



Open meeting, White Hart, Lewes
Thursday 18 July 2013

Introductions
Presentation
Q and A
Next steps

About Railfuture

- Established
 - Independent
 - National
- Evolved from defensive [anti-closure]
- NOW relevance to areas [campaigns on rail achieving for economy / communities]

Some Vice-Presidents:

Chris Green

launched Network South East

Adrian Shooter

success of Chiltern's Evergreen

Ian Brown

TfL, DLR, Overground

Cross-party support

About JRC

- Specialist and long-experienced
- Independent and impartial
- Strategy and tactics
- Widely recognised and respected across rail industry and political stakeholders as a 'go-to' and 'can-do' adviser with solid record of achievement

About Railfuture and JRC

- Railfuture Fighting Fund:-
JRC commissioned by local Rail User Group 2012
- *Lea Valley Rail* report “quick return on investment”
- **Lea Bridge station analysis** – re-opens next year:
RF + JRC advice into LA, DfT New Stations Fund!
- **Lea Valley 3rd track** – economic growth scheme -
£72m jointly-funded for CP5 by Network Rail,
London Enterprise Panel, Transport for London
- Advice on key tests for **Chingford-Stratford** service

Railfuture in East Sussex

- *Sussex & Coastway*: one of 5 county-based RF divisions in biggest of 14 national branches
- Partnership with East Sussex Rail Alliance and others eg Sussex Community Rail Partnership
- Contribute to Uckfield Transport Hub Working Group, Uckfield Railway Line Parishes Committee
- Attend district, county and regional Strategic Partnerships, town and parish council meetings

The JRC Report – outline

- Evidence-driven from local data (ESIF)
- Built around economic growth objectives and needs of existing and coming generations
- Relevance of rail for ‘county and neighbours’
- Outputs that align with:
 - ESCC priorities
 - DfT and Network Rail priorities
- Scope for shared vision
 - Role of rail in East Sussex development
 - Better access, better connections
 - Better for communities and businesses

Access and connections: East Sussex - 1

- Population growing, employment fluctuating
 - Population growth despite desire to cap volume
 - Under-representation of children, young workers
 - Housing prices, deprivation communities
- Economy under pressure
 - More new businesses facing difficulties
 - More working age population than local jobs supply
 - Greater need to travel to find work outside county
 - Or live further away, commute into work
 - Strong Coastal education sector, but how to access it?
 - Economic growth objectives need transport to underpin

Access and connections: East Sussex - 2

Jobs and population in East Sussex and neighbouring districts								
Local authority	Total jobs 2008	Jobs rank in South East region	% service jobs	% tourism jobs	total population	pop age 16-64	Pop. rank in South East region	Working age pop. to jobs ratio
South East	4,004,700		80%	8%	8,653,200	5,513,900		1.38
East Sussex	183,400		78%	9%	527,200	315,500		1.72
Eastbourne	42,000	52	83%	9%	99,300	60,200	54	1.43
Hastings	31,300	62	80%	8%	90,200	57,900	57	1.85
Lewes	34,000	60	78%	7%	97,600	58,400	55	1.72
Rother	27,700	65	78%	12%	90,700	50,500	64	1.82
Wealden	48,400	41	73%	10%	149,400	88,500	20	1.83
Neighbours to East Sussex	499,900		81%	9%	1,060,700	686,500		1.37
Brighton and Hove	131,800	2	84%	11%	273,000	192,700	1	1.46
Mid Sussex	58,600	26	79%	9%	140,200	87,500	22	1.49
Crawley	84,400	10	82%	8%	107,100	71,300	41	0.84
Tandridge	37,400	58	81%	7%	83,200	51,600	63	1.38
Sevenoaks	46,600	44	75%	9%	115,400	71,000	42	1.52
Tunbridge Wells	50,700	39	83%	7%	115,200	72,500	39	1.43
Ashford	51,600	37	78%	7%	118,400	73,600	35	1.43
Shepway	38,800	56	79%	11%	108,200	66,300	47	1.71

