

# Kent & East Sussex Coastal Connectivity Programme

**Paul Harwood,  
Director of Investment**

11 December 2020



# Southern Region



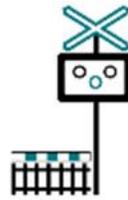
**712m**  
passenger journeys across  
the region each year



**544**  
stations across  
the region



**3,300**  
miles of track through  
the region



**895**  
level crossings



**5,800**  
employees

# Southern Sustainability Plan 2020-24



## Being brilliant at the basics

*We will create a culture that values sustainability at every level through improved training, engagement, leadership, and reporting.*



## Minimising waste and improving our circular economy

*We will reduce the amount we buy, reuse what we already have, and recycle as much as we can*



## Reducing energy and carbon and improving air quality

*We will improve air quality, reduce energy consumption, and reduce our operational and embodied carbon emissions*



## Protecting and enhancing biodiversity

*We will protect and enhance the wildlife and nature on our railway, leaving it in a better state for tomorrow than we found it today*



## Managing infrastructure that is resilient to climate change

*We will build, operate and maintain a railway better able to withstand the impact of future climate conditions*



## Creating social value

*We will continue to invest in our communities, deliver value for our neighbours, people and passengers, and leave a positive legacy*

# Kent & East Sussex Coastal Connectivity Update

Andrew Wood

Lead Development Manager  
Southern Region



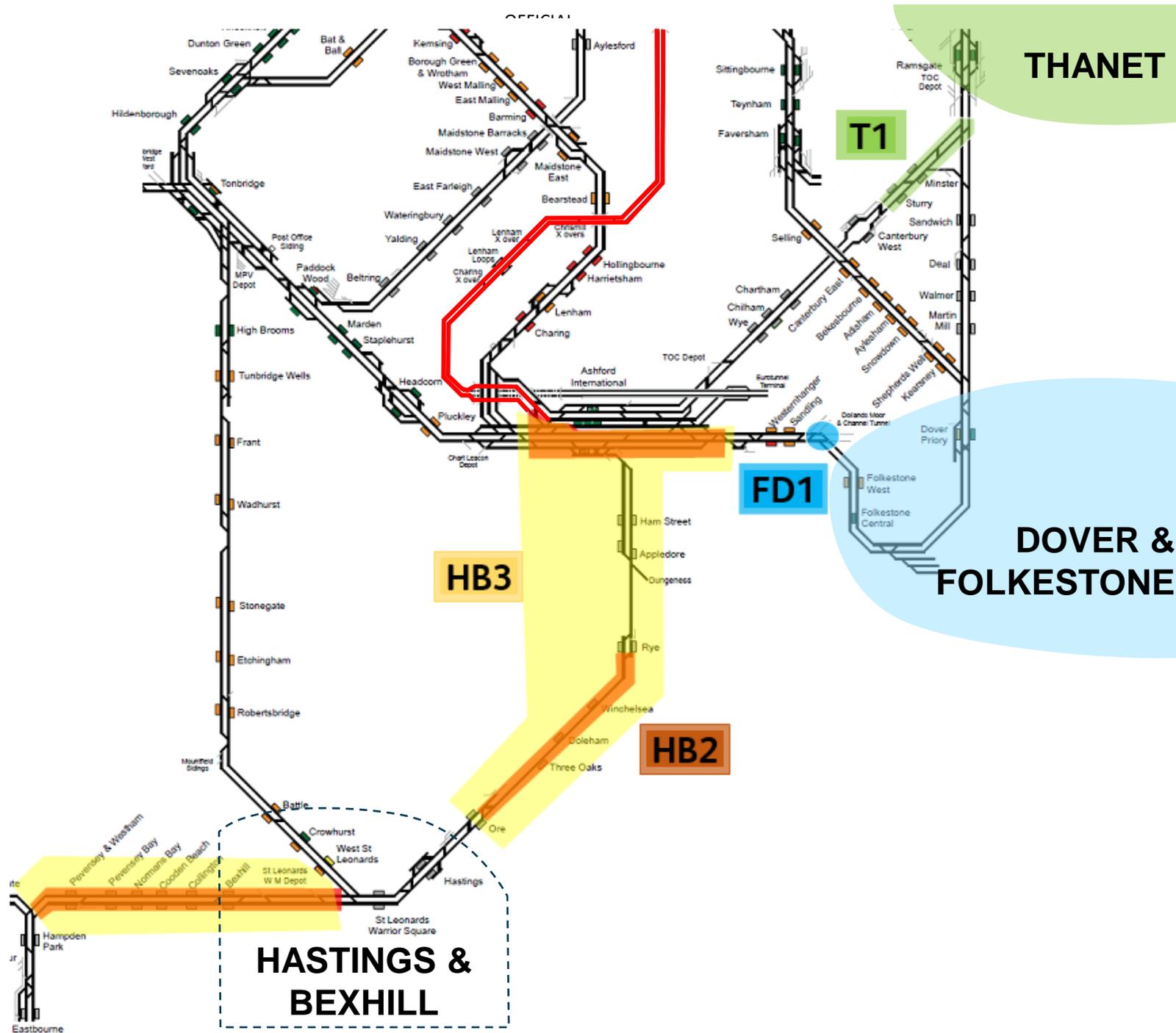
# Background

- Today it's not possible to run a direct rail service between Hastings and Bexhill to London via HS1 – it needs a new track connection at Ashford
- Previous work was undertaken to consider a connection west of Ashford between to enable a through service to the Marshlink
- Connection is possible, but complex & risky = expensive (c.£40m).
- Benefits not realised – class 395 Javelin's would not be able to use this link
- Unable to deliver as part of a track renewal completed in Christmas 2019
- A better option involves a new platform at Ashford on the freight through lines to create this link
- Government decided to widen its approach and consider other coastal communities too
- Tasked to consider how rail can help 'level-up' these communities in Kent & East Sussex
- Therefore research expanded to include not only Hastings & Bexhill, but also Folkestone, Dover & Thanet. Final option or mixed options chosen by Government will be progressed.

# Remit

- Department for Transport and East Sussex County Council fund £101k pre-GRIP Study
- Objective: to define rail improvements that can act as a catalyst for economic activity & housebuilding in the chosen areas
- 4 Options:
  - **Dover/Folkestone** = additional peak service using new connection at Dollands Moor between HS1 & classic railway **FD1**
  - **Thanet** = upgrade to infrastructure east of Canterbury West to support additional peak services **T1**
