

Transport Strategy for the South East

Major Road Network Evidence Base



Client: Transport for the South East
10 December 2019
Our ref: 234337

steer

Contents

Page

- 4 Introduction
- 4 Definitions
- 5 Sources and Presentation
- 6 Major Road Network (MRN) Corridor maps

Appendices

-  South East Radial MRN Corridors
-  South Central Radial MRN Corridors
-  South West Radial MRN Corridors
-  Inner Orbital MRN Corridors
-  Outer Orbital MRN Corridors

Introduction

Introduction

1 This document presents the evidence base underpinning the case for investment in the South East’s **Major Road Network (MRN)**. It has been prepared for Transport for the South East (TfSE) – the emerging Sub-National Transport Body for South East England – in support of its development of a Transport Strategy for South East England.

2 The Major Road Network plays a critically important role in supporting the economy of the South East and, in view of the South East’s role as the nation’s major international gateway for people and businesses, the wider UK.

3 Transport for the South East’s mission is to grow the South East’s economy by delivering a safe, sustainable, and integrated transport system that makes the South East more productive and competitive, improves the quality of life for all residents, and protects and enhances its natural and built environment. It aims to transform the quality of transport and door-to-door journeys for the South East’s residents, businesses and visitors.

4 This document describes the evidence and data that meet the DfT requirements for a Regional Evidence Base. It has been prepared in line with DfT’s “Investment Planning Guidance for the Major Road Network and Large Local Majors Programmes” guidance document

Definitions

5 There are **30 MRN Corridors** in South East England. These corridors were identified by Transport for the South East and its Constituent Authorities – grouped into five areas.

6 A list of the Major Road Network corridors is provided in the **Table 1** (below). A map showing the Major Road Network in the South East is provided in **Figure 1**. A map showing the Strategic Road Network and Major Road Network is provided in **Figure 2**.

Table 1 | MRN corridor definitions

Area	Ref	Corridor Name
South East	SE2	A28/A299 (Faversham – Ramsgate)
	SE5a	A206 (Dartford)
	SE5b	A2 (Medway – Faversham)
	SE6	A256 (Dover – Ramsgate)
South Central	SC1	A22/A264 (Crawley – Eastbourne)
	SC3	A24/A264/A29 (Crawley – Fontwell)
	SC4	A22 (East Grinstead – Whyteleafe)
	SC5	A23 (Coulsdon – Crawley) and A217 (Reigate – Banstead)
	SC6	A24/A280/A283 (Epsom – Worthing)
	SC7	A26/A228 (Lewes – Leybourne)
	SC8	A272 (Maresfield – A24) and A2300 (Burgess Hill)
	South West	SW3
SW7		A4 (Newbury – Slough)
SW8		A31/A325 (Farnham – Liss/Winchester)
SW9		M271/A27/A33/A35/A326 (Southampton)
SW10		M275/A3/A32/A2030 (Portsmouth)
SW11		A388 (New Forest)
SW12		A3020/A3021/A3054 (Isle of Wight)

Area	Ref	Corridor Name
Inner Orbital	IO2a	A228/A278/A289 (Medway Ports)
	IO2b	A249 (Maidstone – Sittingbourne)
	IO3a	A228 (Leybourne – Medway Towns)
	IO3b	A229 (Maidstone – Medway Towns)
	IO6	A31/A322/A329/A331 (Guildford – Reading)
	IO7	A25 (Godstone – Sevenoaks)
	IO8	A244/A307/A317 (Cobham, Esher and Weybridge)
	IO9	A308/A309/A332/A412 (Maidenhead and Slough – Hampden)
	IO10	A245/A319/A320/A3046 (Woking)
	IO11	A287/A339 (Farnham – Newbury)
	Outer Orbital	OO4
OO5		A24/A29/A259/A270/ A284/A293/A2032 (Chichester – Eastbourne)

Sources and Presentation

Sources and Presentation

7 The appendices of this document provide a summary of each MRN Corridor on a corridor by corridor basis. The corridors are presented in the order shown in Table 1, grouped in each appendix by areas (South East, South Central, South West, Inner Orbital, and Outer Orbital).

8 The evidence for each corridor is grouped under the headings of the three pillars of Sustainable Development (Economic, Social, and Environmental) along with a heading for Highways.

9 The evidence presented under each heading, along with their sources (and method of calculation, where appropriate), is summarised in **Table 2** (right). In some cases, a ranking is also presented or described, which shows the position of each MRN compared to other MRN corridors in the South East. The metrics for indicators shown in Table 2 for each corridor are shown in **Tables 3a, 3b, and 3c**.

