



Major Capital Programme Team

Commercial Schemes
Brochure
Autumn 2025

Introduction

There has been significant change within the public sector since the publication of our last commercial scheme brochure. The general election brought forward a new government in 2024 with a plan for change and ambition for kick-starting the economy through a comprehensive spending review and a new blueprint for growth. As part of the National Policy Framework, the Industrial Strategy and 10-year Infrastructure Strategy recognise how infrastructure is key to achieving this ambition. The UK Infrastructure Pipeline and the forthcoming Integrated National Transport Strategy align with these principles. At the same time, we start to understand how Local Government Reorganisation will shape a new future for Kent and more widely for England.

With the Autumn Budget now set for 26th November 2025, the economic backdrop places an ongoing challenge to future growth. Funding for schemes within the Major Capital Programme continues to be achieved from external grants provided by Central Government. Although Kent County Council (KCC) has been successful previously in unlocking substantial amounts of money to deliver improvements to the highway network, there is uncertainty as to what is going to be made available in the future.

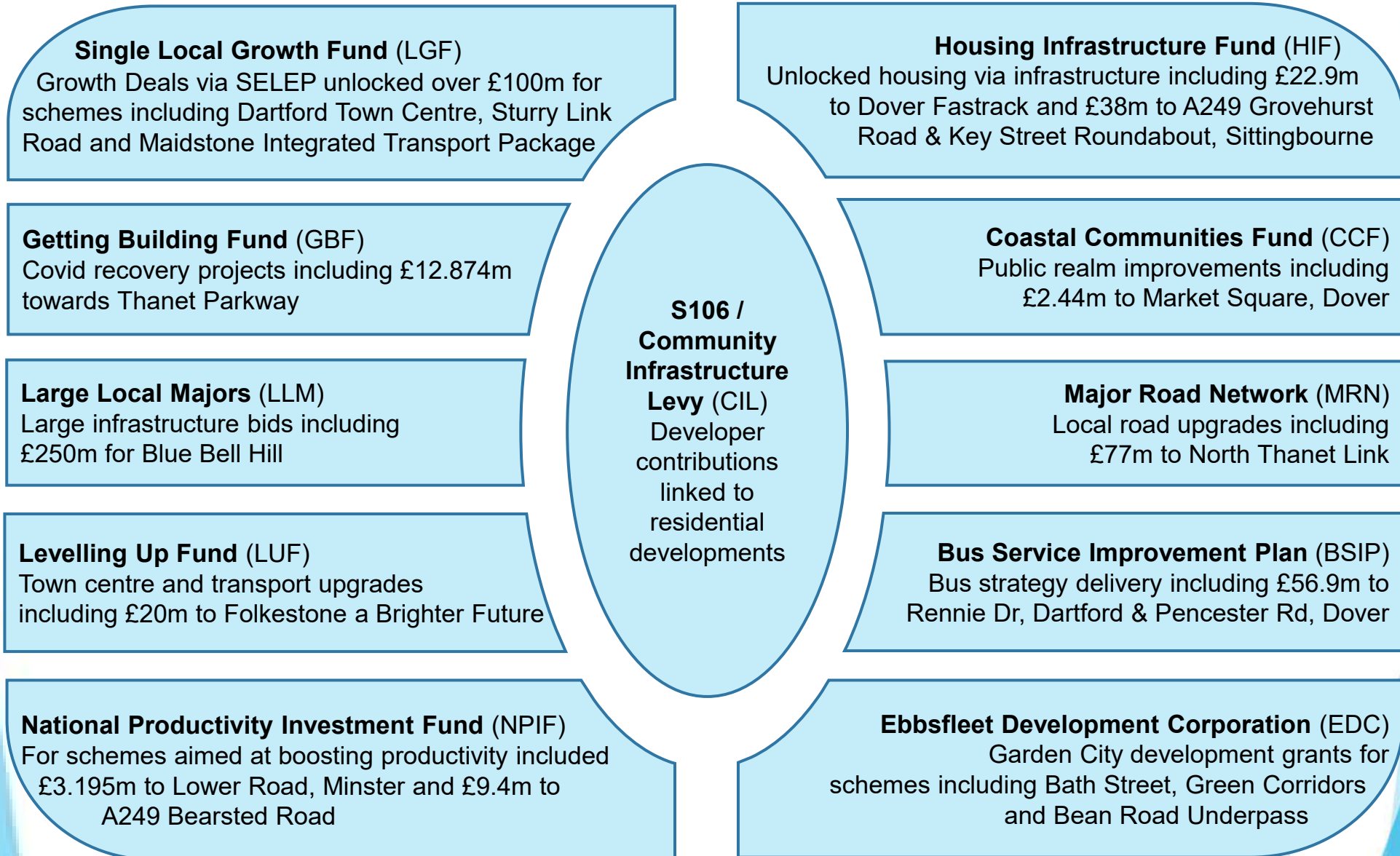
The Major Capital Programme Team continues to focus on shaping the transport strategy for KCC to maximise infrastructure investment in Kent. Through the publication of Local Transport Plan 5 and this updated commercial scheme brochure, KCC are keen to present an updated pipeline of future work and receive valuable feedback through further market engagement.

