

South East Strategic Radial Corridors

Introduction

The South East Radial Corridors connect the channel ports and over two million residents in Kent, Medway and East Sussex to London. They include two motorways and the UK's only operational High Speed Railway. Many of the communities served by these corridors are deprived, particularly on the Kent and Sussex coasts. These corridors are expected to support significant housing and employment in future years.

The corridors included in this pack are:

- **SE1:** M2/A2/Chatham Main Line (Dartford – Dover);
- **SE2:** A299/Chatham Main Line (Faversham – Ramsgate);
- **SE3:** M20/A20/High Speed 1/ South Eastern Main Line (Dover – Sidcup); and
- **SE4:** A21/Hastings Line (Hastings – Sevenoaks).

The International Gateways included in this pack are:

- The Channel Tunnel;
- Medway Port;
- Port of Dover;
- Port of Ramsgate; and
- Thamesport.

South East Strategic Radial Corridor SE1

A2/Chatham Main Line (Dartford – Dover)

Description

The M2/A2/Chatham Main Line Corridor connects North Kent, Medway and the Port of Dover to London and the M25. This corridor has benefitted from significant investment in recent years, including widening of the A2 and the delivery of the UK's first dedicated high speed railway, High Speed 1. It is also set to benefit from new infrastructure, including a Lower Thames Crossing between Gravesend and Essex.

This corridor serves a relatively deprived part of the South East area. A significant amount of housing development is planned on this corridor, particularly in Medway and North West Kent. It does, however, have the most affordable housing of all the strategic corridors in the South East area.

Network Rail is developing plans to improve passenger rail services in this area to support new housing on this corridor. There are also proposals to extend Crossrail from Abbey Wood to Ebbsfleet International rail station.

The key issues affecting this corridor are:

- **Deprivation:** This is the third most deprived corridor in the South East area, despite its relatively good transport connectivity.
- **Economic imbalances:** There is a significant amount of out-commuting from the Medway Towns due to an imbalance of housing and jobs in this area. This may worsen as significant new housing developments in North West Kent are completed in the near future.
- **Queuing of lorries linked to Operation Stack:** This causes significant disruption along the A2 for extended periods of time.

The key opportunities to consider for this corridor are:

- **Crossrail 1:** Could this railway be extended to serve major new housing developments in North West Kent?
- **High Speed 1:** Could High Speed 1 be even more utilised to drive economic growth and regeneration in this area?
- **Lower Thames Crossing:** What impact might the Lower Thames Crossing have on this corridor, and how can this be leveraged to the advantage of this area?
- **Cycling:** Cycling participation is relatively low in this corridor, despite its relatively high population density. Could more people be encouraged to cycle between the major economic hubs on this corridor?
- **Future International Rail Services:** Do they have the potential to drive economic growth through tourism and business links?

Economic Context

Wealth

Median resident earnings along this corridor are £30,882, which is relatively low for the South East.

Priority Industrial Sectors

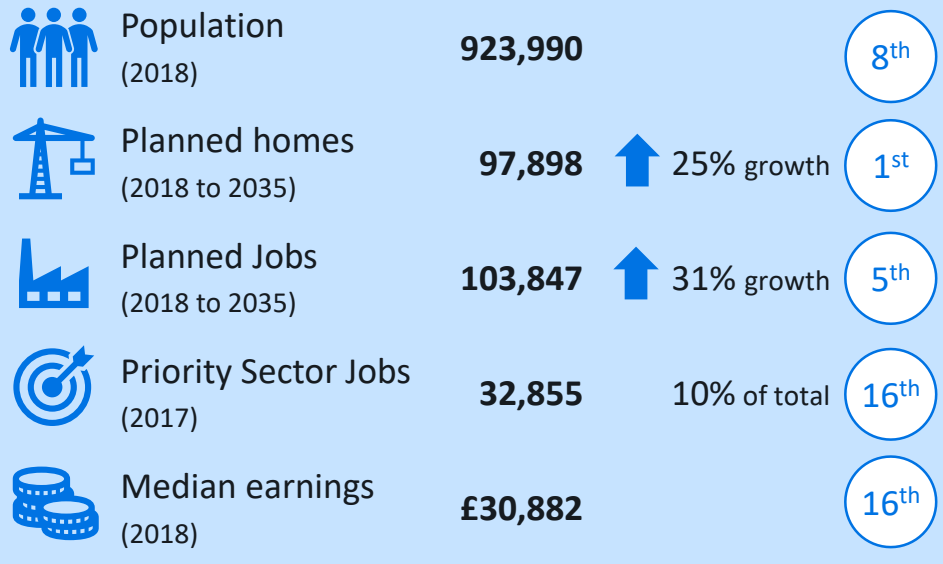
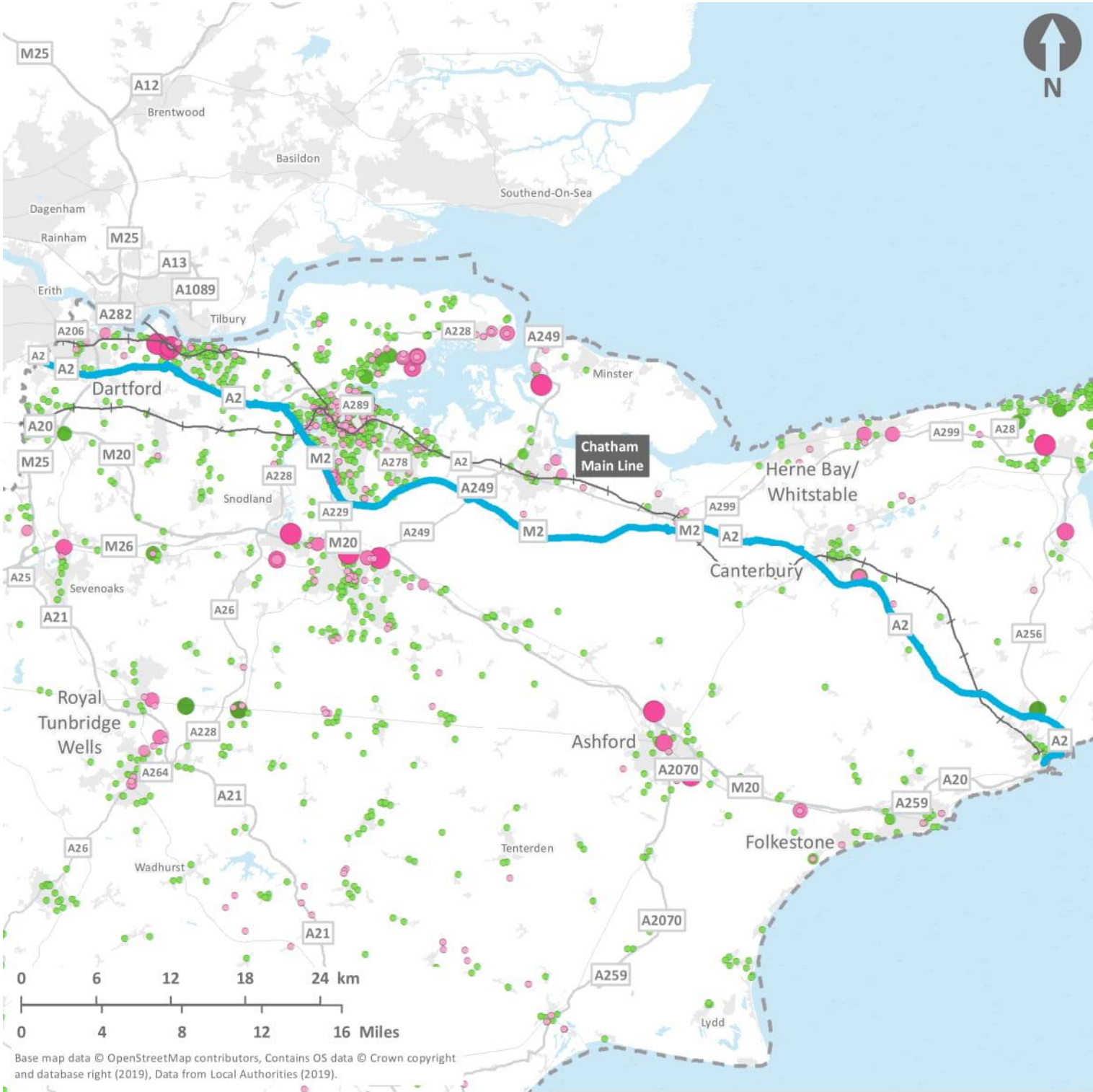
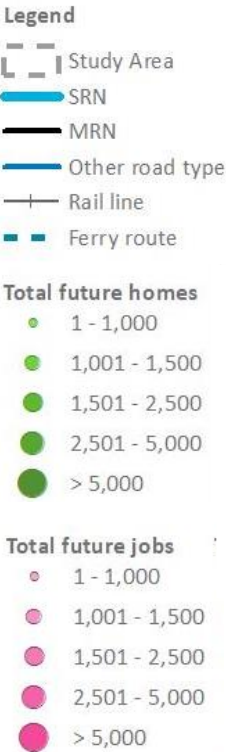
The priority industrial sectors on this corridor are:

- Advanced manufacturing;
- Creative, cultural and media and the visitor economy;
- Environmental technology and energy;
- Life sciences and healthcare; and
- Transport and logistics.

10% of jobs on this corridor are in priority sectors, which is below average for the South East area.

Development

Most of the future housing development planned for this corridor is focussed around the Medway Towns and the Ebbsfleet area in North West Kent. Development sites are particularly large in this area thanks to the relatively large availability of brownfield land here. The majority of jobs development will also occur in Medway and North West Kent.



Social Context

Deprivation

There are pockets of deprivation in each of the urban areas along this corridor, notably in Dover, the Medway Towns, and Dartford.

Education

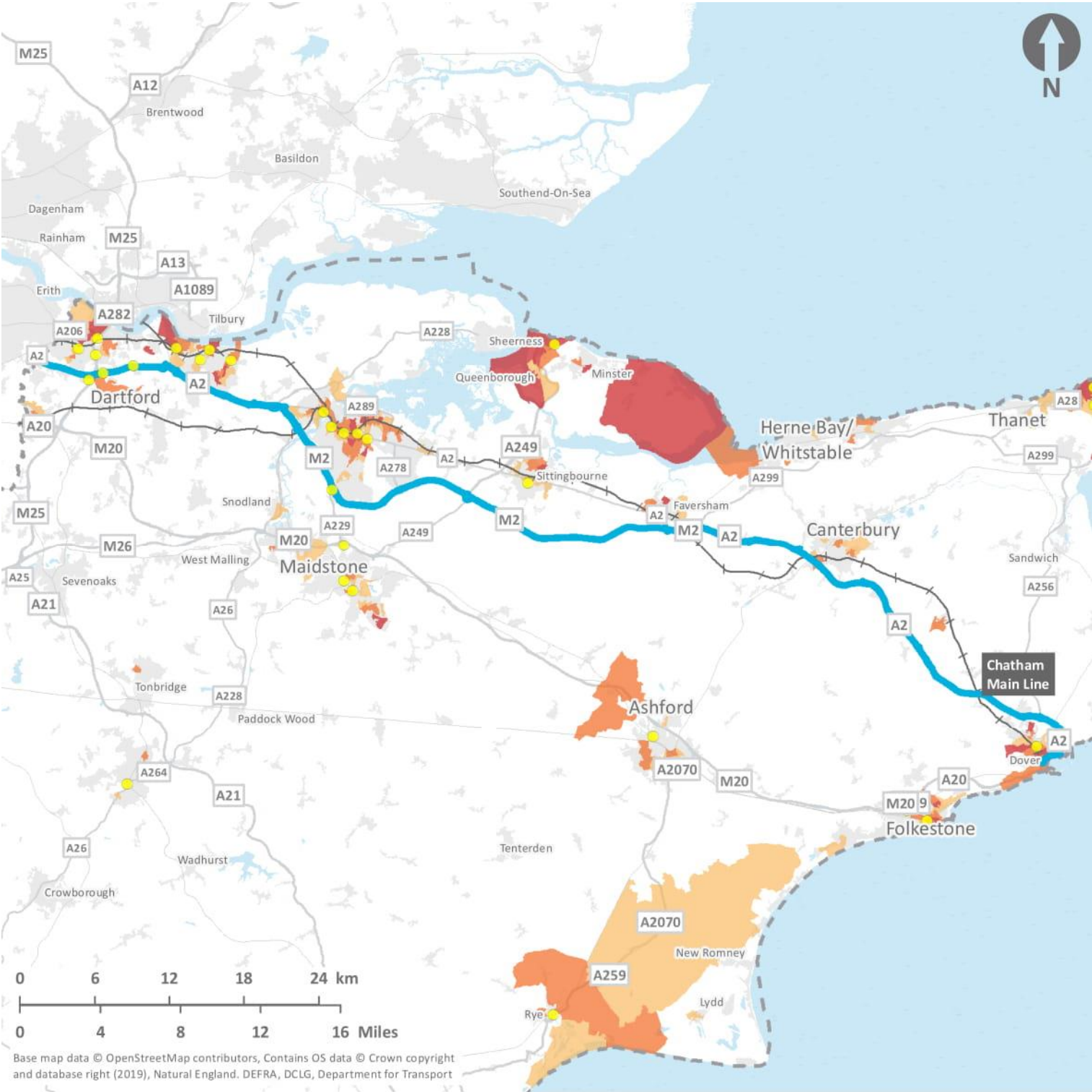
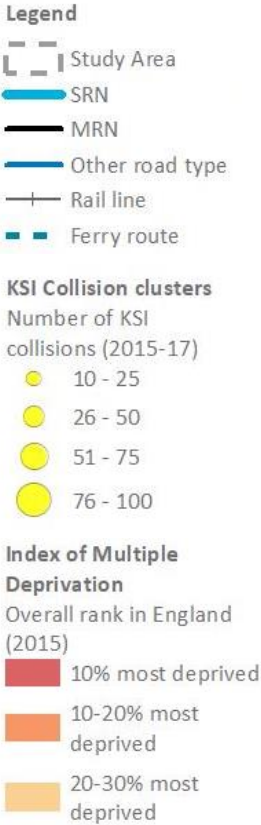
34% of the population on this corridor has at least one National Vocational Qualification at level 4 or above, which is significantly below average for the South East. That said, this corridor is well served by universities. There are three universities in Canterbury (including the University of Kent, which has approximately 20,000 students), and a cluster of higher education institutions in the Medway Towns.