10 Indicators highlighted in light blue in Table 2 are estimated by aggregating data at a local authority district level. For example, the population of the A4 is estimated by aggregating the populations of the districts this corridor passes through, which in this example is: Reading, Slough, West Berkshire, Windsor and Maidenhead, and Wokingham.

11 Indicators not highlighted in light blue in Table 2 are generally presented as data points on maps or summarised in the commentary, rather than aggregated across multiple districts.

Table 2 | Data sources

Heading	Indicator	Source and comment	Dates
Economic	Priority sector jobs	UK Business Register and Employment Survey, Office for National Statistics, Local Enterprise Partnership (LEP) websites and strategic documents	2017 and other most recent LEP published evidence
	Population	Office for National Statistics	2018
	Planned dwellings	Local Planning Authorities	2019
	Planned jobs	Local Planning Authorities	2019
	Indices of Multiple Deprivation	English indices of deprivation, Ministry of Housing, Communities & Local Government	2015
Social	NVQ level 4 qualifications	Office for National Statistics	2011
	Killed and Seriously Injured (KSIs) incidents	Department for Transport (DfT)	2015 - 2017
	Air Quality Management Areas	Department for Environment, Food & Rural Affairs	2019
	Average house price	Office for National Statistics	2019
	Average resident earnings	Office for National Statistics	2019
	Housing affordability	Estimated by dividing the weighted average of house prices by the weighted average of resident earnings	2019
	Environmental	Parks and Gardens	Historic England
Scheduled Monuments		Historic England	2012
Nature reserves		Natural England	2016
Ramsar sites		Natural England	2016
Site of Special Scientific Interest		Natural England	2016
World Heritage Sites		Historic England	2012
Greenbelt		Ministry of Housing, Communities and Local Government	2018
Grade 1 listed buildings		Historic England	2018
Highways	Highway delays	Pitney Bowes Speed Profiles	2018
	Demand	South East Regional Transport Model	2016
	Issues and opportunities	Highways England Route Strategies, TfSE, highways/constituent authorities and stakeholders	2017 – 2019
	Enhancements		
International Gateways	Demand	Operators and TfSE's Transport Strategy Lot B study	2017 – 2019
	Issues and opportunities	Informed by discussions with port/airport operators, Highways England, Network Rail, TfSE, and stakeholders	2017 – 2019
	Enhancements		

