

RAIL ACTION PLAN FOR KENT - FINAL VERSION			
Appendix 4 - Consultation Responses (CR)			
CR Number	CR From	CR Issues Raised	RAPK response to CR
1	Southeastern Railway - Mike Gibson	Welcomes KCC role in preparing RAPK Welcomes acknowledgement of SER investment in rail network in Kent, and supports KCC's aspirations for new franchise	Welcome comment and noted Welcome comment and noted
		Criticises KCC's charge of abysmal performance in recent adverse winter weather and requests recognition of role of Network Rail in providing information for passengers	Amended text of para 4.9, and new paras 4.10 and 4.11 to reflect more accurately joint role of SER and NR in provision of information for passengers
2	Network Rail - Richard Howkins	Notes KCC criticism of communication problems in recent adverse winter weather (para 4.9), and recognises responsibility of NR to work with SER to improve communications during future adverse conditions	Amended text of para 4.9, and new paras 4.10 and 4.11 to reflect more accurately joint role of SER and NR in provision of information for passengers
		Section 6 - Towards the New Franchise: 2014+	
		Key Requirements (para 6.4) - NR welcomes the clearly defined aspirations by KCC and offers the following comments in respect of each proposal:	
		(i) Post-Thameslink timetable specification largely fulfils this, but Kent RUS proposals do remove Cannon St service from Canterbury, Dover and Folkestone	(i) Noted - RAPK argues for retention of these Cannon St services
		(ii) Note and support this proposal	(ii) Noted - RAPK now strengthens argument
		(iii) Concern re capacity and constraints at Ashford in response to RAPK call for improved connections	(iii) Noted - agree with NR comment re need for coherent strategy for Ashford that satisfies all capacity and performance requirements

		(iv) Support this proposal if viable	(iv) Noted
		(v) Understand stopping patterns may be addressed in future timetable, and note operational constraints of HS on N Kent line are west of Faversham	(v) Realignment of stopping pattern is included in RAPK, and RAPK now agrees with NR re HS on N Kent line and removes proposal to withdraw peak-only service east of Faversham
		(vi) NR commitment to continue development of these schemes for submission for funding for CP5	(vi) Welcome commitment from NR and close working relationship developed between NR and KCC
		(vii) NR support this proposal provided it is economical and operationally viable	(vii) Welcome support from NR for this proposal
		(viii) NR note KCC/NR ongoing action but also note that Kent RUS identifies future enhancement of H services via Ashford and via Thames Gateway	(viii) Welcome ongoing support from NR and note Kent RUS future options for HS services
		(ix) NR reiterates proposal in Kent RUS for Hastings line Cannon St service to be replaced by Thameslink KO2 service to Tunbridge Wells	(ix) Reject Kent RUS proposal for Hastings - Cannon St service, and modify RAPK to identify spread of reductions in Cannon St services to meet required reduction in paths from 25tph to 22tph
		(x) NR supports development of Parkway stations where economic and operational viability exist	(x) Welcome NR support and partnership working on Manston; retain Maidstone and Westenhanger for future development; remove Appledore (removed from final Growth without Gridlock paper)
		(xi) NR supports any Gatwick-Kent options which are economically and operationally viable, but has reservations about constraints at Ashford	(xi) Welcome NR support for principle of Gatwick-Kent service, and agree that constraints at Ashford will need to be addressed as part of wider review of infrastructure there

	(xii) NR supports future development of integrated bus/rail ticketing	(xii) Welcome NR support for ITSO ticketing to be included as requirement in new franchise
	(xiii) NR supports improvements to whole travel experience	(xiii) Noted
	Section 7 - Proposed enhancements in CP4 & CP5	
	NR suggest inclusion of key RUS recommendation of developing HS services to provide extra capacity in Thames Gateway and Ashford	Agreed - this key RUS recommendation will be added to RAPK
	NR reiterates platform capacity constraints at Ashford and identifies need for future conversion of one of the international platforms to meet future HS development	Agreed - this RUS recommendation will be added to RAPK
	NR recommends removal of post-2020 developments from RAPK as these are beyond CP5	Agreed - these will be removed from RAPK
	NR refers to omission of rail freight from RAPK	Noted - RAPK will be amended to clarify its scope, i.e. it is concerned with the Rail Passenger network in Kent; KCC is developing a separate Freight Action Plan which will include rail freight issues
	NR welcomes reference to Action with Communities in Rural Kent and Kent Community Rail Partnership, and strongly supports these organisations and their objectives	Welcomed comment and agreed
	NR welcomes close working relationship with KCC in recent years and looks forward to continuing to work together for benefit of residents of Kent	Welcomed and noted

3	Action with Communities in Rural Kent - Nigel Whitburn	From: Action with Communities in Rural Kent		
		Welcome proposed retention of service levels on CRP lines in Kent	Agreed	
		Would also wish to have weekend & public holiday service levels included	Not included for reasons of clarity, but agree that these should be retained as now	
		Strongly agree with para 6.6 and KCC's intention to press for a reduction in annual level of fare increases	Agreed	
		From: Kent Community Rail Partnership		
		Welcomes recognition of role of Kent CRP and service specification listed in RAPK	Agreed	
		Need to recognise services operated by Southern franchise by new para 3.10, to recognise role of Sussex CRP and Marshlink / Uckfield lines	Agreed - new para 3.10 to be added	
		Support key requirement (iv) for improved connectivity between SwaleRail and Mainline at Sittingbourne	Agreed	
		Would like renewed commitment to electrification of Marshlink line included in requirement (vi)	Although not included in Kent RUS, agree to add this to RAPK requirement (vi)	
		Strongly support requirement (ix) for HS services via Medway Valley line to Maidstone West	Agreed - proposal is for peak & off-peak HS and to include Barracks & Snodland	
		Would like DfT to require new franchisee to work with CRPs as part of new IKF agreement	Agreed - will add new para 3.11 to include this requirement	
		Welcome proposed service specifications and would wish to have Medway Valley service extended to Tonbridge at all times	Agree that this is ideal, but pathing constraints at Tonbridge in peaks preclude this at present - agree Sunday service should be extended to Tonbridge	
		Concern re possible closures of small rural stations	Agree - will add need for new IKF to retain all existing stations - new para 3.12	
		Concern re ticketless travel on CRP lines	Agree - will add need for increased revenue protection - new para 6.9	