Safety

There were several clusters of incidents resulting in people being Killed or Seriously Injured on this corridor during the period 2015-17, particularly in the Medway Towns, Gravesend, and Dartford. There are also some clusters on the Strategic Road Network (A2) near Dartford close to the Junction 2 of the M25.

Housing Affordability

This corridor has the most affordable housing in the South East area. This is driven by much lower than average house prices on this corridor.



	Deprived areas (2018, England)	28%	3 rd
	Highly educated population (2018, % NVQ Level 4 or above)	34%	20 th
	Average house price (2018, average of corridor's districts)	£260,697	21 st
	Housing affordability ratio (House price / earnings)	8.4	1 st

Environmental Context

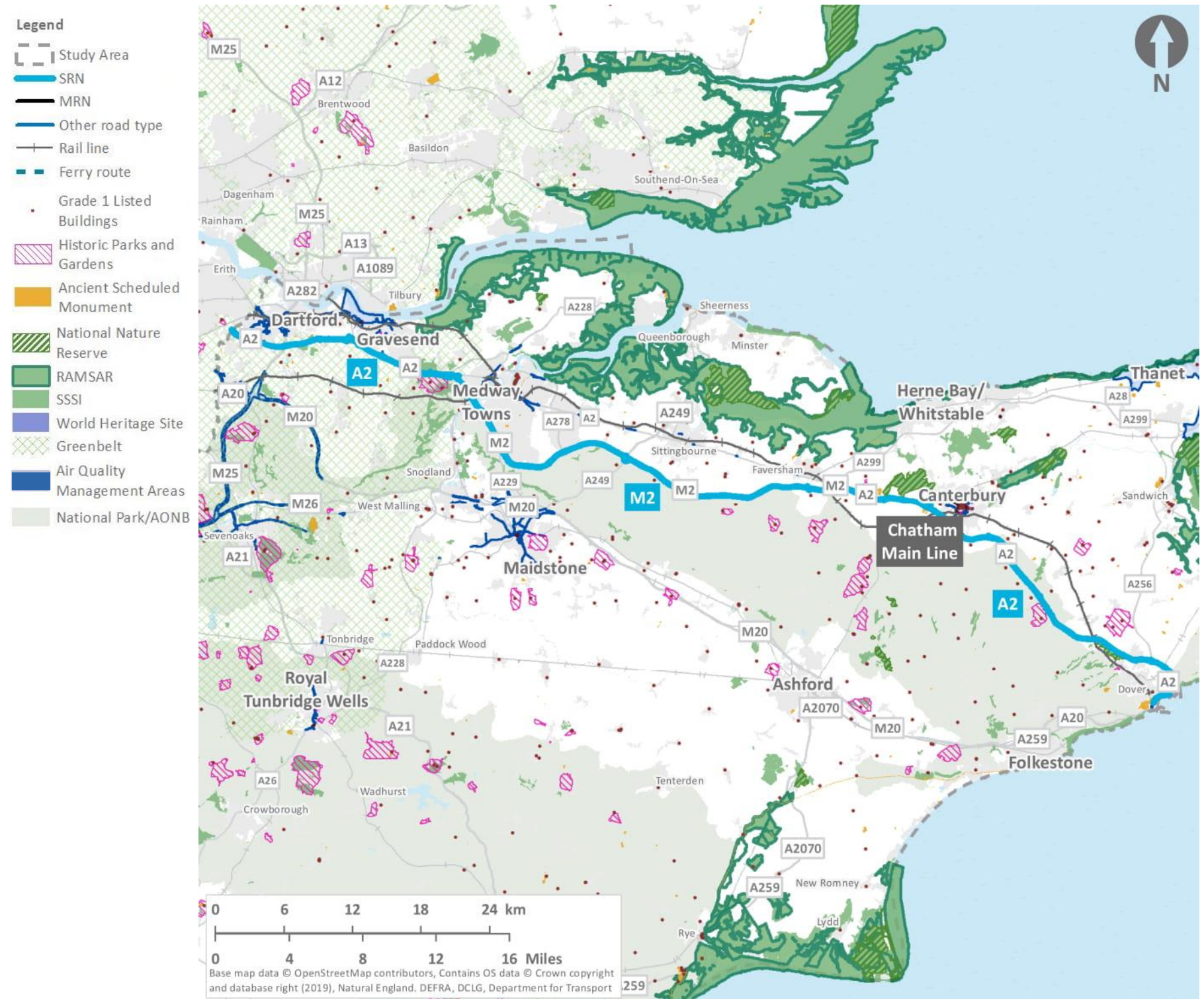
Protected Areas

This corridor runs along the northern edge of the Kent Downs Area of Outstanding Natural Beauty. This means there are relatively tight environmental constraints to the south of the corridor. The areas immediately to the north of the corridor are much more urbanised.

There are large areas of protected wetlands (classified as Ramsar sites) around the Medway and Swale estuaries and coastlines.

Air Quality

There are several Air Quality Management Areas close to this corridor, notably on the Major Road Network in the Medway Towns. There one Air Quality Management Area on the Strategic Road Network at Darenth where the A2 intersects with the M25 motorway (Junction 2).



Highways

Demand

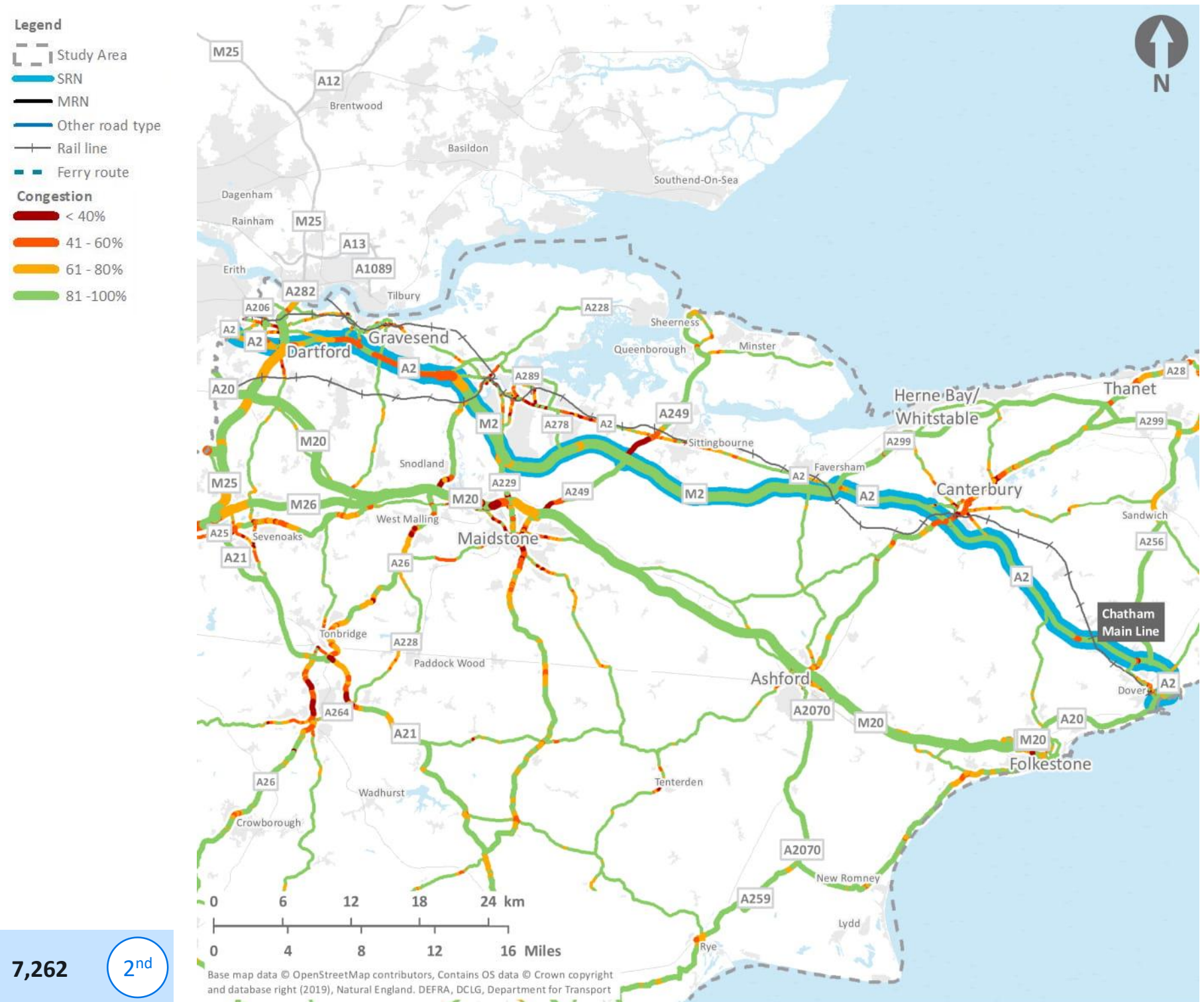
It is estimated that this corridor carries 7,262 vehicles per hour on its busiest section during the AM peak.

Issues and Opportunities

There are relatively few delays in the South East portion of this highway corridor. However, there are some sections of the A2 that experience AM peak speeds less than 40% of the night-time speed near Dartford and the Medway Towns. The M2/A2 is vulnerable to disruption at Dover, which can cause significant 'back up' of freight traffic and widespread congestion. Contingency plans such as operation 'Brock' and operation 'Stack' (which focus more on the M20 corridor) are designed to help mitigate these issues, but disruption can overspill onto the A2.

Enhancements

Highways England is developing plans to build a **new Lower Thames Crossing** between the M2 Junction 1 and the M25 in Essex. This scheme will help relieve pressure on the existing Dartford Crossing and the A2 between the M25 and the Medway Towns. It will also provide a fast, alternative route between the Port of Dover and the rest of the country. To support the Lower Thames Crossing scheme, Kent County Council and Transport for the South East supports the **dualling of the A2** between Lydden and Dover, improvements to **M2 Junction 7 (Brenley Corner)**, and improvements to the **M2 Junction 3 (Blue Bell Hill)**. Dualling the A2 would enable the application of traffic management measures (TAP) on the A20, as is used on the A20. Highways England is also planning to improve the **A2 junctions at Bean and Ebbsfleet** and to upgrade the **M2 Junction 5 (Stockbury)**. Both schemes will provide capacity to support housing growth in North Kent. Several smaller schemes are also being developed on this corridor (**A2/A28 slip road, Medway City Estate connectivity improvements, A226 at Bluewater**).



Peak hour highway demand
(Vehicles/hour on busiest section)

7,262

2nd

Railways

Issues and Opportunities

The key capacity constraints on this corridor tend to be on the corridors into Central London, which in many cases are only dual-tracked. This means longer distance services are forced to share tracks with metro services on approaches to London termini (which limits capacity and undermines reliability). The flat junction at Rochester Bridge is also a significant bottleneck on the Chatham Mainline.

Due to track alignment and calling patterns (particularly in Medway), journey times between London and North East Kent are relatively slow, even for high-speed services that join HS1 at Ebbsfleet.

According to a Department for Transport survey held in Autumn 2018, 32.7% of passengers arriving at London Blackfriars during the AM peak were forced to stand, which is the highest level of crowding recorded in this survey. Crowding levels were also high at London Bridge at 22.5%, while St Pancras and Victoria were comparatively lower at 17.1% and 14.8% respectively. This indicates that crowding is a serious problem on Thameslink services (which serve the Medway Towns) and peak-hour services that call at London Bridge.

Enhancements

This corridor should benefit from improved connectivity to East London (including Canary Wharf) when **Crossrail** services start serving Abbey Wood, which can be easily reached from stations between Dartford and Rainham. Kent County Council and partners are working with other Local Authority partners to consider options for **enhancing Connectivity to Ebbsfleet**. While heavy-rail options, such as extending Crossrail 1 eastwards from Abbey Wood, have been considered, the partnership is also evaluating Low Cost Alternatives such as connecting Metro services and/or bus services along this corridor.

Network Rail is also undertaking a **study of the North Kent region** to identify schemes in this area. This could include extending passenger services on freight lines to serve new developments on the Isle of Grain.



