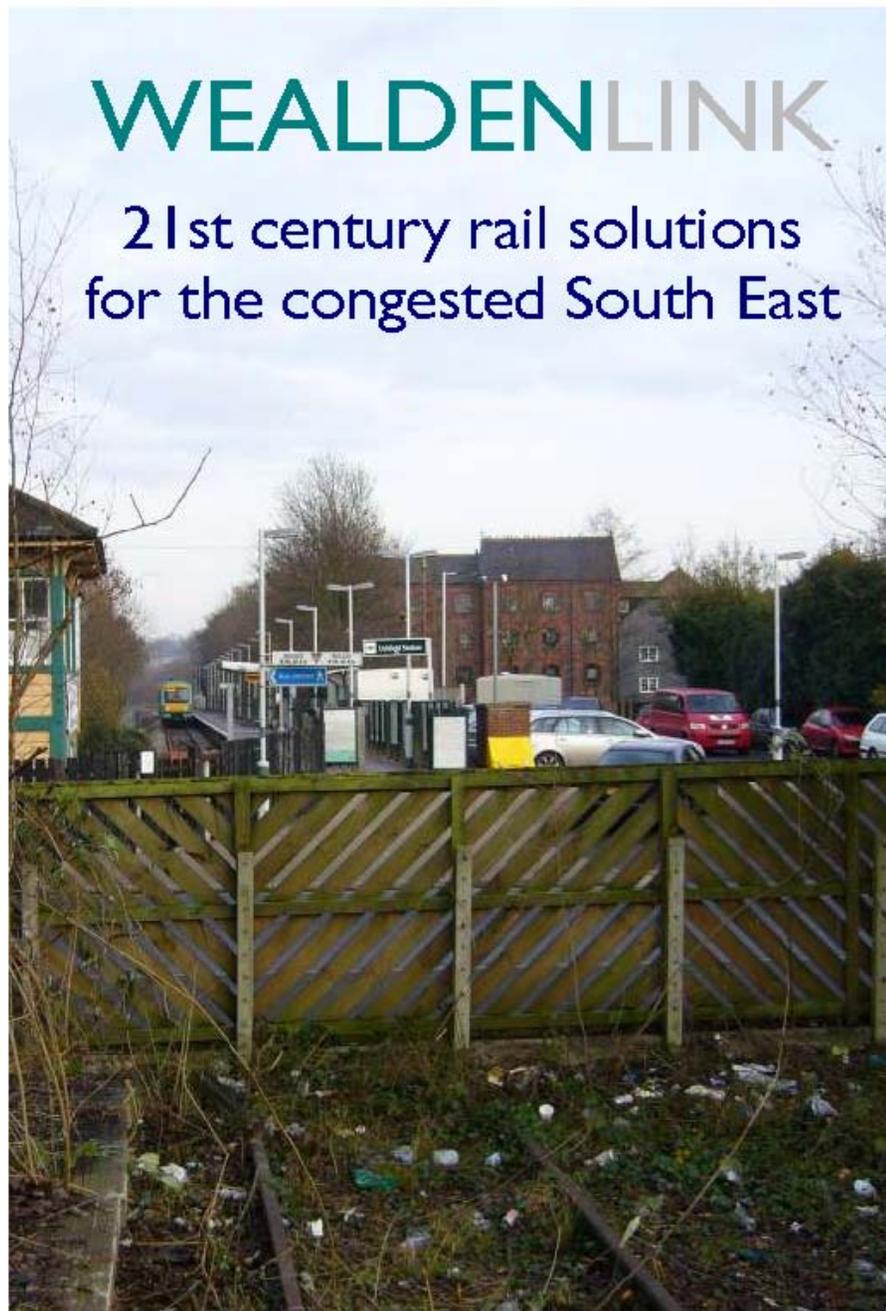


WEALDENLINK

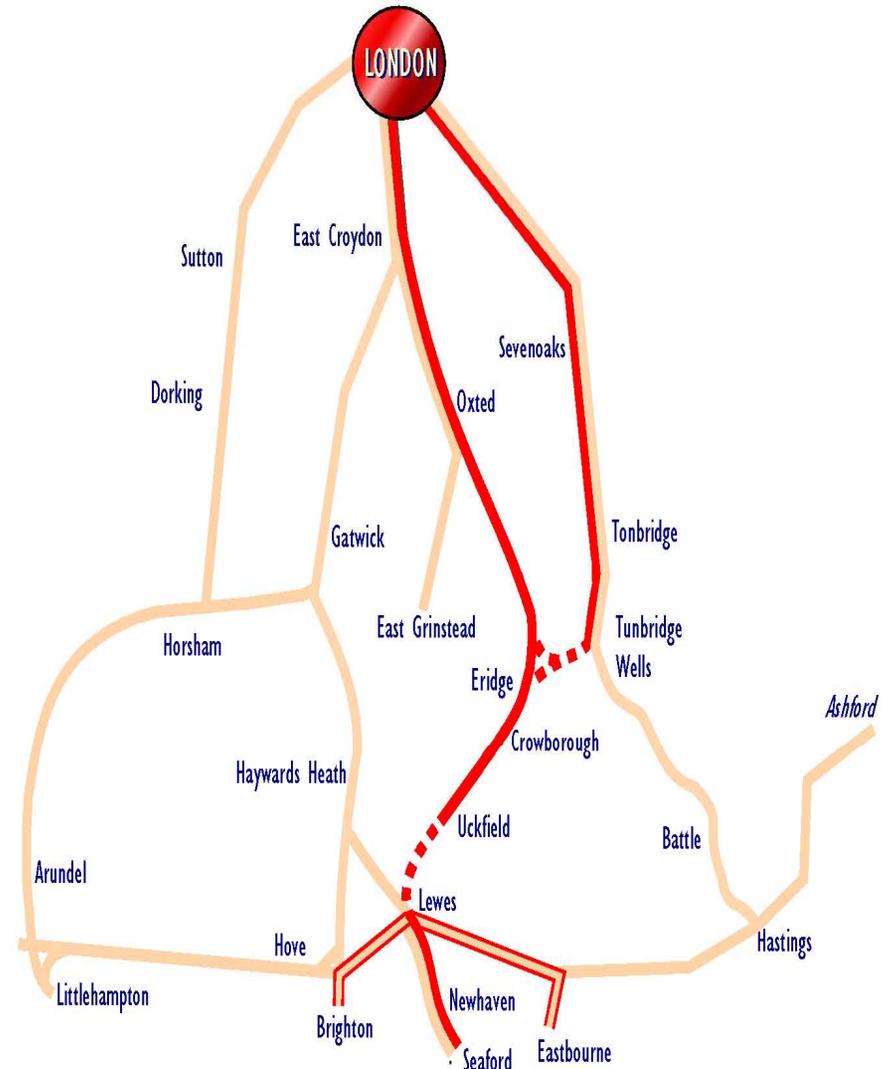
21st century rail solutions
for the congested South East

