4.18 The **movement of freight** is particularly significant because of the Port of Dover. A high number of Heavy Goods Vehicle (HGVs) movements are recorded as a result of this. Although concentrated on the strategic road network they do make a detrimental contribution in general to the environment, as the A20(T) Townwall Street testifies. The effects on traffic growth of the Port of Dover 30-Year Master Plan need to be recognised, with a predicted doubling of flow levels over the period affecting the approaches to the Port even more.

E4.19 HGV movements through the more rural areas are also a frequent source of nuisance and complaint. Often it is difficult to distinguish those who have legitimate needs of access from those that may be construed as avoiding the sign-posted routes to gain perceived journey time-saving‘ - rat-running’.

E4.20 The scope and desire for economic regeneration and personal mobility is not supportive of the more general aspiration to **reduce the need to travel, encourage alternatives to the car** and make the **best use of existing transport infrastructure**.

E5 WHAT INFLUENCES TRANSPORT PLANNING FOR THE FUTURE?

E5.1 In arriving at a local transport strategy that attempts to tackle the identified problem areas, it is imperative that it both reflects and informs the national, regional and local planning policies and guidance, relating in particular to land use, transport and the environment.

E5.2 The various statutory policy and guidance documents have been closely studied in order to identify the key and relevant factors and objectives that need to be taken into account in shaping a representative and acceptable transport strategy for the district.

National and Regional Framework

E5.3 The national context for transport has evolved over the last decade in a reasonably consistent manner through a series of compatible documents, culminating in an updated long term strategy ‘for a modern, efficient and sustainable transport system’ as announced on the 20th July 2004 in the [‘Future of Transport’ White Paper](#).

E5.4 Within this framework and that of Government planning policy, the resulting Regional Planning Guidance for the south-east (RPG9, 2001) is currently being reviewed in stages by the South East England Regional Assembly (SEERA). Although the overall strategy and development principles set out within it remain unaltered, following lengthy consultation a Regional Transport Strategy [RTS] has been introduced (replacing chapter 9 of RPG9).

E5.5 In January 2005 the Consultation Draft of the Regional Spatial Strategy, the ‘South East Plan’ was published by SEERA. When approved by Government (probably Spring 2006) it will provide a statutory regional framework for development to 2026, setting out scale, priorities and broad locations for change.

E5.6 The Traffic Management Act received Royal Assent on Thursday 22nd July 2004. Part 2 of the Act places a network management duty on local authorities to keep traffic flowing.

The Kent Context

E5.7 “The Kent and Medway Structure Plan” (Deposit Plan, 2003) provides the strategic planning framework that will guide decisions on development, transport and environmental matters in Kent and Medway over the next 20 years (2001- 2021).

E5.8 It defines specific area based policy statements and introduces the concept of the ‘East Kent Triangle’ between Dover, Canterbury and Thanet - a means of exploiting the different strengths of the towns and their communities in supporting and building up the expansion of key development sites and infrastructure.

E5.9 The goals for transport that it identifies have informed the existing “Local Transport Plan for Kent (2000/01 –2005/6)” that will soon be revised and updated for the period 2006 – 2011. This local district transport strategy is being formulated to assist and inform that latter process.

Dover District Local Plan

- E5.10 The detailed land use planning policy covering this area is set out in the Dover District Local Plan (DDLDP). The adopted Local Plan covers the period to 2006 and identifies a number of key aims in relation to transport. As with the Local Transport Plan, in order to ensure that a replacement plan is in place before the Local Plan expires, a review has already commenced and it is hoped that this strategy will also inform that process.
- E5.11 It is apparent that overall the strategies from the different geographical levels are consistent with one another and reinforce each other's arguments. There is a requirement for **integrated transport and sustainable development to assist accessibility and effective transport infrastructure that can beneficially contribute to economic regeneration.**

E6 HOW HAS THE TRANSPORT STRATEGY EVOLVED?

- E6.1 It is important that the development of the transport strategy reflects the public priorities for transport established here in Kent and helps the integration of the local transport needs for Dover with the various national, regional and local planning guidance and objectives.
- E6.2 With the identification of Dover as an international gateway it suggests that any strategic measures to safeguard or improve its role in enabling freedom of travel movement within Europe must feature before anything else. In association with this it is imperative that the connections on the United Kingdom side of the Channel must figure prominently.
- E6.3 Achieving economic prosperity will require greater diversification supported by more local measures and initiatives. The provision of new transport infrastructure and improvement measures that facilitate good access to identified development sites is a priority to support the district need for economic regeneration. This will require making all means of transport available and appealing to both those that do not have access to a private car and those that do, as part a wider package of improved and sustainable transport links across the district.
- E6.4 In order to support new measures and initiatives it is equally important that the performance of the existing transport facilities is monitored and managed to operate to the maximum and that the associated service levels are optimised. The potential for greater journey integration needs to be explored and encouraged.
- E6.5 Measures that enhance accessibility and cater for differing levels of social and economic standing, in particular where the use of a private motorcar is unattainable for individual movement, could be of dual benefit. They will assist with the ongoing education of the travelling public to contribute positively to changing their trip making habits and lifestyle, by reducing the levels of movement made using the private motor vehicle. Other prominent actions need to be identified to support this approach to demand management.

