

Dover Priory Rail Station – Community Infrastructure Fund Submission

Kent County Council

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Executive Summary

SCHEME OVERVIEW

“The Dover Priory Rail Station scheme forms part of a wider strategy to support growth and regeneration in Dover. The Dover Priory Rail Station scheme will support the delivery of 14,000 residential units proposed under the Local Development Framework, of which at least 10,100 homes will be delivered between 2006 and 2026, together with 6,500 jobs. The scheme will also improve access to Domestic CTRL services which will operate from Dover after December 2009. It will also ‘*deliver sustainable modes of travel in an area of growth*’ and therefore meet all the key CIF guiding principles”

The scheme will deliver improvements to public transport, walk and cycle access to Dover Priory station. It will also provide parking for those who are unable to reach Dover Priory by public transport, and would have previously driven to the destinations outside Dover. This switch from long distance car journeys to London to short car journeys to Dover Priory will result in a carbon saving.

SCHEME CONTEXT

This scheme is one of three proposals under the Community Infrastructure Fund.

Although the schemes have been assessed individually, the three schemes form an integrated part of the Dover Transport Strategy package, all of which is required to deliver the LDF new jobs and housing.” There is a wealth of information from the Dover Transport Strategy, which has been used as evidence to support the provision of the new homes and jobs in Dover. This is available at:

http://www.doverdc.co.uk/forward_planning/evidence_base/studies.aspx.

PROGRAMME

The planned opening date of Dover Priory Improvements is prior to **April 2011**.

FUNDING

CIF funding of **£3.3 million** is being sought towards implementation. All CIF expenditure would be incurred prior to April 2011.

NATA ANALYSIS

The key findings of the NATA analysis are briefly summarised below.

Objective	Scheme Impact
Environment	The scheme would have a mix of mainly Beneficial or Neutral impacts.
Safety	A number of safety and security improvements would be provided.
Economy	The estimated BCR is 4.7.
Accessibility	The scheme will improve accessibility from residential areas to the Dover Priory Rail Station by public transport, walking and cycling.
Integration	Meets policy objectives and helps deliver new housing and jobs in Dover.



1 Introduction

1.1 INTRODUCTION

1.1.1 This Business Case submission presents a bid by Kent County Council, in partnership with Dover District Council and others, for CIF funding to deliver a package of improvements at Dover Priory Station to assist in delivery of housing growth in Dover. This follows the success of three bids at the Expression of Interest stage and which were announced in March 2009. The improvement measures for the station build on existing improvements which have already been delivered, or are shortly to be delivered at the rail station. The measures include:

- Public realm improvements on Folkestone Road outside the station and towards and away from Dover;
- Completion of complementary measures at the station to allow easy access by all modes, specifically to provide car parking for those unable to arrive by other modes to maximise patronage on existing and future high speed rail services;

1.1.2 The location of these improvements schemes is shown in Figure 1 and a detailed scheme description for each is provided in Chapter 2.

1.1.3 The total cost of the scheme, with identified risks, is £3.3 million. The total contribution being requested through CIF is **£3,300,000**. The scheme will be designed, completed and operational for use prior to April 2011.


1.2 BACKGROUND

1.2.1 Dover was awarded Growth Point status in 2008 and subsequently, Kent County Council was invited to submit an Expression of Interest for the £200m capital funding available for transport schemes that support housing growth under Round 2 of the Community Infrastructure Fund (CIF2). This has provided an excellent opportunity for Dover to unlock significant growth in housing provision by part funding critical transport infrastructure.

1.2.2 The Local Development Framework for Dover identified a number of growth options. WSP Development and Transportation was previously commissioned by Dover District Council and Partners to undertake a Transport Study to identify the transport requirements for each of the scenarios. The preferred growth option at that time was a minimum of 10,100 homes by 2026, however the transport proposals allow for growth beyond this level to 14,000 homes.

1.2.3 Since the Council consulted on its preferred LDF option in the adopted South East Plan has increased the District's housing requirement to a minimum of 10,100 homes and the Council's Growth Point application was accepted on the basis of a minimum of 10,100 homes by 2026. The conclusions of the options work for the 'Dover District Local Development Framework Core Strategy: Submission Document' (January 2009) identified that a High Growth option of up to 14,000 homes has the best overall alignment with the aim and objectives, the ambitions of Growth Point and the minimum requirements of the Regional Spatial Strategy.

1.2.4 A Steering Group was set up to guide and review the study's progress. Members of the Steering Group included representatives from the Highways Agency, Kent County Council, Dover Harbour Board, English Partnerships, East Kent Coastal PCT, SEEDA and developers and land owners.



1.2.5 The sustainable growth and regeneration of Dover will not be achievable without the support of an integrated transport system that provides for movement and access to a range of employment opportunities and services to enable the town to function and grow. This future transport system will need to provide adequate capacity to support growth but, perhaps more importantly, it will also need to encourage non-car modes of transport and contribute to the delivery of a connected and high quality environment. The infrastructure and strategies associated with Dover's regeneration provide meaningful and lasting solutions which will stimulate investment and foster a sense of place.

1.2.6 Following a detailed study incorporating multi-modal transport modelling and extensive stakeholder consultation, recommendations were identified for walking and cycling, public transport, car parking, highways and 'smarter choices'. These key recommendations are summarised below:


- Whitfield to Dover town centre and Port cycle route
- Improved accessibility for pedestrians and cyclists, including major new Townwall Street crossing
- Improved access to Dover Priory Station and CTRL services
- Park and Ride at Whitfield and A20 approach
- Improved one-way system
- Bus only Pencester Road
- New express bus services, including supporting interchange facilities
- A strong transport awareness and behavioural change programme
- Coordinated traffic signal control
- A strategic and dynamic routeing strategy for Port Traffic
- Longer term proposals for diversion of A2
- Downgrade old A2
- A car parking strategy to manage the demand for town centre car trips

1.2.7 The total indicative cost estimate associated with the implementation of the recommendations for walking and cycling, public transport, car parking, highways and smarter choices is in the region of **£55 million**.

1.3 PRIORITISATION OF SCHEMES FOR CIF

1.3.1 A Working Group was set up to oversee the progression of the proposals and includes members from Dover District Council, Kent County Council, Highways Agency, SEEDA, English Partnerships and the Dover Harbour Board. Statements of support from each of these agencies were provided in the initial Expression of Interest submission. Further statements of support were also provided from Southeastern (TOC) and Stagecoach (the primary local bus operator).

1.3.2 An initial workshop with this Group identified those elements of the Dover Transport Strategy which form a crucial sub-package of sustainable transport schemes and which are considered essential to provide the foundations to deliver planned sustainable housing growth in Dover. It is essential to start the process of tackling



behavioural change and thereby influencing travel choice prior to delivering the bulk of new housing allocation. In other terms, the package of schemes submitted at the Expression of Interest stage were purposefully selected to introduce a step-change in public transport provision from the outset to alleviate current transport and environmental issues and to promote sustainable travel and development, therefore unlocking the potential to deliver 14,000 homes, with a minimum of 10,100 by 2026.

1.3.3 This CIF Business Case Submission therefore forms part of a much wider integrated transport strategy that, as a package, are essential to facilitating the growth and regeneration of Dover as an important strategic Gateway. This package is designed to achieve modal shift to walking, cycle and public transport which is key to delivering housing growth in Dover.

1.3.4 The implementation of this package will:

- Provide the sustainable transport foundations to enable the release of 14,000 homes, with a minimum of 10,100 by 2026;
- Facilitate trips by sustainable transport between these new homes and job opportunities, in addition to health, leisure and retail facilities and thus contributing to the management of congestion within the town centre and the promotion of sustainable development;
 - A primary function is to improve access between Dover Priory rail station and major commercial sites within Dover.
- Reduce journey times; and
- Improve journey time reliability and traveller confidence.

1.3.5 If this package of schemes was not delivered, this would have implications for the delivery of the Local Development Framework proposals for growth within Dover.

1.3.6 The development of the Dover Transport Study was the culmination of an intensive period of activity over 18 months. The background analysis, evidence base and use of a multi modal model will enable Kent County Council and Dover District Council to robustly test the outputs from the strategy to enable the requirements of funding sources to be provided in the appropriate level of detail.

1.3.7 This approach sits within a clear national and local policy framework which aims to:

- Manage the demand for travel rather than simply accommodate it;
- Provide new and improved infrastructure to facilitate growth;
- Improve local accessibility and travel choice to join up the town; and
- Support economic development and quality of life objectives.

1.4 BUSINESS CASE SUBMISSION STRUCTURE

1.4.1 Following this introductory chapter, the remainder of this Business Case submission is set out as follows:

- Chapter 2 – provides detailed scheme description, including the strategic fit of the scheme;



-
- Chapter 3 – sets out the scheme delivery plan and includes a detailed programme and funding and costs profile;
 - Chapter 4 – describes the consultation process to date and identifies any risks associated with the delivery of the scheme and how these will be tackled;
 - Chapter 5 – details the scheme promoters and the governance for the delivery of the scheme;
 - Chapter 6 – describes the detailed NATA appraisal.
 - Chapter 7 – details the regeneration benefits.

1.4.2 This Business Case submission document ends with the Appraisal Summary Table (AST) in Chapter 6.



2 Scheme Overview

2.1 SCHEME BACKGROUND

2.1.1 Dover's Local Development Framework Core Strategy outlines plans for the delivery of an additional 14,000 residential units, of which 10,100 homes will be delivered between 2006 and 2026, together with 6,500 jobs over the same period. Delivery of this new housing and employment is dependent on the Dover Transport Strategy, which includes a package of sustainable transport measures. The rail station improvements are a fundamental part of this package.

2.1.2 In light of this growth and subsequent likely growth in passengers at Dover Priory Railway Station, a series of improvements are underway both at the station and on surrounding roads and junctions. These improvements will also help to provide an appropriate station environment for users of high speed services, which will be introduced as part of the Channel Tunnel Rail Link (CTRL) (HS1) in December 2009. This will include a 70 minutes journey time between Dover and London.

2.1.3 The introduction of HS1 Services will improve access to London from Dover, but will improve access to Dover from London (and North Kent). South Eastern has aspirations to promote, in particular, off peak journeys to destinations such as Dover from London. This will ensure that HS1 services are well used in the off peak, as well as in the peak.

2.1.4 Dover Priory was identified in the Network Rail document "Route Plans 2009 - Route 1 – Kent", as one of the stations included within the Nation Stations Improvement Scheme (NSIP). Network Rail have used the NSIP scheme to provide funding and resources to improve the ticket office and station building in addition to forecourt redevelopment works.

2.1.5 Works to the station buildings comprising of the ticket office, café and waiting facilities have already been completed on the eastern side of the station. These improvements provide an easier environment in which to buy tickets, get train information and access platforms.

2.1.6 The next phase of work which has secured funding and recently been put out to tender involves improvements to the exterior station forecourt. These improvements will provide a welcoming and open environment encouraging pedestrians, cyclists and public transport users. These improvements include facilities for buses, taxis and set-down.

2.1.7 These improvements extend out onto Folkestone Road to enhance the access junction to the station and surrounding footways and pedestrian crossing facilities.

2.1.8 A key objective of Government is to ensure the delivery of sustainable communities, requiring access to employment, education, health, leisure and other essential facilities by sustainable transport options. Unlocking housing growth in Dover, and the delivery of sustainable communities will require the delivery of supporting public transport services and infrastructure to support the increasing demands for travel.

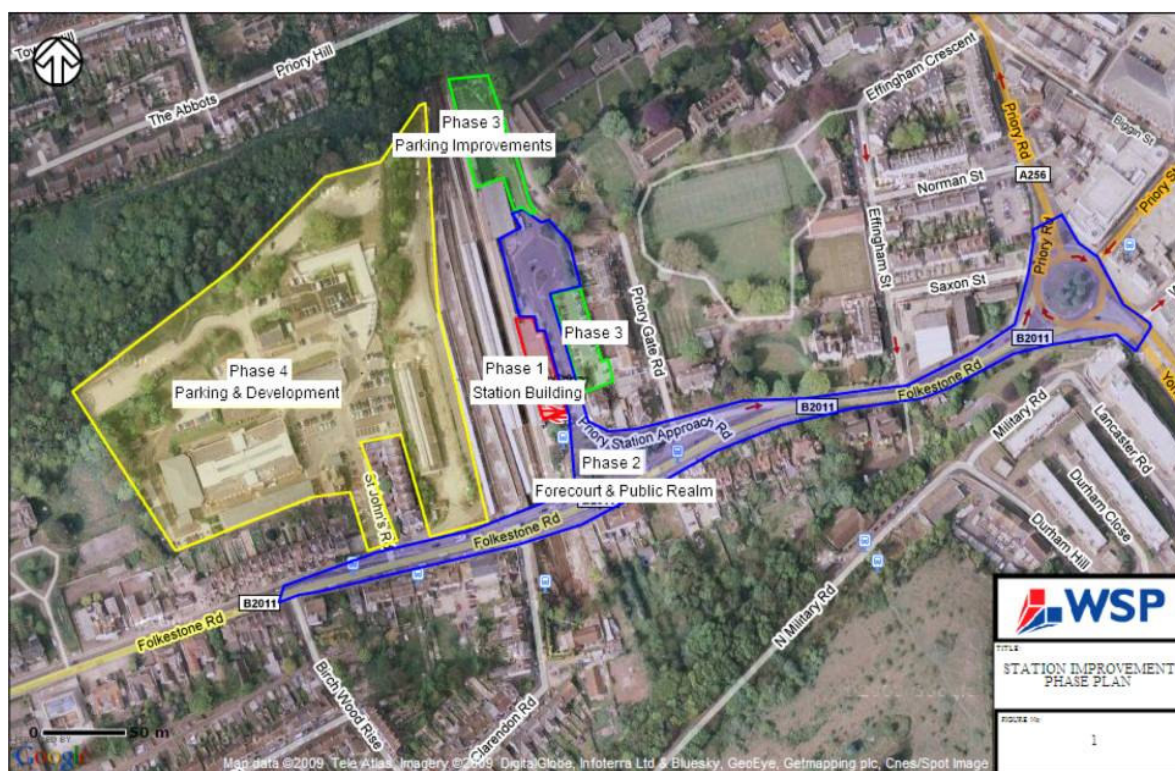
2.1.9 Therefore, Kent County Council and Dover District Council have identified the significant value of enhanced public transport services and pedestrian or cycle infrastructure to deliver multi-modal sustainable access to Dover Centre and Station.

2.1.10 This bid submission document is for an application for Community Infrastructure Funding to deliver infrastructure at the station and to enhance the key travel movement corridor between the town centre and the Station. This will directly support sustainable access between planning housing and employment, education, leisure and other essential facilities in the area.

