

Growth without Gridlock in Kent and Medway



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Growth without Gridlock in Kent and Medway (GwG) is the transport plan that supports Unlocking the Potential: Going for Growth, our seven year growth plan. It also updates on Kent County Council's innovative 20 year transport delivery plan launched in 2010.

The growth potential of Kent and Medway is substantial. We plan to deliver over 23,000 homes (3,300 per annum) and 40,000 new jobs to 2021. This is against a background of a population increase of around 220,000 over the next twenty years. We cannot achieve this without substantial transport improvements. **GwG is our strategic transport programme that will help deliver this growth.** It also updates on what we have achieved in the 3 years since the launch of our transport delivery plan.

In the last few years we have seen big changes in regional governance with the creation of Local Enterprise Partnerships (LEP) and more recently the devolution of significant funding into a Single Local Growth Fund (SLGF). This funding will be allocated to each LEP for spend on transport, housing and skills. It represents an exciting opportunity for us to deliver the improvements we need to help our 63,000 businesses thrive and grow and to deliver the housing growth we need.

Kent and Medway are clear on what needs to be done to accelerate growth across our area. **Transport is a key intervention in that equation.** GwG articulates our bold and ambitious programme that forms our transport bid for SLGF.

At the same time we will maximise other potential funding sources, including developing our own innovative funding streams where feasible.

Our strategic transport priorities are:

A third Thames crossing constructed by 2020 which will open up the way to creating **a new strategic national route from Dover to the North** and to relieve the Channel Corridor. Improvements along the A2, A249 and delivery of a number of lorry parks will be key features of this package;

Unlocking our major growth locations with improvements such as the M20 Junction 10a at Ashford, A2 off slips at Canterbury and A2 Bean and Ebbsfleet junctions and M2 Junctions 3 and 5 in the Thames Gateway;

Securing significant investment in East Kent by relieving major bottlenecks such as Westwood Cross, supporting growth at Manston Airport and Discovery Park and improving access options particularly by rail, and;

Improving connectivity and cutting congestion in West Kent through schemes such as the A21 Dualling from Tonbridge to Pembury, the A228 Colts Hill Relief scheme and the North Farm Strategy.

A partnership approach is essential to delivering our ambitious transport programme. Many of the schemes already have developer and third party contributions. **We will only invest public money in this infrastructure where we have a solid commitment from the developer to build their development out in defined timescales.**

Delivering transport interventions that support growth is not new to us. Over the last few years we have implemented significant infrastructure improvements.

What we've already delivered

- East Kent Access Road, M20 Junction 9 and A20 Drivers roundabout upgrading, A2 slip road at Canterbury, bridge on the A228 at Stoke, Rushenden Relief Road, Sittingbourne Northern Relief Road and a new bridge on the A228n at Stoke.
- Identifying significant private sector interest in financing a new third Thames crossing, and successfully pressing the Department for Transport to keep this project moving forward.
- Presenting a realistic solution to UK aviation capacity opposing a hub airport in the Thames Estuary.
- Securing £24m for a new partial junction 10a on the M20 in Ashford and improvements on the A226 London Road in Dartford, £11.8m for rail journey time improvements between Ashford and Ramsgate, £5.3m for schemes at Westfield and North Farm to reduce congestion and £12.7m of reduced rate borrowing for delivery of a lorry park in Kent.

- Successfully influencing Government to introduce an HGV vignette and getting the A21 Tonbridge to Pembury Dualling back on the Highways Agency delivery programme.
- Delivery of high speed rail services to Deal and Sandwich, along with a Maidstone West to St Pancras service.
- A new bus station at Chatham Waterfront, public realm and accessibility improvements to Gillingham railway station and improvements to Rochester, Rainham and Strood railway stations.
- Securing Green Buses Funding for eleven hybrid electric buses and issuing over 27,000 Freedom Passes allowing easy and affordable bus travel to education for Kent's young people.

GwG articulates what we will do to make sure transport is playing its part in making Kent and Medway great places to live, work and do business by helping deliver on our very real growth potential.

This document details our key transport priorities for Kent and Medway, including a delivery programme, to 2021. It also outlines our longer terms transport objectives.

The challenge and our opportunity

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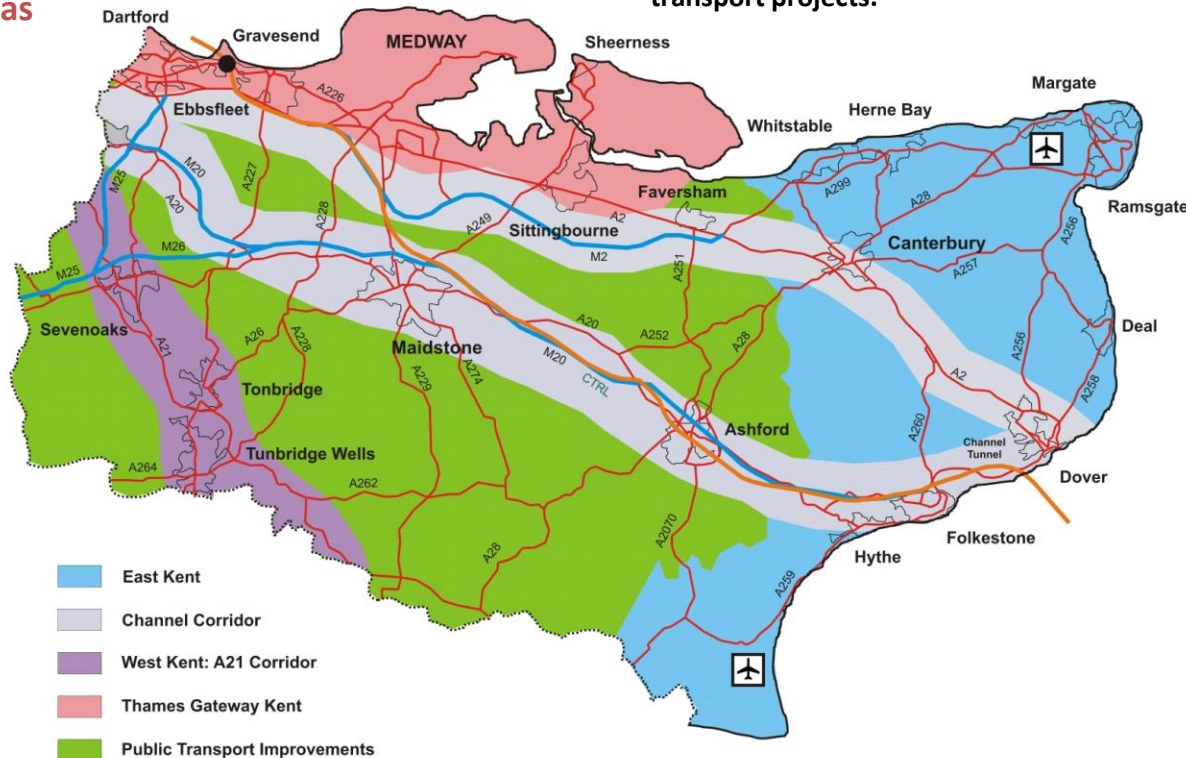
The changing transport picture

We have seen a huge period of change in the context local government operates within since our original GwG was launched in 2010. While it has been challenging to deliver the substantial transport improvements that we have during that time (see Appendix A), the most exciting thing for us now is that **we have a real opportunity to deliver in areas we did not think possible just a few years ago and to significantly increase that rate of delivery.**

While in reality much of the Single Local Growth Fund (SLGF) to be allocated to LEPs from 2015 and worth £2 billion a year, is not new money, it will enable delivery of transport, housing and skills projects vital for local growth. The geography of the South East LEP covers East Sussex, Essex, Kent, Medway, Southend and Thurrock and within that, the decision making on priorities has been devolved to the Kent and Medway level. This creates the essential link between local decision making and delivery of local priorities for growth.

The Single Local Growth Fund (SLGF) will be the main “game in town” over the next few years when it comes to funding new transport projects.

Our priority areas



The challenge and our opportunity DRAFT

To unlock our potential, we will...

Take every opportunity in this changing world to be creative and bold in our approach to deliver what Kent and Medway really needs to boost its economy and deliver real growth and real jobs. We want to be leaders in developing and delivering innovative transport solutions. An area we will further investigate in this respect is making the case for us to deliver Highways Agency projects where we know we can do this more quickly and cheaply than the Agency can.

GwG in Kent and Medway sets out our asks within each of our priority areas. We have also developed for the first time a complete delivery programme to 2021. This is provided in Appendix B.

Our next steps will be to....

put a robust case forward to the LEP to secure the Single Local Growth Funding Kent and Medway needs to deliver its transport priorities for growth to 2021 and beyond.

continue to influence Government to reduce the processes and timescales involved in delivering infrastructure.

enter into dialogue with Government on the practicalities of selective devolution of Highways Agency responsibilities where local management could result in cheaper and quicker delivery.

Given our ambitious growth programme and the transport initiatives needed to deliver this, it is essential we secure a substantial proportion of SLGF. We know however, that we will also need to pursue other funding options and develop innovative new funding streams where we can.

Road user charge for foreign HGVs

By listening to Kent County Council's robust case, the Government has committed to introducing a HGV road user charge by April 2014. This will see international lorries contributing towards the cost they impose on the UK road network while the scheme is designed to be largely cost neutral to UK hauliers.

