

MINUTES OF THE PLANNING, MAJOR DEVELOPMENTS, TRANSPORTATION AND ENVIRONMENT COMMITTEE HELD AT THE COUNCIL OFFICES, THE GROVE, SWANSCOMBE ON WEDNESDAY 13 JULY 2022 AT 7.00PM

**PRESENT:**

Councillor John Hayes – Chairman  
Councillor Peter Harris – Vice-Chairman  
Councillor Lorna Cross  
Councillor Ann Duke  
Councillor Linda Hall  
Councillor Lesley Howes  
Councillor Maurice Weet

**ALSO PRESENT:**

Martin Harding – Assistant Town Clerk/RFO

**ABSENT:**

There were none.

**98/22-23. ARRANGEMENTS AND CONSTRAINTS REGARDING FILMING OR RECORDING THE MEETING.**

The Chairman explained the arrangements and constraints relating to the filming or recording of the meeting.

**99/22-23. APOLOGIES FOR ABSENCE.**

An apology for absence was received from Councillor Peter Harman, due to other commitments.

An apology for absence was received from the Town Clerk, due to other commitments.

**Recommended:** That the reasons for absence, for the Councillor(s) listed, be formally accepted, and approved.

**100/22-23. SUBSTITUTES.**

There were none.

**101/22-23. DECLARATIONS OF INTEREST IN ITEMS ON THE AGENDA.**

There were none.

***As per Standing Order 34 c) the Chairman adjourned the meeting at this point to allow members of the public to address the meeting in relation to the business being transacted at the meeting.***

**102/22-23. ITEMS DEEMED URGENT BY THE CHAIRMAN / MATTERS ARISING FROM PREVIOUS MINUTES AND THEIR POSITION ON THE AGENDA.**

There were none.

103/22-23. **TO CONFIRM AND SIGN THE MINUTES OF THE MEETING HELD ON 22 JUNE 2022.**

**Recommended:** The Minutes of the meeting held on 22 June 2022 were confirmed and signed.

**TOWN PLANNING:**

104/22-23. **The following planning applications have been received from Dartford Borough Council / Ebbsfleet Development Corporation for Members observations (full details of these applications can be viewed via the Town Council, DBC and the EDC websites).**

DA/22/00670/FUL	Erection of part two/part first floor side extension.  18 Caspian Way, Swanscombe.
OBSERVATIONS:	No observations, please ensure all neighbouring properties are consulted prior to the decision of the application.  The Town Council strongly urge that the applicant must take into account, and include mitigating provisions regarding the environmental impact on, and the needs of, the community for their development and, where possible, include the provision of EVCP's.
DA/22/00745/TPO	Application for G1. 19 Hornbeam, 6 Beech, 1 Lime, 1 Whitebeam - To reduce all overhanging tree to the boundary line subject to Tree Preservation Order No.2 2022.  Adjacent SWCS Car Sales, Craylands Lane, Swanscombe.
OBSERVATIONS:	The Town Council objects to this application as it believes that the proposed works are unnecessary due to the level/amount of overhang from the trees.
DA/22/00827/VCON	Application for variation of condition 8 of planning permission ref DA/21/01409/VCON, to increase the number cap from 50,000 visitors per annum to 125,000 visitors per annum.  Hangloose Adventure, Bluewater Parkway, Bluewater.
OBSERVATIONS:	The Town Council has concerns on the environmental impact this development causes on both neighbouring wildlife habitats, and the increase in traffic generated which will have an adverse effect on the local roads and the air quality of the area.

DA/22/00751/FUL	<p>Erection of a single storey front extension and work to the rear of removing the existing support post and replacing with new support posts.</p> <p>32 Spring Vale, Greenhithe.</p>
OBSERVATIONS:	<p>No observations, please ensure all neighbouring properties are consulted prior to the decision of the application.</p> <p>The Town Council strongly urge that the applicant must take into account, and include mitigating provisions regarding the environmental impact on, and the needs of, the community for their development and, where possible, include the provision of EVCP's.</p>
DA/22/0807/FUL	<p>Erection of a single storey rear infill extension.</p> <p>3 Portland Place, Greenhithe.</p>
OBSERVATIONS:	<p>No observations, please ensure all neighbouring properties are consulted prior to the decision of the application.</p> <p>The Town Council strongly urge that the applicant must take into account, and include mitigating provisions regarding the environmental impact on, and the needs of, the community for their development and, where possible, include the provision of EVCP's.</p>
DA/22/00612/FUL	<p>Erection of a single storey rear extension.</p> <p>32 Pentstemon Drive, Swanscombe.</p>
OBSERVATIONS:	<p>No observations, please ensure all neighbouring properties are consulted prior to the decision of the application.</p> <p>The Town Council strongly urge that the applicant must take into account, and include mitigating provisions regarding the environmental impact on, and the needs of, the community for their development and, where possible, include the provision of EVCP's.</p>
DA/22/00814/TPO	<p>Application to remove leaving stump 1 No. Silver Birch tree subject to Tree Preservation Order No. 11 1990.</p> <p>9 The Dell, Greenhithe.</p>
OBSERVATIONS:	<p>The Town Council would like to see a condition placed on the removal of this tree that ensures a suitable alternative is planted, and that a sufficient stump is left in place to act as a habitat for wildlife.</p>