2.2 SCHEME DESCRIPTION

2.2.1 The scheme comprises several phases to integrate properly with works already completed, tendered or commissioned. The Phases are shown in the diagram below and described in more detail below:

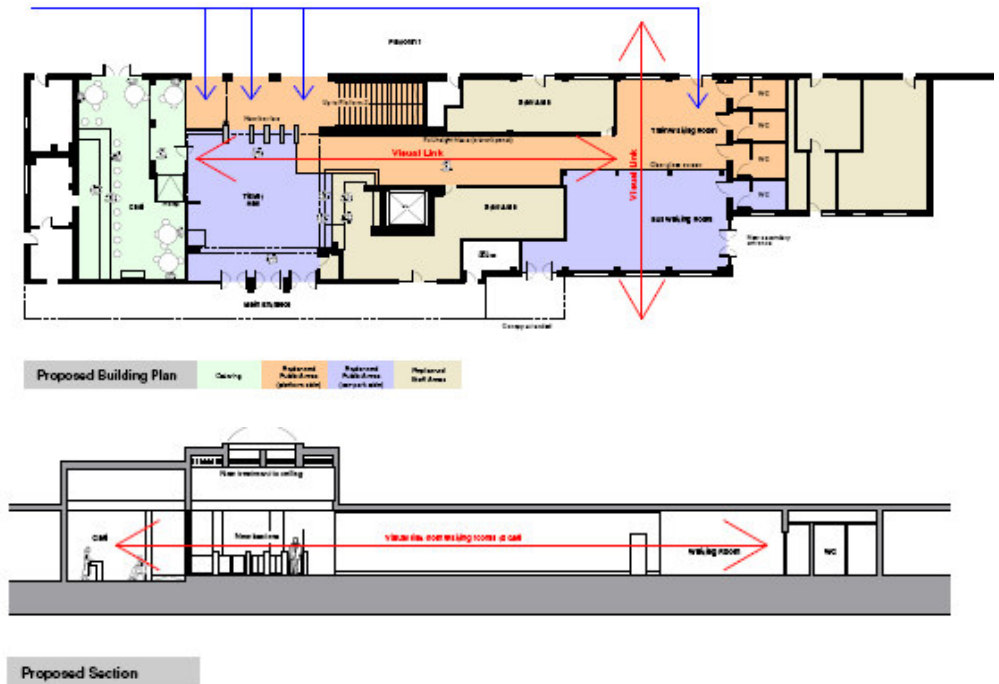
Figure 2.1 Dover Priory Improvement Phase Plan



PHASE 1: TICKET HALL AND STATION BUILDING IMPROVEMENTS.

2.2.2 These have already been implemented and designs are shown below in Figure 2.2.

Figure 2.2 Ticket hall and station building improvements

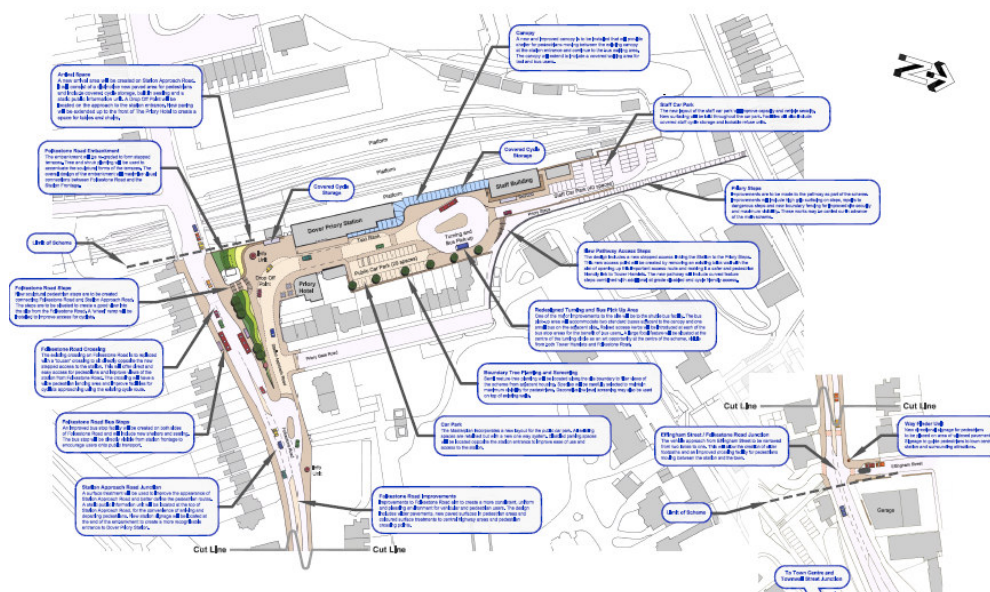


PHASE 2: FORECOURT AND FOLKESTONE ROAD WORKS

2.2.3 Part of these improvement works were commissioned by Network Rail and have been designed by Jacobs. To compliment these works and provide a continuous route along Folkestone Road towards the town centre pedestrian precinct and Midtown Development area, sustainable mode improvements including an enhanced pedestrian and cycle route are proposed.

2.2.4 Part of these works (commissioned by Network Rail, Kent County Council and DDC) have already secured funding. The extent and scope of these works can be seen in Figure 2 at the end of the document.

Figure 2.3: Forecourt and Folkestone Road Works



2.2.5 To link this design with the Folkestone Road junction improvements and provide a continuous route to the centre we propose provision of a cycle route along Folkestone Road and facilities for cycle movement within the Folkestone Road junction. Public Realm improvements would also be incorporated to provide a Manual for Streets compliant environment for pedestrians around the junction. The aim of these works is to provide a pleasant, easy and attractive route for pedestrians and cyclists between Dover Priory Station and the town centre. The cycle improvements on the section between the station and the Folkestone Road junction are shown in a sketch in Appendix B.

2.2.6 A cycle route is also provided to the west of the station to provide a dedicated route for cyclists across the railway to the large residential areas and the HM Customs site which is proposed for redevelopment, a sketch of this scheme can also be found in Appendix B.

PHASE 3: ENHANCED AND IMPROVED CAR PARKING AT THE STATION

2.2.7 Phases 1 and 2 of the improvement scheme include enhancements for users of sustainable modes. Phase 3 of the scheme provides complementary measures to ensure those who have no alternative but to drive to the station are not deterred from using current services and future high speed services.

2.2.8 The scheme being submitted under the Community Infrastructure Fund forms part of the wider regeneration of the station quarter to be delivered over the next few years. The scheme takes account of the wider Masterplanning for the area, and enhances the public realm improvements already progressed under Stage 2.

2.2.9 The CIF funding will be spent on the first phase of this regeneration scheme to provide additional parking on the eastern side of the station and accessibility improvements between both sides of the station. The purposes of these improvements are to -

- Provide improved accessibility to public transport to support the new LDF housing allocations
- To provide adequate parking to meet Dover's role as a growth point, and to meet Network Rail and South Eastern's requirements
- To support and help facilitate other new development within the station quarter, particularly on the western side of the station.

2.2.10 Negotiations are underway with Kier, Network Rail and HM Customs regarding development on the western side of the station. This could form phase 4 of the regeneration scheme and may consist of a mixed use development (food retail, non food retail, hotel and new residential development), and flexibility exists to include further car parking within the designs to accommodate future long term growth. The scheme will, in time, deliver a single, integrated regeneration scheme for the Dover Priory site, with phases 2 and 3 of the scheme capitalising on those opportunities which can be delivered immediately.

2.2.11 The scheme submitted for CIF funding focuses on the eastern side of the station where additional parking can be provided. The proposal proposes an increase in the level of car parking provision for station users to 160 spaces, this figure includes an allocation of 40 spaces for staff use (however it may be possible to locate these elsewhere). Both car parks are designed to Network Rail's Standard for Car Parks and Depots. Both will include CCTV systems and design with transparent sides to ensure the highest possible level of security. Design for these car parks are shown below in figures 2.4 and 2.5. Drawings nos.0271/GA/007 and 0271/GA/008 can be found in Appendix B

Figure 2.4: Design for existing staff car park site

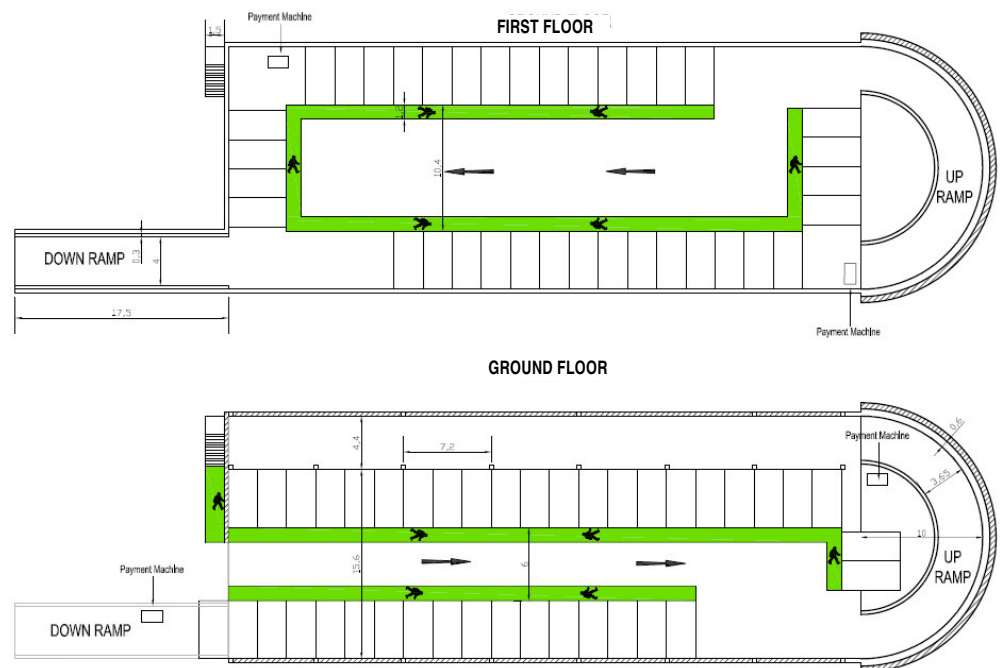
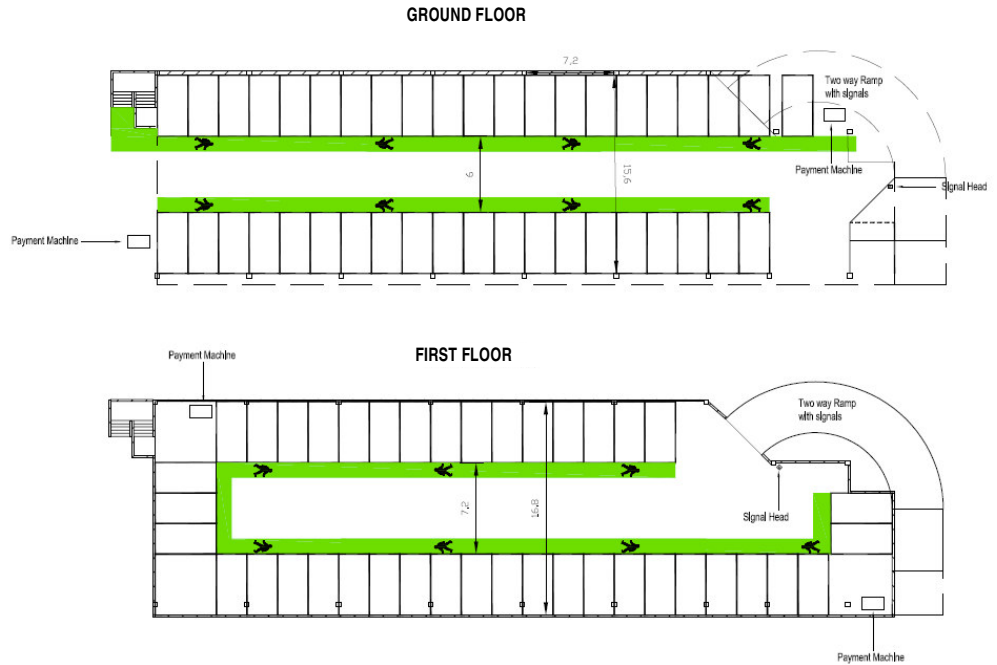




Figure 2.5: Design for existing public car park site



2.2.12 The wider station improvement proposal links together schemes by Jacobs and Peter Brett Associates acting on behalf of KCC to improve links to the west of the town centre. This provides enhanced pedestrian and cycle movement corridors allowing access to the town centre and sea front. This is demonstrated on the drawing entitled 'Improvements Scheme Context Plan in Figure 3 (at the end of this document).

2.3 DEMAND FOR CAR PARKING AT DOVER PRIORY STATION

2.3.1 Data has been received from Network Rail and South Eastern Railways which forecasts the footfall levels at Dover Priory station in 2010/11 and 2013/14. These figures are summarised in Table 1.1.

Table 2.1 Forecast Annual Footfall Levels (Entry and Exit) at Dover Priory Station

Year	Standard Rail Services	High Speed Rail Services	Total
2006/07	923,173		923,173
2010/11	869,716	272,458	1,142,175
2013/14	938,036	291,808	1,229,843

2.3.2 Using the data shown above it is estimated that in 2010/11 an additional 351 passengers will arrive at Dover Priory station each day. This figure has been calculated by dividing the Footfall figures by two to estimate the arrival figures and dividing the annual figures by 312 (52 weeks x 6 days).

2.3.3 Of the 351 arrivals it is assumed that a large proportion of these will wish to arrive by car and park at Dover Priory station. The demand for travel to Dover Priory Station is being met by encouraging use of sustainable modes through Phase 1 and 2 of



the rail station scheme and these schemes will increase the mode shares by these modes.

2.3.4 To complement the measures introduced under Phases 1 and 2 of the scheme, for those who have no alternative but to travel by car, some additional car parking will be provided using the CIF2 funding. This will be provided in a way which manages the demand for travel by car. There are currently 29 public parking spaces at Dover Priory station. It is proposed that the total number of parking spaces at Dover Priory will increase to 160. Around 40 of these spaces will be allocated for staff parking, resulting in an overall increase in public parking of around 90 spaces. This parking provision will ensure that the supply is well below the level of unconstrained demand for car travel within the context of the 351 station arrivals. This will ensure that the measures for sustainable travel modes are effective

2.3.5 A further increase in demand is expected in 2013/14. It is envisaged that any increases in parking required would be provided within the planned development to the west of Dover Priory station.

2.4 SCHEME LOCATION

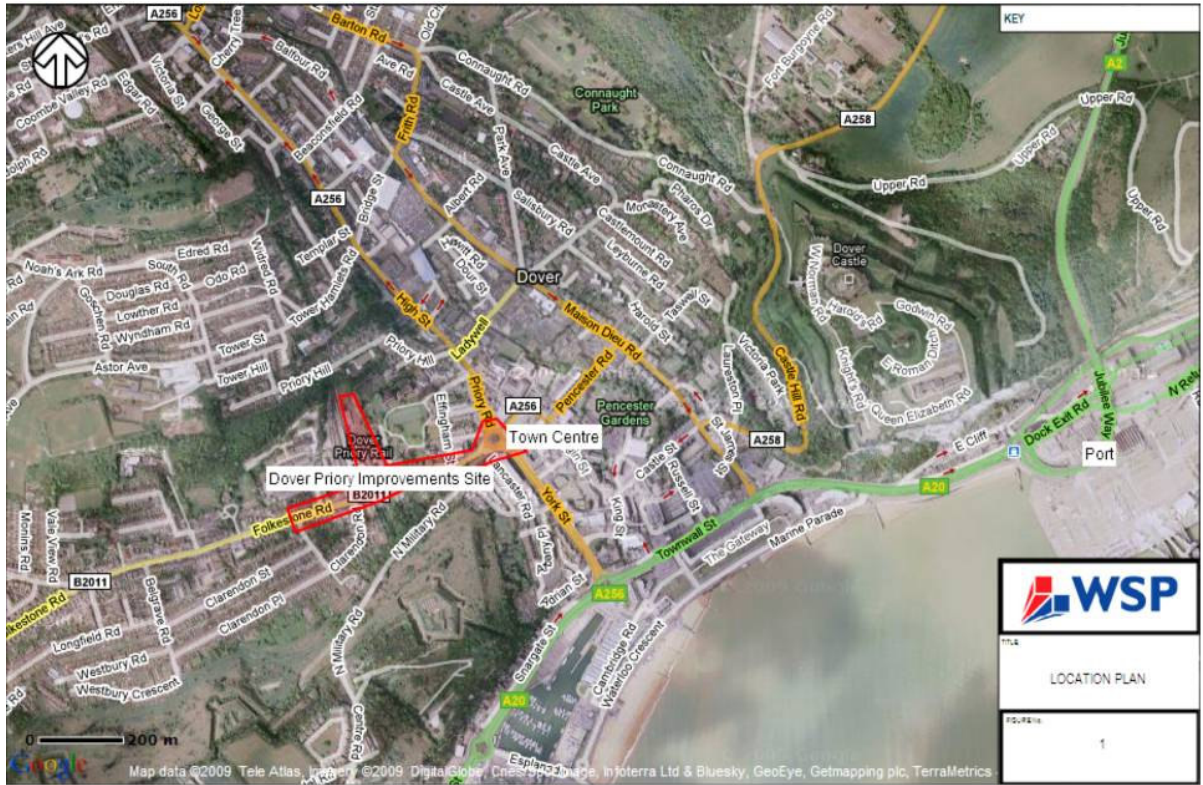
2.4.1 The scheme is planned to be situated within land at Dover Priory Railway Station. The location is shown in Figure 2.6. The station is located on Folkestone Road which connects to Priory Road, York Road and Priory Street with a roundabout junction. This junction has been proposed for a redesign and funding is sought from CIF2 for this in addition to a number of key junctions within Dover as part of a separate CIF bid. East of this junction is the Town centre area. Priory Street and Worthington Street (just South of the junction) lead to Biggin Street which is partly pedestrianised.