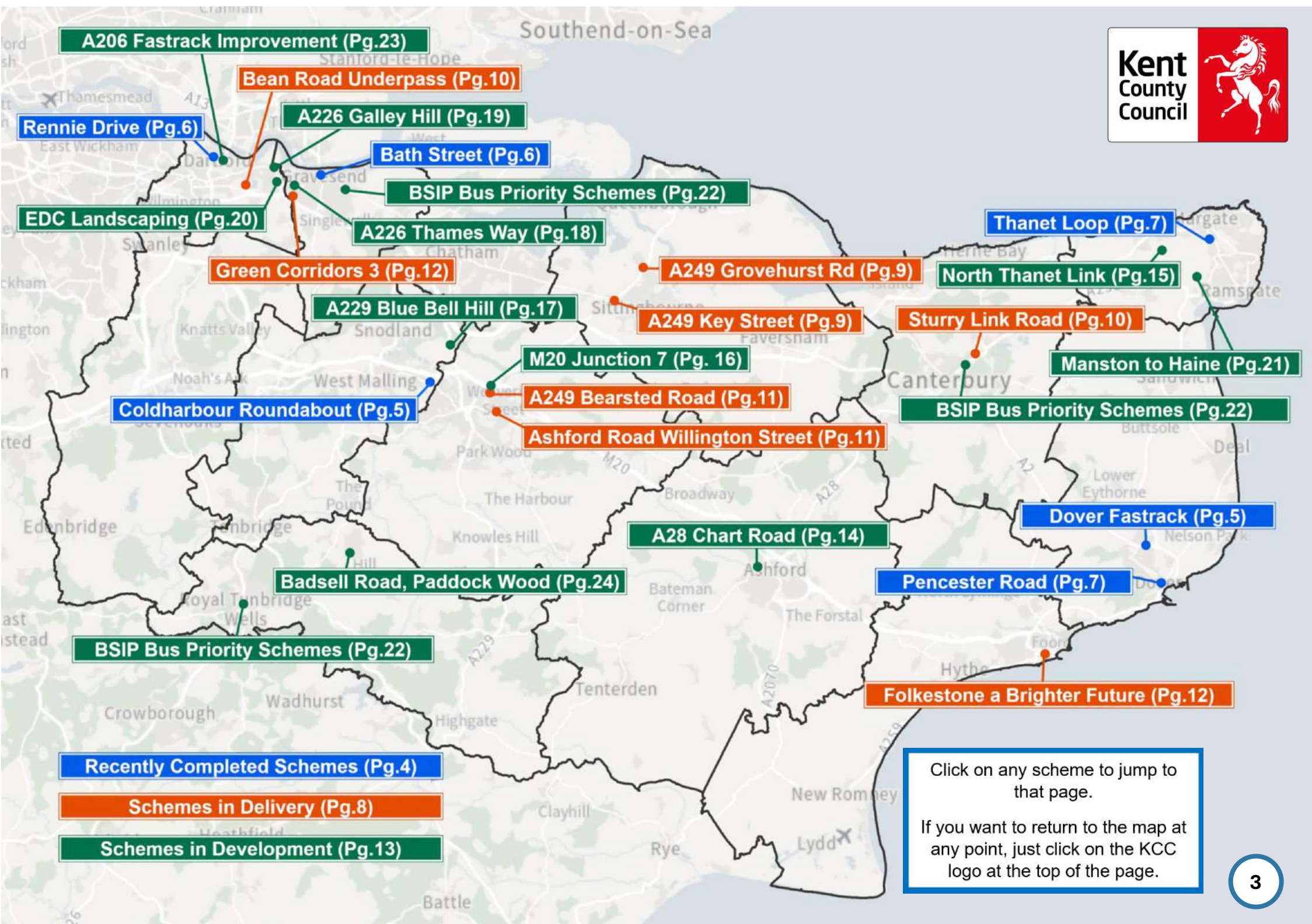


Funding Streams



Our schemes receive funding from a variety of different sources, a selection of which are outlined below:





Click on any scheme to jump to that page.

If you want to return to the map at any point, just click on the KCC logo at the top of the page.

Recently Completed Schemes

Recently Completed Schemes

A20 Coldharbour Roundabout

The Coldharbour Roundabout was enlarged and additional lanes created on the approaches to improve capacity. The traffic signals have been removed and entry onto the roundabout has been changed to give-way control. As part of the capacity improvement scheme, we also replaced and upgraded the drainage system, installed new streetlighting and signage, and resurfaced the carriageway. The scheme was completed in November 2024.



Dover Fastrack

Dover Fastrack is a Bus Rapid Transit (BRT) system that connects new housing at Whitfield with Dover town centre and Dover Priory Station, providing a reliable, high-quality and frequent bus service. The buses use parts of the existing road network in addition to the new infrastructure that has been built. The new infrastructure provides dedicated busways to improve the efficiency of bus travel within the area to reduce the dependence on private cars, increase air quality and better safeguard the environment. The scheme was completed in September 2024 and the Dover Fastrack bus service commenced in November 2024.

Recently Completed Schemes



Rennie Drive Junction Improvements

