

The **quarterly** branch newsletter of **railfuture** in London and the South East

Britain's leading *independent* campaign for a bigger better railway – for passengers and freight

Rail transport for new homes in East Sussex – a tale of two Districts

Lewes District Council runs weekly “Leader’s live Q&A” sessions **online** via Facebook and in mid-January the Deputy Leader and Chair of Cabinet Zoe Nicholson responded to a question pre-notified by Railfuture. The question concerned the delayed next stage in the Local Plan process, following the ‘Issues and Options’ consultation in mid-2021 to which we had responded. Her answer was that in December Cabinet had agreed a revised Local Development Scheme for the next Local Plan which would not see the ‘Preferred Options’ consultation, originally due in Autumn 2021, until a single ‘Preferred Option’ consultation in Autumn 2023. After other intermediate stages, final Plan adoption and publication cannot now be expected before 2026!

Meanwhile, in the face of a need to more than double recent house-building rates in the non-National Park area of the District, responses to the consultation in July 2021 published in May 2022 showed the least preference for growth to be absorbed in the very area where any Lewes-Uckfield rail link would be routed – and need housing growth to make a business case!



Neighbouring Eastbourne Borough Council, likewise partly covered by the South Downs National Park, has more recently acknowledged in their Growth Strategy a similar dilemma, facing a requirement to build at over double recent rates in order to meet identified need. Instead they propose adopting a capacity-based rather than needs-based approach, which plans less than half what’s required and displaces the challenge elsewhere.

Why does any of this matter to Railfuture? We cannot pursue our own approach to the location of investment in new / upgraded railway lines and stations faced with continuing uncertainty about the locations planned for investment in new development, mostly housing, which is pivotal to any business case for rail enhancements.

Follow <https://twitter.com/RailfutureLSE> for updates.

Our vision for rail: A railway system that provides services which travellers and freight forwarders want to use, and which offers more journey opportunities to more people and more freight.

Former branch chairman Keith Dyall



Just too late to be covered in the branch’s previous quarterly newsletter but covered in monthly e-bulletins since early-December, came news that Keith who was born in 1934 had passed away on 28 November, with his funeral and reception following on 19 December. He was believed to be the last surviving member of the Railway Development Association, founded in 1951 and merged in 1978 with the Railway Invigoration Society to become the Railway Development Society. RDS remained our official title after the campaigning Railfuture brand was adopted in 2000, until we changed to officially become Railfuture Ltd in 2018.

The photo below, shown at the reception for Keith, was taken in the back garden of his close friend and fellow long-serving Railfuture member Norman Bradbury.



Keith with (R>L) Howard Thomas, Ray King, David Berman

ORR's latest station usage estimates

The still pandemic-affected estimates for 2021/22 were published just before December's newsletter *raile* no.158, on 24 November. Analysis, and implications for our regional branch campaigning, were then heralded to be featured in this next newsletter!



The link to the Office of Rail and Road's website is <https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage>

A recent look at the number of stations within our L&SE regional branch area reckons it's 715, London alone accounting for 333. That's from looking at first-tier local authorities outside London, Boroughs within it, and excluding stations in three Districts of Essex (Colchester, Tendring and Uttlesford) plus - or rather minus - Royston, Baldock and Letchworth Garden City in Hertfordshire as all in East Anglia branch rather than London & South East. That's 28% of all 2,570 stations in Great Britain, in just our one regional branch area!

Only one of Network Rail's five Regions, and only four of their 14 Routes, do not include any part of our regional branch area. Accepting that the annual station usage statistics are clearly a 'lagging indicator' – especially significant as we emerge from the fluidity of life during the pandemic – only 126 of the four Regions' 3,214 stations did not witness a decline in 2021/22 from the pre-pandemic 2019/20. Looked at another way, central government has 11 regions, of which six do not include any part of our regional branch area. Only 86 of the 1,255 stations in those five regions did not witness a decline in 2021/22 from the pre-pandemic 2019/20.

For more up-to-date and quarterly insights, the next ORR statistical release on passenger rail usage, for October to December last year, is due to be published at about the same time as this newsletter. The release for July to September 2022 identified the gap between current and pre-pandemic volumes, with 80.3% of rail passenger journeys, 77.4% of rail passenger kilometres, and 71.0% of rail passenger revenue compared with the same quarter three years earlier. It is that third figure which most exercises government!

