



Kent & East Sussex Coastal Connectivity Programme



Strategic Outline Business Case

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What is Kent & East Sussex Coastal Connectivity ?

- Programme to consider how improved rail services can help support coastal towns in Kent & East Sussex
- Considers options to improve service to Thanet; Folkestone & Dover; and Hastings, Bexhill & Eastbourne
- Delivered through more & longer trains using High Speed One
- Reduced journey times where possible between London, Stratford and those coastal towns
- Possible for some mixing of options
- Thanet, Hastings & Bexhill options increase capacity at Ashford International onto HS1
- Early feasibility work funded by Department for Transport, Kent & East Sussex County Councils (£101,000)
- Output to produce a 'Strategic Outline Business Case' – to make the case for further development

A vertical graphic on the left side of the slide representing a railway track, with alternating dark blue and light blue rectangular segments.

Option T1: Thanet

- Upgrade of railway between Ashford and Ramsgate to allow more trains to run, more reliably
- Builds on Kent County Council work to reduce journey times and open Thanet Parkway Station
- Unable to reduce journey times further due to existing track curvature
- Upgrade signalling and power supply to permit more trains to run
- Upgrade of some crossings, some foot crossing bridging or closure with diversions
- Requires new platform 2a in Ashford International (which also helps decongest the station)

OUTCOMES:

- Additional train in each of the four peak hours from Margate to St Pancras via Ashford (same in evening). Additional capacity for Ashford (4 > 5 trains per hour)
- Off peak 2 trains per hour all day Margate – Ramsgate – Canterbury West - Ashford

Option FD1: Folkestone & Dover

- New connection between 'classic' railway and HS1 east of Dollands Moor
- Permits trains from Sandwich, Deal, Dover to run fast from Folkestone West to London, avoiding the call at Ashford
- Option proposed and developed by HS1 with Atkins
- Does not require new platform at Ashford International

OUTCOMES:

- 6-7 minute journey time saving for Sandwich, Deal, Folkestone & Dover train in peak hours only
- Additional train in each of the three peak hours from Dover via Ashford (same in evening)
- Capacity at Ashford unchanged
- Off peak Dover train lengthened to 12-cars

Option HB2: Hastings, Bexhill & Eastbourne (partial)

- New platform 2a in Ashford International in doing so providing connection between HS1 and Marshlink for first time
- Upgrade between Rye and Ore (single line) to permit more trains to run, faster
- Upgrade between Bexhill and Hampden Park to reduce journey times
- Uses 120m diesel bi-mode trains (potential for battery powered trains)

OUTCOMES:

- New hourly service from Eastbourne, Bexhill, Hastings to London St Pancras throughout day
- Dedicated train in the peak, joins Dover train in the off-peak
- 19 minute journey time saving for Hastings direct train to London (7 minutes in off-peak)
- 35 minute journey time saving for Bexhill direct train to London
- Additional capacity for Ashford (4 > 5 trains per hour)

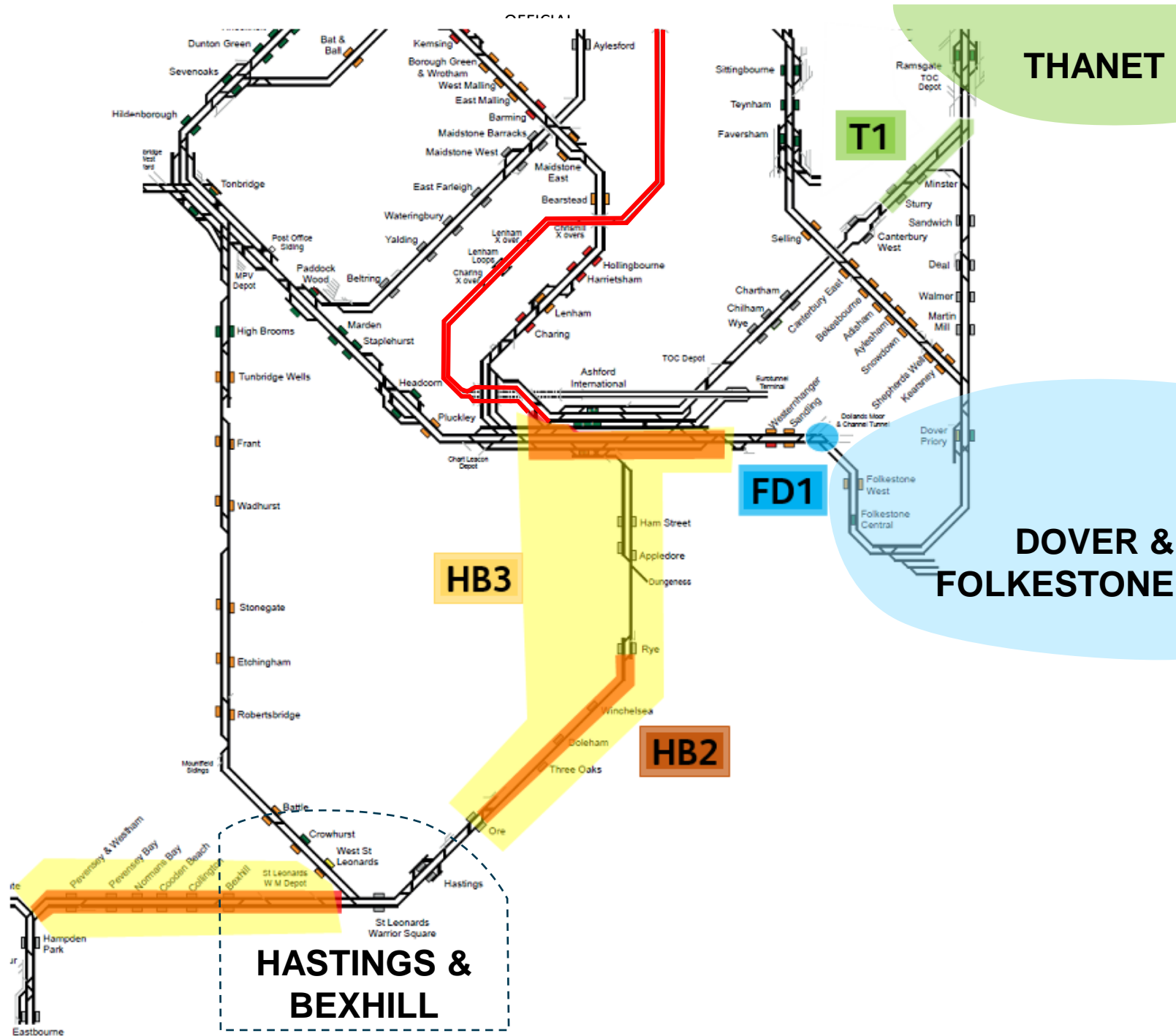
Option HB3: Hastings, Bexhill & Eastbourne (full)

