

Other M2 junctions

7.7 Swale BC supports KCC's proposal for a study to look at what improvements are needed at junction 7 of the M2 to cater for potential future developments in Swale and further east, and will cooperate in any such study. There is significant and growing congestion at junction 7. While the signalisation scheme has helped, there may be scope for short term measures by remarking lanes. However this junction will probably need improving further, especially with any extra traffic from the proposed Lower Thames Crossing.

7.8 One of the features underlying many of the problems identified in section 3 above is the lack of resilience in the main road network in Swale. One means of improving resilience would be to add one or two junctions to the M2 between junctions 5 and 6 linking to the A2. This would relieve some of the pressure on junction 5 by providing an alternative access to Sittingbourne from the east and Faversham from the west. It would significantly improve access to the Kent Science Park. Furthermore, it would work very effectively with the Sittingbourne Northern Relief Road if that were linked to the A2. It would reduce the problem of drawing more traffic to the A2 through AQMAs. Similarly a link from the M2 to the A2 at the western end of Faversham linking to the Western Link

(No mention here of a possible bypass at Faversham, which would have a similar effect as a direct link to the the M2 to the west of Faversham?)