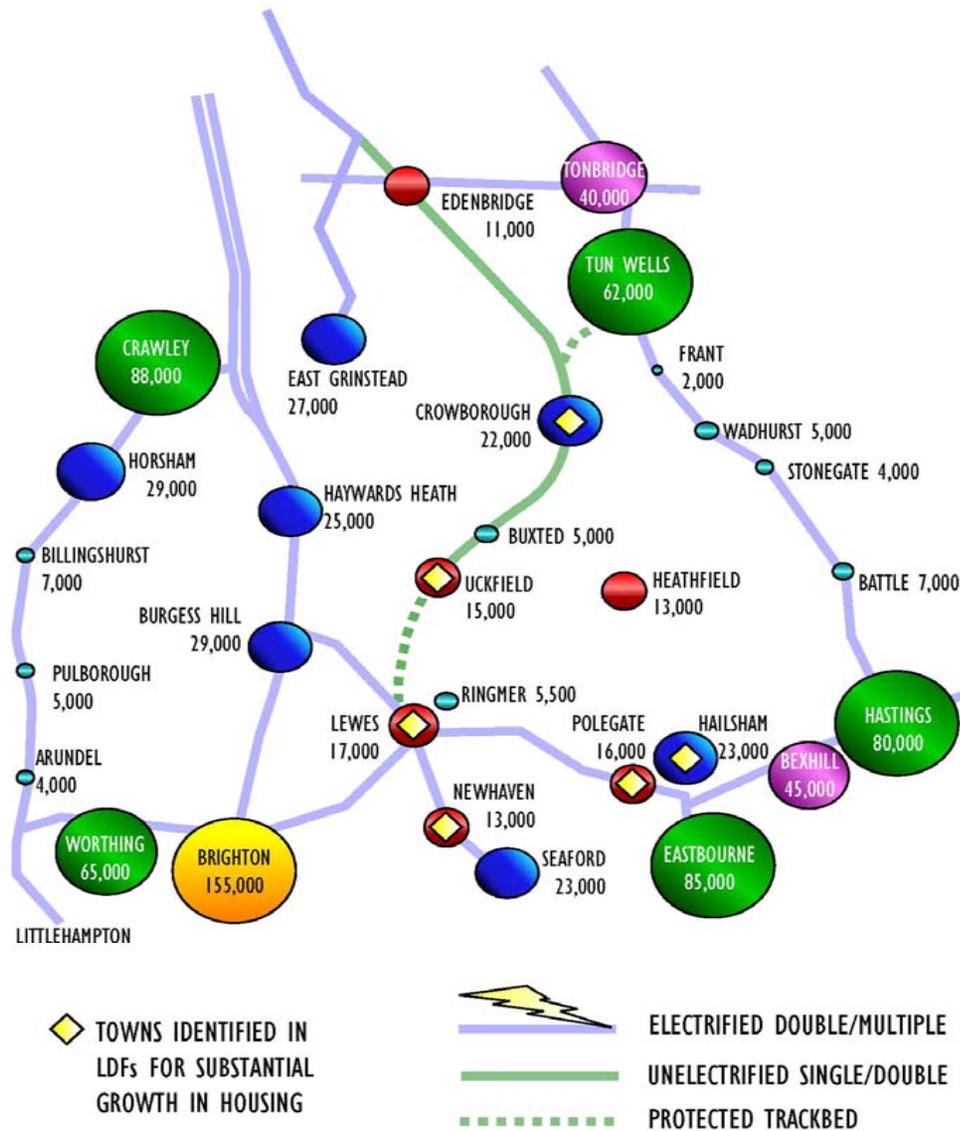


A useful main line with a future
- but destroyed in 1969

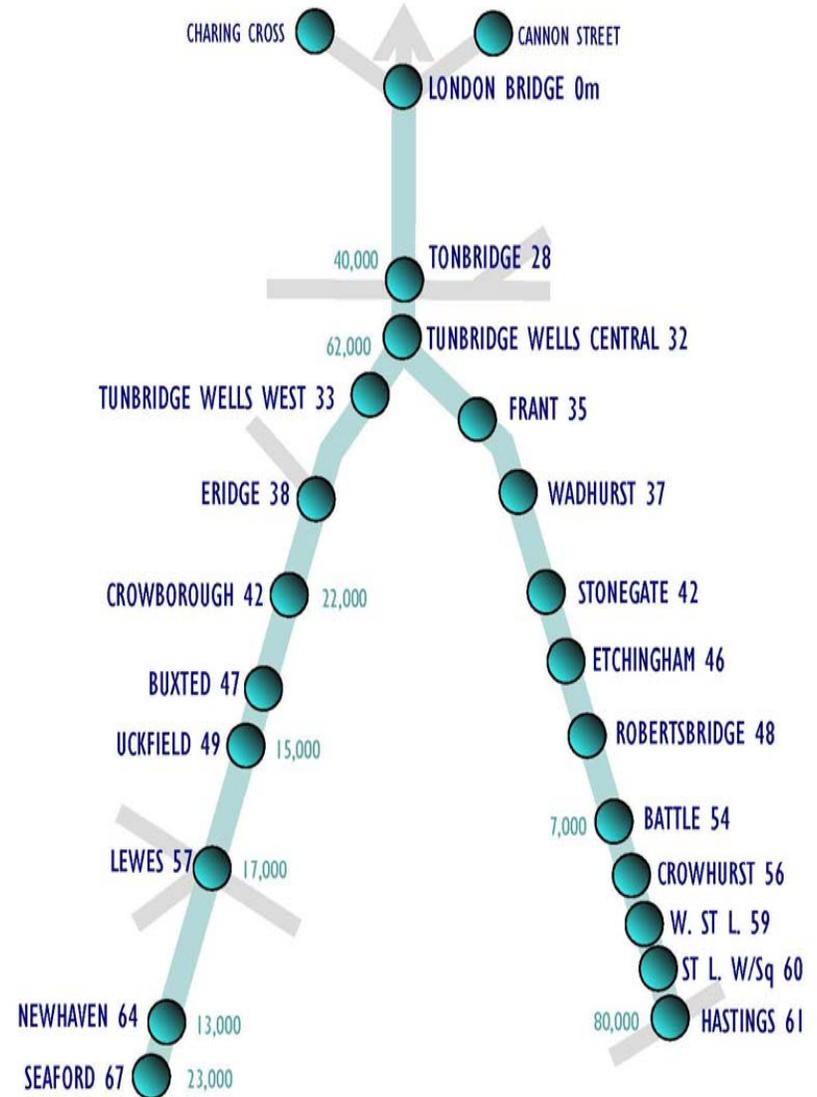


- 2 short re-openings for 2 new routes between the Sussex Coast and London
- Introduces:
 - New destinations and opportunities for rail travel
 - Greater flexibility for train operators and Network Rail
 - Improved connectivity in the South East
 - Restores the important role of the Uckfield Line