E6.6 To help to produce a coherent transport strategy that can be understood and readily incorporated within the new Local Transport Plan, the identified transport themes (para E1.5 refers) have been used in the following ranked order to help convey and cover the relevant factors and elements for the district:

- ✓ **UK Connections;**
- ✓ **UK Gateway.**
- ✓ **Accessibility;**
- ✓ **Sustainable Regeneration;**
- ✓ **Environment, Heritage and Communities;**
- ✓ **Keep Kent Moving;**
- ✓ **Road Safety;**
- ✓ **Integration;**
- ✓ **Demand Management;**

E6.7 Although aimed at assisting the targeting of delivery, the nature of some of the associated improvement measures and proposals being promoted are likely to contribute significantly to the support and achievement of other themes.

E7 THE KEY STRATEGY ELEMENTS ARE?

E7.1 Infrastructure improvements and associated measures that will help to overcome the peripheral location to London and the rest of the UK and achieve better 'connectivity' are of the utmost importance and a priority for the area transport strategy.

UK Connections: 'to press for more efficient transport links with London and the rest of the UK'.

CTRL/SRA Decision

E7.1.2 The completion of phase 2 of the Channel Tunnel Rail Link (CTRL) in 2007 and the new Integrated Kent Franchise (IKF) are vitally important and crucial to the future well-being of Dover. The operation of CTRL Domestic services to Dover would transform accessibility and is viewed as essential to improve employment and regeneration prospects for this district but also to bring similar benefits for the wider East Kent area.

A256 Sandwich to Thanet – East Kent Access

E7.1.3 The A256 is a key strategic link between Dover and Thanet, well related to a number of major development sites in the district. Construction work has commenced on improving the northern section of the A256 between Sandwich and Ramsgate - the East Kent Access scheme. Procedures are being undertaken to enable the progression of on-line widening of Ramsgate Road (Phase 1C) through to Richborough and an off-line dual carriageway through to the Lord of the Manor junction (Phase 2). With Phase 1 of the East Kent Access scheme a peak hour High Occupancy Vehicle (HOV) lane is to be considered. Buses and cars with more than one vehicle occupant will use this, encouraging the use of public transport and car sharing for the journey to and from work. Delivery of the East Kent Access improvement scheme remains integral to the strategy for travel movement and connection with other areas of the County.

A256 Sandwich to Whitfield

E7.1.4 The bypasses to Eastry and Sandwich are not to the dual carriageway standard of the rest of the route and will come under increasing pressure during the plan period. They also limit the scope to incorporate any sustainable transport measures like HOV lanes, from Dover to Sandwich. It would be desirable for travel movement between the urban areas of Dover and Thanet to provide a continuity of service level along the whole route corridor. Realistically the current restrictions on Government funding will limit the potential for future funding approval. Subject to the outcome of a detailed study and appraisal this should figure as a major scheme for future implementation.

A260 Denton Bypass

- E7.1.5 A bypass to the village of Denton has been considered historically but has not achieved the necessary priority for funding. It remains important to view the scheme in the context of the route corridor and the contribution that the A260 makes to connectivity. The A260 runs north-south between the A2(T) and the A20(T), to provide a high quality 'cross country' link between the A2(T)/M2 corridor and the Channel Tunnel terminal at Cheriton. The bypass would significantly contribute as part of a wider improvement in route standard that would enhance the role of the A260 as a connecting link.
- E7.2 There are supplementary measures that have equal standing and priority that relate to the need for connectivity and high quality access for Dover more in its role as the busiest of the cross channel ports and an 'International Gateway'.

UK Gateway: *'to support international traffic through Kent whilst ensuring minimal damage and disruption to its landscape and communities'.*

A2(T) Lydden Hill to Dover

- E7.2.1 As part of developing and reviewing the national programme of improvements [Targeted Programme of Improvements (TPI)] the Highways Agency has identified a preferred route for a proposal to dual most of the remaining sections of the A2 between Lydden Hill and Dover. It is imperative for the economic well being of the local area, regeneration in East Kent, as well as the continued prosperity and performance of the UK economy as a whole that this improvement scheme to provide full dual carriageway with grade separated junctions is included in the TPI and constructed by 2010.
- E7.2.2 When the use and role of the M2/A2(T) are looked at in conjunction with the operation of the Channel Tunnel and potential M20 related problems, the need for associated short term or interim improvement measures are emphasised.

Channel Tunnel / Operation Stack

- E7.2.3 With the temporary storage of lorries on the A20(T)/M20 under Operation Stack the effects upon Dover are very significant. Pending agreement on a longer term solution it would be beneficial to implement an improved vehicular control system that reduced the impact upon Dover and the two key motorway/trunk road feeder routes.

Real Time Incident Management Strategy

- E7.2.4 .With Variable Message Signs [VMS] on the M25, M20/A20(T) and M2/A2(T) a strategy to implement real time advice of incidents on the network and on appropriate diversionary routes should be formulated. This would help in directing drivers to minimise the impact of incidents on port traffic and Dover residents.

An Eastern Docks Exit Slip Road

- E7.2.5 To help cater with the anticipated traffic growth, particularly with Port movements, over the next ten years and beyond, Dover Harbour Board (DHB) have promoted the concept of a supplementary direct exit slip road connection to the A20(T) Townwall Street west (town side) of the existing junction. This would potentially help to overcome the physical limitations to operational improvement at the existing roundabout junction but It is inextricably linked to the operational and environmental problems with the A20(T) Townwall Street.