4	Gravesham Borough Council - Tony Chadwick	Changes in RAPK appear to reduce Cannon St services to Gravesend and other stations	Agreed - service specification revised to include present level of service	
		Concern re proposed change to Meopham (also applies to Longfield) service	Service specification revised to include present Cannon St service, but change retained to Meopham & Longfield service - this is to speed up North Kent line trains from East Kent by omitting these stops and to replace them with additional Gillingham starter to provide 2tph off-peak & 3tph peak at Meopham & Longfield (with 1tph off-peak & 2tph peak at Sole Street & Farningham Rd)	
		Concern re change to Eurostar timetable at Ebbsfleet which removed all departures to Paris / Brussels after 1315	Agreed - concern noted in international section of RAPK	
5	Bob Parsons	Inclusion of Association of Community Rail Partnerships (ACORP) in list of organisations which support rail industry	Agreed - will include in list of railway organisations - new para 3.13	
		Extensive reorganisation of the IKF, with separate service providers for HS1, Metro, Southeastern Mainline and East Kent Community Services (to be run by KCC)	Disagree - beyond scope of RAPK and not in Kent RUS KCC not able to fund direct rail services	
6	David Tibbals	Reason for lack of Cannon St service from Maidstone line in RAPK	Not in present franchise and lack of paths to CS in new IKF - replaced by proposed new service to Blackfriars	
		Reason for long journey time from Maidstone East to London	Circuitous route of Maidstone East line when constructed	
		When will proposed service to Blackfriars commence and what would journey time be	If accepted by DfT for inclusion in new franchise it could start in May 2014, and the journey time would be about 70 minutes to Maidstone East - but it would provide a direct all-day service between the Maidstone East line and the City	
		Reason for high cost of London season ticket	Regulated fares include season tickets and are pre-determined by DfT franchise policy which sets Southeastern fares at RPI + 3% pa	

7	North Kent Rail User Group - Jackie Davidson	Reduction in travel time between Medway / Swale and St Pancras by construction of new rail link bridge over River Medway	Disagree - not in Kent RUS	
		Re-build Ashford International station with platforms 5/6 becoming international platforms	Disagree - not in Kent RUS	
		Rolling stock ownership by TOC	Disagree - ownership by ROSCOs was determined by Railways Act 1993	
		Raising of punctuality benchmark	Agree with Southeastern proposal	
		Object to Mayor of London and TfL proposal for extra stops at Denmark Hill and Peckham Rye	Agree with objection	
		Poor information on station displays and website	Agree with objection	
		Kent-Essex links through LEP	Agree - KCC will engage with LEP partners	
		Support longer franchises of up to 30 years	Agree with principle, but KCC supports DfT aspiration for longer franchises of 10-15 years	
		Availability of class 395 stock to support proposed new HS services via Deal and to Maidstone West	Current allocation of 29 class 395 stock would be sufficient including maintenance spare sets	
		Through trains to / from Sheerness branch	Disagree - lack of additional stock and pathing restrictions via Medway	
		Object to proposed HS service to Maidstone West	Disagree - proposed HS service would be 2tph all day and would take about 50-55 mins	
		Change Ashford-Hastings line to Southeastern franchise and double-track Appledore-Ore	Disagree with change of franchisee as Southern operate DMUs and Southeastern does not, but agree with aspiration for doubling (and electrification)	
		Suggested move of Rochester station to take 12-car trains	Disagree - but class 375s can be 12-car and serve Rochester with SDO operation	

8	Bearsted Parish Council - Paul Young	Inclusion of Bearsted as stop on proposed service from Maidstone East line to Blackfriars	Agree in peak periods - proposed service would be 1tph in each peak period; in off-peaks proposed service would not serve Bearsted but would terminate in platform 3 at Maidstone East	
9	Hollingbourne Parish Council - John Cobbett	Support sought for new station near Maidstone on HS1	No Plans for new station on HS1 as this is not feasible, but RAPK and Growth without Gridlock retain future option of Maidstone Parkway station on Maidstone East line	
10	Sevenoaks Rail Travellers Association - Roger Johnso	Encourages KCC to lead and facilitate these discussions and welcomes Rail Summits and RAPK	Welcome support and noted	
		Need for KCC to intervene and represent Kent Mainline rail users	Agree - RAPK will act as intervention tool in new IKF consultation process with DfT	
		Need for KCC to campaign to retain existing peak hour services from Sevenoaks to CX and CS	Agree - RAPK rejects replacement of Mainline CS services by Thameslink KO2	
		Need for KCC to campaign for additional capacity on Mainline via Sevenoaks and to ensure London termini served match destinations required by rail passengers	Recognise need for extra capacity but not realistic due to physical constraints of Orpington-Tonbridge section - not in Kent RUS; agree that new IKF should as far as practicable serve London termini required	
		Need for KCC to campaign for expansion in medium term in London termini and access to them	Additional capacity through London Bridge to CX and Blackfriars will be in use from 2018	
		Need for KCC to reiterate support for retention of existing levels of service and to dissuade railheading	RAPK proposal retains principal services through Sevenoaks on Mainline but diverts half Bat & Ball service to Maidstone East to provide interim (pre Thameslink KO2) service from that line to City, so dissuading railheading to Sevenoaks line	
		Need for KCC to act as champion for RUGs to mitigate disruption during post-2012 rebuild of London Bridge	Agree - further Rail Summits will act as forum for RUGs for particular issues such as London Bridge, but this rebuild will cause major disruption to CX and CS services	

