

Thanet Parkway Railway Station

East Kent's Parkway Station

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Outline of Presentation

- The Case for Parkway Station
- Project Development Update
- Next Steps

THE CASE FOR PARKWAY STATION

Thanet Parkway - Embedded in KCC Strategy

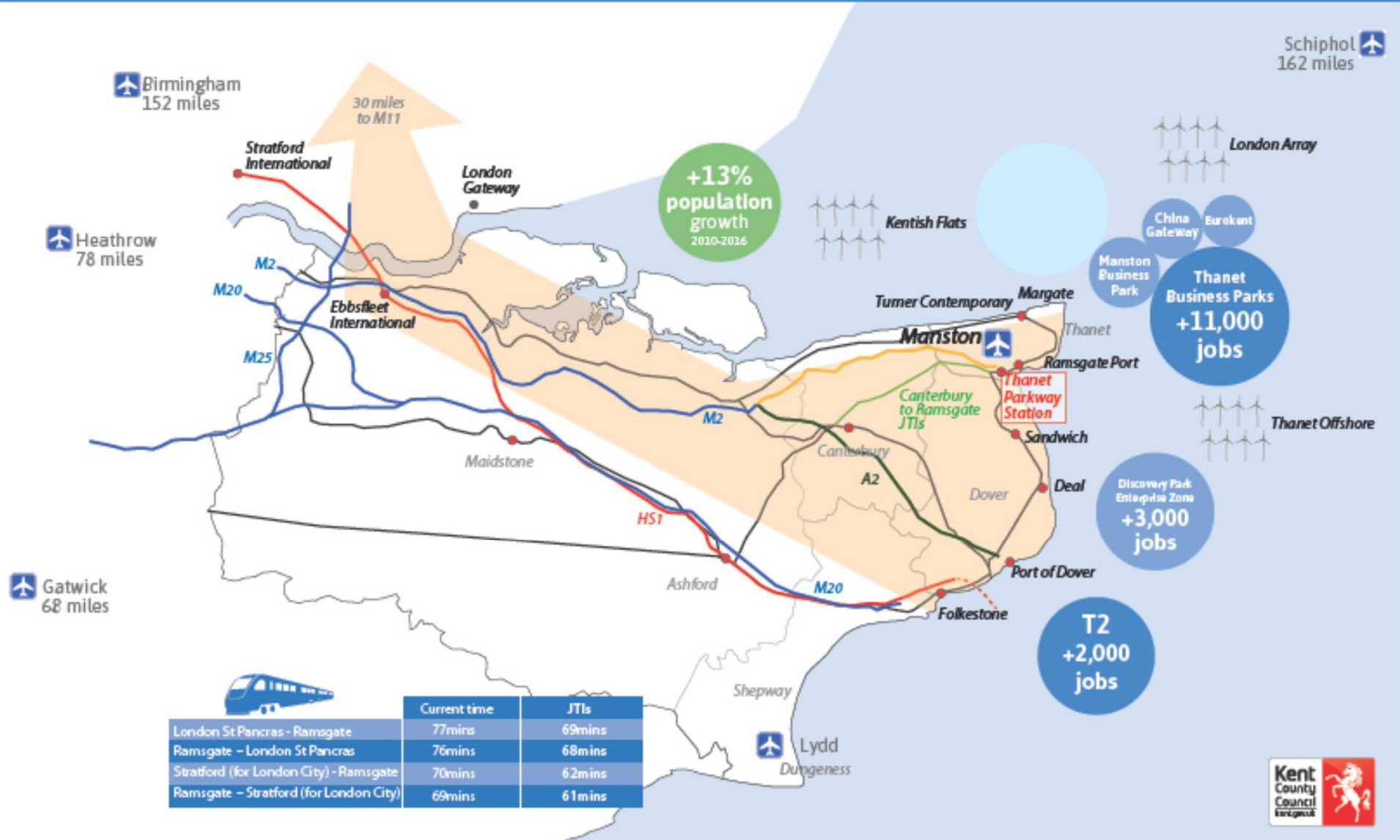
- Growth without Gridlock (2010)
 - Identified Thanet Parkway Station at Cliffsend as priority for Thanet
- Local Transport Plan (2011-2016)
- Rail Action Plan for Kent (2011)
- Draft Growth without Gridlock in Kent and Medway Update (2014)