- New platform 2a in Ashford International providing connection between HS1 and Marshlink
- Upgrade between Ashford and Rye, Rye and Ore (single line) to permit more, faster trains
- A259 diverted, upgrade of some crossings, some foot crossings closed & diverted
- Upgrade between Bexhill and Hampden Park to reduce journey times
- Third Rail Electrification of Marshlink (so 120m electric trains)

OUTCOMES:

- New hourly service from Eastbourne, Bexhill, Hastings to London St Pancras throughout day
- Dedicated train in the peak, joins Dover train in the off-peak
- 29 minute journey time saving for Hastings direct train to London (17 minutes in off-peak)
- 45 minute journey time saving for Bexhill direct train to London
- Additional capacity for Ashford (4 > 5 trains per hour)

Scope



Note

- Each option requires additional trains
- Could be combined with wider upgrade to HS1 services
- All options assume the HS1 rounder service via Deal would be truncated to Ramsgate & Dover in the off-peak due to limitations of the proposed new rolling stock. However given negative impacts on the business case, we would want to look at retaining the rounder in the next stage of development
- All options could be delivered, but extra trains limited to one in each peak hour (there's only one free slot left each peak hour, assuming Eurostar recovers)

Mixing options

| | Thanet (T1) | Folkestone & Dover (FD1) | Hastings, Bexhill & Eastbourne (HB2 partial) | Hastings, Bexhill & Eastbourne (HB3 full) |
|--|---|----------------------------------|--|---|
| Thanet (T1) | | Possible with half length trains | Possible in peak (Thanet half length train) | Possible in peak (Thanet half length train) |
| Folkestone & Dover (FD1) | Possible with half length trains | | Yes | Yes |
| Hastings, Bexhill & Eastbourne (HB2 partial) | Possible in peak (Thanet half length train) | Yes | | |
| Hastings, Bexhill & Eastbourne (HB3 full) | Possible in peak (Thanet half length train) | Yes | | |

Costs, Business Case & Durations

| Option | Thanet (T1) | Folkestone & Dover (FD1) | Hastings, Bexhill Eastbourne (HB2) | Hastings, Bexhill Eastbourne (HB3) | Ashford New Platform 2a only |
|-----------------------------------|---|---|--|---|---|
| Cost Range | £157m - £195m | £40m - £60m | £153m - £198m | £434m - £557m electrification: £173m-£215m | £57m - £71m |
| BCR | 1.87 2.01 with wider economic benefits Medium VfM | 2.86 3.11 with wider economic benefits High VfM | 1.31 1.45 with wider economic benefits Low VfM | 1.42 1.55 with wider economic benefits Low/Medium VfM | 2.57 2.57 with wider economic benefits High VfM |
| Strategic Case | Medium Connectivity improvement. | Limited Journey time saving. | Medium Journey time saving, connectivity improvement. | Strong Transformational change, decarbonisation. | Limited Punctuality & capacity benefits, but enables link to Marshlink |
| Duration to Deliver | 6 Years | 4 Years | 5 Years | 6 Years | 4 Years |
| Level of Disruption to Passengers | Medium Assume delivered with East Kent Resignalling scheme | Limited Could be delivered by HS1 | High (Ore tunnel closed for 6 months) | High (Ore tunnel closed for 6 months, Marshlink for 3 months) | Limited (closure of Ashford at Christmas / Easter, with impact in months around) |

Next Steps

- Present final Strategic Outline Business Case to Department for Transport, Kent & East Sussex County Councils, following incorporation of comments
- Kent County Council have made a bid for £25m to the government's Levelling Up Fund to deliver option FD1 (Dollands Moor connection)
- Await DfT direction on what option(s) to progress development of, if any
- Developing Ashford platform 2a would be the natural next step
- There is a distinct opportunity for private investment from High Speed 1
- Porterbrook examining battery power possibilities, however funding likely to be needed

NOTE:

- DfT advise funding is under pressure, due to other priorities nationally
- Programme not currently on national priority list

Thank You !

