

***CECA (SOUTHERN)  
CLIENT LIAISON MEETING  
WITH KENT COUNTY COUNCIL***

*Wednesday 1<sup>st</sup> October 2025  
The Great Danes Hotel, Maidstone  
Presented by: Lee Burchill*

# TIMELINE

4<sup>th</sup> July 2024  
General Election

16<sup>th</sup> December 2024  
English Devolution White  
Paper Announced

5<sup>th</sup> February 2025  
Letter from Jim  
McMahon (Kent not  
selected for DPP)

1<sup>st</sup> May 2025  
KCC - Local Government  
Elections

28<sup>th</sup> November 2025  
LGR Proposal (Business  
Case) submission  
deadline

30<sup>th</sup> July 2024  
Transport Infrastructure  
Review

10<sup>th</sup> January 2025  
KCC & Medway request  
to be included in DPP

21<sup>st</sup> March 2025  
Kent invited to submit  
proposals for Local  
Government  
Reorganisation

26<sup>th</sup> November 2025  
Autumn Budget

**4<sup>th</sup> July 2024**

**General Election**





**30<sup>th</sup> July 2024**

**Transport Infrastructure  
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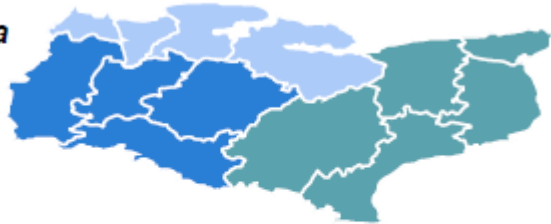


# Local Government Reorganisation (LGR)

## All Councils Promoted Options

Three unitaries

3a

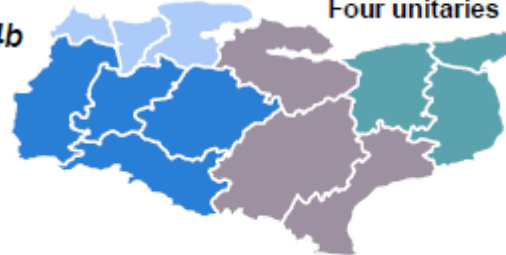


A three unitary option with a north, east and west unitary.

N	W	E
686,716	567,062	677,906

Four unitaries

4b



N	W	E	M
528,337	567,062	424,559	411,726

A four unitary option with unitaries in the north, west, centre and east with Folkestone and Hythe in the central unitary.

## KCC Promoted Option

Single unitary

1a



1a
1,931,684

Not included in interim plan but raised in KCC Cabinet Committee meeting.  
1a Single unitary with three area assemblies

## Medway Promoted Option

Four unitaries

4d



Key:  
White line – District Boundary  
Dotted line – Boundary Change

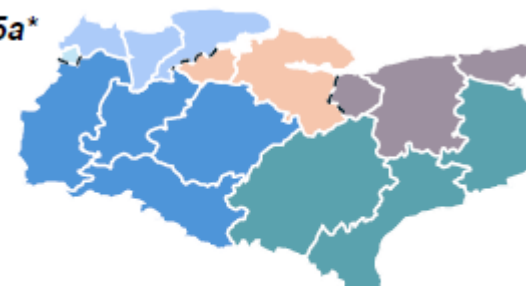
N	W	E	M
615,931	402,914	497,034	415,805

Not included in interim plan. Referenced as a preference by Medway. A four unitary option with unitaries in the north, west, centre and east with boundary

## Dartford and Gravesham Promoted Option

Five unitaries

5a\*



N	W	E	M	S
330,536	544,814	342,934	340,286	373,115

Key:  
White line – District Boundary  
Dotted line – Boundary Change

Not included in interim plan. Referenced as a preference by Gravesham and Dartford.

The 5-unitary model proposes the following areas: Dartford, Gravesham, parts of Medway west of the River Medway, and Swanley; Sevenoaks, Tonbridge & Malling, Tunbridge Wells, and Maidstone (excluding Swanley); the remainder of Medway with the western part of Swale (Sittingbourne area); the rest of Swale (Faversham area) combined with Canterbury and Thanet; and finally, Ashford, Folkestone & Hythe, and Dover.

# KCC's Political and Paid Service Structure





**Our Council Strategy  
2022-2026**



**Reforming Kent 2025 – 28  
new draft Council Strategy,**

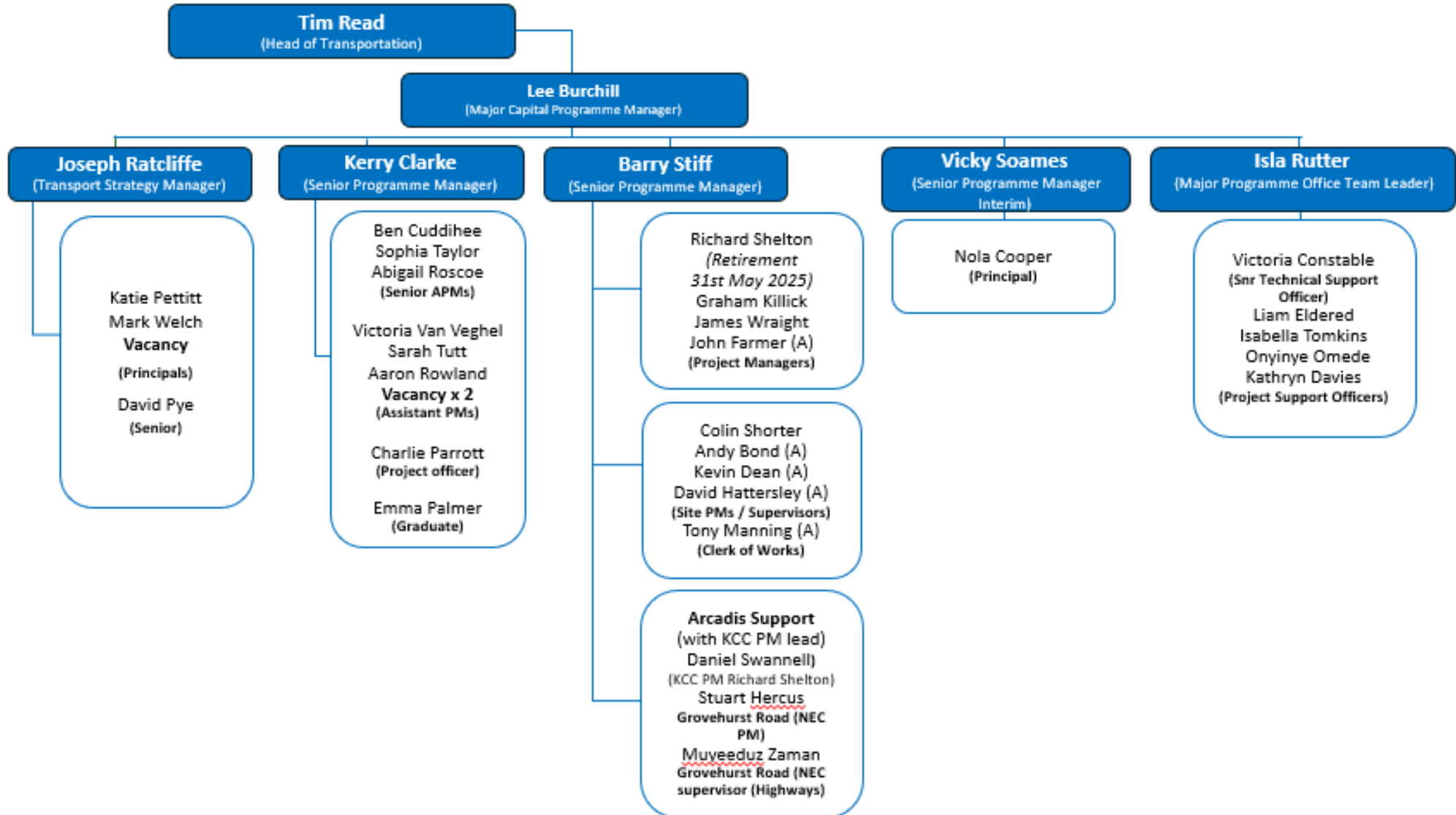
**Kent: Undeclaring climate emergency removes  
'shackles'**

**Budget Consultation  
2026-27**

[kent.gov.uk/budget](http://kent.gov.uk/budget)

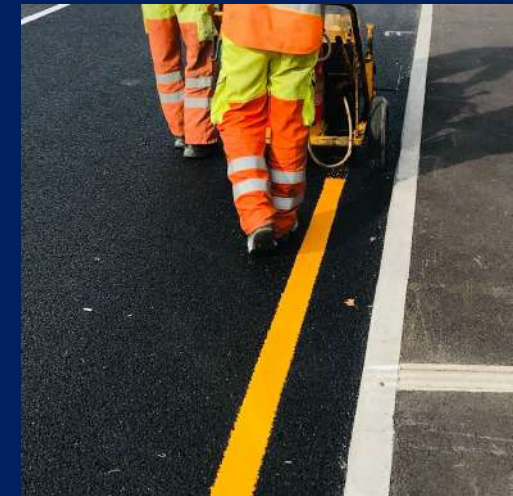


# Major Capital Programme Team Structure



# Local Transport Plan

CECA, 1 October 2025



Joseph Ratcliffe, KCC Transport Strategy Manager

# What is a Local Transport Plan?

- A statutory requirement of KCC as a Local Transport Authority, under the Transport Act 2000 (and as amended by the Local Transport Act 2008).
- Act says: Each local transport authority must—
  - (a) develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within their area; and*
  - (b) carry out their functions so as to implement those policies.*
- In summary - what the county needs where, by when, and why it needs it

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A fifth plan covering the period to around 2037. Balancing needs for current network with investment in new and improved networks.

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The Local Transport Plan was adopted on 19<sup>th</sup> December 2024 following a vote by Kent County Council.

# LOCAL TRANSPORT PLAN 5

## STRIKING THE BALANCE



DECEMBER 2024



**Note:** LTP published on KCC website at <https://www.kent.gov.uk/about-the-council/strategies-and-policies/service-specific-policies/roads-paths-and-transport-policies/striking-the-balance-our-local-transport-plan>

The new leadership of KCC is entitled to develop a new LTP.



LTPs will remain a necessary part of the strategic and local authority landscape post local government reorganisation and devolution.

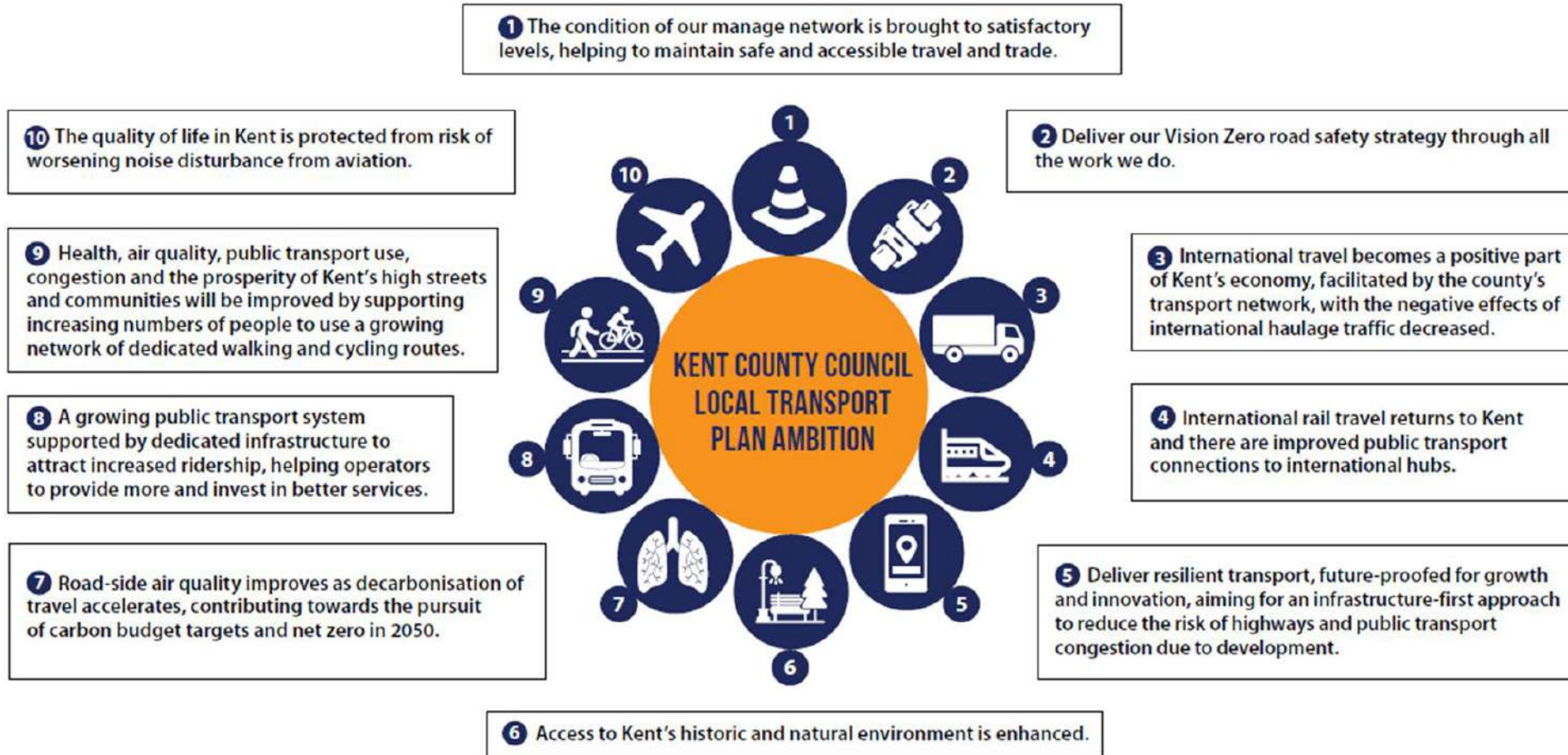


# An adopted ambition and outcomes for policy objectives

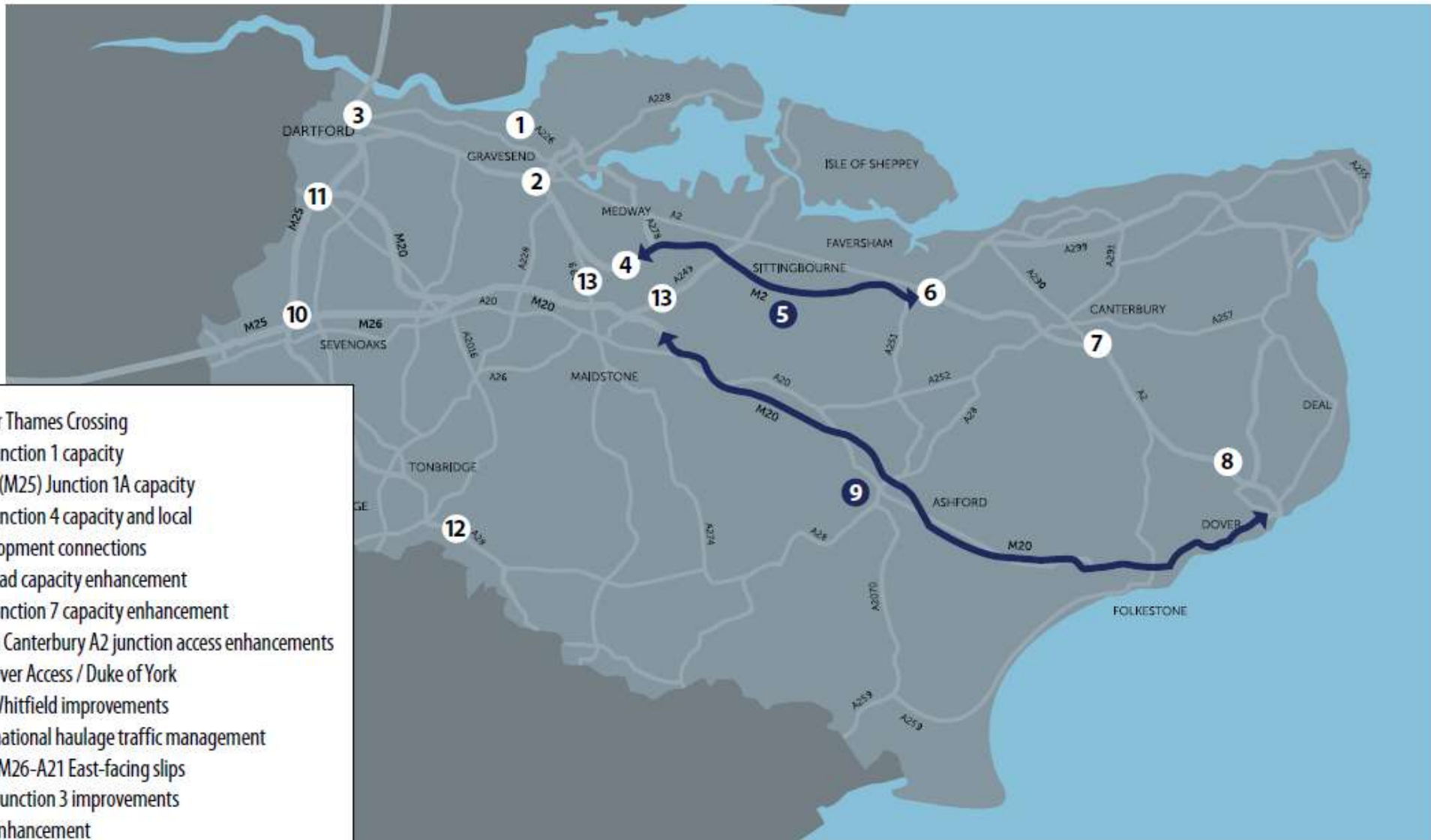
We want to improve the health, wellbeing, and economic prosperity of lives in Kent by delivering a safe, reliable, efficient, and affordable transport network across the county and as an international gateway. We will plan for growth in Kent in a way that enables us to combat climate change and preserve Kent's environment.