The Improvement of the A20(T) Townwall Street

- E7.2.6 The current problems of congestion and air quality on Townwall Street need to be addressed. Short term junction 'management/control' initiatives need to be linked with the implementation of the other key measures promoted here, such as influencing driver's trip behaviour and routing through signing. More radical and long term options involving the separation of port and local traffic need to continue to be investigated.

Access to the Western Docks

- E7.2.7 Port activity at the Western Docks is also forecast to increase in the future. DHB are considering the need and potential for direct access from the A20(T).

Rail Freight – Western Docks

- E7.2.8 There is an ongoing consideration of the feasibility of reinstating a rail link into the Western Docks. This could provide for rail freight transfer to short sea and container feeder services to destinations not served by the tunnel e.g. Zeebrugge.

- E7.3 In planning, delivering and managing the local public transport, highways, cycle, footway and rights of way networks, there is a need to ensure that accessibility considerations are taken into account. This is all about people, and in particular disadvantaged or vulnerable groups, having the opportunity to get to/from work and important services including education, health care, leisure and shopping, through being able to travel conveniently.

Accessibility: *'to promote independence and enable all Kent residents to access employment, education and key services at a reasonable cost, in a reasonable time and with reasonable ease'.*

- E7.3.1 A comprehensive Accessibility Audit is being undertaken Countywide as part of developing a targeted accessibility plan. A key element to this remains reducing the need to travel and encouraging public transport provision to secure more sustainable patterns of movement, including attractive, safe and convenient access on foot or by cycle.

Walking / Pedestrian Priority

- E7.3.2 A programme of walking "audits" will be planned and carried out to ensure the necessary infrastructure is in place and in good order. This will also help to identify any gaps in the network and establish ideal pedestrian desire lines to assist the development of an agreed network of multi-purpose walking routes for promotion in a Dover District walking strategy document.

- E7.3.3 In association with this there will be a continuation of the policy to increase the provision of dropped kerbs and tactile surfaces at appropriate locations along with other measures to improve access for the mobility impaired.

Cycling

- E7.3.4 The cycle network still needs to be developed to provide safe cycle links from the successfully completed National and Regional Cycle Routes to the three town centres of Dover, Deal and Sandwich. In consultation on emerging proposals with the Dover Cycling Forum and other interest groups a districtwide strategy for cycle route provision is emerging for promotion. A programme of providing supporting cycle parking will be pursued.

Public Transport

- E7.3.5 Bus strategy is being reviewed to identify areas across the District where joint working can bring about tangible improvements in service delivery and reliability, leading perhaps towards the establishment of a voluntary Quality Bus Partnership.

E7.3.6 Pending this wider consideration, the Dover urban area and in particular Route 61 linking Aycliffe with the town centre and onto Whitfield, will provide a key initial contribution to partnership working. The identification of a programme of highway and bus stop infrastructure improvements will pilot an approach to providing easy-access public transport.

E7.3.7 Services that provide important links for communities but do not carry enough passengers to be sustained without subsidy will continue to be supported financially where possible. Even so it is likely that conventional public transport will not always be capable of meeting the transport needs of some groups of people. In such cases co-operation and co-ordination will be provided to assist the community and voluntary sectors in the vital support role they play with such transport provision.

Taxis/Private Hire Vehicles.

E7.3.8 The use of taxis/private hire vehicles provides a means of transport for those without access to a private motor vehicle. In co-operation with drivers/owners consideration will be given to the provision of hackney carriage ranks and signage, especially where it encourages transport interchange in combination with public transport.

E7.4 The need to stimulate the local economy and to promote regeneration is a high profile consideration across the district. As well as encouraging growth by providing infrastructure improvements, it is also important that the future developers of key sites across the district appreciate the contribution that they have to make to sustainable trip making by promoting and encouraging the use of transport modes other than the private motor vehicle.

Sustainable Regeneration: *“to promote development that reduces the need to travel while supporting the local economy”.*

E7.4.1 There are a number of key development initiatives and sites in the district that have the potential to make a major contribution by adopting sustainable planning practise.

Dover Pride Regeneration Strategy

E7.4.2 The Dover Pride initiative has been set up to co-ordinate activity on regeneration in Dover and comprises a public / private / voluntary sector partnership which is leading work on delivering a wide-ranging programme of change in the town. Integral to this is the Dover Town Investment Zone and the re-development of two key sites in the town centre:

- St James' area and
- York Street

The two sites present a genuine opportunity to accommodate mixed use developments in a cohesive and sustainable manner. Linked to these in the longer term is the potential for a flagship Waterfront Destination development occupying a reclaimed land area adjacent to the Eastern Docks.

E7.4.3 The White Cliffs Business Park, Dover is the district's flagship commercial development located alongside the A2 Trunk Road from London to the south of Whitfield, and just a few miles from the port of Dover. Future new users of phases 2 & 3 will be required to provide layouts, facilities measures and Travel Plans that encourage sustainable journey making. In addition to completing the Business Park, Whitfield could be designated as a Major Development Area (MDA) for significant growth in employment, housing and support facilities.

