

## 5.1 TRANSPORT

### CURRENT SITUATION

Kent and Medway is the strategic gateway from the UK to continental Europe. The County is therefore a vital part not only of the South East transport network, but the entire country in the physical movement of goods, services and people across markets. As an international gateway, Kent's motorway network facilitated 2.6 million vehicles in 2017 through the Port of Dover and 23 million passengers a year. About £120 billion of traded goods comes through Dover each year; 17% of Britain's total.

In addition, the County is a significant growth corridor in its own right, complementing London's own growth. The County boasts a number of strategic locations that benefit from the excellent rail connectivity provided through High Speed 1 and Eurostar. Also, with future investment enhancing the strategic transport corridors, there is huge potential for planned development to be brought forward to meet the growth forecast to 2031. A smart and resilient road network is required alongside enhanced rail capacity, to accommodate rising international freight, housing and commercial growth across Kent.

### STRATEGIC PRIORITIES

Kent and Medway is facing increased congestion on both road and rail infrastructure. KCC's Local Transport Plan 4: Delivering Growth without Gridlock 2016-2031 (LTP4) clearly identifies the County's transport priorities. These priorities are being promoted with Government, the South East Local Enterprise Partnership (SELEP), and other organisations that fund the investment needed to support growth<sup>1</sup>. Similarly, the Medway Local Transport Plan 2011-2026 sets out the transport

improvements to unlock growth potential in Medway.

It is clear that without significant investment and real innovation in how infrastructure is delivered to support the movement of goods and services, the County could be severely gridlocked in the medium to longer term. By 2050, smart and multi-functional infrastructure that incorporates the latest technology for capacity management will need to be in place along main corridors in Kent and Medway. The County will also need to plan for the transformation in vehicle technology, with the Government's newly introduced ban on the sales of new petrol and diesel vehicles after 2040 and the rise in autonomous vehicle technology – all of which could enable solutions to increased pressure on transport networks.

### MOTORWAYS AND TRUNK ROADS

The motorway and trunk road network in the County is already congested and further growth in housing, commercial space and cross-Channel traffic will place additional stress on this network.

As highlighted in LTP4, the motorway network along the Channel Corridor is fragile and inefficient, as most traffic is routed along the M20/A20. There is a need for priority improvements to the Strategic Road Network (motorways and trunk roads managed by Highways England) in Kent and Medway to build resilience and fully utilise the two high-quality motorway corridors; the M20 and M2. These improvements include:

- Delivering the Lower Thames Crossing to relieve congestion at Dartford, facilitate growth across the North Kent Thames Gateway area and create a new strategic route from the Port of Dover via the M2/A2 to the Midlands and North;
- Bifurcation of port traffic through Kent and Medway – including subsequent improvements to the M2/A2 and M20/

A20 corridors to address local capacity issues and facilitate growth. This includes removing pinch points on the network, such as at Brenley Corner (M2 Junction 7) where free-flow is required to create a continuous A2-M2 route and remove congestion due to the gyratory;

- Delivery of a solution to Operation Stack, as well as suitable navigational technology to enable efficient signposting of lorries in the event of cross-Channel disruption.

### Summary of total costs/funding for motorway projects (2017-2031)

**Total Cost = £815,448,000**

**Total Funding = £792,116,000**

**Secured Funding = £326,900,000**

**Expected Funding = £465,216,000**

**Funding Gap = £23,332,000**

### HIGHWAYS

The highways network across Kent and Medway is also severely congested, especially in the major centres of Maidstone, Ashford, Canterbury, Dover, Dartford and Tunbridge Wells. Further growth, both in housing and cross-Channel traffic, will place additional stress on this network and so the delivery of projects to relieve congestion in these centres will be critical to delivering growth. The initial findings from the Strategic Transport Assessment from Medway Council have found there are issues of congestion on the A2 through Medway, A289 in Wainscott, A228 in the Medway Valley and M2 junctions, particularly junction 3 for Chatham.