Demand (domestic)

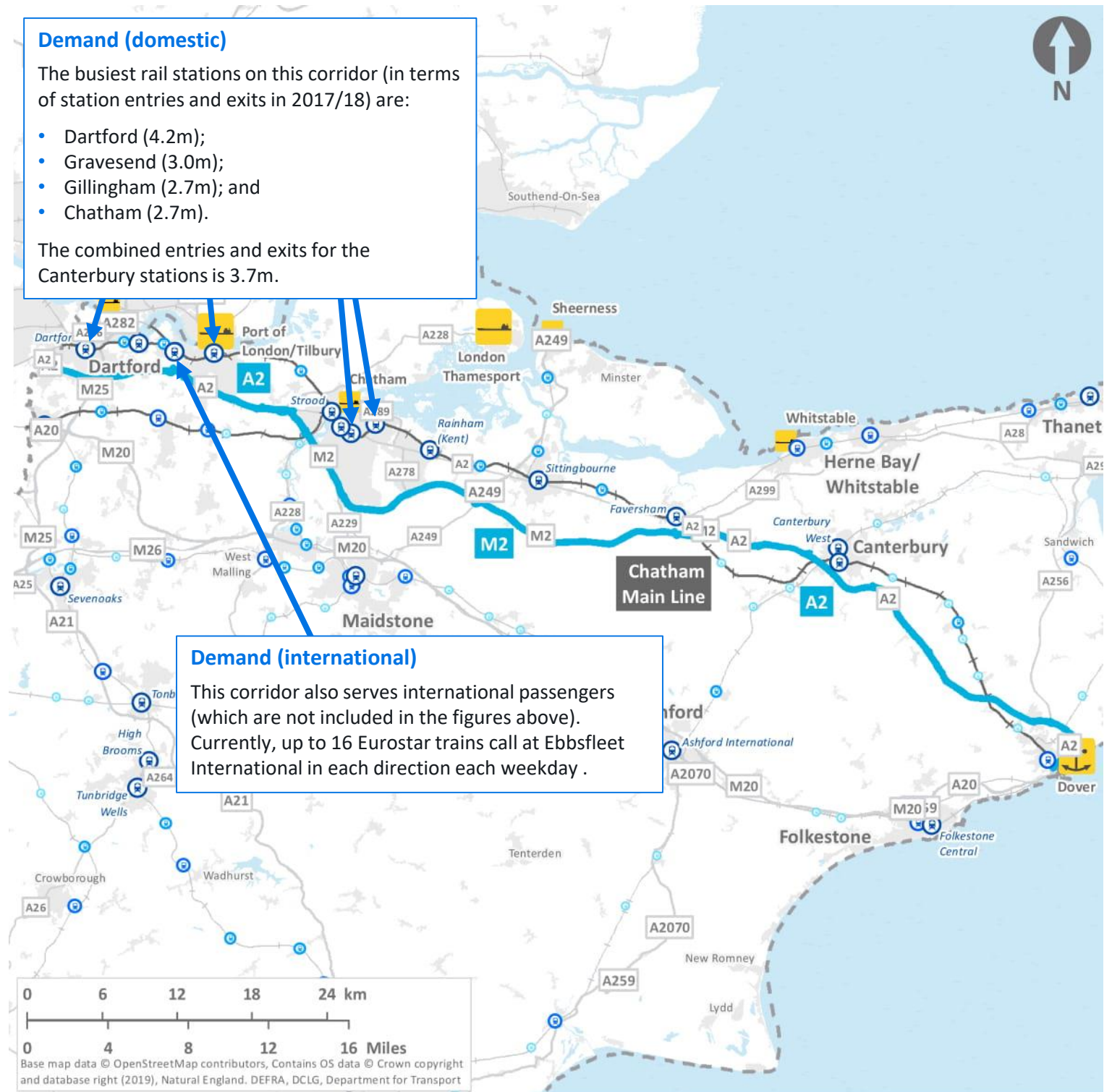
The busiest rail stations on this corridor (in terms of station entries and exits in 2017/18) are:

- Dartford (4.2m);
- Gravesend (3.0m);
- Gillingham (2.7m); and
- Chatham (2.7m).

The combined entries and exits for the Canterbury stations is 3.7m.

Demand (international)

This corridor also serves international passengers (which are not included in the figures above). Currently, up to 16 Eurostar trains call at Ebbsfleet International in each direction each weekday.



South East Strategic Radial Corridor SE2

A299/Chatham Main Line (Faversham – Ramsgate)

Description

The A299 Corridor links the motorway network (M2 at Junction 7 at Brenley Corner) to the North Kent coastal towns of Whitstable and Herne Bay and the Thanet towns of Margate, Broadstairs and Ramsgate.

This corridor serves some of the UK's most economically challenged areas. The dualling of the corridor to Manston and the link to the A256 was completed in 2012. Significant growth in Swale, Canterbury and Thanet districts are dependent on this corridor. It also provides a link to the Port of Ramsgate and Manston Airport, which do not currently provide scheduled international services.

The key issues affecting this corridor are:

- **Deprivation:** This is the most deprived corridor in the South East area, despite its relatively good transport connectivity. It has the lowest average earnings of all the strategic corridors in the South East area.
- **Connectivity:** The Thanet Towns, in particular, are relatively isolated from other major economic hubs in the South East area.

The key opportunities to consider for this corridor are:

- **High Speed 1:** Could High Speed 1 (or other interventions) be even more utilised to drive economic growth and regeneration in this area?
- **The Creative Sector:** As a priority jobs sector on this corridor, could growth in the creative industries be encouraged?

Economic Context

Wealth

This is the poorest corridor in the South East. Median resident earnings along this corridor are £28,762, the lowest of all 23 strategic corridors.

Priority Industrial Sectors

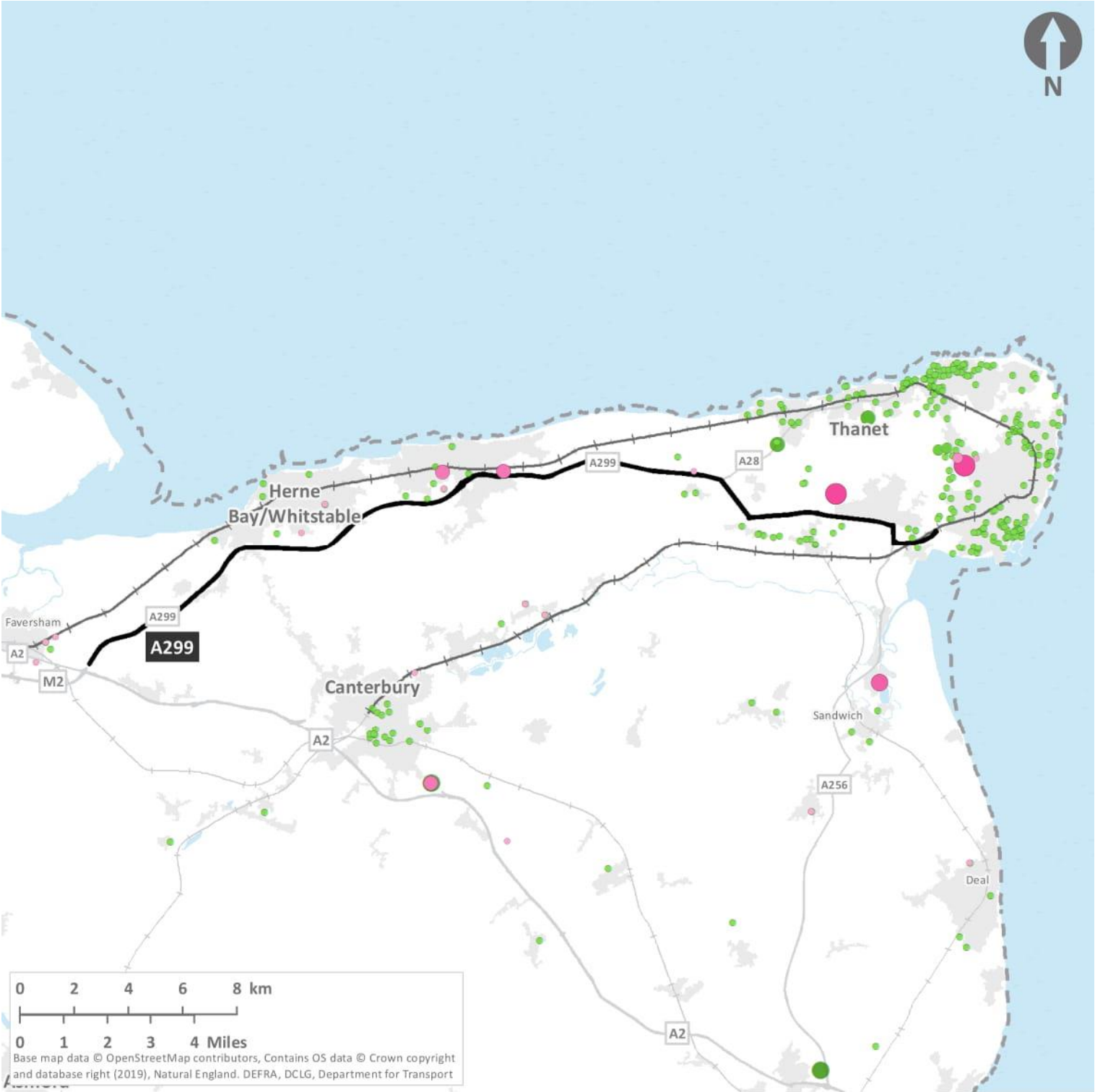
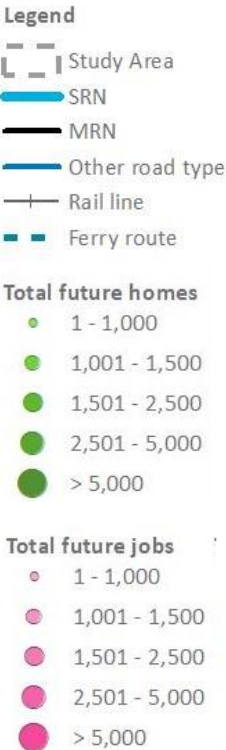
The priority industrial sectors on this corridor are:






- Advanced manufacturing;
- Creative, cultural and media, visitor economy;
- Environmental technology and energy;
- Life sciences and healthcare; and
- Transport and logistics.

8% of jobs on this corridor are in priority sectors, which is significantly below the South East average.

Development

Significant development is planned in this area, some of the highest growth rates in the South East. Housing growth will be focused at the eastern end of the corridor in Thanet. Employment growth is more spread across the corridor, notably in the Herne Bay area and at sites on the edge of the Thanet Towns. This could present a challenge as employment growth appears to be focused on sites that are not currently well served by public transport.



	Population (2018)	454,891		19 th
	Planned homes (2018 to 2035)	41,366	↑ 21% growth	3 rd
	Planned Jobs (2018 to 2035)	64,442	↑ 40% growth	1 st
	Priority Sector Jobs (2017)	12,140	8% of total	21 st
	Median earnings (2018)	£28,762		23 rd

Social Context

Deprivation

This corridor has the highest concentration of deprivation in the South East area. In particular, there are significant areas of deprivation in the Thanet Towns and small pockets of deprivation in Herne Bay, Whitstable and Faversham.

Education

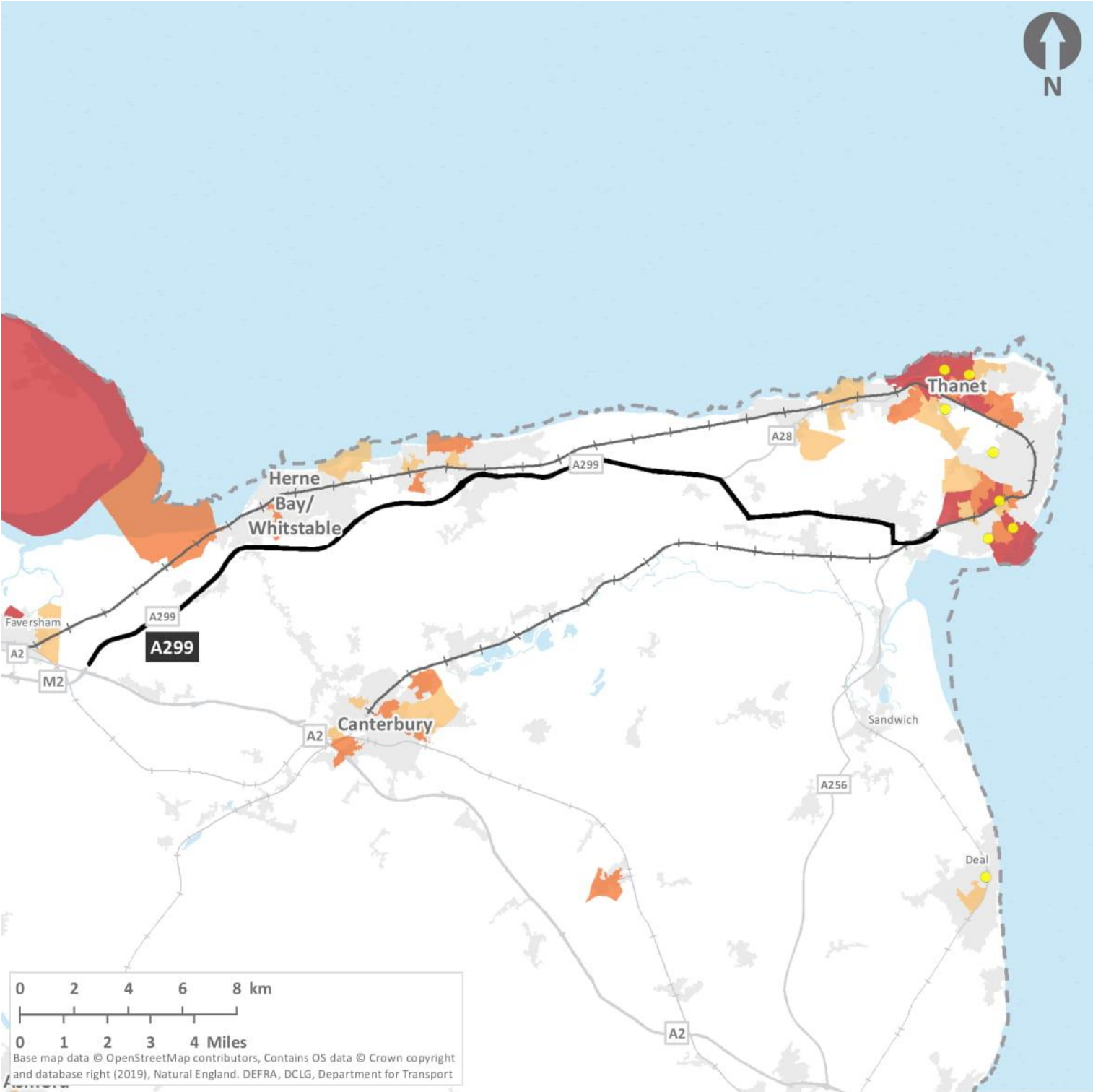
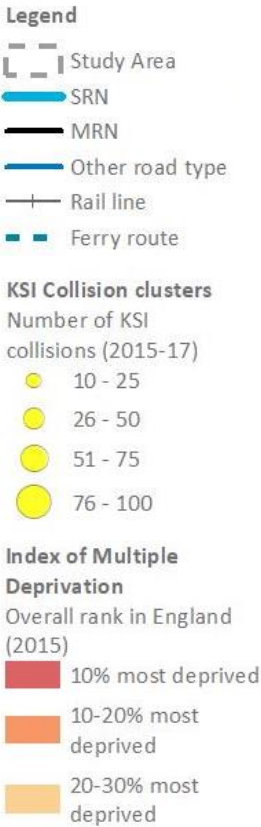
Just 33% of the population on this corridor has at least one National Vocational Qualification at level 4 or above, which is among the lowest levels of education attainment in the South East area.