E7.4.4 In other parts of the district there are a number of identified regeneration areas that have an equally important role to play in delivering sustainable development:

- Buckland Mill, Crabble Hill, Dover - for employment purposes or a mixed-use scheme incorporating employment and residential;
- The site of the former Snowdown Colliery (new commercial and business uses with some public recreational/leisure space) and nearby Aylesham village (new housing);
- Betteshanger Park. – redevelopment of the colliery site to provide quality employment space and a community country park;
- The Sandwich Corridor area astride the A256 between Ramsgate in the north and Sandwich in the south, where the East Kent Access improvements provide opportunities for new investment and the regeneration of “brown field” sites.

E7.4.5 For other development proposals that will emerge over the forthcoming years it is important that the same sustainability principle is applied. So depending upon the scale and proposed land use any future planning application should be accompanied by:

- ❖ a Transport Assessment;
- ❖ layout and access arrangements compliant with Kent Design practice;
- ❖ car parking compliant with the County Council’s vehicle parking standards;
- ❖ cycle parking provision and
- ❖ a Travel Plan.

E7.5 The travel needs from the movement of people and goods has an impact on nature in the countryside and upon people in town and village communities across the district. Of increasing concern is the detrimental effect on the health of local people, particularly from the pollutant emissions associated with road transport.

Environment, Heritage and Communities: *‘to reduce the adverse effect of transport and its infrastructure on the natural and built environment and on local communities’.*

E7.5.1 With car ownership levels still increasing and the strategic demands associated with travel through the Port Of Dover, it will be imperative to ensure that traffic and transport improvement and mitigation measures are designed in such a way that they integrate fully with the surrounding environment.

E7.5.2 In some residential and community areas maintaining the quality of life for residents should take precedence over general objectives to ease vehicle movements. There are two particular initiatives that will be given consideration in appropriate locations.

Quiet Lanes

E7.5.3 The fundamental aim behind Quiet Lanes is to maintain the character of minor rural roads or networks of minor roads, which have low flows of traffic travelling at low speeds and are suitable for shared use by walkers, cyclists, equestrians and motorists - ‘removing unnecessary urban influences from the rural environment’.

Home Zones – Community Safety

E7.5.4 A Home Zone is a street or group of streets designed primarily to meet the interests of pedestrians and cyclists rather than motorists, opening up the street for social use and creating a ‘living’ environment.

E7.5.5 In both cases schemes will only be considered if local people take ownership and help to develop their own project, they will then be aware that the ultimate success will depend on their attitudes, behaviour and use of the network.

Street Scene Improvements

E7.5.6 The continual audit of the need for and location of street furniture, resulting in the removal of ‘sign clutter’ can bring about a fundamental character change to the local environment.

Lorries – Rat-running

E7.5.7 Where there are unacceptable levels of goods vehicle movement causing identifiable road safety problems and significant environmental intrusion, the use of regulatory techniques involving a weight limit or width restriction will be considered to enforce the use of identified goods vehicle routes.

A257 Wingham Bypass

E7.5.8 Wingham is recognised as being a village and community that would benefit from the removal of inter-urban ‘through’ traffic. Unfortunately, village bypass schemes now have no priority nationally or regionally and thus little potential for Government funding approval.

Air Quality

E7.5.9 National air quality standards are being exceeded at two locations in the district. Around the Port of Dover, the current high sulphur emissions are expected to reduce due to changes in European Union legislation for sulphur fuels in shipping. To reduce pollution levels due to road traffic emissions an Air Quality Action Plan is required for the A20(T) Townwall Street.

Alternatives to the Private Car

E7.5.10 Use of public transport, walking and cycling instead of the private car has the potential to reduce pollution and make the greatest environmental gains. This emphasises the importance and dual benefit that will be achieved by implementing measures associated with other key themes, such as ‘Sustainable Regeneration’ and ‘Accessibility’.

E7.6 The Traffic Management Act places a network management duty on KCC as the local traffic authority to keep traffic flowing on the local road network in the district. In order to try and achieve better conditions for all road users it will need to co-operate, co-ordinate and plan actions with other local authorities and organisations.

Keep Kent Moving: *“to manage and maintain the local highway network to maximise the safe and efficient use of road space and provide reliable journey times”.*

E7.6.1 In the context of keeping traffic flowing, identifying locations where regular congestion or traffic blockages occur must be a priority. Regular highway inspection and maintenance/renewal programmes are in place to safeguard the performance of the existing assets throughout the district. It will be imperative both now and in the future that this activity is maintained and supported with additional funding made available by Central Government.

E7.6.2 Associated problems that can also result from poorly sited parking and loading bays and poor levels of enforcement of traffic and parking regulations need to be tackled.

E7.6.3 Temporary road works associated with any inspection, renewal activity or other such events will need to be organised in such a way as ensures that disruption to the highway is kept to a minimum.

E7.6.4 Some congestion is simply the outcome of the demand for road space exceeding the capacity of the road network - bottlenecks. In such cases physical improvements will be considered. Where this is not practicable e.g. unacceptable social and environmental impact or cost prohibitive land acquisition, the application of traffic management techniques from the simple use of road markings and signs to making streets one-way and closing roads, may be appropriate.