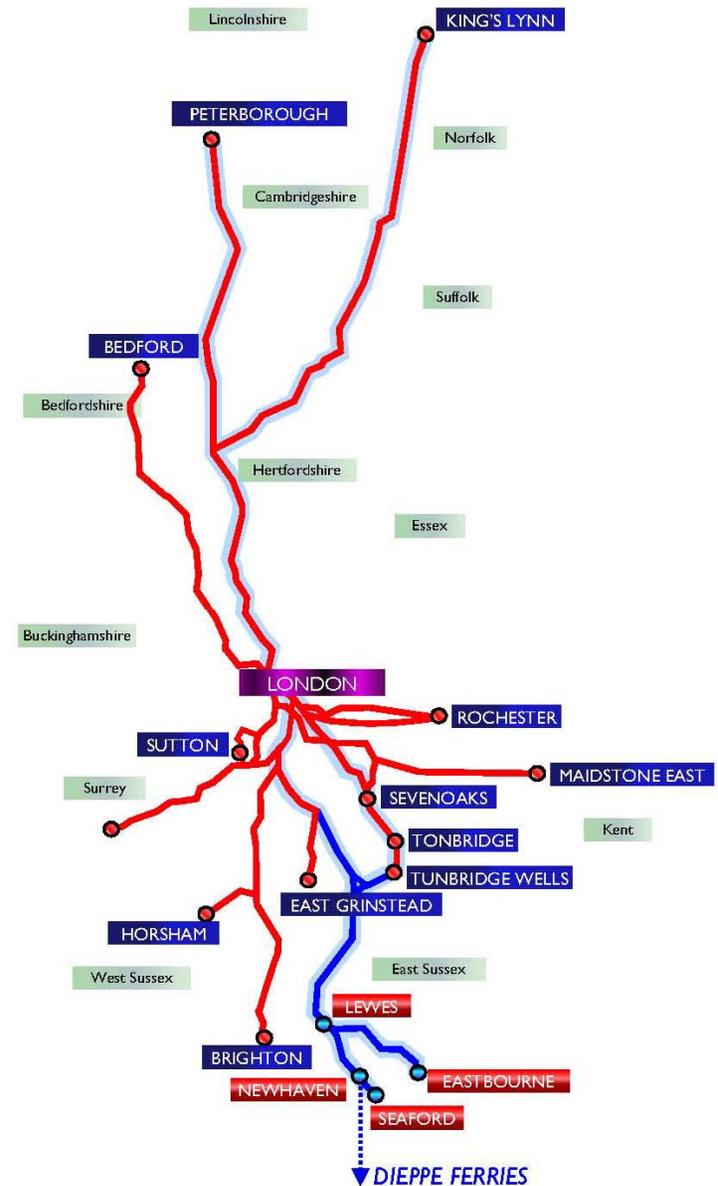


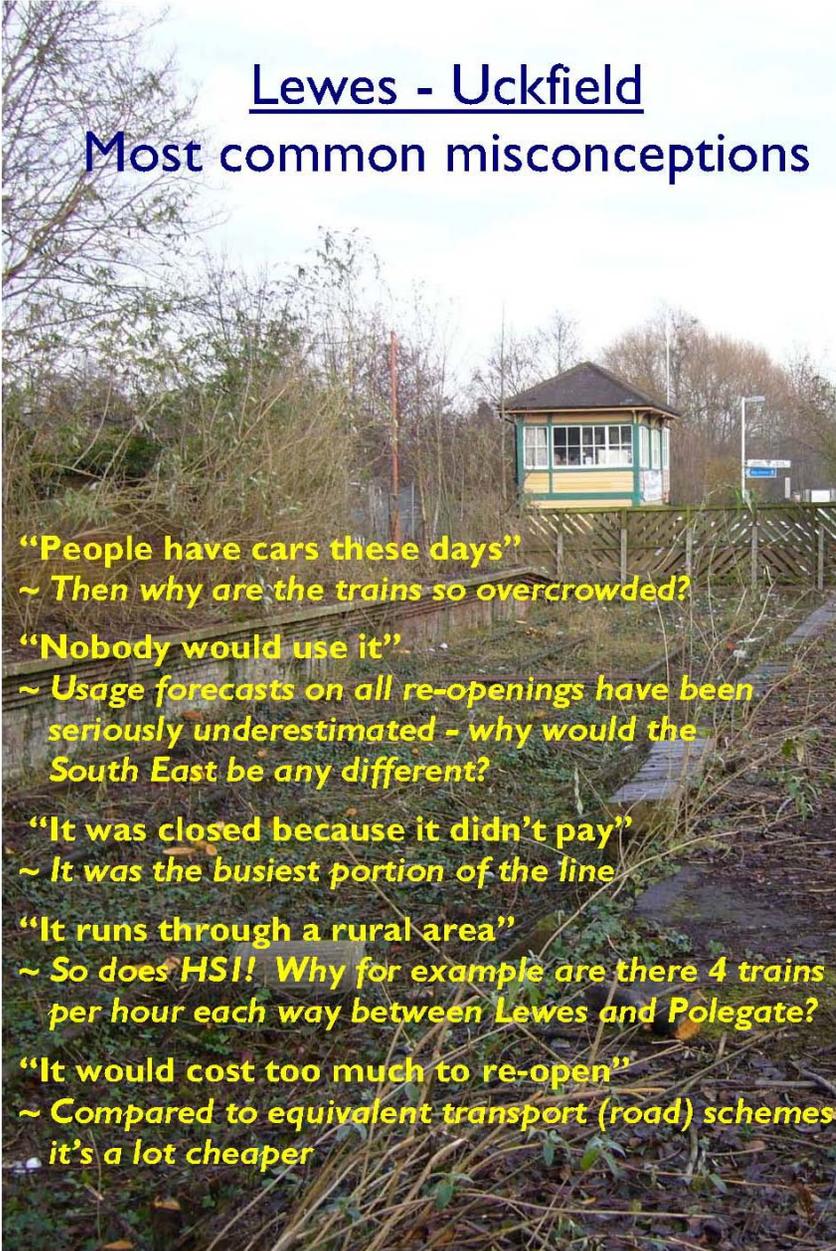


- Opportunities to integrate / expand rail services through Tunbridge Wells
- Advantages:
 - Avoids East Croydon
 - Connects major South East towns and its important rail hubs
 - Improves commuter services from Sussex into London



- Opportunities for integration into Thameslink with enhanced south coast destinations
- Previously proposed destinations:
LEWES, EASTBOURNE,
LITTLEHAMPTON,
GUILDFORD, ASHFORD
- Latest proposed destinations:
MAIDSTONE,
ROCHESTER,
TUNBRIDGE WELLS





Lewes - Uckfield

Most common misconceptions

“People have cars these days”

~ Then why are the trains so overcrowded?