Most struck bridges in Britain '21/22

The national Top Ten included three in London & SE:
~ Stonea Road, Stonea, Cambridgeshire - 33 strikes
Lower Down's Rd, **Wimbledon, London** - 18 strikes
~ Harlaxton Road, Grantham, Lincolnshire - 17 strikes
~ Abbey Farm, Thetford, Norfolk - 15 strikes
Harefield Road, Brakespeare Road South, **West Ruislip, London** - 12 strikes
~ Stuntney Road, Ely, Cambridgeshire - 12 strikes
~ Station Road B4105, Berkswell, Solihull - 12 strikes
Station Road, **Langley, Berkshire** - 12 strikes
~ St John's Street, Lichfield, Staffordshire - 11 strikes
~ Coddendam Road, Needham Market, Suffolk - 10 strikes.

Just another box-ticking exercise?

Thursday 4 May will see the annual visit to the polls (or letter box for postal ballots) in various local authorities across our regional branch and TfSE area.



Current political control identified in the unitaries, as they are transport as well as planning authorities:
Unitaries [whole council]: Bedford **NOC**, Bracknell Forest **Con**, Brighton & Hove **NOC**, Central Bedfordshire **Con**, Luton **Lab**, Medway **Con**, Slough **Lab**, Southampton **Lab**, West Berkshire **Con**, Windsor & Maidenhead **Con**.
Unitaries [one-third of council]: Portsmouth **NOC**, Reading **Lab**, Southend-on-Sea **NOC**, Thurrock **Con**, Wokingham **NOC**.



Districts [whole council]: Arun, Ashford, Braintree, Canterbury, Chelmsford, Chichester, Dacorum, Dartford, Dover, Eastbourne, East Hampshire, East Hertfordshire, Epsom & Ewell, Folkestone & Hythe, Gravesham, Guildford, Hertsmere, Horsham, Lewes, Maldon, Mid-Sussex, Mole Valley, New Forest, Rother, Sevenoaks, Spelthorne, Surrey Heath, Swale, Test Valley, Thanet, Tonbridge & Malling, Waverley, Wealden.
Districts [one-third of council]: Basildon, Basingstoke & Deane, Brentwood, Broxbourne, Castle Point, Crawley, Eastleigh, Elmbridge, Epping Forest, Harlow, Hart, Havant, Maidstone, North Hertfordshire, Reigate & Banstead, Rochford, Runnymede, Rushmoor, St. Albans, Stevenage, Tandridge, Three Rivers, Tunbridge Wells, Watford, Welwyn-Hatfield, Winchester, Woking, Wokingham.



Engaging communities in their railways – for the monthly "Community Rail News" sign-up [here](#).

Britain's Growing Railway – a bigger better railway in London & South East

The anniversaries of our first-quarter local successes, with three new 'domestic' stations, one new 'domestic' service, three extended 'domestic' services, and one new international part of an existing station.

January

~ on the 5th, in 1981, restoration of passenger services from Barking into Gospel Oak instead of Kentish Town, after a 55-year break.

~ on the 8th, in 1996, Ashford International connected to the European high-speed network when Eurostar began serving the station, but pandemic withdrawal of services from Kent's two stations continues indefinitely.

February

~ on the 7th, in 1966, Garston, Herts. Probably the first new, rather than reopened or relocated, post-Beeching rail station, with c.75k entries and exits in 2019/20, slumping to less than 9k in 2020/21 and recovering slightly to over 18k in 2021/22.

(Not to be confused with Garston, Lancs. It reopened on 2nd January 1978 after a 6-year closure, and then closed permanently the day before Liverpool South Parkway station opened on 11 June 2006.)

~ on the 28th, in 2011, the Dalston Junction-Highbury & Islington (below) extension of London Overground



services from Crystal Palace and West Croydon, four months short of 25 years since the last train through Dalston Junction station on Friday 27th June 1986.

