

Railfuture in London and the South East

quarterly branch newsletter

The *independent* campaign for a bigger better British passenger and freight rail network

Build it and they will come – 1 Lea Bridge station

This £12million project has been open to passengers since mid-May, as previously reported in *railse* no.132. Transport for London demand forecasts used to establish the business case to support reopening the station originally projected about 350,000 passengers per annum by 2031 with a half-hourly train service. After just 10 weeks patronage was already running at about 250,000 ppa! When new East Anglia franchise operator Abellio doubles the frequency to quarter-hourly from 2018, patronage can be expected to triple!



Lea Bridge and first day services, Sunday 15 May 2016

Build it and they will come – 2 Cambridge Heath and London Fields

Just five and seven minutes respectively from Liverpool Street, both stations have literally risen phoenix-like from ashes. Closed after a fire in November 1981 until reopening in September 1986, London Fields is now estimated to be used by about 1.5 million passengers in 2015/16. Cambridge Heath's fire in 1984 only closed it for a couple of months; its estimated annual usage is 940,000. Both figures are way above ORR estimates!

The weekday peak periods-only service of 38 trains per day in 1996 has risen, in increments, to the current all-day 160 trains, with regular quarterly-hourly services throughout weekends. Since daytime off-peak services were restored in 1998 passenger volumes at London Fields have multiplied ten-fold, at Cambridge Heath six-fold! In just one year since London Overground took over Cambridge Heath footfall leapt over 12%!

See 'News and Views' www.railfuture.org.uk/articles

Build it and they will come – 3 Hackney Interchange

This £5million project has been open to passengers since July last year. It enables London Overground travellers to transfer, step-free, between the orbital and radial services in north-east London shortening journey times and avoiding Zone 1. Last reported in *railse* nos.130 for December and 129 for September 2015, its usage has been closely monitored by Transport for London to compare with its very positive business case which enabled Network Rail to put in £3million, with £1million each coming from TfL and Hackney Council.



Stratford-bound train at Hackney Central, with step-free walkway to Hackney Downs station out of view up right

TfL's original projections anticipated growth over four years reaching 3700 passengers per weekday; that level was reached after just seven months! One year after opening daily usage had climbed further to 4700! As well as people interchanging between the two lines, many others are finding it an attractive route between the town centre and Hackney Downs station. Less than 20% of Britain's stations are busier than this link! Hackney Central was the 77th-busiest British station in 2014/15, according to ORR estimates. It is likely to become even busier still after another train capacity uplift in 2018 when peak frequencies will be raised from 8 to 10 trains an hour to meet demand, with new trains on Euston-Watford services enabling a cascade.

Another north-east London orbital-radial interchange eventually made possible in recent years, through a new housing development, is between the two Walthamstow stations – Central on the Chingford line and Queens Road on the Gospel Oak-Barking line.

Read our www.railfuture.org.uk/Press+releases

ORR build-up to CP6, 2019-2024

Industry regulator the Office of Rail and Road launched its initial consultation on **PR18**, the **Periodic review of Network Rail**, in May and it closed in August. Network Rail's **Initial Industry Plan (IIP)** for Control Period 6 from 2019-24 is due to be published for consultation this September. By the end of the year the ORR will publish their conclusions on the summer consultation.

From late this year to next summer the ORR provides advice to the Transport Secretary on next summer's High-Level Output Specification (HLOS), and Statement of Funds Available (SoFA), for CP6. This coincides with the run-up to County Council elections, an opportunity to raise rail issues with candidates.

West Midlands and Chilterns Route Study

In early-July Network Rail published their latest draft Route Study; the consultation closed on 22 September. See www.networkrail.co.uk/long-term-planning-process/West-Midlands-and-Chilterns-Route-Study

Proposed for closure before Network SouthEast came to its rescue 30 years ago, Marylebone is now almost at the limit of its capacity! This time HS2 offers a long-term solution, in the shape of a second Chiltern route to and terminus at Old Oak Common. Meanwhile current rolling-stock life-expiry in CP6/7 invites route electrification. Forecast demand during CP6 points to platform lengthening for longer trains, with 20 extra carriages needed for weekday morning peak periods. Later, Old Oak Common could receive four trains an hour, from Gerrards Cross, High Wycombe, Banbury, and Milton Keynes via Aylesbury/Princes Risborough.