This scheme was part of Kent's Bus Service Improvement Plan (BSIP) and was funded by the government as part of the National Bus Strategy (NBS) to improve our network and encourage greater bus use, helping to make services more sustainable in the future.

Fastrack vehicles can now travel along Rennie Drive in both directions. These services are vital for people across north Kent, who use them to access jobs at the Littlebrook site, including many key businesses, such as Amazon, Ikea, and Coca-Cola.

The scheme was completed in December 2024.

Bath Street Fastrack Contraflow

This is part of the overall Fastrack programme across Dartford, Gravesham and Ebbsfleet. This created a Fastrack link between the Northfleet Embankment East development and Gravesend town centre.

The Fastrack scheme has improved bus journey times and provided additional bus stops for existing residents and those from new developments such as Clifton Slipways, The Charter and Northfleet Embankment. This improvement makes the Fastrack service more accessible to residents and will encourage further bus use. The scheme was completed in October 2024.



Recently Completed Schemes

Pencester Road, Dover Bus Contraflow Lane

The introduction of a new northbound bus contraflow lane along Pencester Road enhances the existing Dover Fastrack bus service. The bus contraflow lane means that Fastrack buses can now avoid the busy and congested A20 and Ladywell routes, improving the journey time and reliability of the service. New junction signals were also provided at Maison Dieu Road and Biggin Street.

The project was funded through BSIP and became operational in April 2025.