Sources: ONS mid-year population estimates 2011, ONS business analysis 2008



Access to further and higher education

Access and connections: East Sussex - 3

- Travel to work mainly local
 - 15-22% or so longer than 20 km
- Changes 2001>2011 in commuting modes:
 - +40% work at home, +19% bus, +40% rail, +10% car
- Rail changes confirmed by 10-yr passenger trends:
 - +50% Coastway/Marshlink, +255% Wealden, + 23% Hastings
- Large variability in use of public transport to work
 - Lower than average PT use with many large-scale populations: eg parts of

Battle	Crowborough	Heathfield	Eastbourne
Bexhill	Hailsham	Uckfield	Hastings

Access and connections: East Sussex - 4

Mode of travel to work, Small area statistics, 2011 census	Super Output Areas (Eastbourne, Hastings) Parishes (Lewes, Rother, Wealden)	Area type	All people aged 16-74 in employment	% using Private vehicle, of Total travelling to work	% on foot or cycling, of Total travelling to work	% using Public transport, of Total travelling to work
Top 30 East Sussex parishes/SOAs where public transport % travel to work lower than ESCC average (12.4%)						
Rother	Bexhill	Urban	16,341	74.3%	15.9%	9.2%
Wealden	Crowborough	Urban	10,417	78.8%	9.7%	10.9%
Wealden	Hailsham	Urban	9,063	81.2%	12.6%	5.6%
Wealden	Uckfield	Urban	7,601	76.6%	15.1%	7.9%
Wealden	Heathfield & Waldron	Urban	5,964	83.1%	9.1%	7.0%
Eastbourne	Sovereign	Urban	5,526	79.9%	9.0%	10.3%
Eastbourne	Old Town Eastbourne	Urban	5,172	72.2%	16.7%	10.6%
Eastbourne	St Anthony's	Urban	5,024	74.0%	15.8%	9.9%
Eastbourne	Langney	Urban	4,797	78.7%	8.8%	11.8%
Eastbourne	Ratton	Urban	4,099	74.3%	14.8%	10.4%
Wealden	Willingdon & Jevington	Urban	3,202	81.7%	7.6%	10.1%
Hastings	Ashdown	Urban	3,086	81.3%	10.6%	7.3%

Number of East Sussex parishes and SOAs where public transport travel to work % = East Sussex average or better than average, 2011						
Avg or better	22	10	5	5	3	
Total number	63	19	15	8	5	
Working pop.	0-1000	1001-2000	2001-3000	3001-4000	4001-5000	5001-6000
	1	2	0	1	0	1
	5	2	1	1	1	3
	5001-6000	6001-7000	7001-8000	8001-9000	9001-10k	>10k

Access and connections: East Sussex - 5

■ Travel around East Sussex

- ❑ Typical vehicle speeds off-peak 30-40 mph
- ❑ Typical peak speeds 20s-low 30s mph
- ❑ Rail can be better, inter-urban should be best, but isn't always – eg limited frequency fast trains

■ Yet rail has potential to achieve better connectivity for East Sussex economy on main corridors

- ❑ Better use of time
- ❑ Access to more jobs and education/skills
- ❑ Open up areas for businesses and new economic activity
- ❑ Put East Sussex 'on the easy to get around' map

Access and connections: East Sussex - 6

■ Existing rail network

□ Sussex Coast corridor slow –

Typical: Brighton-Hastings 60+ mins, Lewes-Bexhill 40

□ Hastings radial route very slow –

Typical: Hastings-Cannon Street 110 mins, Tunbridge Wells 48

□ Uckfield radial route severed towards county town and Sussex Coast since 1969

(peak car now Crowboro'-Brighton 55 mins, Uckfield-Falmer 29)

□ Brighton radial route congested

- Variety of proposals to solve this

Access and connections: East Sussex - 7

- Generic opportunities for public transport especially rail
 - **G1** Marketing and integrated ticketing.
 - **G2** Car parking and station railheads.
 - **G3** Bus interchange and foot and cycle access.
 - **G4** Travel planning advice.

- Rail's new long term planning process (LTPP) now aligned with local development and economic growth priorities:
 - what do people want railways do?
 - what are railways good at?
 - where are the opportunities for making a major impact in various timescales?