Kent and Medway have a high demand for lorry parking spaces because of their excellent connectivity to continental Europe and therefore high volumes of cross-Channel freight

using the Strategic Road Network. KCC is developing a strategy for a network of small lorry parks at suitable locations to meet this demand, in combination with a partnership approach with the district councils, Medway Council and Kent Police to address enforcement. The Lower Thames Crossing subsequent improvements should also consider how to address impacts on the A228/A229.

Priority projects are:

- A2 Bean and Ebbsfleet Junction Improvements
- A network of lorry parks across Kent and Medway, with initial focus on north-west Kent, where there is a particular shortage in sufficient spaces.

#### **Summary of total costs/funding for highways projects (2017-2031)**

**Total Cost = £6,489,597,000**

**Total Funding = £6,278,757,000**

**Secured Funding = £70,086,000**

**Expected Funding = £6,208,671,000**

**Funding Gap = £210,840,000**

## **RAIL**

Growth across the County will place additional pressure on the rail network, particularly towards London. LTP4 highlights three key projects for Kent that will support growth and connectivity in the County; the Ashford Spurs signalling upgrade, the Journey Time Improvement scheme and the delivery of Thanet Parkway Railway Station.

Rail capacity is also vital to unlocking the growth potential of locations across Kent, particularly Ebbsfleet Garden City and the planned Otterpool Park Garden Town. The proposed Crossrail extension to Ebbsfleet is vital to maximise the value of public

investment in Ebbsfleet Garden City and across Kent. Further, the Mayor's draft Transport Strategy highlights the extension as important for London's own growth<sup>2</sup>. The Network Rail Kent Route Study, which will be published in late 2017/early 2018, will set out proposals for investment in the Kent route network during the period 2019-2024.

The new South Eastern Franchise will also be operational from April 2019, which will seek to provide a reliable and efficient service to passengers in Kent and Medway. For example, the Thameslink extension to Medway and improved services on the Medway Valley Line.

Priority projects are:

- Extension of Crossrail to Ebbsfleet (C2E)
- Ashford International Station Signalling (Ashford Spurs) – the upgrading of critical infrastructure at this vital international rail hub
- Journey time improvements; and
- Thanet Parkway Railway Station.

#### **Summary of total costs/funding for rail projects (2017-2031)**

**Total Cost = £2,560,050,000**

**Total Funding = £528,250,000**

**Secured Funding = £0**

**Expected Funding = £528,250,000**

**Funding Gap = £2,031,800,000**

## **PUBLIC TRANSPORT AND ACTIVE TRAVEL**

In LTP4, the strategic priority for bus improvements highlights the success of the FastTrack bus service in Kent Thameside. This service is an exemplar of a high-quality bus service that

has successfully encouraged greater bus usage and will be expanded and developed as the area grows.

LTP4 and the Active Travel Strategy show KCC's commitment to making active travel an attractive and realistic choice for short journeys in Kent. Walking or cycling as a means of transport can benefit a person's health and well-being, as well as reducing the number of motor vehicles on the road, and also improving air quality.

#### **Summary of total costs/funding for public transport and active travel projects (2017-2031)**

**Total Cost = £98,567,000**

**Total Funding = £81,615,000**

**Secured Funding = £38,348,000**

**Expected Funding = £43,267,000**

**Funding Gap = £16,952,000**

#### **Summary of total costs/funding for all transport projects (2017-2031)**

**Total Cost = £9,963,662,000**

**Total Funding = £7,680,738,000**

**Secured Funding = £435,334,000**

**Expected Funding = £7,245,404,000**

**Funding Gap = £2,282,924,000**

<sup>2</sup> Mayor of London, Mayor's Transport Strategy, draft for public consultation 2017