Safety

There were several clusters of incidents resulting in people being Killed or Seriously Injured on this corridor during the period 2015-17, notably at the western end of this corridor in the Thanet Towns.

Housing Affordability

Median house prices in the area are the lowest if all the strategic corridors in the South East. Consequently, housing affordability is high in this area, despite relatively low median resident earnings.



	Deprived areas (2018, England)	32%	1 st
	Highly educated population (2018, % NVQ Level 4 or above)	33%	21 st
	Average house price (2018, average of corridor's districts)	£254,184	23 rd
	Housing affordability ratio (House price / earnings)	8.8	4 rd

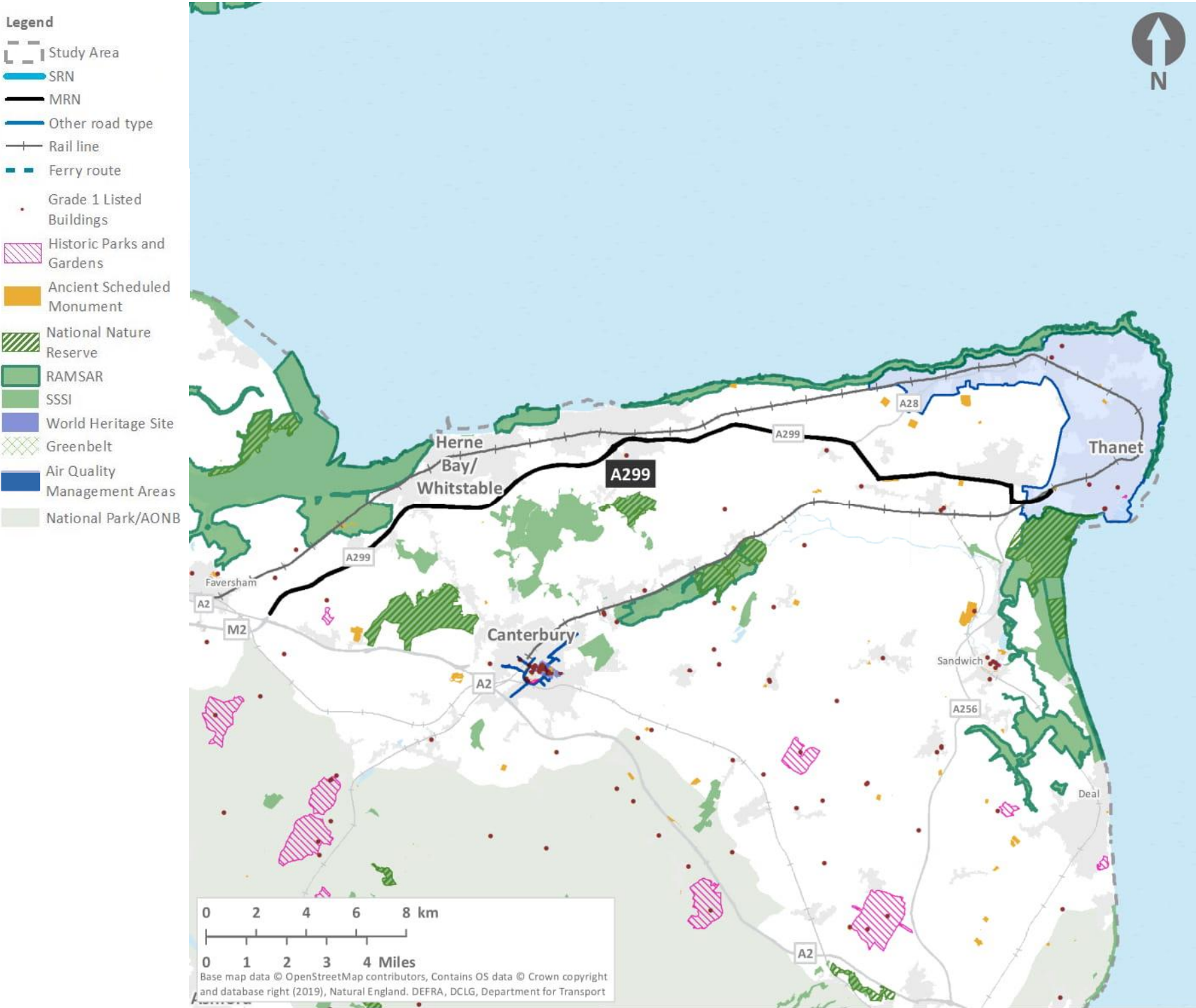
Environmental Context

Protected Areas

This corridor passes close to a number of protected areas, including a Ramsar site immediately to the west of Herne Bay/Whitstable (the Chatham Main Line passes through this site). All of the coastline in this area is protected.

Air Quality

The Broadstairs, Margate and Ramsgate urban area is covered almost wholly by a relatively large Air Quality Management Area.



Highways

Demand

It is estimated that this corridor carries 1,820 vehicles per hour on its busiest section during the AM peak.

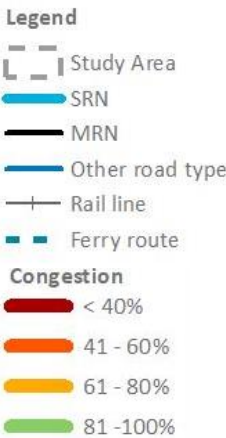
Issues and Opportunities


Overall, this corridor suffers from relatively little congestion. That said, there are some congestion hotspots on the Major Road Network in this area, particularly on the A28 where it passes through Birchington and where the A299 passes through Sevenscore Roundabout and at the Lord of the Manor junction.

Enhancements

The Department for Transport has recently indicated its support for one of Transport for the South East's priority Major Road Network Major Schemes, which will provide a relief road for the **A28 in Thanet**.

Longer term improvements to the **M2 Junction 7 (Brenley Corner)** – where the A299 joins the M2 – are also being developed by Highways England and Kent County Council.





Peak hour highway demand
(Vehicles/hour on busiest section)

1,820

21st

Railways

Issues and Opportunities

Journey times between London and North East Kent are relatively slow, although there have been improvements in recent years thanks to the introduction of high speed services.

Enhancements

A new railway station has been proposed at **Thanet Parkway**, which would be located on the Ashford to Ramsgate line. It will increase rail connectivity between East Kent, London and the wider Kent area by providing access to mainline and high-speed services.

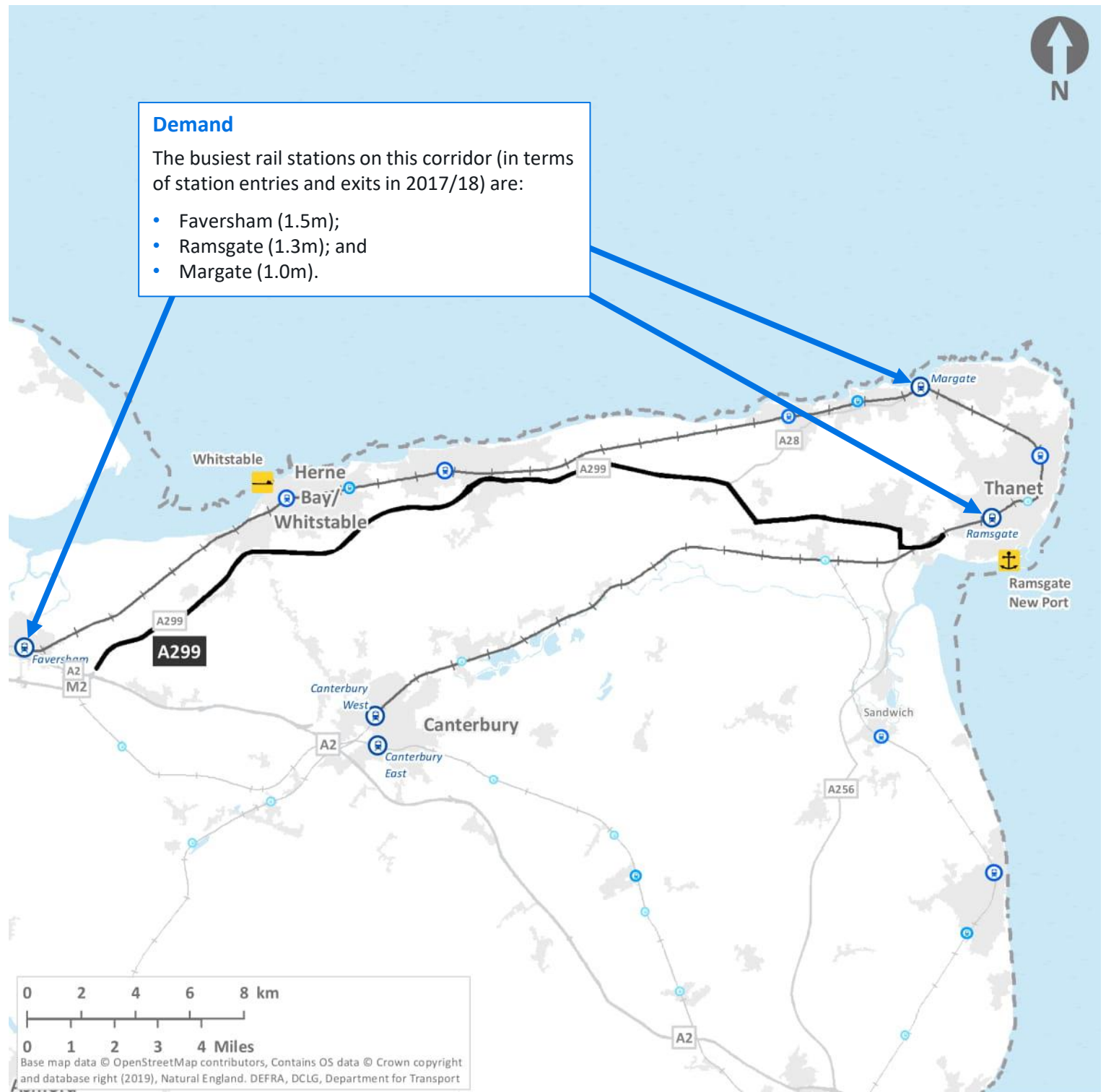
Network Rail is developing plans to improve journey times to **North East Kent** through increasing line speeds between Ashford and Thanet.



Demand

The busiest rail stations on this corridor (in terms of station entries and exits in 2017/18) are:

- Faversham (1.5m);
- Ramsgate (1.3m); and
- Margate (1.0m).



South East Strategic Radial Corridor SE3

M20/A20/High Speed 1/ South Eastern Main Line (Dover – Sidcup)

Description

The M20/A20/High Speed 1/South Eastern Main Line Corridor connects Maidstone, Mid Kent, Ashford, Folkestone and Dover to London and the M25. It serves two of the most important international gateways in the country – the Channel Tunnel at Cheriton and the Port of Dover.

This corridor has relatively high capacity and, bar a short section at Maidstone, generally suffers from less congestion than other corridors in the South East area. A significant level of new housing and employment development is planned on this corridor, particularly in and around Ashford.

The key issues affecting this corridor are:

- **UK Exit from the European Union:** This corridor serves the UK's only land-link to continental Europe (the Channel Tunnel) and the largest Roll-On-Roll-Off port in the world. Future trade flows between the UK and mainland Europe will depend on the UK's future relationship with the EU, which, at the time of writing, is uncertain.
- **Queuing of lorries linked to Operation Stack:** This causes significant disruption along the M20 for extended periods of time.

