



Department
for Transport | Rail Executive

Stuart Freer
Executive, Stations & Depots and Network Code
Office of Rail Regulation
1 Kemble Street
London
WC2B 4AN

By e-mail only

Simon Feast
Rail Executive
Department for Transport
Zone 3/15, Great Minster House
33 Horseferry Road
London SW1P 4DR

Direct Line: 020 7944 4557
E-mail: simon.feast@dft.gsi.gov.uk

Web Site: www.dft.gov.uk

Our Ref: RFTB/020/001/023/jfk

29 May 2014

Dear Stuart,

RATIFICATION REQUEST FOR CLOSURE OF THE FOLKESTONE HARBOUR BRANCH AND FOLKESTONE HARBOUR STATION

Following the recent consultation in respect of the proposal to discontinue the use of the following rail facilities:

- Folkestone Harbour branch line (a one mile branch line between Folkestone East Junction and Folkestone Harbour) and
- Folkestone Harbour station (the station at the terminus of the branch line that previously served the harbour)

and the publication of the summary of responses and the Department's comments, Baroness Kramer, Minister of State for Transport, has agreed that the Office of Rail Regulation ('ORR') be requested formally to ratify the closure.

I am advising you under section 32(4) of the Railways Act 2005 ('the Act') that the proposal is a modified proposal. Following a query raised after the consultation closed, the Department considers that the description of the network for closure should be clarified to exclude the part of the network on Folkestone Harbour pier beyond the extent of Network Rail's lease area (as shown coloured green on the plan at Annex A). The closure provisions of the Act apply, inter alia, where "the network or, as the case may be, that part of it has, at any time within the preceding five years, been used for or in connection with the provision of services for the carriage of passengers by railway" (see section 26(1)(b)). Network Rail confirmed that the network beyond their lease area would not have been used in this way. Therefore, the description of the network is modified to read as follows:

"Folkestone Harbour branch line (a one mile branch line between Folkestone East Junction and Folkestone Harbour), up to the boundary of Network Rail's lease area, as shown coloured green on the plan at Annex A."

Paragraph 24 of ORR's Procedures for Reviewing Closure References suggests that the summary of responses be published for four weeks prior to reference. The summary was published on 1 May 2014.

Documents making up the closure submission are:

1. Closure consultation document
2. Closure Notice
3. Copy of Statutory Notice published in newspapers:
 - Daily Mail, 28 November and 5 December 2013
 - Daily Telegraph, 28 November and 5 December 2013
 - Folkestone Herald, 21 & 28 November and 5 December 2013
4. Copy of other consultation letters of 20 November 2013 from Network Rail to named stakeholders
5. List and copies of responses received
6. Summary of responses with DfT comments.

Electronic copies of these documents are attached to this e-mail.

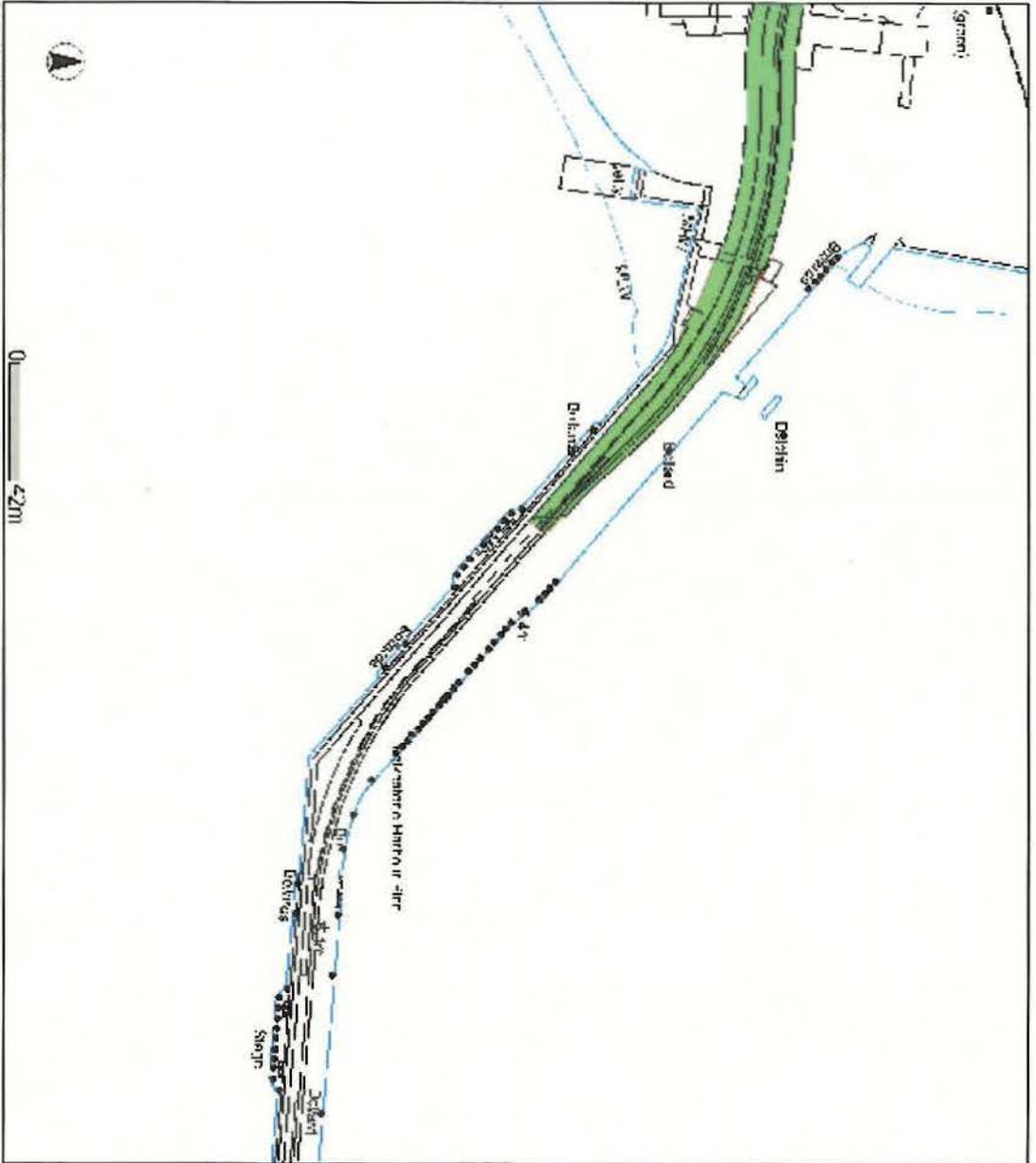
If you require any further information, please do not hesitate to contact me.

Yours sincerely,



Simon Feast
Fares & Passenger Benefits Manager

Annex A



Reproduced from the Ordnance Survey Map with permission of the controller of Her Majesty's Stationery Office. Crown Copyright. Licence No. 0100000002

FOLKESTONE PIER	
Extent of NR Estate	
Plot Scale	1:2036
Plot Date	10/4/2014
	

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RAILWAYS ACT 2005

PROPOSAL BY OPERATOR TO CLOSE PART OF PASSENGER NETWORK AND STATION

Network Rail has notified the Department for Transport that it proposes to close the network and station serving Folkestone Harbour.

Under sections 26(7)(a) and 29(7)(a) of the Railways Act 2005, the Secretary of State, as the relevant railway funding authority, is required to carry out a consultation concerning any proposal to discontinue the operation of parts of the network and to discontinue the use of a station.

This notice is made in compliance with the statutory requirements in Schedule 7 to the Railways Act 2005 and relates to the closure of the following rail facilities:

- **Folkestone Harbour branch line (a one mile branch line between Folkestone East Junction and Folkestone Harbour)**
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Copies will be provided free of charge.

Representations about the proposal should be sent to:
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folkestoneharbourbranch.consultation@dft.gsi.gov.uk no later than 28th February 2014.

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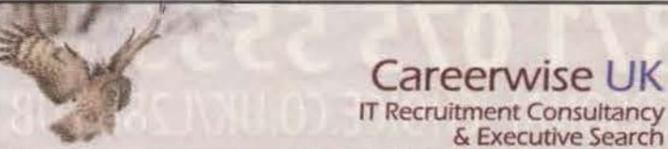


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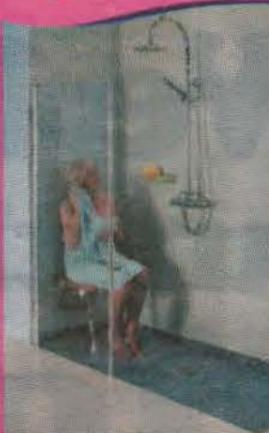
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Public notices



Department
for Transport

RAILWAYS ACT 2005

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Daily Telegraph 28/11/2013

December at St Mary the Virgin Church, Bottesford, Leics. No flowers please. Donations to Injured Jockey's Fund c/o William Roberts, Devon Lane, Bottesford, NG13 0BZ.
Online ref: 121359

CORNELIUS.—MARGARET. Much loved wife of Alan, mother of Richard and Elizabeth and grandmother of Elena, Victoria and Laura. Passed away 28th November aged 84. Thanksgiving Service St Andrews, Totteridge N20 8PR at 1.30 p.m., 12th December. Family flowers only. Donations to British Heart Foundation
Online ref: A171027

COVELL.—MARGARET. Peacefully on 1st December 2013 aged 90 years. Much loved by all her family and friends. Enquiries to Tapper Funeral Service, Poole. Tel: 01202 673164.
Online ref: 121355

DARBYSHIRE.—ELIZABETH MARY died peacefully on 1st December 2013, aged 87. Very dear wife of the late Lt Col Ian Darbyshire and mother of Robin and Andrew and dear sister of the late Christopher Traer Harris. Funeral and Cremation at Aldershot Crematorium on 16th December at 1.30 p.m. No flowers, please, but donations to Freeways Trust (a charity for people with learning difficulties) via funeral directors A&W Goddard.
Online ref: A171044