We will do this by delivering emission-free travel by getting effective dedicated infrastructure to electrify vehicles, increase public transport use and make walking and cycling attractive.

This will be enabled by maintaining our highways network and delivering our Vision Zero road safety strategy. These priorities will ensure our networks are future-proof, resilient and meet user needs.

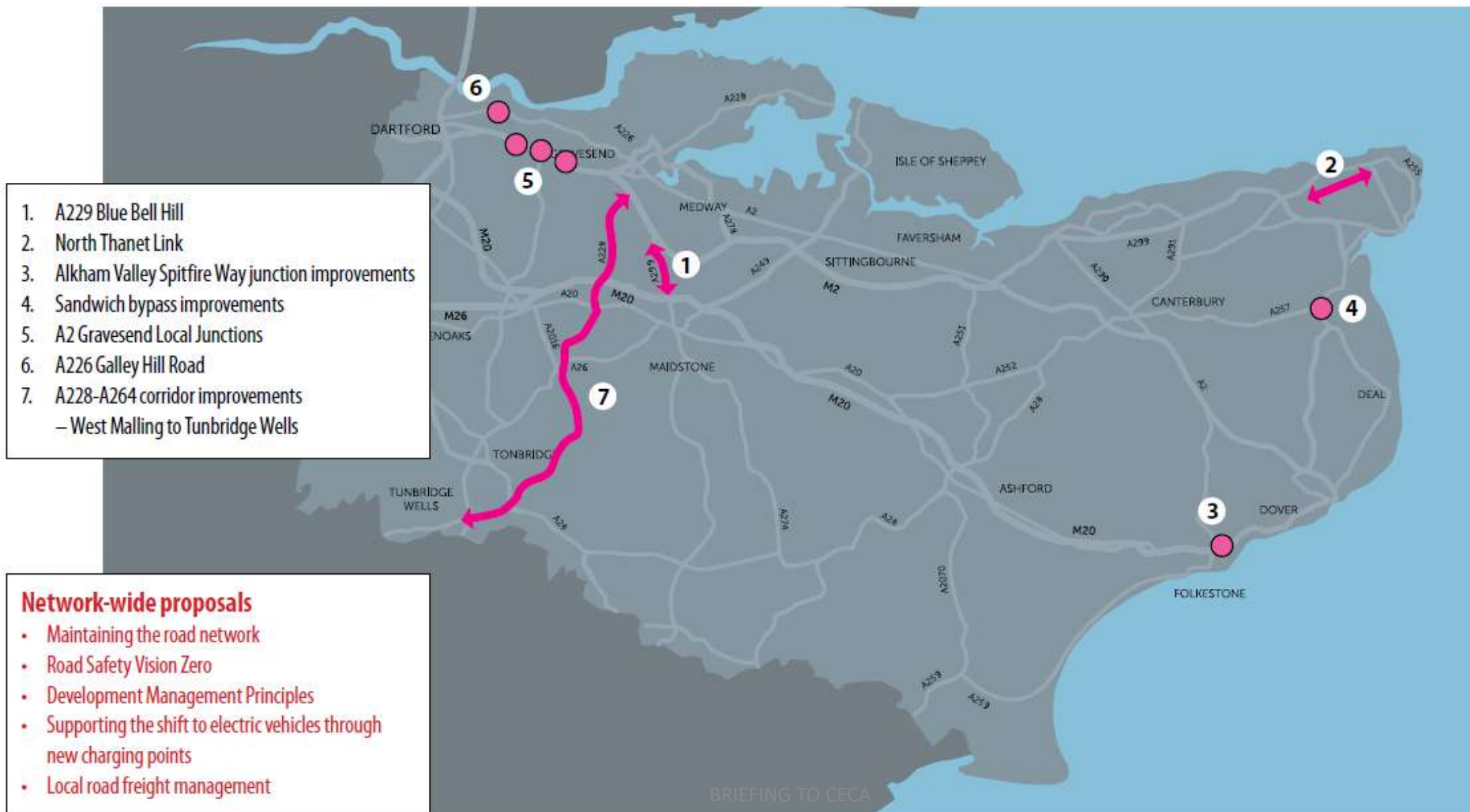


# County wide proposals for the Strategic Road Network



1. Lower Thames Crossing
2. M2 Junction 1 capacity
3. A282 (M25) Junction 1A capacity
4. M2 Junction 4 capacity and local development connections
5. M2 road capacity enhancement
6. M2 Junction 7 capacity enhancement
7. South Canterbury A2 junction access enhancements
8. A2 Dover Access / Duke of York and Whitfield improvements
9. International haulage traffic management
10. M25-M26-A21 East-facing slips
11. M25 Junction 3 improvements
12. A21 enhancement
13. Trunking: A229 and A249 between M2 and M20

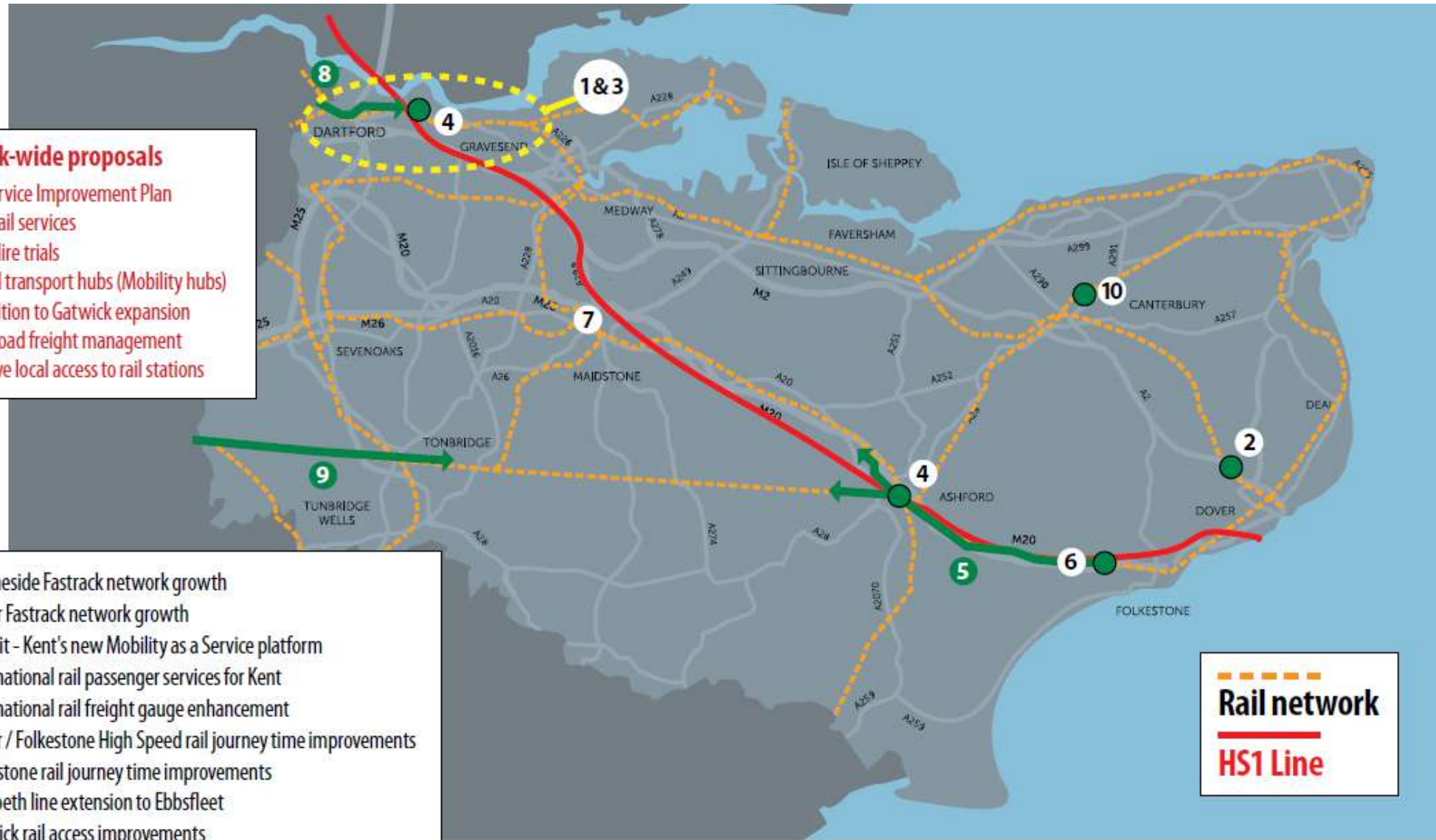
# County wide proposals for the local road network



# County wide proposals for the public transport network

- Network-wide proposals**
- Bus Service Improvement Plan
  - Local rail services
  - Cycle Hire trials
  - Shared transport hubs (Mobility hubs)
  - Opposition to Gatwick expansion
  - Local road freight management
  - Improve local access to rail stations

1. Thameside Fastrack network growth
2. Dover Fastrack network growth
3. Hoppit - Kent's new Mobility as a Service platform
4. International rail passenger services for Kent
5. International rail freight gauge enhancement
6. Dover / Folkestone High Speed rail journey time improvements
7. Maidstone rail journey time improvements
8. Elizabeth line extension to Ebbsfleet
9. Gatwick rail access improvements
10. Sturry and Canterbury West rail corridor improvements



# County wide proposals for the cycling network

**Network-wide proposals**  
Publics right of way improvements

## KCWIP Cycling Corridors

1. Gravesend – Meopham cycling corridor
2. Dartford – Stone cycling corridor
3. Gravesend – Dartford cycling corridor
4. Maidstone – Sittingbourne cycling corridor
5. Sheerness – Leysdown cycling corridor
6. Sittingbourne – Faversham cycling corridor
7. Charing – Ashford cycling corridor
8. Ashford – Folkestone cycling corridor
9. Folkestone – Hythe cycling corridor
10. Canterbury – Folkestone cycling corridor
11. Canterbury – Dover cycling corridor
12. Canterbury – Sandwich cycling corridor
13. Dover – Deal cycling corridor
14. Canterbury – Birchington-on-Sea cycling corridor
15. Ramsgate – Birchington-on-Sea cycling corridor

**Note:** the KCWIP has not predetermined solutions – these are the corridors to focus efforts on exploring options for improvements in consultation with local communities

# County wide proposals for the walking network

**Network-wide proposals**  
Publics right of way improvements

## KCWIP Walking Zone Locations

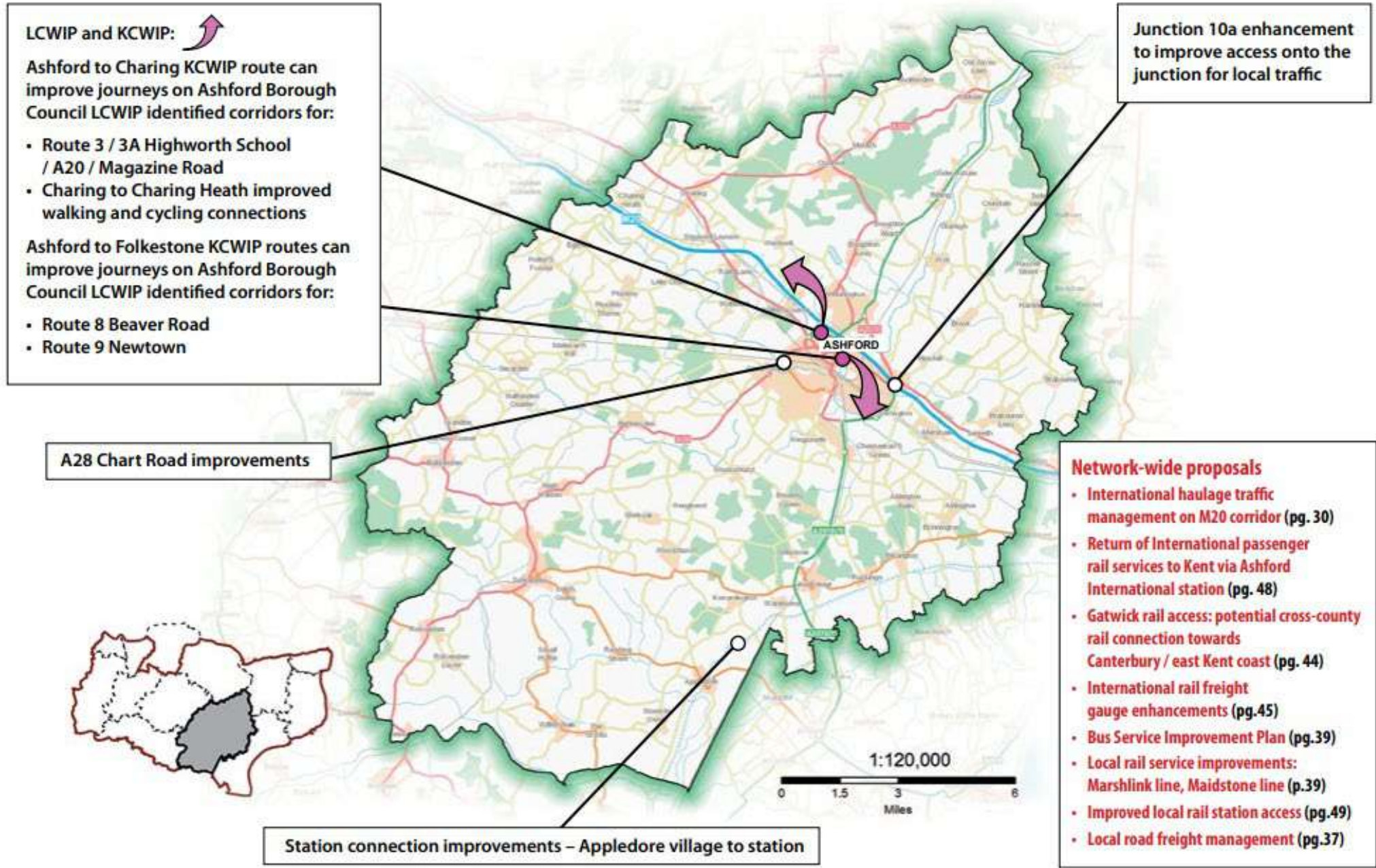
1. Dover walking zone
2. Canterbury walking zone
3. Sittingbourne walking zone
4. Stone walking zone
5. Swanley walking zone
6. Dartford walking zone
7. Herne Bay walking zone
8. Margate to Ramsgate walking zone
9. Herne Walking Zone
10. Swanscombe walking zone
11. Whitstable walking zone
12. Deal walking zone
13. Southborough walking zone
14. Tonbridge walking zone
15. Birchington walking zone