The key opportunities to consider for this corridor are:

- **High Speed 1:** Could High Speed 1 be even more utilised to drive economic growth and regeneration in this area?
- **Rail Freight:** Could more freight be shifted from road to rail on this corridor?
- **Future International Rail Services:** Could more international rail services help drive economic growth through tourism and business links?

Economic Context

Wealth

Median resident earnings along this corridor are £31,178, which is slightly below the average for the South East area.

Priority Industrial Sectors

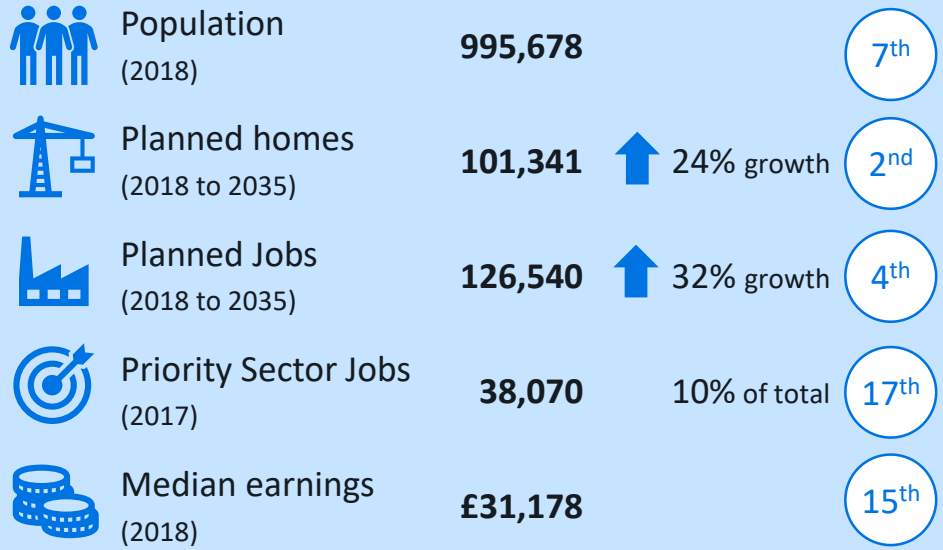
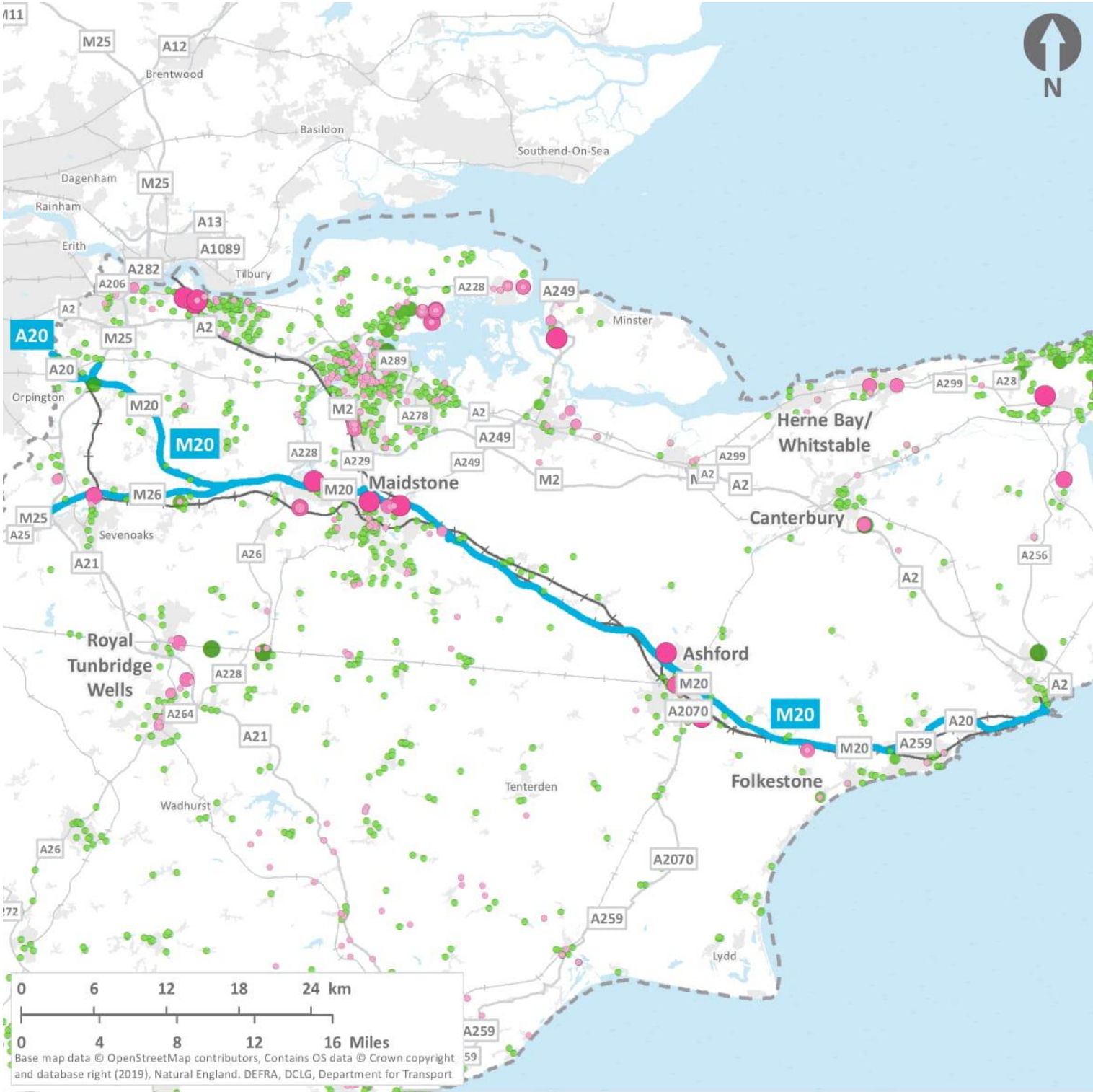
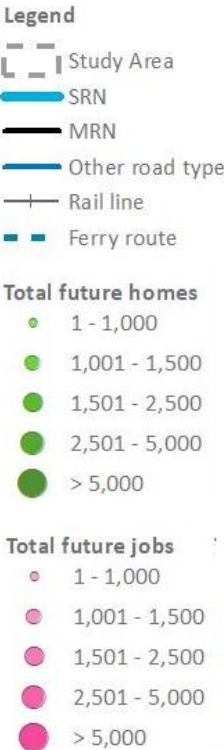
The priority industrial sectors on this corridor are:

- Advanced manufacturing;
- Creative, cultural and media and the visitor economy;
- Environmental technology and energy;
- Life sciences and healthcare; and
- Transport and logistics.

10% of jobs on this corridor are in priority sectors, which is below average for the South East area.

Development

Significant development is planned for this corridor. Housing and employment growth will be spread across the whole of this corridor, with particular concentrations around Maidstone and Ashford. This corridor is expected to support the second highest percentage of planned dwellings out of any corridor in the South East.



Social Context

Deprivation

There is an above average level of deprivation along this corridor. Most deprived areas are located in or close to the urban centres on this corridor, with particular hotspots in Dover and Folkestone.

Education

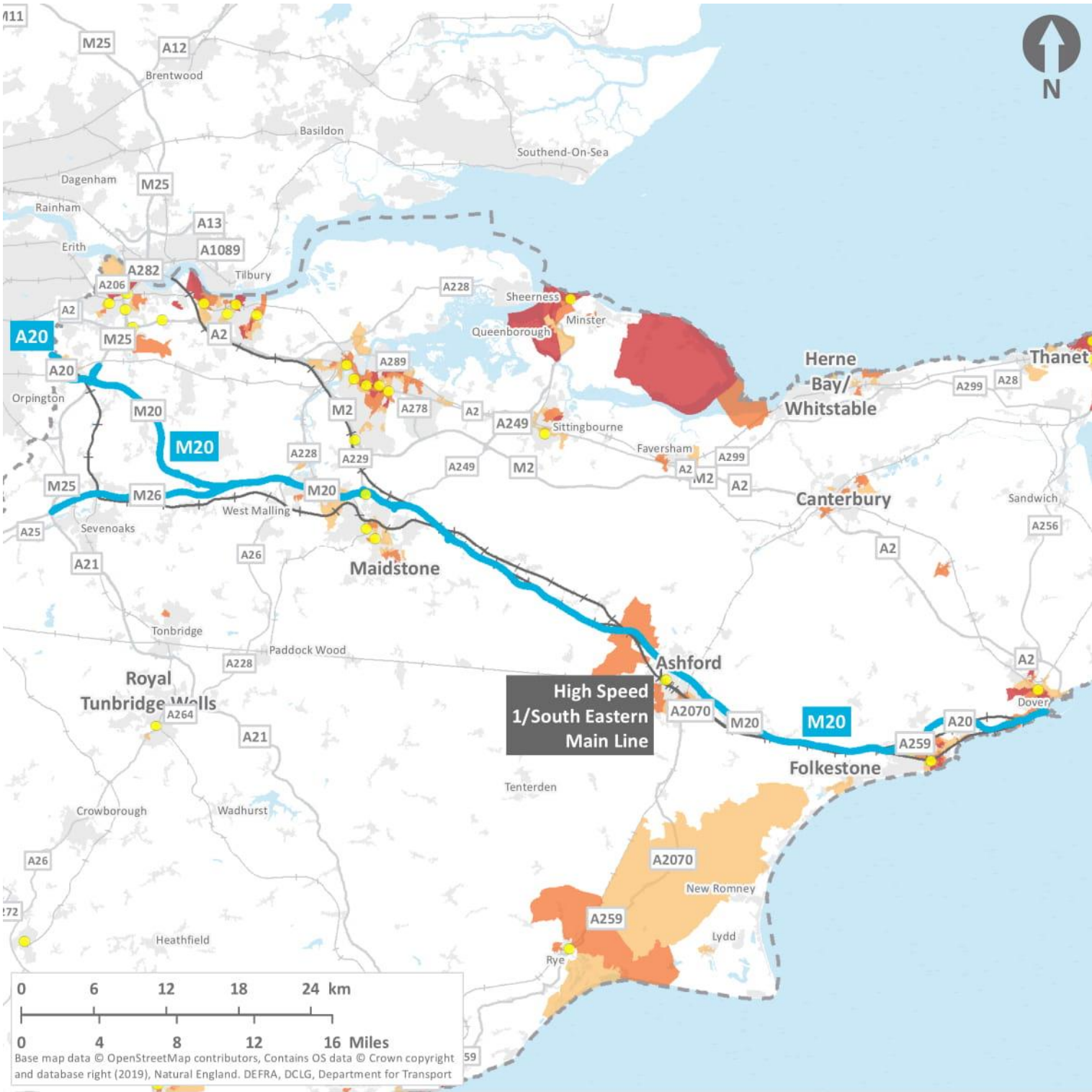
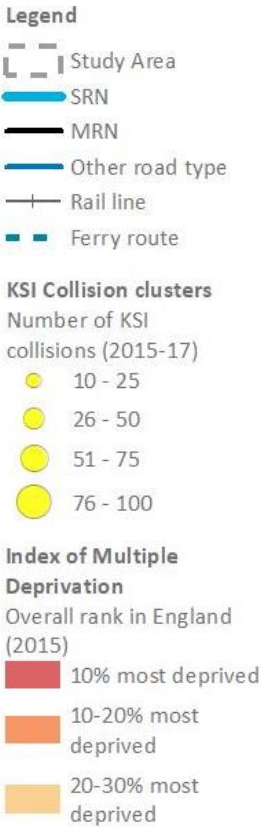
Just 35% of the population on this corridor has at least one National Vocational Qualification at level 4 or above, which is below average for the South East area.





Safety

There were relatively few clusters of incidents resulting in people being Killed or Seriously Injured on this corridor during the period 2015-17, notably near the M20 in the Cheriton area (between Folkestone and the Channel Tunnel terminal).

Housing Affordability

Housing is relatively affordable in this area due to lower than average house prices and average median resident earnings.



	Deprived areas (2018, England)	18%	9 th
	Highly educated population (2018, % NVQ Level 4 or above)	35%	19 th
	Average house price (2018, average of corridor's districts)	£297,248	15 th
	Housing affordability ratio (House price / earnings)	9.5	17 th

Environmental Context

Protected Areas

This corridor runs through the south of the Kent Downs Area of Outstanding Natural Beauty, which limits development to the north of the road. At its southern end the road passes through the same protected landscapes between Folkestone and Dover.

Air Quality

There are several Air Quality Management Areas close to this corridor around Maidstone and on the M25 motorway in the western part of this corridor.



Highways

Demand

It is estimated that this corridor carries 4,844 vehicles per hour on its busiest section during the AM peak.

Issues and Opportunities

Congestion on this highway is focused around Maidstone, where there are significant portions of the road where the AM peak speed is less than 40% of the night time speed. There are also significant areas of congestion where the corridor joins with the M25.

There can be significant congestion arising from Operation Stack and Operation Brock along this corridor when there is disruption at Dover.

