

**Kent County Council response  
to High Speed 1 Ltd (HS1) on  
HS1 Five-Year Asset Management  
Statement and  
HS1 Stations Long-Term Charge Review  
for Control Period 3 (2020–2025)**



**HS1 Five-Year Asset Management Structure for CP3**

The key concern that Kent County Council (KCC) has is the likely impact on passenger fares and freight charges of the proposed increases in the Operating, Maintenance & Renewal Charges (OMRC) for Control Period 3. The table below summarises the chargeable journey times for each route section and the proposed OMRC for each train path on each section of the High Speed 1 (HS1) route.

**OMRC per section of HS1 – Proposed for CP3**

		<b>Chargeable journey time (mins)</b>	<b>OMRC per train path (£)</b>
<b>Route Section</b>			
AFD – STP (International)		31.0	2,447
AFD – STP (Domestic)		31.0	1,547
Springhead Junction – STP		16.5	823
EBB - STP		14.0	698
STP – EBB		15.0	748

These OMRC charges represent the following percentage increases over the CP2 charges for each type of train-path as follows:

- 46% for International passenger train paths
- 22% for Domestic passenger train paths
- 78% for Freight train paths

KCC recognises HS1's need to demonstrate that there is a clear funding plan for the necessary long-term renewals required. The Council's principal concern however is the immediate and likely impact on the passenger fares and freight charges for users of HS1, and the negative effect we fear this would have on economic development in Kent, were these very high percentage increases to be charged from 2020 onwards. KCC would therefore wish to have a much clearer understanding of why these charges are likely to be so much higher than those which currently apply.

### **HS1 Stations Long-Term Charge Review for CP3**

The long-term charges for each of the HS1 leased stations will also clearly have an impact on train service planning and passenger fares. While recognising the need of HS1 to require a realistic level of charging at each of the HS1 stations, KCC would expect clarity around any proposed percentage increases above the level of inflation.

KCC is also committed to delivering the completed Ashford Spurs project, which will enable the new Eurostar Class e320, and any other international operators' trains, to serve Ashford International. The Council regards this project as being of the highest priority, given the significant beneficial effect of the international rail services at Ashford for the whole of East Kent. The Council welcomes HS1's continued support for the Ashford Spurs project and is determined to see it concluded by Spring 2020.

### **Regeneration Impacts of HS1**

KCC recognises the potential opportunity for regeneration at sites with access to HS1, which include the proposals for new homes and commercial space at Ebbsfleet Garden City. Ashford Borough Council has also identified key sites in the vicinity of Ashford International station, which are already attracting significant, potentially, game changing commercial and retail development.

Folkestone & Hythe District Council has also submitted an outline planning application for significant new housing development at the proposed Otterpool Park Garden Town, adjacent to HS1 and expected to generate substantial additional passenger demand on this section of the High-Speed route.

In addition, there is evidence of benefits to the wider East Kent area, as improved journey times to London encourage the growth of the residential market and support the development of the visitor economy. Margate, Folkestone and Canterbury in particular have experienced significant growth in leisure travel as a direct result of the domestic High-Speed services which have dramatically reduced journey times from Central London.

KCC is therefore committed to continuing to work with HS1 and with all other stakeholders in the rail industry to ensure that the benefits of these services continue to support the growth of the economy in East Kent.

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