EDC/22/0084	Reserved matter application (details relating to access, appearance, landscaping, layout and scale) pursuant to condition 2 and 25 of outline permission EDC/17/0048 for 83 dwellings, 3264 sqm of non-residential commercial use and associated infrastructure including roads, underground car park and surface water attenuation, together with submission of details relating to a neighbourhood green open space (condition 31) and noise assessment (Condition 28).  Alkerden Market Centre, Eastern Quarry, Watling Street.
OBSERVATIONS:	No observations.

105/22-23. **The following Granted Decision Notices have been submitted by Dartford Borough Council / Ebbsfleet Development Corporation for Members information.**

DA/22/00548/TPO	Application for Sycamore Tree - remove all ivy throughout the canopy, crown lift to 6m from ground level, and reduce as per annotated photos subject to Tree Preservation Order No.4 1983 within Greenhithe Conservation Area  18 Worcester Close, Greenhithe.
DA/22/00530/FUL	Removal of planter (retrospective) and erection of a 2m high timber fence on top of existing patio to provide screening.  The Pier Hotel, 6 High Street, Greenhithe.
DA/21/00144/FUL	Demolition of existing rear conservatory and erection of a single storey rear extension.  3-Moore Road, Swanscombe.
DA/21/01291/FUL	Raising of roof height to provide additional storey of accommodation plus rooms within new roof space, part three storey rear extension, and alterations to convert single dwelling into two semi-detached houses.  The Orchard, Mounts Road, Greenhithe.

106/22-23. **DELEGATION TO CONDUCT NORMAL BUSINESS DURING RECESS PERIOD**

Members were requested to delegate authority to the Town Clerk, in accordance with section 101 (1) (a) of the Local Government Act 1972, to conduct the normal business of the Council during the recess period. The Town Clerk will consult with the Chairman and Town Mayor, if appropriate, before any business is transacted. If any emergencies do occur during this time the Executive & Emergency Committee would be convened.