Rail Network Improvements

- Domestic services on the High Speed 1 (HS1) line to London St Pancras commenced in December 2009
 - Reduced journey times between East Kent and London St Pancras, (75 mins – Ramsgate, as opposed to 120 mins - North Kent Line, 90 mins peak and 120 mins off peak - Sandwich)
 - Line speed improvements Ashford – Ramsgate (£11.8 million): first phase and second phase to be completed 2016/17 and 2018/19 respectively (journey time savings of up to 10 minutes)
 - Thanet Parkway - Ashford International 26 minutes
 - Thanet Parkway - London Stratford of just under an hour at 59 minutes.
 - Network Rail re-signalisation in East Kent up to 2019/20
 - Dover Priory redevelopment
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The Case for Parkway Station

East Kent - enabling growth, delivering jobs



Thanet Parkway Station

Project Objective: to support existing and new development at Discovery Park EZ, Manston Airport site and business parks around Westwood.

Outcomes:

- increased inward investment in Thanet and Dover
- thriving EZ and surrounding business parks
- greater employment opportunities for Thanet and Dover residents
- Compliments increased parking at Dover Priory
- access to high speed rail services across district

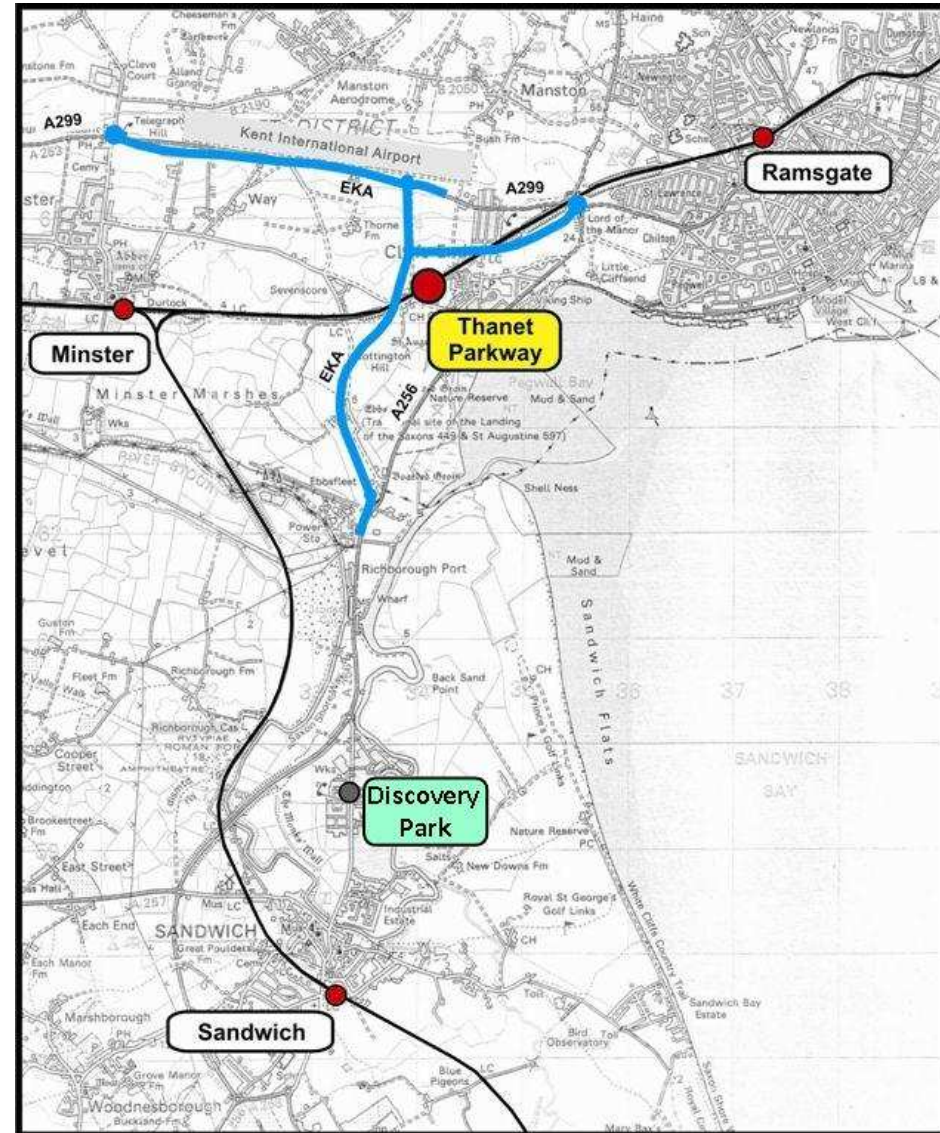
Why deliver Thanet Parkway now?