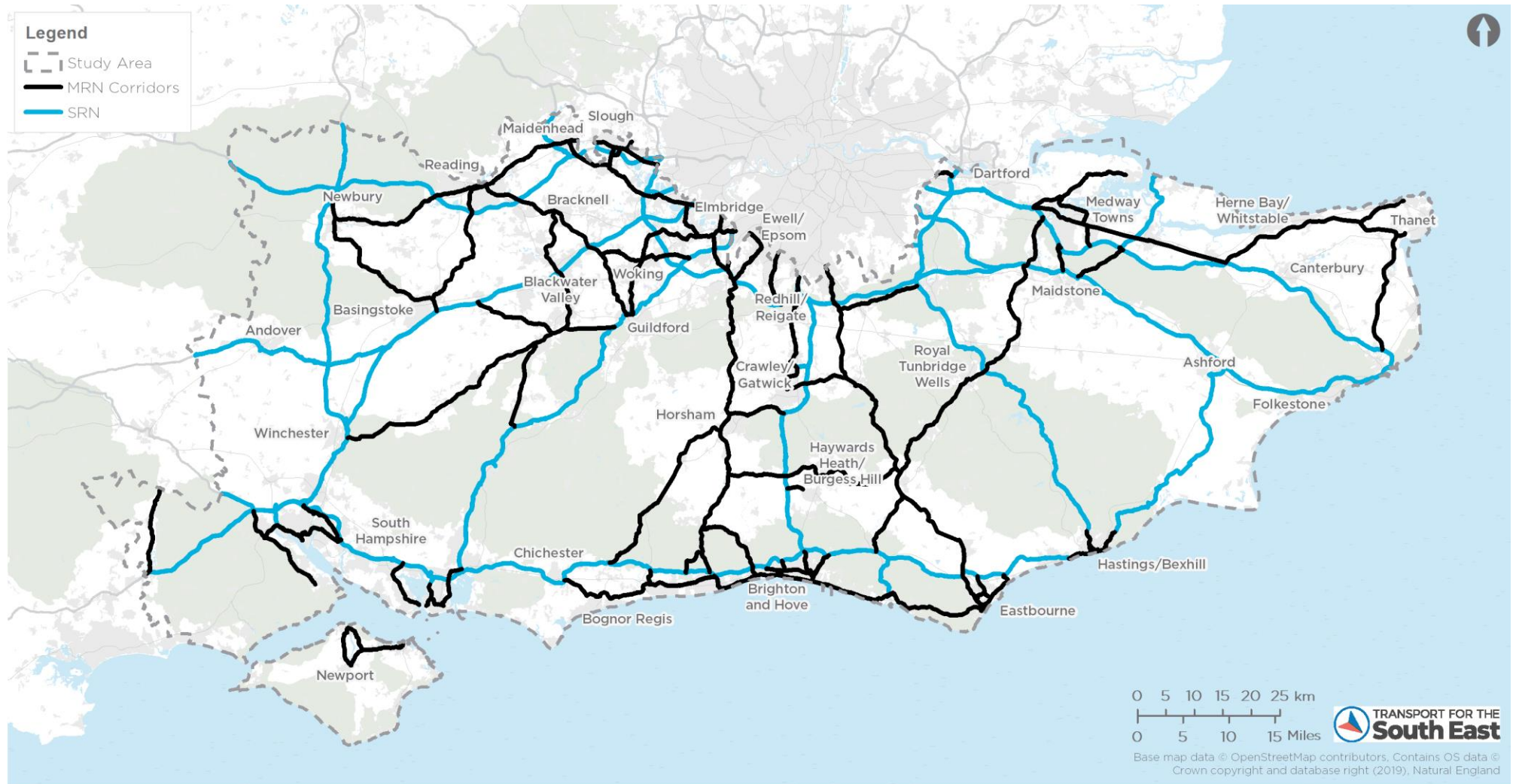
Definitions

Figure 1 | MRN corridor map



Definitions

Figure 2 | SRN and MRN corridor map



Key indicators (1 of 3)

Table 3a | Summary of key indicators by corridor | Business and employment indicators

