

Dover Fastrack Newsletter #11

A Recap of 2022

In 2022, we began our work on Dover Fastrack by creating new entrances and clearing vegetation to give us access to the site. We started the work for the new bridge in Section 1 by installing drainage, including 4000 band drains. In order for us to complete the works across site, we have had to move several utilities, including along the verge of the A2. We also began piling in Section 1A south, including an initial test pile and further 5 piles. This will provide the new bridge with strength and stability.



Aerial Footage of Section 1



Aerial footage of Section 2

In Section 2, we created a new stretch of road between the B&Q roundabout and Dover Road, that was accompanied by street lighting, and this will continue into 2023.

Section 1 – Honeywood Parkway over A2

Looking ahead for 2023

In 2023 we will be carrying out major Earthworks, this will involve importing fill materials, placing materials and compacting them. Large retaining walls along the North and South side of the A2 will also be installed.

Bridge construction will begin in spring/summer, during this phase it will include a full closure of the A2 to lift the bridge beams into place. Throughout the year we will be installing drainage in both sections and installing soak away tanks and ponds. Footways and Road will be constructed with kerbs and edgings. Lighting columns will be erected along with landscaping and tree planting.

IMPORTANT INFORMATION

Drop-In sessions: 2023

Wednesday 25 January

Wednesday 22 February

Wednesday 22 March

Time:

12pm to 2pm

Location:

Colas Site Office, off Tesco Roundabout, Honeywood Parkway, CT16 3PS.

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Emergency Breakdown Tel:

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Section 2 - B&Q Roundabout to Dover Road and the Dover Road Tie-In

Looking ahead

In early 2023 we will be installing the tarmac surface course and road centre line markings at the new junction on Dover Road. Drainage works, including the Deep Bore Soakaways and Bio-Retention Basins will be completed. Traffic signs on the new road will also be installed and UKPN will be carrying out the planned High Voltage diversion works. The earthworks, landscaping and installation of new boundary fencing will also be completed.

Section 3 – Dover Road

Looking ahead for 2023

Section 3 will be revisited to resurface the whole of the section, and to install the new layby located behind Guston Primary School. Updates on this will be provided to affected residents and stakeholders.

SGN will be diverting their medium pressure gas main on Dover Road between 23 January 2023 and 19 March 2023. The section of road between Old Charlton Road and Burgoyne Heights will be closed 24/7 between these dates and a signed diversion will be in place via the A258 and Hangman’s Lane. Pedestrian access will be maintained throughout. More details about this closure are on PIN 32 or via our dedicated Twitter page.

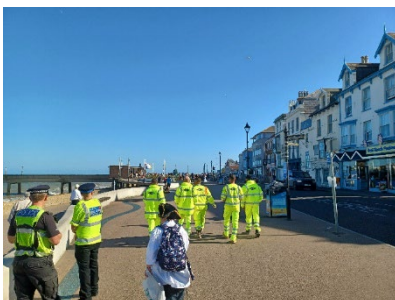
Once all utility works have been completed, Section 3 will be revisited to complete the road widening, to install the new layby located behind Guston Primary School and to complete resurfacing works.

Community Engagement in 2022

During the summer, we worked with two local community projects. The first was at Guston Primary school where we resurfaced the entrance to the school, and the second was at St Radigund’s Community Centre where we are helping to make their outside area usable through vegetation clearance.



Resurfaced road outside Guston Primary school



Colas employees at the Queen Baton Relay in Deal

In July we also supported the late Queen’s Baton Relay by providing street martials to line the route.

Starting in October, we visited local primary schools including, Langdon, Green Park and White Cliffs. We have delivered workshops called 'Be Safe, Be Seen' and 'What's Under Our Feet'. The first is aimed at key stage one and teaches children the importance of visibility when travelling to and from school. We have also provided the schools with reflective zip tags to help the children be seen. The second is aimed at key stage two and gives children an insight into underground services and how we find them on a construction site. It also gives them an understanding of the variety of jobs that we do on a site like Dover Fastrack while also showing them how they can stay safe if they see warning signs for underground services.



Visit to Green Park Primary



Colas employees with the donated presents

During December, we collected Christmas presents and food for local families. We chose to support Dover Pantry through food donations, and Buckland and Whitfield Children's Centre and Kent Young Carers through children's Christmas presents. We also raised money for Save the Children's by taking part in their national Christmas Jumper Day.

Looking ahead to 2023

In 2023 we will be visiting more primary schools, including Barton and St Mary's. We will also be working with the Career's Hub to engage support career development at local secondary schools. We will be continuing the work at St Radigund's Community Centre so that their outside space can be opened to the community. At Astor Secondary school we will be helping to lay the foundations for a new community hub that they are creating.

Useful Contacts



PLO Tel: 07799 835379 Emergency Breakdown Tel: 07974 617256



Email: PLODoverFT@colas.co.uk



Twitter: @ColasDoverFT



Website: www.dover.gov.uk www.kent.gov.uk

To report a problem on the road or pavement : <https://www.kent.gov.uk/roads-and-travel/report-a-problem>

Traffic Management

As outlined in PIN 32, SGN will be diverting their medium pressure gas main on Dover Road between 23/01/23 and 19/03/23. The section of road between Old Charlton Road and Burgoyne Heights will be closed 24/7 between these dates and a signed diversion will be in place via the A258 and Hangman's Lane. Pedestrian access will be maintained throughout. Updates about this closure can be found via our dedicated Twitter page.

The gas main was discovered in a different location than expected as it was recorded as being within the existing carriageway. It was in fact located in the verge and thus within the area of road widening. In addition, the main was also shallow, which meant we could not build the additional width of carriageway without diverting it.