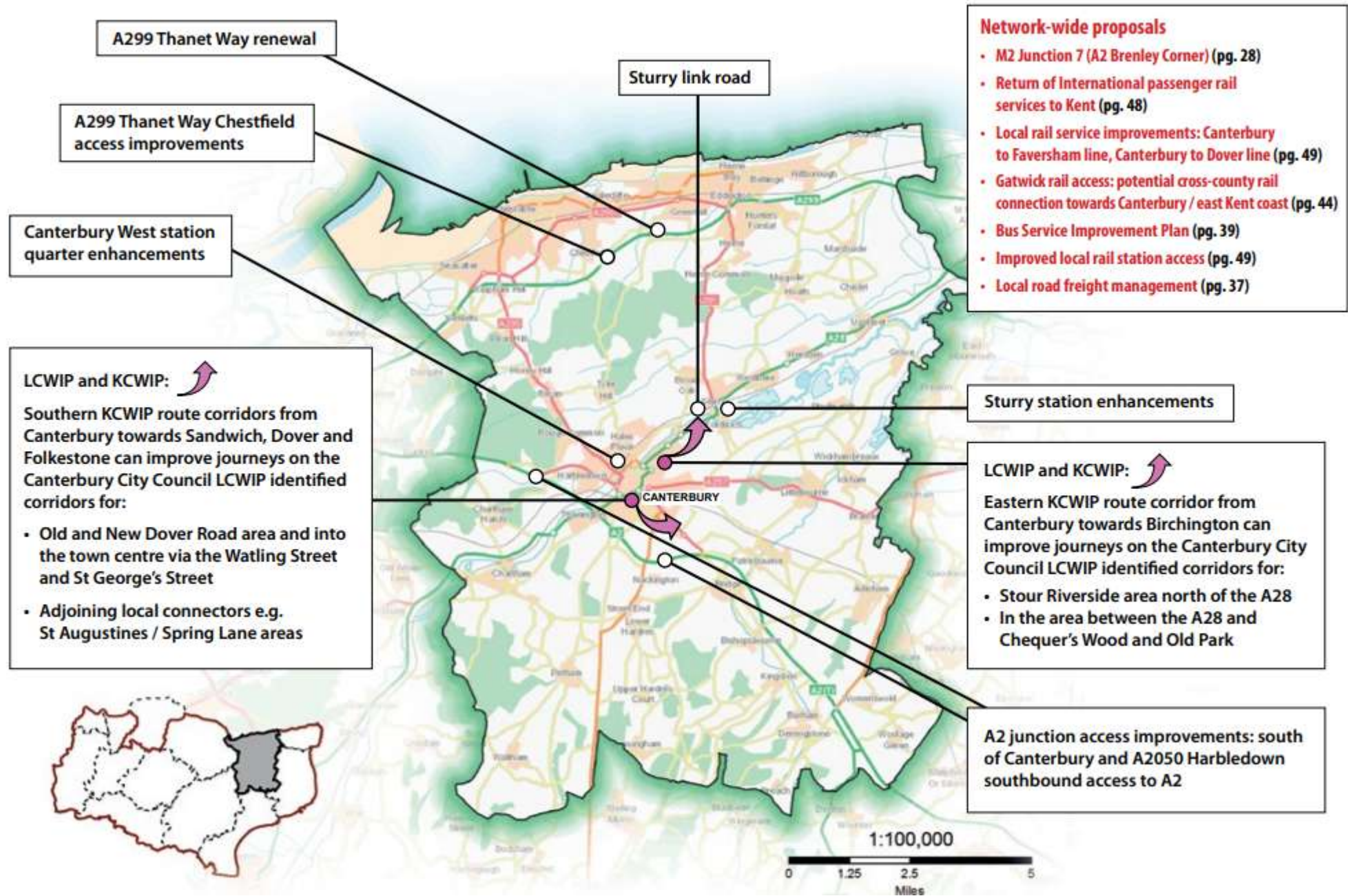
**Note:** the KCWIP has not predetermined solutions – these are the walking zones, overlaid on the cycling corridors, to focus efforts on exploring options for improvements in consultation with local communities

# District Local Proposals

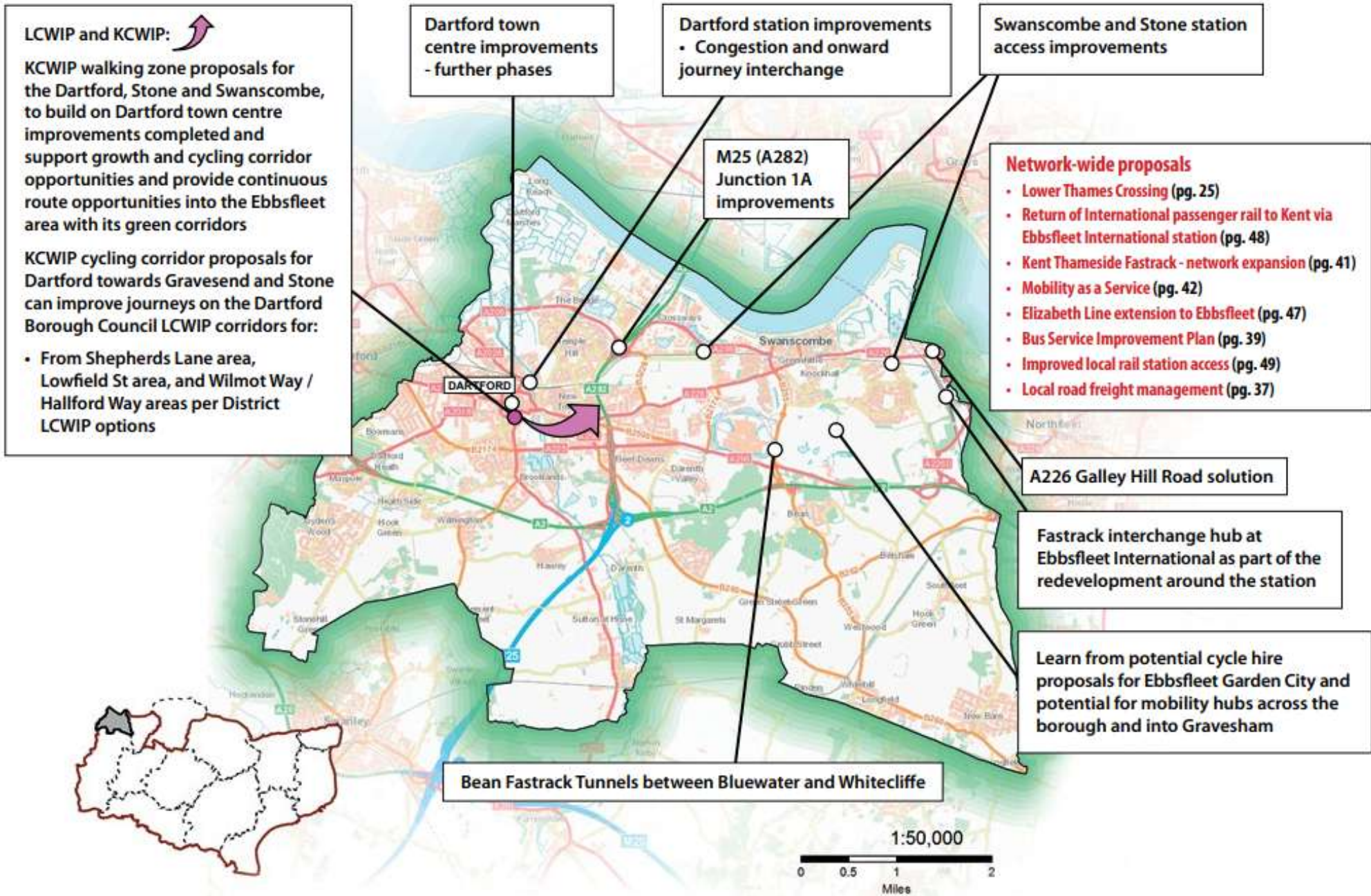
# Ashford district proposals



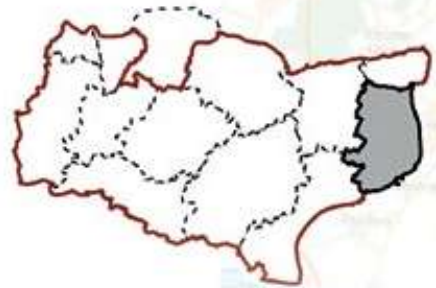
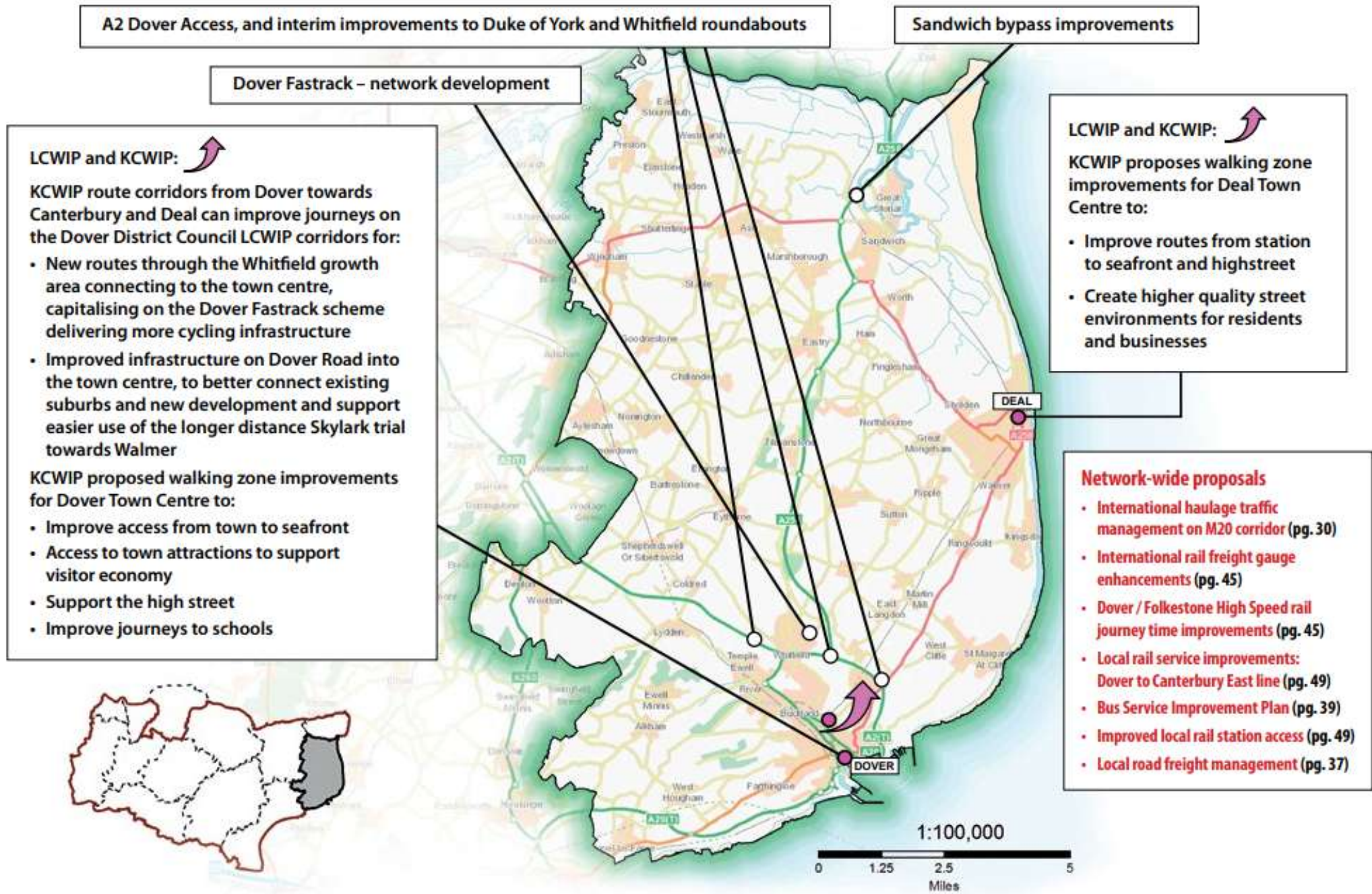
# Canterbury district proposals



# Dartford district proposals



# Dover district proposals



# Folkestone and Hythe district proposals

## LCWIP and KCWIP:

KCWIP route corridor towards Canterbury can improve journeys on the Folkestone and Hythe District Council LCWIP corridors for:

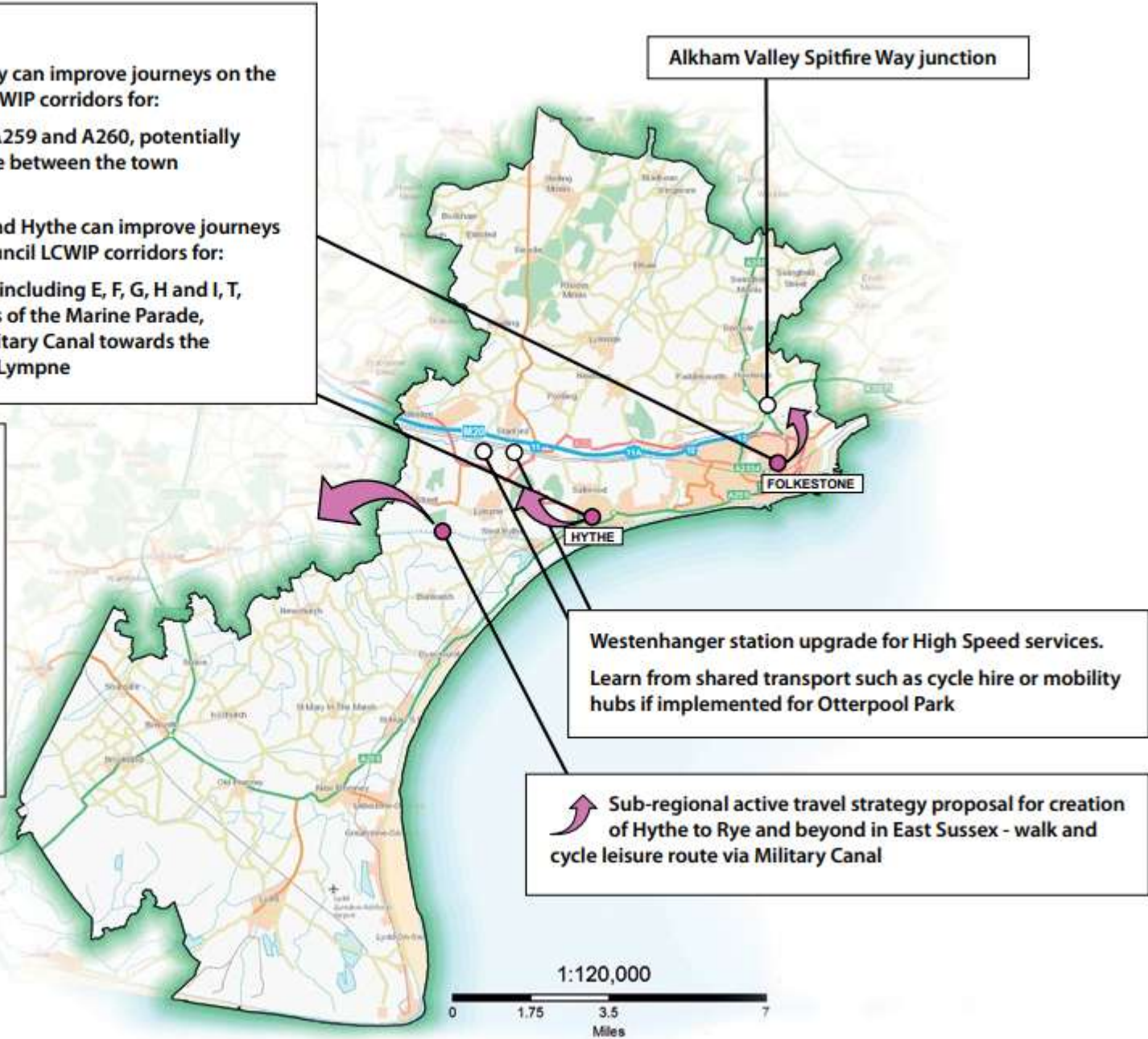
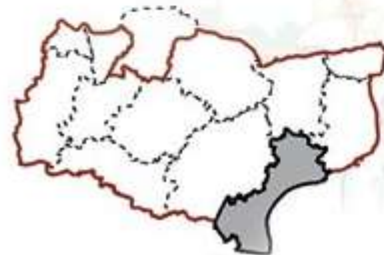
- LCWIP route D in the area around the A259 and A260, potentially including the former Harbour branch line between the town centre and towards Hawkinge