Metropolitan line extension



Just off the Chilterns route via Amersham to Aylesbury and opening in 2020, see <https://tfl.gov.uk/travel-information/improvements-and-projects/metropolitan-line-extension>; background at www.croxleyraillink.com

Freight Network Study

Network Rail have published the successor to the Freight RUS of 2007. See www.networkrail.co.uk/long-term-planning-process/Freight-Network-Study Our national Freight Group will respond by 9 November.

Our feedback: www.railfuture.org.uk/Submissions

DfT franchising schedule slows

The EU Referendum on 23 June, and its result in which 52.1% of the UK electorate voted to change a 43-year-established status quo, created delays in government decision-making after a new Prime Minister appointed a new Secretary of State for Transport, Chris Grayling (MP for Epsom and Ewell, and a former Shadow Transport Secretary), and a new Rail Minister Paul Maynard (MP for Blackpool North and Cleveleys, and a former Commons Transport Committee member).

The Invitation to Tender for the next **South Western** franchise, expected in April, then revised to May, was published in late-June. Short-listed bidders First and incumbent Stagecoach had until 7 September to submit their bids. The contract will be awarded next February, to start in June and operate for seven years to 2024, with an optional one-year extension period.

One particular rolling stock requirement is noteworthy. Bidders are required to “provide rolling stock that is able to achieve rapid passenger boarding and alighting at any intermediate station stop between the start and end point of the journey, even with a full passenger load (seated and standing), and with high passenger turnover as experienced at several Main Suburban and Windsor Lines stations. The rolling stock provided must be able to achieve a maximum station dwell time (stop to start) of 45 seconds (or less) at stations where currently the Timetable Planning Rules value is 1 minute or more, and 30 seconds at all other stations. This must be achieved no later than December 2020.” The implications for train crewing remain to be seen!

The new **East Anglia** franchise was awarded in mid-August to incumbent Abellio. The nine-year contract to 2025 (with an optional one-year extension period) will start on 16 October. Highlights include 169 new trains, 1043 new carriages to replace the existing fleet with 660 Bombardier ‘Avenra’ and 383 Swiss newcomers Stadler Rail ‘Flirt’. In 2019 Stadler will deliver 20 x 12-car electric trains for InterCity and Airport services, plus 38 x 3- and 4-car electro-diesel bi-modes for regional routes; in 2020 Bombardier will deliver 111 x 10- and 5-car electric trains for suburban services. This success follows the New Anglia LEP’s “Our Counties Connected – a Rail Prospectus for East Anglia” published in March 2015, to which Railfuture branches contributed.

A short-listed bidder announced in April for the next **West Midlands** franchise, due to be awarded next June and start in October 2017, has withdrawn. MTR Corporation (West Midlands) Ltd. is out of the running. The Invitation to Tender (ITT) was published at the end of August. The remaining two short-listed bidders have until 29 November to submit their bids.

DfT’s consultation on the next **InterCity West Coast** franchise, due to be awarded in November 2017 and start in April 2018, closed in early-August. Expressions of Interest were due to be invited from prospective bidders in June, and the ITT is due out this November.

From mid-November the operator of TfL’s concession to run **London Overground** is Arriva London Rail Ltd.

See key diary dates in www.railfuture.org.uk/Events

'On the Move – Exploring attitudes to road and rail travel in Britain'

Published by the Independent Transport Commission in July 2015, jointly-commissioned with the ORR, and produced by Social Research Associates, this is the second 'On the Move' report after the original in 2012 which used the National Travel Survey to illustrate the dramatically shifting travel trends in Britain over the period 1995-2008. That research had demonstrated that road and rail travel trends were not behaving as forecasting models had predicted, with car travel much lower than estimated while rail growth had significantly exceeded expectations. This second report explores the factors driving these changing travel trends.

Two of the four key groups examined were:

Younger people. The initial 2012 study showed that changing behaviour among under-30s had made a particularly significant contribution to the overall trends, with young men less likely to use the car, and a slowing rate of growth in car use among young women coupled with a dramatic increase in their rail travel.

Business Travellers. The initial study indicated that it was business travellers who had displayed the most noticeable shift from car travel to rail use, driven by changes in tax policies affecting company cars.



See www.theitc.org.uk/our-research/research-reports-2 if only to read the two-page Foreword and Overview!

'Measuring up' – ORR's first annual rail consumer report

This was published in June, just before the House of Commons Transport Committee's oral evidence session on 'Improving the rail passenger experience' to which Railfuture submitted written and oral evidence. "ORR protects the interests of rail and road users, and our focus is on the delivery of the things that matter for passengers, such as improving safety, value for money and performance.