Thanet Loop Improvement Project

Enhancements to the existing Thanet Loop bus service were delivered and funded as part of the BSIP programme.

The scheme includes a new bus lane and signal junction improvement at QEQM junction in Margate, review and implementation of enhanced parking controls in various locations along the route, bus stop enhancements to improve passenger experience in several locations and associated carriageway resurfacing.

The scheme was completed in June 2025.

Schemes In Delivery

Schemes in Delivery

A249 Grovehurst Interchange

The A249 Grovehurst Road junction is a double roundabout layout with a single two-lane carriageway bridge over the A249 connecting the two. It is the main route for traffic heading towards the Sittingbourne Northern Relief Road to the east and Iwade village to the west. The junction also has connections to Grovehurst Road and Swale Way.

The scheme for Grovehurst Road is to provide an additional bridge over the A249 creating a full gyratory junction. The pedestrian and cycle facilities include signal-controlled crossings within the junction.



A249 Key Street Roundabout

This junction improvement will provide the road network capacity required to handle future predicted housing and commercial development growth. This upgrade will seek to ensure communities and businesses can access the strategic road network (A2/M2) without continuing to experience significant congestion and queuing traffic on the A249 and surrounding local network.

The scheme includes the upgrading of the existing Key Street roundabout by widening approaches and exits, introducing walking and cycling infrastructure and closing the existing A249 on-slip access to relocate it further south from a proposed developer roundabout.

Schemes in Delivery

Sturry Link Road

KCC is delivering the North-South section of the proposed Sturry Link Road, with the East-West section being built as part of the Land at Sturry development. The North-South element crosses both the Ramsgate to Canterbury railway line and the Great Stour River via a viaduct to limit impact on the flood zone. The scheme will allow traffic to avoid the Sturry level crossing, which causes significant congestion, and will support the planned new housing developments for the area.

Volker Fitzpatrick were awarded the Design and Build contract for the project and construction is due to start in Spring 2026.



Bean Road Underpass

The scheme will involve the construction of a new tunnel through the chalk spine under the B255 Bean Road between Bluewater Shopping Centre and the Whitecliffe development. It will directly connect Bluewater to the new Ebbsfleet housing developments and Ebbsfleet International Railway Station. It will form part of the Fastrack (BRT) Bus Rapid Transit system within Dartford and Gravesham.

The tunnel will house a 3.5-metre-wide single way Fastrack busway, as well as providing a shared use footway and cycleway.

Schemes in Delivery

Ashford Road / Willington Street

This scheme will enhance the junction layout at the A20 Ashford Road and Willington Street in Maidstone, aiming to improve journey time reliability, enhance road safety and air quality, and support future development by increasing network capacity. The improvements include upgraded traffic signals with a new pedestrian crossing, widened eastbound lanes to prevent large vehicles from blocking adjacent lanes, an extended right-turn lane to boost capacity and a new left-turn lane from Ashford Road into Willington Street.



A249 Bearsted Road, Maidstone

The scheme will provide a signalised roundabout with improved approaches at A249 / Bearsted Road (Next) junction and an enlarged and signalised roundabout at New Cut Road (KIMS). Bearsted Road between the two junctions will be widened to a four-lane dual carriageway with improved pedestrian & cycle links to the residential areas either side of the improvement. As part of the project, a new access road into Newnham Court Shopping Village will be provided from the KIMS roundabout.

Schemes in Delivery



Green Corridors 3 – Walking & Cycling Improvements

The Green Corridors Programme aims to encourage sustainable active travel by making walking and cycling an attractive choice for short journeys both for work and leisure. The scheme aims to construct a minimum of 12 walking and cycling routes across Ebbsfleet, Greenhithe, and Northfleet.

We also want to ensure that these new routes are safe and accessible for members of the public and residents. This objective also fits into the wider need to create more sustainable modes of transportation.

Construction is due to complete towards the end of 2026.

Folkestone a Brighter Future

This scheme aims to ‘level up’ Folkestone town centre by promoting active travel, creating a high-quality environment and transforming the primary retail areas in the town.