KCWIP route corridor towards Ashford and Hythe can improve journeys on the Folkestone and Hythe District Council LCWIP corridors for:

- LCWIP routes within Hythe potentially including E, F, G, H and I, T, Q and R, covering the east-west corridors of the Marine Parade, north-south between there to across Military Canal towards the A259 corridor for route options towards Lympe

## Network-wide proposals

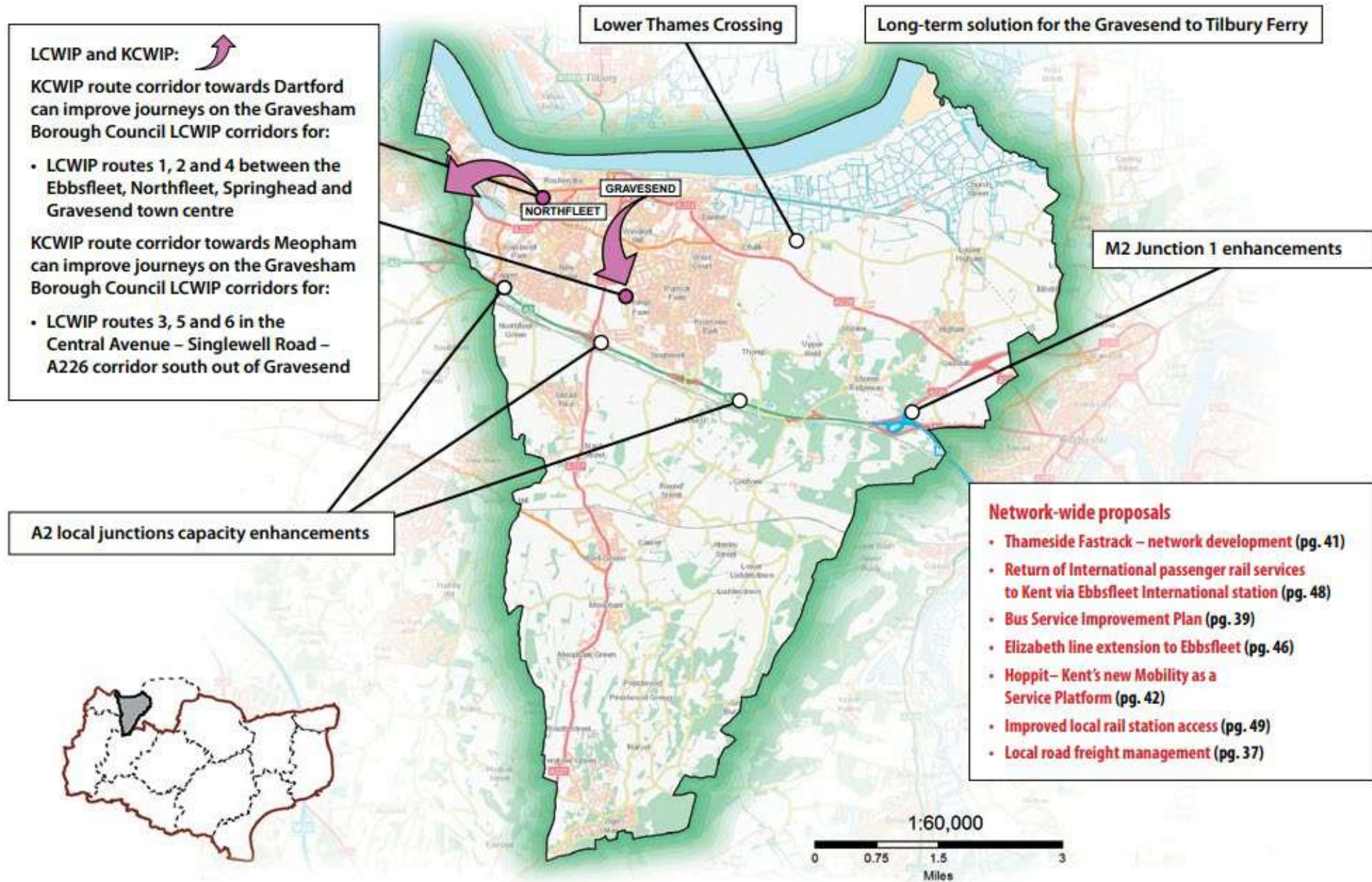
- International haulage traffic management on M20 corridor (pg. 30)
- International rail freight gauge enhancements (pg. 45)
- Folkestone / Dover High Speed rail journey time improvements (pg. 47)
- Return of International passenger rail services to Kent via Ashford International station (pg. 48)
- Bus Service Improvement Plan (pg. 39)
- Improved local rail station access (pg. 49)
- Local road freight management (pg. 37)



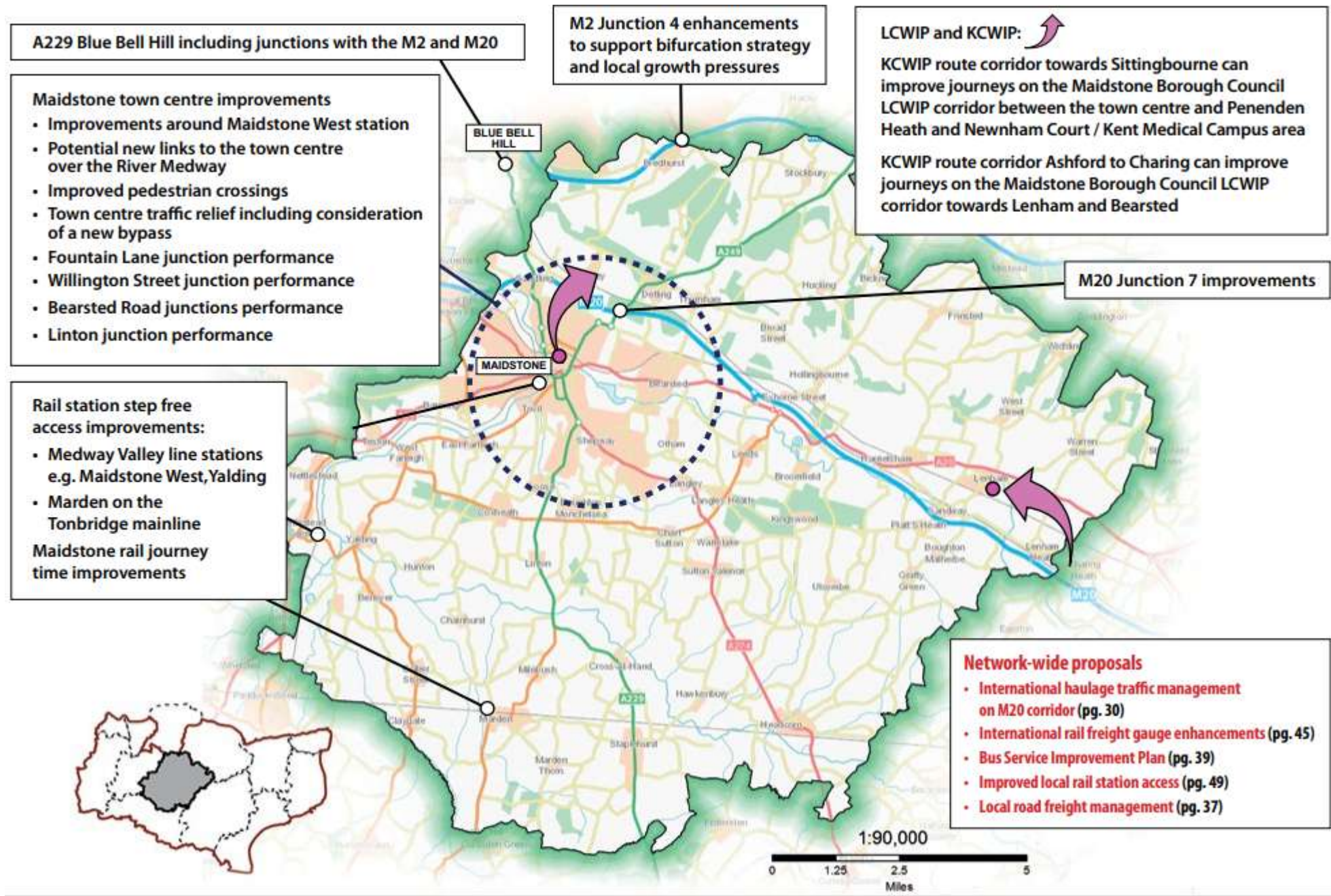
Westenhanger station upgrade for High Speed services.  
Learn from shared transport such as cycle hire or mobility hubs if implemented for Otterpool Park

Sub-regional active travel strategy proposal for creation of Hythe to Rye and beyond in East Sussex - walk and cycle leisure route via Military Canal

# Gravesham district proposals



# Maidstone district proposals



# Sevenoaks district proposals

**LCWIP and KCWIP:** ↗

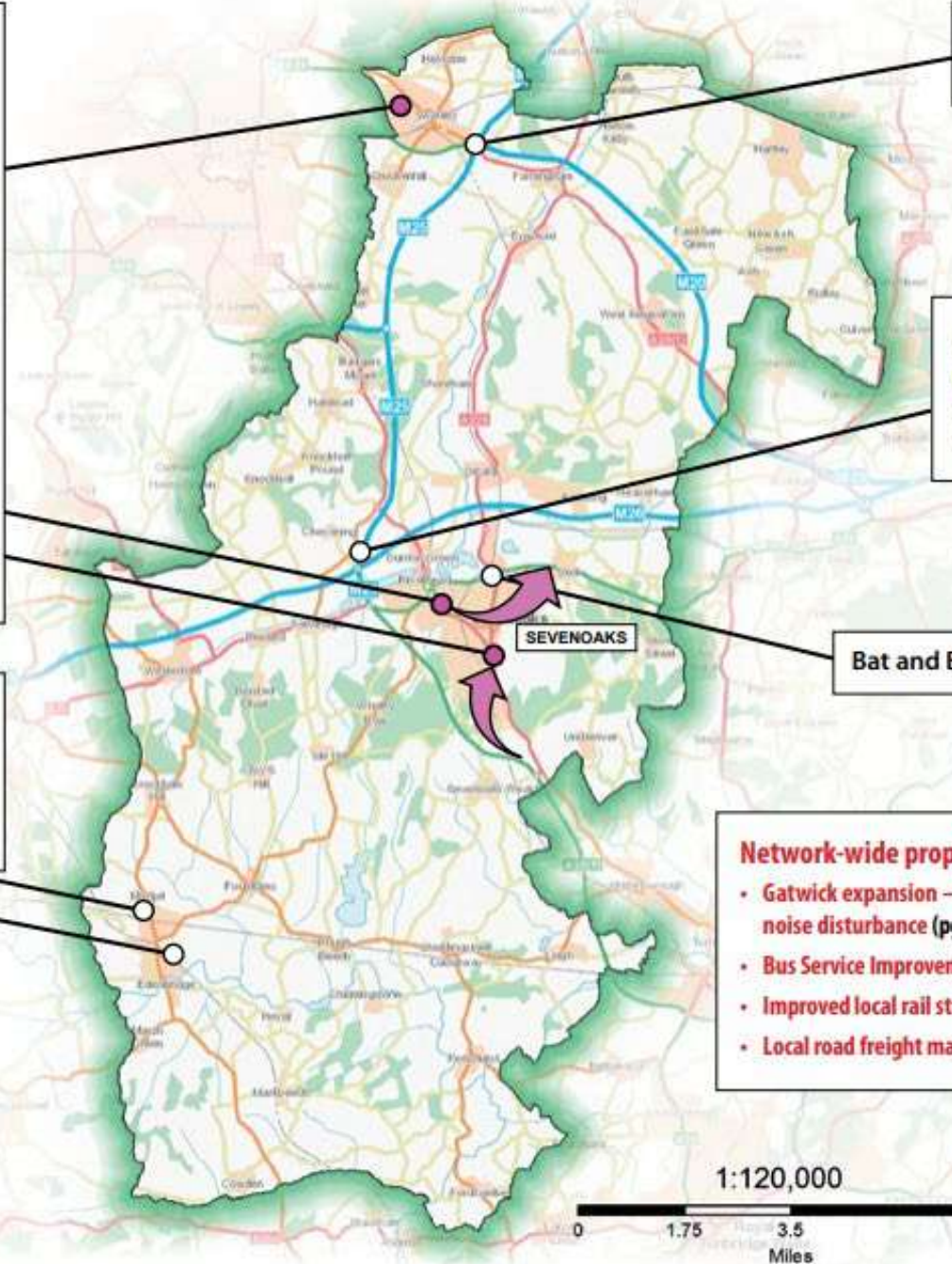
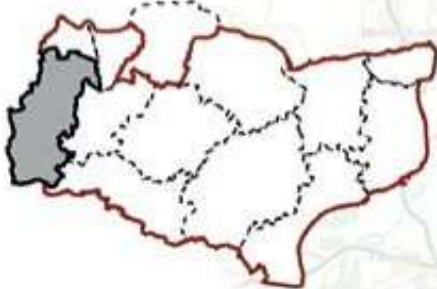
KCWIP proposed walking zone in Swanley aiming to provide improved access to the town centre, railway station, journeys to schools and through improved pedestrian crossing facilities and improved street environments. This will support the Swanley LCWIP

LCWIP route 3 and 6 to provide corresponding east-west corridor from Montreal Park to Greatness in Sevenoaks via the rail station

Sevenoaks Urban Area LCWIP sets out a cycle network for Sevenoaks with Routes 1 and 5 forming a north-south corridor around the A225 corridor

Improved waiting facilities and Step Free Access at Edenbridge rail station

Access at Edenbridge Town and Edenbridge rail stations



M25 Junction 3 (Swanley Interchange) improvements

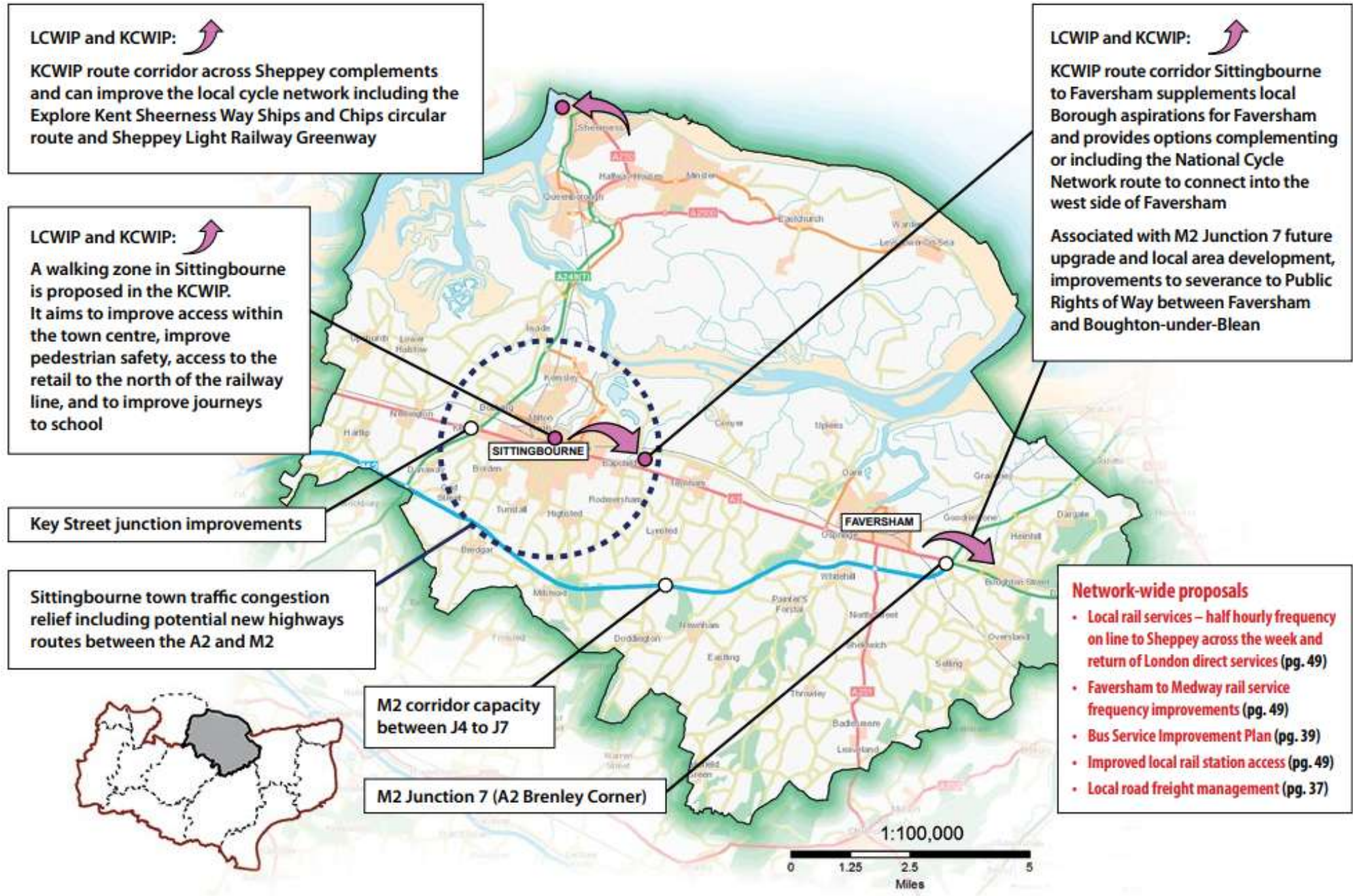
M25-M26-A21 – slips for journeys eastwards on M26 to avoid Sevenoaks town centre and villages on the A25