As the gateway to the UK from Europe, Kent suffers from the impacts of vast numbers of HGVs through the county every day. While this freight movement is vital to the UK economy, Kent and Medway bear the brunt of its impact. We believe therefore that **it is essential that an element of this HGV road user charge is committed to road infrastructure improvement across the county. Kent and Medway will continue to robustly press Government on this.**



Single local growth fund

At around £2 billion nationally, the SLGF offers an exciting opportunity to fund largescale transport programmes delivering growth. We are therefore working hard in the run up to April 2015, when SLGF becomes available, to make sure Kent and Medway secure as much as possible for transport projects. The LEP has agreed devolved decision making to 'federated areas' which means we will receive our funding at the Kent and Medway level. The exception to this is a 15% allocation for pan-LEP initiatives.

Community Infrastructure Levy

Community Infrastructure Levy (CIL) is similar to current S106 agreements, but is designed to be a faster, fairer and more transparent system.

CIL will play a key part in contributing towards the delivery of transport initiatives needed to allow development to take place.

In reality however, we are likely to have significant funding gaps between CIL generated by development and the infrastructure needed to support that development. This is particularly related to the demand and viability of the property market for the different geographies across Kent. For instance, CIL generated in West Kent is likely to be very much greater than would be enabled through CIL in East Kent.

It is vital that Government understands the polarisation effect of CIL arising from enormous variability in housing market conditions and so affecting the ability of CIL to fund development related infrastructure.

Innovative funding options

We have been investigating innovative and entirely new sources of funding which could ultimately be used to fund strategic transport improvements.

For one proposal, a fuel loyalty card, we have been in discussion with the European Commission to understand more fully how this proposal fits within the European regulatory framework. This initiative would incentivise UK and international HGVs and other diesel vehicles to purchase fuel in the UK.

To achieve this, the fuel would be offered at reduced duty rates to eligible vehicles entering the UK from Europe thus making the price competitive with lower European fuel costs. Our research suggests that if 50% of eligible vehicles participated in the scheme, it would generate an additional £370 million annually for UK Treasury.

We will continue to develop innovative funding initiatives with the aim of widening our options for funding infrastructure. This includes investigating the feasibility of a Ports Landing Charge.

We support the principle of tolling in return for an improved level of service for freight. We will work with Government where tolling could provide clear benefits particularly for business. An example of this is the trip between Dover and the Midlands. Our work with the freight industry has established that a reduction in journey times and an increase in journey time reliability through a congestion free alternative to the existing Dartford Crossing is something the sector would be willing to pay for. The most logical way to do this would be through tolling.



Freight sector representatives such as the Freight Transport Association and the Road Haulage Association tell us us that the provision of higher quality routes for strategic freight movements that reduce journey time while increasing the reliability of that journey time would be beneficial for their members and something they would be willing to pay for.

Borrowing mechanisms

Kent County Council has been successful in its application for £12.7m reduced rate Public Works Loan Board borrowing. The application for the delivery of an overnight lorry park with an overflow facility to cater for an element of Operation Stack, was fully endorsed by the LEP.

Our next steps will be to...

robustly put the case to Government to invest an element of the HGV road user charge in addressing the problems HGV traffic causes across Kent and Medway.

work to ensure decision making on Single Local Growth Funding is devolved to the Kent and Medway level and be ready to secure as much of the SLGF for Kent and Medway as possible

start a dialogue with Government on the issues the early roll out of Community Infrastructure Levy is highlighting, particularly that of viability in areas with a weak property market leading to a gap between development generated funding and infrastructure cost

continue to investigate innovative new funding mechanisms such as a UK Fuel Loyalty Card and a Ports Landing Charge. We will apply pressure on the Government to ensure Kent and Medway see the benefit of any new Kent derived funding stream.

maximise opportunities and work with the private sector to take up borrowing options to bring forward investment in transport infrastructure where a robust business case exists.

Thames Gateway / Gearing up for growth

Issue	Congestion at the Dartford to Thurrock crossing costs the UK economy £40m a year with little network resilience and extreme vulnerability to incidents. Lack of high quality strategic transport route from Dover to Midlands and the North serving particularly longer distance freight. Considerable planned growth including London Gateway in the Thames Gateway will exacerbate this situation.
Action	Provision of a third Thames crossing and delivery of a targeted package of measures to provide a new national strategic corridor between Dover and the Midlands while catering for the largescale growth planned across South East England. Delivery of a wider package of priority transport measures to unlock growth.
Outcome	Over 60,000 jobs and 50,000 new homes across North Kent. Significant cost savings to UK business with improved journey time reliability and network resilience for this key route between Dover, the Midlands and the North.
Cost	Third Thames crossing - £2.5 to £3bn from the private sector £116m from the public/private sector for the Thames Gateway Kent transport package £176m for wider priority transport package of which £125.3m is sought from the SLGF.

The essential need for a third Thames crossing

The existing Dartford to Thurrock crossing is a major issue for business in congestion costs and unreliable journey times.

This situation will simply be exacerbated by the opening in 2014/15 of London Gateway in Thurrock, a deep sea container port that will include Europe's largest logistics park as well as the considerable growth expected in the Thames Gateway.

A third Thames crossing will alleviate these issues and in the last few years KCC has continuously stressed the urgency of this project. We have succeeded in influencing the Government to carry out the development work to identify a deliverable crossing option as part of a strategic route between Dover, the Midlands and the North.

Thames Gateway / Gearing up for growth

Third Thames crossing route

Following a consultation by the Department of Transport on three crossing options, the Secretary of State announced in December 2013 that further investigatory work would be carried out on two possible corridors: one on the line of the existing crossing, and one to the East of Gravesend. **We will press Government to make an early final decision on the preferred route for the Crossing.**

Work by Kent County Council estimates that **between 23,000 and 32,000 new jobs, and 18,000 to 28,000 new homes could be unlocked by the construction of a new crossing** with significantly greater economic benefits being realised by the route to the East of Gravesend.

This option will also provide the greatest network resilience, journey time reliability and economic benefits as well as creating a new strategic route for long distance traffic. While this option would potentially have the greatest environmental impact, Kent County Council is clear that with careful route alignment and tunnelling, this impact could be substantially minimised.

In conjunction with a new crossing, we would want to see a number of additional transport improvements on the A2 including junction upgrades and dualling of the remaining single carriageway sections. Improvements to the A249 through Detling linking the M2 and M20 would also be necessary to create a new resilient strategic corridor.

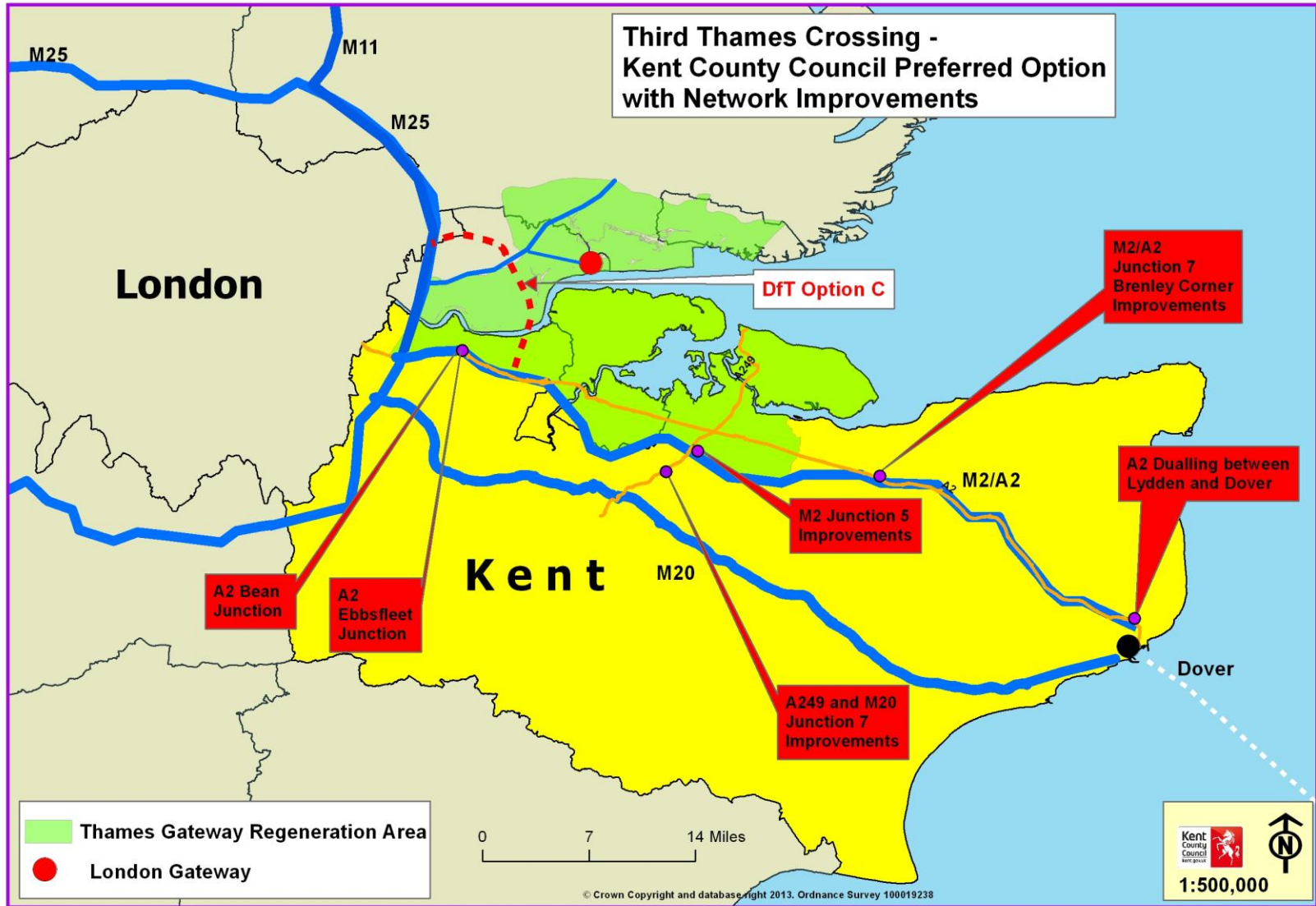
Financing a new crossing

Following dialogue with the investment sector, Kent County Council is convinced that a project **such as a third Thames crossing could be delivered without public funding.**

Kent County Council believes that it is vital a new crossing to the East of Gravesend along with a number of additional network improvements, is delivered by 2020. We will work with Government to secure investment to deliver this scheme.