Making the Best Use of Technology

- E7.6.5 Dover town centre already has an Urban Traffic Control (UTC) system in place, to better manage the use of the road network here. This links and co-ordinates traffic signal timings between a whole series of individual junctions to maximise flow throughput across junctions in the area. In this field of Intelligent Transport Systems (ITS), technological developments continue to advance and it is anticipated that this will lead to significant benefits in the road network operation for relatively low cost.
- E7.6.6 The operation of the Dover UTC system will continue to be monitored. Further improvements and enhancements to it will also be considered in the short to medium term with a view to introducing new systems such as car park management and bus priority, that in combination would support a move towards greater integration through an Urban Traffic Management and Control (UTMC) centre.
- E7.6.7 At a more local level, with traffic signals at isolated junctions operational modifications using either vehicular actuated control or MOVA (Microprocessor Optimised Vehicle Actuation) could be employed to implement the best signal timings in relation to flow conditions.
- E7.7 Balancing the need to travel with the need to improve quality of life is a key objective at all of the national, regional and local levels. In accordance with this there is a need to continue to develop safer environments for all road users across the district and to reduce road traffic collisions and injuries.

Road Safety: *“to provide a safe and secure transport system for all users throughout the County”.*

- E7.7.1 In order to achieve prescribed long-term (2010) casualty reduction targets a combination of road safety promotion, education, enforcement and engineering will be required.
- E7.7.2 Publicity campaigns such as the drink-drive advertising will continue to feature to target those areas where a change in attitudes and behaviour is most needed. Supporting road safety education has always had a high priority in Kent. Training to promote better road sense, driving skills and behaviour will be maintained. Enforcement is really about having effective penalties that are legally applied and properly monitored, with the Police playing a central role. Good engineering involves implementing physical measures to alleviate accident problems at places with poor safety, congestion and environmental records.
- E7.7.3 With national policy clearly stating that simply building more and more new roads is not the sole answer to traffic growth, the emphasis is now on making the best use of the existing highway network. To reduce the number of collisions and severity of injuries and safeguard the quality of life for residents and road safety for walkers and cyclists as well as motor traffic, reducing excessive and inappropriate speeds on roads is the priority.
- E7.7.4 There are a number of proven physical measures available to help in this and implementation of the following will be considered where appropriate:

Traffic Management / Traffic Calming

E7.7.5 Traffic calming involves the installation of vertical and horizontal carriageway deflections to encourage lower traffic speeds and adoption could involve the following forms of provision:

- ✓ Road Markings;
- ✓ Road Humps/Speed Cushions;
- ✓ Road Narrowing Measures;
- ✓ Gateways (Rural) and Entry Treatments (Urban);
- ✓ 20mph Speed Limits and Zones;
- ✓ Interactive/Vehicle Actuated Signs (VAS);
- ✓ Safety Cameras.

Vulnerable Road Users

E7.7.6 Measures to reduce car dependency will place an added focus on pedestrians, horse riders (equestrians), cyclists and motorcyclists who are more at risk of serious personal injury if involved in a road accident. Additional care and attention, including the provision of specific facilities, will be given when improving traffic layouts and with the urban design associated with new development to ensure that their safety and security is considered and supported. Where there is a community led demand to promote safer neighbourhoods the use and identification of both Quiet Lanes and Home Zones will be considered.

Maintaining a Programme of Local Safety Schemes.

E7.7.7 In recognition that good engineering reduces the risk of accidents, the need for road safety improvements across the districts highway network will continue to be investigated as part of an annual monitoring process. Specific projects and crash remedial measures will be identified, prioritised and included in a targeted programme for funding to achieve an overall casualty reduction in keeping with that identified nationally. The A258 that runs from Sandwich in the north to Dover in the south of the district has been a particularly prominent area of road safety concern that has and will continue to figure in this process.

E7.8 To complete some journeys the use of a number of alternative transport modes may be necessary but inconvenient when compared to using the car (if available). To be attractive and support sustainability and accessibility, such journeys need to be planned for. Ease of movement has to be provided and this is facilitated by a combination of transport means working in a “joined up” manner. To achieve a greater level of integration between different transport modes will be dependent upon making better interchanges and better connections.

Integration: ‘to encourage integration for all transport modes, widening choice for Kent residents’.

E7.8.1 At the various railway stations in the district there is a need to improve facilities and accessibility to encourage greater usage for more localised journey movement in addition to the more long-distance commuter.

Dover Priory Station Improvements

E7.8.2 Dover Priory railway station is a leading example of this. With the likelihood of CTRL domestic services being realised, an attractive, safe and secure environment is required for the passenger both at the station and for the journey to and from it. Improvement measures will be considered to support bike and rail, bus interchange and pedestrian access to the town centre. Supporting information to publicise the operation of such facilities will also be required.

Other Interchange Facilities

E7.8.3 As part of progressing a partnership with the bus operator it would be appropriate to investigate:

- *enhanced bus links to rail stations with more through-ticketing and travel cards involving simplified fares and better marketing.*
- *the provision of secure cycle parking at selected bus stops to extend the catchment area of bus services, and*
- *the carriage of cycles on buses.*

E7.8.4 Clear and safe pedestrian and cycle routes to public transport facilities should be identified, incorporated in the respective strategy documents and publicised widely. Appropriate levels of informatory direction signing will also need to be provided.

E7.9 As with other parts of Kent, the nature and scale of the transport problems currently experienced coupled with the need to safeguard economic regeneration in order to remove significant areas of social deprivation, legislates against serious commitment to implementing measures to control and reduce the need to travel.

Demand Management: *'to influence and manage the demand for transport both within and through Kent'.*

Travel Planning

E7.9.1 Through the planning process and as part of the sustainable regeneration agenda, the application of 'Green' Travel Plans is being developed. Travel Plans should set out policies and targets for reducing the number of journeys made by private cars with single occupants. Measures should be incorporated to encourage alternatives; such as the use of public transport, walking, cycling, powered two-wheelers and car-sharing. Consideration should also be given to measures to reduce the overall need to travel through flexible and home working.

