

Kent Route Study - our proposals of the future of the railway in Kent and south east London

The railway in Kent plays a vital role in the county's economy, providing links between people and jobs, businesses and markets, and facilitating essential freight flows which support the construction sector in London and the South East.

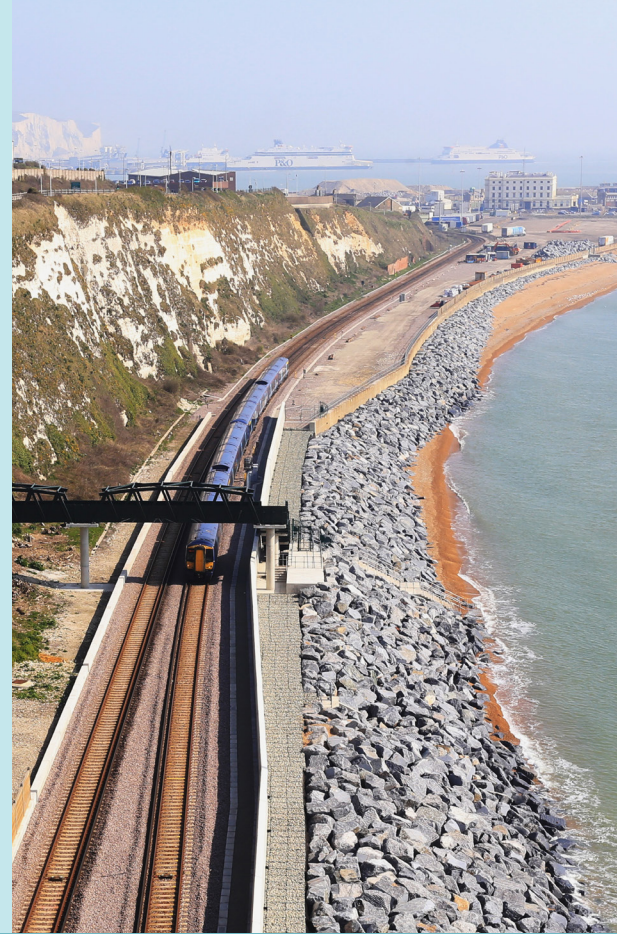
Each weekday the railway in Kent carries almost 70,000 people into central London between 8 and 9am, with thousands more using key interchange stations such as Ashford International and Lewisham.

Over the next 30 years even more people are expected to travel by train and more freight is forecast to come off the road and onto the railway. To help meet this demand, we've published our Kent Route Study, setting out our strategic vision for the railway in this region over the next 30 years.

The study sets out proposals for investment in the railway for both the medium and long term. These options, summarised below, will support the lengthening of train services within the suburban network, improve connectivity within Kent and further support the growth of freight services in the region.

Priorities by 2024:

- Extending London Bridge metro services to 12-car to make use of recent platform extensions (additional rolling stock and depots/stabling will be required)
- Extending all London Victoria metro services to 8-car at the busiest times
- Electrification upgrades to support longer high speed services in east Kent



Supporting housing growth

We work with local authorities to support housebuilding and unlock land for development through new or improved transport infrastructure. We're currently looking at a new station at Thanet Parkway and also a new station to serve the proposed garden town of Otterpool, near Folkestone.

Options to improve connectivity

- Improved connections at Ebbsfleet
 - A new link between Ebbsfleet and London Victoria, running through south east London. Third party funding would be required to develop this further.
- Extending High Speed services to Hastings
 - Improved line speeds would reduce journey times to Hastings and Bexhill (subject to procurement of new high speed rolling stock).
 - DfT and East Sussex County Council are jointly funding development work on track remodelling at Ashford to allow High Speed services to access platform 2, which serves the Marshlink line



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Options for freight

- New connection to Angerstein Wharf, a busy freight terminal on the edge of London, would improve access for freight:
 - Big benefits if freight lorries can be taken off the road, but third party funding required
- Three-track section between Peckham Rye and Nunhead to allow faster trains to pass slower ones or freight trains awaiting pathway

Priorities by 2044:

- Where train lengthening has been exhausted, there are no simple options:
 - Review allocation of capacity between metro areas and emerging growth on new services
 - London Charing Cross and Cannon Street are at maximum capacity for number of trains
 - Potential for additional capacity at London Victoria, in conjunction with masterplan development, but constrained approaches to the station
- High density rolling stock on metro routes would be logical
- Requirement to look at other options:
 - Bakerloo Line extension to Hayes
 - Crossrail extension to Ebbsfleet
 - Further digital railway solutions

Next Steps

The proposals set out in the route study are options for our funders, including Government and third parties, to consider. Network Rail has recently introduced a new Business Development team to make it easier for outside parties to invest in the railway network. We are keen to discuss investment aspirations that external parties may have. John Gill is the Business Development director for the South East route and can be contacted on john.gill2@networkrail.co.uk.



Investment

by external parties
(including Government
and third parties)