

railfuture

***Campaigning for better services
over a bigger rail network***

Railfuture –
one of the influencers,
part of the conversation

**Presentation to Lewes Town
Council Planning Committee,
Tuesday 9 August 2022.**

“Railfuture is Britain’s leading, longest-established, national independent voluntary organisation campaigning exclusively for a better railway across a bigger network for passenger and freight users, to support economic (housing and productivity) growth, environmental improvement and better-connected communities.

We seek to influence decision makers at local, regional and national levels to implement pro-rail policies in development and transport planning.”



Lewes Town Council – one of the influencers, part of the conversation

A language of asks, and offers.

For the communities to its north-east Lewes offers a variety of attractions, both as a place in its own right and as a stepping-stone to other communities such as Falmer, Brighton, Newhaven, Seaford, Eastbourne.

A better rail-connected Lewes would offer less congestion, less carbon, more travel choice, more competitive and consistent travel-times, more sustainable and resilient public transport capacity, better access to a wider range of education & training and employment opportunities, a more productive economy, a bigger better transport network fit for the future challenges of responding to and shaping sustainable long-term growth.

So with that much on offer how do we stimulate a positive response to our long-standing ask (for a new rail link between Lewes and Uckfield)?



**LEWES
TOWN
COUNCIL**

Lewes District Council – one of the influencers, part of the conversation

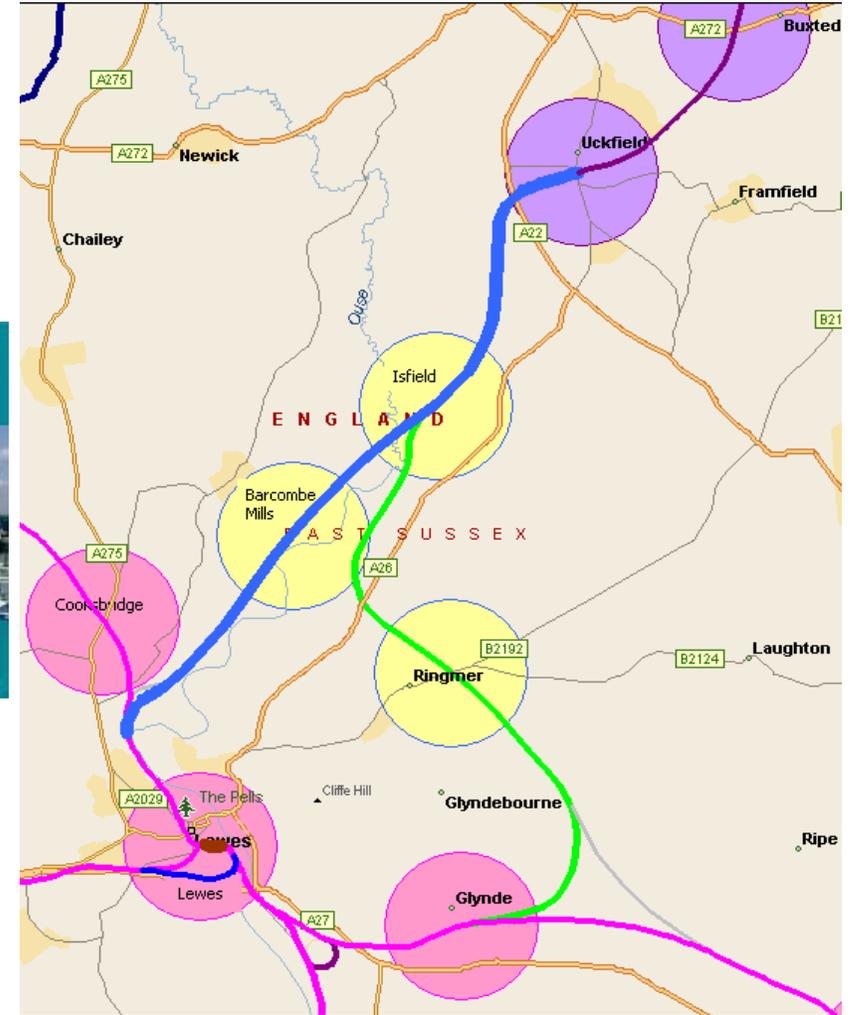
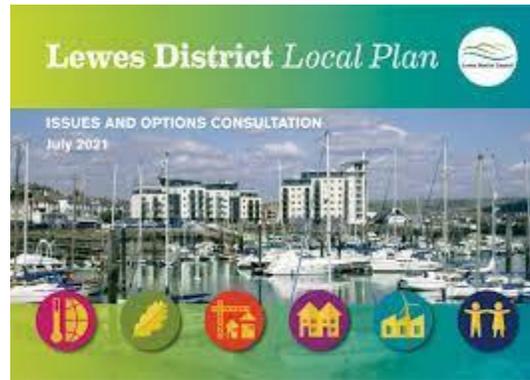
We presented on this subject, at their request, to the Scrutiny Committee of the District Council on Thursday 19 April 2018.

