

Network Rail Long Term Planning Process

Kent Route Study – Guidance Note

Ashford Joint Transport Board - September 2015

Objectives

The Long Term Planning Process (LTPP) is a new process for long term planning of the rail network and follows on from the Route Utilisation Strategy (RUS) programme that was completed by Network Rail on behalf of the rail industry. The LTPP will build on the successes of the RUS programme but will look further into the future over the next 30 years so that the rail industry can plan now for the forecast growth in demand.

The objectives of the LTPP are to:

- Facilitate strategic planning of the rail network taking into account views of the rail industry, funders, specifiers and customers;
- Develop options to meet future demand through market studies, cross-boundary analysis and route studies;
- Consider views of local stakeholders and align with their strategic goals;
- Recognise how the rail industry can support and drive economic growth; and
- Fulfil Network Rail's license obligations to plan the future capability of the network.

Market Studies

The market studies are the first part of the LTPP and commenced in April 2012. There are four market studies, three of which look at passenger services and one which looks at freight. They are: London and South East, Regional Urban, Long Distance and Freight market studies.

The market studies have two key outputs, firstly to forecast future rail demand over the next 10 and 30 years, and secondly, to develop conditional outputs for future rail services which can support delivery of their strategic goals. The conditional outputs are levels of service that should be aspired to be achieved over the 30-year planning horizon, in terms of frequency, journey times and capacity on key flows relevant to each market sector analysed in the market studies.

The market studies are a rail industry process that has been led by Network Rail with input from key stakeholders. The market study documents were drafted and a 90-day consultation period was held from April to July 2013. The final market study documents were established on 31st October 2013 and can be found at the link below:

<http://www.networkrail.co.uk/improvements/planning-policies-and-plans/long-term-planning-process/market-studies/>

Route Study Programme

The LTPP is a national programme and all route areas within Network Rail will be involved in the process. Each route area is responsible for their Route Study and will receive guidance from a central team to ensure consistency and compatibility across the national rail network.

The wider programme for the route studies is a three year programme divided into two tranches. The first tranche began in November 2013. The Kent Route Study (KRS) is part of the second tranche and commences in September 2015. Tranche one of route studies included the Sussex, Wessex and Anglia routes. Route studies have been programmed to either tranche one or tranche two so that they can align with other route studies that they share boundaries with. The national programme of route studies has also been aligned with Department for Transport's refranchising programme taking cognisance of the impact this can have on a route.

Each route study takes approximately 18 months to develop including a 90-day consultation period. The KRS is commencing in September 2015. The 90-day consultation period is anticipated to begin in September 2016 with a view to the final document being published in spring 2017. The Anglia, Sussex and Wessex route studies are expected to publish their final documents in August 2015 and should become established by the Office of Road and Rail 60 days after this.

Geographical Scope

The geographical scope of the KRS can be viewed visually on the map in figure one. The scope area of the Kent Route Study is similar to that of the scope area for the RUS from January 2010.

The following lines, as shown in Figure 1, are covered by the Kent Route Study:

- the Chatham main line from London Victoria via Bromley South. At Swanley this splits into two separate routes: the line through the Medway towns and the line to Ashford International via Maidstone East. At Faversham the Medway route splits again, with lines to both Ramsgate and to Dover Priory via Canterbury East. There are also some services, mostly during weekday peak periods, in operation to both Cannon Street and the Thameslink route
- the Tonbridge main line from London Charing Cross via Sevenoaks. At Tonbridge this splits into two separate routes: the Hastings line and the route to Ashford International via Paddock Wood. Some peak only services also operate to London Cannon Street

lines east of Ashford International to Ramsgate, via both Dover Priory and Canterbury West

- connections to the High Speed line (HS1) near Longfield, Gravesend and Ashford International
- the Sheerness-on-Sea branch line and the Medway Valley line
- the Ashford International to Hastings line (“Marshlink”), together with the freight only branch to Dungeness
- the Redhill to Tonbridge line (as an interface with the adjacent Sussex RUS).

The Kent Route Study will consider main line services from London Victoria (Eastern) and London Charing Cross and London Cannon Street through London Bridge, together with all freight services running through its scope area or to/ from destinations within it. The limited main line operation to the Thameslink network via Bromley South is also covered. Additionally, the KRS will include local passenger lines not linked to London: the Ashford International to Hastings “Marshlink” route, the Sheerness branch and the “Medway Valley line” between Strood and Paddock Wood/Tonbridge.

Beyond London the services considered are predominantly contained within the boundaries of the county of Kent. In addition, the KRS will also analyse the Medway Unitary Authority area and parts of East Sussex.

Governance

The Governance structure for the KRS consists of a Route Study Board, Route Study Working Group, Route Study Technical Working Group and Route Study Regional Group. Alongside the Route Study there is also a Cross-Boundary Analysis Working Group reviewing the cross-boundary work stream giving an overview of the national rail network.

All boards and groups are reporting to the Rail Industry Planning Group (RIPG) with the LTPP having been endorsed by RIPG.

We propose to meet with wider stakeholders (campaign and user groups across the route) who also have an interest in the route study approximately twice during the route study process. Initially to provide a briefing on the process and then latterly to brief stakeholders on the strategy that the route study will present in the Draft for Consultation document.

The Route Study Board and Working Group will be chaired by Network Rail with representatives from the lead operators for both passenger and freight services, along with representatives from the Rail Delivery Group, the Department for Transport and the Office of Rail Regulation in attendance.

Kent Route is proposing to have a Regional Working Group to involve key stakeholders from local authorities and Local Enterprise Partnership's.

Input required from the JTB

Network Rail and the rail industry welcomes input into the KRS from the Ashford Joint Transportation Board (JTB) through support and attendance at the Regional Working Group, by providing information on their strategic goals for rail and projected future growth forecasts in terms of key residential and employment sites. The rail industry also welcomes feedback on the LTPP and KRS from the JTB and encourages the board to be fully engaged with the study and respond to the route study consultation when this period commences.

The KRS team also welcomes the JTB to consider and provide their feedback on the choices for funders developed during the route study process to meet the conditional outputs as to whether they align with the strategic goals of the board.

Output by Network Rail

Network Rail, on behalf of the rail industry, is currently producing a series of route studies that will outline the choices for funders available to each route to meet the conditional outputs and accommodate future forecast demand relevant to their scope area.

The LTPP and the Route Studies are strategic documents for the next 10 and 30 years. They will have a prioritised context for Network Rail's Control Period 6 (CP6) (2019-2024) from which industry choices regarding priorities for funding of schemes in CP6 can be made.

Figure One: Kent Route Study Scope Area