Description	GVA (2016, £m)	GVA (2006, £m)	GVA Growth (%)	GVA per capita (£)	Jobs	Workers	Jobs minus Workers	Priority Sectors Jobs	Priority Sectors Jobs (%)	Priority Sectors Quotient (%)
1 A28/A299 (Faversham – Ramsgate)	8,212	6,478	27%	18,053	159,165	200,200	(41,035)	12,140	8%	0.26
2 A206 (Dartford)	3,174	2,145	48%	28,931	56,345	58,700	(2,355)	7,050	13%	0.43
3 A2 (Medway – Faversham)	8,052	5,915	36%	18,885	140,860	206,400	(65,540)	15,225	11%	0.38
4 A256 (Dover – Ramsgate)	3,987	3,516	13%	15,406	75,885	116,700	(40,815)	7,670	10%	0.35
5 A22/A264 (Crawley – Eastbourne)	15,698	11,761	33%	25,609	270,545	291,800	(21,255)	39,320	15%	0.50
6 A24/A264 (Crawley – Fontwell)	14,231	10,847	31%	26,588	257,495	244,500	12,995	41,175	16%	0.55
7 A22 (East Grinstead – Whyteleafe)	2,225	1,796	24%	25,430	30,605	39,700	(9,095)	1,890	6%	0.21
8 A23 (Coulston – Crawley) and A217 (Reigate – Banstead)	9,279	6,997	33%	35,660	160,325	127,900	32,425	35,520	22%	0.77
9 A24/A280/A283 (Epsom – Worthing)	15,369	12,439	24%	23,898	245,510	298,600	(53,090)	22,830	9%	0.32
10 A26/A228 (Lewes – Leybourne)	11,716	8,604	36%	22,906	192,465	239,000	(46,535)	12,900	7%	0.23
11 A272 (Maresfield – A24) and A2300 (Burgess Hill)	12,174	9,253	32%	21,941	197,365	259,100	(61,735)	14,600	7%	0.26
12 A33 (Basingstoke – Reading)	28,646	21,907	31%	37,606	396,505	399,800	(3,295)	51,190	13%	0.45
13 A4 (Newbury – Slough)	33,393	25,801	29%	42,284	441,335	402,700	38,635	58,950	13%	0.46
14 A31/A325 (Farnham – Liss/Winchester)	11,498	8,130	41%	31,027	176,590	177,800	(1,210)	20,055	11%	0.39
15 M271/A27/A33/A35/A326 (Southampton)	14,638	11,146	31%	25,937	244,885	281,600	(36,715)	32,740	13%	0.46
16 M275/A3/A32/A2030 (Portsmouth)	12,779	9,785	31%	23,553	218,475	268,600	(50,125)	36,385	17%	0.58
17 A388 (New Forest)	4,483	3,405	32%	24,940	67,875	79,400	(11,525)	8,345	12%	0.43
18 A3020/A3021/A3054 (Isle of Wight)	2,751	2,055	34%	19,436	50,855	58,500	(7,645)	7,085	14%	0.48
19 A228/A278/A289 (Medway Ports)	5,203	3,840	35%	18,726	91,040	142,600	(51,560)	9,590	11%	0.37
20 A249 (Maidstone – Sittingbourne)	6,691	4,960	35%	21,010	123,355	149,100	(25,745)	10,290	8%	0.29
21 A228 (Leybourne – Medway Towns)	8,893	6,406	39%	21,777	148,620	208,800	(60,180)	15,485	10%	0.36
22 A229 (Maidstone – Medway Towns)	7,532	5,451	38%	25,068	131,115	151,500	(20,385)	10,550	8%	0.28
23 A31/A322/A329/A331/North Downs Line (Guildford – Reading)	32,623	24,539	33%	36,823	473,675	467,100	6,575	72,060	15%	0.53
24 A25 (Godstone – Sevenoaks)	5,429	3,944	38%	26,127	83,460	94,600	(11,140)	6,025	7%	0.25
25 A244/A307/A317 (Cobham, Esher and Weybridge)	11,663	7,746	51%	36,001	156,285	161,400	(5,115)	16,450	11%	0.37
26 A308/A309/A332/A412 (Maidenhead – Hampden)	24,407	17,690	38%	39,115	319,365	311,800	7,565	36,700	11%	0.40
27 A245/A319/A320/A3046 (Woking)	20,916	14,829	41%	37,180	299,525	280,800	18,725	32,100	11%	0.37
28 A287/A339 (Farnham – Newbury)	18,937	14,810	28%	34,050	266,590	286,700	(20,110)	25,410	10%	0.33
29 A21/A259 (Hastings)	1,682	1,298	30%	18,114	31,255	42,000	(10,745)	2,700	9%	0.30
30 A24/A29/A259/A270/A284/A293/A2032 (Chichester – Eastbourne)	23,708	18,834	26%	21,340	432,455	532,400	(99,945)	40,445	9%	0.32
-										
END	207,660	156,692	33%	27,190	3,325,155	3,742,700	(417,545)	399,585	12%	0.42

Key indicators (1 of 3)

