

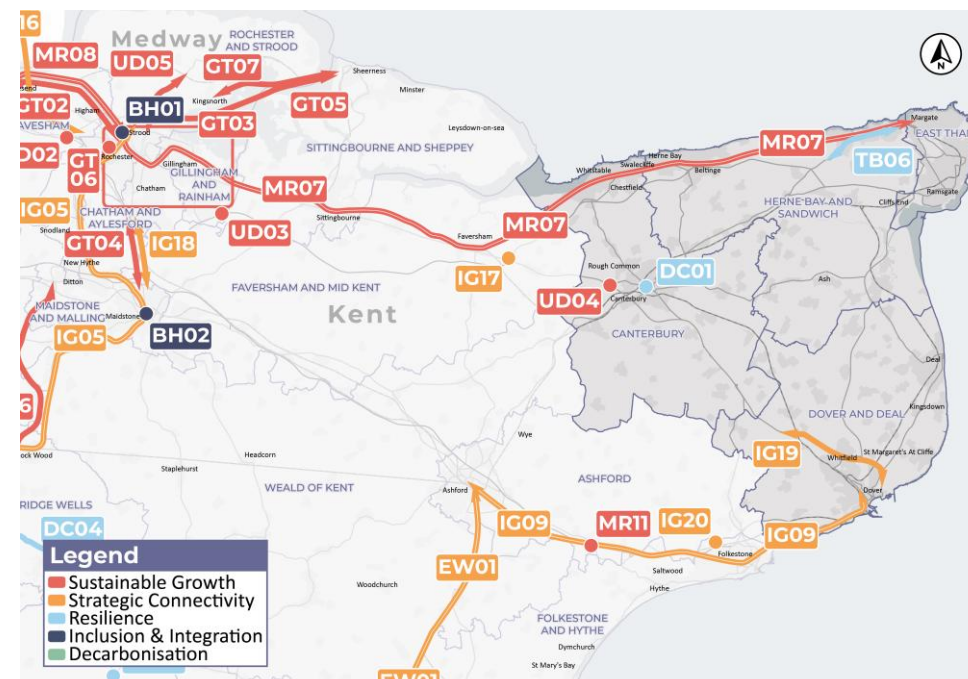
## Canterbury; Dover and Deal; East Thanet; Herne Bay and Sandwich

Transport for the South East (TfSE) submitted its second Strategic Investment Plan (SIP) to government in 2026. This plan determines the investment needed to transform the quality of door-to-door journeys for residents, businesses, and visitors across the South East. This will boost productivity and competitiveness, enhance the quality of life for residents, and protect the region's natural and built environment.

This factsheet highlights the prioritised schemes from these constituencies to help communicate the outputs of the SIP.

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.



**Figure 1:** Canterbury; Dover and Deal; East Thanet; Herne Bay and Sandwich schemes from TfSE's Strategic Investment Plan

The SIP is structured around TfSE's five transport strategy missions of Strategic Connectivity, Sustainable Growth, Resilience, Inclusion & Integration and Decarbonisation, each addressing a major regional challenge.

Above, we have mapped the prioritised schemes for Canterbury; Dover and Deal; East Thanet; Herne Bay and Sandwich and the surrounding area with each scheme categorised against the mission for which they deliver the greatest benefit.