Bat and Ball junction improvements

- Network-wide proposals**
- Gatwick expansion – KCC opposition due to noise disturbance (pg. 44)
  - Bus Service Improvement Plan (pg. 39)
  - Improved local rail station access (pg. 49)
  - Local road freight management (pg. 37)



# Swale district proposals



# Thanet district proposals

**Network-wide proposals**

- New link roads delivered as part of local development to maximise connectivity and capacity benefits of the North Thanet Link and support the delivery of a new 'Inner Circuit' route in the district (pg. 35)
- Bus Service Improvement Plan (pg. 39)
- Improved local rail station access (pg. 49)
- Local road freight management (pg. 37)

**LCWIP and KCWIP:**

KCWIP route corridor Canterbury to Birchington and Birchington walking zone, aiming to deliver improvements and wayfinding to cycle routes from Birchington seafront to the rail station, and town centre, including improved rail station facilities

**LCWIP and KCWIP:**

KCWIP route corridor Birchington to Ramsgate, aiming to deliver improvements to sections of the coastal route and to make use of new links from development to improve access on the corridor between Margate and Ramsgate including through the Public Rights of Way network

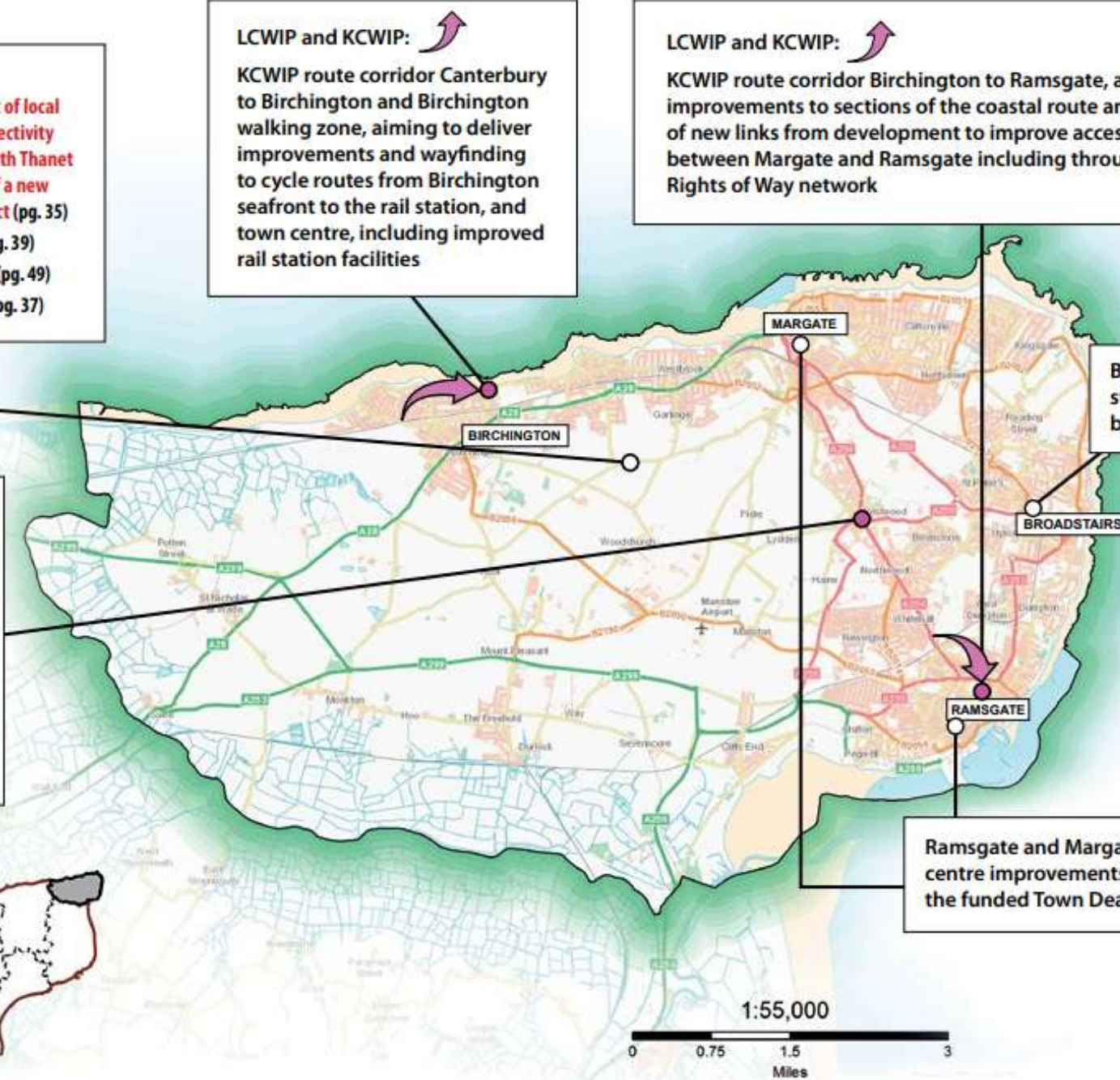
North Thanet Link Road

**LCWIP and KCWIP:**

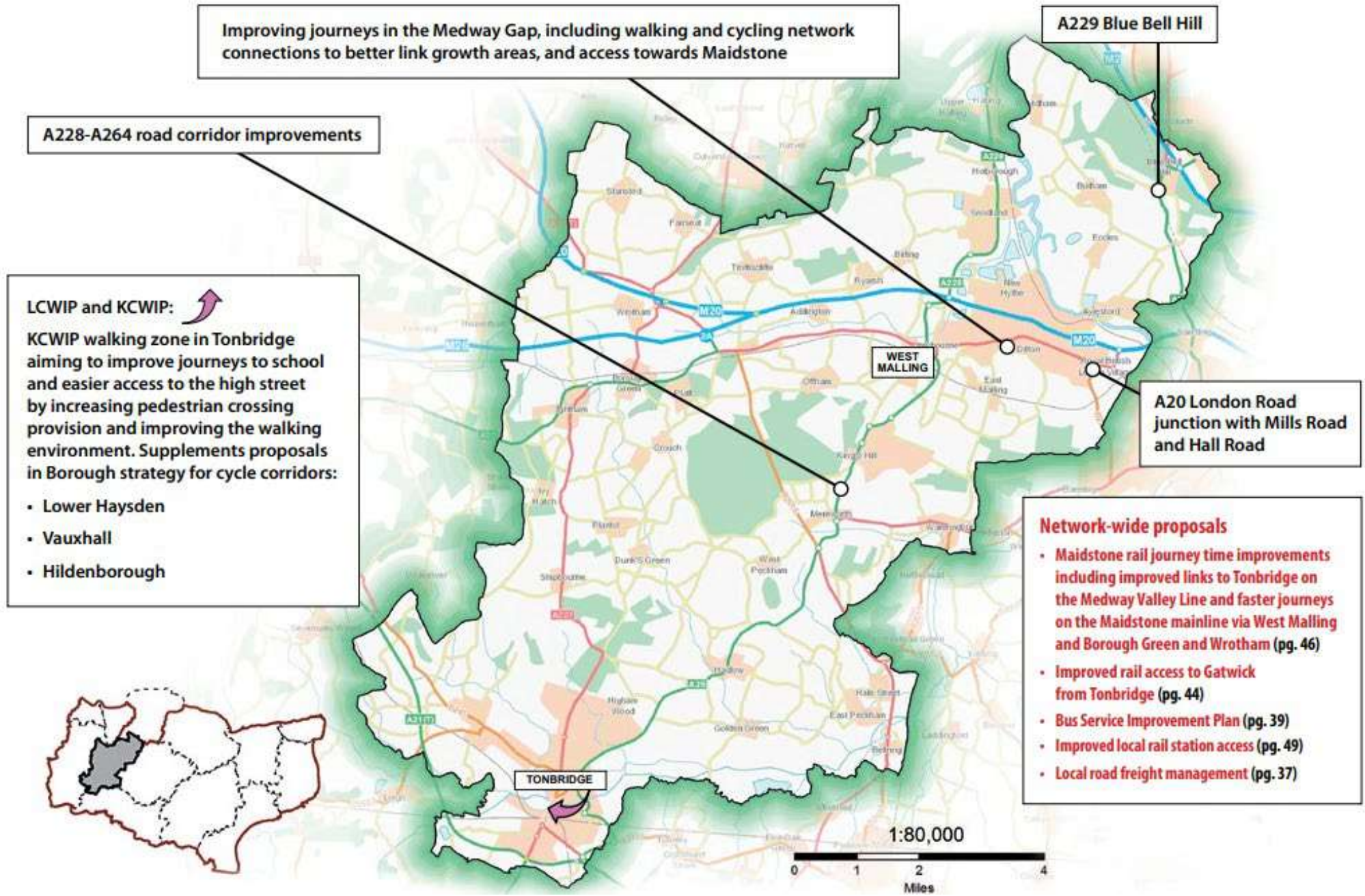
KCWIP walking zone in Westwood, aiming to improve the walking environment for new communities to the commercial centre, and encourage walking journeys between commercial sites

Broadstairs step free access between platforms

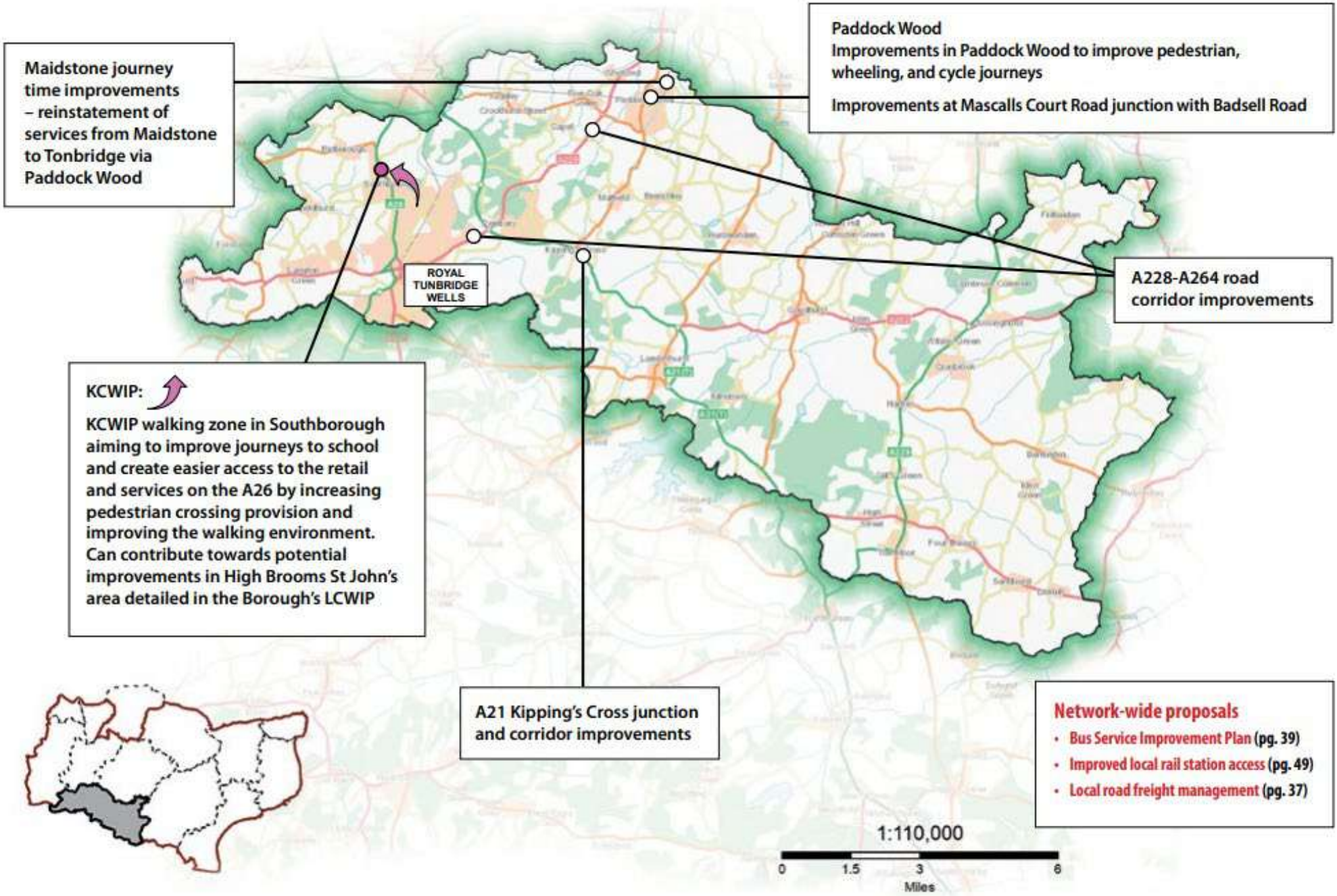
Ramsgate and Margate town centre improvements as part of the funded Town Deals



# Tonbridge and Malling district proposals



# Tunbridge Wells district proposals



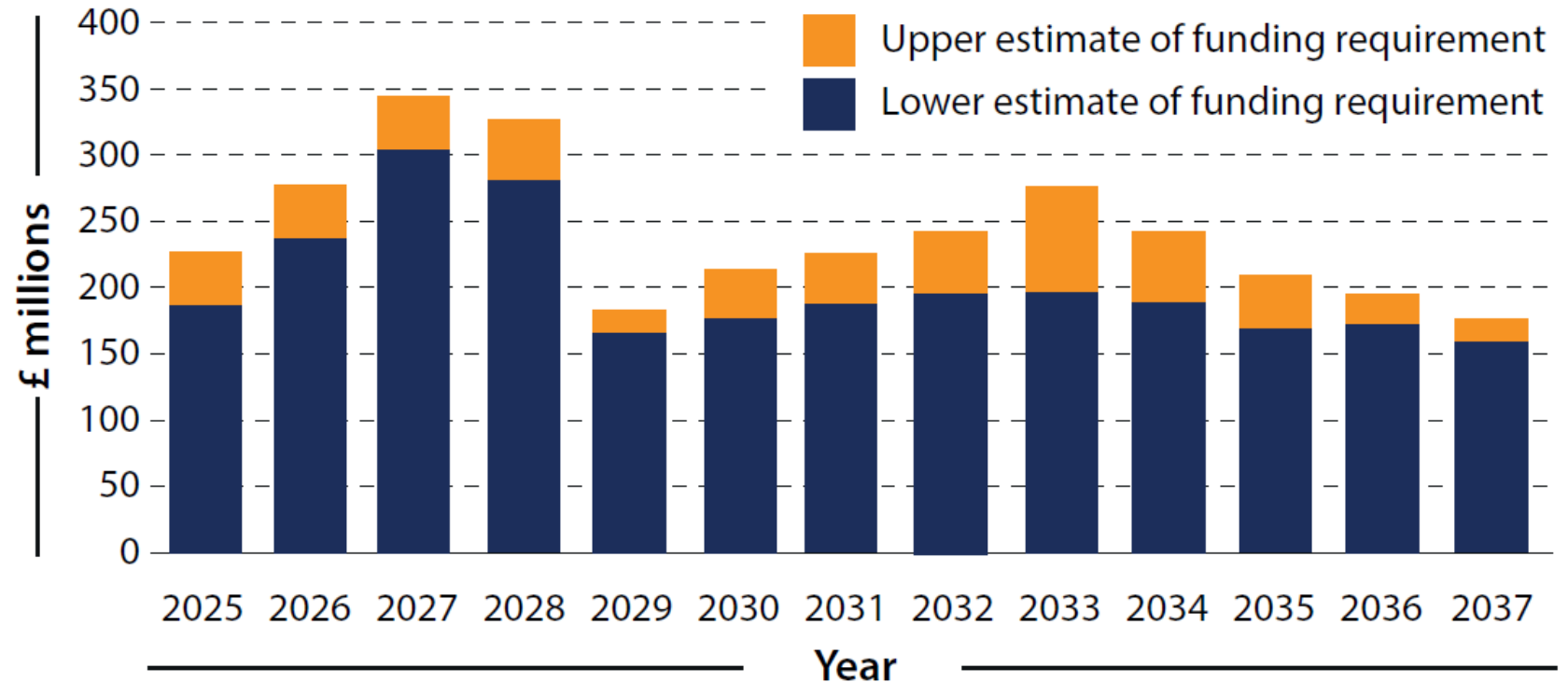
# Funding needed for the Local Transport Plan proposals

Delivery of our plan will face a significant funding challenge.