Thames Gateway / Gearing up for growth



Thames Gateway / Gearing up for growth

Other Thames Gateway, Kent transport interventions for growth

In addition to a third Thames crossing, a package of targeted transport interventions, the Kent Thameside Strategic Transport Programme, has been developed with partners to enable the substantial regeneration of the Thames Gateway to take place.

A third Thames crossing and the Thames Gateway Kent development will not only benefit the local economy but will give a massive boost to UK plc.

The transport interventions to support the **50,000 jobs and 60,000 new homes in the Thames Gateway**, Kent include a number of initiatives across Swale and Medway. These are:

- Sittingbourne Northern Relief Road (Bapchild Link)
- Improved access to Kent Science Park
- A249 Grovehurst Junction Improvement
- Sittingbourne Town Centre Regeneration
- A289 Four Elms Roundabout to Medway Tunnel
- Town centre placemaking and public realm improvements and station improvements at Strood and Chatham
- Improved connectivity to Medway City Estate.

Growing Medway.....

Thames Gateway / Gearing up for growth

Our next steps will be to...

press Government for an early final decision on the preferred route for a third Thames crossing.

work with Government, local authorities and the Local Enterprise Partnership to ensure a third Thames crossing enables a new strategic corridor between Dover and the Midlands to the benefit of the local and national economies and will press for delivery by 2020.

further develop links with the investment sector and broker talks with Government to help facilitate a non-public funding model to deliver a third Thames crossing.

work with the Department for Transport and Highways Agency to press for early delivery of the A2 Bean and A2 Ebbsfleet junctions.

continue to progress the Kent Thameside Strategic Transport programme and other identified priorities across Thames Gateway, Kent in the short to medium term.

Channel Corridor / Relieving the pressure

Issue	Kent is the UK's front door and with freight through Dover predicted to double , it is vital to our economy to ensure the Channel Corridor operates efficiently at all times and is part of a resilient transport network.
Action	In addition to a third Thames Crossing, creation of a new strategic route from Dover to the Midlands and the North via bifurcation (splitting traffic between two routes) of port traffic through Kent and provision of solutions to Operation Stack and overnight lorry parking issues.
Outcome	A resilient transport network saving business time and money. Will reduce the freight impact on Kent and Medway and support the delivery of homes and jobs particularly in Dover, Ashford, Canterbury and Swale.
Cost	Estimated £300m for various measures that will help deliver bifurcation including a number of junction improvements and sections of widening on the M2/A2 corridor. £40m for provision of two overnight lorry parks as part of a network of lorry parks across Kent and Medway. These would have an element of overflow parking to cater for Operation Stack.

Bifurcating traffic through Kent

87% of international road freight enters the UK through Dover and we know that a significant proportion of that traffic heads to the Midlands or further north. At present the majority of traffic is directed along the M20/A20 and Dartford crossing route. We have considerable evidence to demonstrate the vulnerability of this route, particularly related to congestion and incidents on the crossing itself. This is estimated by the Department for Transport to cost the economy £40m a year.

Bifurcating, or splitting the traffic on this corridor along with a third Thames crossing, is a radical solution that has the potential to offer massive benefits to Kent and the wider UK. It is estimated that journey time savings for the trip between Dover and Junction 7 of the M11 using a new crossing to the East of Gravesend could be valued at £40m per year.

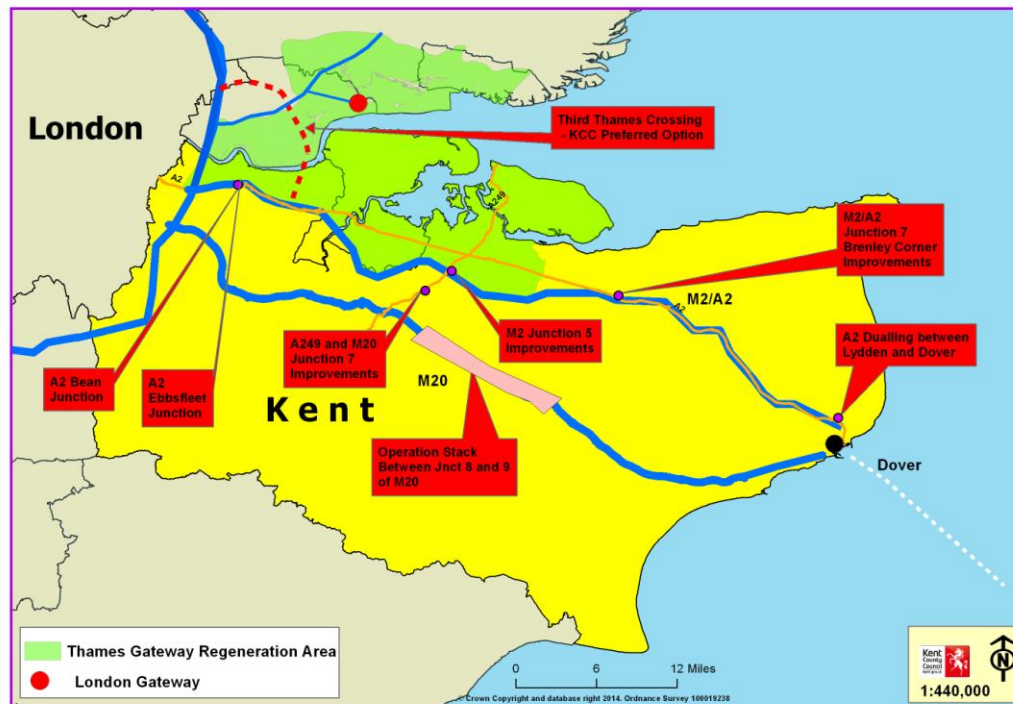
Channel Corridor / Relieving the pressure

Bifurcation would allow traffic from the Eastern Docks at Dover to use the M2/A2 corridor and a new Thames crossing to make the journey to the Midlands and the North. Traffic from the planned second terminal at the Western Docks would continue to use the M20/A20 corridor. **We will work with Dover Harbour Board to support development of the Western Docks as without this bifurcation is unlikely to be implemented.**

Other benefits of bifurcation would be opening the door for major regeneration of Dover and by relieving pressure on the M20, removing a potential blockage to growth for key centres in Kent including Maidstone and Ashford.

In addition to a third Thames crossing, the triggers to deliver bifurcation are illustrated below and are:

- dualling of the A2 at Lydden;
- the improvement of the M2 Junction 2 (Bean), Junction 3 (Ebbsfleet), Junction 5 (Stockbury) and Junction 7 (Brenley Corner);
- Improvements to the A249 linking the M2 and M20 and improvements to the M20 Junction 7.



Channel Corridor / Relieving the pressure

Operation Stack and overnight lorry parking

Over the last few years a considerable amount of development work has gone into finding a solution to Operation Stack. When called this causes significant disruption to the county as the M20 can be shut for anything from a few hours to several days. This has a huge impact on the travelling public and Kent and Medway businesses. It also represents a major cost to the Kent and UK economy and leads to the negative perception of Kent as a place to do business.

The sheer volume of HGVs travelling through Kent and Medway and the proximity to the Channel crossings means there is a significant amount of overnight lorry parking in the county on a daily basis. With this comes an element of unofficial and inappropriate lorry parking outside of designated lorry parking areas. Where this inappropriate parking occurs in communities or near residential properties it can cause significant distress and annoyance. The litter left behind, noise of refrigerator units and anti-social behaviour are real issues for those communities and residents.

While we are ready to deliver on a largescale permanent solution to Operation Stack, given the current economic climate, we are pursuing a lower cost option. This involves addressing the considerable issue of inappropriate lorry parking in the county as well as Operation Stack.

Operation Stack costs £1 million for each day it is on and inappropriate lorry parking causes disruption on our road network and distress to the communities it affects.



To tackle these combined issues we have been working with district and borough councils and other partners to identify deliverable commercial lorry parks. **Our objective is to identify a network of smaller scale overnight lorry parks with an element of overflow parking that would cater for Operation Stack.** Presently we have identified 3 potential sites and are carrying out detailed development work for each with a view to announcing our preferred solution by June 2014. We are seeking to provide around an additional 1,500 lorry parking spaces and for these smallscale lorry parks to be commercially operated.

In addition to this, we are supportive of Port of Dover and Eurotunnel in their plans to extend their on-site HGV holding areas which will help to delay the point at which Operation Stack needs to be activated.

Channel Corridor / Relieving the pressure

Other freight initiatives

Addressing the issues of Operation Stack and inappropriate HGV parking are key elements of Kent County Council's Freight Action Plan. This plan identifies a number of other actions to assist the movement of freight through the county, while minimising its impact on our communities. To date we have introduced the Lorry Watch initiative and will seek to roll this out across the county where communities have a need and are keen to get involved.