	Strongly support KCC proposal for Ashford-Tonbridge-Gatwick service, which should operate every 30 minutes	Welcome support, although KCC proposal is for 60 minute service which would require only two EMU sets	
	Need for KCC to act as facilitator with TOCs, Network Rail and RUGs to promote station/line partnership schemes to improve travel facilities at stations	Agree - RAPK includes support for CRPs and recommends DfT require franchisee to work with CRPs as part of new IKF agreement	
	Request re-naming of tab from "North Kent & Hastings" to recognise West Kent line served by Hastings trains	Agree - tab name will be changed	
	Request retention of at least 12tph in peak in RAPK	Agree - RAPK now amended	
	Proposes post-2018 revised service from Sevenoaks reflecting KO2 and revised London termini	Noted and recognise need for new service pattern to reflect KO2 post-2018	
	Supports longer franchises	Agree - DfT has since announced intention for 15 years +	
	Object to proposed 1tph transfer from Sevenoaks via Bat & Ball to provide Maidstone East with 1tph to Blackfriars; propose instead transfer of whole FCC 2tph to Maidstone East line & replacement with Metro service 2tph from Sevenoaks to Vic via B&B	Disagree - while SRTA proposal has merit there is insufficient rolling stock to provide separate service at present	
	Supports Kent RUS proposal for Maidstone East & Tunbridge Wells to be Kent termini for Thameslink	Agree in part, but cannot support Tunbridge Wells as terminal as this would replace Cannon St service on Hastings line	
	Requests listing of Hastings line as fifth principal route in Kent - para 2.6	Agree - RAPK now includes this	
	Recommends revision to para 6.6 to reflect new TOC regulated fares policy England-wide from 2012	Agree - included in new para 6.7	
	Notes insufficient rolling stock to achieve objectives set out in NR section - para 7.2	Noted - this information provided by NR	
	Requests illustrations of overcrowded trains etc	Noted	

11	Trains 4 Deal - Tom Rowland & Ian Killbery	Welcomes RAPK but concerned about qualified support for HS to Deal / Sandwich being dependent on existing class 395 resources	Agree with request to change text in para 6.4 (ii) to "within existing rolling-stock resources" - peak requirement would be +1 class 395 set
		Retain peak period service to/from Cannon Street for Deal / Sandwich line	Agree - RAPK will be changed to retain 1 tph to/from CS in peak periods
		Explore viability of semi-fast off-peak service between Ashford and Charing X	Disagree - representations from smaller stations on this line have argued strongly for retention of 2tph, and there is no additional resource to reinstate the Ashford stoppers
		Upgrade facilities at Ashford station	Kent RUS and NR have raised need for increase in capacity at Ashford, and future development should include upgrades
		Need for better Mainline connections with Maidstone E service at Ashford	Strongly agree - new timetable for IKF will need to address connections at Ashford with all lines, which will need to include recasting of whole Maidstone East line timetable
		Need for better connections to/from Canterbury would be achieved with 2tph on Deal / Sandwich line inc.HS	Strongly agree - improved connectivity at Dover Priory would be important benefit
		Maximising potential of Mainline network for inter-town travel within Kent is important	Strongly agree - use of Mainline for inter-Kent rail journeys should be encouraged to grow
		Approve KCC objection to current fares policy, and add objection to TfL policy which causes higher fares in Kent	Strongly agree - KCC will lobby through our MPs for removal of 5% variance policy, and removal of RPI +2% in TfL area, so that whole IKF franchise is same as England (all of which will be RPI +3% from Jan 2012)
12	Swanscombe and Greenhithe Town Council Graham Blew	Need for good connection between Ebbsfleet International and Swanscombe stations, with provision for disabled access at Swanscombe	Disagree - principal connection between HS and Mainline is either via Gravesend and then on to HS via Ebbsfleet, or by Fastrack bus to Ebbsfleet; improvements to station facilities can be raised with NR for inclusion in station improvements programme

13	Edenbridge & District Rail Travellers' Association Geoff Brown	Need for proposed Ashford-Gatwick service to call at Edenbridge, providing 2tph all day to/from Tonbridge	Disagree if proposal for Ashford-Gatwick service is retained, as running time would be just under 1 hour if non-stop Tonbridge-Redhill; agree if proposal is changed to Tonbridge-Gatwick, as running time would then permit stop at Edenbridge at no additional cost
14	Edenbridge Town Council - Christine Lane	Need for proposed Ashford-Gatwick service to call at Edenbridge, providing 2tph all day to/from Tonbridge	Tonbridge-Gatwick, as running time would then permit stop at Edenbridge at no additional cost
15	Deena Clements	Need for faster HS service to Thanet	KCC has bid for RGF funding for Thanet Parkway station near Manston; NR has developed GRIP 2 stage on improved line speeds Ashford-Thamet; both schemes would jointly offer reduced HS journey time from Thanet and encourage relocation of London work-based professionals, adding value to local Thanet economy
16	Michael Fulljames	Need for 1tph fast from Canterbury West to Ashford	Disagree - Chilham, Chartham & Wye need 2tph and Marden has argued for retention of 2tph (rather than 1tph with Pluckley as originally proposed to enable 1tph to be semi-fast Ashford-Tonbridge)
		Need for better Eurostar services from Ashford	Agree with need to continue pressure for better international rail services from Ashford
		Disagree with RAPK statement that Ashford is well served by international rail services	Context of RAPK text is success of KCC and others in getting Eurostar to restart Ashford-Brussels service; KCC will continue to argue case for increase in Eurostar and also DB service at Ashford
17	Steven Byrne	Welcomes KCC support for new Maidstone East-City service; rejects TfL proposal for extra stops in London	Agree with both issues and KCC will continue to argue against extra stops
18	Malcolm Kirkaldie	Rejects proposed Thanet Parkway station	Strongly disagree

