

# Kent Route - Investment Programme

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Fiona Taylor  
Route Director  
Kent

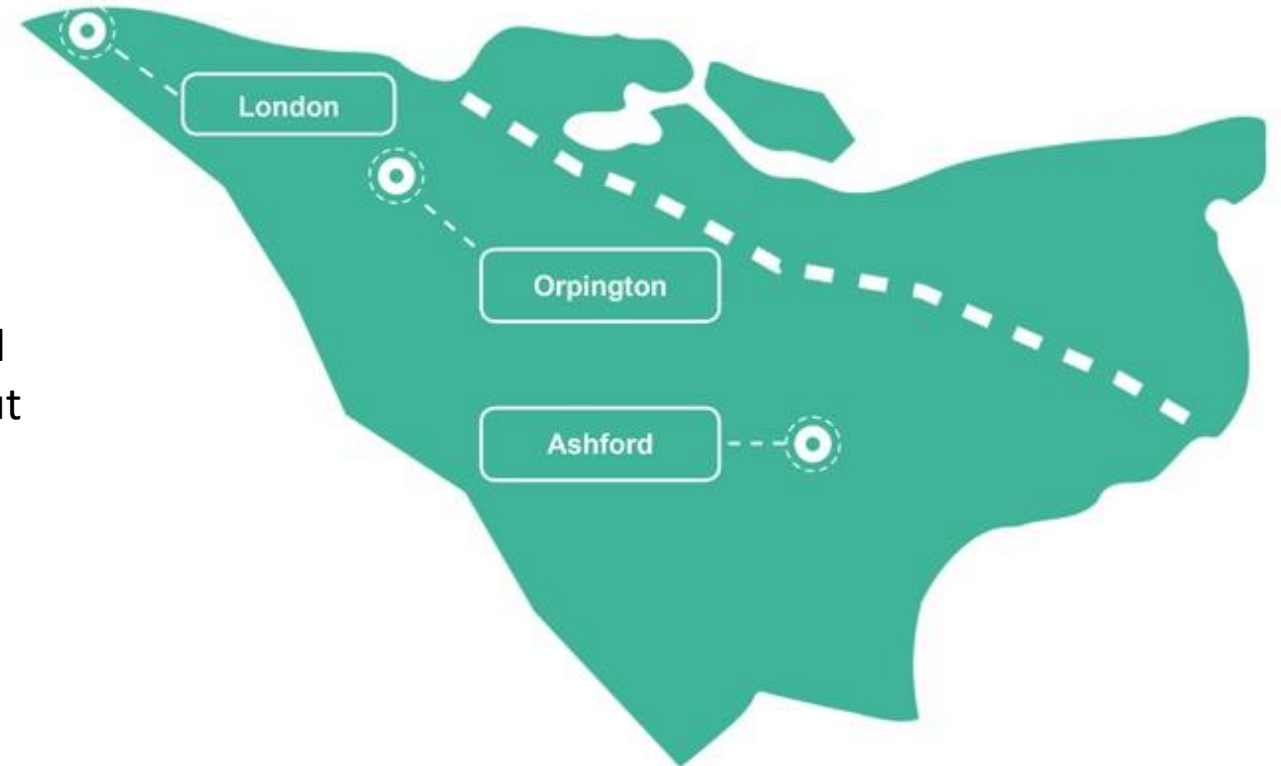
A decorative graphic on the right side of the slide, identical to the one on the left, consisting of a series of vertical blue bars of varying heights connected by horizontal lines, resembling a stylized railway track.

Paul Harwood  
Director of Investment  
Southern Region

# Southern region: Kent route

Kent is one of the busiest and most congested routes in the country:

- carrying over 2,000 trains and 675,000 passengers every weekday
- is vital to the region, serving many markets and communities, including commuters into and out of London, linking major towns and cities.
- serves Channel routes to Europe, transporting high volumes of freight and high numbers of leisure travellers.



