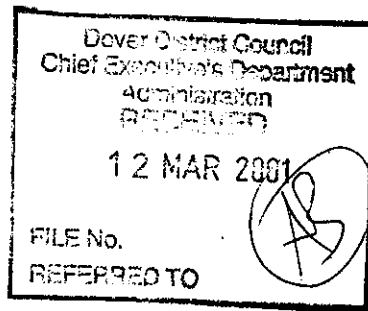


rec 013



Mr J P Moir TD  
Chief Executive  
Dover District Council  
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e-mail paul.wickenden@kent.gov.uk  
Ask for: Paul Wickenden  
Your Ref:  
Our Ref:  
Date: 8 March 2001

Dear Mr Moir

**STRATEGIC PLANNING SCRUTINY COMMITTEE CORE GROUP OF MEMBERS TOPIC REVIEW INQUIRY INTO THE RAIL ISSUES FOR THE COUNTY**

The County Council's Strategic Planning Scrutiny Committee has commissioned a Core Group of Members to gather evidence in support of a topic review inquiry into the rail issues for the County. Their terms of reference for this review are as follows:-

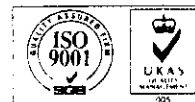
- Why are rail services in Kent in their present condition?
- What measures are needed to improve these services in terms of speed, frequency and reliability?
- How can these measures be translated into action and what actions, policies and lobbying might be needed to achieve them?

The issues which the Core Group of Members will be examining are:-

- Could rail planning be better co-ordinated with economic development and other forms of strategic planning such as urban regeneration and growth points?
- Could rail services be better integrated with other forms of transport provision?
- How can passenger services, especially to East Kent, be made faster?
- Is there a role for 'parkway' stations?
- Can all current stations in Kent be justified?
- What contribution would proposed improvements including CTRL make and how can their potential be maximised?

Geoffrey Wild LL.B. Solicitor  
County Secretary

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- How can the quality of journey and station facilities be improved?
- What are the proposals of the operators?

The Core Group of Members would very much welcome, at this stage, your written evidence on the rail issues as far as your Borough or District is concerned. If at all possible I would be grateful if you could let me have this information by not later than Friday 23 March 2001 so that I may put it before the Core Group of Members.

May I thank you in advance for your co-operation.

Yours sincerely



for

Paul Wickenden  
**Scrutiny Committee Secretary**

Planning and  
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Contact: Mr. T. Ingleton  
Direct line: (01304) 872423  
E-mail: pts@dover.gov.uk  
Our ref: TI/EC/BR.05.01  
Your ref:  
Date: 23 March 2001

Dear Mr. Wickenden,

**Strategic Planning Scrutiny Committee Core Group of  
Members Topic Review Inquiry into Rail Issues for the County**

I refer to your letter of 8 March 2001, addressed to Mr. Moir, concerning the above which has been passed to me for attention.

The issues set out in your letter should, ideally, be considered by the District Council's Public Transport Liaison Sub-Committee. However, it has not been possible for this Sub-Committee to respond within the given timeframe. Your letter will be reported to the next meeting which, unfortunately, is not until 13 June 2001. In the meantime to assist you with the issues that the Core Group of Members will be examining, I set out the following observations:-

- a) The recent letter from the Chairman of the East Kent Forum, Sir Alistair Hunter, refers to a meeting of the Strategic Rail Authority dated 27 February 2001. This sets out a number of issues which are supported;
- b) A compelling need exists for the provision of freight links to Dover from the CTRL. It will also be necessary to address the linkages through the tunnels and to the Port for freight and - hopefully - general Traffic;
- c) The lack of an effective rail service to London from East Kent is a major impediment to economic development in this area. Rail planning could, therefore, be better co-ordinated with economic development. For example, improved links need to be examined in relation to major potential development areas such as the Richborough Corridor and Manston. It has previously been suggested that there is a reluctance to invest in improved rail infrastructure while continuing priority is given to the private car as the principal means of transport to these sites. This highlights the need for PPG13 type 'restraint' in car parking provision;
- d) Rail services need to be better integrated with other forms of transport provision. The links to bus services are lacking. Such services that do exist are very often not aligned with the train timetables. Additionally, improvements also need to be made both in respect of measures to assist cycling, pedestrian and disabled persons access;

- e) Consideration should be given to the 'DART' scheme (David Hall can provide you with the background information);
- f) The uncertainty over disabled and cycle usage on the new 375 stock needs to be resolved. In this respect, acknowledgement should be given to the work being done by the CTC;
- g) There may be a role for 'Parkway' Stations in appropriate locations. However, this needs careful consideration to avoid a situation where the creation of the 'Parkway' generates an increasing reliance on the private car (this situation has been experienced with certain park and ride car parks);
- h) Any proposals that enhance the existing levels of service - either in journey times or in quality - are to be commended;
- i) A careful balance needs to be struck in terms of improving journey times while respecting the servicing of the various rural stations throughout the District, and
- j) The existing services leave much to be desired. They are infrequent, slow, dirty and do little to promote a 'user friendly' 21st Century means of travel. Added to this, the stations are very often not the most hospitable of places and could benefit from environmental improvement.

I hope the above comments are of use to you. However, I should also like to 'reserve' the opportunity of commenting further in the event that the Public Transport Sub-Committee has any additional points to make.

Yours sincerely,

**Tim Ingleton**  
Senior Engineer

cc: Mr. Moir  
Nadeem Aziz  
Alan Blackburn