Enhancements

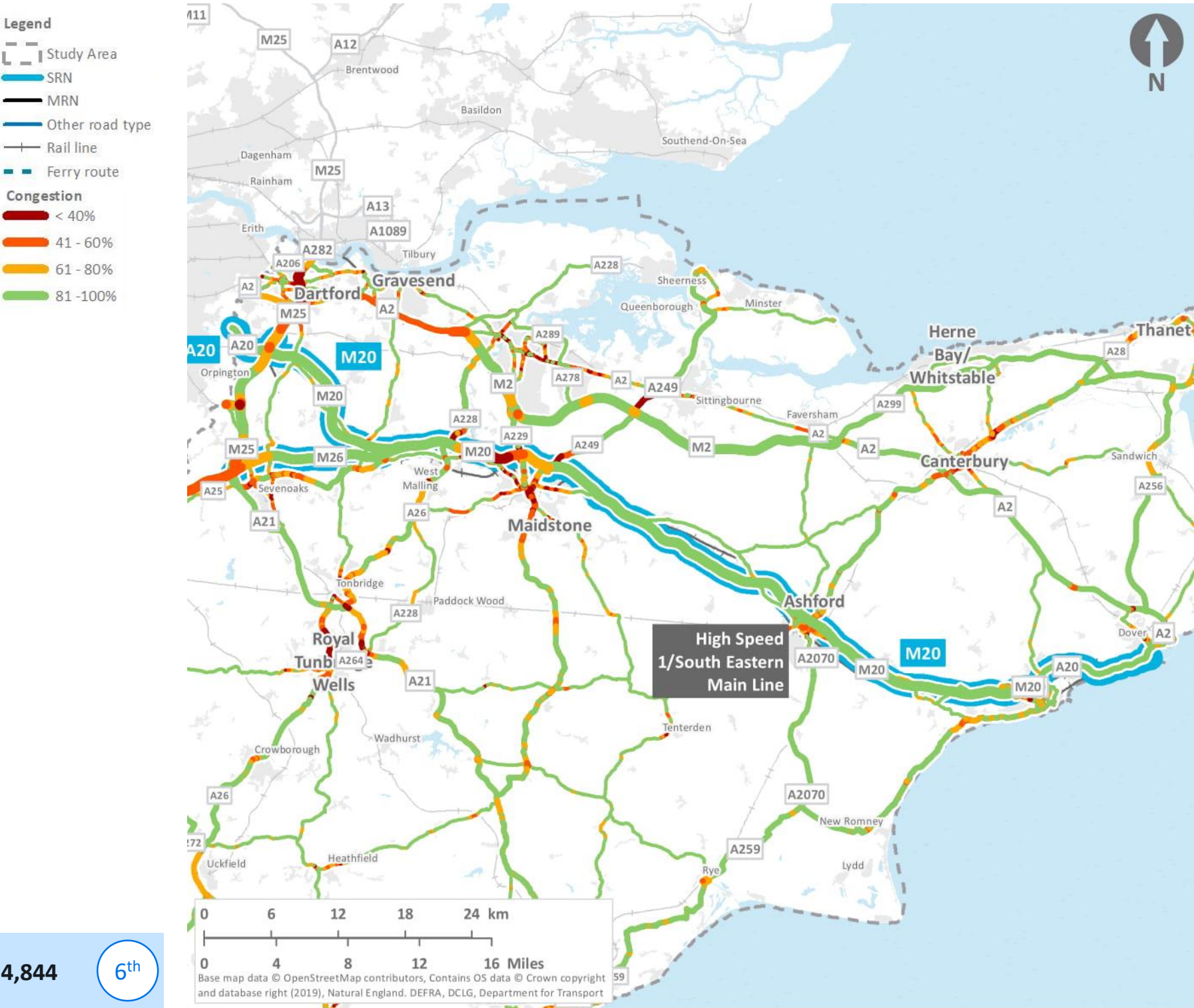
Highways England is upgrading parts of the **M20 (Junctions 5 to 7)** near Maidstone to a Smart Motorway. This will help to provide significant future capacity for growth on this corridor by relieving pressure on the most congestion part of the M20.

Highways England has developed a new junction on the **M20 Junction 10a (East Ashford)**, which will support housing and job growth in this area.

Transport for the South East supports initiatives from Kent Police, Kent County Council and Highways England to develop **longer term solutions for Operation Stack and Operation Brock** on this corridor.

The **Lower Thames Crossing** scheme (described under **South East Radial Corridor 1**) will provide some relief for the M20/A20 corridor.

Kent County Council, Network Rail and Eurostar are also working to upgrade the signalling equipment at Ashford International to ensure that the new generation of Eurostar trains can call at the station.



Peak hour highway demand
(Vehicles/hour on busiest section)

4,844

6th

Railways

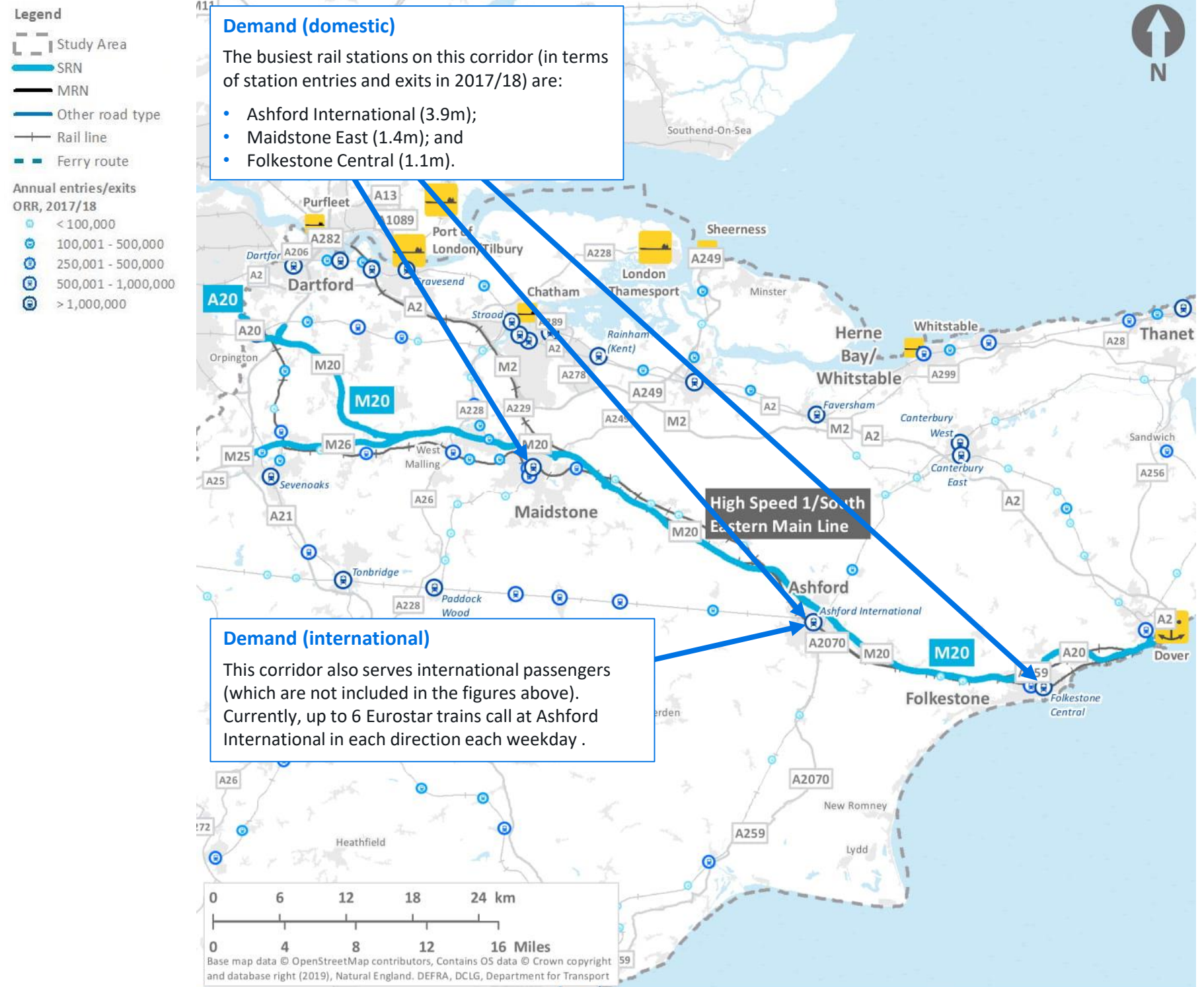
Issues and Opportunities

This corridor is served by High Speed 1, the South Eastern Main Line, and the Maidstone East Line. Southeastern High Speed services generally serve the eastern end of the corridor, including the towns of Ashford, Folkestone and Dover. Some peak-hour services also serve Maidstone West.

The railway network that serves this corridor is complex and serves multiple London termini. Most services into London share tracks with slower metro services in London, which undermines the performance of the railway. Journey times between Maidstone and London are relatively slow (over an hour from Maidstone East compared to around 35 minutes from Ashford).

Enhancements

A project to upgrade the signalling and train protection system at Ashford International is almost complete, which will facilitate the retention of the existing service levels to up to five Eurostar services each weekday. An additional service each way to Paris due will be restored in May 2020.



South East Strategic Radial Corridor SE4

A21/Hastings Line (Hastings – Sevenoaks)

Description

The A21/Hastings Line Corridor connects one of the region's most deprived towns, Hastings, with one of its wealthiest districts, Sevenoaks. It is the least developed part of the Strategic Road Network in the region (much of the A21 is a single-carriageway road). This corridor's future potential development is heavily constrained by the North Downs and High Weald Areas of Outstanding Natural Beauty that it traverses.

Connectivity is particularly poor on this corridor. Rail journeys from London to Hastings typically take over 100 minutes, which compares poorly to journey times to nearby Brighton (60 minutes) and Ashford (35 minutes). This poor connectivity is highly likely to be holding back the economic potential of the Hastings area.

The key issues affecting this corridor are:

- **Connectivity:** Road and rail connectivity are particularly poor on this corridor, especially south of Royal Tunbridge Wells. Journey times both to/from London and along the Sussex Coast are much slower than other corridors in the South East.
- **Economic imbalances:** There are significant variations in socioeconomic outcomes on this corridor.

The key opportunities to consider for this corridor are:

- **High Speed 1:** Could High Speed 1 be even more utilised to drive economic growth and regeneration in this area?
- **A21 highway:** Would upgrading the southern end of this strategic road help address deprivation in Hastings and Bexhill?

Economic Context

Wealth

Median resident earnings along this corridor are £31,307, which is around average for the South East area. There are significant variations in wealth along this corridor. Resident earnings in the Sevenoaks District are £36,008, which is over 50% higher than earnings in the Hastings Borough, which are £23,518.

Priority Industrial Sectors

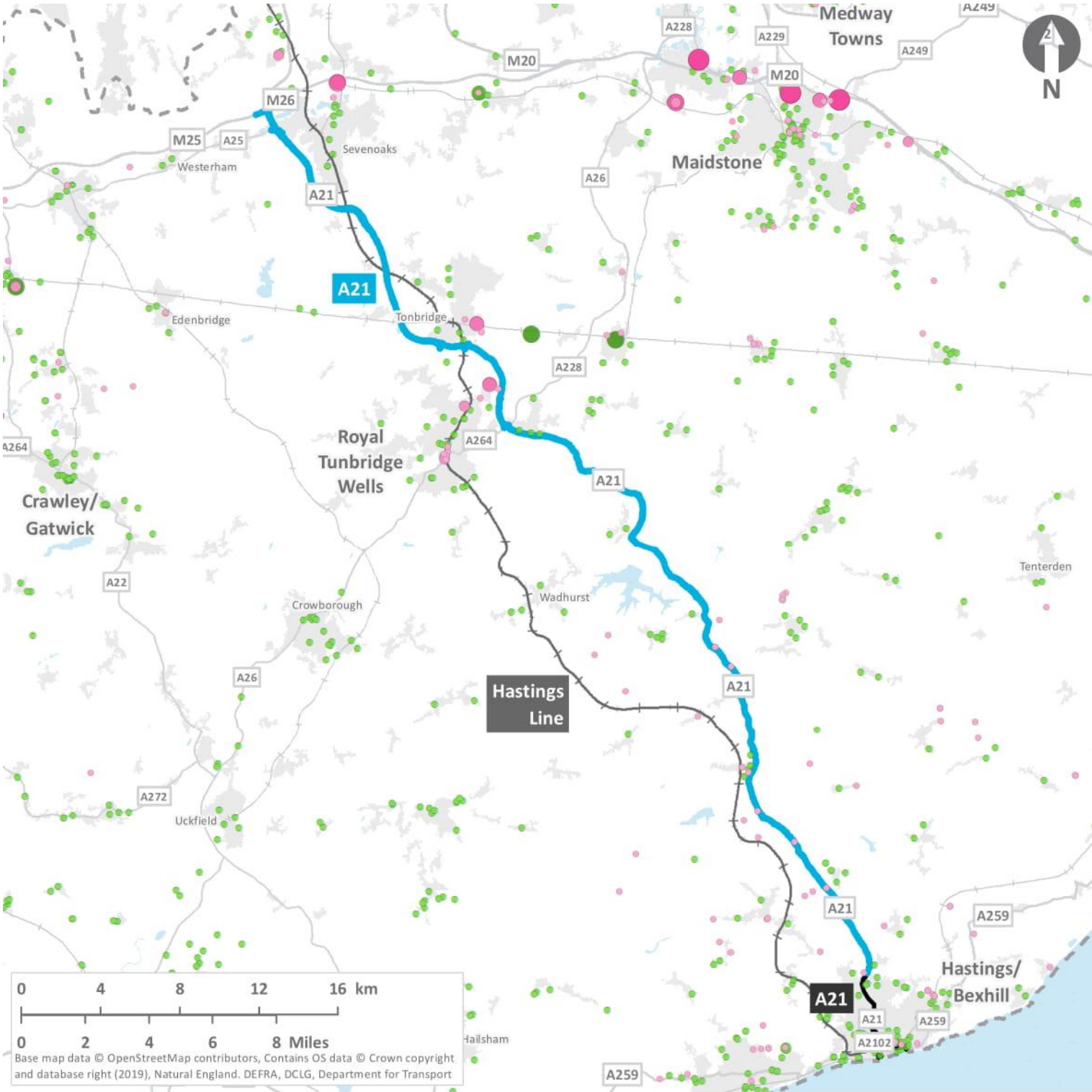
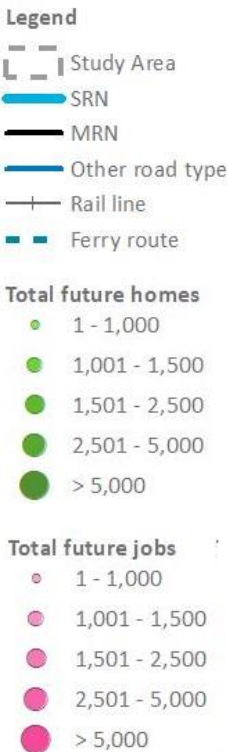
The priority industrial sectors on this corridor are:






- Advanced manufacturing;
- Creative, cultural and media, visitor economy;
- Environmental technology and energy;
- Life sciences and healthcare; and
- Transport and logistics.

