

Dartford; Gravesham

Transport for the South East (TfSE) has just submitted its Strategic Investment Plan to government. This plan determines the investment needed to grow the south east's economy and deliver a high-quality, 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.

Since 2017, TfSE, the sub-national transport body for the south east, has become a powerful and effective partnership for the region, bringing together local transport authorities, local enterprise partnerships, district and borough councils, transport operators and strategic network owners to speak with one voice on our region's strategic transport needs.

Central to the development of this plan has been engagement and consultation with all stakeholders to ensure what we put forward aligns with both their needs and their expectations in a sustainable and financially responsible manner. It is a plan developed by the south east, for the south east.

To the right, we have mapped the prioritised schemes for Dartford, Gravesham and the surrounding area; the schemes within the Strategic Investment Plan will be delivered from now to 2050.

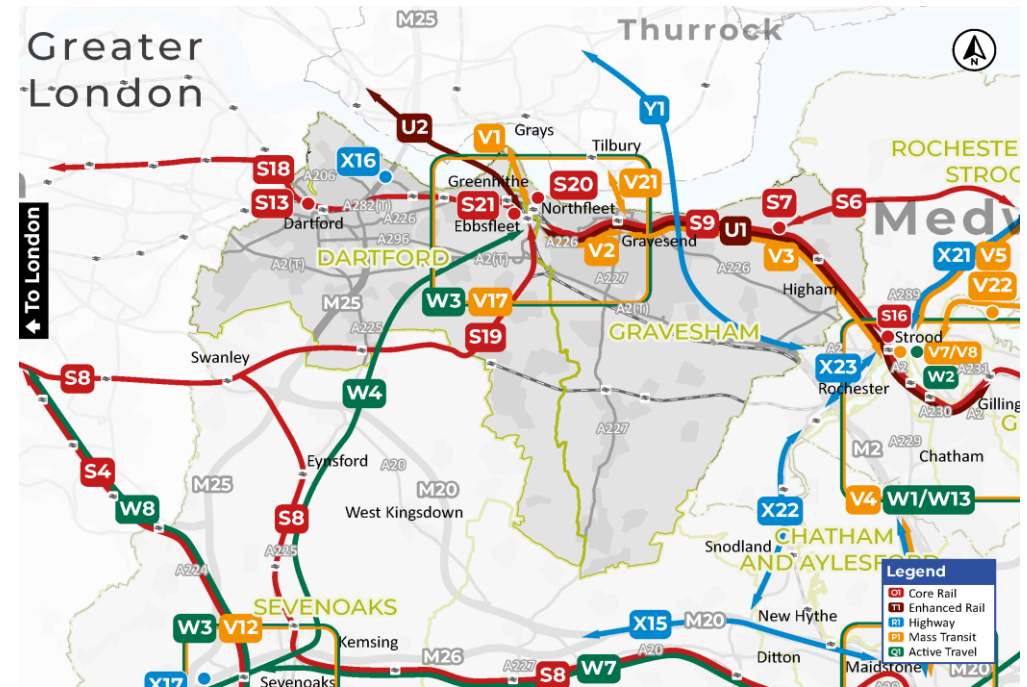








Figure 1: Dartford; Gravesham schemes from TfSE's Strategic Investment Plan

In addition to place-specific schemes, a number of wider policy interventions have been identified. These include:

-  **Decarbonisation:** faster delivery on net zero carbon, including through the use and adoption of green technologies
-  **Public transport fares:** support for public transport, including subsidies for reduced fares
-  **New mobility:** capturing the benefits for new modes of travel, new ways of paying for our travel, and new technologies
-  **Road user charging:** support for a national scheme, and one that local areas can integrate with for additional measures (e.g. Clean Air Zones)
-  **Virtual access:** making best use of technology to reduce the need to travel and help plan better, more sustainable journeys
-  **Better integration:** at stations, hubs and between modes, but also better integration with spatial planning and service delivery

Strategic Investment Plan Factsheets
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Figure 2: Dartford; Gravesham scheme descriptions and phasing

