

Chatham and Aylesford; Gillingham and Rainham; Rochester and Strood

Transport for the South East (TfSE) submitted its Strategic Investment Plan to government in 2023. 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, business organisations, 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 Chatham and Aylesford, Gillingham and Rainham, Rochester and Strood and the surrounding area; the schemes within the Strategic Investment Plan will be delivered from now to 2050.

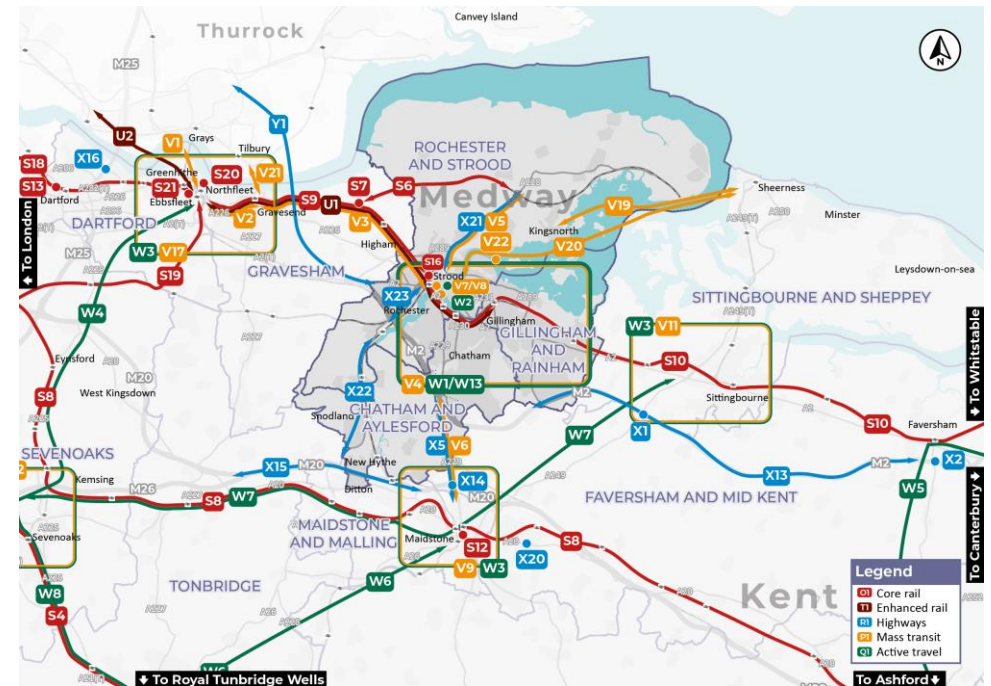








Figure 1: Chatham and Aylesford; Gillingham and Rainham; Rochester and Strood schemes from TfSE’s Strategic Investment Plan

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. 25 Chatham and Aylesford; Gillingham and Rainham; Rochester and Strood

Figure 2: Chatham and Aylesford; Gillingham and Rainham; Rochester and Strood 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)
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)
S16	New Strood Rail Interchange	Relocation of the existing station at Strood.	Provide interchange between two lines (the North Kent Line and the Medway Valley Line) and better integrate with Medway's local public transport network.	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)
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)
V4	Medway Mass Transit	Mass Rapid Transit enhancements connecting centres in Medway with adjacent economic hubs, including segregated infrastructure where appropriate.	Improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.	Medium term (2030s)

*Not shown on map.