ERDAL.—ROSEMARY ELEANOR (née Hughes-Jones), died peacefully on 27th November 2013. Beloved wife of the late Oscar, mother of Suzanne and mother-in-law of Kenneth Jones. Service of Thanksgiving at the Parish Church of St John's the Baptist, Royston on 10th December at 2.30 p.m. No flowers please, but donations should you wish to SSAFA and can be sent c/o Newlings of Royston Funeral Service, Kingfisher House, Fish Hill, Royston, Herts SG8 9LB. 01763 242375.
Online ref: 121314

FAWKES.—PETER BARNEY ANTHONY DEAKIN, peacefully on 29th November, 2013 aged 86. Beloved husband of Oonagh, father of Simon and Clare and grandfather of six. Family funeral to be held on IOW. No flowers please but donations, if desired, may be sent to Mercy Ships tel: 01463 727800.
Online ref: 121317

GIBSON.—PETER. Peacefully on 29th November at Hartrigg Oaks, York. Beloved husband of Catherine and a much loved father and grandfather. Funeral Service to be held at York Crematorium on Wednesday December 11th at 3.40 p.m.
Online ref: 121346

GOURD.—CONNIE. Died on 30th November 2013 after a short illness. Beloved wife of Lieutenant Colonel RAY GOURD. Loving mother of Pamela and Peter and devoted grandmother to Charlotte, Oliver, Victoria and Helena. Funeral at 1.30 p.m. on Wednesday 18th December at the church of St Peter & St Paul, Thuxton, Hampshire, SP11 8NL. Family flowers only please. Donations, if desired, to Combat Stress.
Online ref: A171043

GRAY.—JANET (Jay) SHEILA née Slade, of Lanercost, Brampton, Cumbria, peacefully in hospital following a short illness. Dearly loved wife of the late Bill and treasured mother of Duncan and Shona. Funeral Wednesday 11th December 12 noon at Lanercost Priory, Brampton. Family flowers only but donations, if desired, to Cancer Research and Lanercost Priory.
Online ref: 121336

HARRISON.—MRS PAMELA HARRISON. PAMELA died peacefully on Monday 2nd December 2013, aged 89. Much loved mother of Richard, Nicholas and Sarah and grandmother of their children. Funeral will be at 1.30 p.m. Wednesday 11th December 2013 at the small chapel at East Sheen Cemetery, Sheen Road, Richmond, TW10 5BJ.
Online ref: A170989

Family flowers only please, but if desired, donations may be made to St Columba's Hospice and Marie Curie Cancer Care.
Online ref: 121354

NOYES.—TONY of Churchill, North Somerset on November 29th, aged 83 years. He worked in The City of London. Enquiries to George Williams Funeral Directors, Cheddar. Tel: 01934 742958.
Online ref: 121353

PETROVITCH.—MILICA (née Lozanic) died peacefully at home on 3rd December, aged 98. Widow of BRANISLAV PETROVITCH, mother of Paul and Jelena and grandmother of Simon, Elizabeth, Hugo and Anna. Service will take place at the Serbian Orthodox Church of St Sava, Lancaster Road, London W11, at 11 a.m. on Wednesday 11th December. Burial will be a private service at Brookwood Cemetery. Family flowers only but donations can be made to Trinity Hospice c/o Wembley Funeral Services, 41 St Michael's Avenue, Wembley, Middlesex HA9 6SH, 020 8903 5892.
Online ref: 121356

ROSENORN-LANNG.—OLIVER, died peacefully on 27th November at St Anne's Care Home in Southampton, aged 78. Loving father of Christopher and Justin. Funeral Service at Church of Immaculate Conception, 346 Portswood Road at 12.30 p.m. on Thursday 12th December. Family flowers only. Donations, if desired, to Motor Neurone Disease Association, PO Box 246, Northampton, NN1 2PR.
Online ref: A170988

SHARPE.—DOREEN peacefully 25th November 2013, aged 95. Wife of the late Sqn. Ldr. JOE SHARPE, dear mother of Lynne and Marcia. Enquiries to R. Barker Funeral Director 01235 510033.
Online ref: 121342

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Department for Transport

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5 DECEMBER 2013

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THE A20 TRUNK ROAD ALKHAM VALLEY INTERCHANGE AND COURTWOOD INTERCHANGE TEMPORARY OVERNIGHT SLIP ROAD CLOSURES

Notice is hereby given that the Secretary of State for Transport intends to make an Order on the A20 Trunk Road, near Folkestone in the County of Kent, under section 14(1)(a) of the Road Traffic Regulation Act 1984 because works are proposed to be executed on the road.

The effect of the Order would be to authorise the overnight closure of the following slip roads:

- (a) at Alkham Valley Interchange:
 - (i) the road leading from the coastbound carriageway of the A20 to the A260 and the road leading from the A260 to the Londonbound carriageway of the A20, and
 - (ii) the road leading from the A260 to the coastbound carriageway of the A20 and the road leading from the Londonbound carriageway of the A20 to the A260; and
- (b) at Courtwood Interchange near Capel-le-Ferne:
 - (i) the road leading from the coastbound carriageway of the A20 to the B2011 and the road leading from the B2011 to the Londonbound carriageway of the A20, and
 - (ii) the road leading from the B2011 to the coastbound carriageway of the A20 and the road leading from the Londonbound carriageway of the A20 to the B2011.

These measures would be in the interests of road safety to enable contractors to undertake cyclic maintenance and/or urgent repair work. It is expected that the work would take place for approximately 2 nights for each slip road every two months between 20:00 and 05:00 (maximum period).

The Order would come into force on 21 January 2014 and have a maximum duration of twelve months.

During the closures outlined at (a)(i) above, traffic affected would be diverted on the coastbound carriageway of the A20 to Courtwood Interchange (B2011) and return on the Londonbound carriageway of the A20 to Alkham Valley Interchange (A260). During the closures outlined at (a)(ii) above, traffic affected would be diverted on the Londonbound carriageway of the A20 to Castle Hill Interchange (A259/M20 Junction 13) and return on the coastbound carriageway of the A20 to Alkham Valley Interchange (A260).

During the closures outlined at (b)(i) above, traffic affected would be diverted on the coastbound carriageway of the A20 to Western Heights roundabout and return on the Londonbound carriageway of the A20 to Courtwood Interchange (B2011). During the closures outlined at (b)(ii) above, traffic affected would be diverted on the Londonbound carriageway of the A20 to Alkham Valley Interchange (A260) and return on the coastbound carriageway of the A20 to Courtwood Interchange (B2011).

The slip road closures and diversion routes would be clearly indicated by traffic signs throughout the works periods.

A Whiteman, Network Delivery and Development, Highways Agency, Department for Transport, Ref: HA/A20/35/3/2286

Enquiries relating to this notice may be made in writing to Mr K Bown, Network Delivery and Development, at the Highways Agency, Federated House, London Road, Dorking, Surrey, RH4 1SZ (e-mail: Kevin.bown@highways.gsi.gov.uk) or by telephoning 01306 878 621. http://www.highways.gov.uk



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Representations about the proposal should be sent to: Folkestone Harbour Branch Consultation Zone 3/17, Department for Transport, Great Minster House, 33 Horseferry Road, London, SW1P 4DR, or folkestoneharbourbranch.consultation@dtf.gsi.gov.uk no later than 21st February 2014.

Representations can also be copied to Network Rail at Folkestone Harbour Branch Consultation, c/o Strategic Planning, Waterloo General Offices, Waterloo station, London, SE1 8SW or folkestoneharbour@networkrail.co.uk

The proposals may also be viewed on the Department for Transport's website at www.dft.gov.uk/consultations/open

KENNETH JAMES BUTLER (Deceased)
Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of "Aurora" Birchwood Ashford Road Newing Green Hythe Kent CT21 4JB, who died on 12/09/2012, are required to send particulars thereof in writing to the undersigned Solicitors on or before 31/01/2014, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.
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female seeking

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TEXT IN NOW AND CHAT TO LOCAL PEOPLE. SEND : CHAT TO : 80098 (T&C'S BELOW)

SATURDAY night blues! Home alone again and looking for male companionship. Blonde, slim, 32yrs, attractive, what are you waiting for? Call me if you're normal and lovely. Tel No: 0905 002 1106 Box No: 408867

ANNA, busy mature lady seeks no strings discreet meetings with male any age or location. Tel No: 0905 002 1950 Box No: 366019

SOPHIE attractive hard working female, who enjoys dancing and good company. WLTM loving male to enjoy nights out and genuine laughter. Tel No: 0905 002 1106 Box No: 408625

MARG elegant attractive affectionate lady who enjoys many varied interests WLTM genuine male 50-60yrs for mutual indulgences. Tel No: 0905 002 1106 Box No: 408511

SUSIE, seeks fifty shades of grey with guy any age but must be discreet, call and I will explain why. Tel No: 0905 002 1951 Box No: 407321

HEATHER enjoys holidays, eating in with a large bottle of wine, cooking, meeting new people seeking interesting male to get to know a little better. Tel No: 0905 002 1106 Box No: 408509

SUSAN seeking nice male, medium build, 35, easygoing, likes music, nights in. Tel No: 0905 002 1106 Box No: 406779

KAREN 55, fun loving, attractive, young at heart, seeks caring, affectionate man, 55-65 who loves animals and the simple things in life. Tel No: 0905 002 1106 Box No: 408813

MANDY blonde, blue eyes, voluptuous, honest, likes animals, walks, socialising, seeking older gent, late 70's early 80's. Tel No: 0905 002 1106 Box No: 408741

ROSA, 27yrs, seductive foreign beauty. Seeks no strings discreet fun, any area. Call to hear my desires. ACA. Tel No: 0905 002 1958 Box No: 408093