The public realm scheme involves alterations to the existing highway, with new bus infrastructure, drainage networks, street lighting and landscaping.



Schemes In Development

A28 Chart Road Improvement Scheme

Scheme Description

The project aims to provide additional capacity on the road network to improve traffic flows, improve pedestrian and cyclist routes, minimise environmental impacts on residents of Godinton Park and maximise opportunities to provide replacement planting.

The scheme includes:

- Changing the A28 into 2 lanes each way between the “Tank” and “Matalan” roundabouts
- Improvement of the “Tank” roundabout, “Matalan” roundabout, Loudon Way junction and other intermediate side roads/accesses
- Using the existing railway bridge for the Northbound carriageway with construction of a new railway bridge for the southbound carriageway
- Extensive landscaping proposals
- Traffic noise screening for residents
- Continuous shared footway and cycleways on both sides of the road
- Additional controlled crossings, for pedestrians and cyclists, at Loudon Way/Chart Road junction and Chart Road north of Matalan roundabout

Time Frames and Latest Updates

The construction phase of the project is currently on hold until the full funding for the project is available. This is dependent on the Chilmington Green developer providing a security bond to allow KCC to forward fund the project and therefore the earliest start date would be during 2027.

Coming to Market Likelihood: 50%

Approximate construction value: £15m

The scheme is reliant on significant funding or a bond to be provided by the developer at Chilmington Green. Further due diligence is being carried out on the existing design to provide certainty of the programme and delivery timescales.

Funding Streams

The project is estimated to cost £30m and had previously secured extensive LGF monies from SELEP, but this had to be paid back with only £2.9m retained. The remaining funding to deliver the project will be provided by developer contributions.



North Thanet Link

Scheme Description

North Thanet Link (NTL) focusses on improving connectivity and resilience within the road network of Thanet to enable the local road network to cope with future increases in traffic likely to be generated by growth and tourism activity. It will also provide additional travel routes for pedestrians, cyclists, and public transport services to encourage active travel for short to medium distance journeys. It is located to the south of the A28 in Birchington and routes via Manston Road, Shottendane Road to Hartsdown Road, east of Westgate-on-Sea. It will also provide a southern highway link through an extension to the Columbus Avenue within Manston Business Park, providing traffic relief to the village of Acol.

NTL comprises of approximately 9.2km of new and improved highway infrastructure including:

- widening of existing public highway
- construction of new highway links through proposed development sites and across agricultural farmland
- highway junction improvements (including 7 new roundabouts)
- provision of new walking and cycling routes and crossing facilities
- sustainable drainage solutions

Latest Updates

NTL is subject to an active bid to Department for Transport (DfT) through the Major Road Network funding stream. An Outline Business Case (OBC) was approved by DfT earlier this year and work is currently underway on the planning application package, with a submission earmarked for the first quarter of 2026 and expected decision in Summer 2026. Following planning consent a land acquisition process will be undertaken ahead of a Full Business Case submission in 2027.

Time Frames

The planning application is due to be submitted in early 2026 with procurement aimed for mid 2027, for construction to commence 2027/2028.

Coming to Market Likelihood: 75%

Approximate construction value: >£50m Although the project has OBC approval, funding will not be confirmed through DfT until it passes the Full Business Case stage. Additional funding is required through S106 contributions and risks remain in relation to land and planning permissions.

Funding Streams

North Thanet Link is currently estimated to cost up to £76.7m. Funding is earmarked from the DfT's 'Major Road Network Fund' and local developer contributions.



M20 Junction 7

Scheme Description

The objective of the M20 J7 improvements is to increase road capacity to allow more reliable journey times and reduced queues for all road users. The scheme will also promote greater environmental and well-being benefits by reducing queuing times and increasing active travel infrastructure.