“Nobody would use it”

~ Usage forecasts on all re-openings have been seriously underestimated - why would the South East be any different?

“It was closed because it didn't pay”

~ It was the busiest portion of the line

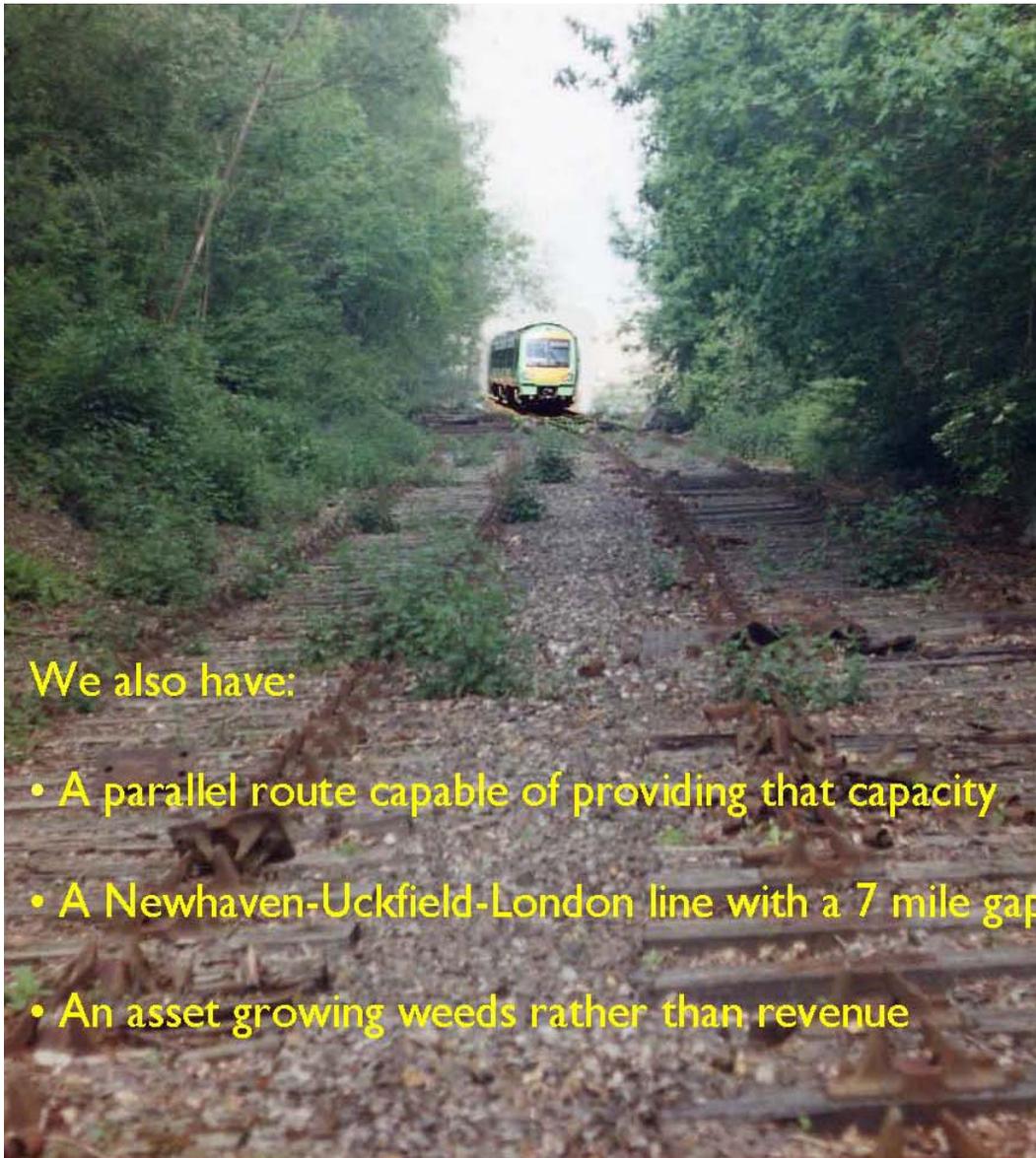
“It runs through a rural area”

~ So does HSI! Why for example are there 4 trains per hour each way between Lewes and Polegate?