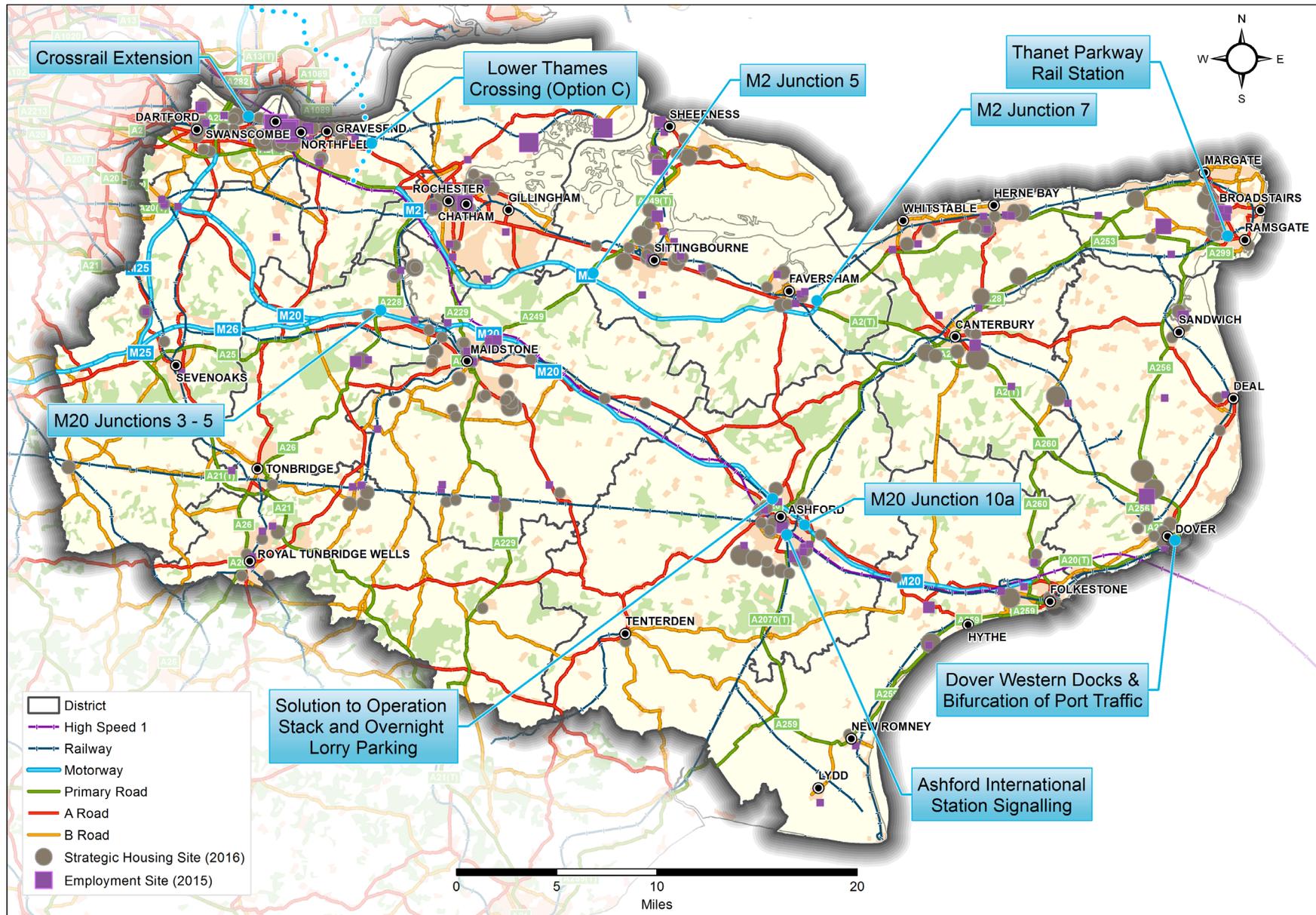


Figure 5.1: Strategic transport priorities in Kent and Medway