

railfuture

**Britain's leading independent campaign
for a bigger better railway**

A rail future for Tunbridge Wells



- 3.7 million 'entries & exits' in 2017/18
 - 47% season ticket holders
- in the top 150 of 2560 British stations

including



- 1.2 million 'entries & exits' in 2017/18
 - 51% season ticket holders
- In the top 500 of 2560 British stations

and



- 1.2 million 'entries & exits' in 2017/18
 - 52% season ticket holders
- in the top 500 of 2560 British stations

and not forgetting



- 25,700 'entries & exits' in 2017/18
 - 41% season ticket holders
- in the bottom 400 of 2560 British stations

Some rail development issues

- New SE franchise/possible new operator due from Sunday 23rd June 2019
- New South Eastern timetable due from Sunday 11th December 2022 – after consultation

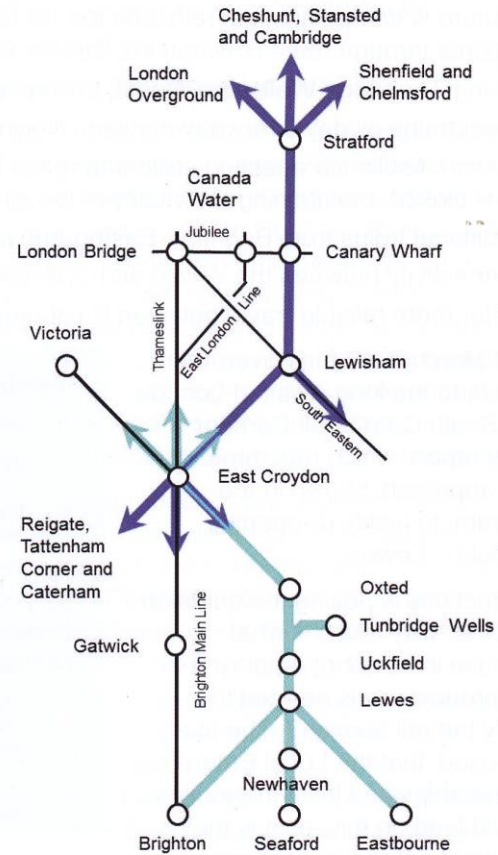
- New sub-national transport body Transport for the South East:
- Draft Transport Strategy 2050 for autumn consultation
- TfSE due statutory status from 1st April 2020

- ***“A better-connected Tunbridge Wells”*** – rail-served socio-economic corridors:
- south-west to Brighton and the Sussex coast
- north-east to Maidstone and Medway
- north-west to Canary Wharf and East Anglia

Bridge the Gap

Two complementary projects

Thameslink 2



Uckfield – Lewes

railfuture

Campaigning for a bigger better railway

A better-connected Tunbridge Wells – south-west

- TBW-ERI-COH-UCK-LWS-FMR-BTN
- Development of services on, not displacement of, Spa Valley Railway
- Reinstatement of a rail link between Uckfield and Lewes
- see <https://www.railfuture.org.uk/Uckfield+Lewes>

A better-connected Tunbridge Wells – north-west

- TBW/GTW-ECR-LEW-CNW-SRA-CHM/CHN
- **Thameslink-2** is a longer-term addition to London's rail capacity
- Repeats lessons, not mistakes, of history with cross-London capability
- see <https://www.railfuture.org.uk/Thameslink+2>

A better-connected Tunbridge Wells – north-east

- BTN-GTW-RDH-TON-PDW-MDB-RTR-RAI
- Brighton & Hove and the Medway Towns are the two largest urban agglomerations in the east of the new TfSE sub-region, and in the wider South East outside London after Milton Keynes – but without direct rail links
- Unofficially dubbed ‘BRISK’ – Brighton-Sussex-Kent

After What, How?

- **INSPIRE**
- Incremental approach – evolution not revolution
- **Network** – the railway, and our modus operandi
- **Socialise** – engage local communities
- **Partnership** – multi-agency, cross-sector, all-party
- **Informed, insightful, independent** – analysis and commentary
- **Relationships** – build and maintain
- **Evidence** – the basis of a compelling proposition

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