**Figure 2:** Canterbury; Dover and Deal; East Thanet; Herne Bay and Sandwich scheme descriptions and phasing

| Map Ref. | Intervention name                                             | What is the scheme?                                                                                                                   | What will the scheme do?                                                                                                                        | Phasing        |
|----------|---------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| TB06     | A28 North Thanet Link                                         | A relief road, utilising the existing Shottendane Road which runs south of, and parallel to the A28. It will be widened and improved. | This will provide an alternative route to the already congested A28 corridor and therefore relieve congestion on the existing corridor.         | Short (2020s)  |
| IG16*    | Lower Thames Crossing                                         | A second highway crossing of the Thames Estuary alongside supporting infrastructure.                                                  | This will relieve the existing Dartford Crossing to support strategic freight movements between Kent and the rest of the country.               | Medium (2030s) |
| DC01     | Canterbury Rail Chord                                         | A new rail chord between the Canterbury East and Canterbury West Lines.                                                               | This will improve resilience and allow rail services to operate between Faversham and Ashford as well as Dover and Ashford via Canterbury East. | Medium (2030s) |
| UD04     | A2 Canterbury Junctions Enhancements                          | Improvements at the A2 junctions serving Canterbury.                                                                                  | This will build resilience by increasing capacity, leading to improved journey times, reliability and junction safety.                          | Medium (2030s) |
| IG09     | High Speed 1 - Dollands Moor Connection                       | A new rail connection between High Speed 1 and the South Eastern Main Line at Dollands Moor.                                          | This will improve network resilience and provide increased service options (as proposed in the Kent Rail Strategy).                             | Medium (2030s) |
| IG19     | A2 Dover Access                                               | Enhancements on the approach to Dover from the A2.                                                                                    | This will reduce queueing and enable the smooth flow of strategic freight movements to/from the port.                                           | Medium (2030s) |
| MR07     | 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.         | This will reduce journey times to London from Kent.                                                                                             | Medium (2030s) |

\*Not shown on map.

In addition to place-specific schemes, a number of wider policy interventions have been identified. Policy interventions are applicable across the whole of the South East (and the wider UK) and complement the key infrastructure and service interventions of the SIP to help achieve the vision and missions of our transport strategy. These also recognise the importance of transport-related sectors across the South East, such as freight and logistics, automotive and maritime technologies, and energy generation, as well as the potential innovation test beds across the region.

These include:



**Active Travel:** Delivery of local and regional cycling and walking infrastructure plans across the region



**Energy Decarbonisation:** Supporting the greening of the grid to ensure vehicles are powered by clean energy



**Ferry Decarbonisation:** Supporting the transition of ferry operations from fossil fuels to low carbon fuels



**Fuel Decarbonisation:** Supporting alternative fuels for sectors harder to electrify, such as aviation and freight



**Integrated Ticketing:** Multi-operator, multi-modal, capped daily rates, enabling seamless trips



**Local Bus Enhancements:** Delivery of bus service improvement plans and other local bus initiatives across the region



**Public Transport Fares:** Reversing the real terms increase in the cost of public transport compared to motoring



**Road User Charging:** Supporting the development of a national road user charging framework



**Shared Micromobility:** Shared micromobility schemes supporting public health, social inclusion, and placemaking



**South East Lorry Parks:** Increased lorry holding capacity to handle incidents and evolving EU customs controls



**Sustainable Maintenance and Renewal:** Working towards long-term, sustainable funding for asset maintenance and renewal



**Transport and Land Use Planning Integration:** Ensuring that developments' location and form support sustainable travel outcomes.



**Transport Integration:** Accessible facilities for seamless interchange between rail, bus and shared mobility



**Virtual Access:** Optimising the benefits of virtual working helping to reduce demand for transport

## Delivering interventions for Canterbury, Dover and Deal, East Thanet, Herne Bay and Sandwich

Working with our partners we will now focus on delivery of the nearly 200 interventions within the SIP. 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 SIP will achieve for the South East:



35,000 additional new jobs



250,000 more rail trips each weekday



An additional £6 billion in GVA each year by 2050



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



1.1 mega tonnes less CO<sub>2</sub> equivalent emitted each year



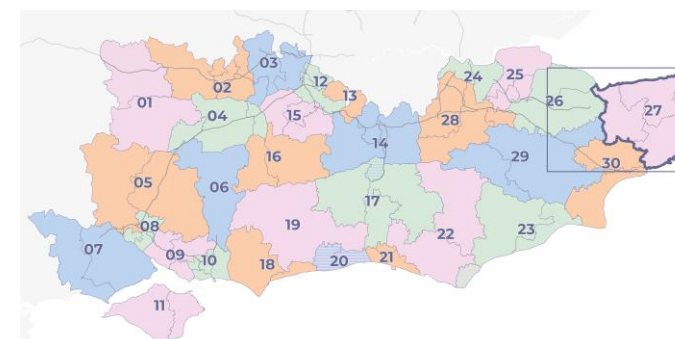
1.4 million fewer car trips each weekday

### 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 SIP, 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)



**Figure 3:** Map of factsheet locations and numbers