



4.1 TRANSPORT

EXISTING CAPACITY

Kent & Medway	Kent & Medway	Kent & Medway	Kent & Medway
241	7,293	60	179
Miles of Motorways	Miles of Highways	Miles of HE Roads Overcapacity	Rail Stations

CURRENT SITUATION

Kent and Medway is currently facing increased congestion, on both road and rail. Major routes such as the M20, A2/M2 and A21 form important local and strategic links that when congested result in delay on the wider local network.

With increasing congestion in the major town centres such as Ashford, Canterbury, Maidstone and Tunbridge Wells, growth across the County will be constrained without investment in increasing capacity. Recent investment such as the High Speed rail service has improved access along its corridor to London but further investment is required on the wider network.

HIGHWAYS

Kent and Medway's highways play a significant role in carrying strategic through traffic as well as intra-urban movements. Reaching a balance between the needs of strategic and international traffic and local traffic will be important to ensuring the effective operation of the road network in the future.

The current levels of congestion on Highway's England's road network and locally within key urban centres across Medway and Kent are shown in Figures 4.1 These plans show that much of Kent's strategic road network and the key urban centres witness delay during peak periods. The growth proposed will further add to this congestion unless suitable intervention is implemented.

PUBLIC TRANSPORT

Kent and Medway's rail network is divided between the High Speed line that runs from London to continental Europe via Ebbsfleet and Ashford and the local network. There is also an extensive bus network run principally by Arriva buses in the West and Stagecoach in the East of Kent delivered on a largely commercial basis.

Growth across the County, particularly from commuting trips will place additional pressure on these modes and improvements are required to accommodate growth.

HEADLINES

Addressing capacity issues on the transport network requires careful consideration of where growth is likely to take place and the movement of people in the future. A Census based analysis was undertaken to identify where trips from the proposed growth would occur.

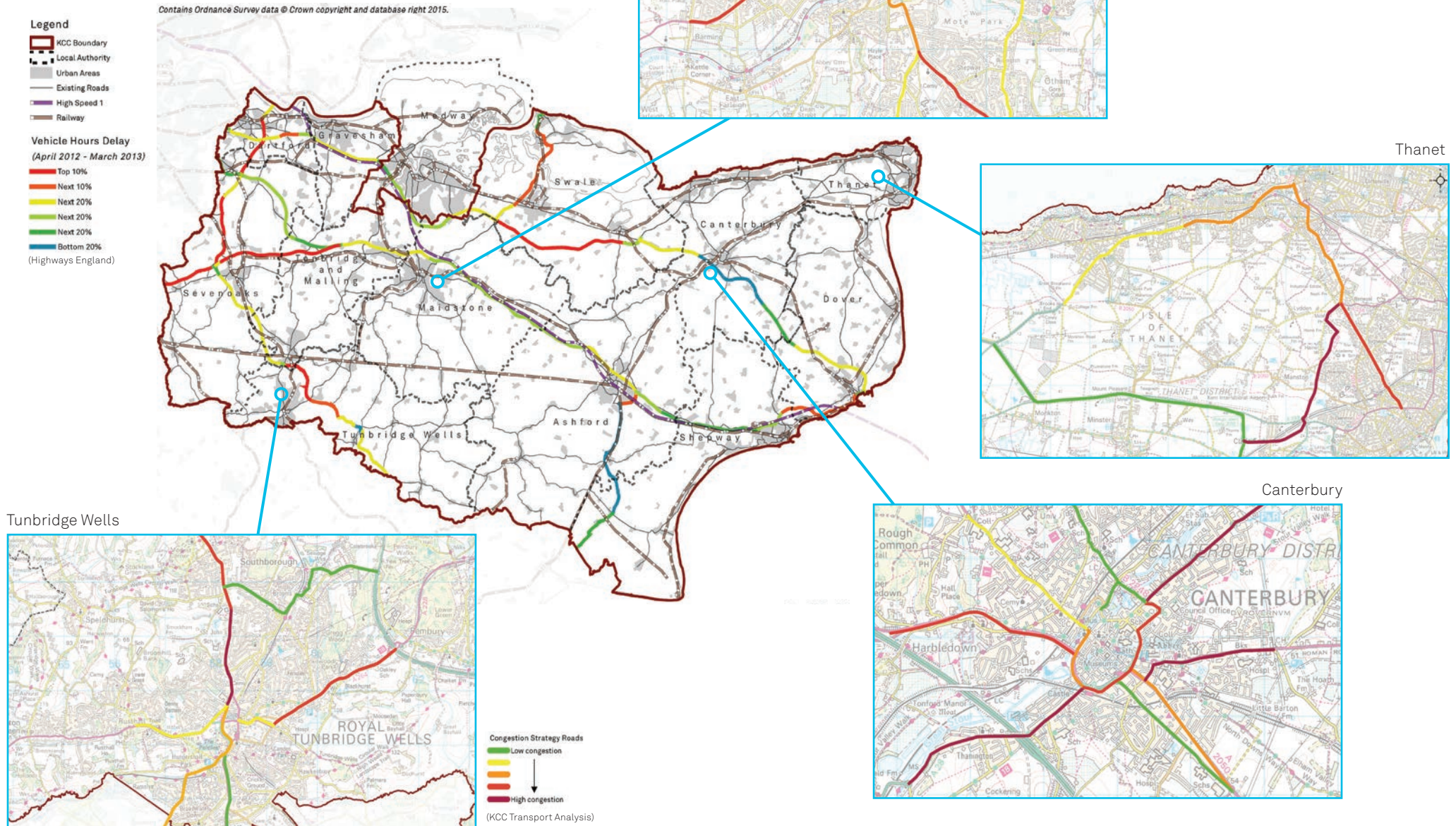
Commuting in the County will predominantly take place intra-district, which suggests that most residents of Kent will continue to work in the same area as where they live.