2.4.2 To the west of the station is a vacant site owned by a 3rd party in addition to a small amount of land owned by Network Rail.

2.4.3 Further to the west is a predominantly residential area.

2.4.4 South of Folkestone Road preceded by a small strip of housing is Western Heights a substantial area of public open space.

Figure 2.6 Location Plan





STRATEGIC CONTEXT

INTRODUCTION

2.4.5 This section provides an analysis of the planning and regeneration context at the national, regional and local level that we consider will influence the future regeneration and development of the area around Dover Priory Station and improvements to access to Dover Priory Station.

2.4.6 As stated in the DfT's guidance document entitled, 'Community Infrastructure Fund: Round 2 - Full Business Case Guidance', the strategic element of the CIF proposal is required to demonstrate how the scheme fits with relevant policies in relation to housing and the potential wider social and economic benefits. In assessing the scheme fit, the following areas have been reviewed in relation to this CIF2 Business Case:

- National Policy Guidance
- Adopted South East Plan (including Regional Transport Strategy)
- Kent Local Transport Plan (2006-2011)
- Dover Local Development Framework – Core Strategy
- Dover Transport Strategy

NATIONAL

THE FUTURE OF TRANSPORT: A NETWORK FOR 2030

2.4.7 The Department for Transport's White Paper (July 2004), which replaced the 10 Year Plan (July 2000) set out the Government strategy for transport over the next 30 years.

2.4.8 The publication of this White Paper seeks to bring about improvements to public transport including;

- More reliable buses with more road space; and
- Looking at ways of making services more accessible; giving the public more real choice.

2.4.9 Both these tools play a vital role in bringing forward development in the Dover area. Managing demand and investing in transport are vital in supporting the strategic development proposals.

2.4.10 The paper identifies rail as a major part of the UK transport strategy and demonstrates increasing passenger numbers over the past few years. This is important in an environment where reducing car use and carbon emissions is a key concern. The Government policy seeks to maintain this growth by improving infrastructure and services.

2.4.11 The scheme will provide greater accessibility to employment, retail, leisure and educational facilities in the town and have a pivotal role in assisting mode shift away from the private car and therefore minimising the traffic impact of these new developments, promoting instead greater use of sustainable modes.



DELIVERING A SUSTAINABLE TRANSPORT SYSTEM (DASTS)

2.4.12 The DfT has recently released (2008) 'Delivering a Sustainable Transport System' (DaSTS) which builds upon the previous 'Towards a Sustainable Transport System' guidance.

2.4.13 The DaSTS guidance focuses on the Government's commitment to five goals for transport, which include the government's vision to:

- Support national economic competitiveness and growth, by delivering reliable and efficient transport networks;
- Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
- Contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health.
- Promote greater equality of opportunities for all citizens, with the desired outcome of achieving a fairer society; and
- Improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

2.4.14 From these goals, the guidance recognises that supporting economic growth while reducing greenhouse gas emissions is likely to be the most challenging to deliver in parallel, at least in the short term.

2.4.15 The Dover Priory Station Access Improvements scheme is directly supportive of these policy goals, particularly by promoting environmentally sustainable access to Dover's town centre and development areas. In doing so, this will help accommodate demands for business travel, whilst actively reducing the associated carbon emissions, creating as strong synergy between these different goals.


2.4.16 As the guidance directly states; 'Measures that encourage modal shift to public transport, cycling and walking are likely to make a positive contribution to economic growth (by tackling congestion), reducing greenhouse gas emissions and enhancing the local environment, as well as improving public and personal health.

2.4.17 DaSTS also identifies 'London to Kent Ports' as a Strategic National Corridor. The scheme will tackle carbon emissions associated with transport through achieving modal shift and supporting continued economic growth along a strategic national corridor and of key economic importance to Dover.

DELIVERING A SUSTAINABLE RAILWAY (DFT 2007)

2.4.18 The paper sets out the aspiration to provide a reliable, comfortable, accessible service, that is value for money and easy to use. It establishes a brief to increase rail capacity to support the growth in demand for rail.

2.4.19 As part of its strategy it outlines plans to improve and modernise facilities and services at medium-sized stations that provide important travel interchanges. It recognises the significant contribution that rail travel makes to sustainable travel choice.



2.4.20 The paper more specifically identifies access to stations as vital to the delivery of an enhanced rail network. By its nature rail travel can only form one leg of a journey, therefore, car, bus, cycle, foot, taxi and other modes are essential to attract users to rail. Users will naturally make an assessment of the safety, cost, reliability and convenience of rail travel use based on the entire trip including the first leg accessing the station.

2.4.21 The document continues to advise that car parking provision is an effective and easy environmental response to encourage rail use especially for longer journeys. Furthermore, an increase in car park capacity is key to achieving the government's goal of improving overall capacity.

2.4.22 The scheme achieves this objective as part of a broad range of transport options to encourage a reduction in car use.

PPG13 - TRANSPORT

2.4.23 Planning Policy Guidance Note 13 (PPG13), published in March 2001, provides advice on transport provision for new developments. The key aim of PPG13 is to ensure that local authorities carry out their land use policies and transport programmes in ways that help to:

- Promote more sustainable transport choices;
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- Reduce need to travel, especially by car.

2.4.24 The document re-states the key themes of sustainable development that have emerged in recent years. It advises that major developments should be accompanied by a transport assessment, which includes details of access by walking, cycling and public transport.


2.4.25 PPG13 states that the likely availability and use of public transport is a very important ingredient in determining local policies designed to reduce the need to travel by car. In order to establish a high quality, safe and secure public transport network, which maximises the potential use of public transport, local authorities are encouraged to:

- 'identify key routes for bus improvements and priority measures, and the measures that will be taken;
- identify the potential for improved interchange between different transport services and between public transport and walking and cycling; and
- negotiate improvements to public transport as part of development proposals in order to reduce the need for travel by car and the level of parking at such sites.

2.4.26 The Dover Priory Station Access Improvements scheme is supportive of PPG13 by integrating the new station interchange and pedestrians and cycle corridor within the town centre area and close to the proposed new development sites identified within the local development framework for the area.

PPS1: DELIVERING SUSTAINABLE DEVELOPMENT

2.4.27 The Government's Planning Policy Statements (PPS) set out national policies on different aspects of land use planning in England. PPS1 'Delivering Sustainable Development' sets out the overarching planning policies on the delivery



of sustainable development through the planning system. Sustainable development is the core principle underpinning planning.

2.4.28 At the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone, now and in future generations. The principles of sustainable development have been incorporated in the Government's vision for sustainable communities, set out in Sustainable Communities – building for the future (ODPM February 2003).

2.4.29 Sustainable communities are intended to stand the test of time, be places where people want to live, and which will enable people to meet their aspirations and potential. PPS1 states that planning has a key role to play in the creation of sustainable communities (para. 6). The plan-led system, and the certainty and predictability it aims to provide, is central to planning and plays the key role in integrating sustainable development objectives.

2.4.30 The four aims of sustainable development as set out within PPS1 are detailed below:

- Social progress which recognises the needs of everyone
- Effective protection of the environment
- The prudent use of natural resources
- The maintenance of high and stable levels of economic growth and employment.

2.4.31 The approach to delivering sustainable development includes reducing the need to travel and encourage accessible public transport provision to secure more sustainable patterns of development. This will support access for all to jobs, health, education, leisure and community facilities, open space, sport and recreation, on foot, by bicycle or public transport, rather than having to rely on access by car.

2.4.32 The scheme supports this position by integrating public transport use, cycling, walking and rail use within Dover Town Centre by creating pleasant areas of public realm that are attractive to live and travel in.

PPS12: LOCAL DEVELOPMENT FRAMEWORKS

2.4.33 PPS12 'Local Development Frameworks' sets out the Government's policy on the preparation of Local Development Documents (LDDs) as part of the Local Development Framework (LDF) process. The LDF, together with the regional spatial strategy (RSS), provides the essential framework for planning in the local authority's area. The new system was outlined in the Government's policy statements on planning reform in July 2002 'Sustainable Communities - Delivering through Planning' and became law following the introduction of the Planning and Compulsory Purchase Act 2004.

2.4.34 The scheme supports the LDF process by improving the opportunities for travel and accessibility of LDF allocated sites.



REGIONAL

THE SOUTH EAST PLAN – REGIONAL SPATIAL STRATEGY FOR THE SOUTH EAST

2.4.35 The recently adopted South East Plan (SEP) covers a policy framework to 2026 and provides the context of Regional Spatial Strategy for the South East, within which Local Development Documents and Local Transport Plans sit, as well as other regional and sub-regional strategies.

2.4.36 The Plan sets out to deliver the following vision for the South East:

“A socially and economically strong, healthy and just South East that respects the limits of the global environment. Achieving this will require the active involvement of all individuals to deliver a society where everyone, including the most deprived, benefits from and contributes to a better quality of life. At the same time the impact of current high levels of resource use will be reduced and the quality of the environment will be maintained and enhanced”.

2.4.37 This vision is supported by a core set of 16 objectives which underpin and guide the plan. The essence of these objectives is summarised below:

- A clear vision supported with targets, that reflect quality of life;
- The need to support a reasonable level of economic growth, with consequent labour and infrastructure supply
- The need to improve key transport links and improve access, especially for disadvantaged groups
- The need to protect and improve the regions natural environment and promote a sustainable balance between economic prosperity; environmental quality, social well being and a high quality of life in the South East;
- The need to develop a strategy that creatively balances support for the regeneration and growth areas in the east with a positive response to the economic and housing pressures in the west of the region.

2.4.38 Within the South East Plan, Dover is identified as a regional hub, whose role within the spatial strategy is identified as an important transport interchange and gateway to the region. Dover port is identified as the largest roll-on/roll-off gateway in Britain and is forecast to grow significantly. The South East Plan highlights Dover as an area for economic growth and regeneration, housing development, and a growth point, where *‘large scale development offers additional opportunities for capturing uplift in land values’*.

Regional Transport Strategy

2.4.39 The Transport Chapter within the South East Plan forms the adopted Regional Transport Strategy (RTS) and sets out the long term regional framework for the development of the transport system in the region and provides the context within which other relevant regional strategies should be developed.

2.4.40 A number of key policies set out within the RTS support the concept of interchange and access development. These include:

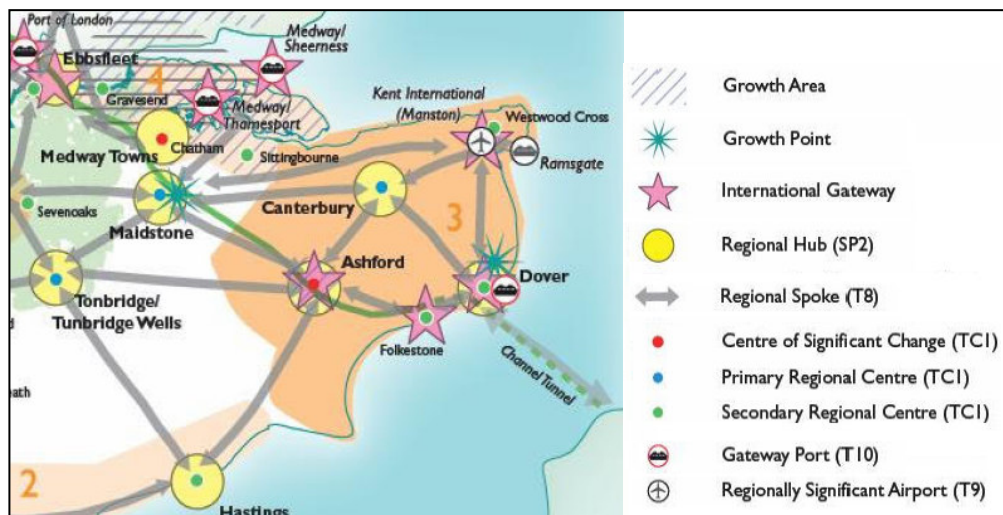


- Policy T1: Manage and Invest
 - Encourage development that is designed to reduce average journey lengths.
 - Achieve a rebalancing of the transport system in favour of non-car modes as a means of access to services and facilities.
- Policy T2: Management Issues
 - Ensuring where possible that the location, design and construction of all new transport infrastructure projects enhances the environment and communities affected.
- Policy T4: Regional Hubs
 - Giving priority to measures that increase the level of accessibility by public transport, walking and cycling;
 - Encouraging the development of concentrations of higher density land uses and or/mixed land uses that require a high level of accessibility as to create 'living centres'.
 - Giving priority to the development of high quality interchange facilities between all modes of transport;
 - Considering the applicability of the transport access and interchange aspects of the hub concept at the local level.
- Policy T9: Public Transport
 - Increasing the opportunities for interchange between the public transport network and all other modes of transport;

2.4.41 Overall, a key policy driver is to rebalance the structure and use of the transport system in favour of more sustainable modes.

2.4.42 Specifically for Kent, the RTS sets out to support economic regeneration of the east of the county and ensures the future development of Dover as an international gateway, through improving the transport infrastructure and local economic improvement. The South East Plan identifies Dover as a Regional Hub, Growth Point and Gateway Port, connected to the south east through multiple regional spokes. Figure 2.7 below illustrates Dover's key attributes in regard to transport and its regional importance for growth.

Figure 2.7 – South East Plan – Regional Hubs and Spokes



East Kent and Ashford Sub-regional Strategy Area

2.4.43 East Kent and Ashford were previously considered as two separate sub-regions in RPG9. However, within the adopted South East Plan these two areas are now brought together as one sub-region in recognition of the advantages to be gained from improving connectivity, and the potential to share the benefits of major growth at Ashford across the wider area. The sub-region now comprises the districts of Canterbury, Thanet, Dover, Shepway, and parts of Swale and Ashford. Key Challenges identified in relation to this sub-region are how to:

- promote further growth at Dover
- concentrate development and successfully spread the benefits of Ashford's growth across the wider sub-region
- ensure that each area makes a positive and distinctive contribution to the future success of the sub-region
- deliver a sufficient supply of housing to meet the needs of the future population and support its economic regeneration and growth
- maximise the benefits of international and domestic links provided by Channel Tunnel Rail Link (CTRL)
- protect and enhance the environment, heritage and quality of life across the sub-region.

2.4.44 To overcome these challenges the following policies have been put in place in relation to Dover:

2.4.45 Policy EKA1 reflects the core strategy of the South East Plan in relation to Dover, specifically as a growth point, stating that Dover should, '*develop its international gateway roles and diversify and enlarge its research and manufacturing base*'.

2.4.46 Policy EKA 3 identifies that between 2006 – 2026 Dover will need to deliver 10,100 homes, equating to an annual average of 505 homes.



2.4.47 Policy EKA4 relates to urban renaissance of coastal town and identifies that local authorities and development agencies will work together to encourage new economic impetus throughout the coastal towns including:

- Concentrations of employment in small businesses, education, culture and other services are encouraged, notably in central Folkestone, Margate and Dover.
- The Port of Dover and Eurotunnel have potential to generate freight handling and tourism.