The presentation can be viewed here: <https://www.railfuture.org.uk/display1720>

More recently, we have contributed to last July's "Issues and Options" consultation for the new Local Plan setting out our approach to securing sustainable growth in the District.

We are objecting consistently to applications for outline planning permission for development in the Ringmer / Broyle Side gap, including elaborating on our reasoning – to preserve that gap as a possible route for a new Lewes-Uckfield rail link with a Ringmer station – in a current appeal to the Planning Inspectorate.

We have noted the report published in May of responses to last July's "Issues and Options" consultation, and are disappointed that the next consultation for the Local Plan – on "Preferred Options" – is behind schedule.

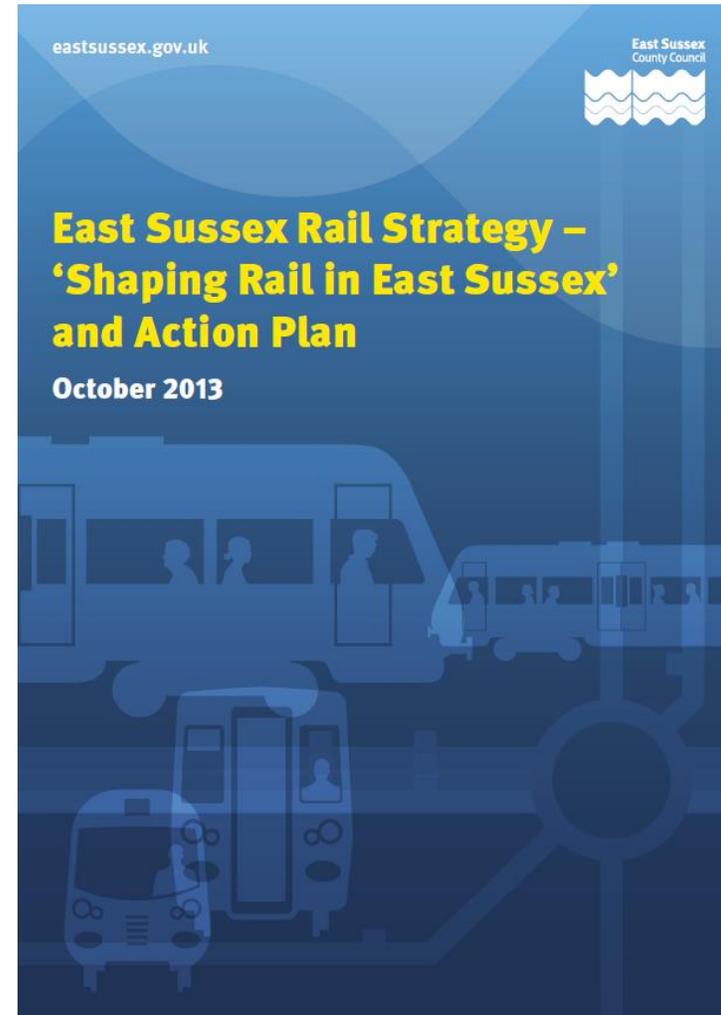


East Sussex County Council – one of the influencers, part of the conversation

With supporting evidence from Railfuture's 'ACES' report of July 2013 – *“Access and Connections: East Sussex - Opportunities to align railway investment to the economic growth requirements of East Sussex”* – the County Council adopted its first Rail Strategy and Action Plan in November 2013.

