

From: John Burr, Director – Highways, Transportation & Waste
To: Joint Transportation Board
Date: 26th February 2015
Subject: Bus Rapid Transit, Whitfield to Dover Town Centre/Dover Priory Station Update

Classification: Unrestricted

Summary:

This is a progress report to inform Members of the current status of the developing Bus Rapid Transit (BRT) system between Whitfield and Dover Town Centre and Dover Priory Station

1.0 Introduction

Bus Rapid Transit between Whitfield and Dover Town Centre and Dover Priory (to connect with HS1 trains) was an aspiration of KCC's Transport Delivery Plan – "Growth Without Gridlock" and was deemed necessary to support significant population growth related to forthcoming residential and commercial development at Whitfield. Dover BRT has also been featured in the DfT and Atkins publication "Delivering Sustainable Transport for Housing Growth – Case Studies from Local Communities" (Dec 2010) which details Atkins Bus Routing Strategy study (as funded under the Departments Strategic Studies Budget (SSB)). The publication identifies Dover District Council's plans for a BRT as a core example of how sustainable transport solutions are best developed during the early stages of planning and alongside housing growth.

2.0 Work carried out to date

In January 2011 WSP Transport Consultants produced a Dover BRT Study Document to explore route options, determine infrastructure requirements, consider a Dover Town Centre Transport Interchange in York Street and to explore the feasibility of bus priority measures along Folkestone Road. The purpose of this report was to produce an initial viability assessment of the identified route options and to explore the financial viability as a function of infrastructure and operational cost as well as passenger demand for a BRT system.

The findings of the above study forecast that the BRT would operate commercially when Dover's growth agenda has been fully implemented in 2031. The study also recognised that the BRT routeing is greatly benefited by the

delivery of the proposed A2 bridge. In terms of viability, accessibility and attractiveness for passengers, the bridge is the most important infrastructure component of this scheme.

In March 2013 Dover District Council (DDC) commissioned Atkins Highways & Transportation to undertake further design development work on the proposed Dover Bus Rapid Transit (BRT) scheme in the vicinity of the White Cliffs Business Park (WCBP) situated to the north of Dover and immediately south of the A2. The report concluded that there were clear benefits of a particular route for BRT through the WCBP between the B&Q roundabout and Dover Road taking account of land ownerships, boundaries, designations and geographical and environmental factors.

In 2013 KCC commissioned Amey Transport Consultants to explore the options and feasibility for the design and construction of a BRT route across the existing A2 at Whitfield.



The proposal is for a bridge to carry the BRT and a combined footway/cycleway. The carriageway would be 6.0 m wide and the footway/cycleway would be 3.0 m wide. The footway/cycleway would be on the east side of the carriageway and there would be a minimum 0.6 m wide hard verge on the west side. Initially the bridge will carry buses only, although consideration shall be given to future unrestricted vehicle use. The speed limit over the structure will be 20 mph in both directions.

The commission concluded the best route alignment for the bridge and the necessary highway works for it to connect into the existing public highway on the Honeywood Parkway. It also took consideration of the best ramp alignment options on the north side of the A2 where it would impact least on existing residents of Archer's Court Road. The preferred option can be seen below:

3.0 Next Steps

Planning consent will be sought in 2015/16 to ensure that the Bridge scheme for the BRT connection over the A2 is effectively “shovel ready” should KCC be in a position to secure a Government bid.

4.0 Finance

DDC have already secured Section 106 money from Whitfield Phase 1 to the sum of £1,795,312.50 (One Million Seven Hundred and Ninety Five Thousand Three Hundred and Twelve Pounds Fifty Pence) to be used for the Bus Services Contribution Purposes.

5.0 Consultation

A public consultation exercise will be carried out to include the residents in Archers Court Road who back onto the land onto which the bridge will drop prior to the planning process being entered into.

6.0 Recommendation

That Members note the content of the report.

Contact Officer:	Sally Benge, Strategic Transport & Development Planner, KCC 03000 418181
Reporting to:	John Burr, Director of Highways, KCC 03000 418181