2.4.48 Policy EKA5 identifies that the growth of gateways will be supported as catalysts for economic development, including that associated with freight handling and tourism, and to encourage a choice of transport modes and adequate capacity on the cross channel routes. As a specified gateway port, the Port of Dover will be supported to enable appropriate growth of freight and passenger traffic.

2.4.49 Policy EKA6 identifies that local development documents should give priority to completion of major employment sites at locations including Dover, and that new employment locations will be provided at Dover, if required to keep employment and housing growth in balance.

2.4.50 As a specified Growth Point, this sub-regional strategy highlights Dover as having major sites and areas in need of regeneration and states that the local development framework needs to deliver high quality regeneration and acceptable development on greenfield land. In addition, the scale of growth within Dover is stated as needing to be supported by employment opportunities, infrastructure and services and managed within the constraints that apply to Dover.

2.4.51 Within the Dover District, the urban area of Dover has been selected for concentrating growth. However, the capacity of the urban area is recognised as not being able to accommodate all growth within existing built-up areas and the strategy therefore recognises a need for a substantial urban extension. The identified area of search for development is recognized as lying outside the Area of Outstanding Natural Beauty and is set back from the immediate coast, in order to regenerate the urban area and to revitalise the economy.

Summary

2.4.52 The Dover Priory Station Access Improvements supports the objectives set out within the South East Plan by promoting environmentally sustainable access to Dover's town centre and in doing so will help accommodate demands for travel to and from Dover whilst actively reducing the associated carbon emissions and traffic congestion. The scheme will encourage modal shift and achievement of continued economic growth within the growth point of Dover, through supporting transport links to a key economic centre within a strategic national corridor and in close proximity to Dover's international gateway port and channel tunnel links.



LOCAL

KENT LOCAL TRANSPORT PLAN (2006-2011)

2.4.53 The vision of the Kent LTP is “to provide good and safe accessibility to jobs and services for all sections of the community in Kent, and to improve the environment and health of the community by reducing congestion and pollution, widening the choice of transport available and by developing public transport, cycling and walking”. Some of the objectives that have been set are as follows:

- Accessibility – to support independence and reduce social exclusion by improving transport links to key destinations and bringing services closer to communities;
- Demand Management – to reduce the demand for transport both within and through Kent;
- Integration – to encourage integration to maximise the use of sustainable transport modes and thus widen travel choice options


2.4.54 In addition to the strategies set out above, the Transport Plan sets out the targets in relation to improvement of transport and accessibility in Dover and the wider Kent area. Some of them are outlined below:

- To increase the number of households in Ashford, Dover and Tonbridge that can access their local town centre in 45 minutes by public transport by 15% during the plan period
- To increase countywide bus patronage by 2% per annum throughout the period of the LTP (2006/07 to 2010/11).
- To limit traffic growth in Kent's road to less than 2% per annum throughout the period of the LTP (2006/07 to 2010/11)
- To increase the average number of daily cycle trips by 38% between 2003/04 and 2010/11. (Representing a 100% increase between 2000/01 and 2010/11)

2.4.55 The Kent Local Transport Plan also details the importance that passenger rail services can have in solving problems as accessibility, pollution and congestion in Kent. During the period of the LTP Kent County Council will continue to lobby the rail industry and Government for investment to address a number of key priorities for improving the passenger rail network:

- More direct, faster rail services
- Modern rolling stock
- Accessibility, safety and passenger facilities
- Promoting patronage growth
- Increasing the modal share of passenger rail in growth areas

2.4.56 Policy DM6 states that Kent County Council will work with partners to improve rail services as they believe better rail services are important to increase levels of accessibility and encourage modal shift to reduce congestion.



2.4.57 The development of the scheme will support these objectives and targets by providing greater visibility and opportunity for using public transport to reach Dover town centre and its public services and facilities.

KENT LOCAL AREA AGREEMENT (LAA)

2.4.58 The Local Area Agreement (LAA) forms part of the Government's policy to devolve more decision-making to local level, and to strengthen the community role of councils. The aim of LAAs is to simplify some central funding, help join public services more effectively and allow greater flexibility for local solutions to local circumstances.

2.4.59 [The Kent Partnership](#) (the county-wide local strategic partnership for Kent) has developed the priorities and targets within the Local Area Agreement, and is negotiating these with the Government Office for the South East (GOSE).

2.4.60 There are eight themes in the Kent Agreement:

- Economic Success – Opportunities For All
- Learning For Everyone
- Improved Health, Care & Well-being
- Environmental Excellence
- Stronger & Safer Communities
- Enjoying Life
- Keeping Kent Moving
- High-Quality Homes


2.4.61 These are based on the themes outlined in Kent's Sustainable Community Strategy – [Vision for Kent](#).

2.4.62 The LAA highlights the importance that the introduction that the Channel Tunnel Rail Link will have in changing perceptions of the County, especially in economic terms. In the short term priorities the need to improve the quality and reliability of rail services and try and shift freight from road to rail.

KENT'S SUSTAINABLE COMMUNITY STRATEGY – VISION FOR KENT

2.4.63 The "[Vision for Kent](#)" is the county wide community strategy which is about the social, economic and environmental wellbeing of Kent's communities over the next 20 years. In relation to economy, the Strategy identifies that Kent currently has low employment growth, low household income and high deprivation compared to the rest of the south east. The strategy therefore looks to:

- Utilise Dover's unique proximity to London and continental Europe;
- Identify how to respond to economic change and globalisation;
- Identify how to persuade new businesses to invest in Kent and develop home-grown enterprise;
- Identify how to raise Kent's economic performance in line with the rest of the south east without further degrading its environment; and

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-
- And how to deal with trade in the rest of Europe and beyond and make the most of opportunities for Kent's residents.

2.4.64 Therefore the Economic Vision for Kent is stated as:

“A Kent where a vibrant and successful economy and targeted regeneration are delivered and sustained by innovative and creative businesses, self-reliant and skilled people and supportive and responsive organisations in private, public and community sectors”

2.4.65 In relation to Transport, the Strategy recognises that Kent is a county of high car ownership (1.3 million residents, 78% of whom live in households with access to a car) and has no one major centre of urban density, leading to population distribution and relatively high car dependence. This presents real challenges for the County, including congested interurban routes, air quality and congestion problems within its towns.

2.4.66 The Transport Vision for Kent is therefore stated as:

“To provide good accessibility to jobs and services for all sections of the community in Kent and to improve the environment by reducing congestion and pollution, widening the choice of transport available, developing public transport, walking and cycling”

2.4.67 The scheme supports both these visions by encouraging public transport modal shift and accessibility to a key economic growth area of Dover. The scheme provides a strong synergy between these different goals and is vital to the sustainable growth of Dover town centre and in particular the regeneration and growth areas of: Mid Town, St. James and Wellington Dock.

THE DOVER PRIDE STRATEGY

2.4.68 The Dover Pride Strategy has been developed in partnership between Dover District Council, Kent County Council, SEEDA and other local stakeholders. The strategy sets out a programme of action to deliver wide ranging regeneration across the town, driven by a vision for Dover to become one of the most prosperous towns on the South Coast by 2035.

2.4.69 Objectives of the strategy include upgrading transport links and enhancing accessibility across Dover; generating and attracting new business activities; and raising the town's profile as a visitor destination.

2.4.70 Contained within the strategy are a series of 'key projects' which are to form the focus of efforts to regenerate the town. Included within these key projects are improvements to the town's sustainable movement network, such as public realm enhancements at Station Approach. Other projects include the phased expansion of White Cliffs Business Park, with the potential to create 1,800 jobs, and the proposed development of Connaught Barracks to provide a minimum of 500 new homes built to high environmental and sustainability standards.

2.4.71 The White Cliffs Public Transport Interchange scheme will support The Dover Pride Strategy's vision for the town by providing enhanced public transport, walking and cycling opportunities for residents, and helping to facilitate sustainable access to employment, education and leisure facilities.



DOVER DISTRICT LOCAL DEVELOPMENT FRAMEWORK – CORE STRATEGY: SUBMISSION DOCUMENT (JANUARY 2009)

2.4.72 The Dover District Council Core Strategy is at an advanced stage of preparation and is due to be submitted to the Planning Inspectorate at the end of June.

2.4.73 The Core Strategy is key document in the district's LDF and contains an overall vision for the future development priorities of the district, including a framework for implementation and monitoring progress. The document takes into account national policy and guidance, and the Kent and Medway Structure Plan 2006 – 2021. In development and transport terms, the core strategy makes reference to the following transport objectives:

- Nearly 70% of housing provision (9100 homes) to be provided in the Dover area, and 62% of that effective integration of land use and transportation policies to reduce the need to travel
- Make the best use of existing infrastructure and develop new infrastructure where necessary
- To encourage use of more sustainable transport modes such as walking, cycling and public transport; reduce energy consumption and pollution, and preserve and enhance the natural and built environment
- To exploit the potential of the high speed rail service from 2009.
- Improve the ease of travel and encourage walking, cycling and the use of public transport. The aim is to increase rail travel by 2% by 2026.

DOVER TRANSPORT STRATEGY

2.4.74 Dover District Council and Partners are promoting an ambitious regeneration agenda for the town which is not currently fulfilling its potential. The emerging Local Development Framework is based on achieving a higher rate of growth than over the previous three decades to tackle social and economic problems in the area. Transport infrastructure and services are seen as key requirements within a strategy aimed at making Dover an attractive and prosperous town.

2.4.75 Currently only 2.7% of residents in Dover commute by train, which is much lower than Kent's average of 8.5%. The transport strategy aims to improve integration and accessibility to Dover Priory rail station, especially toward the port and the town centre.

2.4.76 The Dover Transport Strategy provides a comprehensive transport and land use study to test growth options and define a long term deliverable transport strategy for the town. Key points of this strategy relative to the WCPTI include:

- PT1: Improved Bus Interchange on Pencester Road; and
- PT2: Improve Access to Dover Priory Station by Bus.

2.4.77 These schemes represent improvements to first tier interchange locations. In relation to these improvements the scheme will provide a second tier of interchange and further unlock housing and business growth in Dover.



2.4.78 The Strategy documentation and process is shown below and the separate documents can be found on the website below under the head of Transport – Dover Transport Study:

http://www.doverdc.co.uk/forward_planning/evidence_base/studies.aspx



2.5 SCHEME OBJECTIVES

2.5.1 The overarching scheme objectives are threefold:

- i. To improve and enhance access to the station by increasing the capacity, ease of use and attractiveness of travel by a variety of transport modes.
- ii. Support the regeneration of the area around Dover Priory Station which has been neglected in recent years.
- iii. Support and enable better links to the station from areas earmarked for development to deliver the areas housing allocation.

2.5.2 Key mechanisms for delivery of these objectives are the delivery of convenient, Safe and attractive routes and means of accessing the station. These will need to focus on key destinations and origins within Dover and the surroundings area. These key routes include:

- the route from the Station to Dover town centre. Here the primary attractors and producers are the Mid Town Development area, the pedestrian precinct with shops and services, business' and public services. This area includes: the police station, Library, Cinema, Market, Post office and Bus Station.
- the route to the residential area to the west of the station.
- the route to the waterfront and port.
- access to the development areas outside of Dover central area.

2.5.3 The provision of a public transport, cycling and walking improvements at Dover Priory Station will help make progress against a variety of local, regional and national objectives for transport. The following table provides a summary of more specific objectives for the scheme based on the government core objectives for transport schemes.



Table 2.1: Dover Priory Station Improvements – Scheme Objectives

Environment
<ul style="list-style-type: none">■ Maximise the potential for sustainable journeys between planned housing, employment, leisure and educational facilities across Dover.■ Enhance the overall journey ambiance for public transport users, cyclists and pedestrians and their interchange between transport modes.
Safety
<ul style="list-style-type: none">■ Ensure the security of all users at the station.■ Ensure the improvements are designed in respect of the highest standards of safety for both users and non-users.
Economy
<ul style="list-style-type: none">■ Support the development of a strong and prosperous local and regional economy, whilst minimising the impact of transport on the built and natural environment.
Accessibility
<ul style="list-style-type: none">■ Facilitate the delivery of sustainable communities, through improved sustainable transport linkages between planned housing, employment, leisure and educational facilities across Dover.■ Enhance the self-containment of travel patterns within Dover town, by improving the transport linkages between planned housing, employment areas and the town centre.
Integration
<ul style="list-style-type: none">■ Integrate different land-uses across Dover in a manner which supports economic regeneration, business competitiveness and environmental policy objectives.■ Fully integrate planned public transport services, walking and cycling routes.

2.6 INTEGRATION - SCHEME-DEPENDANT HOUSING

2.6.1 One of the key objectives of CIF funded schemes is to facilitate the delivery of new homes. The new CIF2 guidance requires details to be given in relation to the numbers and types of additional housing unlocked as a result of each transport scheme.

2.6.2 The proforma for this information, as stated within Appendix B of the guidance, is set out below and identifies the additional housing which is fully dependant on this scheme. A full methodology for how these figures are calculated is explained below:

Table 2.2 – Scheme-Dependant Housing

Additional housing that is fully dependent on the scheme	840			
Previously Developed land (PDL)	Total	Derelict	Currently in use	Vacant
Hectares developed	8		8	
Non-PDL 1	Total	Urban extension	Infill	New Settlement
Hectares developed	32	32		
Dwelling Size	3+ bedrooms	2 bedrooms	1 bedroom	
Number of Dwellings	336	294	210	
Number of "affordable" dwellings	101	88	63	
Value of other subsidies supporting developments (£m)	0			

METHODOLOGY

2.6.3 The Dover Transport Strategy identifies that an investment of £55 million will be required to deliver the complete LDF allocation within Dover District, to a maximum of 14,000 homes. The CIF funding required to deliver this scheme is £3.3 million, which represents 6% of the total funding requirement. 6% of the total LDF allocation of 14,000 homes equates to the delivery of 840 homes in relation to this scheme. Therefore, the additional housing fully dependant on this scheme is calculated as 840 homes.

2.6.4 From a development control approach, it would be extremely difficult to attach the benefits of the improved access and car parking at Dover Priory Station to any one development schedule, hence the approach taken.

2.6.5 In order to identify the likely development size for these 840 homes; the proportion of these homes on previous developed and non-previous developed land, and to identify the housing type split, Dover District's Core Strategy was interrogated for details of the key strategic housing development locations. The details of these key



development sites were then combined and a ratio identified in terms of development land size per house, and average proportion of land type.

2.6.6 This resulted in the 840 homes averaging an estimated development size of 40 hectares, split 20/80 between previous developed land (currently in use) and non-previously developed land (urban extension).

2.6.7 Identification of dwelling size ratios was taken from information supplied within the Core Strategy in relation to the largest strategic location of Whitfield. This development site accounts for over 50% of the housing allocation for Dover and it was therefore assumed that its housing type split would be representative for the dependant 840 homes, relative to this scheme.