Table 3b | Summary of key indicators by corridor | Development indicators

Description	Population (2018)	Population (2006)	Population Growth	Current Dwellings	Planned Dwellings	% Dwelling Growth	Current Jobs	Planned Jobs	% Job Growth
1 A28/A299 (Faversham – Ramsgate)	454,891	400,659	14%	196,230	41,366	21%	159,165	64,442	40%
2 A206 (Dartford)	109,709	91,174	20%	46,300	24,847	54%	56,345	32,261	57%
3 A2 (Medway – Faversham)	426,374	381,046	12%	175,810	39,727	23%	140,860	48,239	34%
4 A256 (Dover – Ramsgate)	258,788	237,505	9%	121,260	29,397	24%	75,885	41,286	54%
5 A22/A264 (Crawley – Eastbourne)	612,995	554,460	11%	263,710	39,644	15%	270,545	14,000	5%
6 A24/A264 (Crawley – Fontwell)	535,242	484,372	11%	239,330	34,952	15%	257,495	18,479	7%
7 A22 (East Grinstead – Whyteleafe)	87,496	80,027	9%	36,280	9,484	26%	30,605	4,349	14%
8 A23 (Coulston – Crawley) and A217 (Reigate – Banstead)	260,205	229,936	13%	106,080	9,101	9%	160,325	16,889	11%
9 A24/A280/A283 (Epsom – Worthing)	643,119	587,256	10%	303,980	31,978	11%	245,510	26,486	11%
10 A26/A228 (Lewes – Leybourne)	511,481	459,844	11%	220,240	36,583	17%	192,465	27,027	14%
11 A272 (Maresfield – A24) and A2300 (Burgess Hill)	554,852	498,507	11%	240,560	38,524	16%	197,365	8,951	5%
12 A33 (Basingstoke – Reading)	761,731	694,615	10%	318,810	54,813	17%	396,505	20,418	5%
13 A4 (Newbury – Slough)	789,727	710,188	11%	323,640	56,377	17%	441,335	20,694	5%
14 A31/A325 (Farnham – Liss/Winchester)	370,586	338,797	9%	157,820	24,294	15%	176,590		
15 M271/A27/A33/A35/A326 (Southampton)	564,368	519,403	9%	244,820	16,152	7%	244,885	20,950	9%
16 M275/A3/A32/A2030 (Portsmouth)	542,568	501,764	8%	233,560	23,093	10%	218,475	736	0%
17 A388 (New Forest)	179,753	173,269	4%	81,830	1,589	2%	67,875		
18 A3020/A3021/A3054 (Isle of Wight)	141,538	137,727	3%	70,380	7,876	11%	50,855	12,039	24%
19 A228/A278/A289 (Medway Ports)	277,855	253,478	10%	114,500	26,452	23%	91,040	31,382	34%
20 A249 (Maidstone – Sittingbourne)	318,474	272,875	17%	132,300	27,714	21%	123,355	39,994	32%
21 A228 (Leybourne – Medway Towns)	408,363	367,014	11%	169,260	35,255	21%	148,620	51,091	34%
22 A229 (Maidstone – Medway Towns)	300,463	258,843	16%	125,750	23,242	18%	131,115	42,847	33%
23 A31/A322/A329/A331/North Downs Line (Guildford – Reading)	885,930	806,625	10%	362,510	65,284	18%	473,675	71,348	15%
24 A25 (Godstone – Sevenoaks)	207,789	192,527	8%	86,540	15,867	18%	83,460	10,239	12%
25 A244/A307/A317 (Cobham, Esher and Weybridge)	323,960	297,444	9%	136,100	18,190	13%	156,285	16,069	10%
26 A308/A309/A332/A412 (Maidenhead – Hampden)	623,978	560,656	11%	255,190	36,957	14%	319,365	16,345	5%
27 A245/A319/A320/A3046 (Woking)	562,556	512,727	10%	230,340	36,386	16%	299,525	60,393	20%
28 A287/A339 (Farnham – Newbury)	556,159	512,784	8%	235,580	29,958	13%	266,590	3,054	1%
29 A21/A259 (Hastings)	92,855	87,516	6%	44,230	2,487	6%	31,255	3,491	11%
30 A24/A29/A259/A270/A284/A293/A2032 (Chichester – Eastbourne)	1,110,945	1,008,757	10%	501,620	55,631	11%	432,455	21,459	5%
END	7,637,435	6,923,415	10%	3,295,200	491,630	14.9%	3,325,155	418,491	12.6%

Key indicators (1 of 3)