The funding requirement builds on the long-term capital plan estimates in the KCC 2024/25 published budget book.

The funding for currently unfunded KCC deliverables is shown.

2p in every £1 of our budget is spent on our Highways. The funding will need to come from government.



# Funding that we do have... (or hope to)

- Local Transport Resource Funding – £1.126m revenue per year to 2028/29 to update the LTP and develop schemes
- Local Transport Capital Grant – to deliver the schemes in the LTP (replaces Integrated Transport Block Funding which for 2025/26 is £6.914m)

	Total	26/27	27/28	28/29	29/30
Kent	52.130m	7.396m	10.881	14.911	18.941

- Active Travel England funding (2025/26 is £5,758,216 for Kent)
- Bus Service Improvement Plan (BSIP) funding (2025/26 is £23,134,379)
- Structures Fund
- Major Road Network (MRN) and Large Local Majors (LLM)
  - “Funding Confirmed” – North Thanet Link
  - “Under Consideration” – A229 Blue Bell Hill Improvements

Thank you for listening.

Questions?

# Update on Major Capital Programme and Forward Pipeline

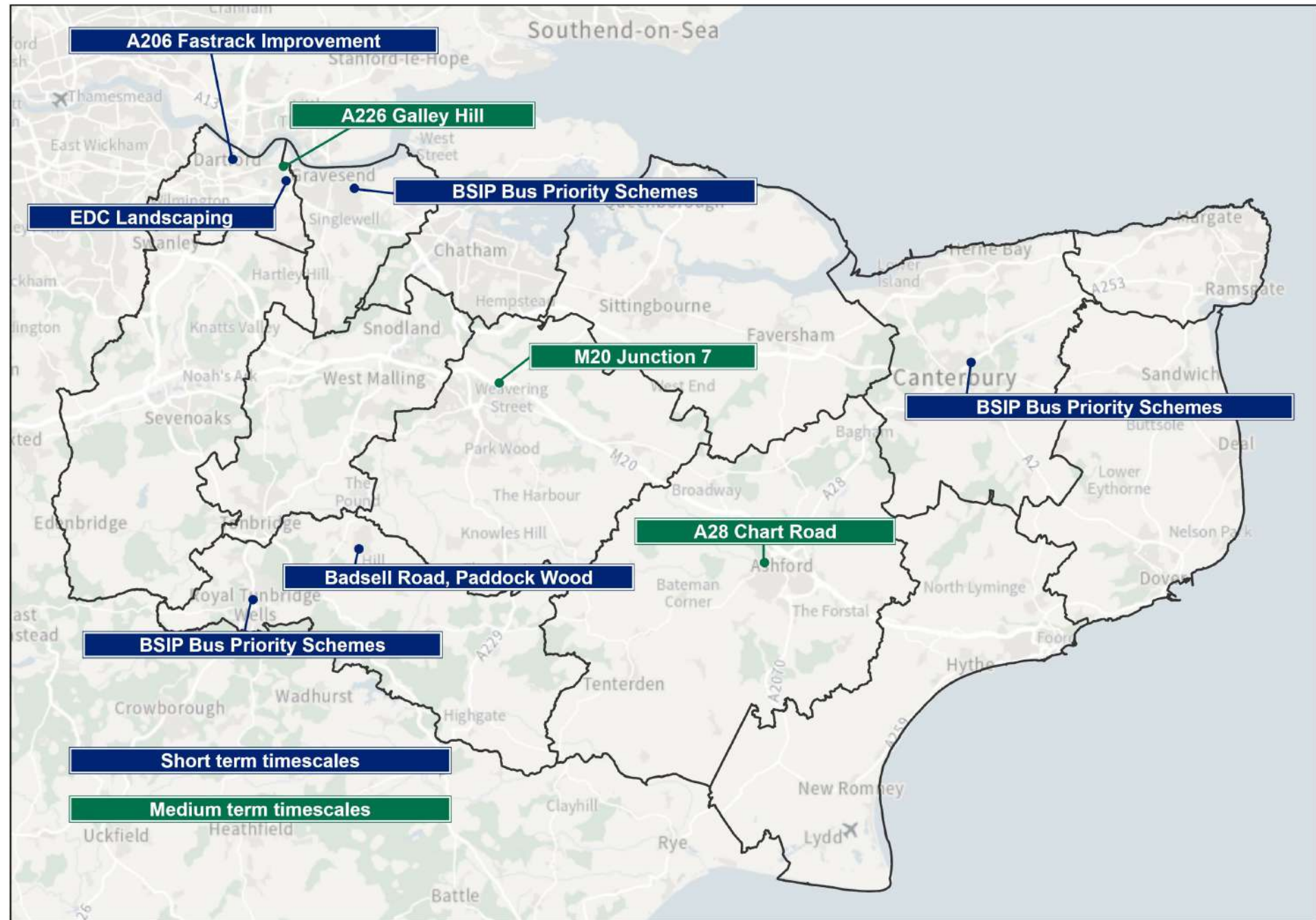
Kerry Clarke & Barry Stiff



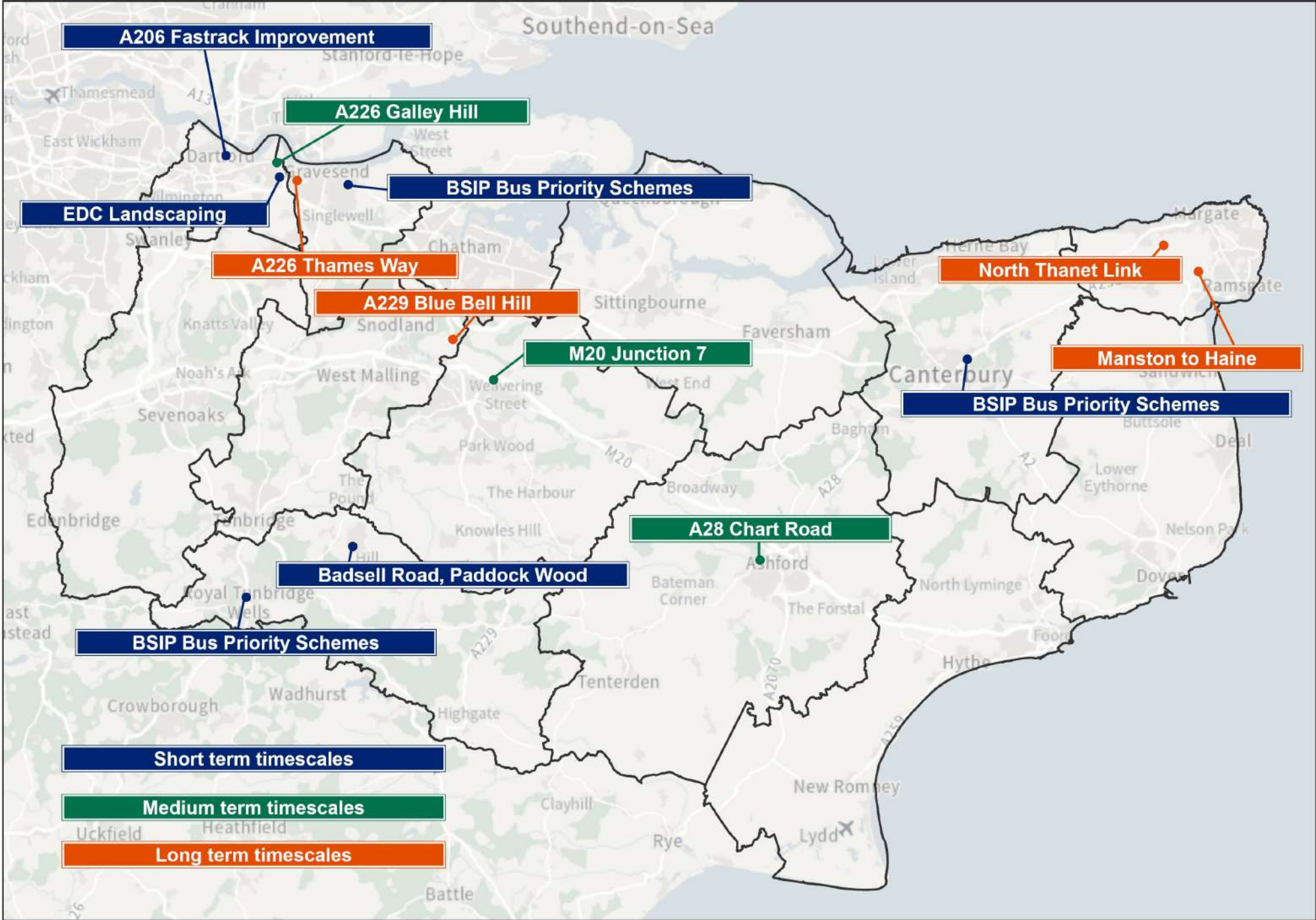
1-2 years  
until  
delivery



2-4 years  
until  
delivery



4+ years  
until  
delivery





## Watching brief Schemes

- KCC Promoted
- District Council public realm schemes
- Highway infrastructure to unlock development





Refreshment Break

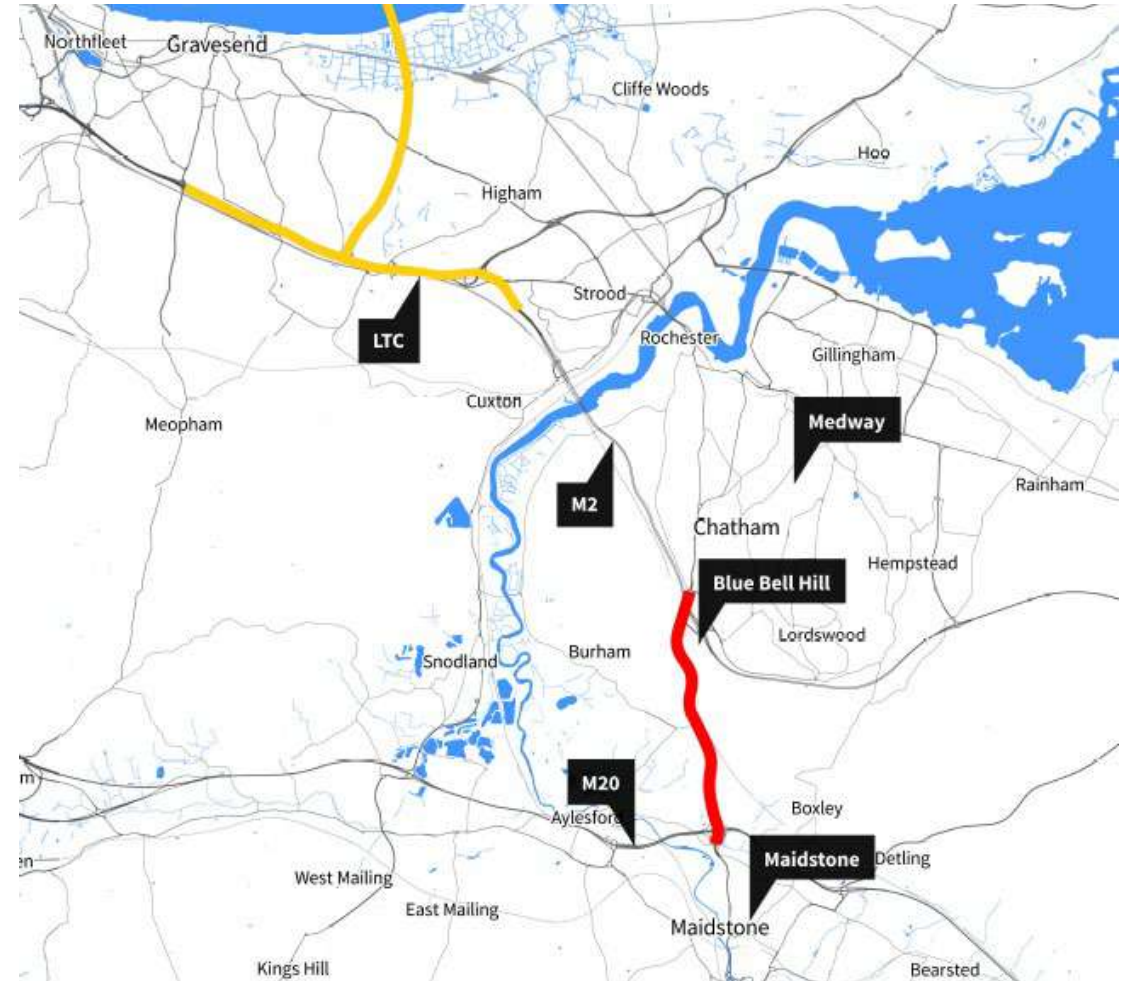
# A229 Blue Bell Hill

Victoria Soames



# A229 Blue Bell Hill - Need for the Scheme

- Shortest route between M2 and M20
- Currently used by around 72,000 vehicles a day
- Nearly 70% of traffic on A229 also uses the M2 and /or M2
- Frequent congestion and queuing on A229, M2 and M20
- Traffic is expected to increase with local growth and the planned Lower Thames Crossing



# A229 Blue Bell Hill - Objectives

To reduce the impact of additional traffic from the proposed Lower Thames Crossing and allow it to maximise potential benefits it can provide for the Kent area



To make best use of existing assets including land and highways



To protect and enhance the local environment



To reduce congestion along the route



To provide suitable routes and facilities for public transport



Objectives

To enable the local area to develop in accordance with population and housing growth predicted under Local Plans



To improve air quality



To provide safe and improved routes for pedestrians and cyclists

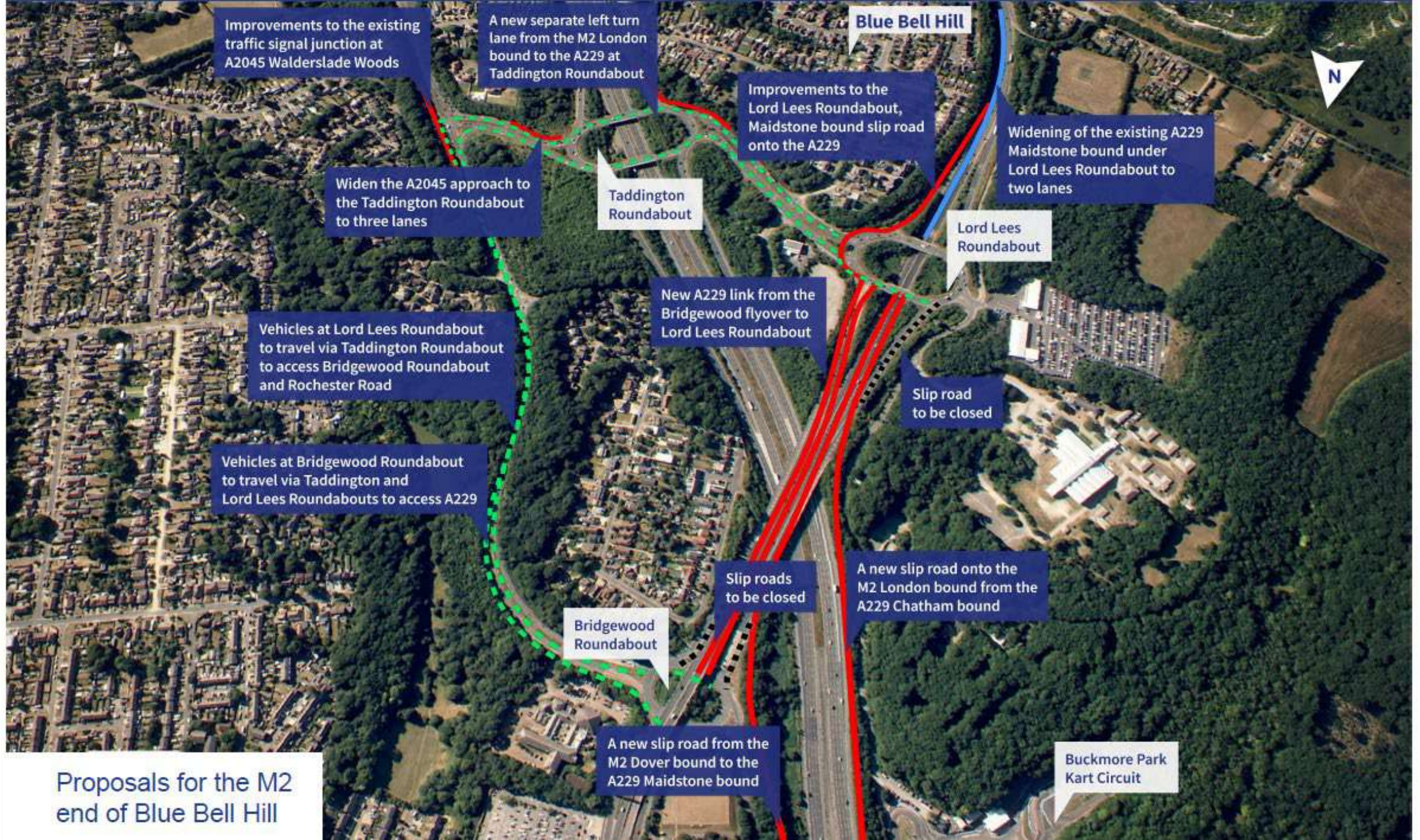


To improve road safety and address known collision hotspots



To improve journey time reliability at M2 Junction 3 and M20 Junction 6 interchanges of the A229