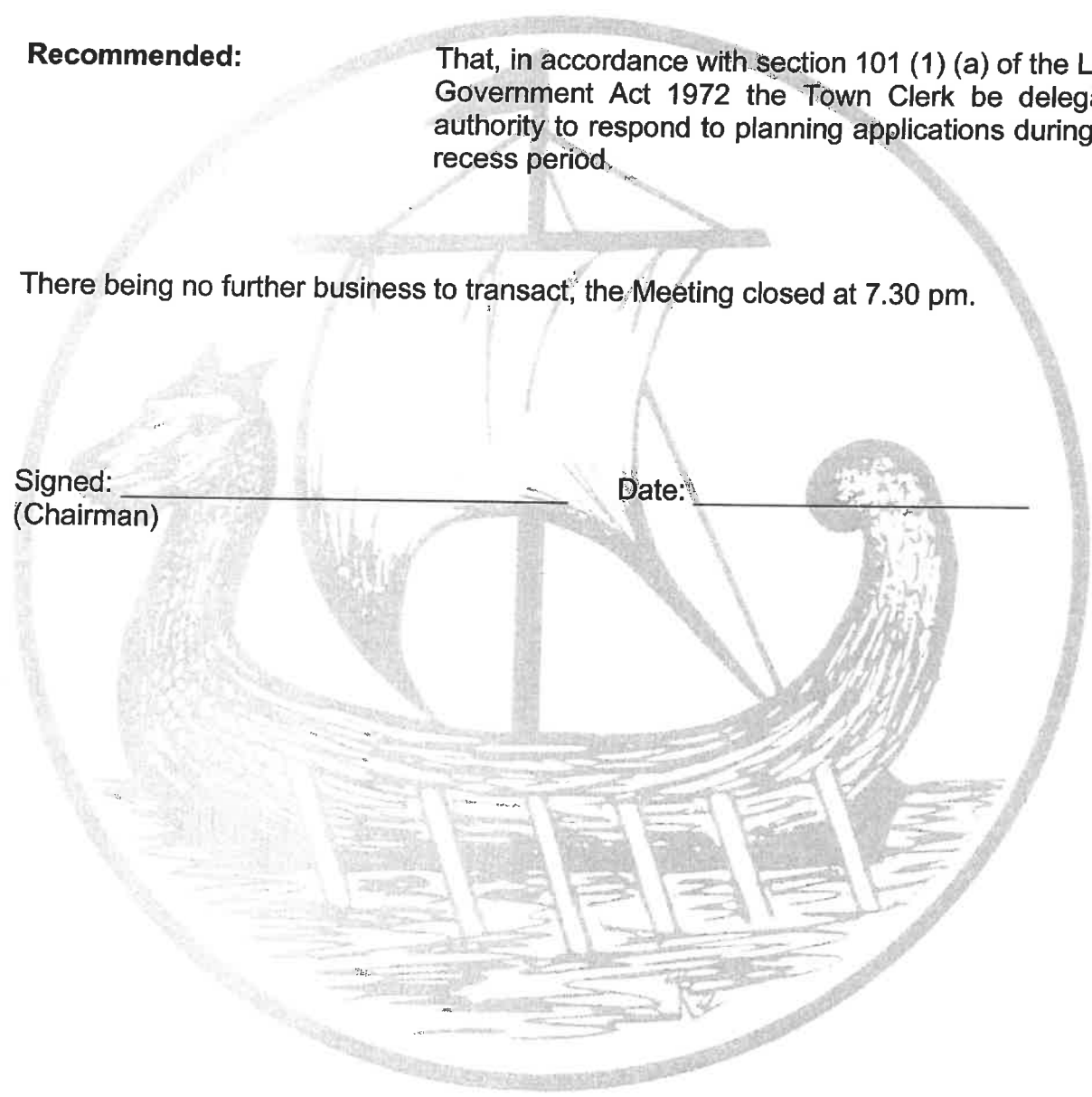
**Recommended:**

That, in accordance with section 101 (1) (a) of the Local Government Act 1972 the Town Clerk be delegated authority to respond to planning applications during the recess period.

There being no further business to transact, the Meeting closed at 7.30 pm.

Signed: \_\_\_\_\_  
(Chairman)

Date: \_\_\_\_\_



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# AGENDA ITEM 6

PIE 7/9/22

**From:** David Hook <David.Hook@dartford.gov.uk>  
**Sent:** 26 July 2022 14:44  
**Subject:** DBC Joint Transportation Board (JTB) 20 September 2022: Parish Representation

Dear Clerk,

The Head of Legal Services has asked me to request nominations from the Parishes for the position of Parish representative to the JTB following the recent resignations of Cllrs. Seymour and Thredgle from that role.

In years past, we have conducted a straw-poll via meetings of the Borough & Parish Forum, but that is denied us on this occasion, as the next JTB will be held on **20 September** prior to the next Forum on **4 October**, So I am emailing direct under my temporary JTB Clerk hat in the continued absence of Neil Murphy.

To remind each JTB may elect up to 3 (three) Parish representatives who may speak at JTB meetings, but *not* propose motions or vote. Providing there is not more than three nominations, applicants will be confirmed by the JTB at the September meeting.

I should be grateful for your nominations in due course please and attach a copy of my last JTB minutes as background to those proceedings.

Kind regards  
David

David Hook  
Democratic Services Officer  
Dartford Borough Council

[David.hook@dartford.gov.uk](mailto:David.hook@dartford.gov.uk)  
01322 343276 (direct line)

\* JTB meet quarterly on Tuesday night.

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DARTFORD BOROUGH COUNCIL  
JOINT TRANSPORTATION BOARD

**MINUTES** of the meeting of the Joint Transportation Board held on Tuesday 7 June 2022 at 7.00 pm

**PRESENT:** Mr. J Kite MBE (Chairman, KCC)  
Councillor B Garden (Vice-Chairman, DBC)  
Mrs. P Cole, KCC  
Mrs. K Grehan, KCC  
Mr. P Harman, KCC  
Mr. A S Sandhu MBE, KCC  
Councillor S P Butterfill, DBC  
Councillor A J Oakley-Dow, DBC  
Councillor V Oguntope (DBC –Substitute)  
Cllr. Y Seymour (Dartford Parish Rep.)  
Cllr. S Thredgle (Dartford Parish Rep.)

**1. APOLOGIES FOR ABSENCE.**

Apologies for absence were recorded on behalf of Mr J Ozog (KCC), and Dartford Borough Councillors E H Ben Moussa (Substitute Cllr. V Oguntope), Mrs. J A Ozog and R J Wells.

The Vice-Chairman welcomed Mr Kevin Gore (KCC Area Manager) to his first meeting of the Dartford JTB and advised that Mr Shane Hymers (Fastrack Manager) was expected to attend at some stage. The Council's Principal Transport Planner was also in attendance.

**2. DECLARATIONS OF INTEREST**

There were no declarations of pecuniary or prejudicial interest made.

For the record, Councillor Butterfill (DBC) advised the Board that she was a Trustee of Woodland Academy Trust which governed Knockhall Primary School, and that she had made representations to KCC for school bus road markings to be put in place.

**3. ELECTION OF CHAIRMAN [KCC] AND CONFIRMATION OF VICE-CHAIRMAN [DBC] FOR THE ENSUING 2022 - 2023 MUNICIPAL YEAR**

In accordance with the JTB agreement, the Vice-Chairman sought nominations for Chairman of the Board from the KCC representatives present, for the ensuing 2022-23 municipal cycle. Mr Jeremy Kite was duly nominated, seconded and elected to the position.