Table 3c | Summary of key indicators by corridor | Deprivation indicators

Description	Number of LSOAs in Planning Authority	Number of LSOAs in Most Deprived Areas	% of Total LSOAs	In Scope Population	Population NVQ4+	NVQ Level 4+ (%)	Average Workplace Earning	% South East Average	Average Resident Earning	% South East Average	Average House Price (2018)	Affordability Ratio (%)
1 A28/A299 (Faversham – Ramsgate)	259	83	32%	272,920	91,200	33%	£25,543	84%	£28,762	90%	£254,184	8.8
2 A206 (Dartford)	58	11	19%	67,503	31,100	46%	£31,888	105%	£34,612	108%	£304,000	8.8
3 A2 (Medway – Faversham)	248	84	34%	261,886	76,700	29%	£27,564	91%	£30,622	95%	£240,000	7.8
4 A256 (Dover – Ramsgate)	151	55	36%	149,506	49,600	33%	£23,799	79%	£26,596	83%	£231,121	8.7
5 A22/A264 (Crawley – Eastbourne)	358	28	8%	358,303	154,400	43%	£29,511	97%	£32,013	100%	£321,909	10.1
6 A24/A264 (Crawley – Fontwell)	312	27	9%	305,508	119,000	39%	£28,730	95%	£30,350	94%	£326,431	10.8
7 A22 (East Grinstead – Whyteleafe)	50			49,252	19,700	40%	£26,578	88%	£35,999	112%	£414,500	11.5
8 A23 (Coulsdon – Crawley) and A217 (Reigate – Banstead)	152	11	7%	161,409	70,700	44%	£32,598	108%	£33,228	103%	£357,663	10.8
9 A24/A280/A283 (Epsom – Worthing)	380	39	10%	368,204	158,400	43%	£23,778	78%	£30,742	96%	£361,342	11.8
10 A26/A228 (Lewes – Leybourne)	297	17	6%	293,900	127,800	43%	£28,987	96%	£32,560	101%	£333,323	10.2
11 A272 (Maresfield – A24) and A2300 (Burgess Hill)	324	12	4%	317,208	149,700	47%	£28,601	94%	£32,614	102%	£341,126	10.5
12 A33 (Basingstoke – Reading)	459	31	7%	471,497	221,000	47%	£35,692	118%	£35,165	109%	£347,217	9.9
13 A4 (Newbury – Slough)	462	54	12%	491,281	247,600	50%	£35,882	118%	£35,506	111%	£370,510	10.4
14 A31/A325 (Farnham – Liss/Winchester)	224	3	1%	210,748	104,100	49%	£31,156	103%	£38,553	120%	£410,331	10.6
15 M271/A27/A33/A35/A326 (Southampton)	339	71	21%	349,639	146,400	42%	£28,306	93%	£28,443	89%	£266,362	9.4
16 M275/A3/A32/A2030 (Portsmouth)	329	92	28%	340,743	104,900	31%	£29,414	97%	£28,702	89%	£236,761	8.2
17 A388 (New Forest)	114	6	5%	97,274	39,300	40%	£28,259	93%	£30,267	94%	£322,250	10.6
18 A3020/A3021/A3054 (Isle of Wight)	89	27	30%	76,411	22,700	30%	£24,794	82%	£25,474	79%	£203,000	8.0
19 A228/A278/A289 (Medway Ports)	163	57	35%	175,433	49,300	28%	£27,980	92%	£30,511	95%	£240,000	7.9
20 A249 (Maidstone – Sittingbourne)	180	40	22%	190,286	64,200	34%	£27,268	90%	£30,433	95%	£269,512	8.9
21 A228 (Leybourne – Medway Towns)	235	61	26%	253,675	77,400	31%	£28,362	94%	£31,977	100%	£272,353	8.5
22 A229 (Maidstone – Medway Towns)	167	17	10%	182,075	64,900	36%	£28,190	93%	£32,304	101%	£314,596	9.7
23 A31/A322/A329/A331/North Downs Line (Guildford – Reading)	529	38	7%	561,542	268,400	48%	£35,792	118%	£35,769	111%	£369,756	10.3
24 A25 (Godstone – Sevenoaks)	124	5	4%	117,779	50,000	42%	£27,863	92%	£33,574	105%	£410,144	12.2
25 A244/A307/A317 (Cobham, Esher and Weybridge)	193	5	3%	201,473	101,600	50%	£35,678	118%	£36,938	115%	£463,968	12.6
26 A308/A309/A332/A412 (Maidenhead – Hampden)	362	33	9%	387,621	192,400	50%	£35,075	116%	£36,268	113%	£434,057	12.0
27 A245/A319/A320/A3046 (Woking)	333	9	3%	351,403	174,900	50%	£34,889	115%	£37,704	117%	£451,415	12.0
28 A287/A339 (Farnham – Newbury)	345	8	2%	330,646	144,800	44%	£33,506	111%	£35,199	110%	£368,625	10.5
29 A21/A259 (Hastings)	53	28	53%	59,342	18,600	31%	£24,853	82%	£23,518	73%	£215,000	9.1
30 A24/A29/A259/A270/A284/A293/A2032 (Chichester – Eastbourne)	655	120	18%	667,089	282,000	42%	£27,330	90%	£29,371	91%	£312,915	10.7
END	4,504	691	15.3%	4,624,709	1,900,000	41.1%	£30,298	100.0%	£32,122	100.0%	£323,459	10.1

Steer

28-32 Upper Ground

London SE1 9PD

+44 20 7910 5000

www.steergroup.com

marketing@steergroup.com

DISCLAIMER: This work may only be used within the context and scope of work for which Steer Davies & Gleave Ltd. trading as Steer was commissioned and may not be relied upon in part or whole by any third party or be used for any other purpose. Any person choosing to use any part of this work without the express and written permission of Steer shall be deemed to confirm their agreement to indemnify Steer for all loss or damage resulting therefrom.

steer