Statement by Mott MacDonald regarding a proposed new station at Glyne Gap

The 2002 and 2004 studies into Glyne Gap station undertaken by SDG and Mott MacDonald assessed the demand for a new railway station and concluded that "the SDG analysis indicated a strong economic case which is supported by the Mott MacDonald analysis. On this basis, it is recommended by Mott MacDonald that an in-depth study for the new station at Glyne Gap is conducted" (Access to Hastings - Rail Issues: New Railway Station at Glyne Gap, Bexhill-on-Sea, Stage 1 Update Report, May 2004). The present study is this in-depth study as proposed above.

The new study being undertaken by Mott MacDonald has the aim of obtaining a firm view of the case for the new station. It has included an pre-feasibility review of changes in circumstances since the earlier studies. Such changes have included a general growth in rail demand along the East Sussex Coast line, the relocation of Bexhill College, increases in the planned number of new houses in North East Bexhill, the approval of the Bexhill-Hastings Link Road and changes in the composition of the Ravenside Retail Park, including a movement away from white goods and larger scale products to comparison shopping. It has also noted changes in the methodology for deriving a business case for new transport infrastructure, as well as ongoing increases in the cost for new railway stations. Our in-depth study will address all of these changes using a more detailed methodology, following current Network Rail and DfT WebTAG appraisal advice.

As such at the present time a firm conclusion cannot be offered as to the likely viability of a new station, but it would seem sensible to preserve the option of the provision of such a facility until the study reports at the end of 2012.

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