- There is outline demand forecasting to 2043.

Access and connections: East Sussex - 8

- Convergence of needs and opportunities
- JRC approach:
 - Ask what the outputs – to achieve outcomes – should be along each corridor
 - Evidence-based from ESCC data. Journey times and feasible rail interventions modelled by JRC
 - What options available to change the current services
 - Identify scope for infrastructure change allowing larger scale revisions.
 - NOT the task of this report to try to reach definitive conclusions on best value – for LAs and stakeholders

Access and connections: East Sussex - 9

EAST COASTWAY

- 50% rail growth 2001-2011 (66% peaks)
- Main gaps:
 - Poor public transport use at Bexhill and parts of Eastbourne, Hastings
 - Slow inter-urban speeds for Sussex Coast / London
 - Lack of dedicated 'Metro' service in Eastbourne-Bexhill-Hastings area
- Proposed 'conditional outputs':
 - EC1** Reduce main inter-urban Coastway times by 10-15 mins
Key is Willingdon Chord – Brighton-Hastings <50 mins
 - EC2** Reduce inter-urban Coastway times by 1-5 mins more
 - EC3** Fast journey times at least ½-hourly on main inter-urban
 - EC4** New local stations between Eastbourne and Hastings
 - EC5** 'East Sussex Metro' services Eastbourne-Bexhill-Hastings
 - EC6** Stronger bus links Hailsham, Eastbourne, Bexhill, Hastings
 - EC7** Study case for a Polegate Parkway station

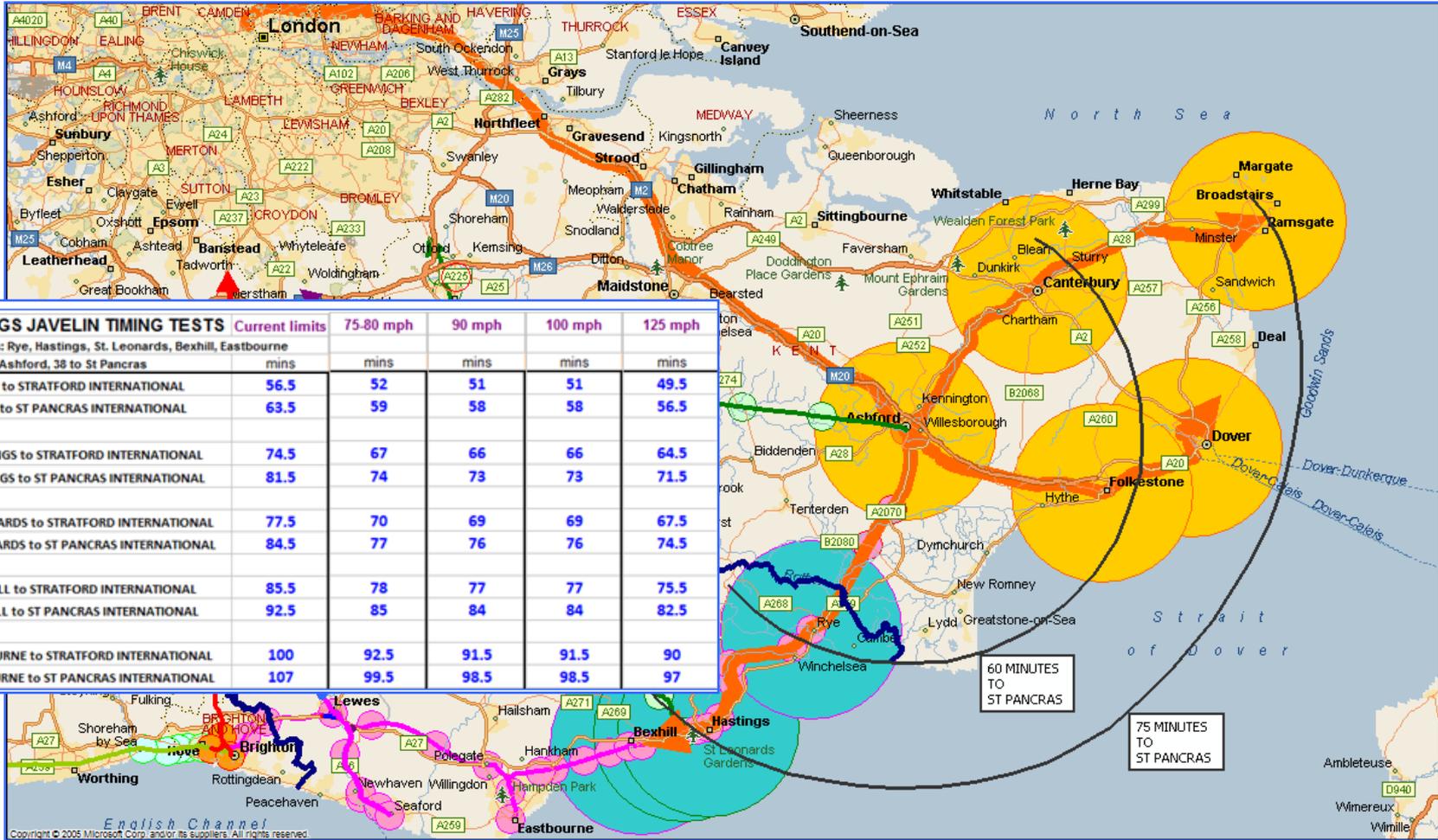
Access and connections: East Sussex - 11