SELSEA 43, driver, own home, N/S, 5ft 8ins, slim, dark hair, green eyes, confident, outgoing, likes most things, seeks N/S male, 40-48. Tel No: 0905 002 1106 Box No: 408405

CHRIS 39yr old attractive well built sporty lady looking for tall, happy, well built male to enjoy adult companionship, hopefully leading to more. Tel No: 0905 002 1106 Box No: 407935

CATHY divorced independent hopeless romantic seeking special gent to spend really nice times with, get to know and take it from there. Tel No: 0905 002 1106 Box No: 407623

25YR old very lonely unloved Asian female seeking true love, must be very discreet, enjoy good nights out and able to accommodate cosy nights in. Tel No: 0905 002 1106 Box No: 408249

CATH attractive tall blonde, likes travel, walking, romantic nights out, cosy nights in, looking for Prince Charming, must be passionate and loyal. Tel No: 0905 002 1106 Box No: 408245

ALEX 35, very attractive, slim, blonde, caring sensitive single mum, likes meals in/out, nice pubs, WLTM similar male/dad to love and care for. Tel No: 0905 002 1106 Box No: 408503

LISA busy blonde 34yr old fun to be with single party goer, looking for similar male for adult fun maybe more. Tel No: 0905 002 1106 Box No: 408289

ELAINE lonely divorced female with no ties, enjoys dog walking, cosy nights in, looking for reliable caring male to spend quality time. Tel No: 0905 002 1106 Box No: 408283

LINDA young 62, smoker, seeking gent, 55-65 for friendship, maybe more. Tel No: 0905 002 1106 Box No: 40521

CARIBBEAN female, 50, honest, caring, thoughtful, seeking male for LTR. Tel No: 0905 002 1106 Box No: 408231

SUE 58, likes walks, meals out, socialising, seeks large male, 6ft plus for friendship, maybe more. Tel No: 0905 002 1106 Box No: 389135

Hi I am Sally a single 28yr old female, pretty, size 8-10 with a GSOH and fun to be with looking for similar lonely male for mutual companionship, dates and more. Tel No: 0905 002 1106 Box No: 407951

SLIM N/S female, 54, working, reliable, easy going, likes nature, animals, seeks nice male companion, 50-64, for country/seaside walks and meals out. Tel No: 0905 002 1106 Box No: 405745

JACQUELINE 79 widow, easy going, good listener, not slim or neurotic, OHAC, Sevanoska, lonely would like gentleman's company. Tel No: 0905 002 1106 Box No: 405533

AMANDA 44 blonde, blue eyed, very leggy, fun to be with, honest and caring seeking kind, considerate honest gent 74-79 plus. Tel No: 0905 002 1106 Box No: 405315

SLIM tall, elegant, feminine, N/S, solvent lady, young 50's, likes travel, red wine, seeks tall, sincere, Military/professional gent of high calibre. Tel No: 0905 002 1106 Box No: 405707

JOYCE 83, widow, WLTM gent with GSOH for days out, friendship, companionship, maybe more. Tel No: 0905 002 1106 Box No: 393067

DELILAH 49, likes animals, blonde, blue eyes, seeking older gent, late 70's who is kind and willing to care about me. Tel No: 0905 002 1106 Box No: 403769

BLONDE tanned female, trendy, 46, GSOH, likes walks, pubs, nights in, seeks male. Tel No: 0905 002 1106 Box No: 384852

LYN happy, young looking 72yr old, seeking interesting man, 65 plus to enjoy life with. Tel No: 0905 002 1106 Box No: 403101

60YR old black female, sociable, seeks romantic, articulate white male for friendship, maybe more. Tel No: 0905 002 1106 Box No: 402523

BLACK beautiful female, 5ft 7ins, likes most things in life, seeks special male for companionship, maybe more. Tel No: 0905 002 1106 Box No: 398391

CAROLINE 60, 5ft 2ins, likes animals, walks, travel, gardening, seeks male. Tel No: 0905 002 1106 Box No: 402067

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male seeking

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ADAM 48, single dad, bored, seeking fun and more. Tel No: 0905 002 1106 Box No: 408421

DAVE 50, seeks female of similar age for meals out, holidays etc. Tel No: 0905 002 1106 Box No: 408415

RETIRED male, seeks no strings discreet meets with slim-medium build female, any age for adult fun. Midway area. Tel No: 0905 002 1106 Box No: 408343

RETIRED male, 66, 6ft 2ins, easy going, GSOH, loyal, loves pets, meals out, life, seeks lady for LTR. Tel No: 0905 002 1106 Box No: 407317

MALE 67, professional, fit, 5ft 10ins, medium build, reliable, tactile, likes most things, seeks slim lady, let's go! Tel No: 0905 002 1106 Box No: 407855

MALE seeking female to love and be loved back. Tel No: 0905 002 1106 Box No: 408941

FIT fellow, full of fun, 58, seeks to find fanciable lady for free and fascinating future for LTR. Find your jar half full. Tel No: 0905 002 1106 Box No: 405857

CHRIS 52, slim, looking for female, 25-38, slim, 5ft 2ins plus for LTR. Tel No: 0905 002 1106 Box No: 408575

DAVE 50, likes holidays, meals out, socialising, easy going, seeks female 40 plus. Tel No: 0905 002 1106 Box No: 408541

TALL friendly, very light hearted, single 58, seeks pretty woman for LTR, mutual selection of activities and choosing how to spend our time. Croydon. Tel No: 0905 002 1106 Box No: 407147

BLACK male, looking for 1-2-1 relationship with laid back, understanding female. Tel No: 0905 002 1106 Box No: 405221

YOUNG 70 widower, fit, lonely, 5ft 11ins, 11st, likes drives, walks, DIY, meals out, gardening, smoker, looking for lady to spend life with. Tel No: 0905 002 1106 Box No: 405519

DAVE genuine guy, 6ft, black hair, blue eyes, medium build, likes sports, gardening, music, seeks female with GSOH and genuine. Tel No: 0905 002 1106 Box No: 388372

STEVE 6ft 4ins, OHAC, seeking relationship, outdoor type, homely, wanting mutual good relationship with sexy woman. Tel No: 0905 002 1106 Box No: 407355

ANTHONY 48, athletic, enjoys country walks, seeks youthful female for friendship/relationship. Tel No: 0905 002 1106 Box No: 407355

71YR old romantic, 6ft, likes life, socialising, reading, strong tea, dogs, smoker but house trained seeks mature lady needing TLC. Tel No: 0905 002 1106 Box No: 407277

DAVE genuine guy, 6ft, black hair, blue eyes, medium build, likes sports, gardening, music, seeks female with GSOH and genuine. Tel No: 0905 002 1106 Box No: 388372

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CALL CHARGES: DATING 18+ and have the bill payer's permission. 090 calls cost £1.53 per min. plus network charges. Calls from Mobiles will be considerably higher. Calls are recorded and may appear on your bill. TEXT: 88833 texts £1.50 per msg. Mobiles must be MMS/Wap compatible in order to use these services, if not contact your Network Provider. Text alerts are charged at £1.50 per week. To unsubscribe to text alerts, text DATING STOP to 63333. To cancel free match alerts, text STOP to 07781474042. For full T&Cs go to www.localdates-terms.co.uk. REPLY BY TEXT: 80098 costs £1.50 per SMS sent (max 150 characters). Service only available where phone icon show. Messages are moderated. Minimum 6 messages must be sent before contact details can be exchanged. To STOP text stop to 80098. Service provided by Sports4Adults. Help: 0844 800 1188. SMS TEXT CHAT: 80098 costs £1.50 per SMS sent. This service is a virtual chat service meaning you will not be able to meet the people listed. To STOP text stop to 80098. Service provided by JMedia. Help: 0844 800 1188. ALL SERVICES: By texting any shortcode you consent to the owner of that shortcode sending you the occasional marketing message. DATA PROTECTION: Service provided by JMedia UK Ltd, SW4 7BX, 0844 800 1188. We will collect the details you provide and may send you details of other services and events operated by us. We may pass your details onto this newspaper for marketing or PhonePayPlus for regulatory purposes. W/C 18/11/13

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LAUNDRY BASKET Plastic White with Lid (3ft high) £5 Tel: 01304 239446 or 07972 663980

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SHOWER SCREEN Glass shower screen with Dolphin motifs as new in the Home Bay area £25 ono Tel: 07976 399701

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OLYMPUS AZ 330 Olympus AZ 330 SuperZoom camera and case. £15 Tel: 01843 863410

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Public Notices

BRIAN PATRICK DOHERTY (Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of Hythe Kent, who died on 14/07/2013, are required to send particulars thereof in writing to the undersigned Solicitors on or before 07/02/2014, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.

ROBSON & CO
147 High Street Hythe
Kent CT21 5JN

GUY CAROL GOOLD KERRY (Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of The Dover Suite The Grand The Leas Folkestone Kent CT20 2LR, who died on 14/10/2013, are required to send particulars thereof in writing to the undersigned Solicitors on or before 07/02/2014, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.

HEDLEYS SOLICITORS
6 Bishopmead Parade East Horsley
Surrey KT24 6DR

GWENDOLINE MARY BISHOP (Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of Brambling House 46 Eyrthorne Road Shepherdswell Dover Kent CT15 7PG formerly of The Bunglow Liss Road Eastry Nr Sandwich Kent CT13 0LA, who died on 16/07/2013 are required to send particulars thereof in writing to the undersigned Solicitors on or before 31/01/2014, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.

MOWLL & MOWLL
Trafalgar House Gordon Road
Whitfield Dover Kent CT16 3PN

Public Notices

Department for Transport

RAILWAYS ACT 2005

PROPOSAL BY OPERATOR TO CLOSE PART OF PASSENGER NETWORK AND STATION

Network Rail has notified the Department for Transport that it proposes to close the network and station serving Folkestone Harbour.

