

Chatham and Aylesford; Gillingham and Rainham; Rochester and Strood

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.

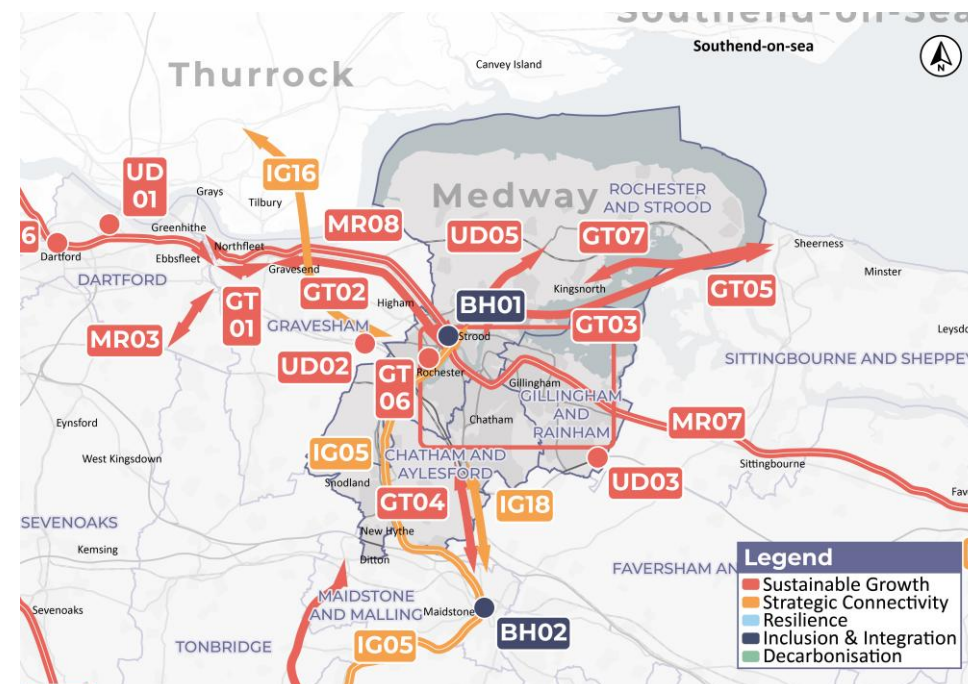


Figure 1: Chatham and Aylesford; Gillingham and Rainham; Rochester and Strood schemes from TfSE's Strategic Investment Plan

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 Chatham and Aylesford; Gillingham and Rainham; Rochester and Strood and the surrounding area with each scheme categorised against the mission for which they deliver the greatest benefit.

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
GT02	Gravesend to Medway Bus Priority Corridor	Extension of the Fastrack bus network to Medway, including bus priority infrastructure where appropriate.	This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.	Short (2020s)
GT04	Medway - Maidstone Bus Priority	Mass Rapid Transit enhancements connecting centres in Medway and Maidstone, including segregated infrastructure where appropriate.	This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.	Short (2020s)
IG05	Gatwick - Kent Service Enhancements	Enabling of direct rail services between Gatwick Airport and Kent.	This will provide an alternative to private car for trips between Gatwick Airport and Kent and reduce journey times.	Short (2020s)
MR08	North Kent Line Service Enhancements	Increased line speeds and signalling upgrades on the North Kent Line between Gravesend and Rochester.	This will reduce journey times to London from North Kent.	Short (2020s)
UD05	A228 Hoo Peninsula Enhancements	Enhancements to the A228.	This will build resilience by increasing capacity and support access to new developments on the Hoo Peninsula, supporting all modes including bus and active travel.	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)

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
IG18	A229 Blue Bell Hill Improvement Scheme	Improvements to the M20 Junction 6, Sandling, with focus on supporting strategic freight movements to/from Dover.	This will build resilience by increasing capacity, leading to improved journey times, reliability and junction safety.	Medium (2030s)
BH01	Strood Rail Interchange Upgrade	Relocation of the existing station at Strood.	This will 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 (2030s)
UD03	M2 Junction 4 Enhancements	Changes to M2 Junction 4 at Gillingham.	This will support the increased safety of all road users and accommodate growth.	Medium (2030s)
GT06	Strood Riverside Multimodal Hub	Enhancements to Strood Riverside.	This will support access to new developments along the riverside, supporting all modes including bus and active travel.	Medium (2030s)
GT03	Medway Mass Transit	Mass Rapid Transit enhancements connecting centres in Medway with adjacent economic hubs, including segregated infrastructure where appropriate.	This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.	Medium (2030s)
GT05	Medway Passenger Ferry Infrastructure & Services	Enhancement of ferry services between Sheerness and Chatham / Medway City Estate / Strood.	This will improve freight efficiency and contribute to business growth.	Medium (2030s)
GT07	Queensborough Passenger Ferry Infrastructure & Services	Introduction of a new ferry service between Sheerness and the Hoo Peninsula.	This will support connectivity to new developments.	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)

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 Chatham and Aylesford, Gillingham and Rainham, Rochester and Strood

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 CO₂ 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, along with other factsheets.

For more information contact TfSE at tfse@eastsussex.gov.uk

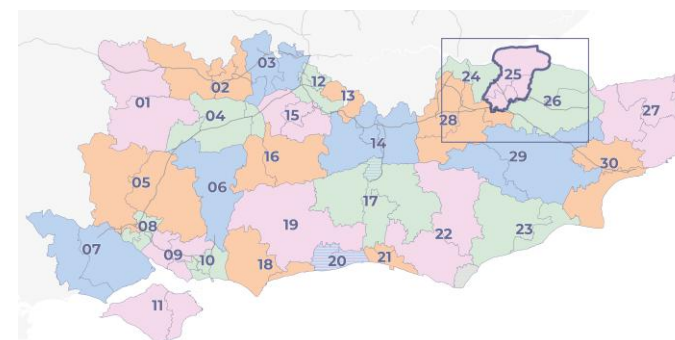


Figure 3: Map of factsheet locations and numbers