Mr Kite thanked his fellow KCC representatives for their support and expression of confidence and assumed the chairmanship of the meeting.

## JOINT TRANSPORTATION BOARD

TUESDAY 7 JUNE 2022

He confirmed that Cllr. Brian Garden would be Vice-Chairman for the 2022-23 municipal cycle and act as Chairman in his absence. He looked forward to working closely with Cllr. Garden during the coming year and to continue the excellent working relationships Cllr. Garden had established with both KCC and DBC officers during his office as Chairman in the previous municipal cycle.

#### **4. TO CONFIRM THE MINUTES OF THE MEETING OF THE DARTFORD JOINT TRANSPORTATION BOARD HELD ON 8 MARCH 2022**

That the minutes of the meeting of the Joint Transportation Board held on 8 March 2022 be confirmed as an accurate record of those discussions, corrected to record Mr Sandhu as a KCC representative rather than a DBC Councillor.

#### **5. URGENT ITEMS**

The Chairman confirmed that there were no urgent items for the Board to consider.

#### **6. REFERENCES FROM OTHER COMMITTEES (IF ANY)**

The Chairman confirmed that there were no references from other Committees for the Board to consider.

#### **7. MATTERS ARISING**

The Vice-Chairman advised the Board that the proposed action to be taken by commercial bus operators regarding service 477 had been put into effect [Min. No. 65 of 8 March 2022 final bullet point refers]. Proposed changes to the 474 and 475 services were also underway.

The Chairman thanked Cllr. Garden for his bus services update prior to addressing the updated Rolling Work Plan document [Appendix A] circulated at the meeting. He proposed that going forward, only items of strategic importance to KCC and local Dartford issues which held strategic implications for KCC to solve/action/implement, be included in the Work Plan.

All other parochial issues regarding individual streets in Dartford should be taken forward bilaterally by the relevant Ward Member with individual DBC/KCC Officer(s), and only brought to the Board's attention when issues remained out-standing in the long-term. On that basis he proposed that WP items 14, 15, 17 and 21-32 be removed from the current iteration of the Work Plan and pursued on a bi-lateral basis off-line.

The Vice-Chairman advised that he had instituted the Work Plan document during his term as chairman as a mechanism to record Members' concerns, and ensure that matters were not 'lost' between meetings. However, he accepted the Chairman's point and would explore recording/tracking options with the Board Clerk prior to the September Board meeting.

# JOINT TRANSPORTATION BOARD

TUESDAY 7 JUNE 2022

**Highway Improvements at Junctions 1a, 1b and 2 of M25:** The Council's Principal Transport Planner (PTP) informed the Board that work was on track with a traffic survey (July) and a modelling study of traffic options (August) already funded from Section 106 revenue, with those outcomes and proposals to be presented to the Board in early 2023. However, the £Ms of core funding for actual implementation of any identified proposals would be subject to consideration by National Highways and its contractors, with those proposals yet to be identified.

**Lower Thames Crossing (LTC) Update [WP item 10 and Agenda item 13 refer]:** The PTP advised the Board of a 5<sup>th</sup> consultation regarding 'Local Refinements'. Residents could contribute to that process until 20 June 2022 at Dartford Library in the Town Centre. The outcome of that consultation would be considered by National Highways as part of the recorded process of proper consultation with all affected parties and communities. It is not expected that the Development Consent Order (DCO) application version 2 will be submitted to the Planning Inspectorate before autumn or even later in 2022.

The Chairman expressed his frustration with that continued and varied consultation process, given that the key decision for, and location of, a Lower Thames Crossing had already been made by Government. He hoped that agreement to the 1<sup>st</sup> construction phase would begin as soon as possible.

**Maintenance of Street Planters [WP item 16 refers]:** The KCC Area Manager advised the Board that he had a budget for the work as part of the 'Soft Landscape Scheme'. However, he needed to consult further within KCC 'off-line' over the public liability aspect of residents adopting and maintaining street planters, and undertook to report back to the Board in September.

**Active Travel Officer:** A starting date for this appointment remained outstanding.

**Local Cycling and Walking Infrastructure Plan:** The Chairman advised Members that Officers were progressing the study and that he sat on the Project Board. The PTP confirmed that this was the case and that the outcome of the study would be reported to the Cabinet when completed.

## 8. FASTRACK UPDATE

In the eventual absence of the Fastrack Manager this item was deferred until the next meeting in September.

## 9. HIGHWAYS IMPROVEMENTS AT JUNCTIONS 1A, 1B AND 2 ON M25

Taken under matters arising [Min. no. 7 refers].

## 10. MEMBERS ENQUIRY ITEMS

# JOINT TRANSPORTATION BOARD

TUESDAY 7 JUNE 2022

Follow-up on existing items for **Ingress Park, Common Lane** and **Whitehead Close**, plus any new local issues, to be pursued bi-laterally by Ward Member(s) direct with relevant KCC/DCB Officers off-line.

