

Draft East Sussex Rail Strategy Consultation Questions

Respondent Information

Questions 1-3 are about the person/group/organisation responding to the survey.

Roles and Responsibilities

Q4 - Do you agree with the roles and responsibilities related to rail as set out in section 3 of the draft strategy? (Select response and an optional open response box (3,000 characters).)

Select response options for question 4 are:

- ☒ Yes
- ☐ No
- ☐ Don't know
- ☐ Prefer not to answer

Rail Priority Investment Areas

Q5 - Have we included reference to relevant policy documents, evidence or opportunities for Priority Investment Area 1 (accessibility of the rail network)? (Select response and an optional open response box (3,000 characters).)

Select response options for questions in this section are:

- ☒ Yes
- ☐ No
- ☐ Don't know
- ☐ Prefer not to answer

Q6 - Do you agree with the rail related schemes and initiatives included in Priority Investment Area 1 (accessibility of the rail network)? (Select response and an optional open response box (3,000 characters).)

- ☒ Yes
 - We strongly support improving station accessibility and improved bus service and active travel integration at stations.

Q7 - Have we included reference to relevant policy documents, evidence or opportunities for Priority Investment Area 2 (integration with other modes)? (Select response and an optional open response box (3,000 characters).)

- ☒ Yes

Q8 - Do you agree with the rail related schemes and initiatives included in Priority Investment Area 2 (integration with other modes)? (Select response and an optional open response box (3,000 characters).)

☒ Yes

- We strongly support interventions that enable multi-modal and interchange trips.

Q9 - Have we included reference to relevant policy documents, evidence or opportunities for Priority Investment Area 3 (reliability and resilience)? (Select response and an optional open response box (3,000 characters).)

☒ Yes

Q10 - Do you agree with the rail related schemes and initiatives included in Priority Investment Area 3 (reliability and resilience)? (Select response and an optional open response box (3,000 characters).)

☒ Yes

- We strongly support increasing capacity on the Brighton main line as this is consistent with the Rail Strategy in the West Sussex Transport Plan. We also support investment to deliver climate resilience improvements on the railways.
- We support investment to mitigate issues associated with level crossings. However, a review of all level-crossings should not result in action that increases severance and increases congestion and journey times, particularly where there is no competitive alternative. The potential closure of level-crossings should be carefully considered against the needs of all users.
- ESCC may consider including new or improved active travel crossings on the rail network as an investment priority, complementing other investment priorities and providing attractive and sustainable options for cross-railway journeys, to address community severance.
- ESCC may also consider whether ageing rolling stock is contributing to the reliability issues that exist on the railway, and if its replacement should be an investment priority.

Q11 - Have we included reference to relevant policy documents, evidence or opportunities for Priority Investment Area 4 (decarbonisation)? (Select response and an optional open response box (3,000 characters).)

☒ Yes

Q12 - Do you agree with the rail related schemes and initiatives included in Priority Investment Area 4 (decarbonisation)? (Select response and an optional open response box (3,000 characters).)

☒ Yes

- We support investment to decarbonise the rail network and increase the uptake of electric vehicles, including through providing appropriate charging facilities at stations.

Q13 - Have we included reference to relevant policy documents, evidence or opportunities for Priority Investment Area 5 (journey time competitiveness)? (Select response and an optional open response box (3,000 characters).)

☒ Yes

Q14 - Do you agree with the rail related schemes and initiatives included in Priority Investment Area 5 (journey time competitiveness)? (Select response and an optional open response box (3,000 characters).)

☒ Yes

- We strongly support improving rail access to Gatwick, including through earlier morning and later evening services, that increases the sustainable mode share of travellers to and from the airport, as this is part of the Access to Gatwick Strategy in the West Sussex Transport Plan.

Q15 - Have we included reference to relevant policy documents, evidence or opportunities for Priority Investment Area 6 (customer experience)? (Select response and an optional open response box (3,000 characters).)

☒ Yes

Q16 - Do you agree with the rail related schemes and initiatives included in Priority Investment Area 6 (customer experience)? (Select response and an optional open response box (3,000 characters).)

☒ Yes

Equalities Impact Assessment

Q17 - do you have any feedback on the draft Rail Strategy Equalities Impact Assessment? (Select response and an optional open response box (3,000 characters).)

Select response options for question 17 are:

☐ Yes

☒ No

☐ Don't know

☐ Prefer not to answer

Q18 - To what extent do you support or not support the draft East Sussex Rail Strategy? (Select response.)

Select response options for question 18 are:

☒ Strongly agree

☐ Somewhat agree

☐ Neither agree or disagree

☐ Somewhat disagree

☐ Strongly disagree

☐ Do not know

☐ Do not wish to answer

Overall Support and Any Other Comments

Q19 - Do you have any further comments, not covered in the previous questions, that you wish to make? (Open response box, 3,000-character limit)

Select response options for question 19 are:

☒ Yes

☐ No

☐ Don't know

☐ Prefer not to answer

- Generally, the strategic priority schemes identified as part of this rail strategy have limited interface with West Sussex. However, as the delivery of these schemes is conducive to increasing capacity on the Brighton main line, we are broadly in support of these.
- There are elements of this strategy that may be incompatible with the Draft Freight Strategy. Therefore, ESCC should consider reviewing the strategies for potential conflicts or overdependencies.