

# Next steps

The government is now looking for innovative ways to finance, resource and share risk on more new rail projects than Network Rail can handle. Railfuture therefore welcomes the active interest of a new private-sector consortium.

[www.railfuture.org.uk/article1732](http://www.railfuture.org.uk/article1732)


Responding to the London and South Coast Rail Corridor study report, Rail Minister Paul Maynard encouraged a new consortium, London and Southern Counties Railways, to continue developing their proposals for a privately funded route linking Stratford, Docklands, East Croydon and the Sussex Coast. Even more compellingly, the minister said that if local communities could accept additional local housing and commercial development, the route could be more viable.

Different approaches are required for the routes north and south of East Croydon. Railfuture will work with the new London & Southern Counties Railways Consortium, potential stakeholders, local authorities and Local Enterprise Partnerships to:

- define and agree the strategic problems that the route is intended to solve north of East Croydon
- identify and develop local growth scenarios south of East Croydon, out of which will come the scale and type of rail service needed to support them.

[www.railfuture.org.uk/article1737](http://www.railfuture.org.uk/article1737)

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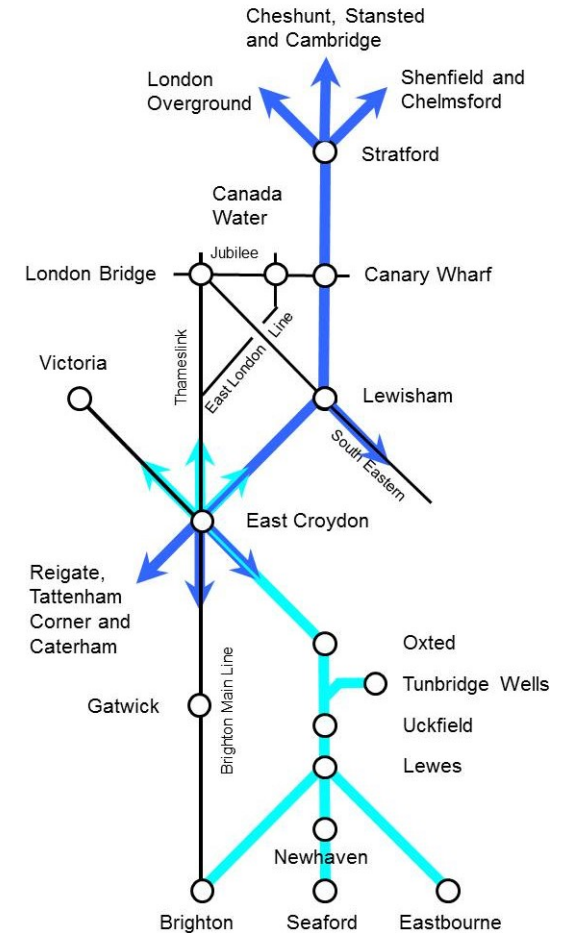
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# Bridge the Gap

Two complementary projects

## Thameslink 2



## Uckfield – Lewes

# railfuture

Campaigning for a bigger better railway

## Uckfield - Lewes

Railfuture is campaigning to reinstate the rail link between Uckfield and Lewes. This will create an additional through route between the Sussex Coast and London, with the following benefits:

- linking Tunbridge Wells, the Weald, Lewes, and Brighton for access for education and jobs
- direct trains all day every day between Newhaven and London, supporting the town's regeneration;
- network resilience enabling visitors to reach Brighton and the Sussex Coast whenever the Brighton Main Line is closed, maintaining the vitality of the all-important visitor economy;
- additional trains from Brighton, Eastbourne and Lewes to London, relieving the Brighton Main Line;
- connectivity between the Weald and Gatwick for employment and travel;
- faster more reliable travel between Eastbourne, the Weald and London to support growing businesses.

On 2 March 2017 the government published the long-awaited London and South Coast Rail Corridor study report, which recommends a new approach, shown in the diagram, to justify re-opening Uckfield – Lewes.

In effect this is posing the question the other way round – what increase in housing, employment and productivity is needed to justify the rail service? The study proposed that the Local Enterprise Partnerships and local authorities should lead on this, as it is they that must agree the economic development and housing plans that will underpin the growth scenarios and so the business case.

[www.railfuture.org.uk/Uckfield+Lewes](http://www.railfuture.org.uk/Uckfield+Lewes)

### It's about economic growth, not just transport

- Low probability of good BCR on traditional transport benefits with current growth plans
- Regional scheme for regional economic benefits
- Need to make a growth case and funding package

### Step 1: Growth scenarios

- Productivity and GVA growth
- Housing and jobs

Councils and LEPs to lead

### Step 2: What rail service is needed?

- Prioritised conditional outputs

Joint leadership – councils / LEPs and rail industry

### Step 3: Feasibility

- Engineering
- Business case

Joint leadership – councils / LEPs and rail industry

Feedback and refinement

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## Thameslink 2

The vision is to connect expanding economic and population centres in London and the South East with a new electrified double track rail link, bringing businesses and communities closer together to create opportunity and so drive sustained economic growth.

### The need

Predictions for 2043 show over 400% traffic growth on the constrained East London Line, and unacceptably crowded and prolonged standing on the Jubilee Line and between East Croydon and London Bridge. Many of these passengers will be travelling between East Croydon and Docklands, and interchanging at London Bridge or Canada Water.

### The benefits

This proposal will:

- provide direct access between communities in London and the growing employment centres of Canary Wharf and Croydon;
- release capacity between East Croydon and London Bridge for additional services between the Sussex Coast and London, relieving the congested Brighton Main Line;
- provide direct rail access between Canary Wharf and Gatwick Airport

### What next?

This is a long term project. However planning must start now so that implementation can follow the capacity improvement already being planned, which by 2043 will prove insufficient to provide an acceptable journey experience.

[www.railfuture.org.uk/Thameslink+2](http://www.railfuture.org.uk/Thameslink+2)