The growth expected within the framework period will create new capacity issues that will require increased investment in transportation:

- 79% of all new commuting trips are forecast to remain within the County
- Dartford will generate 16% of all new work based trips, followed by Maidstone (14%), Medway (13%) and Canterbury (14%)
- London will receive 17% of all new commuting trips, a large proportion expected by rail.
- Largest trip containment within Thanet at 70%, followed by Canterbury (66%) and Tonbridge and Malling (63%)

Figure 4.1 Kent & Medway

Highway Network Capacity



CROSS DISTRICT PROJECTS

At a strategic level delivery of improved transport infrastructure is the responsibility of Highways England, Network Rail and Kent and Medway Councils. In order to address capacity issues across the County a number of cross district projects have already been identified.

A summary of strategic transport projects is shown in Figure 4.2, however it should be noted these figures exclude the cost of a new Lower Thames Crossing



MOTORWAYS & TRUNK ROADS

The trunk and motorway network in Kent and Medway is already congested and further growth both in housing and cross Channel traffic will place additional stress on this network. Delivering a solution to Operation Stack is critical to relieving existing congestion. In the longer term measures such as 'Smart' motorway should be sought to maximise capacity from the existing network. Where appropriate increased capacity such on the A2 to Dover and its junctions will be required to facilitate the additional demand from the Lower Thames Crossing. The key findings of the study relating to motorways are:

- A long term solution to Operation Stack is required to reduce the impact on local residents and businesses on the M20 corridor
- Delivering Lower Thames Crossing should be a priority to relieving congestion at Dartford, facilitating growth across the north Kent Thames Gateway and addressing issues relating to continental traffic.
- Improvements to both the A2/M2 and M20 corridors will be required to address local capacity issues and facilitate growth.

- Improvements to the A21 corridor will bring benefits to both west Kent and East Sussex.
- Improvements at Dover will be required in association with redevelopment of the Western Docks.

Cost = £ 611,600,000

Secured Funding = £46,090,000

Expected Funding = £399,990,000

Funding Gap = £165,510,000



HIGHWAYS

The highway network across Kent and Medway is already congested, especially in the major centres of Maidstone, Ashford, Canterbury, Dover, Dartford and Tunbridge Wells. Delivery of projects to relieve congestion in these centres will be critical to delivering growth. Key findings include:

- A clear transport strategy for Maidstone will be required once the level of growth has been agreed.
- Growth to the south of Ashford will require new highway connections and improvements to the M20 junction 10.
- Growth at the Port of Dover and at Whitfield will require improvements to the A2 and A20 and this will need to be funded through developer contributions and Highways England.