After the sub-national transport body Transport for the South East has by March 2023 – after the current consultation – adopted its Strategic Investment Plan to 2050, the County Council is likely to update its Rail Strategy and Action Plan.

Railfuture will be encouraging the County Council to define its new Rail Strategy around economic, environmental and social outcomes and its Action Plan around outputs delivering specific transport-based benefits.



Dept for Transport, and Network Rail – two of the influencers, part of the conversation

Since Network Rail's Lewes-Uckfield Railway Line Re-instatement Study of 2008 it has been demonstrated repeatedly that there is no transport-led business case for a new rail link between Lewes and Uckfield.

The London and South Coast Rail Corridor Study published in 2017 re-affirmed that position, AND ALSO set out ***“A new approach to Lewes-Uckfield.”*** See section 6.6 in <https://www.gov.uk/government/publications/london-and-south-coast-rail-corridor-study>

The new approach – which Railfuture has adopted and has gone unchallenged – is based on planning actively for the long-term sustainable growth of population, homes and jobs which come from close proximity to the southern economic powerhouse of Brighton, as illustrated next.

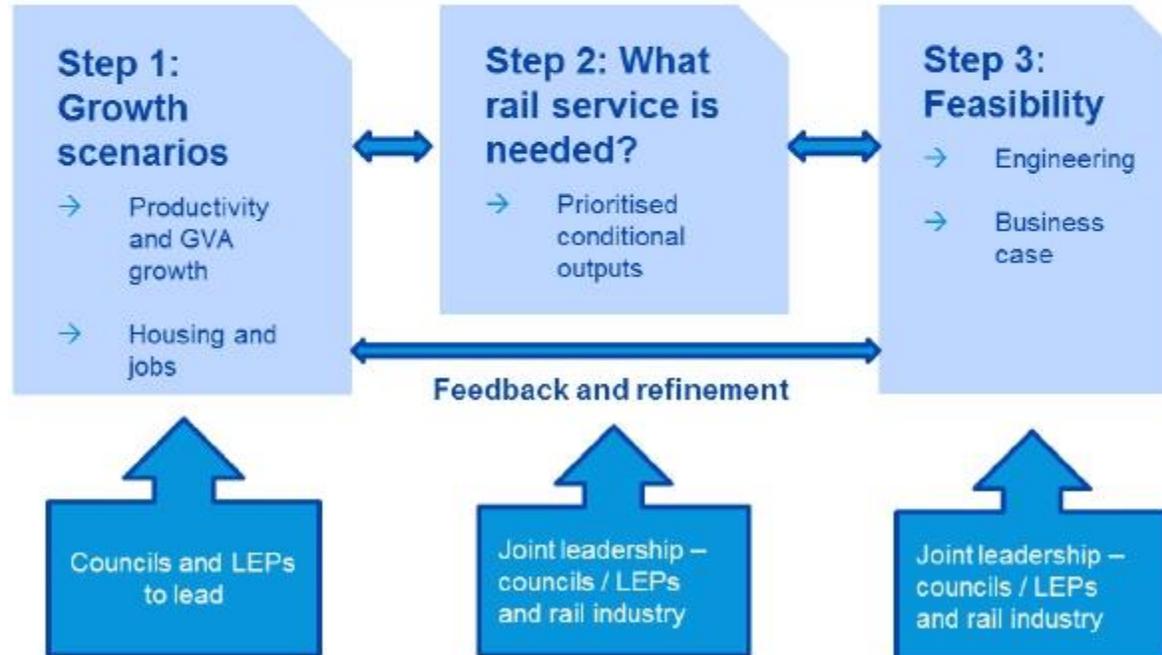


Department
for Transport



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



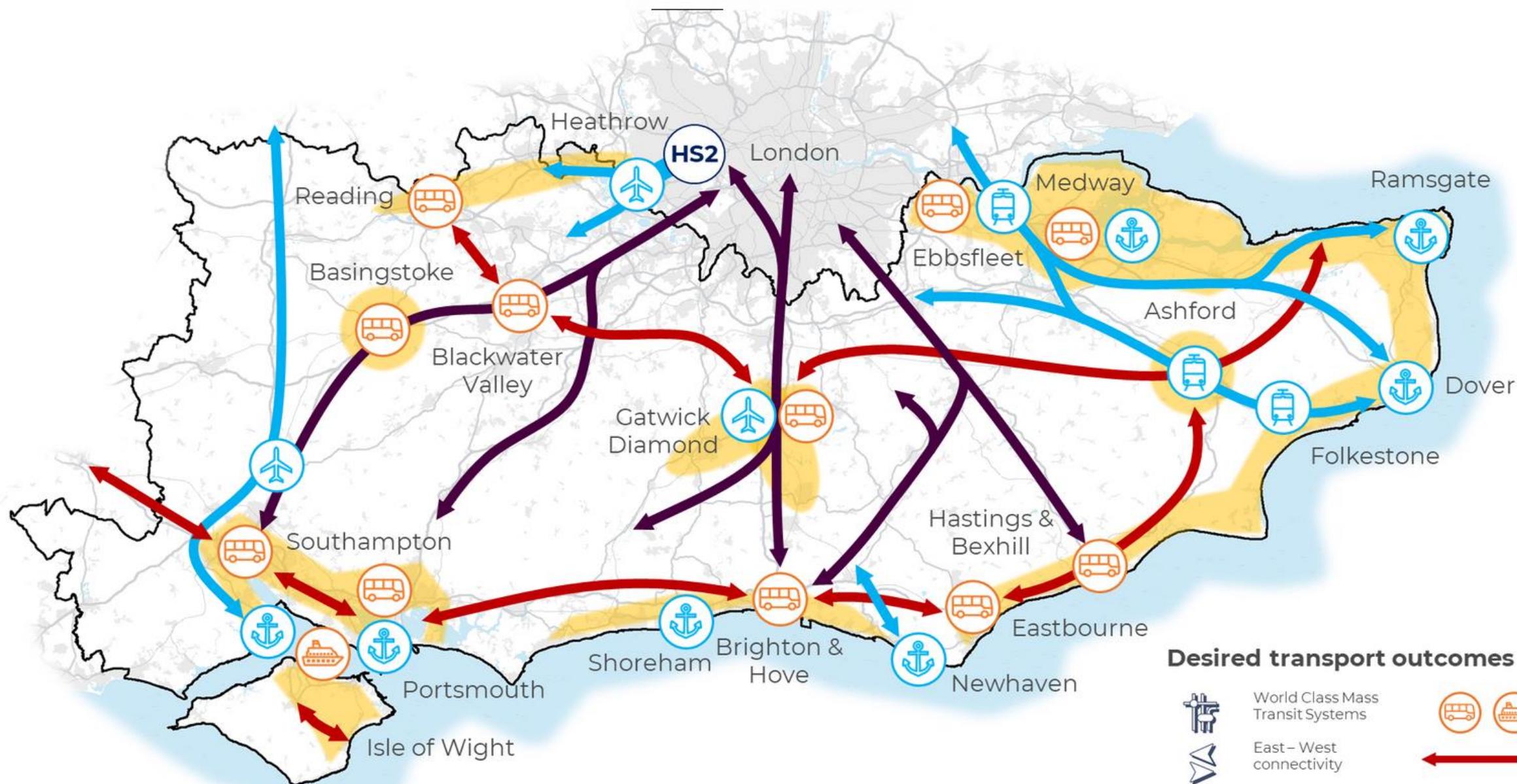
Transport for the South East – one of the influencers, part of the conversation

TfSE's first report, the Economic Connectivity Review published in 2018, omitted to recognise the Brighton-Lewes-Uckfield-Tunbridge Wells corridor. As a result of Railfuture's influence, TfSE's draft Strategic Investment Plan does now recognise it, as a 'Resilient Radial corridor.'

This is the first time, at least for a very long time, that a Lewes-Uckfield link has been set in an essential sub-regional policy context.

The County Council's 2013 Rail Strategy's Action Plan priority for the Uckfield line is reflected in one proposed intervention in the draft SIP's Core Rail Package, and there are three others in the Rail Re-instatements Package which combine to '*Bridge the gap*' between Brighton, Lewes, Uckfield, and Tunbridge Wells – as illustrated in the next three slides.