“It would cost too much to re-open”

~ Compared to equivalent transport (road) schemes it's a lot cheaper

- If it's economic to reopen lines in Scotland and Wales
 - why not in South East England?
- On South East lines we have:
 - Insufficient track capacity
 - Critical pinch-points
 - Overcrowded trains
 - Over-demand in peaks
- Re-openings in Scotland and Wales have far-exceeded passenger predictions.

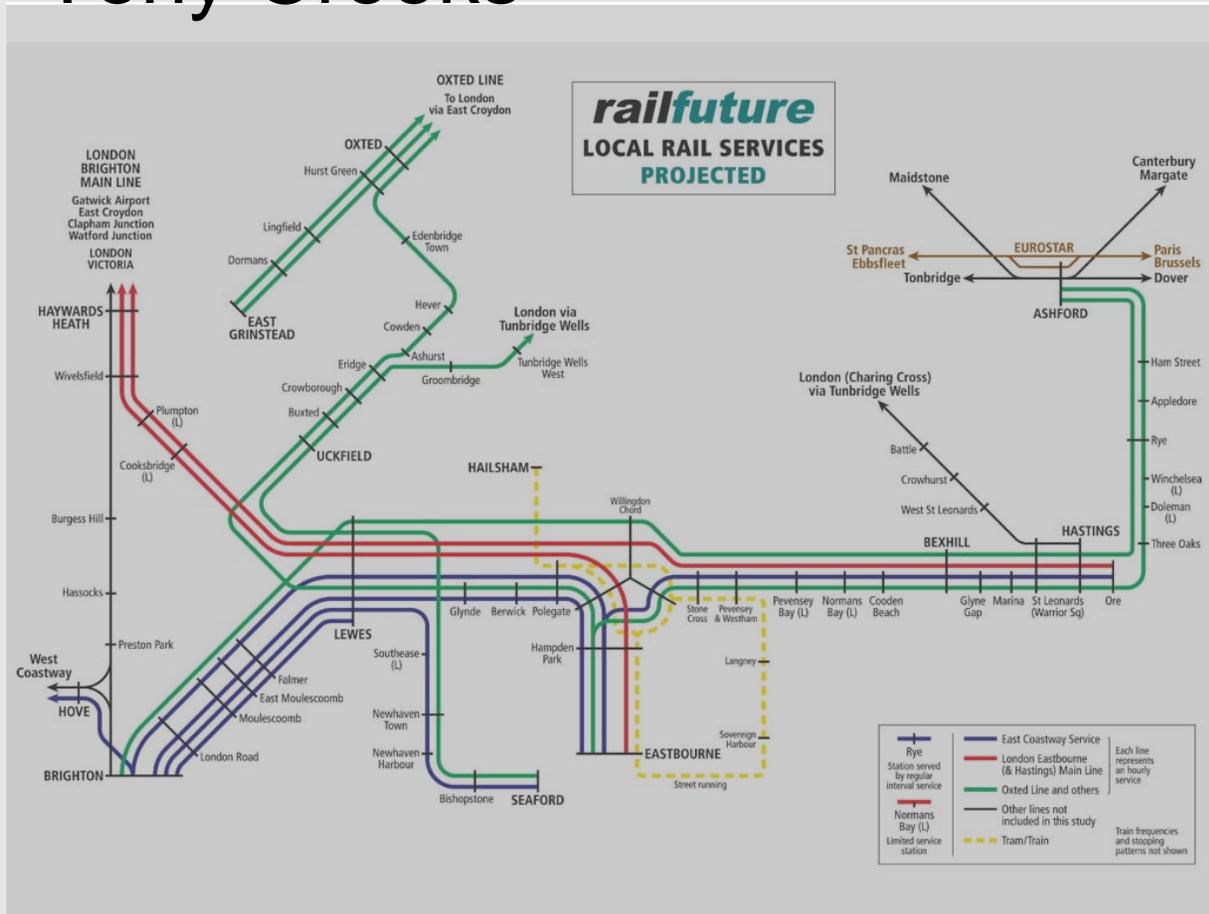


We also have:

- A parallel route capable of providing that capacity
- A Newhaven-Uckfield-London line with a 7 mile gap
- An asset growing weeds rather than revenue

Eastbourne's Transport Issues

- Tony Crooks



Strategic Weakness

- substantially worsening problems of congestion
- reduced reliability of road-based public transport services
- worsening reliability for freight movements; and
- additional traffic leading to further safety problems