- An emerging transport strategy for Thanet will deliver a series of highway improvements aimed at facilitating growth and economic development.
- Extension of the northern relief road in Sittingbourne to connect with the A2 will help to improve access to the east of the town with aspirations for a further connection to the M2 to help address capacity issues at Junction 5.
- Growth within the Kent Thameside area will require significant improvements to the highway network, tied to the development that comes forward in this area.
- A transport strategy for Strood and the Medway City Estate will deliver improvements to traffic flows and upgrade the public realm.
- Transport Strategy for Tunbridge Wells includes project to develop options for increasing capacity on the key radial routes into Royal Tunbridge Wells town centre

Cost = £812,390,000

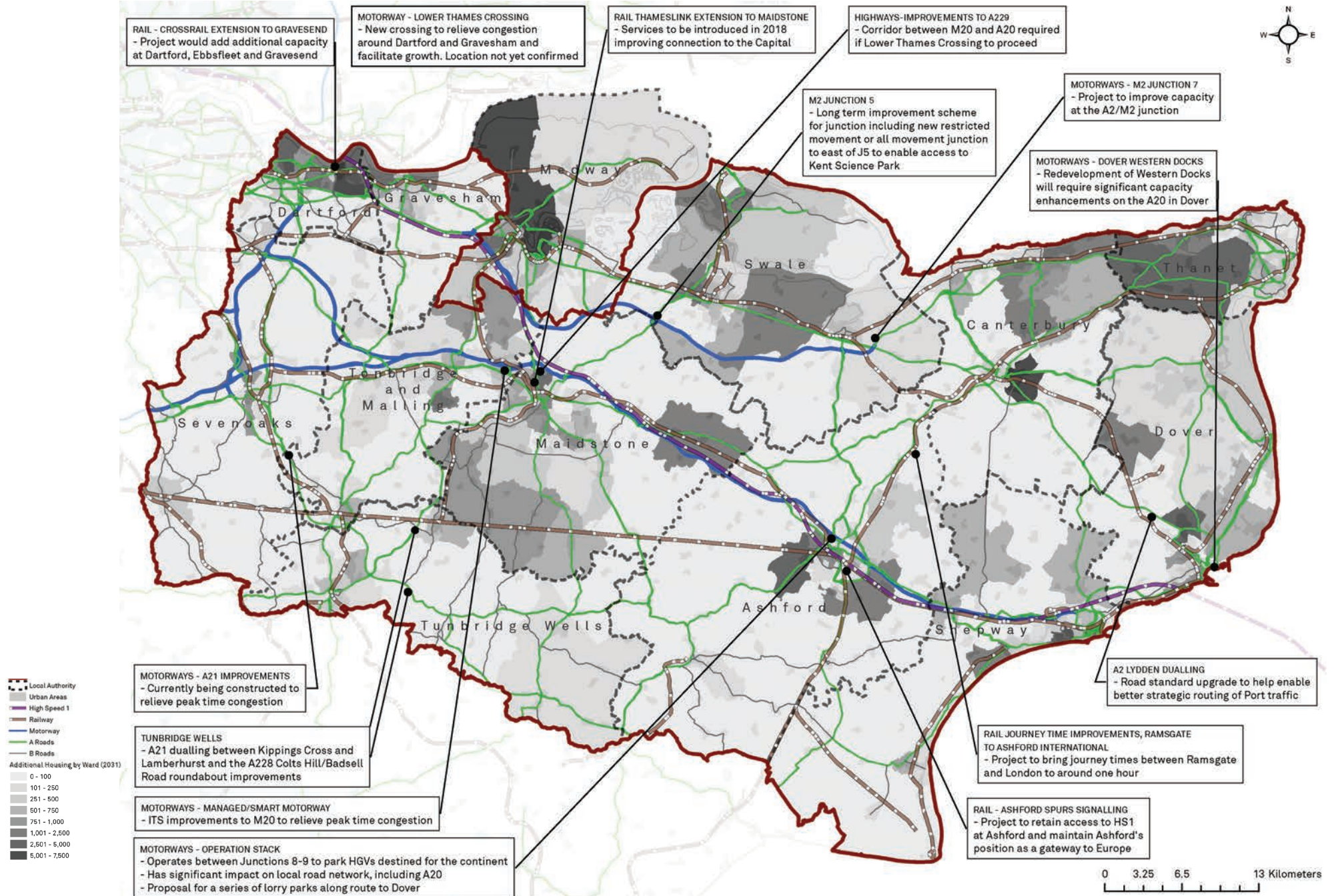
Secured Funding = £4,850,000

Expected Funding = £487,380,000

Funding Gap = £320,170,000

Figure 4.2 Kent & Medway

Proposed Cross District Transport Projects





RAIL

Growth across the County will place additional pressure on the rail network, particularly towards London. Projects such as the expansion of Thameslink to Maidstone in 2018 and improving journey times to London from East Kent will help to facilitate growth. However, improvements such as expanding Crossrail to Dartford and Ebbsfleet should also be sought. The key findings of this study relating to rail are:

- Crossrail extension to Dartford, Ebbsfleet and Gravesend will facilitate growth in Kent Thameside area.
- Extension of Thameslink to Maidstone East in 2018 will re-connect the town with central London and relieve congestion at neighbouring stations such as Tonbridge.
- Journey time improvements between Ramsgate and Ashford International will encourage growth in east Kent whilst increasing the attractiveness of Canterbury as a commuter settlement for London.
- A new high speed station at Thanet will provide a much needed new connection facilitating growth at Discovery Park and around Westwood Cross.
- A new station at Rochester and Strood and upgrades at Rainham and Chatham will improve train capacity and the passenger experience.