Desired global outcomes

- Decarbonisation and Environment
- Adapting to a New Normal

Desired place specific outcomes

- Regeneration, growth and Levelling Up
-

Desired transport outcomes

- World Class Mass Transit Systems
- East-West connectivity
- Resilient Radial corridors
- Freight and Global Gateway access

TfSE draft Strategic Investment Plan

Packages of Interventions

Package J: London – Sussex Coast Rail

Core Rail Package

- J1** Croydon Area Remodelling Scheme

- J2** Brighton Main Line - 100mph Operation

- J3** Brighton Station Additional Platform

- J4** Reigate Station Upgrade

- J5** Arun Valley Line - Faster Services

- J6** East Coastway Line - Faster Services

- J7** Brighton Main Line - Reinstate Cross Country Services

- J8** New Station to the North East of Horsham

- J9** Newhaven Port Capacity and Rail Freight Interchange Upgrades

- J10** Uckfield Branch Line - Hurst Green to Uckfield Electrification and Capacity Enhancements

- J11** Redhill Aerodrome Chord

- K1** Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements

- K2** Uckfield - Lewes Wealden Line Reopening - Reconfiguration at Lewes

- K3** Spa Valley Line Modern Operations Reopening - Eridge to Tunbridge Wells West to Tunbridge Wells

TfSE draft Strategic Investment Plan

Package J: London –Sussex Coast Rail (Core) | London –Sussex Coast Rail (Reinstatements)

Overview

- **In collaboration with Network Rail and the Local Transport Authorities a package of rail interventions has been developed which will enhance connectivity, and reliability between London and the Sussex Coast.**
- The **Core Rail Package** addresses key bottlenecks on the Brighton Main Line, enabling faster, more reliable services. It also provides line speed enhancements allowing for faster journeys on the Arun Valley Line and the East Coastway Line. Electrification of the Uckfield Branch of the Oxted Line stimulates positive operational and environmental impacts.
- The **Railway Reinstatements Package** brings back into use the Uckfield –Lewes railway and the Tunbridge Wells West – Tunbridge Wells (Central) railway. This will increase resilience of rail connectivity between the South Coast and London whilst creating a new east west rail link between the Brighton Main Line and Hastings Line.
- Several other historical railways have been considered for reinstatement, but the study found the conversion to active travel corridors would have a more positive impact.

Modelling Results

- **£375m** GVA uplift per annum (by 2050, 2020 prices)
- **45,000** More return rail trips per weekday
- **10,000** Fewer return car trips per weekday

Benefits

- Improvements to **resilience** of north-south rail trips
- Increased **reliability** on Brighton Main Line serving key strategic locations
- **Faster journeys** on Brighton Main Line, Arun Valley Line and East Coastway Line.
- Improved access to **boost** (currently) **less prosperous coastal areas**.
- Enhanced **connectivity** from Brighton via Lewes and Uckfield to Tunbridge Wells.
- Large reduction in **carbon emissions**.

Lewes Town Council – one of the influencers, part of the conversation

We return to where we began this particular conversation: a language of asks, and offers.

With so much on offer from Lewes, how do we stimulate a positive response to our long-standing ask for a new rail link between Lewes and Uckfield – and beyond?

Railfuture has 3 asks of the Town Council:

1 – to respond by 12 September to TfSE’s consultation on its draft Strategic Investment Plan, in Section 2 highlighting ‘Resilient Radial Corridors’ as an Investment Priority.

2 – to encourage Lewes District Council to adopt a ‘Preferred Option’ of a pro-active approach to planning for sustainable long-term growth by agglomerating new development in a location which can be served on a new Lewes-Uckfield rail link.

3 – to encourage the County Council to reflect TfSE’s Core and Rail Re-instatements Packages in its new Rail Strategy next year.



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*Our vision for rail: A railway system
that provides services which travellers
and freight forwarders want to use, and
which offers more journey opportunities
to more people and more freight.*

*Our vision for Railfuture: An
independent organisation whose views
are respected by the rail industry, to
which decision makers come for advice,
and which rail users are proud to join
and recommend.*

<https://www.railfuture.org.uk/Uckfield-Lewes>

http://twitter.com/@Uckfield_Lewes

<https://www.facebook.com/RfSussex>