Improvements to the existing traffic signal junction at A2045 Walderslade Woods

A new separate left turn lane from the M2 London bound to the A229 at Taddington Roundabout

Blue Bell Hill

Improvements to the Lord Lees Roundabout, Maidstone bound slip road onto the A229

Widening of the existing A229 Maidstone bound under Lord Lees Roundabout to two lanes

Widen the A2045 approach to the Taddington Roundabout to three lanes

Taddington Roundabout

Lord Lees Roundabout

New A229 link from the Bridgewood flyover to Lord Lees Roundabout

Vehicles at Lord Lees Roundabout to travel via Taddington Roundabout to access Bridgewood Roundabout and Rochester Road

Slip road to be closed

Vehicles at Bridgewood Roundabout to travel via Taddington and Lord Lees Roundabouts to access A229

Slip roads to be closed

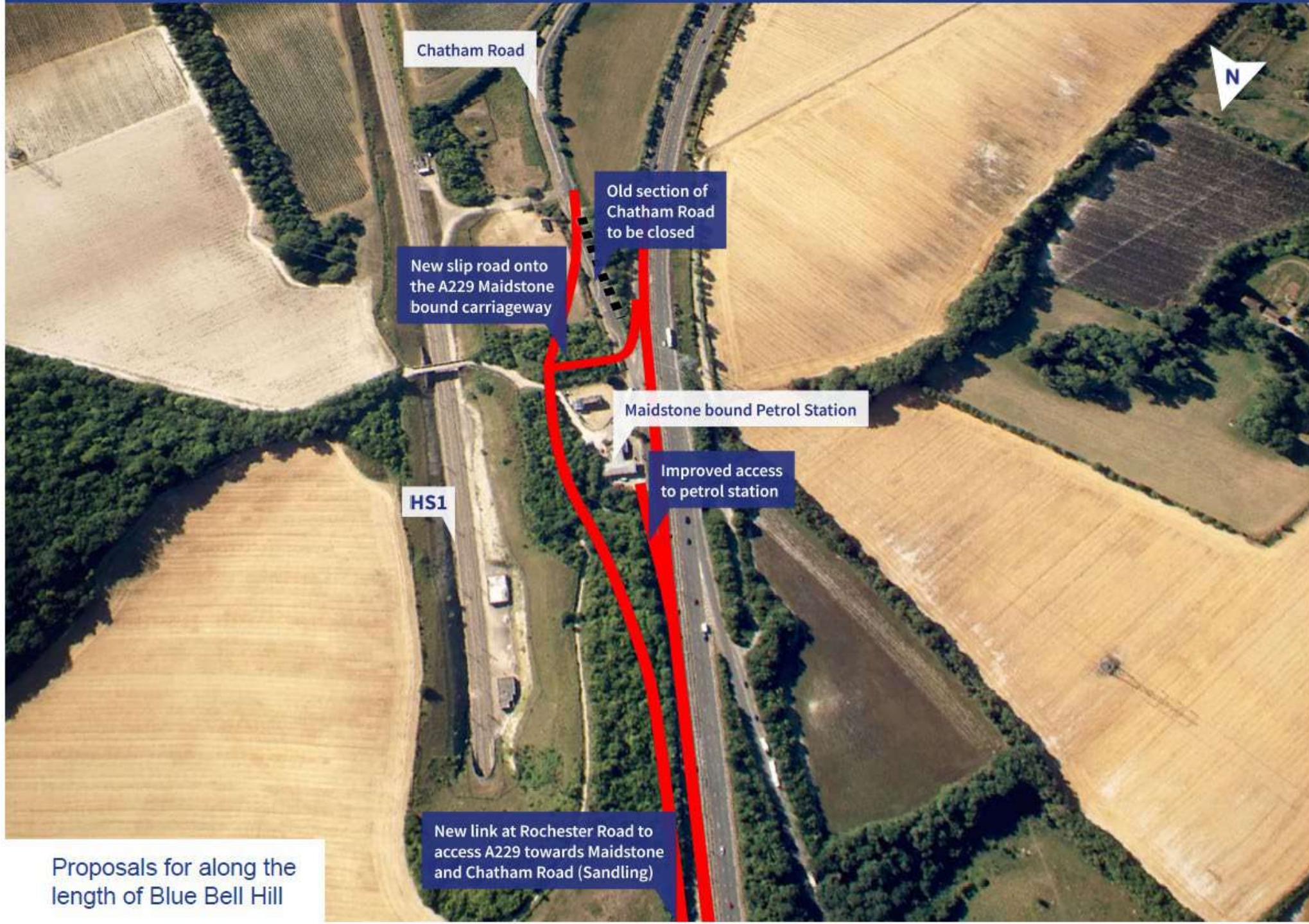
A new slip road onto the M2 London bound from the A229 Chatham bound

Bridgewood Roundabout

A new slip road from the M2 Dover bound to the A229 Maidstone bound

Buckmore Park Kart Circuit

### Proposals for the M2 end of Blue Bell Hill



Chatham Road

Old section of Chatham Road to be closed

New slip road onto the A229 Maidstone bound carriageway

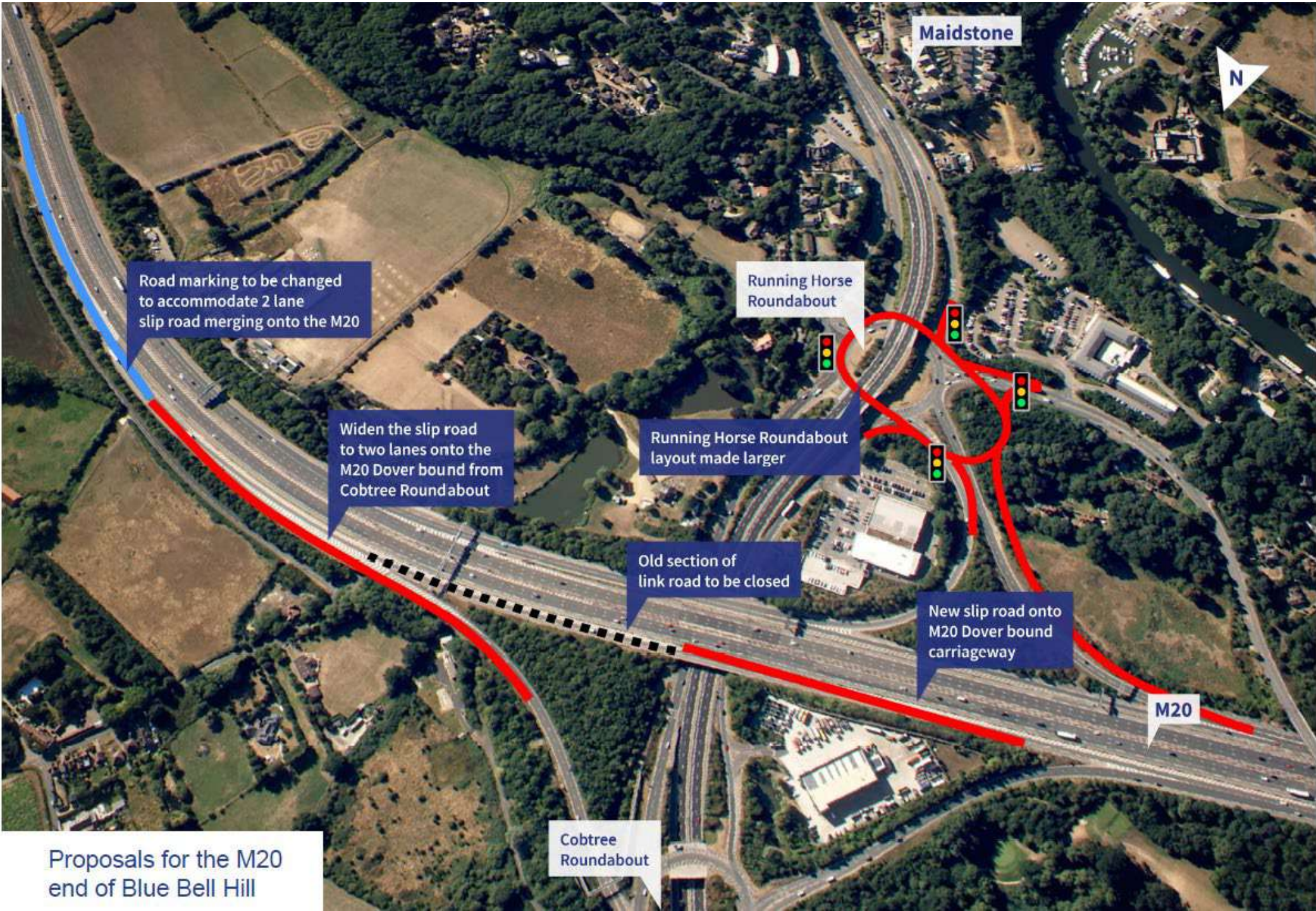
Maidstone bound Petrol Station

Improved access to petrol station

HS1

New link at Rochester Road to access A229 towards Maidstone and Chatham Road (Sandling)

Proposals for along the length of Blue Bell Hill



Maidstone



Road marking to be changed to accommodate 2 lane slip road merging onto the M20

Running Horse Roundabout

Widen the slip road to two lanes onto the M20 Dover bound from Cobtree Roundabout

Running Horse Roundabout layout made larger

Old section of link road to be closed

New slip road onto M20 Dover bound carriageway

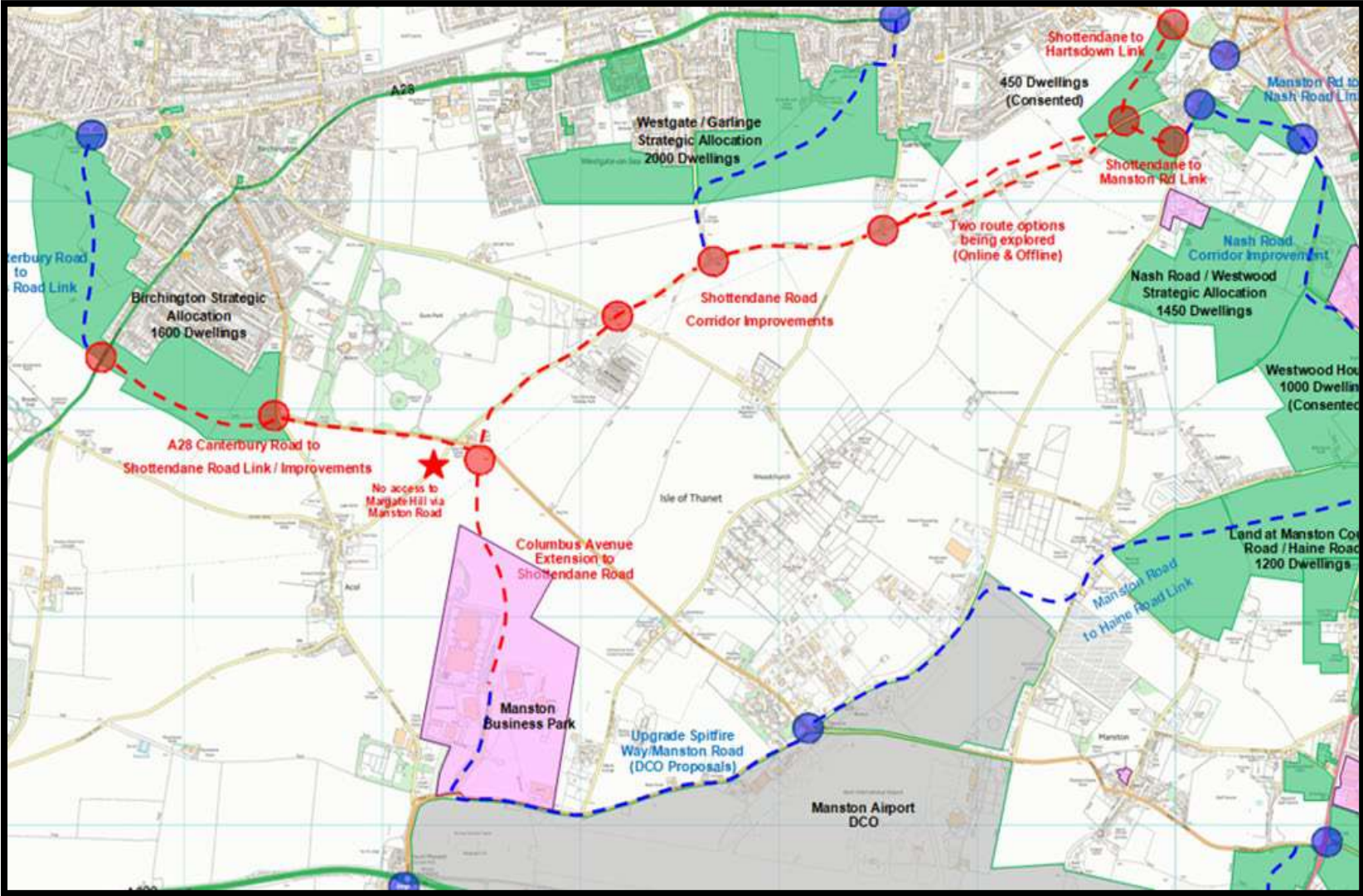
M20

Cobtree Roundabout

Proposals for the M20 end of Blue Bell Hill

# A229 Blue Bell Hill - Programme

- Outline Business Case – September 2026
- Planning Application – November 2026
- Contractor Procurement– from January 2028
- Construction Start – March 2029
- Scheme Open – Summer 2031



A28 North Thanet Link  
Katie Pettitt

# North Thanet Link Scheme Introduction

1<sup>st</sup> October 2025



*North Thanet Link offers Kent County Council an opportunity to promote economic development and regional balance, facilitate key strategic housing projects, enhance sustainable transport options, and strengthen the resilience of Kent's Major Road Network (MRN) by improving highway capacity and active travel connections between Birchington, Acol, Westgate-on-Sea, and Margate.*