Our next steps will be to...

continue to press for infrastructure upgrades to enable the bifurcation of traffic travelling to and from Dover relieving pressure on the M20/A20 and providing greater network resilience and journey time reliability

work with Dover Harbour Board to support development of the Western Docks as without this bifurcation is unlikely to be implemented

complete work in partnership with the district authorities to identify a network of small scale overnight lorry parking facilities across the county with an element of overflow parking to cater for Operation Stack. We will seek to progress to a point whereby commercial operators take on delivery of these facilities

continue to deliver the Freight Action Plan to improve the efficiency and minimise the impact of freight through the county

input to policy consultations and influence at ministerial level to ensure Highways Agency policy and practices minimise impact on Kent and Medway's communities on and around the Channel corridor

West Kent / Congestion and connectivity

Issue	Congestion and delay on the A21 near Tunbridge Wells and Tonbridge causing poor accessibility between the south coast and London. Lack of east facing slip roads on M25/M26 resulting in congestion and air quality issues for communities on the A25. Poor rail connectivity between Kent and Gatwick Airport and localised congestion issues, such as at North Farm.
Action	Dualling of A21 between Tonbridge and Pembury, provision of M25/M26 east facing slips, implementation of North Farm Strategy and a package of transport measures to support growth and introduction of direct rail services to Gatwick Airport.
Outcome	Delivery of 11,293 houses and 7,803 jobs . A boost to the West Kent economy through improved journey times and reduced congestion for businesses, improved safety for road users, improved access to Gatwick Airport, reduced local congestion
Cost	DfT funding of £92m in current Spending Round subject to value for money and deliverability for the A21 Tonbridge to Pembury Dualling and a total cost of £68.5m of which £58.1m is sought from the SLGF for the schemes in the section below.

A21 Dualling Tonbridge to Pembury

Through persistence and demonstrating that Kent County Council could deliver a lower cost scheme, we succeeded in securing Government commitment to deliver the A21 Tonbridge to Pembury Dualling. A Public Inquiry was held in May 2013, with a funding commitment for this scheme now included in the National Infrastructure Plan. Construction is due to start in 2015/16.

We will continue to press Government to ensure the A21 Tonbridge to Dualling is delivered at the earliest opportunity to help unlock economic growth in West Kent currently constrained by poor transport connectivity.

West Kent / Congestion and connectivity

M25/M26 East Facing Slips

The lack of east facing slip roads on the M25/M26 means traffic travelling north on the A21 wanting to turn eastwards onto the M26 cannot access the motorway network but instead will use the A25 passing through a number of West Kent communities. New slip roads will help alleviate the congestion and air quality issues.

North Farm Strategy

Kent County Council, with support from the LEP, has been successful in securing £3.5 million through the Government's Local Pinch Point Fund for transport improvements to tackle congestion and support growth at North Farm Retail and Business Park. We are working closely with landowners, developers and Tunbridge Wells Borough Council to deliver this scheme. We will build on this work by implementing the full North Farm Strategy and with additional SLGF funding.



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Kent to Gatwick Rail Services

A key aspiration for rail servicers in West Kent is the re-introduction of direct services between Kent and Gatwick Airport, following the cessation of services from Tunbridge Wells and Tonbridge via Redhill in 2008. The Rail Action Plan for Kent (2011) advocates a direct hourly service between Ashford, Tonbridge, Redhill and Gatwick, for which a business case is being prepared.

Maidstone East line to the City

Following representations from Kent County Council through our Rail Action Plan for Kent, the Department for Transport has agreed to include Maidstone East in the new Thameslink service from 2018. This will deliver a half hourly peak, and some off-peak, services also linking West Malling (for Kings Hill), Borough Green and Otford with the City stations of Blackfriars, City Thameslink, Farringdon and St Pancras.

Other transport initiatives we want to deliver in West Kent

- M20 Junction 4 Eastern overbridge widening
- A228 Colts Hill Relief Scheme
- Tunbridge Wells Park and Ride
- A26 London Rd/ Speldhurst Rd/ Yew Tree Rd junction improvements
- Working in partnership to deliver a new bridge over River Medway linking to A228 Halling Bypass to open up Peter's Pit development of 1,000 houses and possible further housing expansion
- Tonbridge Town Centre Regeneration.

West Kent / Congestion and connectivity

Our next steps will be to...

continue to press for early delivery of the A21 Tonbridge to Pembury Dualling

press Government and the Highways Agency to prioritise the provision of east facing slips on the M25/M26.

deliver North Farm Retail and Business Park improvements by March 2015 which will help address current congestion and support business and retail at this location and will seek SLGF to implement the next phase of the North Farm Strategy

work to deliver the identified transport priorities across West Kent in the short to medium term

develop the business case for a direct rail service between Kent and Gatwick and work in partnership with Gatwick Airport Ltd, the rail operator and Network Rail to deliver the service through inclusion in the specification for the next franchise award

<p>Issue</p>	<p>Poor accessibility to East Kent leading to high unemployment and social disadvantage.</p>
<p>Action</p>	<p>Provision of measures to deliver bifurcation which will improve access to East Kent via A2/M2. Provision of a Thanet Parkway station along with improved line speeds between Ashford and Ramsgate. Implementation of the Westwood Relief Strategy, the Ashford Spurs signalling project and the wider East Kent transport package to support growth.</p>
<p>Outcome</p>	<p>Delivery of 29,720 houses and 10,468 jobs, improved access to East Kent with reduced perception of peripherality. The Ashford Spurs project will ensure Ashford International Station remains on the international network following the introduction of new European rolling stock.</p>
<p>Cost</p>	<p>A programme cost of £126.9m with £56.6m being sought through SLGF with bifurcation measures estimated at £300m.</p>

Bifurcation improving access to East Kent

Bifurcation is primarily about providing a new strategic corridor for long distance traffic, when implemented it will also provide significant benefits for East Kent. Specifically the measures proposed to improve the A2/M2 corridor will increase connectivity while reducing the perception of peripherality and so enhancing the attractiveness of the area for investment.

Measures to deliver bifurcation that will improve access to East Kent

- **dualling of the A2 at Lydden;**
- **the improvement of the M2 Junction 2 (Bean), Junction 3 (Ebbsfleet), Junction 5 (Stockbury) and Junction 7 (Brenley Corner);**
- **Improvements to the A249 linking the M2 and M20 and improvements to the M20 Junction 7.**

Westwood relief strategy

While access by road to East Kent has been significantly upgraded over a number of years, there is still more that needs to be done. For example, further measures are needed to relieve congestion around Westwood Cross Retail Park, a consequence of its success as a retail centre. While we have been successful in securing funding (£1.6m) for Phase 1 of these works through the Department for Transport's Local Pinch Point Fund, we will seek further funding through SLGF to deliver the full congestion relief strategy enabling further growth in this area.

While road based improvements are still required in East Kent, upgrades to the rail network and services will also play a major part in delivering growth here.

Thanet Parkway Station

We have advanced work on a new Thanet Parkway station despite challenges such as the changing fortunes of key players, (for example, withdrawal of Pfizer) and have completed technical work on the optimum location for a new station. We have also engaged with Network Rail to ensure we comply with the necessary processes to deliver this station vital to boosting growth and investment in East Kent. It is anticipated the parkway station will be delivered in 2016/17.

The new parkway station will include significant car parking facilities so that in addition to serving Manston Airport and surrounding business parks, it will serve the Thanet and East Kent rural hinterland to allow improved access to London and other employment areas in Kent.



Rail Access to East Kent

Improved high speed rail service to East Kent is vital to boosting the local economy. This, in conjunction with Thanet Parkway Station, will bring Discovery Park, three major business parks and Manston Airport to **within an hour of London** as well as widening the much needed employment catchment for Thanet residents by making local employment centres, such as Ashford, more accessible.

The £5m funding for rail journey time improvements on the Ashford to Canterbury mainline we secured through the Regional Growth Fund will deliver the first phase of the rail journey time improvement scheme by 2016/17. The £6.8m second phase for which Kent County Council has secured funding from Network Rail, from Canterbury to Ramsgate should be completed by 2018/19, giving a total journey time reduction of up to 10 minutes.

Through our commitment to the Rail Action Plan for Kent, Kent County Council has funded new high speed services between Sandwich, Deal and London. In the peak periods journey times to and from London have been reduced from 2h 15m to just 1h 30m. The success of this action has led to Southeastern putting on additional services and we have succeeded in securing all services within the next franchise, at no further subsidy from the County Council. Southeastern has also proposed an all day high speed service via Deal and Sandwich from the December 2014 timetable.

Ashford International

Kent County Council is currently working in partnership with European partners and Eurostar on a proposed revised timetable which would benefit Kent's international rail passengers through the introduction of more stopping services at Ashford International and in France.