HASTINGS DIRECT and MARSHLINK

- Only 23% rail growth 2001-2011 (14% peaks)
- Main gaps (Hastings Direct)
 - ❑ Slow journeys to London
 - ❑ Poor links to rest of Sussex Coast
 - ❑ Some weak public transport areas
 - ❑ AM service gap to Sussex Coast
 - ❑ Declining usage at some stations
- Main gaps (Marshlink)
 - ❑ Non-electrified, 2-car trains
 - ❑ Low frequency, slow line speed
 - ❑ Lacking cross-Ashford services
- Proposed 'conditional outputs' – solutions allied to Marshlink:
 - MH1** Reduce Hastings area to London journey times to Kent equivalent
Hastings Javelin service: London in 73 mins, Stratford 66 mins
 - MH2** Improved connectivity via Ashford and Coastway
Electrification part of solution for MH1 and MH2
 - MH3** Fast rail between Ashford and Hastings under 30 minutes
 - MH4** Study reasons for Hastings Line passenger losses, define actions
 - MH5** Consider projection via Hastings to Sussex Coast towns

Access and connections: East Sussex - 12

HASTINGS JAVELIN



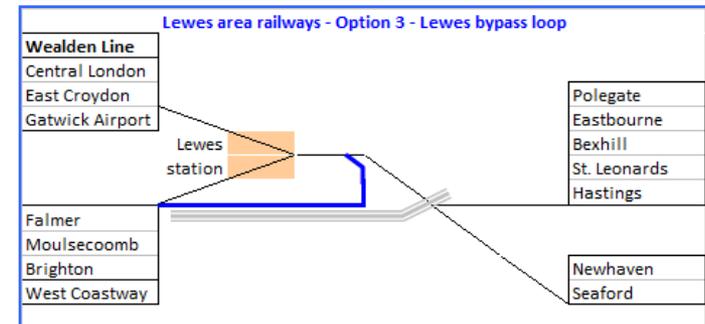
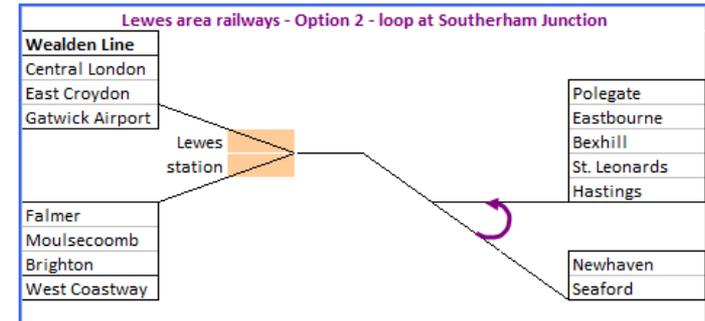
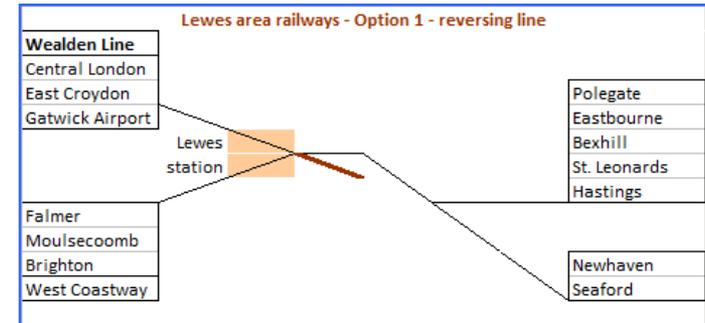
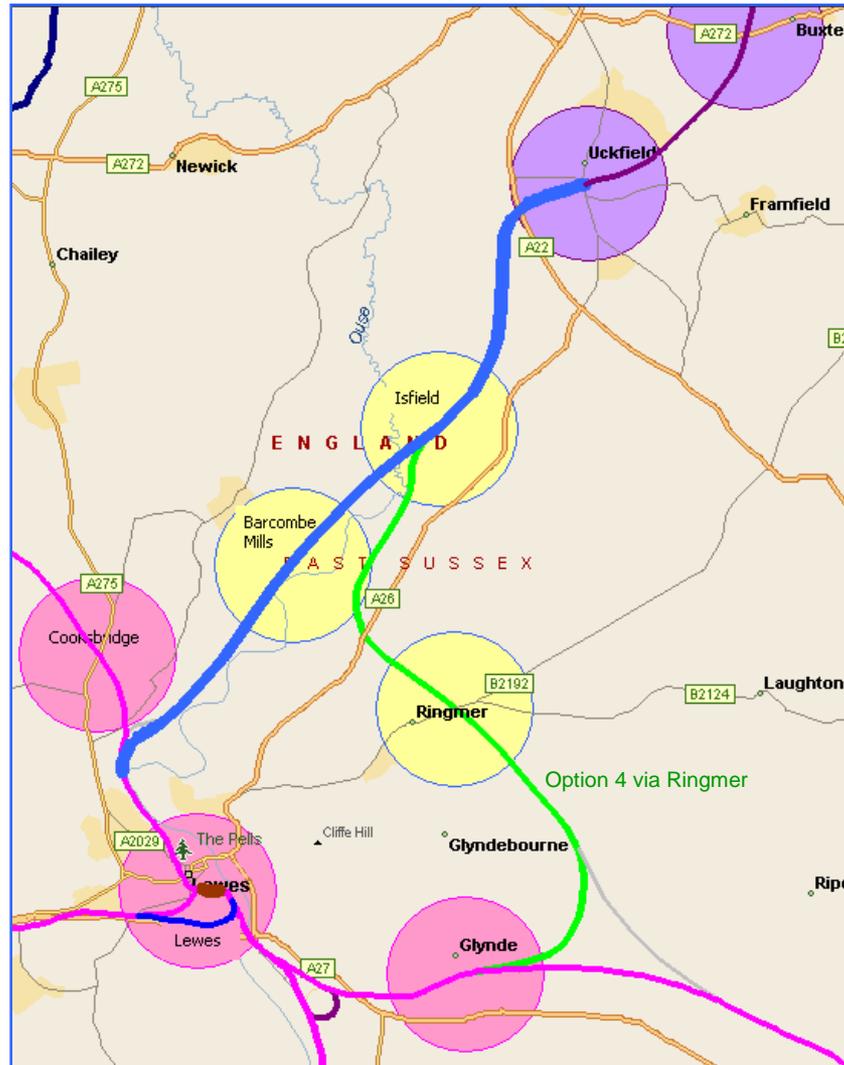
Access and connections: East Sussex - 13