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Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
V5	Medway Mass Transit - Extension to Hoo Peninsula	Mass Rapid Transit enhancements connecting centres in Medway to the Hoo Peninsula, including segregated infrastructure where appropriate.	Improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.	Medium term (2030s)
V6	Medway to Maidstone Bus Priority	Mass Rapid Transit enhancements connecting centres in Medway and Maidstone, including segregated 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)
V7	Medway Mass Transit - Chatham to Medway City Estate New Bridge	Mass Rapid Transit enhancements connecting Medway to Medway City Estate via a new bridge, including segregated infrastructure where appropriate.	Improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.	Medium term (2030s)
V8	Medway Mass Transit - Chatham to Medway City Estate Water Taxi	Mass Rapid Transit enhancements connecting Medway to the Medway City Estate via a water taxi.	Improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.	Short term (2020s)
V19	Ferry Crossings - New Sheerness to Hoo Peninsula Service	Introduction of a new ferry service between Sheerness and the Hoo Peninsula.	Support connectivity to new developments.	Medium term (2030s)
V20	Ferry Crossings - Sheerness to Chatham/Medway City Estate/Strood Enhancements	Enhancement of ferry services between Sheerness and Chatham / Medway City Estate / Strood.	Improve freight efficiency and contribute to business growth.	Medium term (2030s)
V22	Inland Waterway Freight Enhancements	Introduction of Inland Waterway Freight corridors.	Enable sustainable freight movements into and around Medway and Maidstone.	Medium term (2030s)
W1	Medway Active Travel Enhancements	Urban walking and cycling enhancements in and around the Medway towns.	Facilitate local active travel movements and provide safer, faster and more accessible segregated trips.	Short term (2020s)
W2	Medway Active Travel - Chatham to Medway City Estate River Crossing	A new river crossing for active travel between Chatham and the Medway City Estate, integrated with the rest of the Medway cycle network.	Facilitate local active travel movements and provide safer, faster and more accessible segregated trips.	Short term (2020s)
W13	Medway Placemaking and Demand Management Measures	Placemaking initiatives in and around Medway, complemented by demand management.	Increase the attractiveness of active modes and facilitate local active travel movements.	Short term (2020s)
X5	A229 Bluebell Hill Junction Upgrades (LLM)	Upgrade of Bluebell hill by remodelling the junctions at either end (A229/M2 J3 and A229/M20 J6) to ensure free flow traffic.	Build resilience to the strategic highway freight network.	Short term (2020s)

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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)
X13	M2 Junction 4 - Junction 7 Smart Motorway (SMP)	Smart motorway initiatives along the M2 between Junctions 4 and 7.	Build resilience by increasing capacity, supporting strategic freight movements.	Short term (2020s)
X15	M20 Junction 3 - Junction 5 Smart Motorway	Smart motorway initiatives along the M20 between Junctions 3 and 5.	Build resilience by increasing capacity, supporting strategic freight movements.	Medium term (2030s)
X21	A228 Hoo Peninsula Enhancements	Enhancements to the A228.	Build resilience by increasing capacity and support access to new developments on the Hoo Peninsula, supporting all modes including bus and active travel.	Short term (2020s)
X22	A228 Medway Valley Enhancements	Enhancements to the A228.	Build resilience by increasing capacity and support access to new developments on the Medway Valley, supporting all modes including bus and active travel.	Medium term (2030s)
X23	Strood Riverside Highway Enhancement and Bus Lane	Enhancements to Strood Riverside.	Support access to new developments along the riverside, supporting all modes including bus and active travel.	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)

*Not shown on map.

Delivering interventions for Chatham and Aylesford, Gillingham and Rainham, and Rochester and Strood

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).

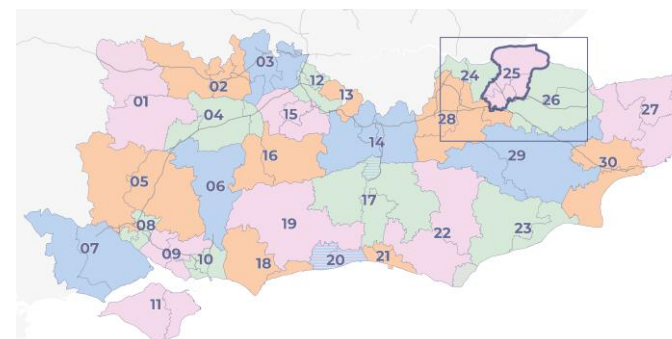


Figure 3: Map of factsheet locations and numbers