Our new consumer report dramatically increases the transparency of how the rail companies are meeting their obligations to provide accurate and timely information, help disabled passengers, manage complaints and comply with consumer law. The rail industry is delivering tangible improvements in all of these areas, but the picture is not consistently good. This annual report will now allow us to track progress."

Read more at: <http://orr.gov.uk/news-and-media/press-releases/2016/regulator-reports-on-rail-companies-work-for-passengers>

Passengers can't get no satisfaction

The **National Rail Passenger Survey** for Spring 2016 was published by Transport Focus in June and regrettably showed little overall improvement from Spring 2015. See www.transportfocus.org.uk/news-events-media/news/rail-passengers-feeling-strain

First the national/London and South East comparisons:

Overall satisfaction – national 80%, no change; London & South East 78%, no change.

Overall satisfaction with station – national 79%, no change; London & South East 77%, no change.

Punctuality/reliability – national 73%, down 2%; London & South East 70%, down 3%.

Value for money for price of ticket – national 45%, up 1%; London & South East 41%, up 1%.

Sufficient room for all to sit/stand – national 65%, down 1%; London & South East 62%, no change.

Dealing with delays – national 34%, no change; London & South East 31%, up 1%.

Next, to our L&SE TOCs, with their national scores for 'Overall satisfaction' and national rankings [out of 26 franchised and open access operators] and 'I' for L&SE [out of 15, likewise]. [Note: Govia Thameslink Railway shown as four routes, and pre-Elizabeth line TfL Rail]:

Abellio Greater Anglia 77%, up 2%; 22nd/11th

c2c 81%, down 6%; 19th/8th

Chiltern Railways 91%, up 1%; 4th=/1st=

Gatwick Express 79%, down 8%; 20th=/9th=

Great Northern 74%, down 6%; 23rd=/12th=

Great Western Railway 84%, up 3%; 14th/5th

Heathrow Connect 83%, down 5%; 15th/6th

Heathrow Express 91%, down 4%; 4th=/1st=

London Midland 86%, up 2%; 11th=/4th

London Overground 88%, up 1%; 7th=/3rd

South West Trains 82%, up 2%; 16th=/7th

Southeastern 69%, down 6%; 25th=/14th=

Southern 69%, down 3%; 25th=/14th=

TfL Rail 79%, up 2%; 20th=/9th=

Thameslink 74%, up 4%; 23rd=/12th=

Ahead of probable devolution of South Eastern Metro (SEM) services and stations to TfL's London Overground from the planned start of the new franchise in June 2018, some comparisons with the latter's new inner West Anglia routes (LOWA):

Overall satisfaction – SEM 71%, LOWA 77%

Overall satisfaction with station – SEM 70%, LOWA 83%

Punctuality/reliability – SEM 55%, LOWA 67%

Value for money for price of ticket – SEM 36%, LOWA 39%

Sufficient room for all to sit/stand – SEM 61%, LOWA 65%

Passengers have feelings, too

Transport Focus also published in June "How rail passengers really feel" based on a four-month pilot. More useful background for campaigners attending TOC stakeholder and other meetings!

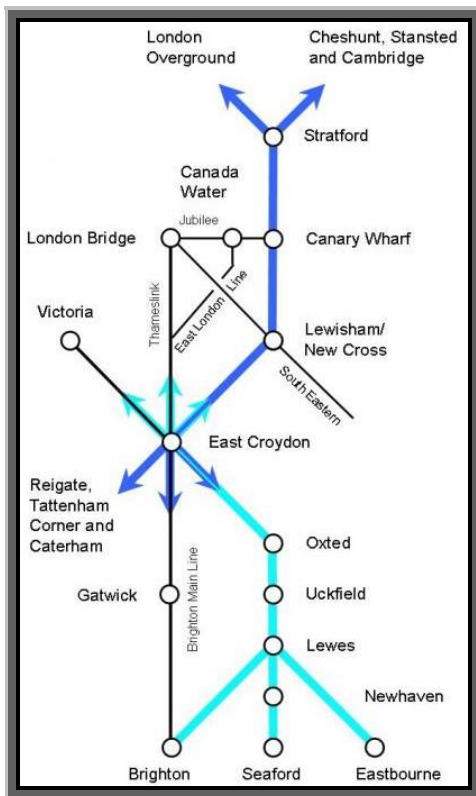
Read more at: www.transportfocus.org.uk/research-publications/publications/rail-passengers-really-feel

London and South Coast Rail Corridor – decisions required

"There's no doubt at all that this is not going to meet the demand for 50 years. As the passenger demand continues to grow, we will need to continue to invest and there will need to be significant investment in the railways over the next 20 years just to keep pace."