March

~ in 1991 (date/s in March uncertain, the airport was opened officially on the 15th), north and south chords off West Anglia Main Line and the new 3-platform Stansted Airport station. ORR estimated station usage in 2021/22 was 3,368,742 – down from 8,474,874 for the same period in 2019/20, or from 8,948,872 for the pre-pandemic 12-month period of March 2019 to February 2020.

~ on 27th, in 2008, Heathrow Airport T5 extension from Heathrow Central / T1-3, and new Terminal 5 station. ORR estimated usage in 2021/22 was 1,079,730 – down from 1,461,446 for the same period in 2019/20, or 1,508,888 for the pre-pandemic 12-month period of March 2019 to February 2020.

Exactly how reliable are your trains?



A Railfuture Vice-President and RUG Awards judge Roger Ford, aka Cap'n Deltic of 'Informed Sources' in the monthly Modern Railways magazine, with the Golden Spanners Awards presented every November.



At the Fourth Friday Club event on 25th November there were nine categories offering 25 prizes, and 16 of the spanner winners, across 10 operators, serve our region. In a newly-revised definition for the Bronze Awards for percentage improvement in MTIN (Miles per Technical Incident, involving a train stopped for over 3 minutes) a Passenger Experience Index now reflects the impact which a fleet's reliability has on services as experienced by passengers, the ideal number being, perhaps obviously, zero. TfL Rail's class 315, some still in service at the time the data was taken for Period 6 to 17th September 2022, and GTR's class 171 Turbostars and class 387/1 Electrostars were the only three in the whole national fleet to achieve that target. Arriva Rail London's class 710/3 Aventra sub-fleet came very close with 0.01!

Control Period 7 (2024-29) – cont'd

As indicated in December's newsletter *railse* no.158, the Transport Secretary has published the High Level Output Specification (HLOS) and Statement of Funds Available (SoFA) for CP7, both for England and Wales, when issuing his Written Statement to Parliament on Thursday 1st December.

The ORR subsequently published its 'Conclusion of phase 1' update on 19th December (see 'Network Rail Control Period 7 planning' in 'Rail dates' under the 'What's on' area of our national website for full details).

Network Rail was due to submit its Strategic Business Plan (SBP) to the ORR by 24th February, and then "will publish key aspects of its SBP in Spring 2023."

The ORR then "expects to consult on our draft determination in June 2023, seeking stakeholders' views on our review of Network Rail's SBP, including the proposed funding and outputs decisions for CP7."

It should surprise no-one that, as the number one advocate for Britain's railway and rail users' Railfuture regards itself as one such stakeholder with views!

TfSE Strategic Investment Plan > Delivery Action Plan

Just as this newsletter is published, the Partnership Board of Transport for the South East will probably have finally adopted its Strategic Investment Plan (SIP) to 2050 – although an abstention was a possibility!



Already the Transport Forum (in which Railfuture is represented) whose chair is on the Partnership Board, is preparing for collation of a Delivery Action Plan. The Transport Forum has noted that the SIP contains some 280 multi-modal scheme and policy interventions which are required to be delivered in the South East over the next three decades in order to realise the vision set out in the Transport Strategy. A key starting-point is the June 2022 Delivery Plan. It accompanied the Strategic Investment Plan draft for consultation last summer and can be found in the 'Useful Documents' area of the TfSE website.

The Delivery Plan was the culmination of the Area Study Programme, in which Railfuture was an active participant. For future reference note that five radial / orbital Areas are now four place-based geographies:

- ~ Outer Orbital Area is Solent and Sussex Coast (Isle of Wight is now in, whereas East Kent is not).
- ~ Inner Orbital Area and South West Radial Area are merged into Wessex Thames.
- ~ South Central Radial is London–Sussex Coast.
- ~ South East Radial is Kent, Medway, East Sussex.

The Plan should be read alongside other parallel and more detailed technical documents, including:

- ~ Strategic Narrative for the packages of interventions
- ~ Strategic Outline Programme Cases for four areas
- ~ six Thematic Plans – Decarbonisation; Levelling-up; Railways; Bus, Mass Transit and Shared Mobility; Strategic Active Travel and Micro Mobility; Highways.