An important aspect of this initiative will be safeguarding these international rail services at Ashford through signalling works which will allow modern international rolling stock to continue to use the station. **Without this vital work, services would increasingly be unable to serve Ashford in the medium term.**

Other transport initiatives we want to deliver in East Kent

M20 Junction 10a

A20 Chart Road, Ashford Improvement

A2/A28 off slip

A2 Duke of York Roundabout improvements

Sturry Link Road and integrated transport package

Margate junction improvements

North Deal Access Improvements

A20 Cheriton High Street Junction Improvements

Newingreen Junction Improvement

Dover Bus Rapid Transport

Dover Waterfront links to town centre

Ashford Public Transport Priority

Our next steps will be to...

implement Phase 1 of the rail journey time improvements and work with Network Rail to ensure Phase 2 is implemented by 2018/19 so East Kent becomes a truly competitive business location with access to London in less than an hour

we will undertake the next stages in Network Rail processes to deliver a new parkway station supporting growth and investment in East Kent

we will seek to deliver the wider transport package that will help boost the East Kent economy, including delivering a solution to the Westwood Cross Retail Park congestion

we will continue to seek European funding to upgrade the Ashford “spurs” to European signalling compliance to ensure Ashford continues to be connected to the international rail network and so benefits from the growth such a connection brings

Ashford and Maidstone / Urban growth

Issue	Severe congestion issues in urban areas with high levels of planned growth.
Action	Delivery of schemes to address bottlenecks on strategic and local road networks supported by public transport initiatives. Includes a new partial Junction 10a on the M20, A28 Chart Road improvements in Ashford, and an integrated transport package for Maidstone to deliver growth.
Outcome	Delivery of 34,200 houses and 27,500 jobs (using South East Plan / Local Plan numbers) with improved access to, and journey time reliability, for these urban areas.
Cost	A programme cost of £82.9m with £48.4m being sought through SLGF.

Enabling urban growth

Urban congestion is currently, and will increasingly be, a severe constraint on growth for Ashford and Maidstone, two of the main growth areas in the county. A new partial junction 10a on the M20 is required to unlock development in the Sevington area of Ashford. The A28 Chart Road scheme including an element of dualling and roundabout improvements, will unlock the Chilmington Green development to the north of Ashford.

Severe congestion and capacity issues are similarly a constraint on the growth planned for Maidstone. An integrated transport package will be developed to enable delivery of this development in a sustainable way improving capacity and journey time reliability.

Ashford and Maidstone / Urban growth

Our next steps will be to...

work in partnership to deliver the M20 partial Junction 10a scheme to open up major development to the south of Ashford

seek funding through SLGF to implement the A28 Chart Road Improvement enabling development to the north of Ashford and for public transport priority measures to provide an integrated urban transport system

develop an integrated transport package for Maidstone to support the substantial growth planned for the county town to increase capacity and improve journey time reliability.

Bold steps for aviation

DRAFT

Issue	Growing need to increase airport runway capacity in London and the South East. Without this a lack of aviation capacity will constrain the UK's connectivity, impacting on our competitiveness and restricting economic growth
Action	Capacity growth at existing international airports and maximising the use of regional airports, including Manston Airport, in combination with improved rail links
Outcome	The UK remains the best connected country in the world generating economic growth with benefits spread to regional economies, and without the need for a new hub airport in the Thames Estuary
Cost	Dependant on the recommendations of the Airports Commission

Our opposition to an Estuary airport

There is currently much debate on how the UK best meets its aviation capacity challenge in the South East of England. The Airports Commission chaired by Sir Howard Davies will provide recommendations to the Government in 2015. Kent County Council and Medway Council are robustly opposed to the proposals for a new hub airport in the Thames Estuary.

Our solution

Kent County Council has produced a discussion document Bold Steps for Aviation which clearly sets out our position on aviation. This centres on maximising use of existing regional airport capacity, such as Manston, Kent's International Airport, along with some expansion of existing airports and improved rail connections.

The Airports Commission's interim report (December 2013) shortlisted two options for additional runway capacity at Heathrow and a second runway at Gatwick, alongside significant surface access improvements, especially rail. A new hub airport on the Isle of Grain will be investigated further in 2014 before the Commission makes a decision on whether it will be shortlisted.

Kent and Medway will continue to make the case against a new hub airport in the Thames Estuary which would result in the closure of Heathrow with devastating economic effect for West London and irreversible environmental devastation for the Thames Estuary.

We are clear: there should be no new hub airport in the Thames Estuary but instead we need growth at our existing airports if we are to successfully deal with UK aviation capacity issues in realistic timescales.

In relation to whether additional runway capacity is provided at Heathrow or Gatwick, this will be a matter for Government to decide following the final recommendations of the Airports Commission expected mid 2015.

As part of our view on long term aviation capacity issues, **we are pressing Government for immediate action to keep UK airports competitive with European airports in terms of Air Passenger Duty (APD)**. This currently has a negative impact on the UK's global connectivity and is therefore damaging UK business and tourism.

Airport Capacity in Kent

Manston, Kent's International Airport

The Manston Airport Master Plan (2009) sets out a growth plan that would see the airport expand to cater for around 5 million passengers per annum making this a thriving regional airport. The rail improvements we are currently delivering including improved journey times from London and a new parkway station, will help support growth at the airport.

Lydd (London Ashford) Airport

Lydd is a small airport located south of Ashford which currently caters primarily for business and general aviation. The airport has recently secured permission for an extension to its runway and new passenger terminal that will see it able to provide for up to half a million passengers each year.

Bold steps for aviation

DRAFT

Our next steps will be to...

continue to present a strong evidence-based case supporting growth at regional airports with limited runway expansion at the existing main London airports and improved surface access by rail, as a solution to the UK aviation capacity issue.

continue to present evidence to seek to achieve an outcome that will produce substantial growth for regional economies including Kent and Medway and remove the threat of a Thames Estuary Airport.

press Government to review APD to ensure it does not operate to make the UK less competitive than its European neighbours.



Issue	growth in housing and jobs will increase traffic congestion reducing opportunities for those without access to a car . Cost of commuting by rail to access employment is a major barrier for many people.
Action	create an integrated public transport network and promote initiatives to encourage greater use of public transport. Begin dialogue with Government and train operators to identify options for reducing the 'rail price penalty'.
Outcome	increased access to jobs, education and health by public transport , providing opportunities to Kent's residents without the need for a private car and therefore reducing road congestion
Cost	KCC £70m per annum including home to school transport Medway £10m per annum including home to school transport

Access to jobs, education and health

If we are truly to deliver growth without gridlock, we need to provide an integrated, affordable public transport network to make it an attractive travel option for Kent and Medway's residents.

Bringing down the cost of public transport

A real issue for many people in Kent is the cost of commuting by rail. This can have the impact of preventing residents in many areas of Kent, for example East Kent, from being able to access employment, particularly in London. If travel by rail was more affordable, more London based employment opportunities could be taken up by Kent residents. This would potentially spread London prosperity across the county.



We will ask Government, Network Rail and Southeastern to work with us to identify options for reducing the ‘rail price penalty’.

The cost of travel by public transport can similarly be a challenge for Kent’s young people in accessing education and employment.

We will press Government to support reduced cost travel by public transport for 16-19 year olds to assist with access to education and employment.

Improving travel by rail

We have made good progress on promoting improvements to rail passenger services through the Rail Action Plan for Kent. Across the rail industry and Government, the Rail Action Plan for Kent has led to Kent County Council being recognised as a voice of authority on rail matters for the South East.

Kent County Council will continue to influence the service specifications for the new Thameslink (2014) and South Eastern (2018) franchises, ensuring that Kent’s rail passengers are provided with the best possible level of service including:

- securing all day High Speed services to Deal and Sandwich
- completion of journey time improvements from Ashford to Ramsgate via Canterbury West
- improved off-peak journey times on North Kent Line to London Victoria
- provision of service from Maidstone East to City within Thameslink franchise
- provision of a through Kent to Gatwick rail service.

KCC holds annual rail summits that bring together stakeholders and the rail industry: Southeastern Railway, Network Rail, local rail user groups, MPs and local councillors. This provides a powerful collective voice in discussing issues for travel by rail in the county.

Improving travel by bus

To ensure a high quality and effective public transport option for journeys across Kent, Kent County Council actively supports seven Quality Bus Partnerships including most recently, a Punctuality Improvement Partnership. A successful Quality Bus Partnership also operates across the Medway area, which is well supported by local bus operators and Medway Council. This work has helped contribute to a 2.5% increase in bus patronage across the county between 2009/10 and 2010/11 against a national increase of only 0.1% for the same period.

We are progressing smart ticketing by building on the successful rollout of over 300,000 Kent County Council smart concessionary travel passes which includes provision for Kent Freedom Pass to become an e-purse facility from September 2014. This helps to provide seamless travel between bus operators and works towards providing an integrated bus network. To promote integration between bus and rail, we secured £2.7 million from the Local Sustainable Transport Fund for improved access to stations.

The Fastrack bus services operating across Kent Thameside have a proven track record. There are currently two services operating and further routes will be developed as growth occurs. The lessons learned from Fastrack can be applied to allow similar high quality, frequent and reliable bus systems to be developed in Ashford and Dover as a key element of the transport strategies for these areas supporting planned growth.

We have issued over 27,400 Freedom Passes for the 2012/13 academic year allowing easy and affordable bus travel to education for Kent's young people (school years 7-11) and reducing peak traffic congestion in our urban areas.

Medway funds the operation a Medway Youth Pass scheme, which enables all young people to travel at half fare up to the end of the academic year after their 18th birthday. 3,100 passes were on issue as at September 2013.