Under sections 26(7)(a) and 29(7)(a) of the Railways Act 2005, the Secretary of State, as the relevant railway funding authority, is required to carry out a consultation concerning any proposal to discontinue the operation of parts of the network and to discontinue the use of a station.

This notice is made in compliance with the statutory requirements in Schedule 7 to the Railways Act 2005 and relates to the closure of the following rail facilities:

- Folkestone Harbour branch line (a one mile branch line between Folkestone East Junction and Folkestone Harbour)
- Folkestone Harbour station (the station at the terminus of the branch line that previously served the harbour)

Following the Railways Closures Guidance 2006, Network Rail, as network operator, has carried out an initial assessment of whether maintaining the Folkestone Harbour branch and Folkestone Harbour station as part of the national rail network represents value for money. Network Rail concluded that expenditure on maintaining the facilities is neither an appropriate nor a responsible use of resources. It is proposed that, subject to successful completion of the closure process, the rail facilities will be closed on or after 31 May 2014.

Anyone wishing to see Network Rail's initial assessment, and a summary of it, may inspect the consultation document at the Department for Transport's offices at Great Minster House, 33 Horseferry Road, London, SW1P 4DR (contacting Zone 3/17). Alternatively, copies can be obtained from Simon Feast at the same address or by email from folkestoneharbourbranch.consultation@df.gov.uk

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The proposals may also be viewed on the Department for Transport's website at www.dft.gov.uk/consultations/open

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Copies will be provided free of charge.

Representations about the proposal should be sent to: Folkestone Harbour Branch Consultation Zone 3/17, Department for Transport, Great Minster House, 33 Horseferry Road, London, SW1P 4DR, or folkestoneharbourbranch.consultation@df.gov.uk no later than 21st February 2014.

Representations can also be copied to Network Rail at Folkestone Harbour Branch Consultation, c/o Strategic Planning, Waterloo General Offices, Waterloo station, London, SE1 8SW or folkestoneharbour@networkrail.co.uk.

The proposals may also be viewed on the Department for Transport's website at www.dft.gov.uk/consultations/open

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Public Notices

PROPERTY AND PROCUREMENT NEW COUNCIL HOMES

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Applications are invited from suitably experienced Contractors who wish to be considered for inclusion in the District Council's select list of tenderers for the construction of 3 new houses. This new development is the first phase of the Council's new house building programme, providing Council houses to meet the code of sustainable homes and Lifetime Homes Standard. The value of the contract is estimated to be in the region of £240K to £260K.

It is anticipated that the works will commence on site in April 2014 and will require the successful contractor to enter into a standard JCT form of contract or similar.

Contractors will be required to provide information to allow checks to be made on their financial stability, safety policy and technical competence. Further details of the information required will be sent to contractors responding to this advertisement. Failure to submit all information may invalidate the application.

Details of applicants will be held on computer and registered in accordance with current Data Protection Legislation.

Applications are to be submitted within 10 days of the publication of this notice to the Senior Asset Management Surveyor at the following address:

Dover District Council
White Cliffs Business Park
Dover
Kent CT16 3PJ

Further information may be obtained from Mr Derek Williams Telephone 01304 872238



Public Notices

Dover District Council Land Allocations Local Plan

NOTICE OF COMMENCEMENT OF INDEPENDENT EXAMINATION: LAND ALLOCATIONS LOCAL PLAN DEVELOPMENT PLAN DOCUMENT

Planning and Compulsory Purchase Act 2004
The Town and Country Planning (Local Planning) (England) Regulations 2012

Dover District Council has submitted its Land Allocations Local Plan to the Secretary of State for Independent Examination.

The document is being scrutinised independently by Inspector Christopher Anstey BA (Hons) DipTP DipLA MRTPI of the Planning Inspectorate, who has been appointed by the Secretary of State to conduct the Examination. The purpose of the Examination is to examine the soundness of the Land Allocations Local Plan.

The Examination will formally open at 10.00 am, on Tuesday 28th January 2014, in the Council Chamber, Dover District Council Offices, White Cliffs Business Park, Dover, Kent.

Each day of the Examination will commence at 10.00am. Details of the examination programme and related documents are available on the Council's website, at <http://www.dover.gov.uk/landallocations>

The meetings are open to the public and anyone interested in observing the examination should notify the Council's Programme Officer, Miss Jemma Duffield (telephone: 07879 621659 or email programme.officer@dover.gov.uk).

Further information:
Dover District Council, White Cliffs Business Park, Dover CT16 3PJ
Email: regenerationdelivery@dover.gov.uk Telephone: 01304 872477



MARINE AND COASTAL ACCESS ACT 2009 APPLICATION FOR RENEWAL OF FENDERING SYSTEM

Notice is hereby given that Dover Harbour Board has applied to the Marine Management Organisation under the Marine and Coastal Access Act 2009, Part 4, for a marine licence to undertake renewal of the fendering system on berth 2. Plans showing the position of the works may be inspected at Harbour House, Dover, Kent, CT17 9BU.

Copies of the Application and associated information may be viewed on line in the Public Register at www.marinemangement.org.uk/publicregister.

Representations or objections in respect of the application should be made in writing, giving an address to which correspondence relating to the representation or objection may be sent, to the Marine Management Organisation, Lancaster House, Hampshire Court, Newcastle upon Tyne, NE4 7YH, or alternatively emailed to ferm.skeldon@marinemangement.org.uk, within 28 days of 5 December 2013, quoting reference MLA/2013/00426.

The Marine Management Organisation will pass to the applicant a copy of any objection or representation we receive.



ENVIRONMENT AGENCY MARINE AND COASTAL ACCESS ACT 2009 APPLICATION FOR CONSTRUCTION

Notice is hereby given that the Environment Agency has applied to the Marine Management Organisation under the Marine and Coastal Access Act 2009, Part 4, for a marine licence to undertake construction works at Greatstone Beach, New Romney, Kent. Plans showing the position of the works may be inspected at New Romney Library (1).

Copies of the Application and associated information may be viewed on line in the Public Register at www.marinemangement.org.uk/publicregister.

Representations or objections in respect of the application should be made in writing, giving an address to which correspondence relating to the representation or objection may be sent, to the Marine Management Organisation, Lancaster House, Hampshire Court, Newcastle upon Tyne, NE4 7YH, or alternatively emailed to mark.gresham@marinemangement.org.uk, within 28 days of (2), quoting reference MLA/2013/00421.

The Marine Management Organisation will pass to the applicant a copy of any objection or representation we receive.

(1) New Romney Library, 82 High Street, New Romney, Kent, TN28 8AU
(2) 5th December 2013



Department for Transport

RAILWAYS ACT 2005

PROPOSAL BY OPERATOR TO CLOSE PART OF PASSENGER NETWORK AND STATION

Network Rail has notified the Department for Transport that it proposes to close the network and station serving Folkestone Harbour.

Under sections 26(7)(a) and 29(7)(a) of the Railways Act 2005, the Secretary of State, as the relevant railway funding authority, is required to carry out a consultation concerning any proposal to discontinue the operation of parts of the network and to discontinue the use of a station.

This notice is made in compliance with the statutory requirements in Schedule 7 to the Railways Act 2005 and relates to the closure of the following rail facilities:

- Folkestone Harbour branch line (a one mile branch line between Folkestone East Junction and Folkestone Harbour)
- Folkestone Harbour station (the station at the terminus of the branch line that previously served the harbour)

Following the Railways Closures Guidance 2006, Network Rail, as network operator, has carried out an initial assessment of whether maintaining the Folkestone Harbour branch and Folkestone Harbour station as part of the national rail network represents value for money. Network Rail concluded that expenditure on maintaining the facilities is neither an appropriate nor a responsible use of resources. It is proposed that, subject to successful completion of the closure process, the rail facilities will be closed on or after 31 May 2014.

Anyone wishing to see Network Rail's initial assessment, and a summary of it, may inspect the consultation document at the Department for Transport's offices at Great Minster House, 33 Horseferry Road, London, SW1P 4DR (contacting Zone 3/17). Alternatively, copies can be obtained from Simon Feast at the same address or by email from folkestoneharbourbranch.consultation@dft.gsi.gov.uk

Copies will be provided free of charge.

Representations about the proposal should be sent to: Folkestone Harbour Branch Consultation Zone 3/17, Department for Transport, Great Minster House, 33 Horseferry Road, London, SW1P 4DR, or folkestoneharbourbranch.consultation@dft.gsi.gov.uk no later than 28th February 2014.

Representations can also be copied to Network Rail at Folkestone Harbour Branch Consultation, c/o Strategic Planning, Waterloo General Offices, Waterloo station, London, SE1 8SW or folkestone.harbour@networkrail.co.uk.