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
S1*	St Pancras International Domestic High Speed Platform Capacity	A new platform at St Pancras International station for domestic high speed rail services.	Support an increase in station capacity to provide more HSI services between London, Medway and Kent.	Medium term (2030s)
S2*	London Victoria Capacity Enhancements	Additional capability at London Victoria station, taking advantage of a major track renewal in CP8/9, as well as digital signalling on lines approaching the station from the South East in the longer-term.	Enable more services between London and Kent, Medway and East Sussex, reduce headways and improve journey time reliability.	Medium term (2030s)
S6	Hoo Peninsula Passenger Rail Services (HIF)	A new station serving the Hoo Peninsula alongside other improvements to the existing Grain Branch Line.	Enable new passenger services connecting large-scale employment and housing developments.	Medium term (2030s)
S7	North Kent Line / Hundred of Hoo Railway - Rail Chord	A new rail chord at Hoo Junction.	Enable rail freight to circumnavigate London via Paddock Wood.	Medium term (2030s)
S9	North Kent Line - Service Enhancements	Increased line speeds and signalling upgrades on the North Kent Line between Gravesend and Rochester.	Reduce journey times to London from North Kent.	Short term (2020s)
S13	Dartford Station Remodelling/Relocation	Re-modelling and re-location of Dartford station.	Increase station capacity and improve interchange and journey time reliability.	Medium term (2030s)
S18	Crossrail - Extension from Abbey Wood to Dartford/Ebbsfleet	Extension of Crossrail services from Abbey Wood to Dartford and Ebbsfleet International stations.	Increase service frequencies to London and provide a direct rail link to Heathrow Airport from Dartford and Ebbsfleet.	Short term (2020s)
S19	High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access	Construction of a new rail chord south of Ebbsfleet.	Enable direct access between High Speed 1 and local lines, unlocking new rail corridors such as Ebbsfleet to South East London.	Medium term (2030s)
S20	Ebbsfleet International (Northfleet Connection)	An improved pedestrian link between Ebbsfleet International and Northfleet stations.	Provide easier interchange between lines and contribute to an improved rail offer for Kent.	Medium term (2030s)
S21	Ebbsfleet International (Swanscombe Connection)	Construction of a new rail chord north of Ebbsfleet.	Enable direct access between High Speed 1 and the North Kent Line, reducing journey times between North Kent and London.	Long term (2040s)
U1	High Speed 1 - Link to Medway (Chatham)	A new link from High Speed 1 at Ebbsfleet International station to Chatham station.	Improve regional connectivity to Medway and North Kent, with reduced journey times to/from London and a step-change capacity increase.	Long term (2040s)
U2	High Speed 1 - Additional Services to West Coast Main Line	Implementation of direct services between High Speed 1 and the West Coast Main Line.	Enable direct services between the South East and the Midlands, markedly reducing journey times.	Short term (2020s)

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Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
V1	Fastrack Extension - Swanscombe Peninsula	Extension of the Fastrack bus network in the Swanscombe Peninsula and adjacent hubs, including bus priority infrastructure where appropriate.	Improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.	Short term (2020s)
V2	Fastrack Optimisation and Extension - Dartford - Northfleet - Ebbsfleet - Gravesend	Optimisation and extension of the Fastrack bus network in the North Kent area and adjacent hubs, including bus priority infrastructure where appropriate.	Improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.	Short term (2020s)
V3	Fastrack Extension - Medway	Extension of the Fastrack bus network to Medway, including bus priority infrastructure where appropriate.	Improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.	Short term (2020s)
V17	Thames Gateway/Gravesham Bus Enhancements	Urban bus enhancements within the Thames Gateway / Gravesham and adjacent economic hubs, including bus priority infrastructure where appropriate.	Improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.	Short term (2020s)
V21	Ferry Crossings - Gravesend to Tilbury Enhancements	Enhancement of ferry services across the Thames Estuary between Gravesend and Tilbury.	Improve freight efficiency and contribute to business growth.	Medium term (2030s)
W3	Kent Urban Active Travel Infrastructure	Urban walking and cycling enhancements across Kent.	Facilitate local active travel movements and provide safer, faster and more accessible segregated trips.	Short term (2020s)
W4	Kent Inter-urban Active Travel Infrastructure	A series of Inter-urban walking and cycling enhancements across Medway and Kent, utilising and enhancing the National Cycle Network.	Facilitate strategic active travel movements (for example Ebbsfleet – Swanley – Sevenoaks – Oxted – Redhill) and provide safer, faster and more accessible segregated cycle infrastructure.	Short term (2020s)
x9*	A20 Enhancements for Operations Stack & Brock	New smart traffic management systems.	Build greater resilience when there is disruption at the Port of Dover or the Eurotunnel, relieving Operations Stack and Brock by increasing capacity on the A20 for freight parking.	Short term (2020s)
x10*	Kent Lorry Parks (Long Term Solution)	New smart traffic management systems.	Build greater resilience when there is disruption at the Port of Dover or the Eurotunnel, relieving Operations Stack and Brock by considering long-term solutions.	Short term (2020s)

