

Rail Service



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More Detail about the rail service:-

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According to the Government’s Department for Road and Rail database, Godstone station is the 1909th (out of 2580) least used stations in the whole of the UK. It has a daily footfall (entry/exits) of 172 which means just 86 people per day on average use the station. It is not and since 2016, never has been considered to be a viable commuter option. This situation is repeated at all five stations on the Tonbridge – Redhill line but the reasons pertaining to Godstone specifically are as follows:-

1. Godstone station has a very limited and basic range of facilities. It is unstaffed, has no ticket office, no retail facility, no toilets and no waiting room.

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2. Direct London services were stopped in 2016 as were services to Gatwick Airport, Tunbridge Wells and Hastings. It now operates as just a shuttle service between Redhill and Tonbridge.

3. The station has only an hourly service in either direction. The fact that services on this route often have to wait at the Redhill approach signal because main line services are understandably prioritised, means it is very difficult to accurately time or plan any onward journey.

The fact is that residents in and around Godstone and South Godstone drive to other stations within the district such as Hurst Green (daily footfall 1289), Lingfield (1055), Oxted (3364), Woldingham (850) and Caterham (1557) because these all have far more regular and direct services to the capital.

There is written confirmation from the CEO of GTR (the train operator) that no amount of development in South Godstone will alter the current status quo as far as service levels on the Redhill – Tonbridge route is concerned or generate any improvements at Godstone station.

The whole point of the government objective as far as the NPPF revision is concerned is to try and persuade people not to use their cars but to use available train services wherever possible. This is a laudable objective but will only achieve reality where the nearby station has well connected and regular services, preferably to London.

It is quite clear from the evidence provided above, particularly in relation to footfall, that in Godstone station's case this is not and will not be the case going forward. It is therefore highly unlikely that any development at South Godstone would contribute in any meaningful way toward achieving the Government's objective in this respect and that in fact, this development in particular, would see a significant increase in car usage.