

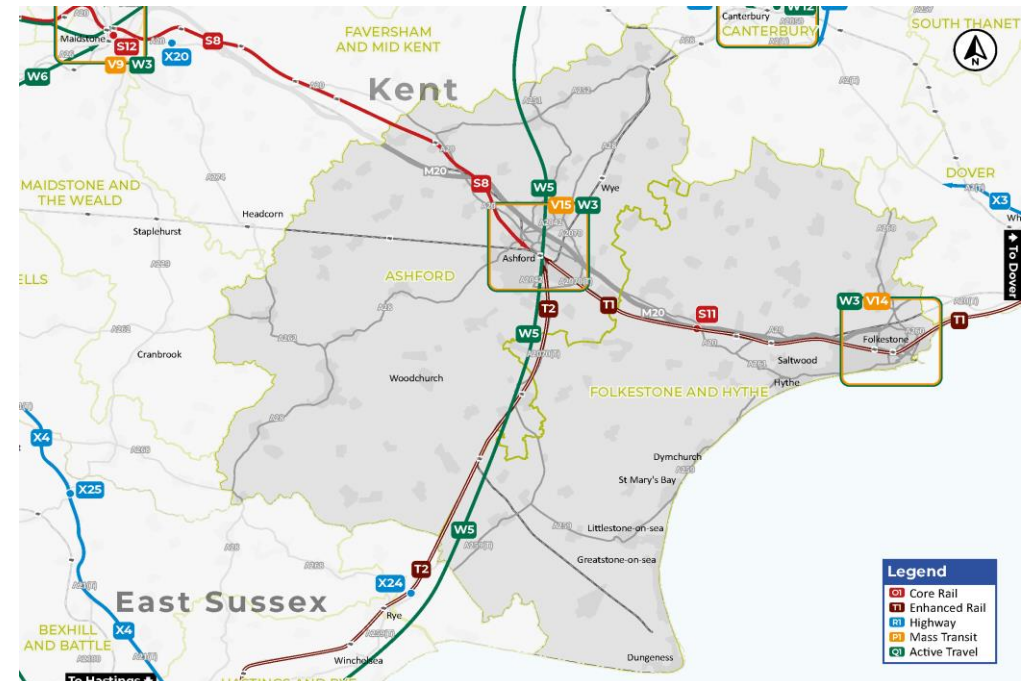
# Ashford; Folkestone and Hythe

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 Ashford, Folkestone and Hythe and the surrounding area; the schemes within the Strategic Investment Plan will be delivered from now to 2050.



**Figure 1:** Ashford; Folkestone and Hythe 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. 30 Ashford; Folkestone and Hythe**

**Figure 2:** Ashford; Folkestone and Hythe 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)
S8	Thameslink - Extension to Maidstone and Ashford	Extension of Thameslink services from Otford to Maidstone East and Ashford.	Improve onward connectivity for existing users and attract potential new users within rail catchments in Maidstone and Ashford.	Short term (2020s)
S11	Otterpool Park/Westenhanger Station Platform Extensions and Station Upgrade	An additional platform at Westenhanger station near Otterpool Park Garden Town.	Increase station capacity to accommodate new housing developments.	Medium term (2030s)
S17*	Rail Freight Gauge Clearance Enhancements	Delivery of W12 gauge clearance between the Channel Tunnel and the West Coast Main Line via Maidstone and/or Tonbridge.	Support the growth of rail freight, contributing to decarbonisation and helping to realise the aspirations of the Network Rail Freight Strategy.	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)
T2	High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade	New high speed services to Hastings, Bexhill and Eastbourne via High Speed 1 / the Marshlink Line.	Markedly reduce journey times between these locations and London.	Medium term (2030s)
V14	Folkestone Bus Enhancements	Urban bus enhancements within Folkestone 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)
V15	Ashford Bus Enhancements	Urban bus enhancements within Ashford 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)
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)

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Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
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)
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)
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 Ashford and Folkestone and Hythe

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 CO<sub>2</sub> 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](http://www.tfse.org.uk), along with other factsheets.

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

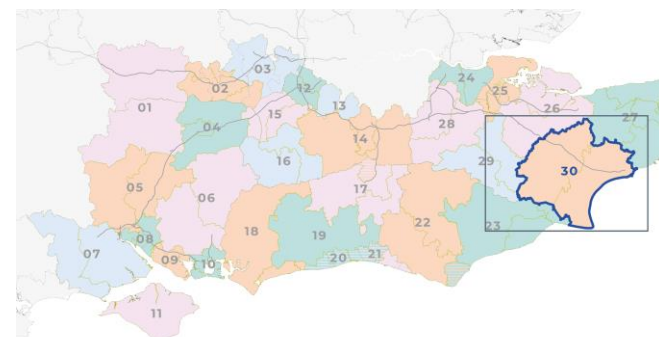


Figure 3: Map of factsheet locations and numbers