No new issues concerning the following strategic/policy areas were raised:

- Questions in relation to capital and revenue funded works programmes;
- Suggestions for future traffic regulation orders or street management proposals;
- Questions on policies, plans and strategies related to highways, road traffic and public transport;
- Suggestion of a future agenda item (subject to the Chairman's approval).

## **11. ROAD WORKS IN THE BOROUGH OF DARTFORD**

The KCC District Manager advised the Board that ongoing funding constrictions meant that no new works were planned, only maintenance of existing roads, with repair works due to be undertaken in Princes Road.

In response to a specific question from the Chairman, the Principal Transport Planner (PTP) advised that funding remained a key issue for the Borough, and dictated that only a maximum of two (2) new parking schemes could be financed each year by the Council. A further key challenge was maintaining a collaborative approach with KCC and National Highways (NH) to secure core funding for the implementation of major projects and works of a significant impact and benefit to Dartford. He noted in this context, that action remained outstanding from NH to sign-off the agreed Memorandum of Understanding (MoU) associated with the work of the Steering Group in relation to A282 J1a/A206 improvements.

## **12. LOWER THAMES CROSSING UPDATE**

Taken under 'Matters Arising' [Min. No. 7 refers].

## **13. KCC - ENVIRONMENT AND TRANSPORT CABINET COMMITTEE**

The Board noted the contents of the minutes of the KCC Environment & Transport Cabinet Committee meetings held on 18 January, 18 February and 17 March 2022.

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The meeting closed at 8.05 pm

PTE 7/9/22

## Transport for the South East – Strategic Investment Plan Consultation

### Survey Transcript

The purpose of this document is to aid participants in filling out the digital consultation survey and not intended to be used in replacement of the digital survey. For this reason, all background information and explanatory context from the digital survey has been removed from this document. As noted on the Engagement HQ project website, we additionally recommend whilst filling out the digital survey that you have the SIP document open on another browser window.

### Section 2: Investment Priorities

Which of the above investment priorities do you feel are important for the SIP to deliver?  
(Tick all that apply)

- Decarbonisation & Environment
- Adapting to a New Normal
- Levelling Up Left Behind Communities
- Regeneration and Growth
- World Class Urban Transit System
- East – West Connectivity
- Resilient Radial Corridors
- Global Gateways and Freight

Do you have any further comments on the SIP's investment priorities? Please limit your response to 250 words.

### Section 3: Packages of Interventions

For the purposes of data gathering and analysis, the TfSE region has been split into four geographies. Which of the following geographic areas are you most interested in? Please be aware that some local authority areas appear in more than one of the geographies and you may need to select more than one of the geographies if this is the case for your specific area of interest. Choose all that apply.

- Solent and Sussex Coast (Hampshire, Southampton, Portsmouth, Littlehampton, Worthing, Brighton, Isle of Wight)
- London – Sussex Coast (Chichester to Eastbourne, Surrey, West Sussex and East Sussex excluding the Hasting Area)
- Wessex Thames (Berkshire, Hampshire and Surrey)
- Kent, Medway and East Sussex (Kent, Medway, Hasting and Rother areas of East Sussex)

*Only if you answered Solent and Sussex Coast:*

To what extent do you agree that the packages of interventions for the Solent and Sussex Coast area will deliver on the priorities of the SIP?

- Definitely agree
- Somewhat agree
- Neither agree nor disagree

- Somewhat disagree
- Definitely disagree
- I'm not sure

Please select all of the packages for the Solent & Sussex Coast area that you feel are important in achieving the priorities of the SIP. Tick all that apply.

- South Hampshire Rail (Core)
- South Hampshire Rail (Enhanced)
- South Hampshire Mass Transit
- Isle of Wight (two Packages)
- Sussex Coast Rail
- Sussex Coast Mass Transit
- Sussex Coast Active Travel
- Solent and Sussex Coast Highways

Do you have any further comments on the Packages of Interventions for the Solent and Sussex Coast area? Please limit your response to 250 words.

*Only if you answered London – Sussex Coast:*

To what extent do you agree that the packages of interventions for the London – Sussex Coast area will deliver on the priorities of the SIP?

- Definitely agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

Please select all the packages for the London - Sussex Coast area that you feel are important in achieving the priorities of the SIP. Tick all that apply

- London - Sussex Coast Rail (2 Packages)
- London - Sussex Coast Mass Transit
- London - Sussex Coast Active Travel
- London - Sussex Coast Highways

Do you have any further comments on the Packages of Interventions for the London - Sussex Coast area? Please limit your response to 250 words.

*Only if you answered Wessex Thames:*

To what extent do you agree that the packages of interventions for the Wessex Thames area will deliver on the priorities of the SIP?

- Definitely agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

Please select all of the packages for the Wessex Thames area that you feel are important in achieving the priorities of the SIP. Tick all that apply.