This was Network Rail's Chief Executive Mark Carne, speaking on Bank Holiday Monday at the opening of most of the new London Bridge station concourse, and three of nine new through platforms for Thameslink/Southeastern services. He said he was not confident it would meet the needs of passengers in the future as the number of people using the station swells.

Some years ago Network Rail first floated the concept of an additional, tunnelled route roughly within the M25 to provide the necessary step-change in capacity for the Brighton Main Line corridor. Whichever Route Utilisation Strategy we look back into over the past decade or more, and there have been several of them, they've all either directly or indirectly come up against the same long-term challenge: within a generation there will come a limit to just how much more usable capacity can be squeezed out of the existing network.



One bullet-dodge was to assume cramming more standees into the new Thameslink trains now coming into service, assuming both a higher-than-normal seat utilisation factor and roughly four people standing on a square metre instead of the normal two. It is notable that the Invitation To Tender for the next South Western franchise has reduced that to roughly three passengers standing per square metre for their new, similar trains. If that is 'retro-fitted' to Thameslink it can only bring forward the looming capacity crunch. A Thameslink 2 project must start to be developed now!

Read more at www.railfuture.org.uk/Thameslink+2

Investing in capacity for growth

Extending Uckfield's role as a rail-head with new 174-space station car park – **done**.

Extending Uckfield's platform north towards London for longer trains – **done**.

Extending Uckfield's track south towards Sussex coast for capacity, connectivity and resilience – **to be done!**



Edenbridge Town platforms looking north 20 June 2016

The third-busiest of the eight stations on the Wealden line, after first Uckfield and then Crowbrough, but with the shortest platforms of the three, Edenbridge Town was the early gainer from the recently-completed longer platforms. The other seven stations' platform extensions all opened on schedule on 25 July.

Since current records began in 1997/98, the official estimates of combined usage of the Uckfield branch line's eight stations show a 4.5 times increase up to 2014/15. In the decade since the current Turbostar trains were introduced that usage has trebled; at Uckfield it's quadrupled. The estimates for 2015/16 are due in December and may show a dip as a result of the line closures to carry out the platform extension works. Nevertheless long-term growth trends are expected to continue as the extra capacity of the longer trains is taken up by hitherto suppressed demand. The low cost of annual season tickets will also continue to draw people to the line; a first class from Uckfield is still cheaper than a standard from Tunbridge Wells!

New Rail Minister Paul Maynard's responsibilities are "rail (including housing development)" as well as rail security and light rail. His Department has recently launched a second, £20million, New Stations Fund and while no-one's planning one on the Wealden line there is a clear national policy towards co-locating new housing and rail stations. Very disappointing then that Wealden District Council appear still to be pursuing 9000 new homes at Hailsham, with no prospect of a rail service, rather than around existing rail-heads.

And finally, Brighton has more day-trip visitors than anywhere in Britain except London – and most of them are from London, and very many make the journey by train. When there is no rail service, how many go elsewhere, and what is the value of the 'visitor pound' that's lost to Brighton? Over a period, how might that value equate to the cost of reinstating the additional and diversionary route via Uckfield? We'd like to know!

Read more at www.railfuture.org.uk/Uckfield+Lewes

MarshLink upgrade slowed?

One of the most active rail user groups along our part of the south coast is the Bexhill Rail Action Group, which last year marked the tenth anniversary of its formation to contest the proposed cessation of through services via Haywards Heath to/from London Victoria.

Working closely with their Chamber of Commerce, local businesses have been mobilised to send out letters championing the cause of quick links with London for the economic benefits they will bring to the area. In early-June BRAG received a reply to one such letter, from Network Rail. It said "*The current scheme is not fundable as a 'railway scheme' but the publication of the East Sussex County Council, Rother Borough Council and Hastings Borough Council commissioned report into the regeneration benefits of the extension of High Speed services shows how improvements to the performance and operation of the line can impact future regeneration. We are looking at breaking the Marshlink Upgrade Programme into smaller schemes to reduce the overall cost of the programme by spreading it incrementally over several five-year Control Periods. It is entirely possible that third parties such as local businesses, Local Enterprise Partnerships and local authorities may fund or part-fund incremental schemes subject to a suitable business case being found.*"