2.6.8 The number of 'affordable' dwellings has been calculated as 30% of total dwelling, in keeping with the Dover District's Core Strategy recommended allocation

3 Scheme Delivery Plan

3.1 PROGRAMME FOR DELIVERY

3.1.1 The Programme to achieve this date is set out below:

Table 3.1 Programme for Delivery

Outputs and Milestones	Date – Cycle & Pedestrian Improvements	Date – Public Realm Improvements	Date - Car Parking Improvements
DfT Submission of CIF2 bid	May 2009	May 2009	May 2009
DfT Approval	July 2009	July 2009	July 2009
Secure Design Consultancy Support	August 2009	August 2009	August 2009
Outline Design	August 2009 – September 2009	August 2009 – September 2009	August 2009 – September 2009
Stakeholder Consultation	September 2009 – November 2009	September 2009 – November 2009	September 2009 – November 2009
Detailed Design	November 2009 – December 2009	November 2009 – January 2010	November 2009 – January 2010
Preparation of Contract documents	January 2010	February 2010	February 2010
Contract out to tender and tender validation	February 2010 – March 2010	March 2010 – April 2010	March 2010 – April 2010
Contractor appointment and mobilisation	July 2010	July 2010	July 2010
Scheme Completion	March 2011	April 2011	April 2011

3.1.2 A detailed plan of key delivery and funding milestones, post contractor appointment and mobilisation, will be made available to the DfT following the appointment of a contractor. However, in anticipation, the identification of scheme milestones will be mainly dependant on the Contractors activity schedule and programme developed for the works. Such scheme milestone may be based on the main elements of the works including:

Car parking:

- Advanced works/enabling works – site clearance, boundary plans, construct site access and compound
- Construction of car park foundations, earthworks and retaining walls where required.
- Construction of car park frame and floors

Building:

- Construction of non structural walls and first fix of drainage, services, electrics, plumbing, fixtures and fittings.
- 2nd fix, and finishes.

Cycle and Public realm:

- Completion of Folkestone Road works
- Completion of Public Realm works

3.2 SCHEME EXPENDITURE PROFILE

3.2.1 The total project cost for the cycle, pedestrian and public realm work is estimated at **£700,000**.

3.2.2 The total project cost for the provision of additional car parking is estimated at **£2,600,000**.

3.2.3 This is inclusive of design and consultation fees and project construction contingency funds. These prices are quoted at current year prices, but excluding optimism bias. The preferred payment profile is detailed in Table 3.2 and 3.3.

Table 3.2 – Planned Scheme Expenditure Profile - Car Parking Improvements ('000s)

£000s	Total	2009		2010				2011
	Rounded	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1
CIF 2	£2,600	£150	£300	£6	£20	£800	£640	£600

Table 3.3 – Planned Scheme Expenditure Profile – Cycling, Pedestrian and Public Realm Improvements ('000s)

£000s	Total	2009		2010				2011
	Rounded	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1
CIF 2	£700	£40	£60	£3	£10	£250	£175	£160

3.2.4 The total spend on all three Phases of the project is summarised below.

Table 3.4 Total Spend On All Phases

Phase	Funding from CIF	Funding from Other Sources
Phase 1	N/A	£600k from KCC and South Eastern
Phase 2	£0.7m	£1.8m from KCC, Dover DC, Network Rail and other third parties
Phase 3	£2.6m	N/A
Total	£3.3m	£2.4m



4 Consultation and Risk Management

4.1 STAKEHOLDER CONSULTATION

STRATEGY CONSULTATION

4.1.1 Public Consultation in relation to Dover's Transport Strategy (and resulting in the conception of the Dover Priory Access Improvements scheme) was undertaken in February 2007. Representatives from 65 organisations, representing business and community interests within the Dover area were invited. In total, 35 stakeholders and members of the steering group attended the event.

4.1.2 The aims of the workshop were to gain an understanding of the transport problems and issues in Dover from those with first hand experience of living and/or working in Dover, and for local stakeholders to propose and discuss potential solutions to the transport problems, to help inform the development of the Dover Transport Study and subsequent transport schemes (including the Dover Priory Access Improvements scheme).

4.1.3 This stakeholder workshop highlighted a number of key 'themes' for the Dover Transport Study, which the Dover Priory Access Improvements scheme now aims to assist in addressing:

Improving access to key local facilities

4.1.4 There was a strong perception that important facilities such as shops and leisure facilities are difficult to get to. These difficulties are particularly relevant for people who do not travel by car.

4.1.5 Consultees highlighted that pedestrians, cyclists and users of public transport incur significant barriers to travel. Improvements to pedestrian routes and crossings, improved coverage of the local bus network and better quality environments at public transport interchanges were priorities for consultees.

4.1.6 Dover Priory Access Improvements scheme addresses this theme by providing high quality pedestrian, cycling and public transport improvements within a key area of Dover, enabling public transport accessibility to employment, leisure opportunities and services.

Managing the need to travel

4.1.7 A number of participants at the workshop stressed the need to try and reduce the volume of car and HGV traffic within Dover. Consultees were particularly concerned about the rising number of HGVs accessing the port.

4.1.8 The need to manage port traffic (in terms of routes, parking, signage and times of arrival/departure) was a high priority. In parallel, encouraging people to use alternatives to the car was also a key consideration for consultees. In particular, participants recognised the need to make bus journeys quicker by creating bus lanes, give pedestrians and cyclists more priority on Dover's roads and consider reducing town centre parking in favour of Park and Ride. It was also thought that major employers and schools could play their part by encouraging staff and students to walk, cycle and use public transport.

4.1.9 Dover Priory Access Improvements scheme addresses this theme by creating pedestrian and cycle routes and enhanced access to the station, which will help attract journeys away from private cars and onto public transport, thus assisting in reducing congestion at peak times.



Major growth and investment in Dover

4.1.10 Workshop participants recognised the numerous development pressures on Dover. It was felt that if significant development occurs, strategic changes to Dover's transport network would be required. Consultees put forward a number of potential ideas including changes to HGV routing via the A2, M2, as well as the A20 and M20, introducing a major new public transport service, and creating a more accessible town centre and seafront by downgrading Town Wall Street to give pedestrians and buses more space.

4.1.11 Dover Priory Access Improvements scheme addresses this theme by supporting the provision of current bus services and new pedestrian and cycle routes to the town centre and residential areas to the west of the station.

SCHEME SPECIFIC CONSULTATION

4.1.12 As part of the preparation of this bid key stakeholders were consulted with regard to their aspirations for the area. For the rail station improvements scheme, a major public consultation exercise was undertaken which included meetings with key transport stakeholders, landowners within the station vicinity as well as prospective development consortia. These key stakeholders included:

- Dover District Council
- Kent County Council
- Network Rail
- South Eastern Trains
- Jacobs Babbie (Dover Pride scheme designers)
- Stagecoach
- Kier / Solum partnership


4.1.13 Continued stakeholder consultation, in specific relation to the Dover Priory Access Improvements scheme, will be undertaken following secured outline design of the transport interchange, and is anticipated to commence in autumn 2009. Within this consultation, statutory consultees, members of the public and other stakeholders will be invited to a public exhibition and workshop to comment on the proposals. Comments received will be recorded and taken into consideration during development of the scheme.

4.1.14 Dover District Council and Kent County Council will continue to engage local stakeholders during construction of the improvement works.

4.2 RISK MANAGEMENT

4.2.1 The CIF guidance identifies five areas where analysis of project risks and assurance is required of the promoters:

- Assumptions used and any constraints
- Assessment of risks associated with project
- Risk ownership

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-
- Arrangements for evaluating the scheme to ensure that the expected benefits do materialise. (This is expected to include parking surveys and mode share interview surveys)
 - Stakeholder analysis – particularly where objections to the scheme may arise.

4.2.2 In the development of this scheme a detailed risk register, covering both generic and scheme-specific risks has been developed and is included in Appendix D. Following completion of the Risk Register, a Quantified Risk Appraisal (QRA) has been completed; this is included in Appendix D.

4.2.3 Further development of the risk management strategy includes the assignment of risk ownerships. These are indicated in the register. It is envisaged that a number of these risk items will transfer to other parties such as the contractor in the future.

4.2.4 The Dover Priory Station Improvements scheme is likely to require planning permission. The most likely response to failure to secure powers would be as follows:

- Engage with the necessary authorities prior to the application (both of which are parties to this Bid)
- Manage the risks prior to the application to take on board any potential impacts that may cause powers to be refused
- As necessary amend the application to take on board reasons for refusal
- Consult with appropriate parties
- Reapply for the necessary consents

4.2.5 This process will be managed by the Dover Steering Group and the Delivery Vehicle as set out in the previous section.

4.2.6 A programme will be put in place to evaluate the scheme to ensure that the expected benefits do materialise. This monitoring scheme will include evaluation against both transport and non transport related indicators. The transport indicators include LTP3 performance indicators; levels of bus and rail patronage; levels of pedestrian and cycle use within the vicinity of the station; numbers of accidents. The evaluation programme will also include assessment against non transport indicators to confirm the schemes contribution towards regeneration objectives. These indicators would include levels of economic activity within the town which might be measured through levels of footfall.

4.2.7 As part of the wider evaluation process, subsequent consultation will take place to ensure the needs of stakeholders continue to be met.

5 Scheme Promoters and Governance

5.1 PROJECT GOVERNANCE/RESOURCING PLAN

5.1.1 As discussed in detail within the preliminary chapters of this CIF submission, the Dover Priory Rail Station improvement scheme forms part of a much wider package of integrated transport schemes (The Dover Transport Strategy), required to deliver planned housing and employment growth within Dover to 2026. A package of seven measures (Dover – The Future Connections) was submitted at the CIF Expression of Interest stage, through which three schemes were successful:

- Dover Priory Station Access Improvements (this scheme);
- White Cliff Public Transport Interchange and
- Dover Town Centre Junction Improvements

5.1.2 The work will be let on a competitive basis using the New Engineering Contract ECC Option B priced contract with bill of quantities. It is anticipated that in July 2010 work will start on site and the contract period will be 9 months.

5.1.3 Project management and governance will in general be by Kent CC. Supervision, quantity surveying and other construction management support will be provided by Kent County Council in partnership with Dover District Council.

PROJECT PARTNERS

5.1.4 A project board will be established to oversee **all the CIF schemes**. It will be led by the Head of Transport and Highways at Kent County Council (the Senior Responsible Officer) and will include relevant officers at the County and District Council, members from a range of Government Agencies (HA and English Partnership, SEEDA), land owners and the Dover Harbour Board. The role of the project board will be to oversee the delivery of the project, to monitor costs and risks and to ensure that it meets the objectives of the delivery partners. A breakdown of partners is shown below in Table 5.1:

Table 5.1 Strategic Direction

Strategic Direction
Dover District Council
Kent County Council
Dover Pride
Highways Agency
SEEDA
Developers
Landowners
Dover Harbour Board

5.1.5 Letters of support have been provided from each of these stakeholders which are included in Appendix A.

5.1.6 A project manager from Kent CC will be appointed and it will be their job to report progress, issues, risks and the financial position to the project board on a monthly basis.



5.2 PROMOTER INFORMATION

5.2.1 Kent County Council, in partnership with the Dover District Council will design and invite tenders for the works and services. The contract for the works will be with Kent County Council.

5.2.2 The full list of partners with their roles, responsibilities and relationships is as follows:

- Promoter: Kent County Council – Transport & Highways Division (KCC). KCC is the Client for the scheme and will be responsible for all stages of delivery before, during and after construction.
- Designer: Kent County Council. KCC will procure consultant services for outline and detailed design, contract preparation, construction supervision and ongoing maintenance.
- Planning Authority: Dover District Council (DDC) is the local planning authority for the Dover Priory station. DDC is the plan-making authority and has the development control powers for the local area. It will support the work through the Dover Steering Group.
- South Eastern as operator of the Car Park facilities.
- Network Rail as land owner and eventual Car Park facility owner.
- Local Bus Company: Stagecoach is the dominant bus provider in the local area, and will be consulted with in relation to the re-routing of bus services and the potential of additional bus services to the station, through the QBP.

5.2.3 There is no further funding to be contributed by promoters, partners and other bodies or organisations, before, during or after construction.

5.2.4 There are no interests in major assets to be acquired or enhanced.

5.2.5 Table 5.2 identifies these key partners charged with technical scrutiny of the project delivery:

Table 5.2 Technical Scrutiny

Technical Scrutiny
Kent County Council
Dover District Council
Developers Consultants
Network Rail (Design Approval)
↓
Technical Approval

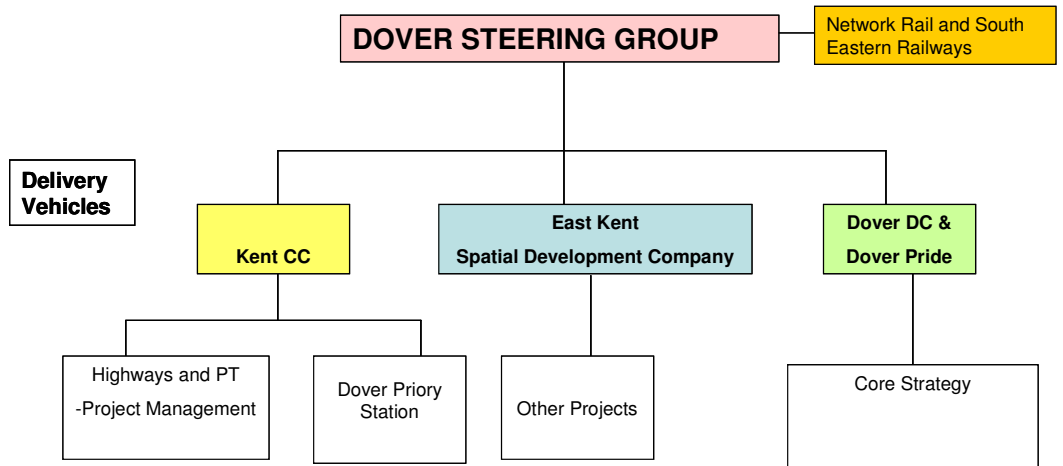


PROJECT RESOURCE STRUCTURE

5.2.6 Figure 1.1 shows the delivery structure for the Dover Transport Strategy. This structure already exists and functions well with respect to the Transport Strategy. Therefore, as the schemes have arisen from the Transport Strategy, it will be the most effective manner to ensure that they are delivered on time and to the agreed budget.

5.2.7 The Dover Steering Group which comprises the key delivery agencies including Kent County Council, Dover District Council, the Homes and Communities Agency, the Highways Agency, SEEDA, Dover Pride, the developers, landowners and the Dover Harbour Board.

Fig 5.1 – Delivery Vehicle Structure



6 NATA Appraisal

6.1 APPROACH TO APPRAISAL

6.1.1 This appraisal is for the delivery of access improvements at Dover Priory Station as part of the phased improvement of Dover Priory Station.

6.1.2 As part of the bid submission requirements for Community Infrastructure Funding, a robust appraisal of the scheme must be undertaken against a range of Government appraisal criteria. This section of the submission provides an appraisal of the scheme against the Government's five key transport objectives, as defined in the New Approach to Appraisal (NATA).

Table 6.1 – Government's Five Key Transport Objectives

Environment	To protect the built and natural environment.
Safety	To improve safety.
Economy	To support sustainable economic activity and get good value for money.
Accessibility	To ensure that all decisions are taken in the context of the Government's integrated transport policy and other relevant policies.
Integration	To improve access to facilities for those without a car and reduce severance.

6.1.3 In order to follow established best practice, this submission has undertaken an appraisal of the scheme against the Government's key transport objectives that follows guidance contained within DfT's web-based Transport Analysis Guidance (WebTAG).

6.1.4 An Appraisal Summary Table (AST) is included at the end of this section which summarises the main benefits and impacts of the scheme proposal against the key transport objective. The AST presents a one page tabular summary that, when combined with the remaining elements of the appraisal, provides a robust and transparent means of determining the overall Value for Money (VfM) associated with the scheme proposal.

6.2 ENVIRONMENT OBJECTIVE

6.2.1 The Government's environmental objective for transport aims to protect the built and natural environment. This includes reducing the direct and indirect impacts of transport facilities and their use on the environment for both users and non-users.

6.2.2 This objective comprises of a number of environmental sub-objectives, which are presented in Table 6.2. An appraisal of the scheme against each of these sub-objectives has been undertaken to derive the Value for Money assessment of the scheme's impact on the environment. For each sub-objective assessed as part of the overall environmental objective, the methodology used is consistent with Government appraisal guidance outlined in WebTAG.