The proposals may also be viewed on the Department for Transport's website at www.dft.gov.uk/consultations/open

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female seeking

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TEXT IN NOW AND CHAT TO LOCAL PEOPLE. SEND: CHAT TO : 80098 (T&C'S BELOW)

KAREN 55, fun loving, attractive, young at heart, seeks caring, affectionate man, 55-65 who loves animals and the simple things in life. Tel No: 0905 002 1106 Box No: 408613

ROSA, 27yrs, seductive foreign beauty. Seeks no strings discreet fun, any area. Call to hear my desires. ACA. Tel No: 0905 002 1958 Box 408093

MANDY blonde, blue eyes, voluptuous, honest, likes animals, walks, socialising, seeking older gent, late 70's early 80's. Tel No: 0905 002 1106 Box No: 408741

BLONDE female, 5ft 11ins, size 12, likes meals out, drinks, nights in, walks, seeks male. Tel No: 0905 002 1106 Box No: 409025

female seeking

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TEXT IN NOW AND CHAT TO LOCAL PEOPLE. SEND: CHAT TO : 80098 (T&C'S BELOW)

KAREN blonde, long legged, many interests, very young looking, outgoing, adventurous, likeable, WLTm my soul mate, could that be you? Pis call me. Tel No: 0905 002 1106 Box No: 407953

CHRIS 39yr old attractive well built sporty lady looking for tall, happy, well built male to enjoy adult companionship, hopefully leading to more. Tel No: 0905 002 1106 Box No: 407935

CATHY divorced independent hopeless romantic seeking special gent to spend really nice times with, get to know and take it from there. Tel No: 0905 002 1106 Box No: 407623

LUCY truly wonderful brunette who really loves life, seeking sincere male for true friendship with a little romance thrown in for good measure. Tel No: 0905 002 1106 Box No: 407457

HAPPY young looking lady, 62, likes socialising, conversation, seeking nice man to share good times with. Tel No: 0905 002 1106 Box No: 407383

DIVORCED female, 66, blue eyes, 5ft 4ins, medium build, blonde hair, seeks male, 65-75 for friendship/companionship, maybe more. Tel No: 0905 002 1106 Box No: 403275

LINDA young 62, smoker, seeking gent, 55-65 for friendship, maybe more. Tel No: 0905 002 1106 Box No: 400521

SUSIE, seeks fifty shades of grey with guy any age but must be discreet, call and I will explain why. Tel No: 0905 002 1951 Box No: 407321

MARG elegant attractive affectionate lady who enjoys many varied interests WLTm genuine male 50-60yrs for mutual indulgences. Tel No: 0905 002 1106 Box No: 408511

HEATHER enjoys holidays, eating in with a large bottle of wine, cooking, meeting new people seeking interesting male to get to know a little better. Tel No: 0905 002 1106 Box No: 408509

ALEX 35, very attractive, slim, blonde, caring sensitive single mum, likes meals in/out, nice pubs, WLTm similar male/cad to love and care for. Tel No: 0905 002 1106 Box No: 408503

LISA busy blonde 34yr old fun to be with single party goer, looking for similar male for adult fun maybe more. Tel No: 0905 002 1106 Box No: 408289

male seeking

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CHRIS 52, slim, looking for female, 25-38, slim, 5ft 2ins plus for LTR. Tel No: 0905 002 1106 Box No: 408575

DAVE 50, likes holidays, meals out, socialising, easy going, seeks female 40 plus. Tel No: 0905 002 1106 Box No: 408541

ADAM 48, single dad, bored, seeking fun and more. Tel No: 0905 002 1106 Box No: 408421

DOG lover short of British slim petite lady to maybe get into 1-2-1 relationship and start something new. Smoker welcome, age immaterial. Tunbridge Wells area. Tel No: 0905 002 1106 Box No: 404417

MALE seeking attractive female for discreet fun times. Tel No: 0905 002 1106 Box No: 409189

MALE seeking female to love and be loved back. Tel No: 0905 002 1106 Box No: 408941

FIT fellow, full of fun, 58, seeks to find fanciable lady for free and fascinating future for LTR. Find your jar half full. Tel No: 0905 002 1106 Box No: 405857

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YOUNG 70 widower, fit, lonely, 5ft 11ins, 11st, likes drives, walks, DIY, meals out, gardening, smoker, looking for lady to spend life with. Tel No: 0905 002 1106 Box No: 405519

DAVE genuine guy, 6ft, black hair, blue eyes, medium build, likes sports, gardening, music, seeks female with GSOH and genuine. Tel No: 0905 002 1106 Box No: 388372

RETIRED male 68, 5ft 8ins, considerate, GSOH, easygoing, likes driving, shopping, most music, seeking lady 60-70 for friendship. Ashford. Tel No: 0905 002 1106 Box No: 404589

PROFESSIONAL 45yr old male, one son, bored of the same thing, seeks lady for possible romance. Kent. Tel No: 0905 002 1106 Box No: 386234

MALE 67, professional, fit, 5ft 10ins, medium build, reliable, tactful, likes most things, seeks slim lady, let's go! Tel No: 0905 002 1106 Box No: 407855

STEVE 6ft 4ins, OHAC, seeking relationship, outdoor type, homely, wanting mutual good relationship with sexy woman. Tel No: 0905 002 1106 Box No: 407835

ANTHONY 48, athletic, enjoy country walks, seeks youthful female for friendship/relationship. Tel No: 0905 002 1106 Box No: 407355

71YR old romantic, 6ft, likes life, socialising, reading, strong tea, dogs, smoker but house trained seeks mature lady needing TLC. Tel No: 0905 002 1106 Box No: 407277

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Paul Carey
Office of Rail Regulation
One Kemble Street
London
WC2B 4AN

Richard Howkins
Waterloo General Offices
London
SE1 8SW
folkestone.harbour@networkrail.co.uk

20th November 2013

Consultation on the closure of the Folkestone Harbour branch and station

Dear Stakeholder,

Network Rail have carried out an assessment of the future use of the Folkestone Harbour branch and station. Our conclusion is that maintaining the rail facilities as part of the national rail network do not represent value for money. Therefore, Network Rail, as network operating company, propose closure of the Folkestone Harbour Branch and Folkestone Harbour station in accordance with the Railways Closures Guidance within the Railways Act 2005 (Part 4; sections 26 (4b) and 29 (4b)).

A requirement of the Railways Closures Guidance is to initiate a consultation on the closure proposal. The consultation runs to 28th February 2014 and details on how to respond are provided in the attached Consultation document.

Please review the information contained in the Consultation document and respond by the closing date. Formal responses must be sent to the Department for Transport for consideration and may also be copied to Network Rail as proposer of the closure. Contact details for both organisations are also provided in the Consultation document.

After the consultation period closes, all responses will be considered and the closure proposal amended where appropriate. On the assumption that the closure proposal has not fundamentally changed following consultation, the proposal will be referred to the Office of Rail Regulation (ORR) to provide an independent review of whether it satisfies the requirements of the closures guidance. The outcome of the review will determine whether the ORR will issue a closure ratification notice for the branch and station.

Yours sincerely,

Richard Howkins

Senior Strategic Planner

Name	Company	Address2	Address3	Address4	
Paul Carey	Office of Rail Regulation	One Kemble Street	London	WC2B 4AN	1
Stephen Gasche	Kent County Council	Sessions House	County Hall	Maidstone ME14 1XQ	
Dave Shore	Shepway District Council	The Civic Centre	Castle Hill Avenue	Folkestone CT20 2QY	
	Passenger Focus	Fleetbank House	2-6 Salisbury Square	London EC4Y 8JX	
Damian Collins MP	Folkestone and Hythe	House of Commons	London	SW1A 0AA	
Richard Dean	Southeastern Railway Ltd	Friars Bridge Court	41-45 Blackfriars Road	London SE1 8PG	1
Pawel Nowak	DB Schenker Ltd	2nd Floor 310 Goswell	London	EC1V 7LW	1
Jason Bird	Freightliner Group Ltd	3rd Floor The Podium	1 Eversholt Street	London NW1 2FL	1
Ian Kapur	GB Railfreight Ltd	15-25 Artillery Lane	London	E1 7HA	1
	Rail Freight Group	7 Bury Place	London	WC1A 2LA	1
	Freight Transport Association	Hermes House	St Johns Road	Tunbridge Wells TN4 9L	1
Nigel Whitburn	Kent Community Rail Partnership	The Old Granary, Penst	Canterbury Road, East	Kent TN25 5LL	1
	Association of Community Rail Partnerships	The Old Water Tower, F	St Georges Square	Huddersfield HD1 1JF	1
	British Transport Police	Floor 5, International Hc	Dover Place	Ashford TN23 1HU	1
Trevor Minter	Folkestone Harbour Company	Strand House	125 Sandgate High St	Sandgate Kent CT20 3E	2
The Chairman	Remembrance Line Association	57 Old High Street	Folkestone	Kent CT20 1RN	3

Summary of Responses to Consultation on Proposed Closure of the Folkestone Harbour Branch line and Folkestone Harbour Station – and Department for Transport comments

Introduction

The Department for Transport carried out a public consultation on Network Rail's proposal to discontinue the operation of the Folkestone Harbour branch line and Folkestone Harbour station.

Next steps

Following consideration of the replies, Ministers have agreed to allow the proposed closure to proceed as a modified proposal under section 32(4) of the Railways Act 2005, relating to the network on the Folkestone Harbour Branch line as far as the end of Network Rail's lease area on Folkestone Harbour pier, as shown coloured green on the plan appearing at the end of this document. The closure is now subject to ratification by the Office for Rail Regulation, which is not automatic.

Replies and response

1. Seventy-two responses to the consultation were received. Fifty-two of these made representations in relation to the proposal, of which seven expressed positive support. The remaining responses were simple requests for copies of the consultation documentation (11) and obvious 'spam' e-mails (9) containing no reference to the proposal whatsoever.

Representations were received on behalf a number of councils (Kent County Council, Folkestone Town Council, Stanford Parish Council) and from an individual member of Kent County Council. Three representations were made for or on behalf of the Remembrance Line Association ('RLA') and single representations from the following organisations: Ashford Railway Heritage Trust, Folkestone Trawlers Ltd/Folkestone Fisherman's Association, Kent Channel Chamber of Commerce, Shipping and Port Management Limited, Savills Chartered Surveyors and Shepway HEART forum (it should be noted that Network Rail were advised that this representation was made by the Chairman in a personal capacity rather than on behalf of the forum). One train operating company (Southeastern) made a representation as did Passenger Focus, the statutory body representing the interests of rail passengers in Great Britain, who noted that proposals for future use of the branch other than for heavy rail were outside their remit. The remainder were made by individuals.

Representations – in favour of closure

2. Seven representations were in favour of the closure taking place, the predominant reason being that it would facilitate the long-awaited redevelopment of the Harbour area, which is the preferred option of Shepway District Council and is a key component in the regeneration of the town. In the absence of any cross-Channel ferries from Folkestone Harbour, and of any prospect of them resuming in the future, the Branch and station no longer served their original purpose.