- Significant rail improvements (£11.8m secured)
- £10m funding allocated in Growth Deal
- Enterprise Zone and significant growth
- Completion of East Kent Access Road

PROJECT DEVELOPMENT UPDATE

Parkway Location

Proposed to the south of Manston Kent's International Airport site and just to the west of the village of Cliffsend on the Ashford-Ramsgate rail line, and with direct access to the East Kent Access road.



Parkway Location (2)

Key elements considered for selecting the site

- Railway operation – signalling, curvature, gradient, level crossing/bridge locations, timetabling
- Station design
- Access to road network
- Potential property disturbance



Alternative Proposal -
Manston Green

Station Specification (1)



Above: Stratford-Upon-Avon Parkway station, Warwickshire (opened 2013)¹



Right: Greenhithe station, Kent²

1 The Railway Chronicle (<http://rtn-news.blogspot.co.uk/2013/06/international-uk-railway-news-tuesday.html>)

2 Claire Stretch (<http://www.geograph.org.uk/photo/1323642>)

Station Specification (2)

Working to define station facilities to meet passenger demand of 133,000 pa

Station

- 2 platforms for 12 car trains
- Waiting shelters
- Customer information displays and public address
- CCTV and passenger help points
- Disabled access to both platforms
- Ticket vending machines
- Footbridge with lifts
- Pedestrian / cycle access to Cliffsend
- Standard modular building: covered waiting area, booking office, staff accommodation and toilet (Passive Provisions)

Parking requirements

- 300 long stay parking for cars, motorcycles and cycles
- Set down and pickup areas for buses, taxis and kiss & ride and
- Dedicated parking for station and maintenance staff

Scheme Costs

- Pre-feasibility capital cost: £14m – without station building facilities and inflation
- Annual operating cost (Dec 2013 prices): £150k pa - station to be unmanned.

The economic analysis offers 'high value for money' – every £1 invested, more than £2 worth of benefits.

Abstraction: Sandwich Station

With parking charge at Parkway: 15,960 abstracted, 127,370 annual trips

With no parking charge: 18,054 abstracted leaving 125,274 annual trips from station – will not affect service to Sandwich

Scheme Funding

- £10m funding secured from the Government
- KCC funding scheme development work
- Funding gap £2-£3m

- £11.8m secured for delivering Journey Time Improvements between Ashford-Ramsgate
- East Kent re-signalisation will be fully funded by Network Rail

Progress to date

- Business Case refreshed
 - Project Board established – DDC represented on project board
 - Engagement with Thanet and Dover district council Members, and the Department for Transport
 - Positive meeting with Discovery Park tenants
 - Planning consultants appointed to produce a Planning Application and Environmental Statement
 - Design consultants appointed to produce feasibility design
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Main obstacles to implementation

- Land acquisition
- Poor economic and commercial cases, if the scheme capital and operating costs increase.
- Lack of public or political support for a new Parkway station.
- Lack of support from DfT for station or to include in new franchise
- Inability to plug funding gap

Wider Support for Thanet Parkway

- [Kent and Medway Economic Partnership](#) supports Growth without Gridlock and SE LEP Local Growth Fund bid; both include Thanet Parkway as a key project to improve employment opportunities throughout East Kent.
- [Kent Economic Forum Business Advisory Board](#)
- [Businesses at Discovery Park EZ](#)
- [Locate in Kent](#)
- [Southeastern](#)
- [Network Rail](#)
- [Department for Transport](#) acknowledges the importance of the proposed Parkway station.

NEXT STEPS

Project Next Steps

- KCC Cabinet Committee (July 2014)
- Public consultation (Jan 2015)
- Complete feasibility design (Aug 2015)
- Submit planning application (Feb 2016)
- Complete detailed design (Sep 2017)
- Start construction (Dec 2017)
- Station delivery (Dec 2018)
- Station ready for service (Jan 2019)

Thank you for your time

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