Table 6.2 Environment Sub-Objectives for Appraisal

Environmental Sub-Objectives
To reduce Noise
To improve Local Air Quality
To reduce Greenhouse Gases
To protect and enhance the Landscape
To protect and enhance the Townscape
To protect the Heritage of Historic Resources
To support Biodiversity
To protect the Water Environment
To encourage Physical Fitness
To improve Journey Ambience

NOISE AND AIR QUALITY

6.2.3 The scheme is not anticipated to have any direct impact, positively or negatively, upon noise levels. Whilst some noise-sensitive receivers, including commercial, leisure and education uses (both existing and planned) will be located within 600m of the scheme, the dominant ambient noise is from the railway; however, this is already mitigated due to the presence of tunnels at either ends of the station.

6.2.4 According to WebTag Guidance Unit 3.3.2 changes in traffic of less than 10% are seen to have an insignificant effect on air quality and on noise. The scheme predicts a increase in car parking at the station of approximately 100 spaces. The predicted model flows for Folkestone Road for the future scenario in 2026 are 1293 in the AM peak. If all these trips were made within the peak hour this would represent an increase of 7.7 percent. Therefore, from this information we can show that the introduction and operation of the scheme would not produce any adverse noise levels in the surrounding area.

6.2.5 There are no Air Quality Management Areas (AQMAS) currently present within the vicinity of the scheme. The scheme is not anticipated to have any demonstrable impact, positively or negatively, on local air quality. However, in supporting the use of public transport, cycling and journey's on foot, small-scale reductions in motor vehicle emissions could be achieved. This is attributable to the reduction in car-based vehicle trips to and from the nearby commercial, leisure and education uses that would otherwise be generated.

6.2.6 Therefore, in line with WebTAG impact scoring guidelines, the overall assessment score for this scheme is **neutral**.



GREENHOUSE GASES

6.2.7 As stated in the WebTAG guidance, contained within Unit 3.3.5, the UK is committed to helping tackle climate change. It has a legally binding target, agreed at Kyoto, to cut the emissions of greenhouse gases. Carbon Dioxide (CO₂) is considered to be the most important greenhouse gas and is, therefore, used as the key indicator for the purposes of assessing the impacts of transport options on climate change.

6.2.8 Providing access to rail services via parking will encourage those that would normally use a car for longer journeys to drive a shorter distance to the rail station and use the train for the majority of their journey. This will produce a carbon saving. In essence the car is used only as a mean to access the rail service as part of a multi-modal journey rather than as the only mode for a journey. Encouraging this form of travel will create a good carbon saving in a wider area.

6.2.9 An assessment has been undertaken to quantify the potential carbon saving. It has been assumed that of the 90 additional parking spaces proposed at Dover Priory station, 75% will be used by people who had previously driven to London. The monetised value of the carbon saving over 60 years has been calculated to be **£449,000**.

6.2.10 Therefore, in line with WebTAG impact scoring guideline, the overall assessment score for this scheme is **moderately beneficial**.

TOWNSCAPE

6.2.11 The delivery of the scheme will directly support a reduction in the dominance of vehicle traffic in the vicinity of the station facilities by increasing the attractiveness of public transport as an alternative means of travel. Furthermore, the addition of facilities to support pedestrian and cycle journeys to and from the station forecourt will further enhance the overall environment in favour of non-vehicle traffic – contributing to a positive benefit for users.


6.2.12 The improvements to the public realm on land released by the proposed junction scheme at the conclusion of Folkestone Road will be of high quality and considerably improve the streetscape within this area. The design focuses on the need to allow free flowing movement of pedestrians and cycles in addition to creating a better sense of place.

6.2.13 The overall assessment score for this scheme is **moderately beneficial**.

PHYSICAL FITNESS

6.2.14 WebTAG Unit 3.3.12 focuses on the relationship between transport, the environment, and health. In particular this relates an appraisal of how the proposed scheme can bring about changes in opportunities for increased physical activity through walking and cycling.

6.2.15 The forecourt and public realm improvements scheme design will incorporate the inclusion of facilities that will directly support improvements in physical fitness through opportunities for walking and cycling. This will include the provision of bicycle stands to allow users of the public transport services to have access to safe and convenient storage of bicycles when interchanging with a local rail services.



6.2.16 The scheme design will also accommodate safe and direct pedestrian journeys from the surrounding area through the provision of footways linking the forecourt with the nearby planned residential, commercial, leisure and education uses in the town centre along Folkestone Road.

6.2.17 The addition of access improvements, incorporating multi-modal facilities, will directly support the ease with which users of local bus and rail services are able to access the station as pedestrians or cyclists, both prior to and after their bus or rail journey. This will support a reduction in motorised traffic and the associated externalities, and encourage increased physical activity; as patrons of the local bus services access them as pedestrian or cyclists from, the surrounding area.

6.2.18 The addition of a better cycle and pedestrian route will provide a good incentive for users in the local area to use these modes which have beneficial effects on physical fitness even if they are not accessing the station.

6.2.19 The population within the ward where Dover Priory station is located has an estimated population* in 2009 of 7210 people who could benefit directly from the scheme. The ward to the east of the station, 'Castle' which includes the town centre would also directly benefit and this has an estimated population* of 2065.

6.2.20 The overall assessment score for this scheme is **moderately beneficial**.

JOURNEY AMBIANCE

6.2.21 WebTAG Unit 3.3.13 outlines the methodology for an assessment of the scheme against the journey ambiance environmental sub-objective. The assessment methodology focuses on measures under the control of transport network providers and operators that would improve en route journey quality or journey ambiance.

6.2.22 The measures are an important part of the Government's commitment to:

- Delivering better public transport services, through 'Quality Partnerships' in relation to buses and rail; and
- Improving the management of the trunk and local road networks.

6.2.23 The WebTAG guidance requires an assessment of three specific factors related to journey ambiance, namely 'Traveller Care', 'Traveller's Views' and 'Traveller Stress'.

6.2.24 This assessment of journey ambiance has focuses on four principal travelling groups – drivers, public transport users, pedestrians and cyclists.

6.2.25 For drivers the improved layouts with designated cycle lanes and provision of well design parking will enhance the overall ambience of their journey.

6.2.26 For pedestrians and cyclists, the provision of high quality waiting facilities at the station forecourt with public transport, secure cycle stands and signing would improve the quality and safety of their journeys. The pedestrian and cycle route will provide a safer environment in which these users can travel with less stress.

6.2.27 The assessment has demonstrated that 3130 daily travellers (average daily footfall from Dover Priory station in 2010/2011 based on 2006/2007 figures) would

* Estimated population based on 2001 census from the office of national statistics – percentage increase trend between 2001 to 2007

benefit from these improvements. Therefore, in line with WebTAG impact scoring guideline, the overall assessment score for this scheme is **Moderately Beneficial**.

LANDSCAPE

6.2.28 The car park is tucked away below the level of the surrounding buildings which means it does not change the general look of the landscape in the area of Dover. Therefore, it does not enhance or detract from the surrounding landscape.

6.2.29 Therefore, in line with WebTAG impact scoring guideline, the overall assessment score for this scheme is **neutral**.

NON-APPLICABLE ENVIRONMENTAL SUB-OBJECTIVES

6.2.30 The provision of access improvements as part of the phased improvement of Dover Priory Station is not anticipated to have any demonstrable impact, either positive or negative, on three of the environmental sub-objectives. These are:

HERITAGE OF HISTORIC RESOURCES / BIODIVERSITY / WATER ENVIRONMENT

6.2.31 These sub-objectives are considered 'not applicable' to the scheme proposal and have not been outlined in any detail within this section.

SUMMARY

Table 6.3 – Environment Objective Summary

Indicators	Rating
To reduce Noise	Neutral
To improve Local Air Quality	Neutral
To reduce Greenhouse Gases	Slightly Beneficial
To protect and enhance the Townscape	Moderately Beneficial
To encourage Physical Fitness	Moderately Beneficial
To improve Journey Ambience	Moderately Beneficial
To protect and enhance the Landscape	Neutral

6.3 SAFETY OBJECTIVE

6.3.1 The Government's Safety Objective aims to improve safety. This includes reducing the number of road accidents and to reflect both changes in security and the likely numbers of users affected. Table 6.4 details the Government's Safety sub-objectives which when combined inform the Value for Money assessment of the impact of a scheme on Safety.



6.3.2 An appraisal of the scheme against each of these sub-objectives has been undertaken to derive the Value for Money assessment of the scheme's impact on safety. For each sub-objective assessed as part of the overall safety objective, the methodology used is consistent with Government appraisal guidance outlined in WebTAG.

Table 6.4: Safety Sub-Objectives for Appraisal

Safety Sub-Objectives
To reduce Accidents
To improve Security

ACCIDENTS

6.3.3 WebTAG Unit 3.4.1 contains the guidance relating to the Accidents Sub-Objective, which has been the key point of reference for this appraisal.

6.3.4 The provision of a signed and designated cycle route will provide a substantial benefit to the safety of cyclists, providing dedicated space for cyclist will reduce the risk of accidents involving this user group on Folkestone Road and especially at the junction of Folkestone Road will York Street and Priory Road.

6.3.5 It is assessed that the likelihood of accidents involving cyclists occurring has been reduced by providing separation between cyclists and motorists. Key quantitative indicators for the Accident Sub-Objective are the changes in the numbers of accidents as a consequence of a proposal and the severity of those accidents.

6.3.6 Within the timescales, it has not been possible to use COBA to analyse the accident rates, but a coarser analysis using the same principles has been adopted.

6.3.7 The first stage of the assessment was to identify the current number of accidents that occur in the vicinity of Dover Priory Station on Folkestone Road. During the 5 year period from February 2004 to January 2009 9 Slight Accidents occurred in the vicinity of Dover Priory Station.

6.3.8 Nine slight accidents over 5 years equates to 1.8 slight accidents per year. It is difficult to say that all these accidents would not have happened if the proposed improvements on Folkestone Road were in place. To ensure a robust analysis this figure has been factored down by 50%.

6.3.9 Using this factor it is estimated that 0.9 slight accidents will be saved each year.

6.3.10 The benefit of saving one Slight accident is derived from the DfT's Web Tag Guidance Unit 3.4.1 The figures quoted in Annex A are used to find that the cost of 1 slight accident (in an urban area) is £12,851 (in June 2002 prices).

6.3.11 Using this figure it is estimated that benefit from accident savings associated with the Folkestone Road Improvements is **£250,504** discounted over 60 years (at 2002 prices).



SECURITY

6.3.12 The aim of the Security Sub-Objective is to reflect both changes in security and the likely numbers of users affected. WebTAG Unit 3.4.2 provides security indicators for road users, public transport passengers and freight. These are:

- .;Site perimeters, entrances and exits
- Formal surveillance;
- Informal surveillance;
- Landscaping;
- Lighting and Visibility; and
- Emergency call.

6.3.13 The guidance requires that a comparison be made of the security situation with and without the scheme for each mode. This has been carried out on this scheme for four modes namely:

- Walkers and Cyclists;
- Road Users; and
- Public Transport Users;

6.3.14 The improved car parking would include the addition of CCTV coverage. This would directly increase the level of formal surveillance

6.3.15 The conclusion of the assessment was that 'road users' would see a no change if the scheme were built, that 'walkers and cyclists' would see a moderately beneficial impact, and 'public transport users' would also experience a moderately beneficial impact in terms of security if the scheme were built.

6.3.16 The plans for the forecourt and public realm show an open, spacious environment providing good natural surveillance.

6.3.17 The provision of CCTV would add to the personal security of travellers, and the improvement of journey ambience. As a result of the improved car parking CCTV would be a positive feature in the fight against crime.

6.3.18 The overall assessment score for the scheme, taking into account the number of users in each category, is considered to be **Moderately Beneficial**.

SUMMARY

Table 6.6: Safety Objective Summary

Indicator	With Scheme
To reduce Accidents	Moderately Beneficial
To improve Security	Moderately Beneficial



6.4 ECONOMY OBJECTIVE

6.4.1 The Government's Economy Objective aims to support sustainable economic activity and get good value for money. This includes an assessment of the level to which the proposals would provide good value for money and improve journey time reliability for transport users, including both passengers and freight. **Table 6.7** details the Government's Economy sub-objectives which when combined inform the Value for Money assessment of the impact of a scheme on the Economy.

Table 6.7: Economy Sub-Objectives for Appraisal

Economy Sub-Objective
to get good value for money in relation to impacts on public accounts
to improve transport economic efficiency for business users and transport providers
to improve transport economic efficiency for consumer users
To improve reliability
to provide beneficial wider economic impacts

6.4.2 The methodologies utilised for the economy appraisal of the scheme accord with WebTAG guidance and are described at the start of each section.

PUBLIC ACCOUNTS

6.4.3 WebTAG Unit 3.5.1 contains the guidance relating to the Public Accounts Sub-Objective, which has been the key point of reference for this appraisal.

6.4.4 Key quantitative indicators for the Public Accounts Sub-Objective are defined as net costs incurred by central or local government bodies (including public sector agencies). It includes investment and operating costs, grant and subsidy and changes in indirect tax and other revenues. Investment and operating costs incurred by private sector providers should be treated as disbenefits, offsetting changes in private sector providers' revenue.

6.4.5 The Public Accounts outputs are used to calculate the Present Value of Cost (PVC) to Public Accounts of £3.3m.

TRANSPORT ECONOMIC EFFICIENCY

6.4.6 WebTAG Unit 3.5.2 contains the guidance relating to the Transport Economic Efficiency Sub-Objective, which has been the key point of reference for this appraisal.

6.4.7 The purpose of the Transport Economic Efficiency (TEE) table is to summarise and present transport user benefits. The TEE table presents the net user benefits disaggregated by group (i.e. consumers on the one hand and business, including transport operators, on the other), by mode of transport and by impact (time, vehicle operating costs, etc).

6.4.8 TEE outputs are normally sourced from traffic modelling. In the case of the Dover Priory Rail Station Improvements, a traffic model has not been used to assess transport benefits.



PEDESTRIAN JOURNEY TIME SAVINGS

6.4.9 As part of the Folkestone Road scheme an upgrade of a crossing between the junctions of St.John's Road and Birch Gate Rise is proposed in addition to extensive improvements to the footways over the bridge and along the route to the town centre. Current mode share for travel by train in the local ward (Maxton, Elms Dale and Priory), mostly to the west of Dover Priory Station, is 2.64%. Census data suggests 89 trips per day are made by train from this ward. Assuming these trips start on foot and the improvements save 10 seconds per trip a daily saving of 0.247 hrs is made. The town centre ward (Castle) is adjacent to Maxton, Elms Dale and Priory and the main connection between these two wards is Folkestone Road.

6.4.10 Census data shows trips between the wards made on foot equal 136 per day. If a 10 second time saving is attributed to these trips and daily saving of 0.378 hrs is made. Therefore, in total 0.625 hrs of savings are made. The DfT's WebTAG 3.5.6 suggests a value of time for pedestrians of approximately £4.75 per hour in 2002 prices; this gives a daily cost saving of £2.97.

6.4.11 Normal annualisation factors to convert daily figures into annual figures vary around 300, using 312 (a 6 day week); annual pedestrian walk time savings of approximately 193 hrs or £926.25 a year are derived. Over a 60 year life this produces a saving of **£18,055** at 2002 prices.

6.4.12 The upper level of the pedestrian range is based on using a TAG value applied in situations where walking and cycling is used as a means of inter-changing between modes of transport rather than just access and egress. This value is twice that of the basic value attributed to time savings.

RELIABILITY

6.4.13 WebTAG Unit 3.5.2 contains the guidance relating to the Reliability Sub-Objective, which has been the key point of reference for this appraisal.

6.4.14 This sub-objective summarises the proposal's impact on the objective to improve journey time reliability for transport users, including both passengers and freight. This approach is based on the change in 'stress' as a result of the proposal, combined with the numbers of vehicles affected. Where a proposal provides a new route, the approach takes account of improvements in reliability for those remaining on the old route as well as those transferring to the new.