Our next steps will be to...

ask Government, Network Rail and Southeastern to work with us to identify options for reducing the 'rail price penalty'.

press Government to provide subsidy on the cost of travel by public transport for 16-19 year olds to support access to education and employment.

continue to fight for the best deal for Kent and Medway's rail passengers throughout the delayed franchise process including:

- Securing all day High Speed services to Deal and Sandwich
- Completion of journey time improvements from Ashford to Ramsgate via Canterbury West
- Improved off-peak journey times on North Kent Line to London Victoria
- provision of service from Maidstone East to City within Thameslink franchise
- Provision of a through Kent to Gatwick rail service.

continue to host an annual rail summit and stand up for Kent and Medway's residents and rail users to enhance our reputation on rail matters ensuring we are able to deliver the best outcomes for Kent's rail passengers.

work with partners to further roll out smart ticketing products to improve rail-bus integration.

implement the final years of the Local Sustainable Transport Fund and bid for Better Bus Area funding to deliver improvements on the ground for journeys in Kent by public transport.

work with the development sector to help deliver integrated public transport systems for Ashford and Dover

work closely with passenger transport operators to drive efficiencies in the current Kent County Council and Medway Council spend on public transport subsidy, concessionary travel and home to school transport.

Supporting growth across Kent and Medway

GwG in Kent and Medway gives a perspective on the main priority transport interventions we believe are needed to help us deliver growth across Kent and Medway. This by no means represents the whole picture however.

From our own work, and from working closely with our district council partners in supporting the development of their local plans and more specifically, the transport strategies needed to deliver that growth, we have built up a detailed knowledge of the transport needs across the county.

Not all interventions vital for growth fall within the remit of Kent and Medway councils as the local transport authority for their area. A number of key projects fall under the remit of the Highways Agency or Network Rail. Kent County Council and Medway Council are therefore committed to working closely with both of these agencies to influence their future delivery programmes, and to ensure these are given the highest priority for delivery.

The full list of the transport interventions we want to see delivered including costs and deliver timescales is provided in Appendix B. The location of these schemes are illustrated on the following plans.

Our next steps will be to...

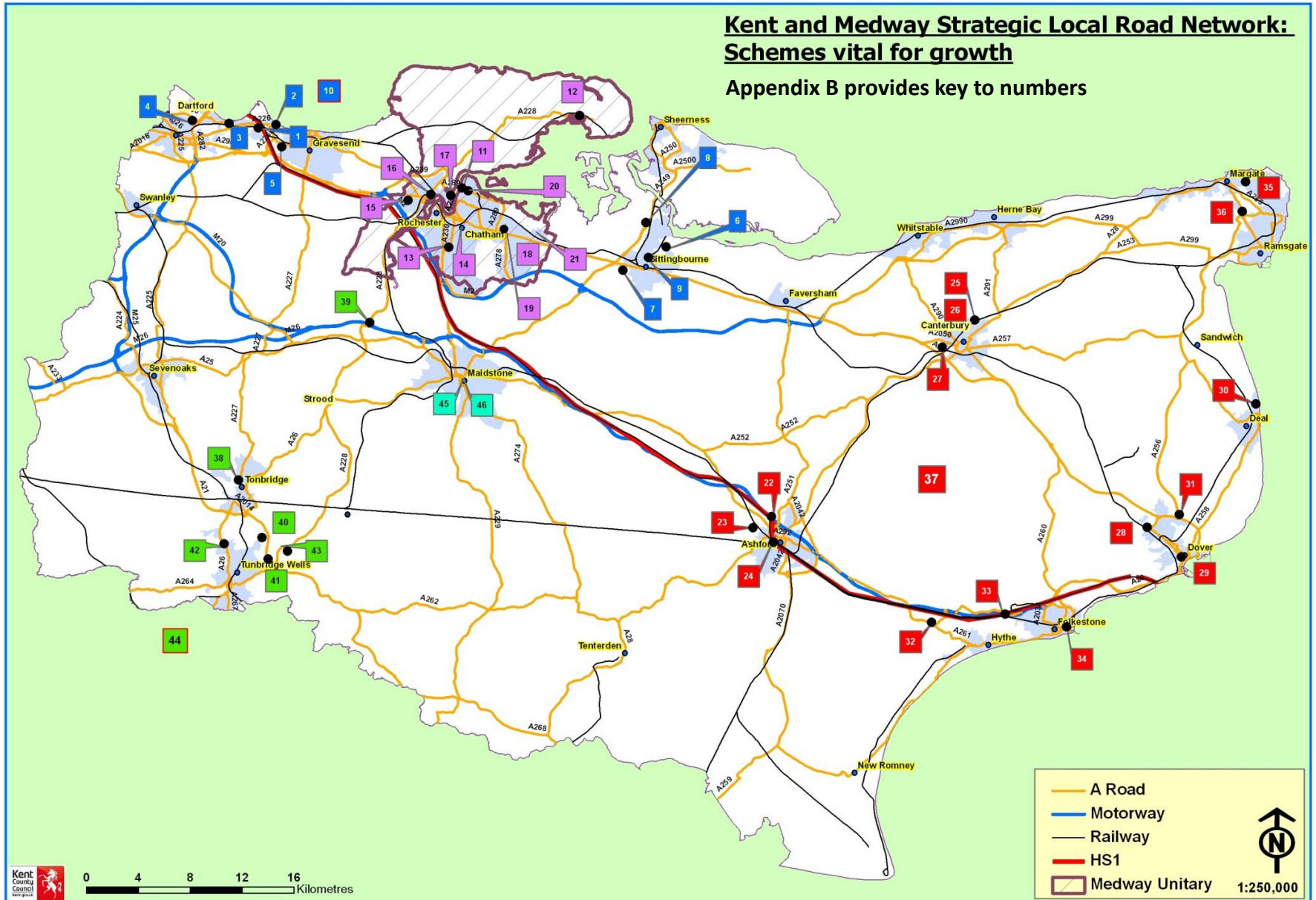
work with the development sector and other delivery agencies to bring forward by 2021 Kent and Medway's priority transport projects as set out in Appendix B.

press the Department for Transport, Highways Agency and Network Rail to recognise and prioritise for delivery at the earliest opportunity, Kent and Medway's priority transport projects which come under the remit of these agencies.

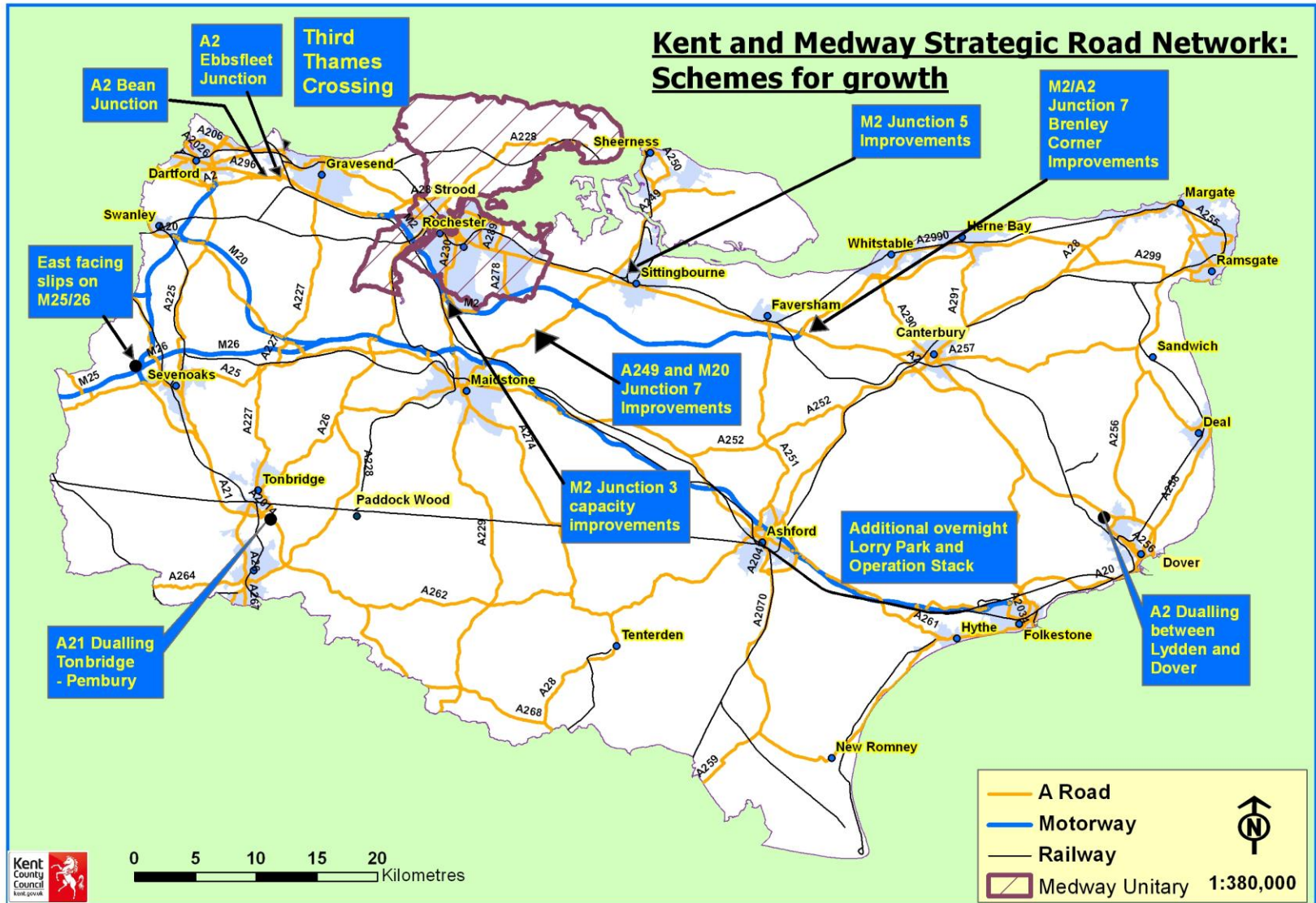
The complete picture/ Local transport schemes