Coming on top of the third annual 'Hastings Summit' in March, again organised by local MP Amber Rudd, at which the Network Rail speaker had declared that their work had indicated no rail business case to electrify the MarshLink route, this further statement only served to accentuate concerns about Network Rail's commitment to the project to enable HS1 services to reach Bexhill. Then just a month later we had a different Transport Secretary from the one who attended the first Summit, a different Rail Minister from the one who attended the second Summit, and a different Chancellor of the Exchequer from the one who had declared in his July 2015 Budget Report: "**The Department for Transport has asked the rail industry to include extending High Speed 1 services to Hastings and Rye in the forthcoming Kent Route Study.** The outputs from this study will be presented to the government for consideration in 2016, with a view to this work being an option for funding after 2019." (bold as in original).

These changes of key decision-making personnel (including now two changes of Network Rail Route Director since the first Hastings Summit) underline a key campaigning message: develop a unifying vision with a core proposition which will engage and sustain key stakeholders to survive the inevitable turbulence of changing personalities among principal sponsors.

This trio of tremors has required cool heads and steady nerves, and a ruthless refocus on our core proposition. March's *raise* no.131 identified the key components of the 'MarshLink Upgrade Programme' as we see them. If Network Rail will only deliver one of them in CP6, starting just ten months after the next South Eastern franchise has begun in June 2018, which one will do the most to begin to fulfil that unifying vision of HS1 trains for Hastings/Bexhill to bolster local economies?

If the campaign target is to see HS1 trains in Rye, Hastings and Bexhill as soon as possible, that can only be achieved by a new junction at Ashford International to link HS1 with MarshLink. Initial journey-times may be little better than now but the vision of through, direct London trains will be seen. That infrastructure must be ready for South Eastern's new HS1 trains! Other, later components will deliver the required line-speed/ journey-time and other associated improvements.

Short-listed bidders for the new South Eastern franchise will not only compete to offer the best 'fit' with the performance specification, which will include HS1 compatibility and 90mph capability across MarshLink; they may now have more of a choice of train to deliver it. As well as Hitachi, Stadler offer bi-mode trains too!



Rye station passing loop, to be extended either west towards Winchelsea or east to Appledore for HS1 trains.

Combined patronage of the six intermediate stations along MarshLink between Ashford International and Ore [which has a mere 47 MarshLink trains per week!] has grown from less than 250,000 in 1998/99 to almost 600,000 in 2014/15. In the decade since the Thumpers were replaced by the present two-car Turbostars, that combined patronage has risen from less than 350,000, yet at the same time as that near-doubling in local use, partly no doubt due to the attraction of through services beyond Hastings and Eastbourne to/from Lewes and Brighton, capacity to accommodate it has been frozen.

Still nothing more has been heard about the prospect of bi-mode Electrostar trains, first mentioned nine months ago. As well as pressing for an early decision on this from new Rail Minister Paul Maynard, other local aspirations to be pursued through GTR's consultation on their 2018 timetable will be a later last return service between Hastings and Ashford, probably by returning the 21.21 arrival in Brighton as a 21.30 departure to Ashford and from there back to Hastings at 23.33, and an all-day/every-day service at Ore on the back of the time-saving achieved through the promised line-speed improvement between Ore and Doleham by 2019.

As well as GTR's 2018 timetable consultation, Network Rail's Initial Industry Plan for CP6 is also due out in September, as too is the draft Kent Area Route Study. Responses to both will inform the ORR's advice to Ministers early next year about what to include in their High-Level Output Specification for CP6 next summer.

Find out more at www.railfuture.org.uk/Marshlink

Community Rail Awards 2016

The Association of Community Rail Partnerships has announced the following nominees from our region:

Involving Young People – Sponsored by Rail Media. Sussex CRP & Govia Thameslink Railway - Go Learn Kent CRP & Partners - Smarter Journeys Programme

Involving Diverse Groups – Sponsored by Arriva UK Rail. Aldingbourne Trust Creative Arts Group and Southern Rail - Amberley Station Mural; Essex & South Suffolk CRP and Essex Cultural Team - Multi Cultural Music Train; Govia Thameslink Railway and Sussex CRP - Try the Train Experience; Kent CRP, Kent CC, & Partners - Transition to College Project.