- Wessex Thames Rail
- Wessex Thames Mass Transit & Active Travel
- Wessex Thames Highways

Do you have any further comments on the Packages of Interventions for the Wessex Thames area? Please limit your response to 250 words.

Only if you answered Kent, Medway and East Sussex:

To what extent do you agree that the packages of interventions for the Kent, Medway and East Sussex area will deliver on the priorities of the SIP?

- Definitely agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

Please select all of the packages for the Kent, Medway and East Sussex area that you feel are important in achieving the priorities of the SIP. Tick all that apply.

- Kent, Medway, and East Sussex Classic Rail
- Kent, Medway, and East Sussex High Speed Rail (two Packages)
- Kent, Medway, and East Sussex Mass Transit
- Kent, Medway, and East Sussex Active Travel
- Lower Thames Crossing
- Kent, Medway, and East Sussex Highways

Do you have any further comments on the Packages of Interventions for the Kent, Medway and East Sussex area? Please limit your response to 250 words.

#### Global Policy Package of Interventions

Which of the above Global Policy Interventions do you feel are important for the SIP to support? (Tick all that apply)

- Decarbonisation
- Public Transport Fares
- New Mobility
- Road User Charging
- Virtual Access
- Integration

Do you have any further comments on the SIP's Global Policy Interventions? Please limit your response to 250 words.

#### **Section 4: Benefits and Costs**

Do you think that the SIP captures the benefits and costs of the proposed packages of interventions adequately? Choose any one option.

- Yes
- No
- I'm not sure

Please explain your answer to the above question here. Please limit your response to 250 words.

### **Section 5: Delivery of the SIP**

To what extent do you agree that, as a whole, the packages of interventions will deliver on the priorities of the SIP?

- Definitely agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

### **Section 6: Integrated Sustainability Appraisal and Conclusion**

Do you have any comments on the Integrated Sustainability Appraisal?

Overall, to what extent do you agree that the SIP makes the best case possible for investing in transport infrastructure in the South East?

- Definitely agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

**Conclusion**



## 5. Kent, Medway, and East Sussex

This area covers the whole of Kent and Medway, and the Hastings and Rother areas of East Sussex. It broadly reflects the Network Rail “Kent” Route and the area in the South East served by the “Integrated Kent” passenger rail franchise.

TfSE has developed seven packages of interventions for this area with a total expected capital investment of **£19.4 billion** and **£0.75 billion** in additional economic value each year, along with the long-term capacity and resilience required to keep the country’s most important gateway to trade with mainland Europe operating efficiently.

Figure 8 provides the packages of interventions proposed over the next 30 years.