Kent and Medway Strategic Local Road Network: Schemes vital for growth

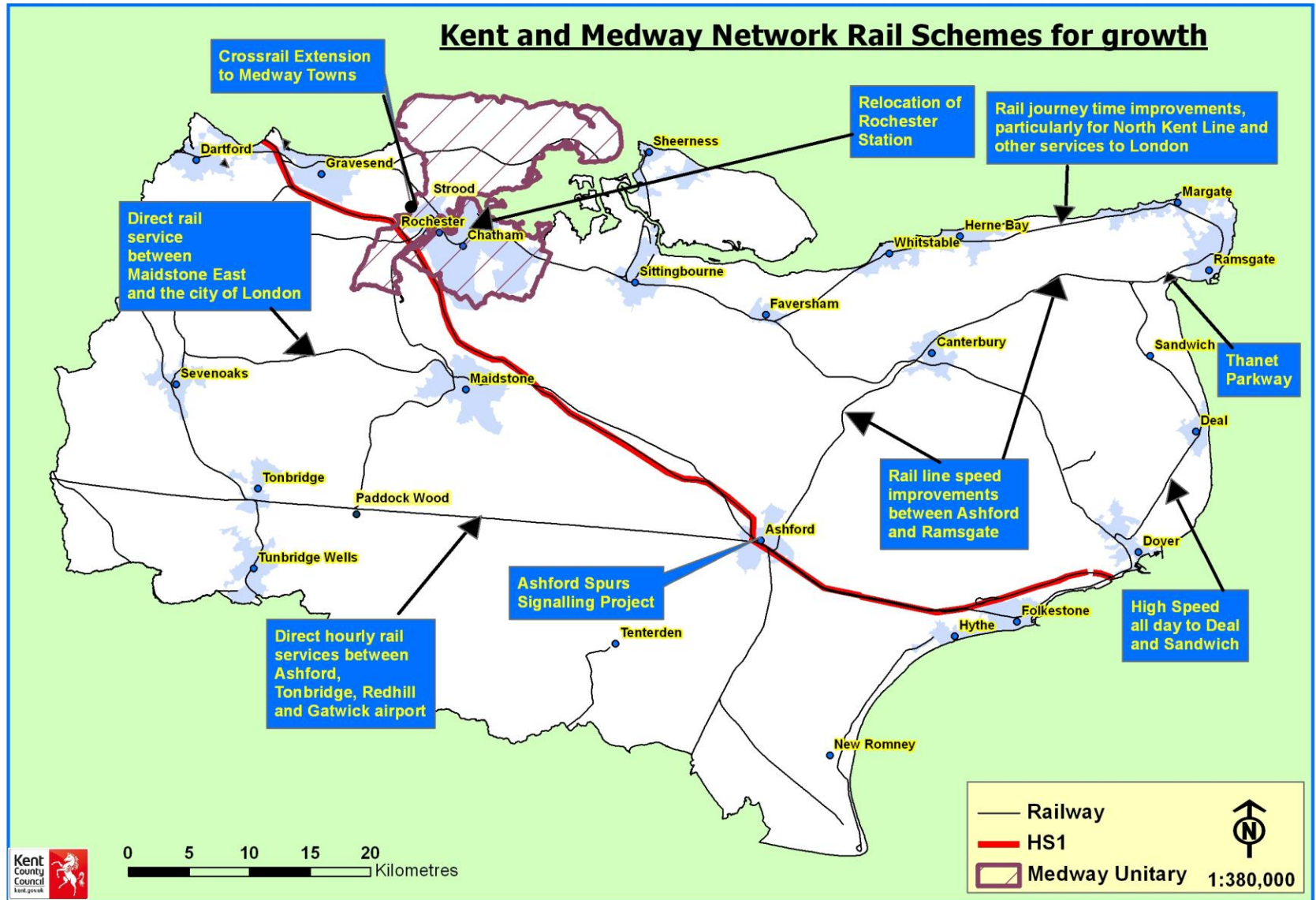
Appendix B provides key to numbers



The complete picture/ Highways Agency schemes



The complete picture/ Rail schemes



Growth area	Achieved in last 3 years
Ashford	<p>Improvements to A20 Drivers roundabout and M20 Junction 9 completed in June 2011 and October 2011 retrospectively.</p> <p>Victoria Way, Ashford opened in November 2011 providing improved access into heart of town and station. The Rail Action Plan for Kent recognises the excellent High Speed services between Ashford and St Pancras.</p>
Canterbury	<p>New A2 slip road Canterbury connecting A28 Thanington Road with the London-bound carriageway opened August 2011.</p> <p>Secured £5m RGF funding for Ashford to Canterbury rail journey time improvements.</p>
Dartford	<p>Investigated options for private sector funding for third Thames crossing and pushed DfT to accelerate its delivery with evidence based studies.</p>
Dover	<p>The delivery of high speed services to Deal and Sandwich dramatically improving services to London.</p>
Gravesham	<p>Delivery of first phase of improvements to the Gravesend Transport Quarter, (Civic Square) July 2011.</p>
Maidstone	<p>Arriva/ KCC bid secured funding from the Governments Greener Buses Fund towards new hybrid electric buses. Eleven new hybrid buses will be introduced during 2013 on routes between Maidstone and Snodland.</p> <p>Maidstone West to St Pancras high speed rail services introduced.</p>

Growth area	Achieved in last 3 years
Medway	<p>New bus station at Chatham Waterfront fully operational, replacing the poor bus facilities in the Pentagon shopping centre.</p> <p>Urban Traffic Management and Control system operational.</p> <p>New bridge on the A228 at Stoke, replacing the existing level crossing.</p> <p>Major public realm and accessibility improvements to Gillingham railway station.</p> <p>Expansion to cycle network.</p> <p>Worked with rail industry to develop major improvements to railway stations at Rochester, Rainham and Strood.</p>
Sevenoaks	<p>Retention of good rail connectivity to London for Sevenoaks with frequent services to Charing Cross and peak services to and from Cannon Street.</p>
Shepway	<p>Delivery of the final stages of the Folkestone to Lydd and Lydd-on-Sea bus route infrastructure upgrades. This investment will improve access at bus stops for all and encourage greater bus use.</p>
Swale	<p>Rushenden Relief Link opened in Sheppey in November 2011.</p> <p>Sittingbourne Northern Relief Road opened in December 2011.</p>
Thanet	<p>East Kent Access Road completed, with the second phase of the A299 Dualling opened May 2012.</p> <p>Secured £5m regional Growth Funding for Ashford to Canterbury rail journey time improvements and £6.8m Network Rail funding for Ramsgate to Canterbury rail journey time improvements.</p>

Growth area	Achieved in last 3 years
Tonbridge & Malling	<p>A Statutory Quality Partnership Scheme developed by KCC, Tonbridge and Malling District and bus operating companies which came into effect in 2013.</p>
Tunbridge Wells	<p>KCC has been working closely with Tunbridge Wells Borough Council (TWBC) to identify options to reduce congestion at the North Farm Industrial estate and secured £3.5 million of Local Pinch Point Funding to deliver Phase 1 of the strategy.</p> <p>KCC has supported TWBC in their endeavours to retain the existing Cannon Street services and not to have them replaced with Thameslink trains.</p>
Countywide	<p>Delivered improved access to railway stations using Local Sustainable Transport Funding.</p> <p>Delivered smartcard ticketing and Wheel to Work initiatives. Supported Thames Gateway successful Fastrack bus service, provided over 27,400 Freedom Passes in 2012/13 helping young people access education and Medway Youth pass scheme, supported 8 Quality Bus Partnerships and rolled out the Kent's smart concessionary travel pass.</p> <p>Implementation of congestion management initiatives across our main urban areas along with numerous smallscale traffic management projects.</p>
Highways Agency network	<p>Investigated options for private sector funding for third Thames crossing and pushed DfT to accelerate its delivery with evidence based studies.</p> <p>Successfully pressed the Department for Transport to implement a road user levy for international HGVs in the UK.</p> <p>Successfully campaigned for the A21 Tonbridge to Pembury Dualling to be put back in the Highways Agency's delivery programme by demonstrating that Kent County Council could deliver the scheme for a third less cost.</p>

Appendix B/ Our delivery programme to 2021

Kent Scheme name	Delivery		Funding		
	Start Date	Delivery Date	Total Cost	LGF Contribution	External Contribution
Ashford Growth Area					
22. M20 Junction 10a	2015/16	2018/19	£ 35,900,000	£ 19,700,000	£ 16,200,000
23. A28 Chart Road	2016/17	2018/19	£ 19,500,000	£ 10,229,000	£ 9,271,000
24. Ashford Public Transport Priority	2017/18	2018/19	£ 3,000,000	£ 3,000,000	
Canterbury Growth Area					
25. Sturry Link Road	2017/18	2019/20	£ 28,600,000	£ 5,900,000	£ 22,700,000
26. A28 Sturry Rd Integrated Transport Package	2015/16	2015/16	£ 500,000	£ 250,000	£ 250,000
27. A2/A28 off slip and link road	2017/18	2018/19	£ 12,000,000	£ 2,000,000	£ 10,000,000
Dover and Whitfield Growth Area					
28. Dover Bus Rapid Transit	2017/18	2019/20	£ 6,000,000	£ 2,000,000	£ 4,000,000
29. Dover Waterfront Link to Town Centre	2015/16	2017/18	£ 30,000,000	£ 12,750,000	£ 17,250,000
30. North Deal Improvements	2015/16	2015/16	£ 1,500,000	£ 750,000	£ 750,000
31. Duke of York rbt and structural maintenance A256	2018/19	2019/20	£ 5,500,000	£ 5,000,000	£ 500,000
Dartford Growth Area					
3. A226 London Road/ B255 St Clements Way Jctn	2017/18	2018/19	£ 8,700,000	£ 4,200,000	£ 4,500,000
4. Dartford Town Centre Improvements	2015/16	2017/18	£ 9,000,000	£ 2,300,000	£ 6,700,000
5. Northfleet station and link	2018/19	2018/19	£ 10,700,000	£ 6,400,000	£ 4,300,000