19	Michael & Eileen Edmondson	Need for faster service on North Kent line to Victoria	Agree - RAPK proposes realignment of stopping pattern to reduce journey times	
		Need for HS1 service to other London termini	Disagree - no benefit from lower speeds using 3rd rail DC current to power 395s on Mainline to other London termini	
20	Karen Bryant	Need for transfer of higher fares charged on SER to passengers using HS	Disagree - HS passengers already pay premium of 30% on portion of journey on HS	
		Complaint re winter emergency service when trains run in sections	Disagree - this arrangement ensures greater reliability but does need much better communication re times & sections	
		Complaint re limited Saturday service on Dec 29-31	Disagree - Saturday timetable reflects reduced demand on these days with extra peak services operated (e.g. to Cannon St)	
		Complaint re congestion in London Bridge area and proposal to remove Hastings-Cannon St trains	Agree - plans for re-build of London Bridge will remove congestion post-2018, and KCC disagrees with Kent RUS proposal to remove Hastings-Cannon St service	
		Complaint re high level of fares on Southeastern	Agree - RPI+3% is higher than elsewhere but from Jan 2012 it will be the norm in England	
		Complaint re lack of compensation forms on Southeastern compared with other TOCs	Agree - compensation should be made more accessible and benchmark for punctuality should be higher than at present	
21	Martin Cuthbert	Need for accurate information during adverse weather	Agree - included in RAPK	
22	Peter Statham	Need for faster journey times on North Kent line to Victoria	Agree - RAPK includes proposal to realign stopping patterns to achieve this	
		Remove HS service east of Gillingham	Disagree - HS service is retained as far as Faversham with peak journeys to/from Broadstairs	
		Change pattern of North Kent line services to facilitate faster journey times from east of Gillingham	Agree in part - RAPK proposal will deliver faster journey times and still ensure smaller stations are served by at least 2tph	
23	Philip Stucken	Objects to HS service from Dover Priory calling at both Folkestone Central and Folkestone West and claims that is only to serve a few wealthy and influential people who lobbied successfully in the past	Absolutely disagree - the inclusion of both stations was the result of the campaign by Shepway DC's Rail for Folkestone Group who secured West as the park & rail station for Shepway and provided a CPZ in the locality to support it	

		Claims that journey time to Dover Priory would be under an hour if Folkestone West were removed from HS	Wrong - it would be reduced from 68 minutes to 66 minutes	
24	Andrew Heenan	Complaint re high level of fares generally and HS supplement in particular	Noted - RAPK raises issue of fares policy and need to reduce average increases in future; HS supplement only applies to portion of journey on HS and not to whole journey	
		Welcomes plans for Thanet Parkway station but concerned re possible failure to deliver quality rail service	Agree - KCC has delivered RGF bid for this and works closely with NR re GRIP 2 study for improved line speeds Ashford-Thamet	
25	Stanford Parish Council - Martin de Wolf	Object to claim of 49 minute wait at Dover Priory for passengers from Deal/Sandwich changing to HS	Disagree - passengers prefer to join HS at start of journey, not at Ashford	
		Object to proposal to serve Deal/Sandwich with HS, and instead propose shuttle service to Minster for HS	Strongly disagree - people of Deal/Sandwich deserve a better service including HS	
		Disagree with RAPK claim that connectivity at Ashford has been improved off-peak between Mainline from Dover/Folkestone and Mainline via Maidstone East	Wrong - Dec 2010 off-peak timetable changed departures from Ashford to Maid E line from .28 to .30, making connections work in practice from .28 arrival from Dover	
		Complaint about other poor connections at Ashford, especially from Hastings/Rye and Canterbury West	Agree - KCC has requested Southern to further retime Marshlink to .20 arrivals and .34 departures, which would deliver better connections; new IKF will need to address overall connectivity at Ashford for all lines	
		Proposes withdrawal of 1tph Charing X service east of Ashford and replacement with second tph HS which would serve smaller stations inc. Westenhanger	Strongly disagree - CX services very heavily used and demand retained from all East Kent stations for 2tph CX service	
		Proposes withdrawal of HS service east of Medway on North Kent line	Strongly disagree - HS service is established to Sittingbourne & Faversham; peak service to/from Broadstairs would run ECS if not public so RAPK now proposes retention	