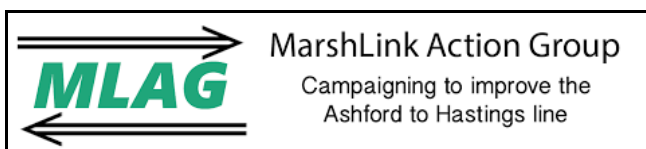
The Plan also includes a description of the 'global' package of interventions to be applied TfSE area-wide.

For now, this TfSE Delivery Plan is our key reference, providing the regional policy basis for our campaigning for a bigger better railway in and around London and the South East. In its 143 pages Appendix A for the 25 place-based packages starts on p.87 and Appendix B for the Delivery Plan Summary Table is from p.116.

Next, an East Sussex Rail Strategy & Action Plan Mk2!

TfSE rail – east of East Sussex: East Sussex - Kent EBN-BEX-SLQ-HGS-RYE-AFK-STP

Three Oaks and Winchelsea Action for Rail Transport



works with Railfuture-affiliated MarshLink Action Group

THWART stations' Sunday services struggle: the story:

Sunday 13th December 2015: the return of Sunday services



Winchelsea – 9,688 footfall in 2019/20, 9,322 in 2021/22
Three Oaks – 12,672 footfall in 2019/20, 8,952 in 2021/22



Sunday 21st May 2023: the return of hourly Sunday services for THWART stations

Station	Usage	% change
(Ashford-Eastbourne service)	2021/22	to 2021/22
		from 2019/20
Appledore	24,818	-39
Bexhill	1,297,516	-14
Collington	114,882	-45
Cooden Beach	85,266	-22
Doleham	848	-72
Eastbourne	2,696,318	-25
Ham Street	57,486	-38
Hampden Park	625,862	-7
Hastings	1,690,878	-30
Normans Bay	17,126	12
Ore	208,038	-25
Pevensey and Westham	142,574	-17
Pevensey Bay	6,700	-27
Rye	399,364	-16
St. Leonards Warrior Square	710,690	-14
Three Oaks	8,952	-29
Winchelsea	9,322	-4
TOTAL	8,096,640	-22
Hampden Park interchanges	101,430	-38

Extracted from ORR station usage estimates 2021/22

Read more about [Railfuture's MarshLink campaigning](#)

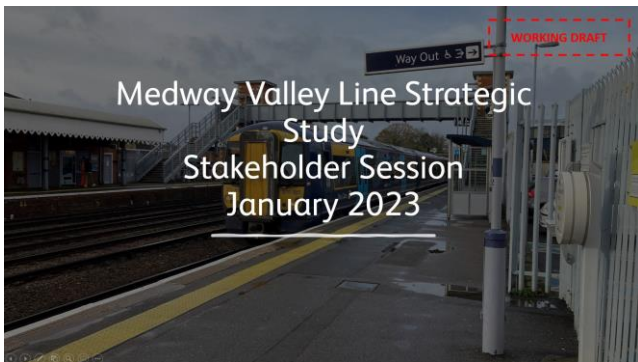
TfSE rail – north Kent:

HMK-GRV-DFD-ABW-GNW-LBG
HMK-HGM-SOO-RTR-CTM-GLM-RAI
HMK-HGM-SOO-SDA-MDB-PDW-TON

Like so many publications still in the hands of central government for sign-off, Network Rail's North & East Kent Connectivity Study, to which Railfuture members have contributed, is still expected to be published 'soon / in the near future / imminently' – take your pick.

Meanwhile Railfuture's patient and persistent advocacy for a bigger better railway to serve the northern part of 'The Garden of England' (King Henry VIII - allegedly) finds expression through our invited engagement in two further Network Rail Kent & Sussex Route studies.

Network Rail wish it to be understood that at this stage "the work is still in preliminary / draft format and is not of itself a new rail / full service proposal."