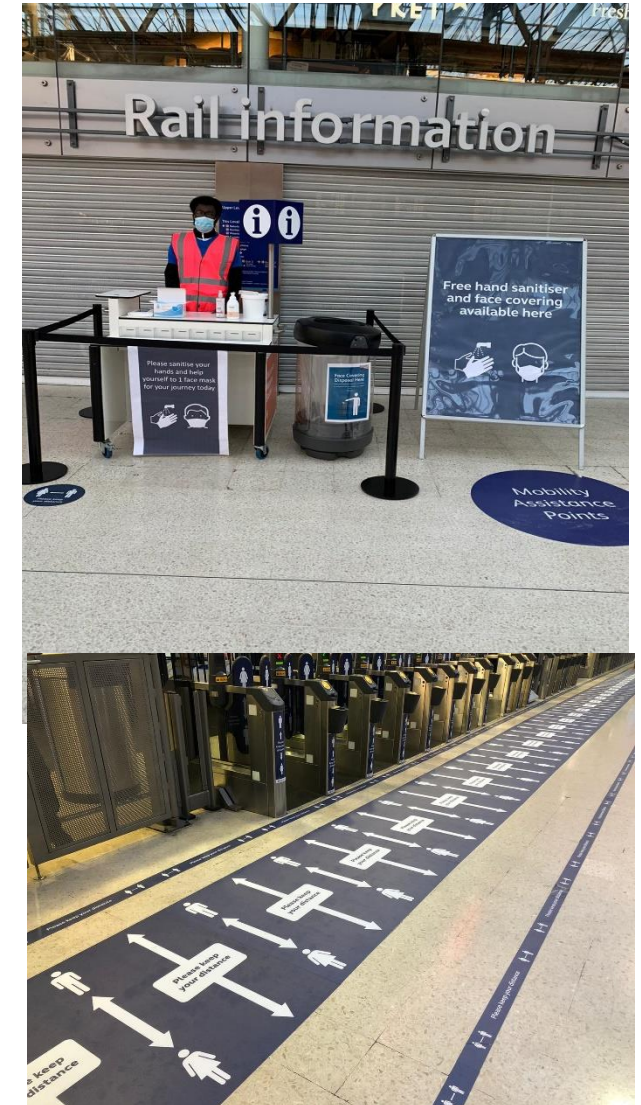
# Our response to COVID-19

## Network Rail's strategic priorities during this time were:

- To keep our people and their families safe
- To deliver a railway that meets the needs of our passengers, freight and stakeholders

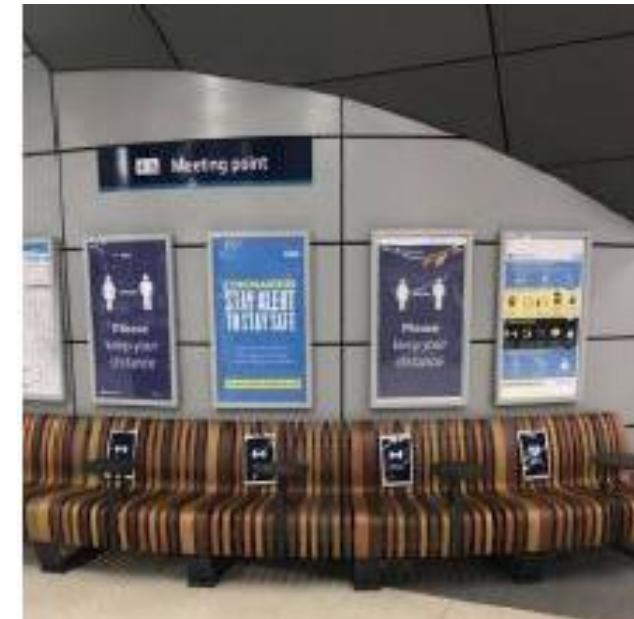
## Key response areas:

- We have been following Government and Public Health England advice.
- Promoting messaging around essential journeys, social distancing, travelling outside the peak and the mandatory wearing of face coverings
- Preparing for the increase in passenger numbers as lockdown eases.
- Essential maintenance and improvement work on the network continued while adhering to social distancing measures.



# Social Distancing in Managed Stations

- Mobility and passenger assistance is still available in stations
- Working with operators to implement queuing systems, allowing passengers to move in and around stations in a controlled way.
- Our advice is still that passengers should only travel if essential, if they cannot work from home and where train services are their only option.
- Hand sanitisers installed at all of our managed stations.
- Less seating available to create more space and to encourage social distancing.