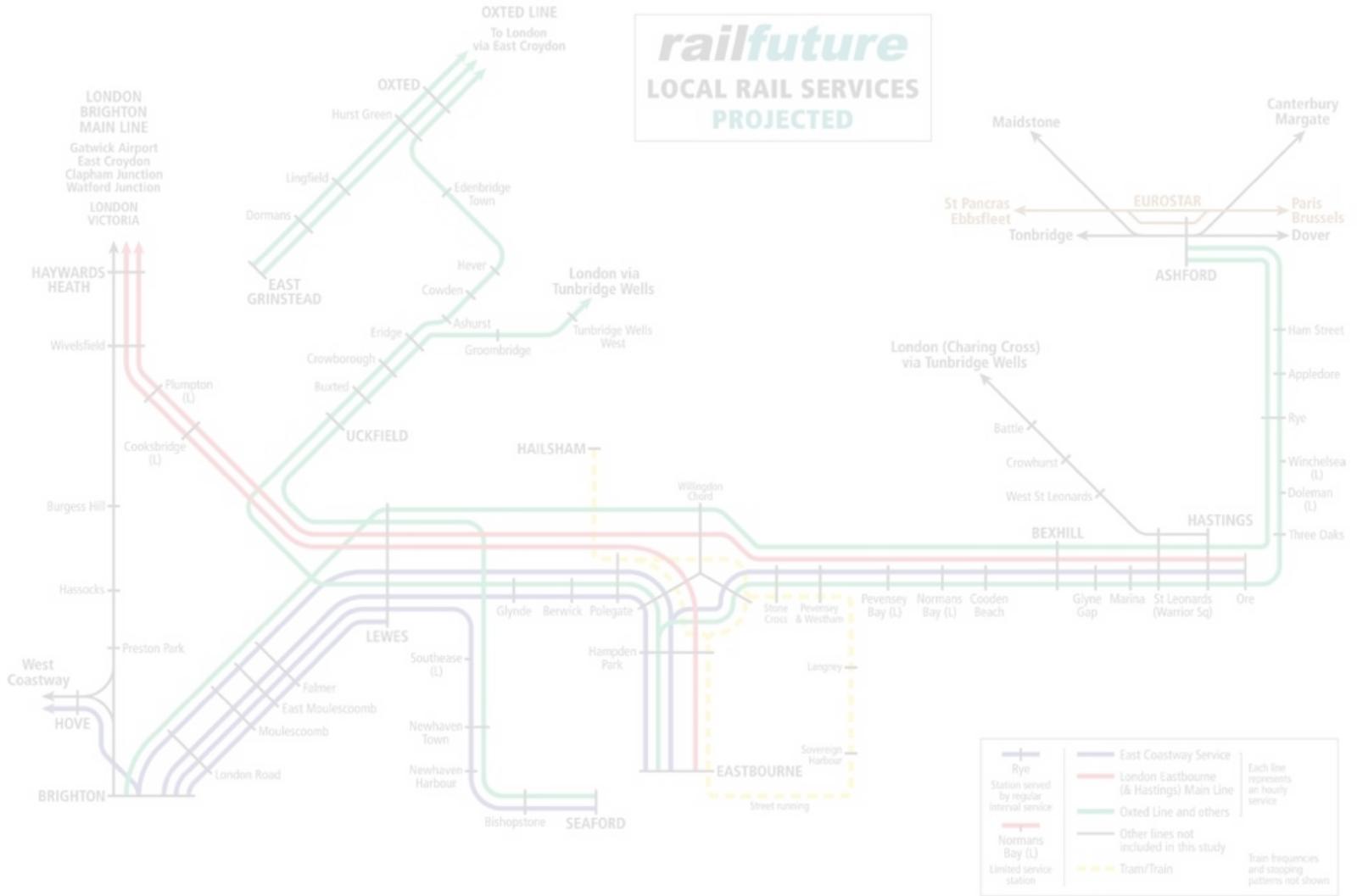
Source: SoCoMMS - Spring 2002

Eastbourne problems

- relatively fast population growth
- A27 a major problem
- relatively low household car ownership; and
- municipal bus service in crisis