E7.9.2 By promoting travel plans at workplaces and educational establishments peak traffic flow levels can be influenced, by reducing commuter trips and journeys to school, the key contributors to congestion. There are a number of potential environmental and health benefits associated with adopting such an approach, in addition to ensuring greater accessibility for all, especially those without a car.

High Occupancy Vehicle Lanes

E7.9.3 The Government is preparing to endorse US-style carpool lanes on English motorways. 'High Occupancy Vehicle (HOV) lanes' encourage people to car share and assist public transport movement (bus, coach, taxi) by providing a dedicated lane for any vehicle with 2 or more occupants. In this way better use is made of a roads capacity.

E7.9.4 There are concerns that such a measure may significantly increase congestion for other travellers'. Also that the potential benefit is limited to busy commuter routes and by both the British drivers' resistance to car sharing and enforcement difficulties. The supporting case for justifying the A256 East Kent Access improvement scheme has acknowledged the potential for the introduction of an HOV lane, particularly as the route serves Pfizer who have an active travel plan that promotes car sharing in place for their employees. Implementation will depend upon progressing a number of practical considerations not least of which is enforcement.

Parking Policy

- E7.9.5 Control of parking supply can be used as a tool to support and encourage the use of other transport modes. Limiting the number of available spaces would be a positive means of influencing people to make short journeys on foot or by using both the bicycle and the bus. Sadly, rarely is such a form of parking policy universally popular. It is often the case that there will be reluctance to compromise on the level of parking space provision for fear of undermining economic aspirations.
- E7.9.6 The regeneration proposals for Dover town centre as part of the Dover Pride initiative provide a context for establishing, consulting on and promoting a clear parking policy. Elsewhere in the district more general rural and urban parking policies should be identified and collectively these should balance and reflect the objectives for transport with the wider planning aims and objectives for the district.
- E7.9.7 Of all the measures promoted and considered for the district reducing the demand for movement and the associated level of traffic growth, would bring about the greatest environmental benefits.

E8 WHAT ARE THE KEY COMMITMENTS TO EMERGE?

- E8.1 As part of considering the fundamental elements of the transport strategy a number of key commitments and actions emerge. It is important that these are followed through and delivered if the integrated transport system that underpins all levels of aspiration for economic growth is to be realised.

Wider Strategic Priorities

- E8.2 The District and County Councils appreciate the need to work together with Central Government and their representatives in order to foster ideas and achieve lasting improvements to the transport system. Both local authorities are committed to partnership through open discussion, provision of support and the involvement of other key bodies and organisations to enable progress to be made.
- E8.3 In order to achieve better 'connectivity' and overcome the peripheral location to London and the rest of the UK both DDC and KCC will continue to work with the Highways Agency to provide improvements to the A2(T) and Port access.
- E8.4 To meet the longer-term development and growth potential of the Port of Dover as a UK Gateway both DDC and KCC will continue working with Dover Harbour Board and the rail authorities to try to realise the potential that exists for introducing rail freight operations at the Port of Dover.
- E8.5 DDC and KCC will continue to vigorously support and campaign for the extension of the High Speed Rail link to Dover to enable CTRL DS to link Britain's Premier Port with the capital and transform accessibility with better journey times.
- E8.6 The County Council will continue to support, promote and progress East Kent Access Phase 2 as the number one major scheme priority for funding approval in the new Local Transport Plan. DDC and KCC will continue to lobby the Government and Regional Assembly to accept that the scheme should have a national and regional priority for funding.

Local Priorities

- E8.7 Both KCC as the relevant transport authority and DDC as the planning authority are committed to ensuring the progression of improvements to transport infrastructure in the broadest sense to enhance the overall level of accessibility, in support of the aspirations for regeneration.

- E8.8 DDC and KCC will ensure that accessibility considerations are taken into account when carrying out their responsibilities for planning, delivering and managing the local public transport, highways, cycle, footway and rights of way networks.
- E8.9 Key targets will focus on encouraging walking, cycling and greater use of public transport.
- Produce a Dover District walking strategy document by the end of 2006;
 - Produce a Dover District cycling strategy during 2005 and early 2006 and double the amount of cycling in the district by 2012, based on 2002 figures, in line with the National Cycling Strategy.
 - Develop a relationship with the bus operator and provide supporting investment to enable buses to move more efficiently so as to achieve a 5% increase in passenger figures on routes serving Dover, Deal and Sandwich by 2010.
- E8.10 KCC will also work closely with DDC to secure improvements through the planning and development control process. Sustainable planning practise will be promoted to ensure that emerging sites are accessible by as many modes of transport as physically and economically possible.
- E8.11 KCC will continue to ensure that traffic measures are sympathetic to the character of the area and integrate fully with the surrounding environment, both through the use of good design practice and by involving the public and other organisations through consultation.
- E8.12 KCC will work with freight hauliers and local companies to try to ensure that goods vehicles do not use unsatisfactory routes and create unnecessary environmental intrusion in the district. DDC will use planning regulation to support this where new development is involved.
- E8.13 KCC as the local traffic authority will perform the necessary network management duty asked of it to keep traffic flowing on the local road network in the district, in compliance with the requirements of the Traffic Management Act. DDC will provide assistance through its continued responsibility for parking control and in ensuring satisfactory enforcement.
- E8.14 KCC will safeguard the performance of the existing assets throughout the district by undertaking regular highway inspection and compiling associated maintenance/renewal programmes. Additional funding will be sought from Central Government to improve delivery effectiveness and coverage.
- E8.15 KCC in consultation with DDC will identify and prioritise projects and schemes where the application of traffic management measures can result in improvements to the use of road space and the flow of traffic within the district. An annual implementation programme will be promoted and monitored.
- E8.16 KCC is committed to reducing road traffic collisions and injuries, and developing safer environments for all road users across the district and is supported by DDC on this. The target is to reduce the annual number of crashes resulting in death or serious injury, to less than 10 in Dover, 6 in Deal and 29 in the surrounding rural areas by 2010 (two thirds of the 1997 figures), and to ensure that the rate of crashes resulting in slight injuries is no more than 125 in Dover, 54 in Deal, and 160 in the surrounding rural areas (no greater than 1997 figures).
- E8.17 The Police will be encouraged to give greater emphasis to the enforcement of moving traffic offences.