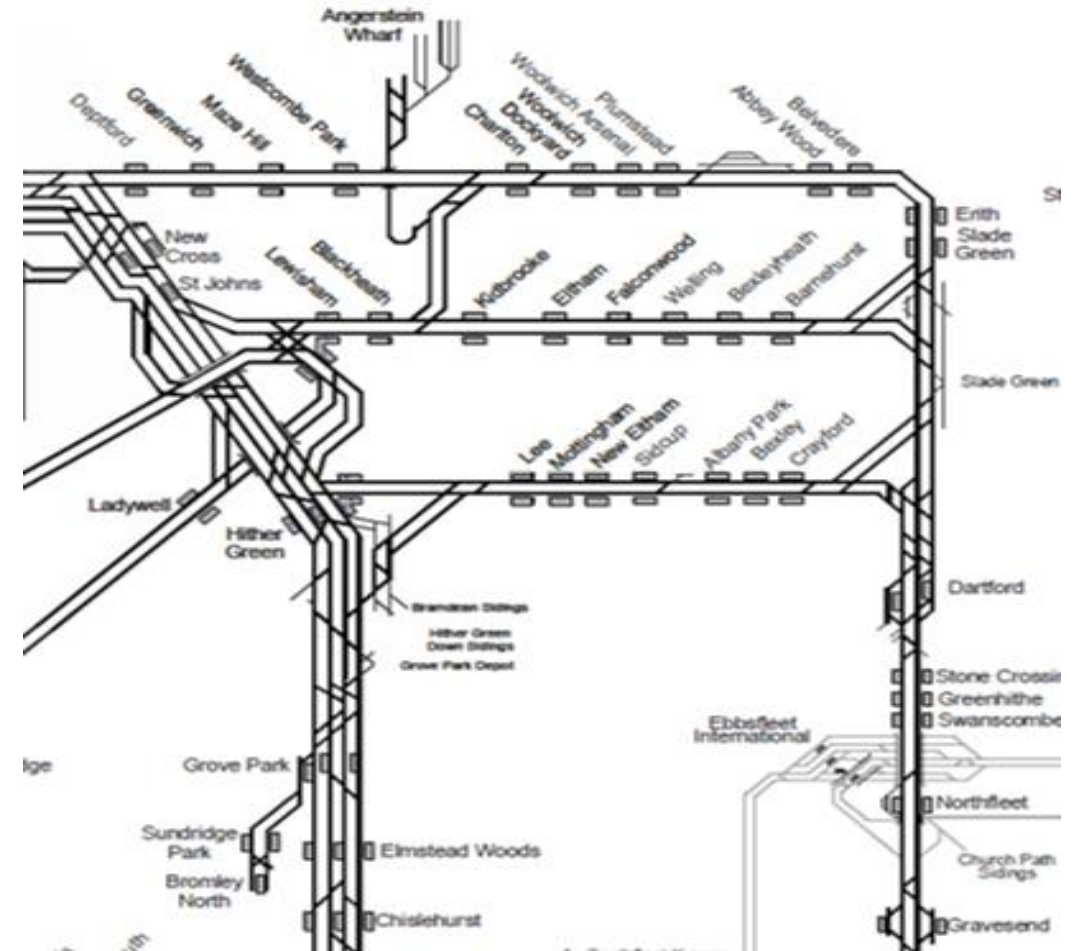
# Bexleyheath Line improvements

- The Bexleyheath line had 4 landslips in the last decade. We have invested £6.6m to rectify the situation.
- Over a seven day line closure in February 2020, we removed 2,500 tonnes of mud and trees, reducing the gradient of the slopes. We built retaining walls, using steel beams, to prevent any future slips from impacting the railway.



# Hither Green re-signalling

- Upgrade of the signalling system on the lines from Hither Green to Mottingham, Grove Park and Bromley North. The switches and crossings at Hither Green Junction also replaced with new equipment (£81m)
- Project was completed in July 2020, reducing delays caused by signalling faults and points failures. This was in addition to the £55m scheme delivered in April 2019 in the Angerstein Wharf area.
- Combined with £300,000 of resilience works to tackle recent problems in Lewisham, this has vastly improved the reliability of the service in this area.
- This vital work will improve passenger services, not just for those travelling in from London Boroughs and inner London, but also passengers using Kent coastal services which are directly impacted by this work.



# Kent Pilot Project

- The Kent Pilot Project is about improving our approach to managing trees and other vegetation alongside the railway and forms part of our wider region strategy, Sustainable Southern.
- Estimated project spend to next April is £4M.
- Opportunity to transform how we undertake and communicate our biodiversity and sustainability work.
- Improve our understanding of delivery costs for different types of habitat.
- Provide data and lessons learned for other routes adopting similar approach.



# Crime, Trespass and Graffiti

## Crime and Trespass

We are working in partnership with Southeastern, our land sheriffs and local station teams to prevent crime and trespass on the railway.

We've seen a positive reduction across all categories of crime versus this time last year.

## Graffiti

Over the past 7 months, during the coronavirus pandemic, we invested in cleaning up the railway of graffiti.

In response to complaints from our lineside neighbours, we committed to clean up hotspot areas. This was a change of policy from 2019, when only offensive graffiti would be cleared.