Rail Package	High Speed Rail Package	Mass Transit	Active Travel	Highways
<b>S1</b> S1 Panaras International Domestic High Speed Platform Capacity	<b>T1</b> High Speed East - Dollands Moor Connection	<b>V1</b> Fastrack Expansion - Swanscombe Peninsula	<b>W1</b> Medway Active Travel Enhancements	<b>X1</b> I-12 Junction 5 (RIS2)
<b>S2</b> London Victoria Capacity Enhancements - Signalling and Digital Rail	<b>T2</b> High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade	<b>V2</b> Fastrack Expansion - Northfleet to Gravesend	<b>W2</b> Medway Active Travel - Chatham to Medway City Estate River Crossing	<b>X2</b> A2 Brixley Corner Enhancements (RIS3 Pipeline)
<b>S3</b> Bakerloo Line Extension	<b>U1</b> High Speed 1 - Link to Medway (Chatham)	<b>V3</b> Fastrack Expansion - Medway	<b>W3</b> Kent Urban Cycleways	<b>X3</b> A2 Dover Access
<b>S4</b> South Eastern Main Line - Chislehurst to Tonbridge Capacity Enhancements	<b>U2</b> High Speed 1 - Additional Services to West Coast Main Line	<b>V4</b> Medway Mass Transit	<b>W4</b> Kent Inter-urban Cycleways	<b>X4</b> A21 safety Enhancements (RIS3 Pipeline, brought forward to PIP2)
<b>S5</b> London Victoria to Shortlands Capacity Enhancements		<b>V5</b> Medway Mass Transit - Extension to Hoo Peninsula	<b>W5</b> Faversham - Canterbury - Ashford - Hastings National Cycle Network Enhancements	<b>X5</b> A229 Bluebell Hill Junction Upgrades (LLM)
<b>S6</b> Hundred of Hoo Railway - Hoo Peninsula Passenger Rail Services		<b>V6</b> Medway Mass Transit - Extension to Maidstone	<b>W6</b> Tonbridge - Maidstone National Cycle Network Enhancements	<b>X6</b> A28 Birchington Acoland Westgate-on-Sea Relief Road (MIRN)
<b>S7</b> North Kent Line / Hundred of Hoo Railway - Rail Chord		<b>V7</b> Medway Mass Transit - Chatham to Medway City Estate New Bridge	<b>W7</b> Sevenoaks - Maidstone - Sittingbourne National Cycle Network Enhancements	<b>X7</b> A228 Colts Hill Strategic Link (MRN Pipeline)
<b>S8</b> Thameslink - Extension to Maidstone and Ashford		<b>V8</b> Medway Mass Transit - Chatham to Medway City Estate Water Taxi	<b>W8</b> Bromley - Sevenoaks - Royal Tunbridge Wells National Cycle Network Enhancements	<b>X8</b> Digital Operations Stack and Brook
<b>S9</b> North Kent Line - Service Enhancements		<b>V9</b> Maidstone Bus Enhancements	<b>W9</b> East Sussex Local Cycleways	<b>X9</b> A20 Enhancements for Operations Stack & Brook
<b>S10</b> North Kent Line / Chatham Main Line - Line Speed Enhancements		<b>V10</b> Dover Bus Rapid Transit	<b>W10</b> East Sussex Inter-urban Cycleways	<b>X10</b> Kent Lorry Parks (Long Term Solution)
<b>S11</b> Otterpool Park/Westenhanger Station Additional Platform		<b>V11</b> Sittingbourne Bus Enhancements	<b>W11</b> Royal Tunbridge Wells - Hastings National Cycle Network Enhancements	<b>X11</b> Dover Freight Diversification
<b>S12</b> Integrated Maidstone Stations		<b>V12</b> Sevenoaks Bus Enhancements	<b>W12</b> Canterbury Placemaking and Demand Management Measures	<b>X12</b> Kent Freight Consolidation Centres
<b>S13</b> Dartford Station Remodelling/Relocation		<b>V13</b> Thanet Bus Enhancements	<b>W13</b> Medway Placemaking and Demand Management Measures	<b>X13</b> I-20 Junction 4 - Junction 7 Smart Motorway (RIS3 Pipeline/SMP)
<b>S14</b> Canterbury Interchange Rail Chord		<b>V14</b> Folkestone Bus Enhancements	<b>W14</b> Dover Placemaking and Demand Management Measures	<b>X14</b> A2 Canterbury Junctions Enhancements
<b>S15</b> New Station - Canterbury Interchange		<b>V15</b> Ashford Bus Enhancements		<b>X15</b> I-20 Junction 3 - Junction 5 Smart Motorway
<b>S16</b> New Strood Rail Interchange		<b>V16</b> Royal Tunbridge Wells/Tonbridge Bus Enhancements		<b>X16</b> I-20 Junction 6 Sandring Interchange Enhancements
<b>S17</b> Rail Freight Gauge Clearance Enhancements		<b>V17</b> Thames Gateway/Gravesham Bus Enhancements		<b>X17</b> I-25 Junction 1a Enhancements
<b>S18</b> Crossrail - Extension from Abbey Wood to Dartford/Ebbsfleet		<b>V18</b> Canterbury/Whitstable/Herne Bay Bus Enhancements		<b>X18</b> I-25 Junction 5 Enhancements
<b>S19</b> High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access		<b>V19</b> Ferry Crossings - New Sheerness to Hoo Peninsula Service		<b>X19</b> Herne Relief Road
<b>S20</b> Ebbsfleet International (Northfleet Connection)		<b>V20</b> Ferry Crossings - Sheerness to Chatham/Medway City Estate/ Strood Enhancements		<b>X20</b> Canterbury East Relief Road
<b>S21</b> Ebbsfleet International (Swanscombe Connection)		<b>V21</b> Ferry Crossings - Harty to Whitstable Enhancements		<b>X21</b> New Maidstone South East Relief Road
<b>S22</b> Gatwick - Kent Service Enhancements		<b>V22</b> Ferry Crossings - Harty to Oare Enhancements		<b>X22</b> A-228 Medway Valley Enhancements
		<b>V23</b> Ferry Crossings - Ebbsfleet - Tilbury Enhancements		<b>X23</b> A-228 Hoo Peninsula Enhancements
		<b>V24</b> Inland Waterway Freight Enhancements		<b>X24</b> Strood Riverside Highway Enhancement and Bus Lane
				<b>X25</b> A-259 Level Crossing Removals - east of Pyle
				<b>X26</b> A21 Kippings Cross to Lambourhurst Dualling and Himwell and Hurst Green Bypasses
				<b>X27</b> Hastings and Bexhill Distributor Roads
				<b>X28</b> Lower Thames Crossing (costings for Kent-side only)





A Strategic Investment Plan for the South East

Figure 8: Kent, Medway and East Sussex packages of interventions



Note: List of interventions refers to the Kent, Medway, and East Sussex area only (packages 5 - 7)

## 5.1. Kent, Medway, and East Sussex Classic Rail

A significant boost for employment and economic growth, unlocking £139 million in GVA per annum by 2050.

This package adds capacity to the classic rail network in the South East Area and has strong synergies with the Kent, Medway, and East Sussex high speed rail package which aims to serve communities further away from the Capital.