- E8.18 Both DDC and KCC will routinely require Travel Plans in support of those planning applications where the potential for traffic generation is significant. Both organisations will continue to work with existing and new businesses to encourage and provide assistance in the preparation of Workplace Travel Plans.
- E8.19 KCC will proactively support local schools to adopt and implement School Travel Plans.
- E8.20 DDC will responsibly enforce the existing parking regulations both on and off-street throughout the district.
- E8.21 A parking policy will be formulated that takes due regard of the future redevelopment of Dover town centre, and the regeneration and community needs of the more rural areas. The introduction of parking restraint will be considered as part of this.
- E8.22 Measures to control and reduce the need to travel will be encouraged.

E9 HOW ABOUT SOME RESULTING ACTIONS AND PRIORITIES?

Proposed Schemes And Measures

- E9.1 The strategy elements have tried to reflect and balance the strategic and local issues and priorities in a form that is consistent with perceived public priorities and the national, regional and local transport and planning policy objectives.
- E9.2 Through tackling it in this manner a number of proposed schemes and measures are readily identified as being fundamental to delivering and meeting the future transport needs of the district and these are summarised accordingly in Table E1.
- E9.3 A suggested 'timing' priority is identified to assist programming and the funding process. A 'deliverer' is also noted in order to identify the various bodies responsible for promotion, financing or implementation. [Please see the 'Key' below]
- E9.4 In some cases a generic heading has been adopted, e.g. "Improve walking routes", as it was considered impractical to list each individual item. Also this recognises the need to maintain a degree of flexibility so that any changing local or regional circumstances can be more readily accommodated in the medium to long term.

| KEY for TABLE E1.: | | | |
|--|--|---|----------------|
| Dover Pride Regeneration Strategy and Action Plan items. | | | |
| Timing | Early | E | 0 to 2 years |
| | Medium | M | 3 to 10 years |
| | Long Term | L | 11 to 30 years |
| Deliverer | Kent County Council | | KCC |
| | Dover District Council | | DDC |
| | Highways Agency | | HA |
| | Department for Transport | | DfT |
| | Dover Harbour Board | | DHB |
| | Integrated Kent Franchisee | | IKF |
| | Network Rail | | NR |
| | Rail Directorate (formerly Strategic Rail Authority) | | RD |
| | Private Sector Developer | | PSDev |
| | Bus Operator | | Stagecoach |
| | Parish Councils | | PC's |
| | District/Borough Councils (Kent) | | Districts |

Table E1: A Schedule of Essential Transportation Proposals for the District of Dover.

| Scheme Title | Timing | Deliverer |
|---|---------------|------------------------|
| <i>Connectivity (Theme: 1. UK Connections; 2. UK Gateway)</i> | | |
| East Kent Access Phase 1C. | E | KCC |
| A2(T) Dualling (Lydden to Dover). | M | HA |
| CTRL Domestic Service to Dover. | M | DfT |
| East Kent Access Phase 2. | M | DfT/KCC |
| Free flow sliproad from Eastern Docks. | M | HA/DHB |
| A260 Folkestone-Barham corridor improvements (inc Denton By-pass). | L | DfT/KCC |
| Improvements M2/A2 junction Brenley Corner. | L | HA |
| A256 - Eastry to East Kent Access Phase 1 (i.e. EKA Phase 3). | L | DfT/KCC |
| <i>Accessibility (Theme 3.)</i> | | |
| Highways | | |
| Spine Road for White Cliffs Business Park. | E | PSDev/DDC |
| Downgrading of York Street. | E | DDC/PSDev/ KCC |
| B2046 Upgrades re. Aylesham development. | M | PSDev |
| Upgrade roundabout at junction A2/A260/B2046 to Aylesham. | M | PSDev |
| Coombe Valley Road - reconstruct railway bridge. | L | KCC |
| Walking | | |
| Dover Urban area pedestrian/cycling facilities improvements. | E | PSDev/KCC/ DDC |
| Improve walking routes – new footway, crossing facilities etc. | E | KCC |
| Precinct upgrade for Dover - expand/refurbish. | M | DDC |
| Precinct upgrade for Deal - expand/refurb. | M | DDC |
| Improve integration with Public Rights of Way. | M | KCC |
| Cycling | | |
| Expand cycle network – implement new routes. | E | KCC |
| Provision of parking facilities. | E | KCC |
| <i>Public Transport</i> | | |
| Wheels to work (W2W). | E | DDC/KCC |
| Patient Transport Voluntary Car Schemes. | E | DDC/KCC |
| Shopmobility Scheme(s). | M | DDC/KCC |
| Taxi/Concessionary fares scheme (mobility impaired). | M | DDC |
| <i>Public Transport (Theme 3. Accessibility; Theme 8. Integration)</i> | | |
| Public Transport Improvements. | E | DDC/KCC |
| Quality Bus Partnership - set up transponders for bus priority at traffic signals, real time information at bus stops, low floor buses, boarders etc. | E | DDC/KCC Stagecoach |
| Expand DART to demand led service throughout District. | E | KCC |
| Improve rail for freight (Finesse). | M | RD/KCC/ DHB |
| Improve rail for passengers. | M | IKF/RD |
| Improve railway stations - access, interchange & links to towns/communities. | M | NR/KCC |
| Dover Priory Station – improvements. | M | NR/KCC |
| Integration - through ticketing. | M | IKF/KCC/ Stagecoach |
| Railway Halts – Pfizer. | L | RD |