# Kent and South East London Railway Upgrade

## What are we doing?

- Investing £250m each year to sustain the current infrastructure. This includes investment in track and c90 point ends each year, which lessens maintenance requirements, allowing our workforce to focus on maintaining the remaining track, improving reliability for passengers.
- We plan to spend c£170m over the control period replacing signalling in key areas near London, including the recently completed Hither Green scheme and Victoria, this will introduce modern systems and reduce failure rates.
- We are also investing in works to fix a total of 35 miles of earthworks at some 500 locations to provide greater weather resilience.

## Key future schemes include:

- Further improvements in Lewisham area over Christmas 2020
- Station schemes
- A number of accessibility schemes

# Kent route renewals

## Kent Route Key Renewals

Widespread asset interventions are not shown

1. Hither Green Resignalling
2. Victoria Phase 5 Resignalling
3. East Kent Phase 3 Relock Recontrol
4. Ashford DECC Upgrade
5. Grain Level Crossing
6. Chartham Level Crossing
7. Crowhurst Bridge Level Crossing
8. St Stephens Level Crossing
9. Wye Level Crossing
10. Wybourne Level Crossing
11. Sandwich Level Crossing
12. Slade Green Depot
13. Ovington Station
14. Dover Priory Station
15. Lewisham Station
16. Voltaire Road Junction
17. Grove Park
18. Tonbridge East Junction
19. Lewisham Junction
20. Dartford S&C
21. Slade Green Junction
22. Courthill South
23. North Kent East Junction
24. Ashford
25. Dollands Moor Transformer
26. Godington & Potters Corner repairs
27. Chislehurst / Chislehurst HV Cable Renewal
28. Kearsney to Gutton HV Cable Replacement
29. Lenham to Charing HV Cable Replacement
30. Abbotscliff to Dover HV Cable Replacement
31. Folhill to Sevenoaks HV Cable Replacement
32. Southwark Combined NSCD & DC Switchgear Installation
33. Ramsgate Depot and Sidings Electrical Safety
34. Grove Park Depot and Sidings Electrical Safety
35. Abbotscliff Tunnel
36. Harley Shute Down & West St Leonards Cutting
37. Barnehurst Cuttings
38. Wadhurst
39. River Thames/Cannon Street
40. Charing Cross Floor under Platform
41. Folkestone Warren Coastal defence works/works to apron
42. Hythe Road Underbridge
43. Borough Market No 458 & Viaduct
44. River Scour, Riverside Underbridge
45. Cheriton Road
46. Preston Farm
47. Cannon Street Combined NSCD & DC Switchgear Installation
48. Catford Bridge
49. Tunbridge Well Overbridge
50. Railway Approach (N) Underbridge & Southern Widening
51. Steedman and Hampton Road Underbridges



# Earthworks – building a resilient railway

Maintaining earthworks on the railway will always be a challenge, however, we have a sustained plan in place to ensure we manage and provide interventions when needed.

After one of the wettest winters on record, we are providing solutions at 15 sites to ensure the railway in those locations is robust in the years to come.

Cuxton Landslip – December 2019



Tonbridge – Reigate Landslip – December 2019



# Station Schemes

In preparation for the Open Golf Championship, which will now take place in July 2021, we worked with Southeastern and Kent County Council to make improvements to Sandwich station.



At Maidstone East, a station scheme is underway and is expected to complete by Summer 2021, funded in partnership with Kent County Council.



# Access For All (AFA) schemes

- Launched as a £390m programme in 2006, extended in 2014 with a further £163m.
- Created to deliver an “accessible route” in each of the identified stations from the station entrance to each platform and between platforms.
- More than 150 stations have been completed to date nationwide, with around 68 further projects at various stages of construction or development.

## Kent Route Updates

- **Canterbury East** – work starting onsite in October and to be completed by July 2021 (CGI to the right).
- **Chatham** – due to start onsite in May 2021, subject to planning.



# Kent Rail Strategy

We welcome KCC's Kent Rail Strategy 2021 and their vision for a rail network that supports business development, employment, education and leisure.



Enhanced journey times between London and Thanet

- DfT recently approved the final business case for second phase of line speed enhancements

Kent & East Sussex Connectivity

- Working with KCC and ESCC on the business case to define further rail improvements
- Act as a catalyst for economic activity and support where need for housing

North & East Kent Strategic Study

- Working with Local Councils and stakeholders on aspirations for local services
- Designing the network with future external changes in mind



**Thank you**

**We look forward to welcoming your  
questions at the end**