

Canterbury; Dover; North Thanet; South Thanet

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 Canterbury, Dover, North Thanet, South Thanet and the surrounding area; the schemes within the Strategic Investment Plan will be delivered from now to 2050.

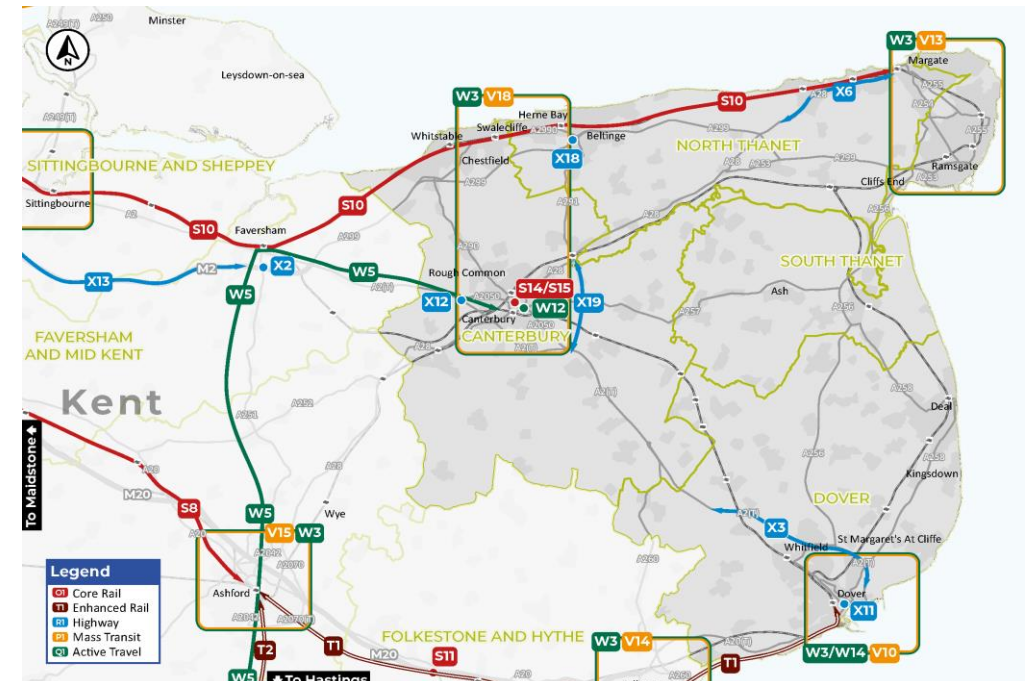








Figure 1: Canterbury; Dover; North Thanet; South Thanet schemes from TfSE's Strategic Investment Plan

- 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
No. 27 Canterbury; Dover; North Thanet; South Thanet

Figure 2: Canterbury; Dover; North Thanet; South Thanet 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)
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)
S10	North Kent Line / Chatham Main Line - Line Speed Enhancements	Increased line speeds and signalling upgrades on the North Kent Line and the Chatham Main Line between Rochester and Margate.	Reduce journey times to London from Kent.	Medium term (2030s)
S14	Canterbury Interchange Rail Chord	A new rail chord between the Canterbury East and Canterbury West Lines.	Improve resilience and allow rail services to operate between Faversham and Ashford as well as Dover and Ashford via Canterbury East.	Medium term (2030s)
S15	New Station - Canterbury Interchange	A new parkway station located to the west of Canterbury and serving the Canterbury East and Canterbury West Lines.	Extend access to the rail network to more rural areas and provide effective interchange.	Medium term (2030s)
T1	High Speed East - Dollands Moor Connection	A new rail connection between High Speed 1 and the South Eastern Main Line at Dolland Moor.	Improve network resilience and provide increased service options (as proposed in the Kent Rail Strategy).	Medium term (2030s)
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)
V10	Dover Bus Rapid Transit	Urban bus enhancements within Dover 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)
V13	Thanet Bus Enhancements	Urban bus enhancements within Thanet 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)

Strategic Investment Plan Factsheets

No. 27 Canterbury; Dover; North Thanet; South Thanet

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
V18	Canterbury/Whitstable/Herne Bay Bus Enhancements	Inter-urban bus enhancements along the A290 and A291 between Canterbury / Whitstable / Herne Bay, including bus priority measures where appropriate.	Improve journey times and reliability for public transport by increasing service frequencies and extending operating hours.	Long term (2040s)
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)
W5	Faversham - Canterbury - Ashford - Hastings National Cycle Network Enhancements	Enhancements to the inter-urban cycling route between Faversham and Hastings, utilising and enhancing the National Cycle Network.	Connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure.	Short term (2020s)
W12	Canterbury Placemaking and Demand Management Measures	Placemaking initiatives in and around Canterbury, complemented by demand management.	Increase the attractiveness of active modes and facilitate local active travel movements.	Short term (2020s)
W14	Dover Placemaking and Demand Management Measures	Placemaking initiatives in and around Dover, complemented by demand management.	Increase the attractiveness of active modes and facilitate local active travel movements.	Short term (2020s)
X3	A2 Dover Access (RIS3 Pipeline)	Enhancements on the approach to Dover from the A2.	Reduce queueing and enable the smooth flow of strategic freight movements to/from the port.	Medium term (2030s)
X6	A28 Birchington, Acol and Westgate-on-Sea Relief Road (MRN)	A relief road, utilising the existing Shottendane Road which runs south of, and parallel to the A28. It will be widened and improved.	Provide an alternative route to the already congested A28 corridor and therefore relieve congestion on the existing corridor.	Short term (2020s)
X8*	Digital Operations Stack and 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.	Medium term (2030s)
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)
X11	Dover Freight Diversification	Realise the strategic aspirations of the Port of Dover.	Increase the port's service offer and diversify its freight operations.	Short term (2020s)
X12	A2 Canterbury Junctions Enhancements	Improvements at the A2 junctions serving Canterbury.	Build resilience by increasing capacity, leading to improved journey times, reliability and junction safety.	Medium term (2030s)

Strategic Investment Plan Factsheets

No. 27 Canterbury; Dover; North Thanet; South Thanet

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
X18	Herne Relief Road	A new relief road in Herne.	Build resilience by increasing capacity and improve connectivity between Thanet and the rest of the South East via the A299.	Short term (2020s)
X19	Canterbury East Relief Road	A new relief road in Canterbury East.	Build resilience by increasing capacity and improve connectivity between Canterbury East and the strategic highway network.	Long term (2040s)
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)

* Intervention outside of constituency area and/or off-map.

Delivering interventions for Canterbury, Dover, North Thanet and South Thanet

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).

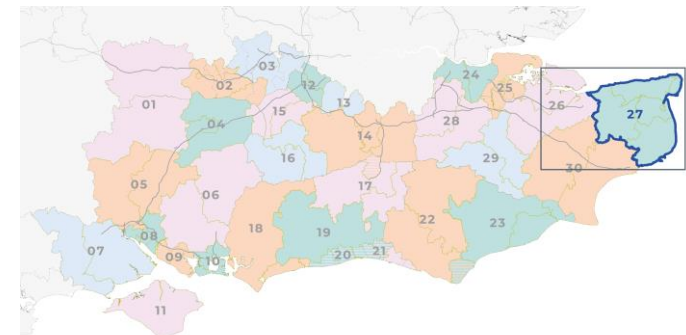


Figure 3: Map of factsheet locations and numbers