- Transport Strategy for Tunbridge Wells includes project to develop options for increasing capacity on the key radial routes into Royal Tunbridge Wells Town Centres

Cost = £584,720,000

Secured Funding = £0

Expected Funding = £162,220,000

Funding Gap = £422,500,000

LOCAL LEVEL PROJECTS TO SUPPORT GROWTH



PUBLIC TRANSPORT

Bus services in Kent have benefited from the introduction of Bus Rapid Transit (BRT) around Dartford and Gravesham and “premium” services between key locations such as Maidstone and the Medway towns. To continue improvements in public transport, with a view to supporting growth and reducing traffic congestion, the following findings of this study are:

- In Dover the delivery of BRT will facilitate growth and a consistent strategy for park and ride sites across the County’s towns is required to relieve town centre congestion.
- Major development sites should be well connected to key employment areas and transport interchanges.
- Increased use of premium services on key commuter routes could increase the attractiveness of the bus as an alternative to the private car.
- Park and ride has a role to play in capturing commuter and recreational traffic at key junctions on the strategic network and relieving pressure in the town centres.

Cost = £93,010,000

Secured Funding = £5,390,000

Expected Funding = £65,910,000

Funding Gap = £21,710,000



OTHER TRANSPORT

Encouraging walking and cycling for short distance journeys will play an important role in helping to minimise the impact of growth on the highway network and improve air quality with associated health benefits. A number of schemes have been identified across the County to enhance and extend existing pedestrian and cycle infrastructure. Further investment will be required to ensure that residents are provided with modal choice.

Cost = £77,090,000

Secured Funding = £430,000

Expected Funding = £51,990,000

Funding Gap = £24,670,000

A Summary of the major transport projects is shown in Figure 4.3

TOTAL COSTS FOR STRATEGIC AND LOCAL LEVEL TRANSPORT PROJECTS TO 2031

Total Transport Cost = £2,178,810,000

Total Secured Funding = £56,760,000

Total Expected Funding = £1,167,490,000

Total Funding Gap = £954,560,000

Figure 4.3 Kent & Medway

Proposed Transport Projects

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