Table E1: A Schedule of Essential Transportation Proposals for the District of Dover
(Cont'd).

| Scheme Title | Timing | Deliverer |
|--|---------------|------------------|
| <i>Environment / Health / Pollution [Air Quality] (Theme 5. Environment, Heritage and Communities)</i> | | |
| Lorry Strategy. | E | KCC/Districts |
| AQMA – A20(T) Townwall Street. | M | HA/DDC/DHB |
| AQMA – Dover Eastern Docks, Shipping, Fuels/Operational Efficiency. | E | DDC/DHB |
| Port Traffic Strategic Signing. | M | HA |
| Declutter streets (English Heritage) – rationalisation of signing/furniture. | E | KCC/DDC |
| Townwall Street - Pedestrian Crossings. | M | HA/PSDev |
| A257, Wingham By-pass. | L | DfT/KCC |
| <i>Congestion (Theme 6. Keep Kent Moving)</i> | | |
| Real Time Incident Management Strategy via VMS. | E | HA |
| Traffic management & junction modification. | E | KCC |
| Additional CCTV cameras 2 per year. | E | KCC |
| Dover town centre - circulation and parking. | M | KCC |
| <i>Safety (Theme 7. Road Safety)</i> | | |
| 20mph zones. | E | KCC |
| Speed limits in villages – provision of 'gateways'. | E | KCC/PC's |
| Install more interactive signs. | E | KCC |
| A258 Route Corridor Improvements. | E | KCC |
| Homezones. | M | KCC |
| Lighting infills. | M | KCC |
| Lighting new schemes to upgrade light levels. | M | KCC |
| <i>Demand Management (Theme 9.)</i> | | |
| Green Travel Plans - encouragement of local businesses etc. (Travelwise). | E | KCC/DDC |
| Travel plans for White Cliffs Business Park. | E | KCC/DDC |
| Support to implementation of School Travel Plans. | E | KCC |
| Provision of SRTS (incl. walking bus, and walking/cycling schemes). | E | KCC |
| Parking strategy document. | E | DDC |
| New Car Park, Dover, Deal, Aylesham. | L | DDC/PSDev |
| <i>Other</i> | | |
| Coach parking - extend for Dover, Deal, Sandwich. | M | DDC |
| Lorry Park / Management. | M | HA/DHB/KCC |
| Investigation of Road Pricing at the Dover Docks. | L | DfT/DHB |

E9 MAKING IT HAPPEN?

- E9.1 As with any activity at the planning stage, a successful outcome cannot be guaranteed. The need for Local and Central Government in combination with other organisations, particularly private sector developers, to work together with a collective will to satisfy common transport objectives is fundamental. With this in place, the funding, provision and maintenance of the necessary transport infrastructure for the district should be achievable.
- E9.2 In parallel, the education and influencing of the general public on the need for them to change elements of their travel habits and to reduce their dependency upon the car must continue. The significant investment in the provision of good alternative means of travel will be wasted if people cannot be encouraged or persuaded to use it!
- E9.3 The County Council and District Councils in their respective roles as highway/transport and planning authorities have demonstrated their support to this strategy and have made key commitments to help to try to ensure that the 'words' translate into 'actions'.
- E9.4 Clearly other issues such as funding approval will play a significant role in determining the extent to which this is achieved. But it is to be hoped that the potential to make a really significant contribution to the economic growth of the district through supporting the key transport infrastructure requirements identified will be realised and acknowledged financially.
- E9.5 The commitments and schemes and measures that have been identified and presented here are at the very heart of delivering the transport strategy for the district of Dover. They are targeted at bringing about a more integrated transport system that reduces car dependence by facilitating more walking and cycling and improving public transport linkages.
- E9.6 In doing so they will help to achieve the 'shared priorities' agreed between central and local government. These are:
- ❖ improved access to jobs and services, particularly for those most in need, in ways that are sustainable;
 - ❖ improved public transport;
 - ❖ reduced problems of congestion, pollution and safety.
- E9.7 Integral to it all is the role of the general public. Every individual needs to review their travel habits and to start to think more about the effect that each journey has, the way in which they undertake it and the need for it!