Community Art Schemes – Permanent Projects – Sponsored by Govia. Sarah Bracey, Essex & South Suffolk CRP - Dreary to Cheery - Braintree Freeport Station Shelter Project; West Kent Extra, Edenbridge Town Youth Club, Edenbridge Churches Youth Group & Graham Upton - Edenbridge Town Station Underpass Art Project; Yolanda Laybourne, Margaret Emeleus, Battle Museum of Local History, Battle Town Council, Southeastern Trains and Partners - Battle Station Bayeux Tapestry.

Community Art Schemes – Renewable & Smaller Projects – Sponsored by Govia. Bedfordshire RCC, HAPPEN and Sally Annett - Contemplation Seats; Essex & South Suffolk CRP, Abellio Greater Anglia and The Level Best Café - Competition on the Sunshine Coast Line.

It's Your Station – Sponsored by Northern. Elmstead Woods Station Gardening Club; Charlton Community Gardens; Cricklewood Station; Elstree and Borehamwood Station.

Photo Competition/ Best 'Essence of Community Rail' Image – Sponsored by Grand Central Rail. Guy Schofield & Sarah Deakin (Kent CRP) - Coco and The Butterfields on Music Train; Stephen Sleight (Marston Vale CRP) - Here's One I Made Earlier! (Elstow School Pupil with Her Own Ticket).

Best Community Engagement Event – Sponsored by Hitachi Rail Europe. Veronica Payne, Sussex CRP - 170 Years on Track.

Best Marketing Campaign – Sponsored by Abellio. Guy Schofield, Sarah Deakin, Alexis Zafiroopoulos - Kent CRP - Rebranding Kent CRP.

Outstanding Volunteer Contribution – Sponsored by TransPennine Express. Mike FitzGerald - Kent CRP; Tim Sparrow - Sussex CRP; Richard Crane - Bedford to Bletchley RUG and Friends of Ridgmont Station Heritage Centre.

Passengers Matter – Sponsored by Merseyrail. Govia Thameslink & Sussex CRP - Adopt Your Station scheme.

'Station to Station' Queen's 90th Birthday Celebration Projects (special Award) – Sponsored by Great Western Railway. Essex & South Suffolk CRP and Partners - Giant Tea Party at Burnham.

Winners will be announced at the annual Awards dinner, this year in Southport on 29 September.

Rail tourism winners – funding for heritage and community rail

ACoRP plus the Bluebell Railway, Chinnor and Princes Risborough Rail Association, and Visit Kent Ltd – the three winners in our region – will each benefit from grants of £75k, awarded in May. Read more at: <https://www.gov.uk/government/news/rail-tourism-winners-announced>

Association of Community Rail Partnerships: Britain's most scenic train journeys. A new national website will introduce British and overseas visitors to the best of Britain's community rail lines through the showcase website backed by significant marketing with international reach and available in foreign languages.

Bluebell Railway: Pullman accessibility for people with disabilities. A vintage Pullman carriage will be completely renovated, providing accessibility for people with disabilities, including wheelchair users, restoring the carriage's original 1920's ambience and increasing the railway's Pullman dining seating capacity.

Chinnor and Princes Risborough Rail Association: heritage rail interchange with main line services at Princes Risborough. The project will extend the heritage rail line from Chinnor to its former terminus at Princes Risborough station and see the reinstatement of a platform and loop line at Princes Risborough for interchange with services from London and other main line destinations.

Visit Kent Ltd: connecting Kent's heritage railways. The project will improve how the heritage railways in Kent link up and raise awareness of visit opportunities.

Community Rail more satisfying?

Transport Focus research just published shows contrasting results from a survey of 3036 passengers. Twelve community rail lines were surveyed, two in our part of the country. Comparisons with data on page 3: National TOCs/all CR/Marston Vale/Brighton-Seaford: **Overall journey satisfaction** – 80%, 82%, 77%, 86%. **Overall station satisfaction** – 79%, 75%, 71%, 76%. **Punctuality/reliability** – 73%, 82%, 79%, 91%. **Value for money ticket** – 45%, 58%, 55%, 53%. **Sufficient room for all** – 65%, 74%, 81%, 73%. **Dealing with delays** – 34%, 39%, 17%, 40%. The top satisfaction driver was 'cleanliness of the inside of the train', then 'punctuality/reliability', followed by 'sufficient room for all' and 'value for money ticket'.