		Proposes reinstatement of faster Mainline service on North Kent line to Victoria	Agree - RAPK includes proposal to deliver faster Mainline service on North Kent line
		Proposes extending 25kv overhead power to Ashford-Thamet, Ashford-Tonbridge and Ashford-Folkestone	Disagree - none of these proposals is in the Kent RUS, nor are they in NR long-term plans beyond CP5 for 2020+
		Object to RAPK proposals for HS service via Medway Valley line to Maidstone West	Strongly disagree - KCC intends to argue for better services between Maidstone and London termini, both HS via Medway Valley and Mainline via West Malling to Blackfriars
		Supports KCC proposals for Parkway stations at Manston, Maidstone, Westenhanger and Appledore, but argues for new franchise specification to ensure trains stop at these proposed stations	Agree - case for Manston is currently being developed; Maidstone & Westenhanger are included as longer-term options; Appledore is now removed as potential Parkway site
		Questions KCC proposal for Gatwick-Ashford service rather than to Maidstone or Tunbridge Wells	Disagree - intention is to develop case for new Southern franchise post-2015 with one station in East and one in West Kent on direct service to Gatwick
		Proposes methodology to assess improvements in station environment and journey experience	The rail passengers' body Passenger Focus has this statutory role and already uses surveys to assess passenger experiences
		Propose advance purchase tickets available on HS train	This could be a requirement of the new IKF, but would then apply to all off-peak fares
		Welcome RAPK proposal for 2tph at Westenhanger on Mon-Fri; request retention of 1tph on weekends	Noted and agree with 1tph on weekends
26	Richard Dean	Need to improve service on Maidstone East line	Agree - RAPK includes proposals to do so
		Need to improve maintenance of connections at Strood between Medway valley line and HS	Agreed - Southeastern need to ensure maintenance of these connections
		Disagree with RAPK proposal for longer franchises	Disagree - DfT consultation on length of franchises recommends longer periods for future awards, which KCC supports

27	Teynham Parish Council - Christina McIlroy	Disagree with RAPK proposal for only 1tph all day at Teynham	Disagree - reason for retention of 1tph at smaller stations such as Teynham on North Kent line is to enable faster North Kent line journeys to Victoria/Cannon St
28	Richard Pasola	Need faster service on North Kent line to Victoria/Cannon St - should not serve Chestfield, Teynham & Newington as these stations used by comparatively few people	Agree - RAPK proposes faster journey times on North Kent line by realignment of stopping pattern
		Object to lack of compensation by Southeastern, and argue HS and Mainline services should be split for purposes of compensation	Agree - RAPK proposes split between HS and Mainline for purposes of assessing claims for compensation due to punctuality (new para 4.12 & 4.13)
29	Shoreham Parish Council - Barbara Ide	Object to RAPK proposal to reduce Blackfriars service from Shoreham to 1tph between 2014 and 2018	Disagree - RAPK proposal is to divert 1tph south of Otford so that it starts/terminates at Maidstone East rather than Sevenoaks; this would retain 2tph all day at Shoreham
30	Kate Tippen	Object to RAPK proposal to reduce service at Marden 3tph in peak and 1tph off-peak	Agree - RAPK will now propose 5tph in peak and 2tph in off-peak
31	Marden Parish Council - Alison Hooker	Object to RAPK proposal to reduce service at Marden 3tph in peak and 1tph off-peak	Agree - RAPK will now propose 5tph in peak and 2tph in off-peak
		Object to KCC publishing RAPK with original proposal without consultation	Disagree - this IS the consultation!
32	The Whitstable Society - Graham Cox	Need to re-word RAPK to emphasise need to reduce (not increase) journey times between North Kent line stations and Victoria/Cannon Street	Agreed - RAPK will now re-word 6.4(v) to emphasise need to reduce journey times to Victoria/Cannon Street
		Need to withdraw HS east of Faversham to enable faster journey times on Mainline	Disagree - RAPK originally proposed this but these peak HS services would otherwise run ECS and so RAPK now includes them

33	Swale Borough Council - Cllr John Wright	Need for ongoing engagement between districts and KCC over future rail provision in Kent	Agree in principle - rail summits will continue to provide general forum and KCC is always willing to engage on particular issues with any district
		Need for higher profile for Sheerness-Sittingbourne line	Agree - now inc. in RAPK through reference to SwaleRail CRP
		Need for rail freight issues to be included	Scope of RAPK now excludes freight which will be included in KCC's Freight Action Plan
34	New Ash Green Village Association Ltd	Need for southward connections from Ebbsfleet	Agree in principle - this need will have to be met by extension to existing bus network but would have to be viable in present climate
		Need for more local trains serving Longfield	Agree - RAPK now includes extra stopping service from Gillingham which would serve more intermediate stations than current semi-fast trains
		Object to proposed realignment of station stopping pattern in RAPK	Disagree - North Kent service from coast needs to be faster, and Longfield needs extra stopping service to meet need identified above
		Object to proposed diversion of 1tph from Sevenoaks to Maidstone East (Blackfriars service)	Disagree - needs of Maidstone East line need to be addressed now, with reversion to present service when Thameslink starts 2018
		Need for bus and rail integration at Longfield & Meopham	Agree - new IKF timetable needs to be new framework for bus/rail connections wherever possible
		Preference for Ebbsfleet rather than Ashford for new international services as better road access and easy to park & ride	Disagree - Ebbsfleet has very poor domestic rail connections (except HS domestic) and very high parking charges - KCC policy is to encourage modal shift from car to rail (& bus)
		Need for better connections and through tickets from H and Mainline to/from Ashford for international services	Agree - KCC supports re-introduction of inter-availability between international rail and domestic rail service tickets