6.4.15 This approach is very similar to that taken in assessing time saving and vehicle operating cost benefits. Thus, proposals providing modest improvements for large volumes of traffic may be more highly rated than those providing large improvements for small volumes.

6.4.16 The reliability of a multi-modal journey by rail depends on the interchanges between modes. The access improvements planned at Dover Priory Station increase the reliability of these interchanges.

6.4.17 Cycling, walking and PT have all been improved making journey's quicker, safer and more convenient reducing the stress of travelling to the station. Car journey's to the station will be much improved in reliability by reducing the likelihood of station users not finding a car parking space at the station on their arrival.

6.4.18 Reliability on Folkestone Road for through traffic is likely to be unaffected as the proposals only provide for approximately 100 extra car parking spaces. In a worst case scenario of all these vehicles arriving in the peak hour, the effect of 1-2 cars per minutes is likely to be insignificant.

6.4.19 Some reduction in road space for motor vehicles will be caused by the cycle lane installed on Folkestone Road. However, flows on Folkestone Road are not high in volume in the AM peak hour (811 Eastbound and 482 Westbound). Road half widths will remain well above minimum lane widths and are not expected to reduce traffic flow.

6.4.20 Therefore, the impact of the scheme on Reliability would be **Neutral**

WIDER ECONOMIC IMPACTS

6.4.21 WebTAG Unit 3.5.8 contains the guidance relating to the Wider Economic Impacts Sub-Objective, which has been the key point of reference for this appraisal.

6.4.22 WebTAG Unit 2.8 explains, in general terms, the form of the appraisal required for the Wider Economic Impacts Sub-Objective. As explained in that TAG Unit, an essential part of the appraisal of the wider economic impacts is an assessment of Regeneration Benefits.

6.4.23 The Assessment of Regeneration for the Dover Priory is included in Chapter 7.

6.4.24 The overall economic impact of the proposals is assessed as being beneficial and of moderate to major significance, providing £405,000 of annual wider economic benefit

6.4.25 Factored to 2002 prices the Wider Economic Benefit discounted over 60 Years is **£11.4million**.

SUMMARY

Table 16.8: Economy Objective Summary

Economy	Option 1: Do Nothing More	Option 2: Preferred Option
to improve transport economic efficiency for business users and transport providers	No change	N/A
to improve transport economic efficiency for consumer users	No change	N/A
To improve reliability	No change	Neutral
To provide beneficial wider economic impacts	No change	£11.4m



6.5 ACCESSIBILITY OBJECTIVE

6.5.1 Guidance on scheme appraisal under the accessibility objective is outlined in WebTAG Unit 3.6. Accessibility issues focus on the concerns of non-motorised users and increasing the ability of people from different locations, using different available transport types, to reach different types of facility.

6.5.2 The Accessibility objective is divided into the three sub-objectives identified in Table 6.9. When combined, the appraisal of these three sub-objectives informs the Value for Money assessment of the impact of a scheme in terms of accessibility.

6.5.3 The Accessibility objective does not currently seek to monetise user benefits for non-motorised users.

Table 6.9: Accessibility Sub-Objectives for Appraisal

Accessibility Sub-objective
To increase Option Values
To reduce Severance
To improve Access to the Transport System

OPTION VALUES

6.5.4 The Option Values sub-objective is contained within WebTAG Unit 3.6.1 and highlights the importance of considering the 'value' to the public of having an alternative transport option available. For example, a car-owner may value the ability to use a public transport option as an alternative to the car.

6.5.5 This WebTAG Unit indicates that the qualitative score for communities greater than 2000 people who would benefit from improved travel options, would be Strong Beneficial. This would be the situation with regard to the impact of the Dover Priory Station Improvements scheme.

6.5.6 The population of Dover town wards is 39,444 (Census 2001) and the population of local wards (Maxton, Elms Vale and Priory ward and Castle ward) is 9031.

6.5.7 On the basis of the size of the community that could reasonably benefit from option value access from scheme is over 2000, the summary assessment score has been recorded as **Significantly Beneficial**.

SEVERANCE

6.5.8 A busy road or rail line with limited means for the public to cross on foot or cycle can result in the severance of a community. Severance Guidance on the appraisal of the Severance sub-objective is contained within WebTAG Unit 3.6.2.

6.5.9 The categories of severance are defined by the DfT as follows:

- None – Little or no hindrance to pedestrian movement.
- Slight – All people wishing to make pedestrian movements will be able to do so, but there will probably be some hindrance to movement.

- Moderate – Some people, particularly children and old people, are likely to be dissuaded from making journeys on foot. For others, pedestrian journeys will be longer and less attractive.
- Severe – People are likely to be deterred from making pedestrian journeys to an extent sufficient to induce a reorganisation of their activities. In some cases, this could lead to a change in the location of centres of activity or to a permanent loss of access to certain facilities for a particular community. Those who do make journeys on foot will experience considerable hindrance.

6.5.10 The proposed scheme will accommodate the integration of pedestrian movements with public transport services. The forecourt improvements scheme includes upgraded crossing facilities which help reduce any severance effect of Folkestone Road.

6.5.11 The pedestrian and cyclist works on Folkestone Road Railway Bridge will improve access to Dover Priory Station by these modes from areas to the west of the station.

6.5.12 The works at the Folkestone Road junction provide dedicated facilities to allow cyclists and pedestrians to cross the main road. This provides a considerable benefit connecting the station and residential areas with the town centre.

6.5.13 The public realm improvements at the junction of Folkestone Road and Priory Road, Priory Street and York Street form part of a key corridor for pedestrians and cyclists travelling between the station and the town centre. This reduces severance of the dual carriageway of York street and Priory Road

6.5.14 Therefore, the impact of the scheme on pedestrian and cyclist severance would be **Moderately Beneficial**.

ACCESS TO THE TRANSPORT SYSTEM

6.5.15 WebTAG Unit 3.6.3 states that the proportion of households with no access to a car should be determined and that for those without a car, access to the public transport system is of crucial importance. Within Maxton, Elms Vale and Priory Ward 28.9% of households do not have a car or van.

6.5.16 The current modal shares for Maxton, Elms Vale and Priory Ward (taken from National Travel Survey data) are presented in Table 6.10:

Table 6.10 Mode Shares for Maxton, Elms Vale and Priory Ward (Internal)

Ward	Car	Car Pass	Train	Bus	M/C	Taxi	Walk	Cycle	Work From Home
M, EV and P	45.7%	8.4%	0.6%	4.1%	1.6%	2.0%	24.9%	3.6%	8.9%

Table 6.11 Mode Shares for Maxton, Elms Vale and Priory Ward (External)

Ward	Car	Car Pass	Train	Bus	M/C	Taxi	Walk	Cycle	Work From Home
M, EV and P	75.5%	8.9%	8.0%	3.3%	1.1%	0.0%	1.4%	0.4%	0.0%

6.5.17 Improving and encouraging access to rail is an underlying aim of the scheme and all the improvements provide significant facilities to achieve this objective.

6.5.18 For the population without an available car, 'access to transport' is defined as those people living within 250 metres of public transport corridors with an hourly daytime service.

6.5.19 While the distance to the station cannot be changed the ease of access will be considerably improved increasing the distance which people will access the station from.

6.5.20 Accession plots found in Figures 4 and 5 show accessibility in the AM peak before and after the introduction of PT improvements to the proposed Whitfield development area. Currently, accessibility in this area is low, however, to facilitate the development of the area for LDF housing PT access improvements will be introduced. The Accession plots show better accessibility to Dover Priory Station following the introduction of these improvements. This accessibility enhances the options for those wishing to travel destinations outside Dover.

6.5.21 The plots show a reduction in travel time from the Whitfield area from the 30-60 minute category to the 15-30 minutes category. This will increase patronage at the station site. The station improvements will enhance access and encourage use of this service.

6.5.22 In summary, the proposals would encourage more people to use rail services and bus services via the forecourt improvements at the station. The overall assessment is that the proposals would have a **Moderately Beneficial** Impact.

SUMMARY

Table 6.12 Accessibility Objective Summary

Indicator	With Scheme
To increase Option Values	Significantly Beneficial
To reduce Severance	Moderately Beneficial
To improve Access to the Transport System	Moderately Beneficial



6.6 INTEGRATION OBJECTIVE

6.6.1 The Integration objective provides a focus on integration within and between different types of transport and also integration with current land-use planning objectives and policy at a national, regional and local level.

6.6.2 The Integration Objective is divided into the three sub-objectives identified in Table 6.13. When combined, the appraisal of these three sub-objectives demonstrates the Value for Money assessment of the impact of a scheme in terms of integration. The methodologies utilised for this assessment accord with guidance in WebTAG Unit 3.7.

Table 6.13: Integration Sub-Objective

Integration Sub-Objective
To improve Transport Interchange
To integrate transport policy with Land-Use Policy
To integrate transport policy with Other Government Policies

TRANSPORT INTERCHANGE

6.6.3 The Transport Interchange sub-objective is contained within WebTAG Unit 3.7.1. The ability to interchange between different modes of transport was identified within the Government's White Paper 'A New Deal for Transport' (DETR 1998) as a key element of achieving integrated transport. Assessments of the sub-objective have therefore been divided into the 'Passengers' and 'Freight' categories.


6.6.4 With regard to passenger interchanges, the proposals would provide a substantially improved interchange between pedestrians and cyclists, rail and local bus services in addition to those accessing the station by car as part of a longer journey. The provision of the scheme at Dover Priory Station will provide a single 'hub' for transport interchange between these modes of travel.

6.6.5 An assessment of the quality of transport interchange facilities at Dover Priory Station has been made in terms of 'the waiting environment', 'the level of facilities', 'the level of information', 'visible staff presence', 'the physical linkage for the next stage of a journey' and 'the reliability of the connection'.

6.6.6 When comparing the situation with and without the proposals, three of the six indicators show an improvement in standards and so the proposals are 'Beneficial'. The three areas are 'the level of facilities', 'the physical linkage for the next stage of a journey' and 'the reliability of the connection'.

6.6.7 Given the likely quantum of interchange movements between different modes, in accordance with the guidance in WebTAG the scheme would be categorised as providing a 'Moderate' improvement in transport interchange.

6.6.8 The assessment score would therefore be **Moderately Beneficial**.




6.6.9 With regard to freight interchanges, there would be no change to the way in which freight is transferred from one mode of travel to another as a result of this scheme. Therefore, the assessment score in respect of freight interchange would be **Neutral**.

LAND USE POLICY

6.6.10 The purpose of the Land Use Policy sub-objective is to assess the extent to which the scheme proposals integrate with land use and transport proposals and policies. WebTAG Unit 3.7.2 states that this should be undertaken against all tiers of policy; namely local, regional and national. Both adopted and emerging policies from the policy documents listed below have been reviewed and the key issues summarised.

- 'Securing the Future' (2005);
- Planning Policy Statement (PPS1) 'Delivering Sustainable Development' (2005);
- White Paper 'A New Deal for Transport: Better for Everyone' (1997);
- Transport 2010: the 10 Year Plan' (2000);
- 'Managing Our Roads' (2003);
- White Paper 'The Future of Transport, A Network for 2030' (2004);
- Planning Policy Guidance Note 13 (PPG13) 'Transport' (2001);
- Planning Policy Statement 3 (PPS3) 'Housing' (2006);
- Planning Policy Statement 6 (PPS6) 'Town Centres (Published 2005, Revised Changes Proposed 2008);
- Planning Policy Statement 7 (PPS7), 'Sustainable Development in Rural Areas';
- The Countryside and Rights of Way Act 2000 (CRoW);
- Planning Policy Statement 9 (PPS9) 'Biodiversity and Geological Conservation' (2005);
- Planning Policy Guidance Note 16 (PPG 16) 'Archaeology and Planning' (1990);
- Planning Policy Guidance Note 15 (PPG15) 'Planning and the Historic Environment' (1994);
- Planning Policy Guidance Note 24 (PPG24) 'Planning and Noise';
- Planning Policy Statement 23 (PPS23) 'Planning and Pollution Control';
- Planning Policy Guidance 17 (PPG 17) 'Planning for Open Space, Sport and Recreation' (2002); and
- Planning Policy Statement 25 (PPS25) 'Development and Flood Risk' (2001).

6.6.11 DaSTS outlines the Government's commitment to five goals for transport, focusing on the challenge of delivering strong economic growth while at the same time reducing greenhouse gas emissions. The scheme is directly support of this concept by promoting environmentally sustainable access to Dover town centre. This will help accommodate demands for travel, whilst actively reducing the associated carbon emissions.



6.6.12 National Planning Policy Statements and Guidelines (PPS1, PPS7, PPS9, PPG15, PPG16) stress that the Government is committed to protecting and enhancing the quality of the natural and historic environment with those areas designated of national and international importance receiving the highest level of protection.

6.6.13 This scheme meets the objectives of national PPS1 (Planning Policy Statement) which states that planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life. This scheme directly contributes to this process by maximising access to a high quality public transport linking housing with local employment, leisure and educational facilities.

6.6.14 In many other respects the scheme complies with national policies relating to transport, regeneration, sustainability and recreation.

6.6.15 The proposals have been awarded a **Moderately Beneficial** score in relation to national, regional and local land use policy.

OTHER GOVERNMENT POLICIES

WebTAG unit 3.7.3 outlines the approach to appraising the scheme in respect of other government policies and the overall policy integration within Government. In addition to supporting the delivery of national, regional and local transport policy, enhancements to transportation can also support other Government policies such as 'Welfare to Work, and access to education and healthcare.

The Dover Priory Station Access Improvements scheme will directly support several other Government policies. In particular:

- The Kent Local Transport Plan which has a core objective to develop, improve and encourage public transport and cycling to reduce congestion, improve the environment and increase user choice.
- The Kent Local Area Agreement is supported in the sections of the agreement relating to: keeping Kent Moving, Environmental Excellence, Stronger and Safer Communities and Enjoying Life.
- The Kent Community Strategy in particular terms of objectives within the Keeping Kent Moving section which promotes: "Reducing the environmental impacts of transport by promoting alternative fuels, public transport, walking and cycling".
- The Dover LDF Core Strategy which states: "Walking, cycling and public transport need to be made more viable and effective means of transport that better connect key parts of the town. In particular, the station, town centre, waterfront, river and Castle need to function in a much more integrated way."
- The Dover Masterplan, which identifies improvements to access across the railway line to the west of the station and the current detached nature of the station from the town centre which must be enhanced due to the station close proximity to the centre and good rail connections. The masterplan also includes the introduction of high speed services supported by the proposals.



- The Dover Transport Strategy which outlines the higher than average use of cycling within Dover but lack of cycle infrastructure.

Furthermore, there are no identifiable Government policies that would be hindered by the introduction of the scheme. Therefore, the overall assessment of the scheme against this objective is **Significantly Beneficial**.

SUMMARY

Table 6.14: Integration Objective Summary

Indicator	With scheme
To improve Transport Interchange	Moderately Beneficial
To integrate transport policy with Land-Use Policy	Moderately Beneficial
To integrate transport policy with Other Government Policies	Significantly Beneficial



6.7 VALUE FOR MONEY

INTRODUCTION

6.7.1 The purpose of this section is to provide the overall Value for Money (VfM) conclusions for the proposals. As such it considers the findings included within the previous sections and provides an overall summary of the proposals in the context of its monetised and non monetised benefits and disbenefits.

VALUE FOR MONEY GUIDANCE

6.7.2 Advice to DfT Ministers on the VfM offered by each proposed scheme is formulated in line with the DfT “Guidance on Value for Money” published on the DfT website (www.dft.gov.uk/) on the 25th January 2006. This guidance is for all officials putting submissions to DfT Ministers about investment decisions and choices. It is about making clear the value for money considerations that will be put to Ministers. It covers all spending proposals that are funded by the Department or require the Department’s approval.