Representations – against closure

3. Thirty-five representations considered that the Branch and station had a role to play in relation to (a) the proposed redevelopment of the harbour area and/or (b) the RLA's proposals for operating a tram-train service (with 12 representations expressing general support for the latter).

It was argued that a light rail service would be of benefit to the regeneration of the Harbour area (and also potentially to the proposed development at Shorncliffe, to the west of Folkestone) and would re-establish the eastern side of Folkestone as the focal point of the town. A rail service to the Harbour redevelopment was more appropriate than the use of the existing road system, which was considered not conducive to the Harbour development, whether for bringing construction materials to the site (in view of the weight restriction on the Road of Remembrance) or for access to the development when it was complete. It would also help reduce pollution through car exhaust.

It was noted that the planning consent for the Harbour redevelopment did not require the closure of Branch line and Harbour station and that, in any event, the planning process was not complete and the full range of opportunities for the potential future use of the Branch had not been fully explored. It was also argued that the redevelopment itself was not in the interests of Folkestone or its people.

In the event that closure were allowed, it was argued that Network Rail should continue to maintain the infrastructure in minimal form, so that it might be re-opened should a definite use be identified.

COMMENT

The proposals to redevelop the harbour do not include retention of the railway, either in its current heavy rail format or as a light rail alternative. The harbour development plans form part of Shepway District Council's Core Strategy which was agreed at an extraordinary council meeting and approved by the Planning Inspectorate.

The RLA has published details of its proposals for a tram-train system using a 'Parry People Mover' (Class 139), which would operate from a park-and-ride facility at Folkestone East Junction, along the Branch line infrastructure via a stop at East Cliff to the new Harbour Master's Square (part of the Seafront development) and then run on-street along Marine Parade to Leas Lifts. Some services would run from Folkestone East via a connection with the main line to Folkestone Central station, to provide interchange with heavy rail services to all destinations.

The Department considers that retaining the branch on the basis of an undefined requirement would not represent value for money and would be contrary to decisions made by the local planning authority.

Network Rail provided the following comments about the RLA tram-train proposals: "The consultation document provided outline costs for re-instatement of the branch and station as part of the heavy rail network (Appendix 3). This totalled £4.6m capital and £30k p.a. operational costs. Network Rail acknowledges that some investment costs could be reduced if a light rail system was operated (i.e. lower track and

structural specification due to lighter vehicles). However, costs such [as] for signalling at level crossings are intractable regardless of type of vehicles. Furthermore, significant additional costs would be incurred if a dedicated light rail system was introduced. Taking the recent example of the Stourbridge branch:

- *£140k for one buffer stop at Stourbridge Town (not including design and installation – nor compliance with safety standards)*
- *£1.4m estimated cost of a vehicle servicing depot*
- *“six figure sum” sunk by London Midland on rolling stock spare parts*
- *Plus leasing costs of rolling stock, maintenance, power, cleaning, staffing etc*

The Stourbridge branch ‘benefits’ from being separated from rail network, hence some costs are kept relatively low due to different operating licence conditions (e.g. use of bus drivers rather than train drivers). The stated long-term ambition of the Remembrance Line Association proposals is connection with the main line at Folkestone East with onward connection to Folkestone West. Such a proposal would require extensive remodelling of the signals and track between Dover and Sandling in order to operate both services in parallel. No work has been undertaken to establish the cost of such a re-signalling, however as a comparison parts of the Maidstone East line will be re-controlled and the interlocking renewed at an estimated cost of c£15m.

The significant costs, the uncertain passenger demand case, and the lack of planning authority support does not provide a strong case for developing a light rail/tram service.”

4. Thirty-one representations advocated the resumption of heavy rail passenger services to Folkestone Harbour station (potentially in parallel with heritage services). It was noted that expansion of Folkestone Central station is not possible because of a constrained site, so the Harbour branch represented a potential alternative, with the possibility of building a new station at Folkestone East (where a station formerly existed until 1965).

Six representations considered that the Branch and station would be required for future passenger services if cross-Channel ferries resumed from Folkestone Harbour. A new foot-passenger ferry service was considered likely to be profitable after one year of operation. It was considered that Folkestone Harbour was a realistic alternative should the Channel Tunnel or the Port of Dover not be available, either because they had reached full capacity or as a result of some catastrophic event. Two representations foresaw the resumption of cross-channel ferries if the United Kingdom seceded from the European Union following a proposed referendum and this resulted in the resumption of the trade in duty-free goods from Europe. Closure of the Branch now would mean that it would be difficult, if not impossible, to restore rail services to the Harbour to serve a new ferry service. One representation considered that the Department for Transport should actively consider the introduction of fast foot-ferries, possibly under a franchise.

COMMENT

Passenger ferries from Folkestone Harbour ceased in 2000 and a passenger ferry service does not form part of Shepway District Council’s plan for the harbour. In any

case, the Department does not consider that a ferry service is predicated on the presence of the railway connection. There is no longer a rail connection with the cross-channel ferries at Dover, where the port is now a 30-40 minute walk from Dover Priory station or 10 minutes by shuttle bus costing £2. Nor is there a rail connection at Calais, where passengers may either walk from the port to Calais Ville station (25 minutes) or take a shuttle bus costing around €2. No ferries currently operate from Boulogne, the historical destination for ferries from Folkestone.

The provision of ferry services to and from UK ports is a matter for commercial decision by ferry operators and the ports between which they wish to operate. The UK Government does not franchise ferry operations. The general view is that there is sufficient capacity on the cross-channel ferry and railway routes to meet the likely demand for goods and passengers.

The size and nature of ferry vessels using Dover has changed in recent years and other ports could not handle such vessels. There are a number of other ports along the south coast, along with the Channel Tunnel, that could handle traffic in the event of prolonged disruption at the port of Dover. Therefore, even if were an operational port, it is unlikely that Folkestone would make any difference to the level of disruption, especially given the constraints arising from the tidal problems of berthing ferries.

With regard to the possibility of a resumption of the cross-Channel duty-free trade, the private member's EU Referendum Bill, which sought a referendum on the United Kingdom's continued membership of the European Union to be held in 2017, had its Second Reading on 10 January 2014 but peers voted to end debate at committee stage in the Lords. There is not time for the bill to get through all its stages in the Lords and Commons in the current session of Parliament.

5. Eighteen representations considered that the Harbour Branch and station should be retained in recognition of their historical importance due to their role during two World Wars in transporting troops and equipment across the Channel. Some considered it to be a tourist attraction. One representation regretted that closure proposal coincided with the 100th anniversary of the beginning of the First World War (in August 1914). One representation noted that there were a number of items at the Harbour station worthy of preservation; another asked that Roman and Saxon archaeological remains in the area around Warren Road/Folly Road should be investigated.

COMMENT

The Department is happy to acknowledge the important role played by the Folkestone Harbour branch line in the transport of men and equipment during both World Wars. However, while the Railways Closures Guidance notes that there will often be impacts that cannot be quantified or valued in money terms, historical importance is not one of the objectives for transport referred to in the New Approach to Appraisal, the basis for evaluating railway closures (the objectives being Environmental, Safety, Economy, Accessibility, and Integration).

The Department understands that an initial scoping report for the Masterplan for the seafront development has been agreed with the Council and that this will take

account of Archaeology and Heritage, based on heritage and 'PPS 5' statements. (PPS 5 is the guidance that assists local authorities, owners, applicants and other interested parties in implementing Planning Policy Statement 5 (Planning for the Historic Environment) and to help in the interpretation of policies within the PPS.)

The Department understands that no physical works are planned to the infrastructure in and around Warren Road/Folly Road that would require an archaeological investigation to be carried out.

6. Two representations envisaged the Branch being used for alternative purposes: one considered that it could be used for the training of railway apprentices and another considered that the possibility of its use for the transportation of bulk freight in the form of sea-dredged materials had not been explored.

COMMENT

While the proposals to use the Branch for alternative purposes appear to be attractive, the Department is not aware that either of those referred to here has any firm basis.

7. One representation understood that the continued operation of VSOE services on the branch would have minimised Network Rail's losses and would have contributed towards the economy of the Harbour but there was no evidence of any dialogue about this between Network Rail and the town's representatives.

COMMENT

Network Rail advised the Department that the decision to move the operation of the VSOE services from the harbour to Folkestone West was based on safety and economic grounds. As described in the consultation document, the operation of this and other services was unsustainable as the expenditure on maintaining and operating the harbour branch and station far exceeded access charges received in return. The resources required to operate VSOE to Folkestone West are much less than Folkestone Harbour and it is incorrect to suggest otherwise. In terms of contribution to the harbour economy, VSOE passengers were taken by coach from the harbour station directly to the Channel Tunnel. Network Rail's recollection of this operation suggests that it did not allow much time to contribute to the local economy and therefore it is also incorrect to imply that closure has had an adverse effect. The coach transfer operation is currently replicated at Folkestone West since 2009, which has provided a safe and efficient means of handling passengers.

8. One representation queried whether the reversion of land currently leased to Network Rail back to Radnor Estates would jeopardise proposals to use the branch for other rail services.

COMMENT

Network Rail advised the Department that it believes that the correspondent has confused the issue with the terms of the lease between Network Rail and Folkestone Harbour Company. Network Rail is currently unaware of any lease between Network Rail and Radnor Estates in respect of the harbour branch. In terms of jeopardising proposals to use the branch for other rail services, Network Rail pointed out that no rail services are currently permitted to use the branch under the terms of the

Permanent Out of Use Network Change. Closure will allow local stakeholders to develop the site which in theory could include retaining all or part of the railway, albeit not as part of the national rail network. However, such plans are likely to contradict with the outline planning permission that has already been granted for the harbour area.