Appendix B/ Our delivery programme to 2021

Kent Scheme name	Delivery		Funding		
	Start Date	Delivery Date	Total Cost	LGF Contribution	External Contribution
Gravesham Growth Area					
1. A226 Thames Way Dualling	2019/20	2020/21	£ 8,900,000	£ 3,500,000	£ 5,400,000
2. Rathmore Road Link	2015/16	2016/17	£ 7,300,000	£ 4,100,000	£ 3,200,000
Maidstone Growth Area					
45. Maidstone Integrated Transport Package	2015/16	2016/17	£ 21,500,000	£ 13,460,000	£ 8,040,000
Shepway Growth Area					
32. Newingreen Junction Improvement	2017/18	2017/18	£ 700,000	£ 411,000	£ 289,000
33. A20 Cheriton High Street junction Improvement	2019/20	2020/21	£ 570,000	£ 300,000	£ 270,000
34. Folkestone Harbour maintenance	2015/16	2015/16	£ 500,000	£ 500,000	£ -
Sittingbourne Growth Area					
6. ittingbourne Northern Relief Road - Bapchild Link Road	2019/20	2020/21	£ 28,600,000	£ 23,100,000	£ 5,500,000
7. M2 J5a Kent Science Park	2019/20	2020/21	£ 32,000,000	£ 28,000,000	£ 4,000,000
8. A249 Grovehurst junction	2018/19	2019/20	£ 2,000,000	£ 1,000,000	£ 1,000,000
9. Sittingbourne Town Centre Regeneration	2016/17	2017/18	£ 4,500,000	£ 2,500,000	£ 2,000,000
Thanet Growth Area					
35. Margate junction improvements	2018/19	2019/20	£ 10,000,000	£ 6,500,000	£ 3,500,000
36. Westwood Relief Strategy	2016/17	2018/19	£ 9,000,000	£ 7,000,000	£ 2,000,000

Appendix B/ Our delivery programme to 2021

Kent Scheme name	Delivery		Funding		
	Start Date	Delivery Date	Total Cost	LGF Contribution	External Contribution
Tonbridge and Malling Growth Area					
38. Tonbridge Town Centre Regeneration	2015/16	2016/17	£ 3,870,000	£ 2,180,000	£ 1,690,000
39. M20 Junction 4 Eastern Overbridge	2015/16	2015/16	£ 4,435,000	£ 2,178,000	£ 2,257,000
Tunbridge Wells Growth Area					
40. North Farm Relief Strategy	2015/16	2020/21	£ 10,500,000	£ 8,500,000	£ 2,000,000
41. Tunbridge Wells Park and Ride	2016/17	2017/18	£ 10,000,000	£ 8,500,000	£ 1,500,000
42. A26 London Rd/ Speldhurst Rd/ Yew Tree Rd	2015/16	2016/17	£ 2,000,000	£ 1,750,000	£ 250,000
43. A228 Colts Hill Relief Scheme	2015/16	2020/21	£ 35,000,000	£ 35,000,000	£ -
Sustainable Transport for Growth					
37. East Kent LSTF: A Network for Growth	2015/16	2020/21	£ 16,135,000	£ 9,785,000	£ 6,350,000
44. West Kent LSTF: Tackling Congestion	2015/16	2020/21	£ 9,050,000	£ 4,890,000	£ 4,160,000
10. Kent Thameside LSTF: Integrated Door - Door Jrnys	2015/16	2020/21	£ 7,536,000	£ 4,510,500	£ 3,025,500
Sustainable Access to Education and Employment (Delivering Kent's Right of Way Improvement Plan)	2015/16	2020/21	£ 1,800,000	£ 900,000	£ 900,000
46. Sustainable Access to Maidstone Employment areas (River Medway Cycle Path)	2015/16	2016/17	£ 3,000,000	£ 2,000,000	£ 1,000,000
County Wide					
Strategic congestion management to address congestion across growth areas	2015/16	2020/21	£ 4,800,000	£ 4,800,000	£ -
Sustainable interventions supporting growth	2015/16	2020/21	£ 40,500,000	£ 10,500,000	£ 30,000,000
KENT TOTAL			£ 400,496,000	£ 236,443,500	£ 164,052,500

Appendix B/ Our delivery programme to 2021

Medway Scheme name	Delivery		Funding		
	Start Date	Delivery Date	Total Cost	LGF Contribution	External Contribution
Hoo Growth area					
11. A289 Four Elms roundabout to Medway Tunnel capacity enhancement	2015/16	2017/18	£ 16,300,000	£ 11,100,000	£ 5,200,000
12. A228 Grain Level Crossing removal	2017/18	2020/21	£ 15,000,000	£ 15,000,000	£ -
Chatham Growth area					
13. Package of placemaking and public realm projects in Chatham town centre	2015/16	2017/18	£ 6,900,000	£ 4,000,000	£ 2,900,000
14. Chatham Station improvements	2016/17	2018/19	£ 1,400,000	£ 700,000	£ 700,000
Strood/MCE Growth area					
15. Strood town centre journey time and accessibility enhancements	2015/16	2018/19	£ 10,000,000	£ 9,000,000	£ 1,000,000
16. Strood station improvement	2016/17	2018/19	£ 2,500,000	£ 1,250,000	£ 1,250,000
17. Medway City Estate accessibility improvements (part LSTF)	2015/16	2017/18	£ 2,000,000	£ 2,000,000	£ -
Medway wide					
Integrated transport schemes	2015/16	2020/21	£ 12,000,000	£ 6,000,000	£ 6,000,000
A2 Corridor journey time improvements	2015/16	2016/17	£ 2,000,000	£ 2,000,000	£ -
A289 Medway Tunnel Maintenance	2015/17	2020/21	£ 9,200,000	£ 5,000,000	£ 4,200,000
Medway Cycling Action Plan (part LSTF)	2015/16	2020/21	£ 3,000,000	£ 2,500,000	£ 500,000
Medway Total			£ 80,300,000	£ 58,550,000	£ 21,750,000

Appendix B/ Our delivery programme to 2021

	Delivery		Funding		
	Start Date	Delivery Date	Total Cost	LGF Contribution	External Contribution
KENT & MEDWAY TOTAL			£ 480,796,000	£ 294,993,500	£ 185,802,500

Highways Agency Network interventions vital for Kent and Medway Growth	Delivery		Funding		
	Start Date	Delivery Date	Total Cost	LGF Contribution	External Contribution
Third Thames Crossing	2018/19	2020/21			
M2/A2 Junction 7 Brenley Corner Improvements	2020/21	2020/21			£ -
A249 and M20 J7 Improvements	2020/21	2021 -			£ -
A2 Dualling between Lydden and Dover	2019/20	2020/21			£ -
A2 Bean Junction	2017/18	2019/20	£ 50,000,000	£ 10,000,000	£ 40,000,000
A2 Ebbsfleet Junction	2017/18	2019/20	£ 30,000,000	£ 6,000,000	£ 24,000,000
M2 J5 Improvements	2019/20	2020/21	£ 100,000,000	£ 15,000,000	£ 85,000,000
M2 J3 capacity improvements					
Overnight Lorry Park and Operation Stack	2015/16	2016/17	£ 18,000,000	£ 10,000,000	£ 8,000,000
Additional Overnight Lorry Park and Op Stack	2019/20	2020/21	£ 18,000,000	£ 15,000,000	£ 3,000,000
A21 Dualling between Tonbridge and Pembury	2015/16	2020/21			
A2-M20 Link to West of Dover					
Provision of East facing slips on M25/M26	2020/21	2021 -			£ -
Highways Agency Network Transport Interventions Total			£ 216,000,000	£ 56,000,000	£ 160,000,000

Appendix B/ Our delivery programme to 2021

Network Rail Interventions vital for Kent and Medway Growth	Start Date	Delivery Date	Total Cost	LGF Contribution	External Contribution
Thanet Parkway	2015/16	2016/17	£ 12,000,000	£ 7,000,000	£ 5,000,000
Ashford International Station and Access Improvements					
Crossrail extension to Medway Towns					
Direct hourly rail services between Ashford, Tonbridge, Redhill and Gatwick Airport					
Ashford Spurs Signalling project	2018/19	2018/19	£ 1,500,000	£ 750,000	£ 750,000
Direct Rail Services between Maidstone East line and City of London					
Rail Line Speed Improvements between Ashford and Ramsgate (JTI) (funding secured from BIS (RGF) and NR (CP4/CP5) to deliver Phases 1 and 2 respectively)	2015/16	2018/19			
Rail Journey Time Improvements					
Relocation of Rochester Station					
Network Rail Interventions Total			£ 13,500,000	£ 7,750,000	£ 5,750,000

**KENT & MEDWAY, HIGHWAYS AGENCY & NETWORK RAIL
TOTAL**

£ 710,296,000 £ 358,743,500 £ 351,552,500

Environment, Planning and Enforcement

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