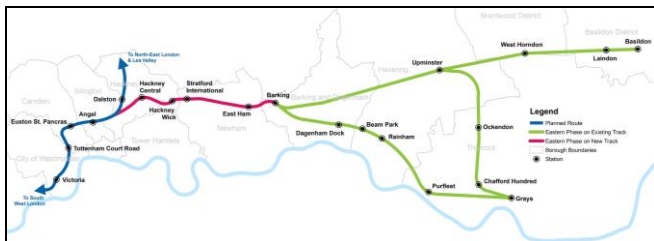
L and SE Campaigns Calendar

We close with a review of our Branch's key campaign activities, since June's newsletter, plus a preview of some interesting/important events. Our consultation responses are in www.railfuture/submissions

All three of the 'Build it and they will come' features on the front page have featured sustained campaigning by Railfuture members, in collaboration with others, and illustrate different campaigning methods. **Lea Bridge** station re-opening meant working with a local rail user group to secure a Fighting Fund grant to engage an independent professional adviser to make the case. **Cambridge Heath and London Fields** stations' success has been largely based on volunteer passenger counts, undertaken twice-yearly over a 20-year period! See www.railwatch.org.uk/chlfug.html and click on 'A brief history of the CHLFUG campaign' to read a fascinating report. **Hackney Interchange** had the benefit of a now-retired member's day-job position.

In July our 'Bridge the gap: reinstate Uckfield-Lewes/Thameslink 2' joint campaigns took a stall to the annual Uckfield Festival's Big Day, and received a record number of signed pledges of support. The same campaign stall featured at the Haywards Heath station 175th anniversary event in mid-September.

In July TfL reported results of consultation (which we responded to) on **Crossrail 2**. The two reports are in here: <http://crossrail2.co.uk> More public consultation is expected in the autumn on local area-specific issues.



Crossrail 2 Eastern Phase, via Hackney, Stratford and Barking, advocated by east London and Essex councils

A Pre-Inquiry meeting for TfL's Transport & Works Act Order application for **Barking Riverside Extension**, which we have supported consistently, was held in early-September; the full Inquiry starts in mid-October.

We have continued active participation in a wide variety of meetings and events run by partner organisations, such as East Sussex County Council's rail user groups spring meeting, the five line CRPs within Sussex Community Rail Partnership, Kent CRP, Brighton Transport Partnership, Uckfield Railway Line Parishes Committee, and train operators' stakeholder forums.

We have fed in to national consultation responses, eg. **Oxford-Cambridge-Milton Keynes**: growth corridor.

Two new members on committee

Welcome to newly-co-opted branch committee members John Fowden from Blackboys, near Uckfield, East Sussex, and Gordon Pratt from Otford, Kent.

Forthcoming dates for your diaries and calendars
Find further details in www.railfuture.org.uk/events

Monday 3 October Free evening talk in Ashford – "London Bridge update".

Tuesday 4 October Free evening talk in Lewes – "Brexit: the possible challenges for movers of people and goods".

Wednesday 5 October Free evening talk in London by Sir Peter Hendy CBE, Chairman of Network Rail.

Thursday 6 October Sussex and Coastway Division.

Tuesday 18 October Free evening talk in Redhill – "Rail freight" by Maggie Simpson, Rail Freight Group.

Wednesday 19 October Free evening talk in London – "The future of rail regulation" by Joanna Whittington, Chief Executive, Office of Rail and Road.

Monday 24 October Free evening talk in Brighton – "The Brighton Main Line".

Tuesday 25 October Final copy date for your letters and articles to appear in October's *railwatch* 150. Send them direct to editor@railwatch.org.uk

Friday 28 October Free evening talk in Bracknell – "Crossrail – opening a new railway".

Friday 28 October Final copy date for *raillse* 134, and for London & SE branch Local Action in *railwatch* 150. Send campaign news to rf-southeast@railfuture.org.uk

Thursday 3 November Free evening talk in Maidstone – "A new rail franchise for Kent".

Thursday 3 November Joint Sussex & Coastway and Surrey Divisions, with Network Rail in Haywards Heath.

Wednesday 9 November Eastern Division.

Saturday 12 November Autumn conference, in Birmingham. See www.railfuture.org.uk/conferences and www.railfuture.org.uk/RUG+Awards

Tuesday 15 November Free evening talk in Redhill – "Brighton Main Line Upgrade" by Network Rail.

Saturday 19 November Kent Division.

Tuesday 22 November L & SE Branch committee.

Wednesday 23 November Free evening talk in Chichester – "Regional Railways".

Saturday 26 November Herts and Beds Division.

Saturday-Sunday 26-27 November Railfuture stall at annual national railway exhibition, NEC Birmingham.