9. One representation queried what would happen to the swing bridge in the event that closure was allowed to go ahead.

COMMENT

On the assumption that closure is ratified and railway assets are disposed of in line with Network Rail's licence conditions, it is noted that the developers' plans retained the route across the harbour as a pedestrian pathway. Hence, it may be assumed that both viaduct and swing bridge may be incorporated into the planned development to serve this function.

10. One representation was concerned that there did not appear to be any notice of the proposed closure in local newspapers and that it was not possible to download the documentation from the Department's website

COMMENT

Schedule 7 of the Railways Act 2005 requires notice of any proposed closure to be published in a local newspaper circulating in the area affected by the proposal (and also in two national newspapers). In this instance, notice was published in the Folkestone Herald on 28 November and 5 December 2013. Schedule 7 also requires that copies of the notice be displayed at every station in the area affected by the proposal. These were displayed at Folkestone Central and Folkestone West stations, as well as at Folkestone Harbour station.

Copies of all relevant documents were e-mailed direct to the correspondent by the Department.

11. The RLA's representation is analysed separately as it was the most comprehensive of the representations that argued against the closure being allowed to take place.

The Remembrance Line Association

12. The RLA submitted a detailed response, which merits separate comment.

- **Unique situation of the Folkestone Harbour Branch line**

RLA raised a number of points relating to the history of the Branch line.

COMMENT

These are subjective and/or not relevant to the closure proposal.

- **General comments on the consultation document**

RLA queried the robustness of the figures and arguments put forward by Network Rail (page 2, para a).

COMMENT

The expenditure on maintaining the facilities is detailed in Appendix 3 of the consultation document, which formed Network Rail's original assessment

RLA were concerned about the apparent confused position with regard to ownership of land and structures associated with the Branch line and station (page 2, para b)

COMMENT

Network Rail acknowledged that the legal issues in relation to land ownership of the harbour area are complex. However, Network Rail does not believe that they are materially relevant to establishing closure

- **The Financial appraisal**

RLA felt that the economic case as laid out in the consultation document was incomplete (page 3, para a).

COMMENT

The economic case, as described in section 3 of the consultation document, refers to the current status of the branch – i.e. under a permanent out of use Network Change. Network Rail accepts that this may present a misleading view to a non-industry person, hence the transparency provided in the assessment in Appendix 3.

RLA were concerned about the robustness of the economic appraisal, with the inclusion of 'suspicious' rounded figures (page 3-4, para b).

COMMENT

Network Rail advised the Department that the cost estimates (for both formal and Appendix 3 assessments) were provided by Kent Route Asset Managers during the summer of 2012. The estimates are a combination of unit rates (e.g. for track refurbishment and renewal) and professional knowledge and judgement (e.g. the viaduct is a unique structure on Kent Route, and the cost for refurbishment based on jobs of equivalent difficulty). Any element of 'rounding' reflects the fact that in lieu of an expensive and time-consuming appraisal of each asset, that costs were underestimated. In reality, full refurbishment and renewal would undoubtedly be higher.

RLA noted that EWS had objected to the Network Change in 2008, additionally expressing concerns about the level of maintenance and type of signalling control on the Branch.

COMMENT

Network Rail advised the Department that DB Schenker, EWS's successor, agreed to the Network Change in 2012.

Network Rail does not deny that it was downgrading the line from 2008/09 and suggests that downgrading started some time before that date. The Department has not specified a franchised service since 2001 and charter traffic covered a fraction of

costs. Network Rail was, and is, faced with the choice of investment in existing passenger and freight services or on infrastructure that has no reasonable expectation of achieving value for public money.

RLA does not believe that Network Rail should base its maintenance of the Branch on the aspirations of the Folkestone Harbour Company, which, up until 2013, had no planning consent to use the harbour area for any other purpose (page 5, para a).

COMMENT

Network Rail considers that this is an issue for the harbour owners. However, the fact that a port is operational does not equate to maintaining the operation of the railway. Dover, as an example, closed its railway connection in the 1990s. Similarly other English Channel ports, such as Ramsgate and Weymouth do not currently have a train service.

RLA considered that any compensation payments to operators through the Network Change process (page 5, para ii) should have been included in the appraisal.

COMMENT

Network Rail acknowledges that the payment of compensation to operators is routine. However, no compensation has been paid in relation to Folkestone Harbour.

RLA considers that any costs that have been incurred by Network Rail as a result of a downgrading or a network change effecting the branch, which in turn has resulted in a reduction of traffic which is cited in the Consultation Document to illustrate or at least imply that the Branch is not viable, should naturally be included in any closure related cost/benefit analysis as costs required to close and decommission the line (page 6, second para).

COMMENT

Network Rail advised the Department that no such costs have been incurred.

RLA considered that the £1.4 million expenditure on new facilities for VSOE at Folkestone West were a necessary pre-condition to realising the intention of closing the Branch to facilitate the Folkestone Harbour Company's business plan (page 6-7).

COMMENT

Network Rail advised that the expenditure was justified on the safe and efficient operation of trains, and the avoidance of major costs as highlighted in Appendix 3.

RLA further felt that the figures in the consultation document were incomplete because they did not include any sums for bringing assets/structures up to an acceptable condition for transfer (page 7 iii).

COMMENT

Network Rail advised that the costs described reflect its current understanding. Network Rail's examination of the development plans submitted by the Folkestone Harbour Company suggest that either Network Rail's assets will be destroyed under the development (e.g. parts of the station); or in the case of the viaduct, that the structure is suitable for usage as defined by the plans (i.e. pedestrian walkway).

RLA has no confidence in the rounded figures given under the 'do minimum' scenario (page 8 iv).

COMMENT

See response on the industry processes above.

RLA considers that the use of language in relation to the potential passenger benefits under both the 'do something' and 'do minimum' scenarios implies that there is no possibility that the Branch could be reinstated so that an operator could obtain access (page 8 v).

COMMENT

See response above.

RLA challenges the assertions in the consultation document that the prospect of a passenger ferry service resuming from Folkestone Harbour was very weak, in the light of the Folkestone Harbour Company's own optimistic press release in 2005 and the aspirations of Shipping and Port Management Limited to introduce a ferry service (page 8-9 c).

COMMENT

Any ferry proposal is not dependant on the operation of a railway service (as per Dover). In any case, a ferry service has not been supported by harbour owner or local authority.

RLA see no basis for the statement in the consultation document about the future potential for a ferry service (page 8-9 c).

COMMENT

Network Rail commented that the statement about future potential was informed by the fact that no cross-channel operation has been sustained in Folkestone; and several companies (e.g. Sea France and Transeuropa) have been faced by severe financial difficulties.

RLA is concerned that Network Rail has no role in analysing the potential for maritime operations (page 8-9 c).

COMMENT

Network Rail agrees that it is not qualified to comment on maritime operations. However, the response of Planning Inspectorate's assessment of Shepway District Council's Core Strategy established the following:

"Freight and pedestrian traffic between Folkestone and Boulogne ceased a number of years ago (2000). A specific area of concern is whether the CS should include safeguards to allow the reintroduction of cross-channel ferry services and re-establishment of the harbour rail link. Neither is explicitly ruled out by policy SS6 which, for example, retains the rail corridor as a cycle/pedestrian link. However, the Council clarified at the hearing session that development that met this policy's requirements but did not retain the potential for passenger ferries to be reintroduced

would be acceptable in principle. As such, the CS proposes the deletion of LP policy FTC4 and its safeguards.

I have had regard to the documents submitted by representors supporting these projects. However, in both cases there is no strong evidence that there is sufficient likelihood of either being delivered within the likely development timescale of this site. Although a business plan has been prepared for the reopening of the Folkestone Harbour Branch Railway, key delivery elements (including project funding and the conclusion of negotiations with Network Rail) do not appear to have been secured. Investigations by the owner of Folkestone Harbour and the Mayor of Boulogne concluded that reintroducing the ferry service would be unfeasible for both technical and commercial reasons. While this is disputed by some parties, very little evidence to the contrary has been submitted. For example, a funding package for a resumed ferry service is not in place. Neither project is a national policy requirement. Notwithstanding its revocation, neither scheme was required by the SEP, which (within East Kent) made reference to the Ports of Dover and Ramsgate – identifying the latter as Kent’s second cross-channel port.

Clearly, the re-establishment of the cross-channel ferry and harbour rail link would accord with sustainable transport objectives. Both would be likely to result in economic benefits. Nevertheless, LP policy FTC4’s protection of the potential for a cross-Channel ferry link and the retention of the Harbour Station has failed to deliver either the Port area’s regeneration or the implementation of the projects themselves. Bearing in mind both the accepted need for the area’s regeneration and the wider housing pressures that apply to the District as a whole (discussed elsewhere in this report), the alteration of policy SS6 in order to perpetuate safeguards for passenger ferry services and the harbour rail link is not needed to make the Plan sound.

Subject to the above-noted main modifications, I conclude that the Core Strategy’s proposals for Folkestone Seafront are effective, adequately justified and consistent with national policy.”

The full report (published June 2013) and supporting documentation can be found below:

<http://www.shepway.gov.uk/content/view/201677/4372/#Core Strategy Final Report>

- **The future potential of the Folkestone Harbour Branch line**

RLA state that Network Rail has taken account of its detailed proposals to use part of the Branch infrastructure (page 10, para a).

COMMENT

Network Rail was pleased that the RLA described it as “cordial and accessible”. However, Network Rail does not recognise the statement that NR did not engage in detailed discussion on the RLA proposals. Its recollection is that Network Rail actively and openly engaged with the RLA over several years, culminating in a meeting in December 2013, in which it provided a long list of challenges that the RLA must overcome to make their proposals happen. Network Rail stressed that it cannot allocate inexhaustible resources to stakeholders that are neither funded nor supported by the local authorities.