The current proposal is to widen both the coastbound and London bound off-slips, widen parts of the circulatory carriageway, improve the A249 southbound exit onto the roundabout and to install traffic signals to help in managing and balancing traffic flows through the junction. Consideration is also being given to improve the walking and cycling infrastructure through the junction, mitigating the current barrier from north-south between Maidstone and Swale Districts.

Time Frames

Timescales for this scheme are being reviewed, and more clarity will be provided during the detailed design stage. The scheme is likely to follow the A249 Bearsted Road scheme which is currently due for completion in early 2027.

Coming to Market Likelihood: 75%

Approximate construction value: £5-10m

The detailed design is due to commence in Autumn 2025, but the project will need technical approval from National Highways for works proposed on the M20 slip roads.



Funding Streams

The project has achieved S106 funding from nearby housing and secured CIL contributions following a bid opportunity provided by Maidstone Borough Council.

A229 Blue Bell Hill

Scheme Description

The A229 Blue Bell Hill stretches between Junction 6 of the M20 in Maidstone and Junction 3 of the M2 at Blue Bell Hill village. This section of road is a key strategic link between the M20 and M2, and between Maidstone and Medway.

Scheme Objectives

The overall aim of the scheme is to improve journey time reliability, air quality and road safety. This will allow the road to accommodate an increase in future traffic, expected as a result of the Lower Thames Crossing (LTC) and proposed local developments, while providing suitable routes and facilities for public transport, pedestrians and cyclists.

Latest Updates

The Strategic Outline Business Case was approved by DfT in October 2023 and KCC has now started progressing the Outline Design and Outline Business Case. This work will include establishing a preferred scheme. It is expected that the OBC will be submitted to DfT in Autumn 2026, followed by a planning application.



Time Frames

The forecasted timescales for this junction improvement scheme, should our business case submission be successful, are:

- submission of the next stage of the business case to the DfT including details of the preferred scheme - late 2026
- planning permission and consents - late 2026
- further detailed design – late 2028
- submission of full business case to DfT – Autumn 2028
- construction to begin – Spring 2029
- scheme completion – Summer 2031 (aim to be completed before the LTC opens to traffic)

Coming to Market Likelihood: 50%

Approximate construction value: >£50m

Funding is not yet confirmed through DfT and requires further business case approval. Additional funding is required as well as land and planning permissions. Risk still remains in relation to the interaction with National Highways and DfT on the LTC project.

Funding Streams

The current scheme estimate is £250m which would rely on Large Local Major Schemes funding to cover 85% of the costs. The remaining 15% would be required from developer contributions and other government funding opportunities.

A226 Thames Way

Scheme Description

The Thames Way Scheme (formerly known as Thames Way Dualling) is a proposed junction upgrade that is a strategic priority for the local highway network within the Ebbsfleet area (Dartford and Gravesham border).

A previous study, undertaken by WSP, investigated the feasibility of dualling Thames Way. The report recommended the provision of a two-lane dual-carriageway and an associated upgrade to all junctions within the site. Most capacity benefit of this scheme was derived from the junction upgrades and not from dualling the route.

Latest Updates

KCC commissioned further modelling work to determine whether the updated trip data supports the dualling of Thames Way. The results of this modelling highlight that dualling of Thames Way east of the A2260/Thames Way junction is not required and the junction upgrades alone, as proposed in the Ebbsfleet Central application, will be sufficient to realise the required additional network capacity.

The modelling commission showed that the capacity of the Thames Way/Springhead Road junction still requires improvement.

Coming to Market Likelihood: 50%

Approximate construction value: £3-5m

This scheme is currently on hold due to the collapse of Galley Hill.

Time Frames

Scheme scope is currently being reviewed and will likely need to go back through KCC internal approval processes as a result of this. The planned construction date is still subject to change as the programme is heavily reliant on the reopening of A226 Galley Hill and will not be progressed ahead of this.

Funding Streams

The scheme will be funded through S106 developer contributions.