35	Miriam Wade	Object to proposed HS service to Deal/Sandwich, and prefer shuttle between Ramsgate (or Thanet Parkway) and Dover to connect with HS	Disagree - RAPK now supports proposed HS to Deal/Sandwich which would remove need for connections to CX service at Dover
		Propose new station opposite Pfizer site	Disagree - not funded and not in Kent RUS
36	Shiela Porter - Team Vicar, St George's Deal	Supports proposed HS to Deal/Sandwich	Agree - inc in RAPK
37	Dover JTB - Cllr Trevor Bond	Supports proposes HS to deal/Sandwich, especially in light of Pfizer's demise and need for new investment in East Kent	Agree - inc in RAPK: proposed HS service would link Dover, Deal, Sandwich & Ramsgate
38	Chevening Parish Council	No comment on the proposals	
39	Gerry Atkin	Withdraw HS east of Medway in off-peak	Disagree - HS serviced at Faversham
		Faster Mainline service on N Kent line by removing join/divide at Faversham and running shuttle to Dover	Disagree - faster Mainline services achieved by realignment of stopping pattern
40	Medway Council - Geoff Walters	Propose re-scoping of RAPK to become Rail Action Plan for Kent & Medway with consequent changes to text and scope of RAPK	Disagree - RAPK is rooted in KCC's two key transport strategy documents: 'Growth without Gridlock' and 'Local Transport Plan for Kent 2011-2016 (draft)'. The RAPK will remain a KCC document, but will include stations in Medway served by the IKF
		Replace New Cross Gate with Surrey Quays in 4.7	Agree
		Add reference to conductor rail heating in 4.9	Agree
		Add support for new DfT policy of longer franchises for up to 15 years (announced Jan 2011) in 6.3	Agree
		Add key requirement for regular peak & off-peak service to Stratford & St Pancras from stations served by HS (para 6.4 (i))	Agree
		Supports new station at new location at Rochester (para 6.4 (ix))	Agree in principle if externally funded but not included in Kent RUS

		Supports proposals in RUS for extension of peak Rochester service to Faversham	Disagree - pass jnys east of Medway on HS are below expectation - priority here is for improved jny times on Mainline services
		Supports proposals in RUS for extension of peak Ebbsfleet service to Maidstone West via Strood	Agree - inc in RAPK (para 6.4 (ix)) proposal to develop new HS service on Maid W line and also to inc stop at Strood
		Need for re-instatement of 2tph Cannon Street service in peaks on North Kent line	Agree - now included in RAPK
		Need to replace Rochester-Blackfriars service with additional Cannon St service	Agree in principle if paths can be found, but not possible after KO2 in 2018
		Error on original RAPK service specification showing Cannon Street service calling at Bromley South	Agree - corrected in final version
		Need to retain Rochester stops on fast Victoria service	Disagree - overwhelming demand from Kent Coast for faster North Kent line service; Rochester would retain 2tph off-peak and 5tph peak (3tph Victoria & 2tph Cannon St)
		Need for Medway Valley peak service to serve Tonbridge	Agree in principle but current pathing constraints prevent peak service to Tonbridge - off-peak & weekend service would serve Tonbridge
41	Farningham Parish Council - David Meachin	Concern re high fare increases	Agree - but fares policy for regulated fares is pre-determined by DfT
		Concern re service information during adverse weather	Agree - inc in RAPK at 4.9, 4.10 & 4.11
		Need for better bus/rail integration	Agree in principle
42	kings Hill Parish Council - Hanje Martin	Need for rail service to be seen as part of strategic infrastructure for delivery of economic growth and prosperity for Kent	Agree - introduction & executive summary recognise strategic role of rail service in delivering these objectives
		Requests exclusion of Hs from performance figures and inclusion of figures for 2010	Agree with separation of HS and Mainline services for performance figures - RAPK now recommends this (new para 4.13) Figures for 2010 now inc (new para 4.12)

		Object to all rail travellers paying for HS services even though only some can use it	Disagree - RPI + 3% rather than +1% is not to pay for new HS services
		Strongly object to inclusion of extra Sth London stops at Maidstone east via West Malling line	Agree - para 4.7 summarises KCC's position
		Suggest public consultation to feed in to new franchise	Agree - which is why KCC has set up rail summits and RAPK consultation for all
		New services to other London termini should not be at expense of service to Victoria; journey times need to be speeded up	Agree - Victoria service proposed in RAPK to remain and to be faster all day by omitting smaller stations (cf app 2)
		Believe para 6.6 on fares to be incorrect	Disagree - latest position is summarised in new para 6.7 which reflects policy of RPI +3% for all TOCs in England from Jan 2012 and separate issue of + or - 5% by Southeastern
43	Sevenoaks District Council - Steve Craddock	Welcomes broad outline of RAPK proposals	Welcomed and noted
		Object to RAPK proposal for reduced peak services to Sevenoaks	Agreed - RAPK now amended to retain 12tph in peaks to Sevenoaks
		Object to RAPK proposal to reduce peak services to Swanley	Agree in part - RAPK now proposes 4tph Vic, 2tph CS, 2tph Blackfriars - reason for reduction in Vic service is faster Maid E line
		Object to RAPK proposal to remove 1tph from Sevenoaks via Bat & Ball to Maidstone East line	Disagree - need to provide Maidstone East line with City service until KO2 in 2018
		Concern re disruption during London Bridge rebuild	Agree - para 7.4 summarises present plans for rebuild
44	Tandridge District Council - John Phillips	Support for proposed Gatwick-Redhill-Ashford service	Agree - para 6.4 (xi) includes proposal which would serve Redhill near Tandridge DC
		Propose dualling and electrification of Uckfield line via Oxted and Hurst Green	Agree in principle - would be dependent on proposals in relevant RUS by NR
		Support Uckfield-Lewes extension	Agree in principle - would depend on long-term investment plans by NR in RUS