WEALDEN LINE

- 255% rail growth 2001-2011 (231% peaks)
- Main gaps:
 - Poor public transport use at many Wealden towns
 - Rail doesn't link to Lewes, Falmer, Sussex Coast, Brighton
 - Road capacity constraints
 - Line requires electrification to allow range of destinations
- Proposed 'conditional outputs':
 - WL1** Assess different rail links between Uckfield and Lewes
 - WL2** Assess infrastructure options for through services beyond Lewes
 - WL3** Identify Wealden Line service options, and define phases
 - WL4** Study electrification options + short term diesel enhancements
 - WL5** Assess main line peak service Tunbridge Wells < > Brighton
 - WL6** Review additional Wealden Line local stations
 - WL7** Case for new or improved connecting bus services
 - WL8** Assess outcomes for East Sussex + Weald among BML schemes

Access and connections: East Sussex - 14

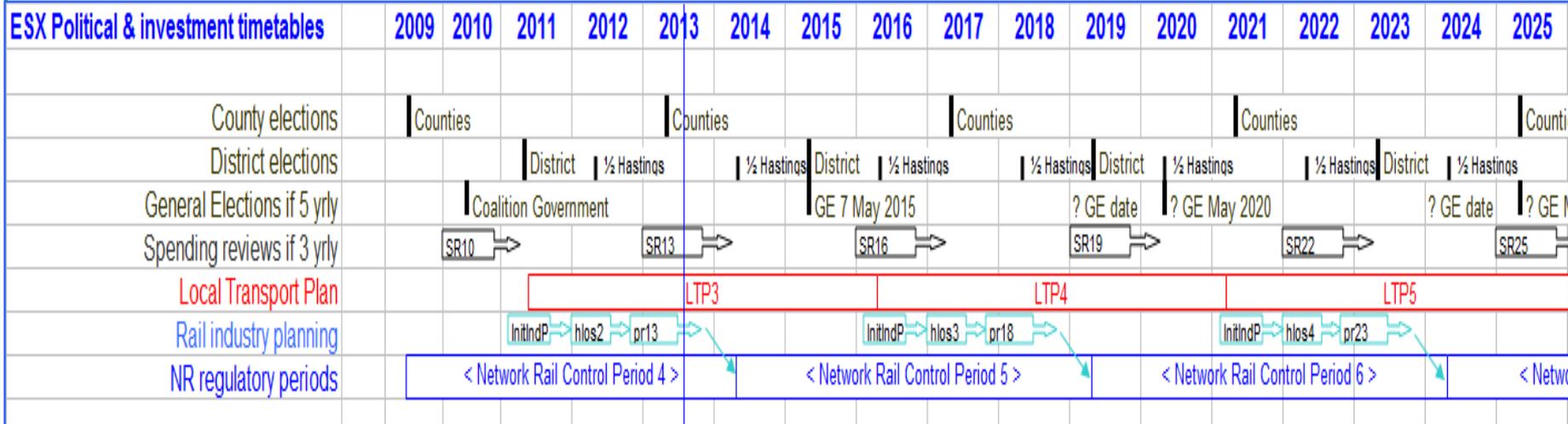
WEALDEN LINE – options to Falmer and Brighton



Opportunities for influence

- Network Rail's new planning basis
 - align with area needs and rail's best uses
- market studies now, route studies next
- Next franchise tender due in Sept. 2013!
 - ? scope to influence
- Rail regulator timescales and processes...
 - still time to influence 2014-19
 - get in early on 2019-24
- Funding pots? LEP? DfT? CLG? Other?
 - make sure there are projects in pipeline

Next steps – timelines



Next steps – a dialogue develops

- Brief Network Rail on JRC Report
- Rail Summit to develop and commit to county rail strategy
- Engage with Network Rail to include regional economic growth opportunities in their review of Lewes-Uckfield reopening
- Engage with Local Transport Board and SELEP
- Identify funding for resource to align stakeholders in partnership, inspired to believe that rail development will drive economic growth
- Identify and pursue short-term opportunities
 - Respond to Market Study to define needs
 - WSP forum on Brighton Main Line 10th Sept
 - Propose electrification of Uckfield line in response to ORR draft determination and to Thameslink franchise bidders
 - Respond to Route Study on basis of county rail strategy