  - **Hastings & Bexhill** =
    1. Connection at Ashford & upgraded Marshlink line between Rye and Ore to enable new, faster service to/from HS1. Also upgrade between Bexhill and Eastbourne to further reduce journey times **HB2** 86 > 76 mins
    2. Option to minimise journey times, by electrifying and maximising line speed on Marshlink **HB3** 86 > 66 mins
- Business case will identify which option, or mix of options makes best use of extra capacity on HS1

# Scope



# Timelines

- January 2021 - Concepts and order of magnitude costing complete
- February 2021 - NR Stakeholder engagement consultation starts
- March/April 2021 - SOBC and Funding Request for next 'Development' stage submitted to DfT
  - Support from local authorities & MP's required.
- From May 2021 onwards - Decision from DfT on preferred option(s) and way forward (subject to implications of Comprehensive Spending Review)
- Subject to DfT & HM Treasury approval, formal development can then start

# Latest progress

- Thanet (T1) option concept complete, now being costed
- Folkestone Dover (FD1) option, HS1 GRIP 2 proposal and cost validated
- Hastings & Bexhill (HB2) conceptual work underway
  - Re-doubling between Ore and Three Oaks; Rye to Winchelsea, with line speed increased from 40 to 60mph to eliminate obstacle of long single line section
    - Potential issues with Ore Tunnel
  - Line speed increased between Bexhill and Hampden Park from 70 to 90mph
    - Limited opportunity for 90mph running. Possibly 1 min saving for fast trains
    - Footpath and road level crossing / diversions / upgrades implications

HB3 also includes:

- ✓ Line speed increased between Ashford and Rye from 60 to up to 90mph
  - Footpath and road level crossing / diversions / upgrades implications
- ✓ Changes to track layout at Appledore
- ✓ Third Rail Electrification between Ashford and Ore
  - Subject to ORR approval

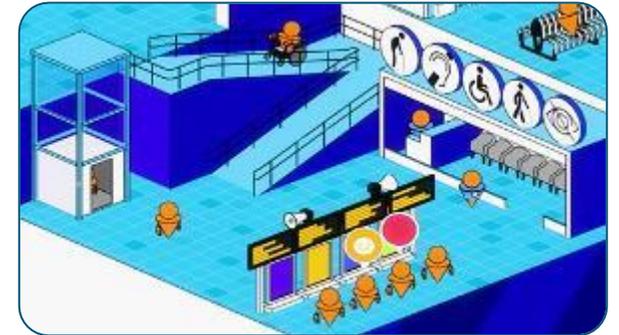


# Opportunities and Third Party Investment

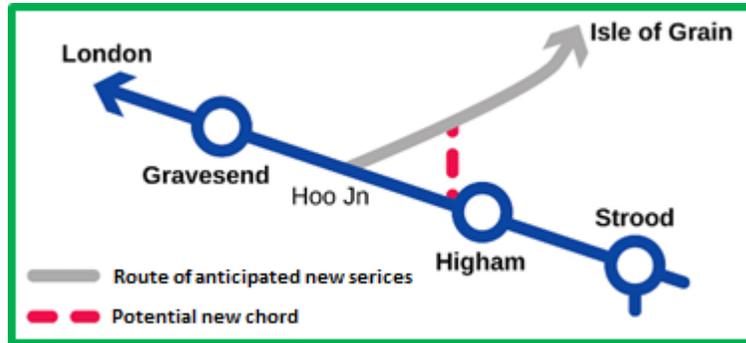


# Benefits of third party rail investment

- Support, promote or act as a **catalyst for growth** of local, regional and national economies
- Allow communities to be **better connected** and **more accessible**, including journey times
- **Passenger first** rail infrastructure improvements (customer service, security, safety, reliability, Access)
- Bring greater **innovation** to the railway through allowing new ideas from the external markets
- To support **housing growth** targets and increase value of units for property developments
- Integration of the railway in local plans / master plans to better fit with wider strategy. Allow stations to act as key hubs / be **focal points of the community**
- Exploring options for **return on investment**
- Opportunities to allow utilities and non railway infrastructure to be routed more easily and at lesser cost i.e. laying fibre optic cabling to connect communities to high speed broadband