This package includes several interventions that will increase service capacity and others that will improve integration of the rail system – notably at Ebbsfleet, Canterbury, Maidstone, and Strood – where several railways cross each other without providing easy interchange from one railway to another.

It also includes the introduction of passenger rail services on the Grain Branch on the Hoo Peninsula and direct services between Gatwick Airport and Mid/East Kent.



35,000 additional  
weekday rail trips



Over 1,500 new  
jobs created



6,000 new  
residents



15,000 tonnes less  
CO<sub>2</sub> equivalent  
emitted a year



## 5.2. Kent, Medway, and East Sussex High Speed Rail East

Along with “High Speed Rail North”, this package includes some of the more radical interventions in the Long List for this study.

The “High Speed Rail East” package would deliver direct High Speed services from London to Eastbourne via Ashford and Hastings, reducing journey times from Hastings/Bexhill to London by 20 minutes.

It would also deliver faster journey times to Dover using a connection to HS1 at Dollands Moor, and an increase in the frequency of HS1 services to Ashford



15,000 tonnes fewer  
CO2 equivalent  
emissions each year  
(2050)



An additional £125  
million of GVA a year  
by 2050

## 5.3. Kent, Medway and East Sussex High Speed Rail North

Expanding the domestic high speed service will deliver transformational improvements in journey times and drive economic growth across the region, including for previously left behind coastal areas

The "High Speed Rail North" package aims to deliver significant improvements in connectivity to North Kent to ensure coastal communities in Medway, Swale, Canterbury, and Thanet are as well served as other parts of Kent.

Several high-level options have been considered, ranging from a new link between HSI and Medway to improvements to the North Kent Line and Rochester Bridge. The modelling and cost estimates represented for this package reflects one of the more interventionalist options.



15,000 tonnes fewer CO2 equivalent emissions each year (2050)



£225million in GVA per annum



More than 17,000 new residents and over 3,800 new jobs (High Speed Rail East and North)



## 5.4. Kent, Medway and East Sussex Mass Transit

Significant improvements in the quality, speed and frequency of bus and ferry services in Kent, Medway and East Sussex with better interchange with rail services.

This package delivers improvements to bus services with the scope for improvements and expansion particularly strong in the Kent Thameside and Medway areas, where high levels of growth and regeneration are expected. A step change in infrastructure and service provision should be viable thanks to the underlying demographics in this area.

This package also includes an opportunity to create a new Medway River Crossing to enable faster journeys between the north and south of this conurbation, as well as improvements in connectivity between islands and peninsulas in North Kent.



Over 170,000 more trips on bus, mass transit and ferries each weekday



100,000 fewer private car trips each weekday



25,000 tonnes less CO2 equivalent emitted

## 5.5. Kent, Medway, and East Sussex Active Travel

Material improvements to the urban realm, unlocking active travel and regeneration opportunities

This package delivers general uplift in the quality of walking and cycling infrastructure, particularly in urban areas (such as those infrastructure gaps highlighted in the recent Kent County Council cycling strategy).

The package boosts cycling, walking and wheeling and encourages mode shift from car to active travel modes with significant associated health benefits. It also makes a significant contribution towards reducing carbon emissions and improving air quality.



Over 110,000 more trips by walking, wheeling or cycling each weekday



100,000 fewer private car return trips each weekday



10,000 tonnes less CO2 equivalent emitted





## 5.6. Lower Thames Crossing

A significantly more resilient corridor connecting the Channel Ports to the M25.

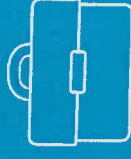
One of the most significant highway interventions planned for this part of the South East is the Lower Thames Crossing, which will deliver a new motorway-standard crossing between Essex and North Kent/Medway.

This is a long standing, nationally-significant scheme that has a considerable impact on the South East's transport system. To reflect the scale and importance of this scheme, we have modelled it (and some associated ancillary interventions) separately to the rest of the Kent, Medway and East Sussex Highways package.

The Lower Thames Crossing also delivers a boost to GVA (£105 million a year), but in isolation it does generate an increase in carbon emissions and should be considered in the context of both the above Global Policy interventions and close integration with regional rail, mass transit and active transport networks (e.g. dedicated 24-hour bus lanes).



170,000 net additional  
weekday private vehicle trips



1,400 new jobs created

## 5.7. Kent, Medway and East Sussex Highways

This package delivers the Kent Bifurcation strategy to split off traffic to and from Dover – which strengthens the resilience of Channel Port access corridors – and improved connectivity for coastal areas.

This package includes several interventions that aim to improve highway resilience and connectivity while also relieving congestion in city and town centres. Many of these interventions will enable housing growth and/or improve public transport and active travel facilities in urban areas. In this sense, highways should be viewed as multi-modal interventions.

These interventions in isolation are projected to increase carbon emissions. This effect will diminish if this package is combined with Global Policy and other rail, mass transit and active travel interventions.

More resilient corridors serving the key Channel Ports and better-connected coastal areas.



An additional £90 million of GVA a year by 2050



1,000 new jobs created