7% of jobs on this corridor are in priority sectors, which is very low for the South East area. There is a relatively even distribution of priority sector jobs along this corridor.

Development

Significant housing and employment growth is planned for this corridor. The largest employment growth sites are located in the Royal Tunbridge Wells, Tonbridge, and Sevenoaks areas.



	Population (2018)	717,541		13 th
	Planned homes (2018 to 2035)	44,412	↑ 14% growth	16 th
	Planned Jobs (2018 to 2035)	39,003	↑ 14% growth	8 th
	Priority Sector Jobs (2017)	19,940	7% of total	22 nd
	Median earnings (2018)	£31,307		14 th

Social Context

Deprivation

Although deprivation levels for the corridor as a whole are average compared to the rest of the South East, there are significant areas of deprivation at the southern end of this corridor in Hastings and Bexhill.

Education





Education levels are average on this corridor, but vary significantly along it. 50% of residents in Royal Tunbridge Wells are educated to National Vocational Qualification Level 4 or above, whereas just 26% of residents in Rother are educated to this level.

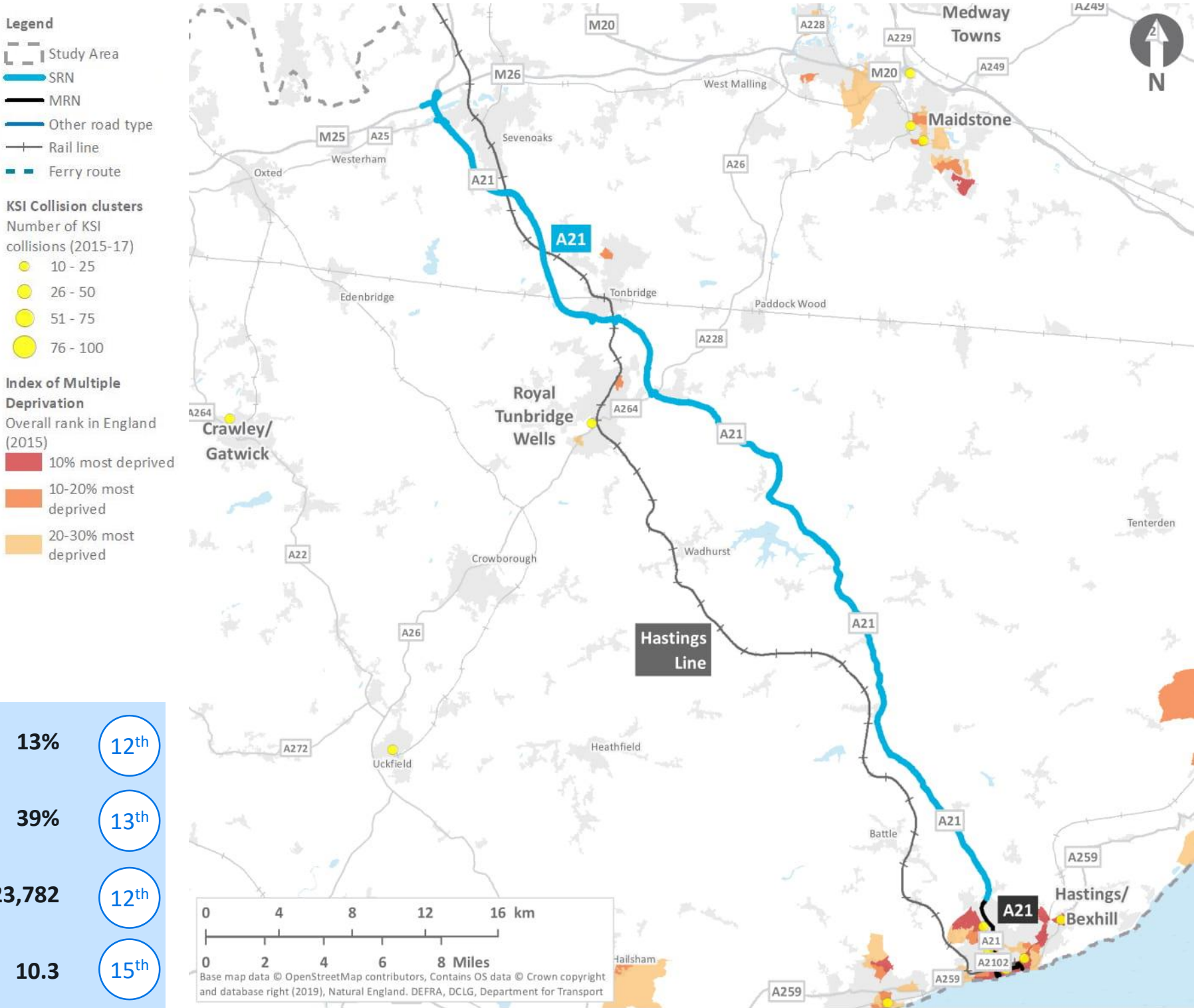
Safety

There were several clusters of incidents resulting in people being Killed or Seriously Injured on this corridor during the period 2015-17, notably at the southern end of this corridor in the Hastings and Bexhill urban area. Highways England’s **South Coast Central Route Strategy** (published March 2017) states that the A21 between M25 and A225 is one of the worst roads on the Strategic Road Network for safety.

Housing Affordability

Housing affordability also varies significantly across this corridor, from 12.8 in Sevenoaks to 9.1 in Hastings. In Sevenoaks, this figure is driven by particularly high average house prices, which at £407k are the highest of all the boroughs and districts in East Sussex, Kent and Medway.

	Deprived areas (2018, England)	13%	12 th
	Highly educated population (2018, % NVQ Level 4 or above)	39%	13 th
	Average house price (2018, average of corridor’s districts)	£323,782	12 th
	Housing affordability ratio (House price / earnings)	10.3	15 th



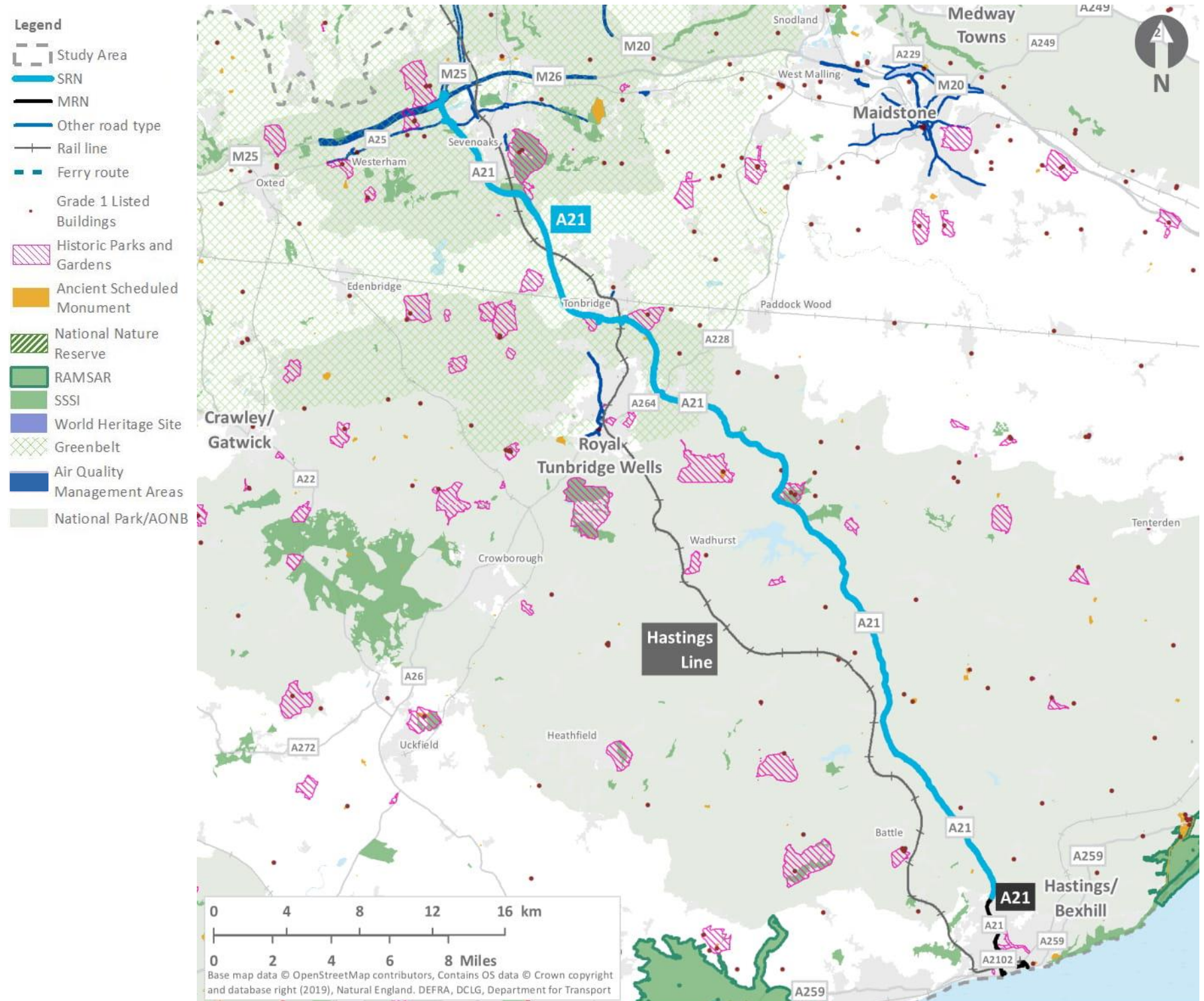
Environmental Context

Protected Areas

Almost the entire length of this corridor passes through protected areas. The northern section passes through the London Green Belt and Kent Downs Area of Outstanding Natural Beauty, while the middle and southern sections passes through the High Weald Area of Outstanding Natural Beauty. The A21 highway also passes close to several historic parks and gardens.

Air Quality

There are several Air Quality Management Areas at the northern end of this corridor on and near to the M25 motorway.



A21/Hastings Line (Hastings – Sevenoaks)

SE4

Highways

Demand

It is estimated that this corridor carries 2,640 vehicles per hour on its busiest section during the AM peak.

Issues and Opportunities

There several congestion 'hot spots' along this corridor, where the AM peak speed falls below 80% of the night-time flow speed. There are more significant areas of congestion to the South of Royal Tunbridge Wells, and where the road enters Hastings/Bexhill. Here there are several areas where the AM peak speed falls below 40% of the night-time speed.

Journey times between London and Hastings are much longer than comparable distances such as London to Ashford and London to Brighton. In part, this is because the A21 is a single-carriageway road for most of the corridor between Pembury and Hastings.