Wednesday 30 November Free evening talk in Basildon – "New trains for Crossrail".

Full details always in www.railfuture.org.uk/events

Branch divisions' meetings – open to all branch members, visitors welcome

Eastern [s. Essex and n. & e. London] –

meets on the second Wednesday of odd-numbered months, at 18.30 in **Stratford**, E15 4PH – next on **9 November**. Division Convener is Howard Thomas (opposite). See www.railfuture.org.uk/Eastern

Herts & Beds – next meet **Saturday 26 November**,

in **St.Albans**. Division Convener is Keith Dyall (opposite). See www.railfuture.org.uk/Herts+and+Beds

Kent – meets quarterly on the third Saturday, in varying Kent venues – next at 14.00 on **19 November**

in **Canterbury**. Contact Division co-Conveners Chris Fribbins at chris.fribbins@railfuture.org.uk or at 42 Quickrells Avenue, Cliffe, Rochester, Kent, ME3 7RB, or tel: 01634 566256; and Ian Killbery at ian.killbery@railfuture.org.uk or at 11 Western Road, Deal, Kent, CT14 6RX, or tel: 01304 362569. See www.railfuture.org.uk/Kent

Surrey – meets twice-yearly. Division Convener Chris Page (opposite). See www.railfuture.org.uk/Surrey

Sussex & Coastway – meets monthly, usually on

the first Thursday at 18.00, in varying Sussex venues. Next on **6 October** then **3 November**, **1 December**. Contact our Minutes Secretary Michael Davies at michael.j.davies21@btinternet.com or at 17 Linden Grove, Lindfield, Haywards Heath, West Sussex, RH16 2EE, or tel. 01444 482024.

See www.railfuture.org.uk/Sussex+and+Coastway

Railfuture publications, and others

Spread the word! Extra copies of *railwatch*, *railse* and **Annual Review 2015** are available for circulation to friends and colleagues and at meetings and events. Just ask for some by contacting your Vice-Chairman.

Spa Valley Railway's 'Return to Eridge' DVD to mark 5th anniversary. Featured in *railse* no.112 June 2011. Available at Tunbridge Wells West station shop, £15.

This branch newsletter is free, published quarterly and usually distributed with each edition of the national *railwatch*

The copy deadline for *railse* issue 134, due to be published in December 2016, will be Monday 31 October 2016
Items for this newsletter and our branch Local Action column in *railwatch* to be sent to rf-southeast@railfuture.org.uk



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**Websites: www.railfuture.org.uk www.railfuturescotland.org.uk www.railfuturewales.org.uk
www.railwatch.org.uk**

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Four neighbouring branches

These and other branches' websites, with their **events** and **newsletters**, in www.railfuture.org.uk/branches

East Anglia – contact Secretary Paul Hollinghurst – eastanglia@railfuture.org.uk

Board liaison is via Director Jerry Alderson.

East Midlands – contact is Secretary Roger Bacon – eastmidlands@railfuture.org.uk

Board liaison via national Finance Officer David Harby.

Thames Valley – contact is Branch Secretary Andrew McCallum – thamesvalley@railfuture.org.uk

Board liaison is via Director Roger Blake (below).

Wessex – contact is Branch Secretary Tony Smale – wessex@railfuture.org.uk

Board liaison is via Director Stewart Palmer.

Branch committee meetings

Open for any of our members to attend, as observers, held at 14.00 on alternate fourth Tuesdays in London.

The next one will be on **22 November**. Please give advance notice to our Secretary, below.

London and SE Branch officers

Branch Chairman: Keith Dyall, 26 Millway, Mill Hill, London, NW7 3RB.

tel: 020 8959 7147; keith.dyall@railfuture.org.uk

Vice-Chairman: Roger Blake, 70 Dynevor Road, Stoke Newington, London, N16 0DX.

tel: 020 7254 1580; roger.blake@railfuture.org.uk

Secretary: Graham Morrison, 13 Listria Park, Stoke Newington, London, N16 5SW.

tel: 020 7502 1062; graham.morrison@railfuture.org.uk

Treasurer: Howard Thomas, 24 South Primrose Hill, Chelmsford, Essex, CM1 2RG.

tel: 01245 280503; howard.thomas@railfuture.org.uk

Membership Secretary: Chris Page, 'Clara Vale', Thibet Road, Sandhurst, Berkshire, GU47 9AR.

tel: 01344 778643; chris.page@railfuture.org.uk