

## Dover/Folkestone Rail Break Update.

**Protest meeting The Bohemian, Beach St Deal. 8.30pm Friday 22 January.**

**Come and find out the progress that we're making.**

**When will fast trains again travel via Deal and Sandwich?**

**How long is it going to take to mend the seawall?**

**When will the shuttle services be improved?**

We have been promised that local MP Charlie Elphicke and Southeastern Trains MD David Statham will be there.

We have put in specific suggestions and practical timings for relief fast trains via the Minster Loop and Canterbury West and expect a response

Given it will take many months to repair the seawall break, replacement bus services are not a satisfactory solution.

**KCC suggests new HS1 diversion via Canterbury East to avoid coastal disruption**

**Start planning it now says Trains4Deal**

**Relatively small capital expenditure will future-proof coastal line against natural disasters**

In 2013 Paul Crick, Director of Planning and Environment for Kent County Council wrote a paper suggesting that around £2 million should be allocated for a new rail connection so that the line from Canterbury East would join with the mainline to Ashford as this would enable HS1 trains to travel from Deal and Sandwich via Dover to Canterbury East and on to London in the event of a rock fall or other disaster on the sensitive coastal route.

Less than two years on and the eminent good sense of the suggestion is clear for all to see. However the 30 year time-frame of the original suggestion should now be radically speeded up.

Travellers on HS1 trains from Deal and Sandwich would be able to get to St Pancras in the same times as those going via Folkestone while the integrity of the rail loop would be preserved making timetabling easier and new fast connection to Canterbury would be created.

Adding an additional stop at Kearsney or Shepherdswell would expand the potential customer base for the train operating company and make travel to London from those stations as fast as it now is from Martin Mill and Walmer.

It is agreed that there are so many known vulnerabilities on the coast line between Folkestone to Dover that other disasters are likely to disrupt travel in the future.

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