6.7.3 VfM measures the benefits for each £1 of costs. The assessment of VfM must account for all impacts of a transport investment proposal, not just those impacts that can be presented in monetary terms within the Benefit to Cost Ratio. Benefits/disbenefits on the environment, regeneration, accessibility and integration must also be accounted for.

6.7.4 The result of this analysis places any scheme into one of four VfM categories: high, medium, low or very low. These are outlined in **Table 6.15** below.

Table 6.15: DfT Value for Money Categories

Value for Money Category	Generally options which have:
Poor VfM	BCR less than 1
Low VfM	BCR between 1 and 1.5
Medium VfM	BCR between 1.5 and 2
High VfM	BCR over 2

6.7.5 The presumption is that, purely on the grounds of VfM, the DfT should generally fund:

- No projects with very poor VfM;
- Very few projects with low VfM;
- Some, but by no means all, projects with medium VfM; and
- Most, if not all, projects with high VfM.

6.7.6 In summary, the economic appraisal that has been undertaken demonstrates that the proposals continue to represent High Value for Money under the relevant growth and optimism bias scenarios tested using the recommended Departmental guidance.

MONETISED BENEFITS AND DISBENEFITS

6.7.7 Monetised benefits associated with Major Schemes are defined through consideration of the following:

- Business and Consumer Benefits (TEE values) – this mainly represents additional delay to traffic and increases in vehicle operating costs;
- Carbon Benefits – change in vehicle emissions;
- Accident Savings as a consequence of the scheme;
- Other transport benefits including for example pedestrian walk time savings;

6.7.8 In this assessment a total for the transport benefits has been derived and combined with the benefits created as a result of the regeneration that the scheme facilitates using the tools that have been deployed to assess each scheme. The construction cost of the scheme is deducted from the value of the benefits to give a Net Present Value (NPV) for the scheme.


6.7.9 The overall monetised benefits associated with the scheme are compared to its PVC (discounted to 2002 prices and including RPI and market values) to determine a Benefit Cost Ratio (BCR). As identified above the BCR is of crucial importance for Ministers when determining the overall scheme Value for Money.

6.7.10 For the rail station scheme, it has not been possible to include transport benefits from additional traffic delays and congestion, since the traffic model is a highway model and has been used to assess the impacts of the junction improvements scheme only.

6.7.11 Table 6.16 shows the total value of monetised costs and benefits associated with the scheme and also indicates the higher level of scheme cost using an assumed optimism bias of 44%.

Table 6.16: 60 Year Monetised cost and benefits of proposals (£000s)

	0% Optimism Bias	44% Optimism Bias
TEE Benefits (Additional Traffic Delay)	N/A	N/A
Carbon Benefits	£449	£449
Accident Benefits	£250	£250
Benefits from Pedestrian Walk Time Savings	£18	£18
Value of Land Released by the Scheme	N/A	N/A
Cost of land required by the scheme	N/A	N/A
Total Present Value of Transport Benefits	£717	£717
Total Present Value of Regeneration Benefits	£11,400	£11,400
Total Present Value of Benefits	£12,117	£12,117
Present Value of Costs (Construction of Scheme)	£2,571	£3,702
Net Present Value (NPV)	£9,546	£8,415
BCR	4.7:1	3.3:1



6.7.12 As a consequence of the above, the proposals provide High Value for Money prior to the DfT adjustment to accommodate non-monetised benefits/impacts. In addition, the sensitivity and scenario analysis undertaken in the appraisal above demonstrated that the proposal continues to represent High Value for Money under each of the scenarios tested using the recommended Departmental guidance.

NON-MONETISED BENEFITS AND DISBENEFITS

6.7.13 Non-monetised benefits cover the elements of the appraisal which cannot be presented in monetary terms within the BCR. Impacts / benefits on the environment, regeneration, accessibility and integration are accounted for as part of this assessment.

6.7.14 The results of the wider benefits analysis outlines above highlighted a number of non-quantifiable benefits resulting from implementing the station improvements. These include:

- Better Townscape
- Better Journey Ambience
- Improved Personal Security
- Reduced Severance
- Improved Access to Transport System
- Improved Transport Interchange

6.7.15 The investment proposed under the station improvements provides for investment to mitigate the impacts of non-quantifiable disbenefits. Further, the preliminary modelling undertaken has not factored in the potential for modal shift.



6.8 SUMMARY

6.8.1 The proposed station improvements are in effect enabling investment which provides a key part of the platform for further development to take place in Dover. In other contexts, this might be similar to investment in an access road or land remediation which does not provide direct employment or housing outputs, but which represents essential inputs to enable the delivery of the regeneration of Dover. In considering the value for money of the options it is therefore necessary to examine appropriate direct and indirect value for money measures.

6.8.2 The traffic impact analysis from the traffic model has not allowed the traffic impacts of the rail station scheme to be separately identified. It has been possible to identify carbon benefits from the scheme, as well as accident savings and pedestrian walk time savings. The net quantifiable transport benefit is estimated at £717,000 after taking into account the monetary value of benefits for pedestrians and accident savings.

6.8.3 In addition, the wider regeneration benefits and non quantifiable impacts are significant. The quantifiable impact of increased value added from additional housing is £11.4M. In addition it is estimated that there will be non quantifiable transport related benefits in the areas of journey ambience, landscape and accessibility of significant beneficial value.

6.8.4 The scheme provides the following –

- A benefit from carbon emission savings of £449,000 across the 60 year scheme life;
- A transport benefit from pedestrian walk time savings of £18,000 over the scheme life;
- Accident benefits of £250,000 over the scheme life;
- This gives a net benefit in transport terms of £717,000 across the scheme life;
- The scheme also provides a regeneration benefit of £11.4M.

6.8.5 Therefore the scheme provides positive benefits to the local community both in terms of transport due to accident savings and walk time savings, and in terms of the regeneration benefit accrued from additional employment and housing. Full details of the regeneration benefit assessment is included in Chapter 7.

Dover Priory Station		Description/Problems:	Present Value of Costs to Public	
Phase 2 (Forecourt) and Phase 3 (Parking)		Dover Priory Station: Public realm improvements and enhance parking provision	£2.6m	
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE ASSESSMENT	ASSESSMENT
ENVIRONMENT	Noise	Scheme is not anticipated to have any demonstrable impact on noise pollution.	N/A	Neutral
	Local Air Quality	Scheme is not anticipated to have any demonstrable impact on local air quality.	N/A	Neutral
	Greenhouse Gases	Providing access to rail services via parking will encourage those that would normally use a car for longer journeys to drive a shorter distance to the rail station and use the train for the majority of their journey.	The monetised value of the carbon saving over 60 years has been calculated to be £449,000	Moderately Beneficial
	Landscape	N/A	N/A	N/A
	Townscape	The delivery of the scheme will directly support a reduction in the dominance of vehicle traffic in the vicinity of the station facilities.	N/A	Moderately Beneficial
	Heritage of Historic Resources	N/A	N/A	N/A
	Biodiversity	N/A	N/A	N/A
	Water Environment	N/A	N/A	N/A
	Physical Fitness	The scheme will directly support interchange between healthy modes of travel and increase their attractiveness as travel options	N/A	Moderately Beneficial
	Journey Ambience	High quality facilities will directly support improved journey ambience	500+ daily travellers would benefit from the scheme	Moderately Beneficial
SAFETY	Accidents	Improvements to Folkestone Road will contribute to a reduction in the number of accidents.	0.9 slight accidents saved each year. Equivalent to £250,504 benefit discounted over 60 years (at 2002 prices).	N/A
	Security	Plans for the forecourt and public realm show an open, spacious environment providing good natural surveillance.	N/A	Moderately Beneficial
ECONOMY	Public Accounts	CIF Bid for both phases total £3.3m	PVC £2.6m	N/A
	Transport Economic Efficiency: Business Users & Transport Providers	N/A	N/A	N/A
	Transport Economic Efficiency: Consumers	N/A	N/A	N/A
	Reliability	Reliability in terms of total journeys including mode changes using Dover Priory Station will be improved.	N/A	Neutral
	Wider Economic Impacts	The benefit from improvements to Dover Priory Rail Station has been attributed to 9 homes.	£11.4million (Factored to 2002 prices and discounted over 60 Years).	Moderately Beneficial
ACCESSIBILITY	Option values	The scheme presents increased opportunities for improved travel options including cycling, journey by foot and rail.	A community in excess of 2000 persons can benefit from the scheme	Significantly Beneficial
	Severance	The scheme is anticipated to improve pedestrian and cycle severance by enhancing crossing of the railway line Folkestone Road and York Street Priory Road	N/A	Moderately Beneficial
	Access to the Transport System	The scheme provides improved opportunities to access the rail station and bus services in additional to catering for further demand created by the Whitfield development.	N/A	Moderately Beneficial
INTEGRATION	Transport Interchange	Three areas from the WebTAG assessment criteria are improved: 'the level of facilities', 'the physical linkage for the next stage of a journey' and 'the reliability of the connection'.	N/A	Moderately Beneficial
	Land-Use Policy	The scheme supports the core objectives or a variety of land use policies at national, regional and local level.	N/A	Moderately Beneficial
	Other Government Policies	The scheme supports the core objectives or a variety of policies.	N/A	Significantly Beneficial

Table 6.16: Dover Priory AST



7 Regeneration

7.1 INTRODUCTION

7.1.1 This section provides the regeneration benefits expected to be derived from the Dover Priory Rail Station scheme. The scheme demonstrates transport benefits in terms of accident benefits, carbon savings and walk time savings. However, there are clear benefits of regeneration in terms of new jobs and homes to the wider Dover area. These benefits can be categorised under the following headings:

- The value of additional employment brought to the area which can be directly attributed to the junction improvements, the transport interchange and the rail station improvements;
- The benefit from the additional housing generated by the scheme;

7.1.2 The contribution of the above provides positive benefits derived from the schemes. This chapter provides:


- An explanation of the importance of assessing regeneration benefits as part of general scheme appraisal;
- A description of how the appraisal of the regeneration benefits sits within the NATA appraisal;
- Context for considering regeneration benefits for Dover;
- Methodology for the additional housing generated as a result of the Dover Priory rail station scheme and how this translates into benefits

7.2 CONTRIBUTION OF REGENERATION BENEFITS TO GENERAL SCHEME APPRAISAL

7.2.1 There is a general recognition of the need to allow for non transport related wider economic benefits. Specifically, the role that improved infrastructure has in assisting local regeneration through unlocking new jobs and homes. Central Government guidance in conducting economic appraisals directs the appraiser to examine the value of design and public realm in undertaking assessments in order to ensure such benefits are accounted for, including attempts at monetising the benefits.

7.2.2 A review by Whitehead (*T Whitehead, D Simmonds, J Preston - Journal of environmental management, 2006 - The effect of urban quality improvements on economic activity*) sought to follow up on earlier findings which identified that urban quality improvements may have the potential over time to enhance the attractiveness of an area, and possibly put a premium on locations within it. The paper examined whether improvements in urban environment (which might be achieved say through pedestrianisation or public realm improvements) affect business location decisions. The central question posed was whether office or retail businesses are particularly keen to locate in more pleasant urban spaces.

7.2.3 As part of the research an international panel of experts was engaged to review the evidence base. The Panel noted that whilst there is growing recognition of the benefits of good design and investment in enhanced urban quality, there is little evaluation of the value of these benefits. The Panel concluded that the '*literature on quantified impacts was underdeveloped and that the results of the vast majority of studies that have been undertaken are not easily transferable to formal economic forecasting and appraisal methods*'.



7.2.4 Whilst the availability of quantitative evidence was seen as weak, it was thought that some information could be used to help understand the impacts on three identified ‘communities of reference’ including customers, employees and businesses.

7.3 INTEGRATION WITH NATA APPRAISAL APPROACH

7.3.1 Within the NATA transport appraisal, the impact of scheme options on a range of factors are considered. Chapter 6 provides a summary of our preliminary assessment against all of the transport sub-objectives. One of these sub-objectives is the ‘wider economic impact’ of scheme options which relates to the physical development expected to take place under the intervention options. The schemes to enhance Dover Priory Rail Station contribute to this sub-objective as the schemes enable the overall regeneration of the town centre and the implementation of the regeneration and future growth of Dover. Examining the wider economic impacts of the options is critical to understanding the overall option benefits.

7.3.2 In order to assess the wider economic benefits of the schemes, we have examined the physical development that could take place ‘with’ and ‘without’ the transport schemes.

7.3.3 Improving connectivity across Dover town centre is critical to the overall delivery of the vision for the area and the CIF schemes have been shown to be pivotal to future plans.

7.3.4 In this appraisal the junction improvements, the station improvements and the transport interchange enables the LDF development to be maximised. The direct impacts of the development are assessed within this chapter. The impacts are apportioned based on the share of expenditure as a proportion of the total investment required. Adopting this approach is likely to be an underestimate of the contribution of its removal as further public investment is unlikely to follow without the former investment.

7.4 LDF DEVELOPMENT WITHIN DOVER

7.4.1 Dover District Council’s Core Strategy published in January 2009 states that the Council is committed to delivering 14,000 new homes, of which 10,100 will be delivered by 2026. The LDF will also deliver 6,500 jobs by the same date.

7.4.2 The Council requires the full package of transport interventions as part of the transport strategy to deliver the new LDF housing and jobs. Three essential components of the transport package are the 3 Community Infrastructure Fund schemes:

- Sustainable Transport Interchange (White Cliff)
- Dover Priory Rail Station scheme
- Dover junction improvements

7.4.3 Some components are not linked to any one specific development parcel, but provide wider benefits for new residential and employment development, and also as a wider benefit to existing Dover residents.

7.4.4 The following housing and employment is likely to be delivered dependent on the scheme improvements.

Table 7.1 – LDF Employment and Housing

Area	2011	2016	2026
Jobs	650	2,600	6,500
Housing	1,750	4,250	10,100

7.5 DOVER PRIORY RAIL STATION – REGENERATION BENEFITS FROM NEW HOUSING

7.5.1 Regeneration benefit has been calculated that can be attributed to additional housing. The additional housing that can be attributed to the transport strategy needs to be seen within the context of the £55m public sector investment required to deliver the complete LDF allocation (14,000) within Dover district. The CIF funding (£3.3m) would contribute 6% of this and therefore, benefits can be attributed to 6% of the LDF homes within Dover. 6% of the 14,000 homes to be delivered by 2026 gives 840 homes.

7.5.2 Of these homes, benefits have been attributed to those homes from which a rail based journey would be made. On the basis of current mode shares, an indicative rail mode share of 3%, which might increase to 6% with the introduction of high speed rail services would give a total of 25 homes against which benefits of the rail station improvements and high speed services (and the subsequent increase in rail mode share) could be attributed. These benefits are split equally between the introduction of high speed services and improvements to Dover Priory Rail Station. The benefit will therefore be attributed to the equivalent of 13 homes.

7.5.3 A benefit of £45,000 per residential home has been applied to give a monetised benefit of £585,000 per year for the improvements to Dover Priory Rail Station. The £45,000 figure has been used in previous CIF Bids submitted to and approved by DfT.

7.5.4 For the assessment, this benefit has been converted to a full scheme life for housing of **£11.4 million**



Appendices, Figures & Tables

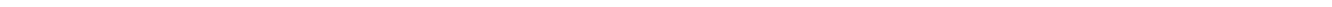


Appendix A Letters of Support



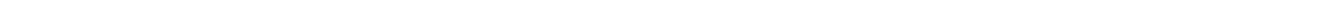


Appendix B Scheme Drawings and Sketches





Appendix C Scheme Delivery Programme





Appendix D Risk Register





Figure 1 Future Connections Plan





Figure 2 Station Masterplan (Jacobs Bابتie)





Figure 3 Improvements Scheme Context
Plan





Figure 4 Accession Plots Existing AM

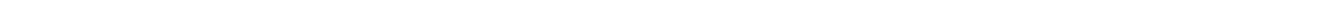




Figure 5 Accession Plots Future AM