45	East Sussex County Council - Jon Wheeler	Welcomes opportunity to contribute to RAPK as part of closer partnership working in new LEP	Welcomed and noted	
		Object to proposal in Kent RUS for removal of Cannon St service on Hastings line from 2018	Agree and inc in RAPK - para 6.4 (x)	
		Propose dualling and electrification of Ashford-Ore	Agree and included in RAPK - para 6.4 (vi) now includes support for this objective	
		Aspiration for 2tph all day Ashford-Hastings	Support in RAPK in peaks and would also support all day if improvements above delivered by NR	
		Support for potential new international services stopping at Ashford	Agree and included in RAPK - para 9.2 & 9.3	
		Propose inclusion in RAPK of KCC intention to seek assurance from DfT that new rolling stock be acquired	Agree - now added to RAPK as new para 6.4 (xv)	
		Need for extra rolling stock capacity on Oxted-Uckfield line	Agree - KCC is aware of overcrowding and would support Southern's original proposal for re-worked Ashford-Eastbourne service, releasing stock for Oxted-Uckfield line	
		Need for improved connections between Marshlink ser and Southeastern HS & Mainline services at Ashford	Agree - now added to RAPK as part of para 6.4 (iii)	
		Improved frequency on Marshlink	Agree - now included in RAPK (app 2)	
46	Canterbury City Council - Cllr Mike Patterson	Support RAPK proposal in para 6.4 (v) for improved journey times on North Kent line to Vic/Cannon St	Agree and included in RAPK	
		Disagree with proposal in app 2 for 1tph HS service in off-peak from Cant West to St Pancras	Agree - aspiration for 2tph (probably within period of new IKF rather than at start) now inc in app2 for HS to Cant W	

47	hsdeal blogstop	Need for HS to Deal/Sandwich	Agree - included in RAPK	
48	Transport for London - Matthew Rheinberg	Welcomes KCC's RAPK	Welcomed and noted	
		Advocates of proposed additional stops at Denmark Hill & Peckham Rye for 4 am peak and 5 pm peak	Strongly and absolutely disagree with TfL proposal and with reasons given in support:	
		Kent trains, to/from mix of Maidstone East/Ashford and Gillingham/Rochester; support based on these trains	there would be even slower journey times on these trains; they are already full and there is no spare capacity; nobody from Kent would want to change at Denmark Hill or Peckham Rye, then Clapham Junction, to board trains from London termini to these destinations - they would always prefer to board them at the London terminal; TfL also fails to mention existing Bexleyheath line service to Victoria which serves Denmark Hill & Peckham Rye all day with 2tph until about 2000 and that this service could from Dec 2012 be extended to the end of the operating day	
		being routed via Catford Loop and not Herne Hill and having sufficient capacity; also suggest advantage for Kent passengers by having improved access to Clapham Junction via the new Overground East London Line for interchange to south west London, Sussex and south west England		
49	Sea Space - Paul Adams	Welcome and support the RAPK	Welcomed and noted	
		Need for improved connections between Marshlink ser and Southeastern HS & Mainline services at Ashford	Agree - now added to RAPK as part of para 6.4 (iii)	
		Propose dualling and electrification of Ashford-Ore	Agree and included in RAPK - para 6.4 (vi) now includes support for this objective	
		Object to proposal in Kent RUS for removal of Cannon St service on Hastings line from 2018	Agree and included in RAPK - para 6.4 (ix)	
		Improved frequency on Marshlink	Agree - now included in RAPK (app 2)	
50	Tonbridge & Malling Borough Council - Mike McCulloch	Welcome and support the RAPK	Welcomed and noted	
		Strong support for KCC rail summits bringing together all parties to ensure improved rail service for Kent	Welcomed and noted	
		Support proposed HS service on Medway Valley line w reference to station stop in T&M	Agree - now inc in RAPK para 6.4 (ix)	

		Need for specific measures to alleviate overcrowding of peak services in West Kent by improved infrastructure	Agree in principle - need to be assessed by NR as part of Kent RUS process	
		Support proposed direct Gatwick service but need to have Tonbridge-Redhill section back in IKF area	Welcome support but disagree with proposed move to IKF of this section; KCC propose this as part of renewal of Southern franchise	
		Need for faster journey times on Maidstone East line - more emphasis required	Agree in principle - RAPK clearly emphasises need for improved journey times by omitting smaller stations and serving them by proposed Thameslink service	
		Problems with station parking and need for station improvements to be given greater emphasis	Agree - now included in RAPK - para 6.4 (xiii)	
51	Martin Hydes	Need for more revenue protection	Agree - now included in RAPK	
		Need for better improved station amenities	Agree	
		Propose abolition of first class seating	Disagree - while demand remains on HS this provides better facilities for those willing to pay and additional revenue for TOC which reduces DfT revenue subsidy from taxpayer	
52	Peter Lee	Need for existing franchise to be terminated in 2012	Disagree - Southeastern have met targets set by DfT and will be expected to be awarded two-year extension to existing franchise to 2014	
		Need for North Kent line changes to be made before 2014	Disagree - RAPK is based on premise that new IKF will be awarded in 2014	
		Need to split HS and Mainline services in franchise	Disagree - but RAPK proposes splitting HS and Mainline for purposes of performance targets	
		Rail Summit to give more opportunity for RUGs and individuals to present their views	Agree - next summit will not involve long presentations	

