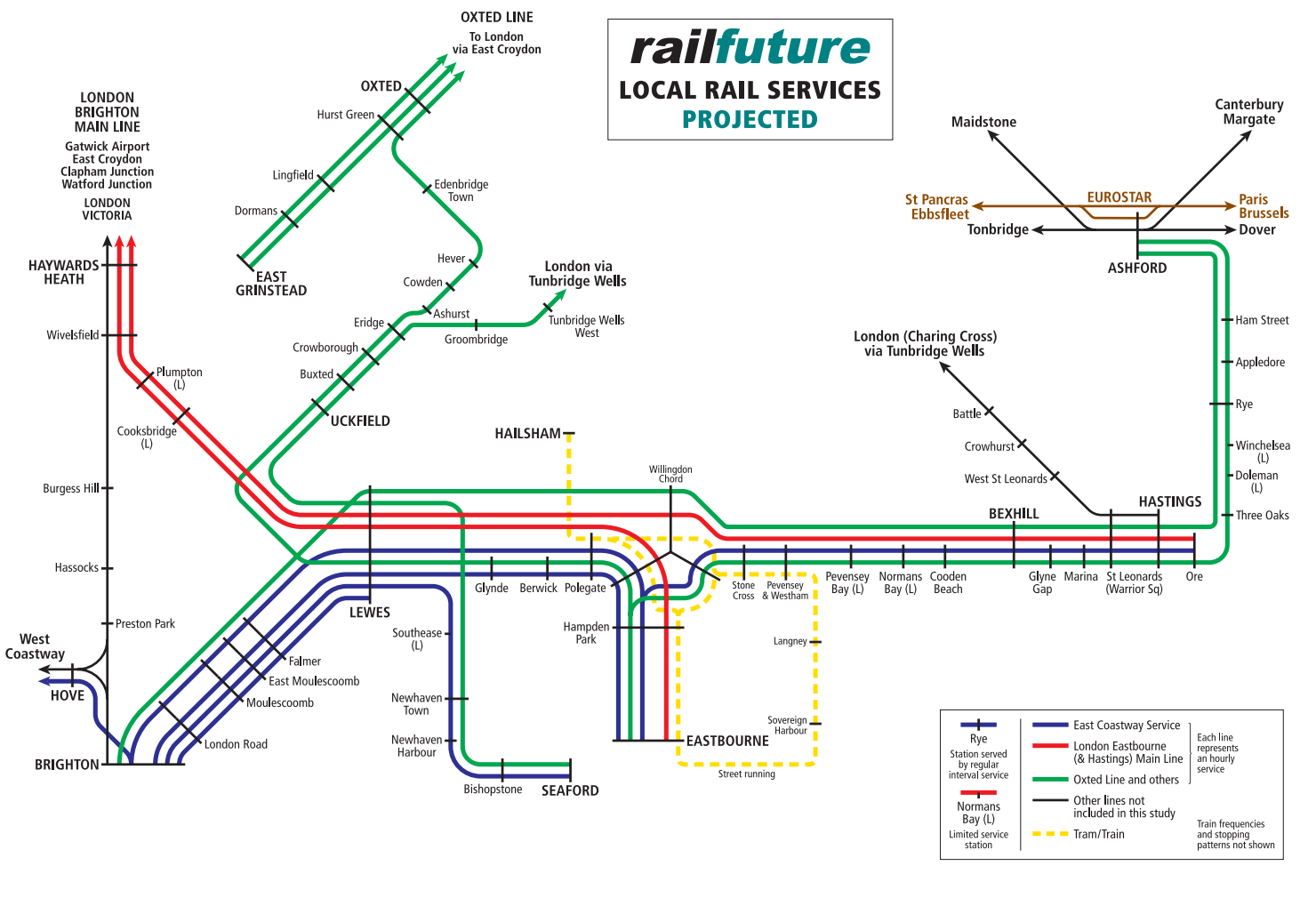


# railfuture LOCAL RAIL SERVICES PROJECTED



## Coastway

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Coastway members manned a stall at Rye station for the Railfest on 29 September where Network Rail's interest in tram-trains was highlighted.