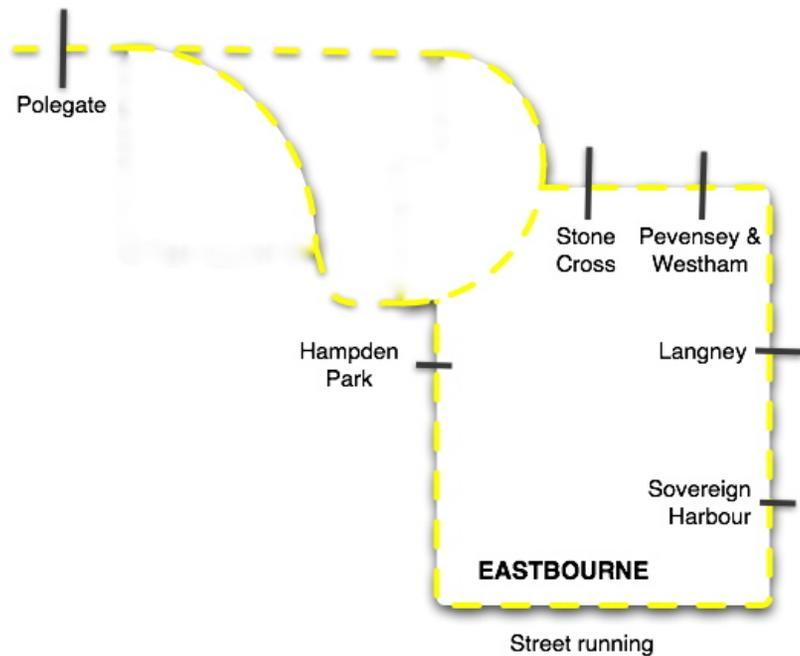
Source: SEEDA - August 2005

railfuture LOCAL RAIL SERVICES PROJECTED



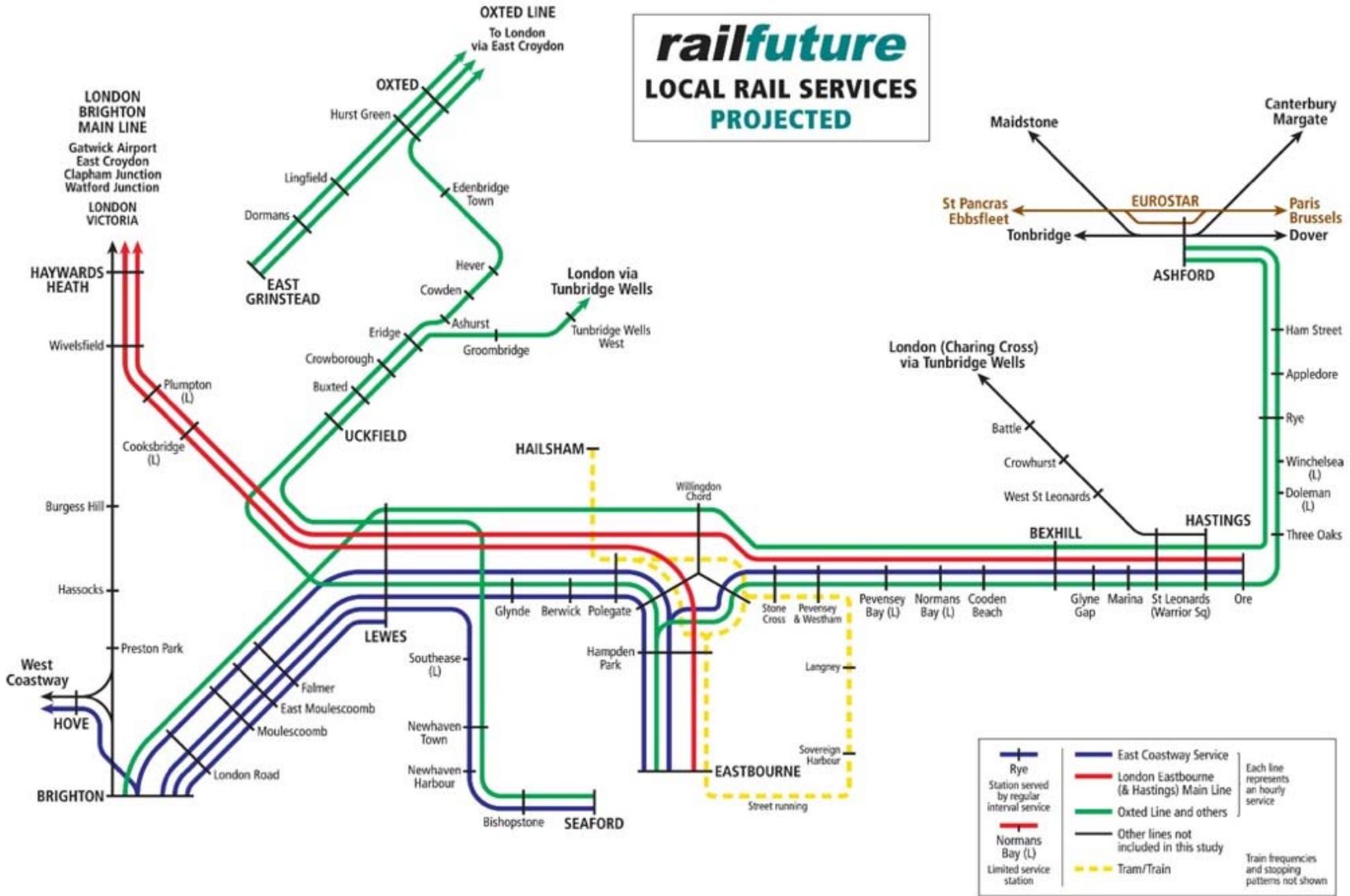
Light Rail - A Solution?

- speedy transit into/out of Eastbourne
- backbone public transportation
- revamped bus routes as feeders; and
- fare structures to compete



raillfuture

LOCAL RAIL SERVICES PROJECTED



	East Coastway Service	Each line represents an hourly service
	London Eastbourne (& Hastings) Main Line	
	Oxted Line and others	Train frequencies and stopping patterns not shown
	Other lines not included in this study	
	Tram/Train	
	Rye	
	Station served by regular interval service	
	Normans Bay (L)	
	Limited service station	



Metro Connections

KEY TO LINES AND SYMBOLS			
	Southern Railway		Interchange Station
	London Mainline		Underground interchange
	Sovereign Line		DLR interchange
	South Eastern Trains		Park and Ride (Metro Only)
	Intermodal stations not shown		Local services only
	Peak zones only		