53	East Kent Friends of the Earth Group - Stuart Cox	Need for HS to Deal/Sandwich	Agree and now included in RAPK	
		Need for improved bus/rail integration	Agree in principle - KCC aim to provide bus/rail connections for their services whenever possible	
		High fare increases dissuade people from using rail	Agree - fares policy determined by DfT and RAPK argues for easement	
		Kent "Oyster" style card would encourage use of public transport in Kent	Agree - KCC supports this in principle	
54	Raifuture - Chris Fribbins	Proposes joint document with Medway Council	Disagree (see above re Medway response)	
		Propose inclusion of London bridge as a City station	Disagree - reason for distinction is to emphasise need for both West End and City termini for each principal Kent rail route	
		Support possible HS to Deal/Sandwich but would welcome alternative of Mainline circular service	Welcome support for HS and now inc in RAPK	
		Support better connectivity at Ashford	Noted	
		Support better connectivity at Ashford and propose better partnership working with KCRP with statement of support from Medway Valley Line CRP	Noted - support from KCRP already received	
		Support proposed improved journey times on North Kent line	Noted	
		Support proposed improved journey times on Ashford-Thamet and Ashford-Hastings lines	Noted	
		Regrets removal of Cannon St service on Maidstone East line - should have waited for Thameslink KO2 service	Agree - RAPK proposes temporary Thameslink service until KO2 in 2018	
		Welcome proposes HS to Maidstone West - rolling stock availability should be eased by using Rochester starter	Agree in principle - the proposals in RAPK will involve reassignment of some HS stock	
		Suggest further investigating into different options instead of removal of Cannon St service from Hastings line	Agree	

		Need for good bus links to Parkway stations to reduce congestion and carbon footprint	Agree	
		Welcome proposed Gatwick-Kent service but prefer option of service to/from Maidstone West and Medway	Welcome support but disagree with terminal - objective is one West Kent (Tonbridge) and one East Kent (Ashford) station for Gatwick	
		Welcome improvements in station environment	Agree	
		Need for 2tph peak Cannon St service to North Kent line stations west of Medway	Agree - now included in RAPK (app 2)	
		Concern re fares policy being unreasonable	Agree - RAPK states KCC policy at para 6.4	
55	Gravesham Borough Council - Cllr Mike Snelling	Need for effective information systems to deal with major disruption	Agree - para 4.9 now developed with new para 4.10 & 4.11 to emphasise distinct roles of Southeastern and NR	
		Support principle of better connections	Agree - para 6.4(ii), (iii) & (iv)	
		Need to define role of St Pancras	Agree - now inc in para 6.4 (i)	
		Object to removal of stops on North Kent line	Disagree - RAPK proposes reduced timings for Kent Coast trains on North Kent line	
		NR proposal to increase line speeds on North Kent line between Gravesend and Strood - should be explored	Agree and noted	
		Welcome proposed HS service on Maidstone West line	Agree - incl in RAPK	
		Need for allocation of capacity in London to be addressed, inc rebuilding of London Bridge	Agree in principle - issue of London Bridge rebuilding is addressed in RAPK	
		Need to add Dartford & Gravesend to NR CP4 scheme for more 12-car platform capacity on North Kent line	Agree - now inc in RAPK para 7.2	
		Concern re international services at Ebbsfleet	Agree in part - Eurostar services need to be added to pm; KCC intends to present case for DB to serve a Kent station but may not be able to stop twice in county	

		Concern re lack of reference to freight	Noted - now excluded from scope of RAPK and will be covered by KCC's Freight Action Plan
		Concern re apparent loss of Cannon St services from North Kent stations	Agree - RAPK now corrected and these are included (app 2)
		Concern re proposed removal of Meopham from fast Kent Coast trains	Disagree - RAPK proposes faster N Kent line trains and 3tph in peak at Meopham to Vic and 2tph in peak top Cannon St - Vic trains would be 2tph Gillingham stoppers and 1tph Vic semi-fast
56	Helen Grant MP	Concern re Marden which has been identified as area of growth which will necessitate increase in rail service	Agree in principle - RAPK will now propose retaining existing service
		Object to RAPK proposal to reduce service at Marden to 3tph in peak and 1tph off-peak	Agree - RAPK will now propose 5tph in peak and 2tph in off-peak
57	John McCann	Concern re high fares	Agree - RAPK addresses fares policy
		Lack of trolley service	Noted
		Lack of phone or laptop facility	Disagree - inc on HS
58	Frederick Stansfield	RAPK does not sufficiently address inadequacy of Kent rail infrastructure and proposes new rail routes between Kent and various paces throughout the UK	Disagree
59	Shepway District Council - Dave Shore	Supports RAPK and principal objective to ensure that new IKF delivers rail service for Kent that meets needs of residents and visitors.	Welcomed and noted
		Requests detail of new franchise to retain existing level of service in Shepway, especially stops at Folkestone West and Central	Agree - RAPK also proposes increase during course of new IKF to 2tph off-peak to Folkestone West & Central (& Dover P)
60	Tonbridge Line Commuters - Lionel Shields	Welcome RAPK and support main proposals	Welcome and noted

		Concern re capacity constraints between Tonbridge and Orpington	Agree in principle - need for NR to address as part of Kent RUS proposals
		Propose post-2018 use of new paths to Blackfriars from Tonbridge	Agree in principle - KO2 timetable will change initial new IKF service specification for 2014
		Tonbridge Line Commuters survey 2010 attached	Noted and welcomed
61	J Baker	Various proposals for changes to RAPK for services throughout Kent	Noted
62	Tunbridge Wells Borough Council - Cllr Brian Ransley	Support principle KCC requirements in para 6.4	Welcomed and noted
		Need for better links from West Kent to Ebbsfleet	Noted
		Need for better links to/from Gatwick	Agree - inc in RAPK
63	London Borough of Southwark - Barbara Selby	Supports proposed extra stops in South London	Strongly disagree (see above)
64	Ian Killbery	HS rolling stock availability - supports HS to Deal	Agree - inc in RAPK
		Thanet Parkway - need to work for whole district through better bus links to new station	Agree
		New HS loop service via Thanet stations	Disagree
65	Swale Borough Council - Cllr Mike Whiting	New metro-style shuttle rail service between Sheernes and Newington / Sittingbourne / Teynham	Disagree - not viable with existing rolling stock or operationally