RLA refer to a response from EWS to the Network Change Proposal in 2008 suggesting that a scheme be sought that would make the Branch infrastructure fit for more frequent charter traffic (page 10, para b)

COMMENT

Network Rail commented that it is not obliged to carry out work described within a Network Change consultation response.

RLA state that Network Rail has made no credible effort to explore/test the assumptions about an absence of ferry operations from Folkestone Harbour (page 10, para c).

COMMENT

See the response above and the Planning Inspectorate's comments

RLA state that Network rail has failed to take account of the European Commission's TEN-T Network policies, in particular "Ports, Gateways to the Trans European Transport Network", published in September 2013". TEN-T ports are defined in part by their connection to the hinterland, a connection related qualification which, in Folkestone's case is achieved by the existence of the Harbour Branch Line (page 10, para d).

COMMENT

As highlighted above, the operation of the port is not dependant on the presence of the railway.

Network Rail has not taken account of the Department for Transport's "National Policy Statement for Ports" of January 2012 (page 11, para e).

COMMENT

As above

RLA believes that Network Rail has taken statements made by the Folkestone Harbour Company at face value and has gone beyond simply basing its business case upon the aspirations of the port authority, it has been pursuing closure in order to support the business case of the Folkestone Harbour Company itself to the detriment of the Branch Line by pursuing closure, in at least part, for the purpose of supporting that development.

COMMENT

Network Rail reject the assertion that it accepted the decisions of Folkestone Harbour Company at face value and is disappointed about the RLA's implication that Network Rail is in cahoots with them. Network Rail's objectives have always been within the terms of reference provided by their Licence Conditions, to save the industry money and support the policies of the local and national authorities.

- **Assessment of the environmental impact**

RLA state that no mention was made in the consultation document of the environmental impact of the closing the Harbour Branch, in particular the effects on road traffic of the creation of some 1,000 new homes on the Seafront site (page 12, Para 2).

COMMENT

Network Rail commented that insignificant revenue was generated by this line when it was operational.

Road transport alternatives have been proposed and approved by Shepway District Council and formed part of their Core Strategy. These plans include improvements to the road and bus network, to which S106 contributions have been allocated. The FHC proposals were approved at an extraordinary meeting of Shepway District Council on 31st July 2012 [2013] with 37 councillors voting for and one abstention.

Link to planning application and meeting details:

<http://www.shepway.gov.uk/moderngov/mgAi.aspx?ID=3711>

- **Linkages to the Port**

RLA considers that the view that the Branch Line is not commercially viable because it operates to a port to/from which no maritime operations are conducted is flawed, since all options for either rail or maritime operations have not been exhausted.

COMMENT

Network Rail considers that this point has already been addressed above.

- **Conclusions**

- a. The RLA questions the objectivity, thoroughness, comprehensiveness; basis and credibility of the costs and arguments employed within the Consultation Document and its Financial Appraisal and wishes the source, basis and evidence for such costings and arguments to be made accessible

COMMENT

Network Rail's response to the financial appraisal above refers.

- b. The RLA asserts that Network Rail has failed, since at least 2008, to explore and test all possible scenarios and options for the line's continued existence and operation – it certainly did not appear to have worked with EWS on the matter and has not engaged actively and constructively with either this Association or the 'Folkestone-Boulogne Ferry Service' in relation to their proposals;

COMMENT

Network Rail's response to financial appraisal above refers.

- c. The RLA asserts that Network Rail have not taken into account the Localism Act 2011, in respect of community based groups or associations;

COMMENT

Network Rail advised the Department that it believes it has worked closely with local authorities and made itself accessible to the RLA (as acknowledged in their response).

- d. The RLA asserts that Network Rail's actions in respect of the line have been guided not by the interests of the line itself, but by the commercial investment interests of the Folkestone Harbour Company, not in relation to its role as a statutory port authority, but as a housing development investor;

COMMENT

Network Rail consider that this has been addressed in the comments on the future potential of the Folkestone Harbour branch above, in particular that its objective has been to save the industry money and support the policies of the local and national authorities

- e. The RLA objects to the inclusion of statements within the Consultation Document that lack explanatory background and context and are therefore misleading. Likewise the Association objects to the inclusion of statements of apparent fact, mentioned elsewhere in this response, which are in reality assumptions, when the supportive evidence for them is not provide and their validity and robustness therefore not open to scrutiny.

COMMENT

Network Rail believes that the key issues described in the document are supported by context and explanation. Any apparent assumptions do not have a material effect on the case for closure or supported by overwhelming evidence (e.g. challenges of operating a profitable ferry service in a hugely competitive market; and the need for a dedicated railway line)

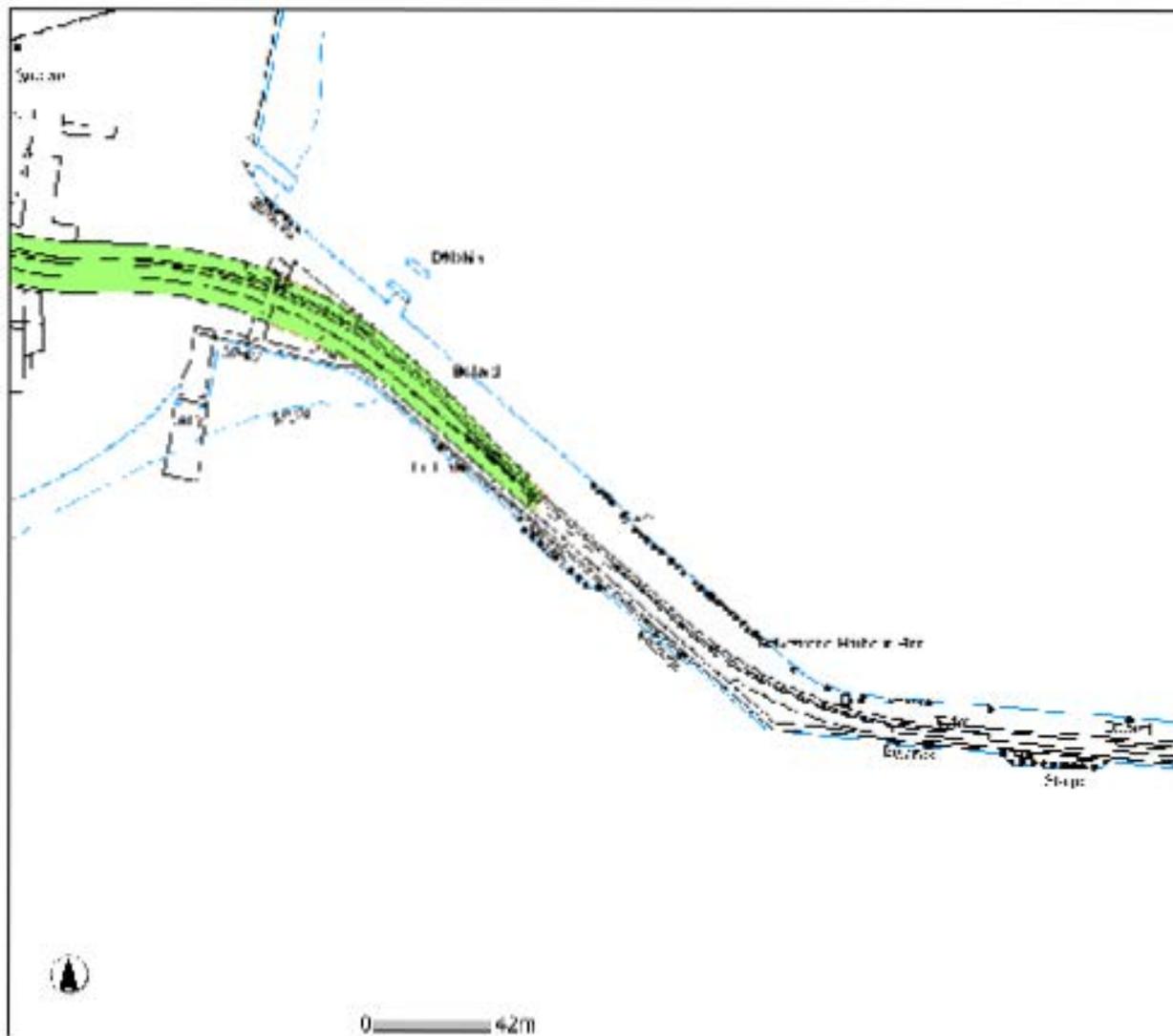
Clarification of extent of network closure

The Remembrance Line Association contacted the Department on 10 April 2103 (after the consultation period had ended) to report that some of the network on Folkestone Harbour pier beyond the station had been lifted, in advance of the ratification of the closure by the Office of Rail Regulation.

Upon investigation, the Department established that the part of the network in question was beyond Network Rail's lease area and therefore, in all probability, had not been used by any passenger trains or other passenger rolling stock in recent years. Under section 26(1)(b) of the Act, the network closure provisions apply where "the network or, as the case may be, that part of it has, at any time within the preceding five years, been used for or in connection with the provision of services for the carriage of passengers by railway". The Department's conclusion is that, in all probability, the provisions of section 26 of the Act do not apply the network in question because it has not had the necessary use as set out in section 26(1)(b).

Since it is possible to infer from the diagram in the consultation document that all the network on Folkestone Harbour pier was included in the proposal, the description of the network for closure in the consultation document may have been wider than necessary. Therefore, under section 32(4) of the Act the proposal is a modified proposal, relating to the network on the Folkestone Harbour Branch line as far as the end of Network Rail's lease area on Folkestone Harbour pier, as shown coloured green on the attached plan.

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Ordnance Survey Map (E,N) 623637, 110018

FOLKESTONE PIER
Extent Of NR Estate

Plot Scale 1:2000
Plot Date 10/4/2014

Output Created from the 3D Portal - A4 Landscape