A226 Galley Hill

Scheme Description

The A26 Galley Hill stretches between Swanscombe High Street and Northfleet. This section of road is locally important and the only strategic east-west link north of the A2 between Dartford and Gravesham.

The scheme is a complex structural engineering project which aims to address the significant highway and utility infrastructure damage caused by the collapse of the chalk spine between Swanscombe High Street and Snowden Hill, Northfleet on 10th April 2023.

Scheme Objectives

The overall aim of the scheme is to reinstate the A226 Galley Hill route to improve journey time reliability, road safety and allow for a connection which accommodates forecasted traffic volumes, expected as a result of the proposed local developments. The reinstatement of the route is also key for the KCC Fastrack bus network.

Time Frames and Latest Updates

KCC have engaged Arcadis through the Kent Professional Services Framework to investigate feasible options for reinstatement. The Options Assessment has identified two feasible engineering solutions, a bridge or a reinforced earth solution. Further Geotechnical Investigations are programmed for Autumn 2025.

As currently programmed, the earliest dates for construction of this scheme is 2029/30. This is heavily reliant on KCC achieving funding for the scheme, without which the project will be unable to proceed.



Coming to Market Likelihood: 75%

Approximate construction value: >£50m

Funding is not yet confirmed, and the scheme will require business case approval before the route to market can be confirmed.

Funding Streams

Funding is not yet identified. At present no funding has been received for either design or construction of this scheme.

EDC Landscaping

Scheme Description

KCC are working in partnership with Ebbsfleet Development Corporation to enhance the habitat and planting at highway verge and roundabout sites across Ebbsfleet Garden City. The programme of works aims to demonstrate a commitment to high quality, sustainable placemaking across the area.

Scheme Objectives

The project proposes to deliver an exemplar approach to design and maintenance of green infrastructure and the creation of ecological value at key gateways into the Garden City, to include roundabouts, verges and along primary road environments.



Source: Ebbsfleet Development Corporation

Time Frames and Latest Updates

The initial feasibility and outline design work for this programme has been completed. The detailed design for the schemes is underway and the final site locations are:

- A206 Station Approach
- B255 North
- B255 South
- Alkerden Lane
- Pentstemon Drive
- Stonebridge Road
- Hall Road/Springhead Road roundabout
- Ebbsfleet Gateway Junction
- Thames Way

Coming to Market Likelihood: 100%

Approximate construction value: £1-2m

This scheme will be procured through the Kent Business Portal. It is expected that the sites will be grouped and procured in three separate contracts over 2025/2026.

Funding Streams

This scheme is fully funded by Ebbsfleet Development Corporation. The scheme funding is £2.67m.

Manston to Haine Link

Scheme Description

The Manston to Haine Road Link is a strategic highway infrastructure project in Thanet, intended to support local development growth and improve transport connectivity. The scheme is a core component of the Thanet Transport Strategy, aligning with the Thanet Local Plan.

The scheme comprises of a combination of a new highway link road and upgrades/widening of existing routes, potentially including a new roundabout junction at Spitfire Way/Manston Road.

Scheme Objectives

The scheme aims to:

- Support major housing and employment growth in Thanet, including developments like EuroKent, Manston Business Park, Westwood and Manston Airport
- Improve traffic flow and reduce congestion, particularly along the A28 and surrounding routes
- Reduce rat running on narrow minor roads and provide enhanced access to the Westwood Cross retail zone.
- Provide better resilience in the Thanet road network and provide walking and cycling opportunities.

Time Frames and Latest Updates

The scheme is currently at the preliminary design stage with a preferred route option still to be identified. Future feedback from stakeholders including land availability, utility constraints and further cost appraisals may dictate next steps and shape the project proposals.

A planning consent will be required and this will be progressed as/when funding becomes available.



Coming to Market Likelihood: 50%

Approximate construction value: £15-20m

Delivery is contingent on progression of strategic development in Thanet. Whilst there is currently confidence that the scheme will progress, the delivery timeline is currently uncertain. The scheme could possibly be phased, with improvements being delivered as scheme funding is made available.