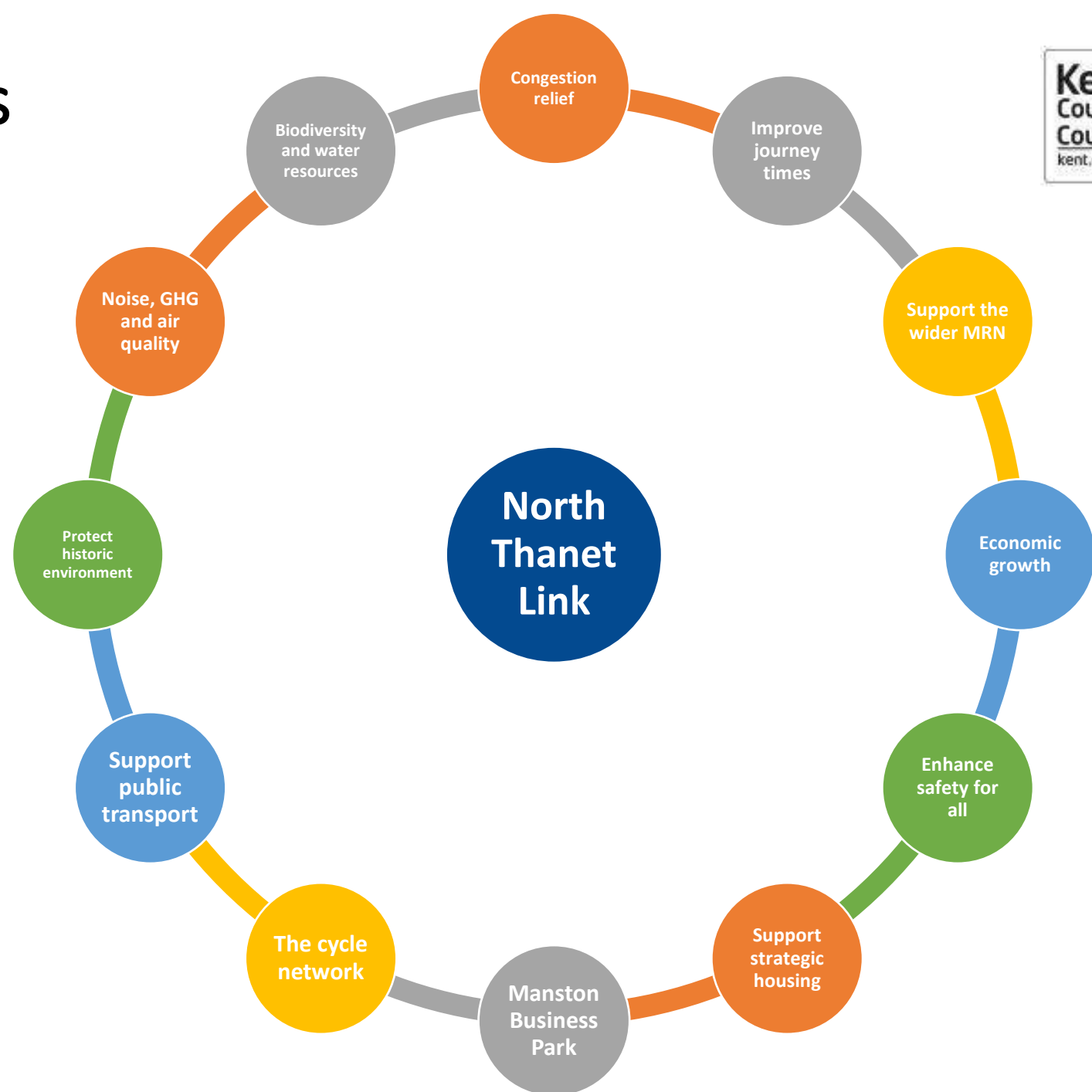
# Scheme Objectives



## Main Scheme Objectives:

1. Support economic growth.
2. Reduce congestion.
3. Increase accessibility.
4. Protect, preserve, and enhance existing environmental conditions.

## Supported by 13 Strategic and Operational Objectives



# Scheme Location - Region



## Strategic Location

North Thanet Link (NTL) is located within the District of Thanet in East Kent



# Scheme Location – Local Context



NTL is located close to the existing A28 transport corridor (part of the Major Road Network). The scheme has been part funded by ~£63m MRN funding from Department for Transport.

A28 network is constrained and subject to peak hour traffic delay, and seasonal traffic impacts.

Significant planned growth within Thanet including three strategic housing developments with circa 4,000 new homes close to the A28.

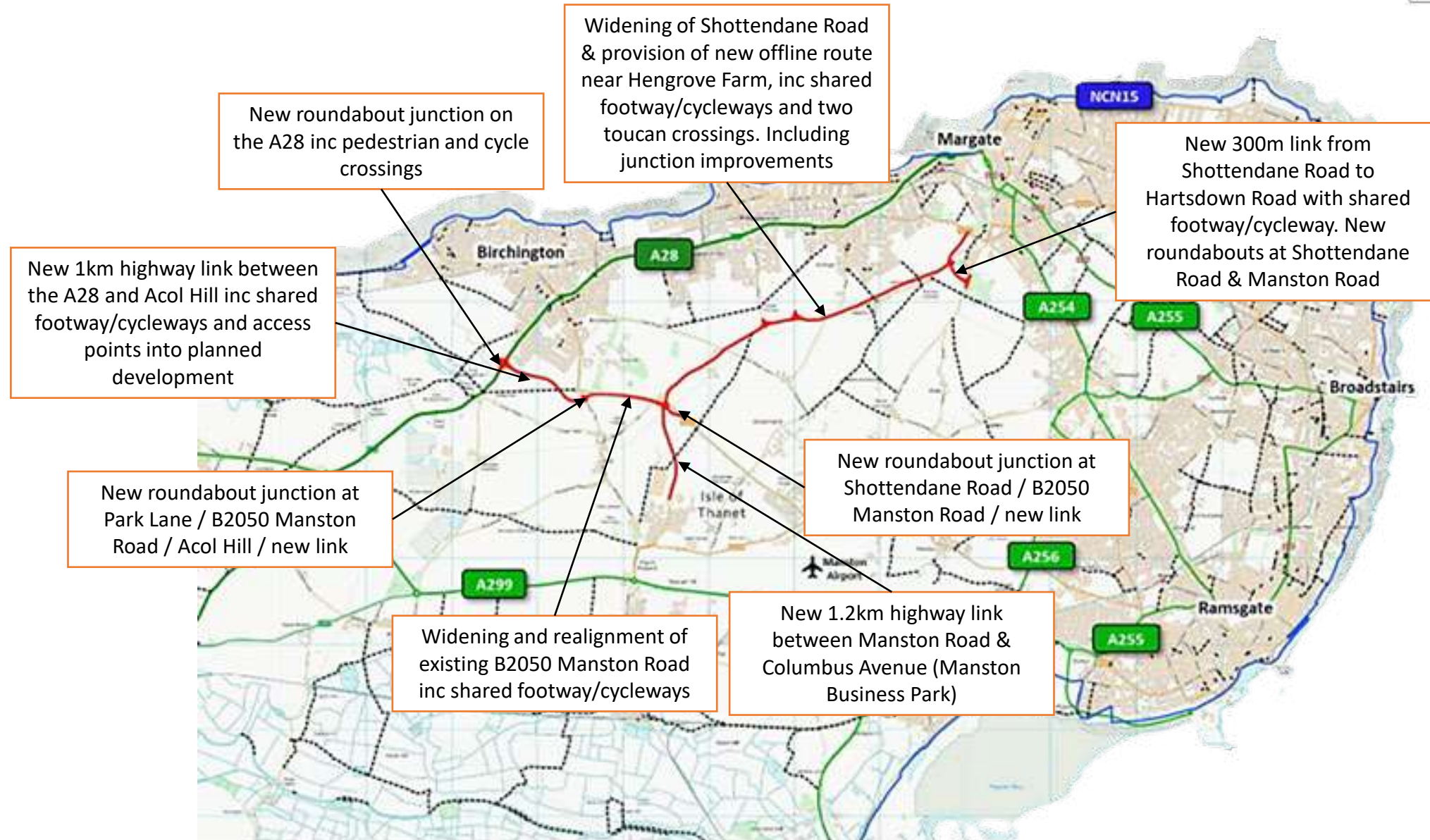
NTL will provide an alternative route between Birchington and Margate suitable for both vehicular and active modes for travel (walking, cycling and horse riding).

Introduces enhanced network access resilience and manages traffic increases on the A28 Major Road Network.

Enhances future public transport (bus) routing opportunities.

Supports growth within the district and region, by providing key connectivity between housing, commercial and leisure & tourism destinations within the district.

# Scope of Proposed Improvements



# Scheme Timeline



## Progress to date

- Strategic Outline Business Case submission – December 2019 (approved December 2021)
- Outline Business Case submission – November 2023 (approved April 2025 with provisional award of funding)
- Community Engagement Summer 2023 – High level of support for scheme
- Liaison with key statutory consultees e.g. Southern Water, Environment Agency, Active Travel England, Natural England, LLFA, LPA
- Early-stage discussion with land stakeholders, voluntary access agreements achieved for survey work
- Key design / planning surveys completed – Habitats, Noise, Ground Investigation, Heritage, GPR – more planned in 2025
- Planning submission being drafted, with full EIA required



# Scheme Timeline



## Next steps

Activity	Date
Design Freeze 2	October 2025
Community engagement	Early 2026
Planning application submitted	Spring 2026
CPO/SRO publication	August/September 2026
Procurement process commences	Summer/Autumn 2027
Submission of Full Business Case	October 2027
Start construction	Spring 2028 (2-year programme)

Procurement anticipated to be a Competitive Flexible Procedure under the Procurement Act 2023 – equivalent to Competitive Procedure with Negotiation.

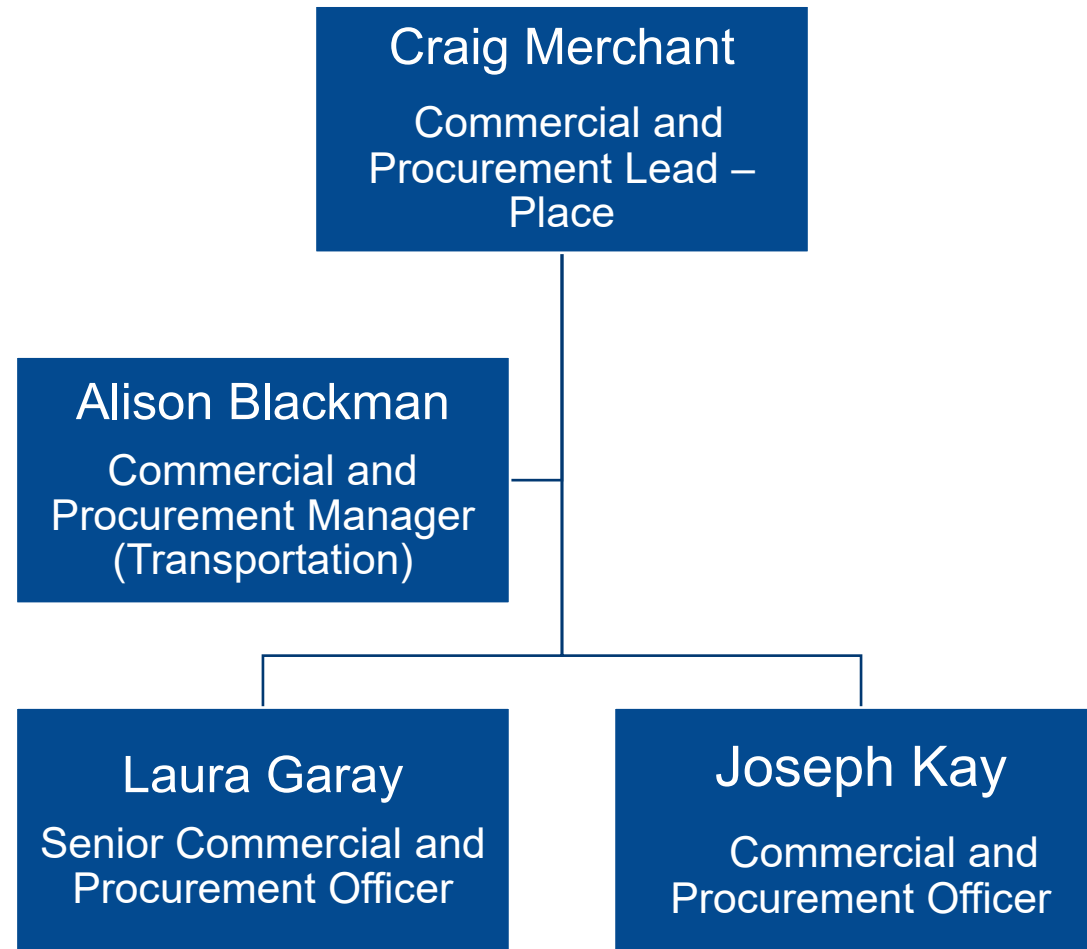
# Questions



# Commercial & Procurement Team

Craig Merchant  
Alison Blackman

# Commercial & Procurement Transportation Team



# Kent County Council Commercial Strategy 2026 - 2028



## Key Principles

Embedding Category Management

Strengthening Procurement Planning

Embedding Supplier Relationship Management

Leading effective tendering processes

Effectively negotiating and awarding contracts

Managing Contracts to a high standard

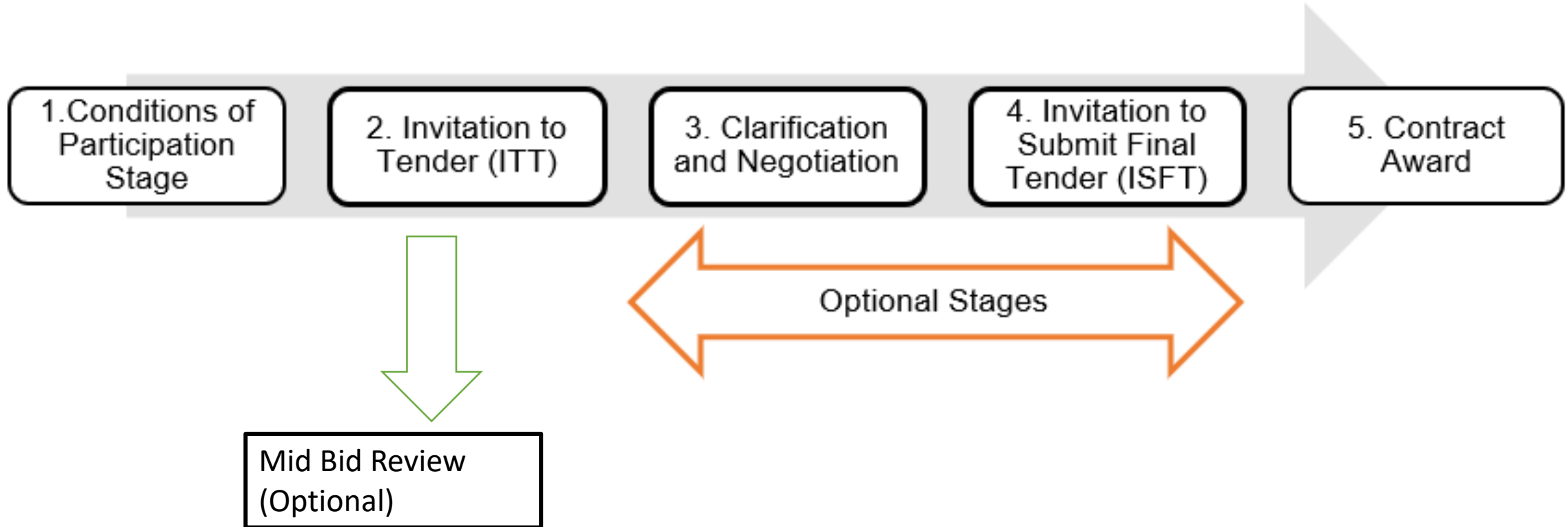
# KCC Procurement Routes

**Competitive  
Tender  
(Competitive  
Flexible  
Procedure)**

**Delivery through  
Highways Term  
Maintenance  
Contract (HTMC)**

**Potential Call off  
through external  
Framework(s)**

# Competitive Flexible Procedure



# What's worked well...

- Competitive Procedure with Negotiation (CPN), now Competitive Flexible Procedure (CFP)
- Mid-bid review stage
- Negotiation (including clarifications and two-way discussion)
- Ability to modify tender process under PA23 (e.g. additional/fewer stages)
- Additional transparency from PA23 (Feedback)

# Kent Business Portal

- KCC is moving to a new tendering system as of today (1<sup>st</sup> October)

(Delta eSourcing rather than Proactis Procontract system)

- All future procurement opportunities will now be on the new system.
- Front page ([www.kentbusinessportal.org.uk](http://www.kentbusinessportal.org.uk)) remains the same, but you will need to make sure you are registered on the Delta system.
- Please see the team if you have any queries.



# Feedback



**Where can we improve?**



**Barriers to bidding**



**Any suggestions to simplify the procurement process**



**Feedback on proposed Procurement Routes**

# Networking