* Intervention outside of constituency area and off-map.

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Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
X16	M25 Junction 1a Enhancements	Improvements to M25 Junction 1a, with focus on improving local connectivity for all modes in Dartford and supporting strategic freight movements via the Dartford Crossing.	Build resilience by increasing capacity, leading to improved journey times, reliability and junction safety.	Medium term (2030s)
Y1	Lower Thames Crossing	A second highway crossing of the Thames Estuary alongside supporting infrastructure.	Relieve the existing Dartford Crossing to support strategic freight movements between Kent and the rest of the country.	Medium term (2030s)

Delivering interventions for Dartford and Gravesham

Working with our partners we will now begin delivery of the nearly 300 interventions within the Strategic Investment Plan. Appropriate scheme and business case development will be required for each intervention, along with stakeholder engagement. Delivery will be dependent on each individual intervention and its local context, the complexity of the scheme, the stage of the scheme and business case development, as well as funding.

TfSE's role will be to support the appropriate delivery partners as we progress each scheme and secure funding for scheme development and delivery.

Along with local transport authorities, central government and its agencies, and other delivery partners, we will establish appropriate governance to oversee the development, delivery, and benefits realisation arising from interventions included in this strategy as we work to achieve the vision set out in our Transport Strategy.

By 2050, delivery of the Strategic Investment Plan will achieve for the south east:



21,000 additional new jobs



500,000 more rail trips each weekday



an additional £4 billion in GVA each year by 2050



1.5 million more bus, mass transit and ferry trips each weekday



1.4 mega tonnes less CO₂ equivalent emitted each year and a pathway to net zero identified



4 million fewer car trips each weekday

Help us to secure investment in the region's transport network

Please promote this investment plan in your local communities. We have submitted this plan to government and asked them to consider it when making future investment decisions for the region. Collectively we can deliver this ambitious plan and deliver a high-quality, safe, sustainable and integrated transport system that makes the south east more productive and competitive, improving the quality of life for all residents.

You can find the Strategic Investment Plan, the technical work behind it and our Transport Strategy on the TfSE website - www.tfse.org.uk, along with other factsheets.

For more information contact TfSE at tfse@eastsussex.gov.uk or [0300 3309574](tel:03003309574).

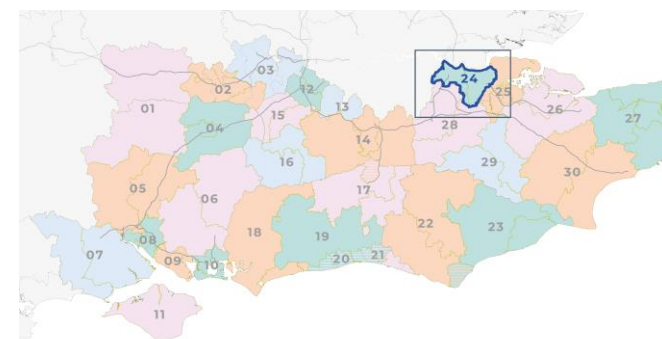


Figure 3: Map of factsheet locations and numbers