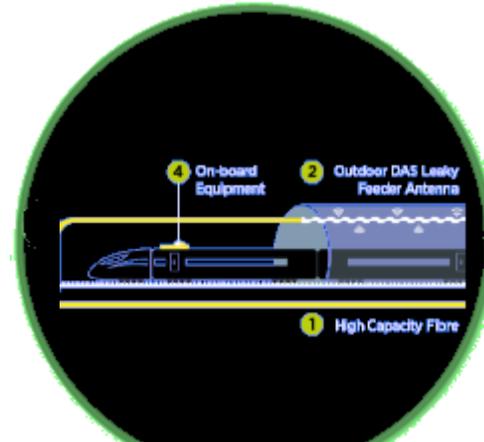


# Examples of Third Party funded rail investment: Kent & Sussex



**New Journeys**

**Housing Infrastructure Fund – passenger train service and new station onto Isle of Grain – catalyst for growth investment method**



**BML Mobile Connectivity**

**Huge benefits for passengers and local communities (diversifying the railway)**



**Gatwick Station**

**Strategically critical station upgrade in a partnership approach**



**Social Responsibility**

**Corporate Social Responsibility**

- Illuminated River artistic lights - driving London night economy gains
- New rail Concierge App linking SMEs in our communities & rail users
- Modular housing sites on our land – social & homelessness
- This is a key part of Network Rail' business model



**Transport Orientated Development**

Many proposals progressing for over station & adjacent site development, together with privately funded upgrades for train stations & infrastructure (often requires Council support by invoking S106 or CIL) – can bring forward better infrastructure for our passengers, residents & businesses over 10 years earlier than otherwise

# Future investment opportunities in Sussex & Kent

## Stations

- Investment opportunities of various scales including;
  - Enhancing station facilities, step free access
  - Property development with integrated station
  - Over Site / over station Development
  - Transport interchange with other modes (modal shift options)

## Rail Infrastructure

- Connectivity – new connections, lines of route, upgrades to facilitate different rolling stock
- Journey Time – level crossing closures, track solutions
- Digital railway – options to advance roll-out in the South East
- Resilience – investments that improve the railways performance and resilience

## Land and property

- Housing and modular housing opportunities
- Joint ventures for commercial and property
- Joining land parcels to achieve larger opportunities

## New types of business

- High fibre cable running on railway corridor (Telecoms)



Allowing third parties to deliver railway projects  
(potential to save cost and time)



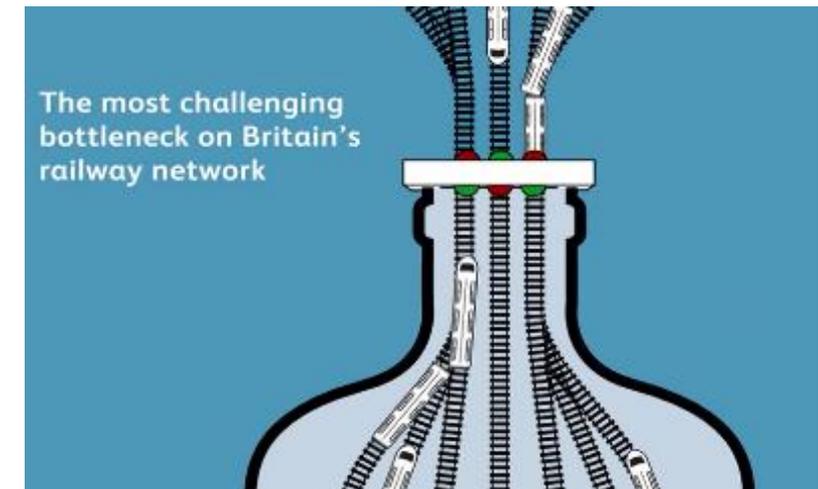
## Major opportunities created from railway projects

- Railway project in development for major transformation including new railway flyovers, dive-unders and a new East Croydon Station
- At Victoria station, we are bringing together partners to investigate options to create a world class transport interchange, resolving existing operational issues and provide for future passenger growth driven by increased train service frequency and demand. Similar to what was achieved at King's Cross
- Once in a generation opportunity for local authorities and the private markets to maximise the development and value captured for the local area, socially, economically and as part of wider transport strategy. An obvious example at Victoria would be development that brings significant commercial growth / jobs to the area.
- Croydon and Victoria present just two of many opportunities for planned or needed railway projects across Kent and Sussex to be expanded / an opportunity for interested parties to invest to create a more transformational change.

### Example: Created a world class transport interchange at King's Cross Station



### Example: East Croydon Station – Brighton Main Line Upgrade



# Thank You

## Contact

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