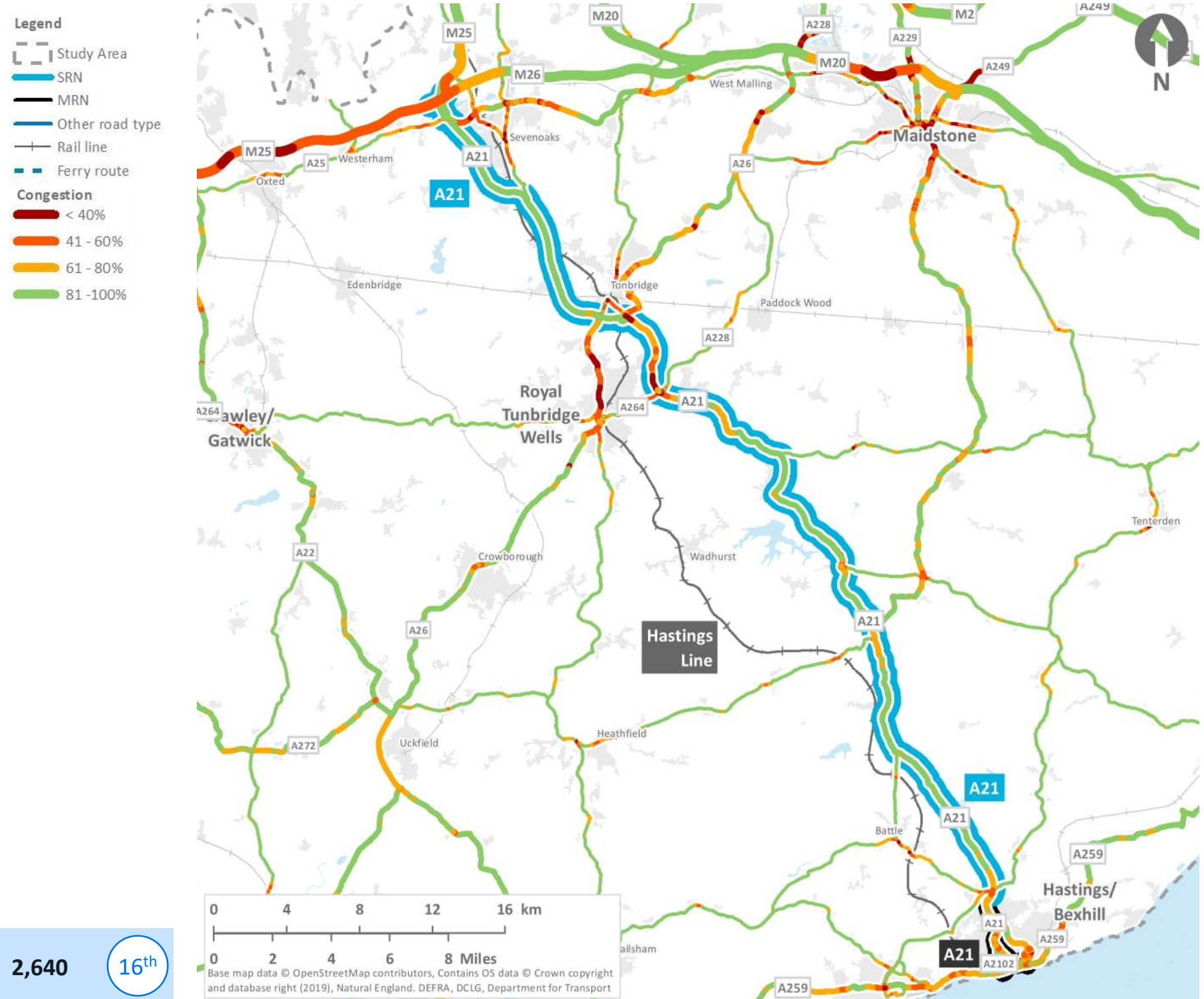
Highways England's **South Coast Central Route Strategy** identifies a number of strategic issues on this corridor (including road safety and poor journey time reliability) that will be considered as part of the next Roads Investment Strategy and Delivery Plan.

Enhancements

The A21 has recently been improved between **Pembury and Tonbridge**. This will help address some of the congestion issues highlighted in the map above. It will also improve journey times on this corridor.

Transport for the South East supports the following proposed **further improvements to the A21**:

- Kippings Cross to Lamberhurst (off-line dual carriageway);
- Hurst Green bypass; and
- Flimwell bypass.



Peak hour highway demand
(Vehicles/hour on busiest section)

2,640

16th

Railways

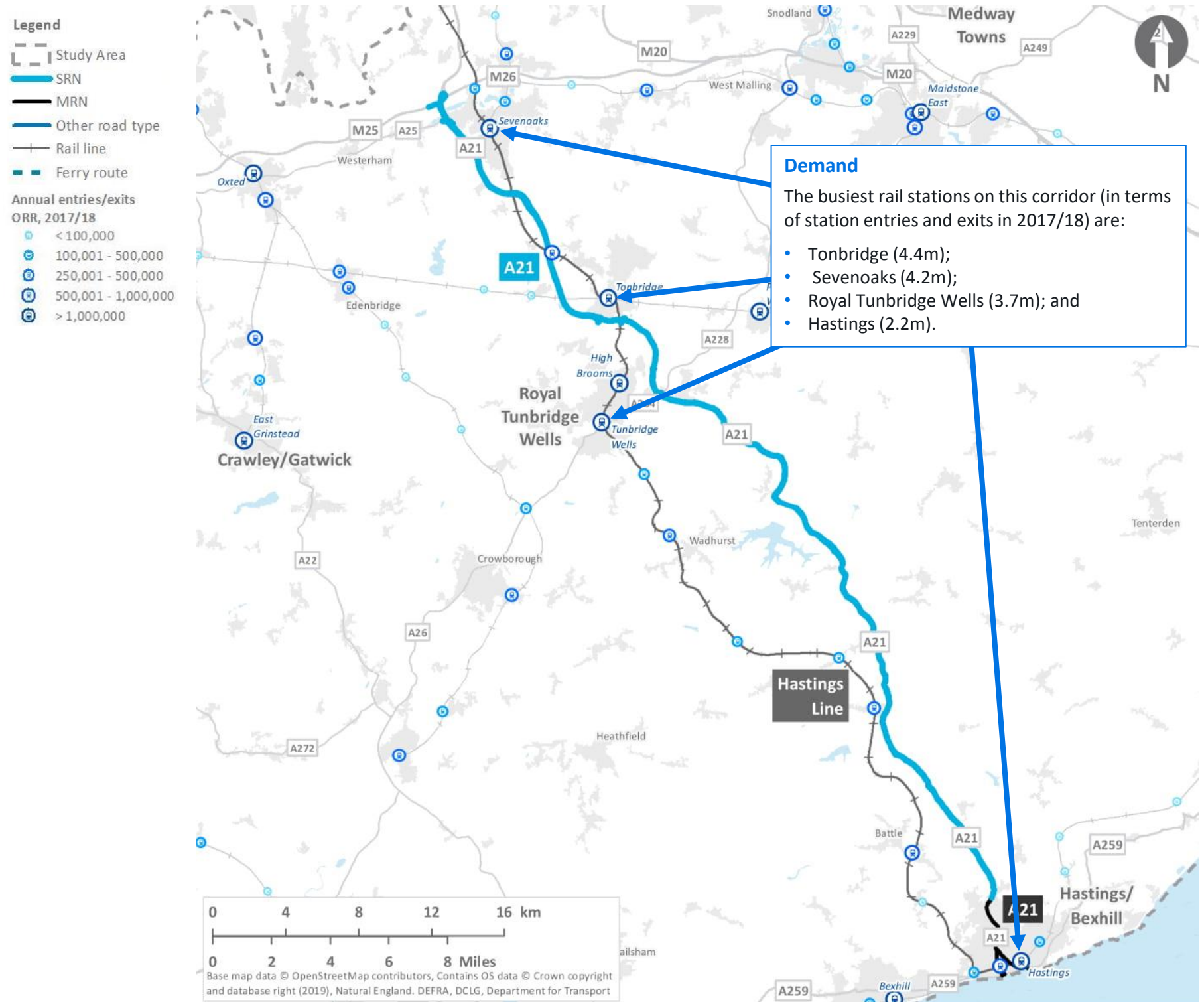
Issues and Opportunities

Journey times by rail between Hastings and London compare very poorly to nearby Ashford and Brighton. This poor connectivity is regularly cited as a contributing factor to high deprivation in Hastings. Due to the curvature and capacity constraints along the Hastings Line, there are limited opportunities to improve journey times using existing infrastructure.

According to a Department for Transport survey held in Autumn 2018, 22.5% of passengers arriving at London Bridge during the AM peak were forced to stand, suggesting crowding is a problem on this route.

Enhancements

Network Rail and East Sussex County Council are developing proposals to extend **High Speed 1 domestic services to Hastings, Bexhill and Eastbourne** via the Marshlink Line using bi-mode high speed rolling stock. It is envisaged that these services would operate from St Pancras International and run fast to Ashford before joining the Marshlink line for the final stage of the journey. However this would require improvements at Ashford International to enable services to run from High Speed 1, through the station, and onto the Marshlink as well as line speed/track improvements on the Marshlink and the introduction of bi-mode rolling stock on the service'. In addition, parts of this corridor will benefit from improvements to the Brighton Mainline particularly Lewes and Eastbourne.



South East Strategic Radial Corridors

International Gateways

International Gateways

This part of the South East area has some of the largest international gateways in the UK. These include the Port of Dover, which is the busiest Roll-on-Roll-off port in the world. It also includes the Channel Tunnel, which carries international rail services for passengers from London and shuttle services for vehicles, passengers, and freight. There are also several ports on the Medway estuary and smaller international gateways in Thanet.

Issues and Opportunities

Any disruption **Dover** has the potential to impact on the M20/A20 and M2/A2 corridors. This disruption can be significant and has the potential to be seriously economically detrimental. This corridor would therefore benefit from any improvement in resilience at the Port of Dover and along the M20/A20 corridor.

Since April 2015, traffic restrictions have been in place to minimise disruption and improve air quality in the town. This scheme, known as **Dover TAP**, includes a 40mph speed restrictions and other traffic measures.

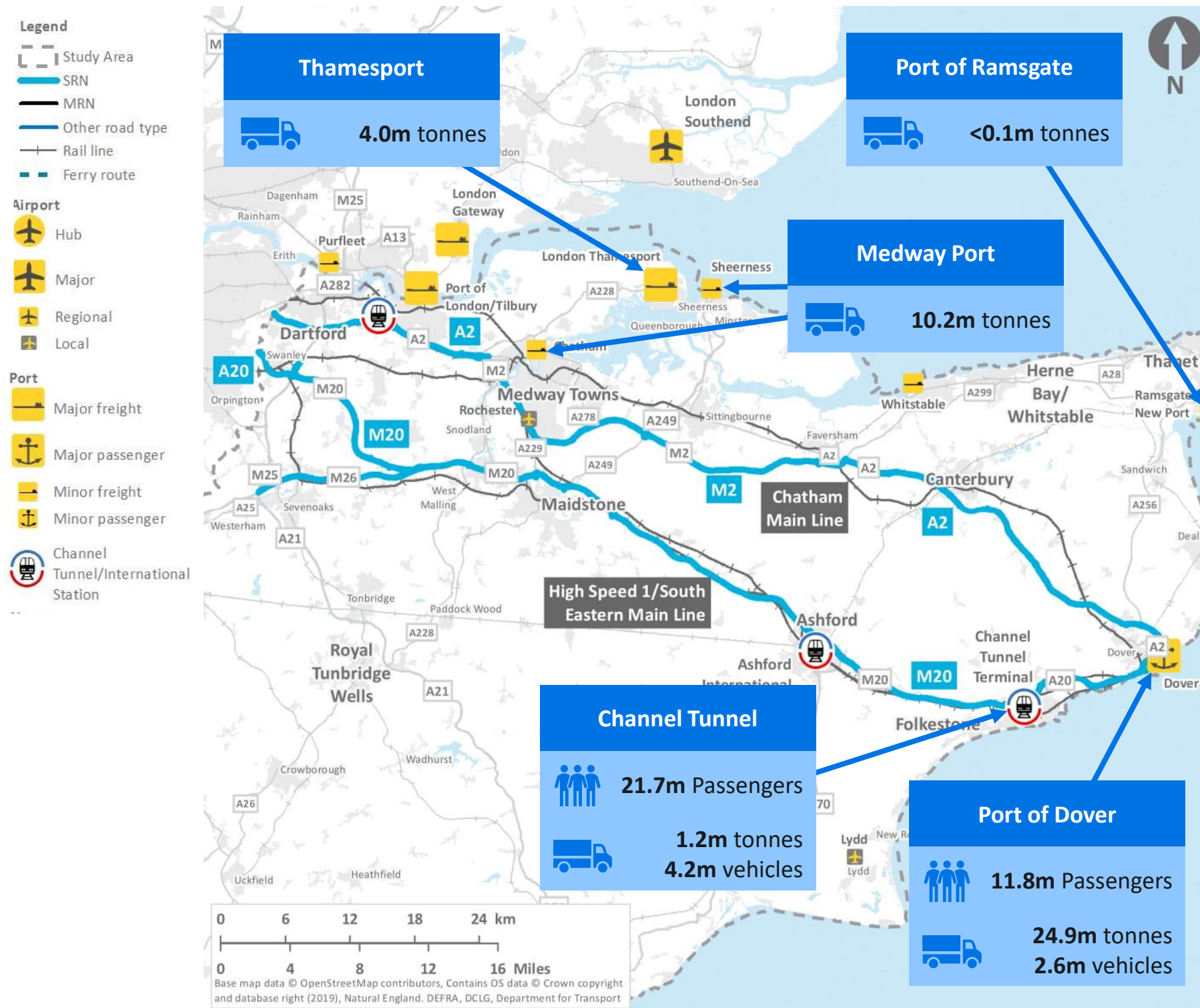
Cross channel operations are particularly at risk of disruption from the **UK's departure from the European Union**, although this will depend hugely on the nature of the UK's future relationship with the EU.

There is spare capacity on **High Speed 1** and – subject to capacity in the Channel Tunnel – opportunities to expand international rail services between the UK and continental Europe.

Enhancements

The Port of Dover is expanding its activities to **Dover's Western Docks**, which will shift cargo operations to this side of the port. This could generate more traffic on the M2/A2 and M20/A20 corridors. This could present some challenges as the corridor already suffers from significant congestion when disruption occurs at Dover.

The M2/A2 improvement schemes outlined in **South East Radial Corridor 1** and the Smart Motorway and Operation Stack initiatives described in **South East Radial Corridor 3** should help support growth at Dover.



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