The BBC Inside Out programme picked this up on 31 October as a possibility for reinstating Beeching cuts which have been partly blocked by later developments.

The Cuckoo line was named as a candidate. As the Eastbourne station manager said when interviewed on the programme, public opinion will bring these things about. So we will keep plugging away.

It was very welcome to see four-car diesels being used on Marshlink for the Railfest. Overcrowding on the normal two-car diesels is one of the issues to be highlighted in Coastway's refranchising deposition. Coastway has produced a map of long and medium term aspirations for their area, originally displayed at the Marshlink Railfest on 29 September 2007. Most require some Network Rail infrastructure input.

### New stations

**Marina** To serve existing housing in St Leonards and

proposed Marina development by Hastings Borough Council.

**Glyne Gap** To serve existing housing, Ravenside Retail Park and Bexhill College.

**Stone Cross** To serve a massive new housing area on both sides of the tracks.

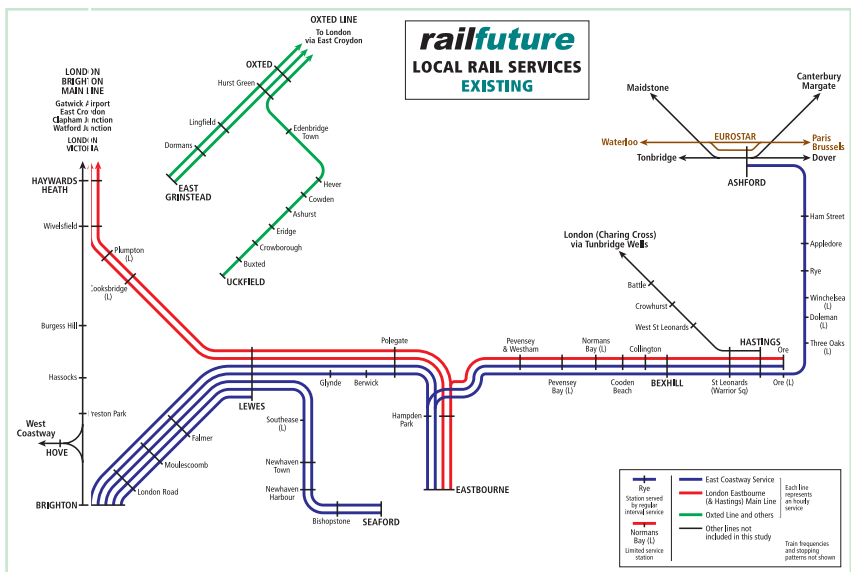
**East Moulsecomb** To serve large area of existing housing

**Willington Chord** A reinstated Polegate Chord on a new alignment to allow a new triangular station to give much faster journey times from destinations east of Eastbourne to London and Gatwick and good interchange facilities. The station would serve existing and new housing at the north end of Eastbourne, giving relief to the Polegate street parking problem.

### Services

The chord would give a much accelerated Brighton-Ashford service of 75 minutes. Journeys from east of Eastbourne would be 20 minutes quicker to London and Gatwick, and even half an hour if combined with other operational changes. A new tram/train circular in

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Eastbourne would connect Langney and Sovereign Harbour into the train services, reconnect Hailsham and attract many from their cars. It would give easier access to Willington Chord for longer distance passengers.

A 15-minute interval service would be possible with four trains an hour between Hastings and Eastbourne (currently three an hour) encouraging more people out of their cars from an already congested A259/A27. A metro style service on this section was an outcome of the "Access to Hastings" multi-modal study,

but never implemented. About that time a bypass was shelved on environmental grounds but is now on the agenda again. Not shown on this map is the alternative of a tram route mainly on the trackbed of the old Bexhill West branch to the new housing which would be part of this scheme.

A reopened Lewes-Uckfield section on the Wealden line would give new journey opportunities and relief to the A26 and Brighton main line. Access to London via Tunbridge Wells would require reinstatement of the line through Grove Tunnel.