Funding Streams

This scheme is likely to be solely delivered using S106 developer contributions, however a future funding bid cannot be ruled out.

BSIP Bus Priority Schemes

Scheme Description

Following the success of previous BSIP projects which were identified and delivered in rounds 1 and 2, further funding has been allocated in 2026/27 to deliver bus priority improvements. KCC are therefore reviewing the bus priority schemes previously investigated to identify potential schemes along nine corridors across Kent.

Scheme Objectives

The project aims to improve bus journey times and passenger accessibility along the key corridors and areas within Gravesham, Tunbridge Wells and Canterbury.

Time Frames and Latest Updates

The project has been identified as part of the Bus Service Improvement Plan (BSIP) package which outlines potential routes across the Gravesham, Tunbridge Wells and Canterbury area that could be bought forward. The routes are currently within the early stages of feasibility and concept design with Aecom being commissioned as designers to consider and review potential schemes before any are progressed and presented to the DfT.

The timescales associated to the current grant funding agreement stipulates that any improvement must be delivered by March 2027.



Coming to Market Likelihood: 100%

Approximate construction value: £1-2m

Due to the size and value of these improvements, the likely procurement route will be via our Highways Term Maintenance Contract.

Funding Streams

Scheme development to date has been funded through Fastrack with further funding likely to be achieved from BSIP for the construction phase.

A206 Fastrack Improvement

Scheme Description

The A206 Fastrack Improvement scheme proposes to improve bus journey times along the A206 Crossways Boulevard corridor by introducing a new full length bus lane between the Galleon Road roundabout and the A282 Kent Fastway.

The improvements will look to ease congestion for the Fastrack service during peak times, where typically the corridor becomes congested because of emerging traffic from the A282 J1A.

KCC have a signed 15-year contract with Go-Ahead to operate Fastrack buses on the Kent Thameside network, which will ensure the service can continue to provide a reliable connection for people in north Kent, connecting communities and helping to promote public transport as a more sustainable form of travel.

Time Frames and Latest Updates

The initial outline design phase is complete, with the preferred scheme option set to progress through to detailed design from Autumn 2025.

Coming to Market Likelihood: 75%

Approximate construction value: £1-2m

The anticipated construction start date and preferred procurement route are still to be determined as further design work is undertaken.

Funding Streams

The current cost for this scheme is estimated at £2m. This figure is indicative and could be subject to change throughout the detailed design process.



Badsell Road, Paddock Wood

Scheme Description

The improvement of the B2017 Badsell Road / B2160 Maidstone Road junction will provide increased capacity and improve accessibility to help mitigate the impact of housing developments in Paddock Wood.

The scheme includes the widening of Badsell Road, new junction signals with improved pedestrian facilities, widening of existing footways and provision of a new shared route on the south side of Badsell Road. New drainage basins and an attenuation tank will help to mitigate the existing flood risk.

Scheme Objectives

The scheme aims to:

- Mitigate the traffic impacts of Local Plan development sites by increasing capacity at the junction
- Improve the flood risk to private properties and reduce the risk of the highway flooding
- Provide improved crossing facilities at the junction to make it safer for students accessing Mascalls Academy
- Enhance active travel by improving existing walking and cycling facilities and provide new links to the new housing development

Time Frames and Latest Updates

The design is currently being finalised and further approvals are required from the Environment Agency and Natural England. As the site lies in a flood area it is hoped that the scheme could commence in Spring/Summer 2026 as construction in this period is preferred.



Coming to Market Likelihood: 100%

Approximate construction value: £3-4m

Funding for the scheme has already been secured, and once timescales of the various approvals are known, a decision on the procurement route will be made. Consideration is currently being given to procuring via our Highways Term Maintenance Contract or advertising via the Kent Business Portal. A decision on the preferred route is expected towards the end of 2025.

Funding Streams

The scheme will be funded by S106 developer contributions.