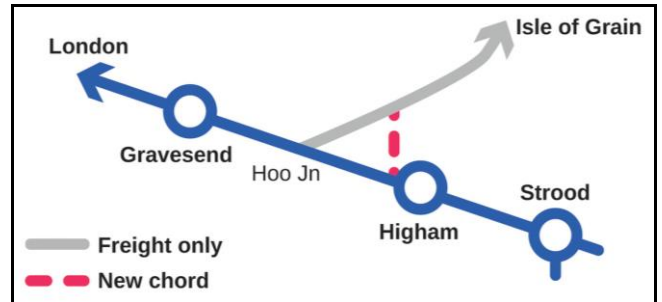
The Medway Valley Line Strategic Study (Tonbridge - Paddock Wood – Strood) is intended as a relatively short document looking at the future requirements of the route for passengers and freight and how to integrate future enhancements and renewals on this corridor. Network Rail aim completion by June 2023.



The Kent to Gatwick Strategic Advice (Tonbridge – Redhill – Gatwick) is also intended to be a short document which will analyse the potential benefits and financial / operational trade-offs of different options for improved rail connections to Gatwick Airport. Network Rail aim to have a draft advice document ready by around March 2023. While this is not going to be an exhaustive cross-industry perspective or strategic case for rail improvements, it will analyse some options which could be taken forward in the future.

Railfuture members' thoughts for consideration to be sent to londonandsoutheast@railfuture.org.uk please.

An A3-size enlargement of the diagram below was on display on our regional branch / Kent division stall in the Longfield Academy in January. The new, if as yet unplanned, chord to link the Hoo Peninsula Railway with the Medway Towns and the Medway Valley Line drew especially strong supportive interest.



Simplified diagram of new/currently-unplanned Higham chord

A @RailfutureLSE tweet giving advance notice of our attendance provoked an interesting reaction: "Why not host the event on the Hoo Peninsula itself? This again looks like outsiders plotting our community's future." We simply responded that it was not our event but another organisation's, to which we had been invited.

You can subscribe to receive updates on Hoo Peninsula here: <https://www.medway.gov.uk/futurehoo>

See <https://www.railfuture.org.uk/Kent> for more details.

TfSE rail – West Coastway:

West Sussex - Hampshire
BTN-HOV-SSE-WRH-LIT-BOG-CCH

TfSE recognises that connectivity between the two economic hubs of Greater Brighton and the Solent cities is as poor as between Manchester and Sheffield! Its Delivery Plan Summary Timetable identifies two key interventions in the Sussex Coast Rail Package 'F' to support inter-urban and long-distance journeys, those which rail naturally does best in providing attractive, mode-shifting choices. A West Coastway Strategic Study with a Strategic Outline Business Case (SOBC) to build on Network Rail's West Sussex Connectivity Modular Strategic Study which Railfuture influenced, and a SOBC for West Worthing level crossing removal.

TfSE's role in both cases is "Prefeasibility Work & Funding, Business Case & Scheme Development & Funding, and Advocacy & Securing Funding" – where they can be assured of our active encouragement!

TfSE rail – west of East Sussex:

Brighton - East Sussex - Kent
BTN-FMR-LWS-UCK-COH-ERI-TBW

This quarter's lead item on the front page summarises the current local policy hiatus. Meanwhile TfSE's London to Sussex Coast Rail Resilience Package 'J' includes Hurst Green to Uckfield electrification which needs an Outline Business Case, and the London to Sussex Coast Reinstatements Package 'K' requiring 'feasibility studies' for Uckfield-Lewes Wealden Line and 'Spa Valley Line Modern Operations' Reopenings.

See more about [Railfuture's Uckfield-Lewes campaign](#)

Campaigns calendar, London & SE

On Saturday 28 / Sunday 29 January London & South East regional branch / Kent division had a stall at a revived annual rail exhibition in the Longfield Academy.



Thames Gateway Tramlink Ltd (KenEx) and the Hoo Peninsula Railway were the two principal themes.

Liverpool Street station upgrade:



following two public exhibitions in November and January, four members of the regional branch committee followed up our response to the initial consultation, which was submitted last November – <https://www.railfuture.org.uk/display3166> – with a 90-minute in-person briefing by members of the Network Rail / Sellar / MTR project team. The project website is <https://www.upgradelss.com/> where updates by email can be requested.

Britain's third-busiest rail station before the pandemic, it was still the fourth-busiest in 2021/22 despite a halving of ORR-estimated entries and exits, falling from 66 to 32 million. Within-station interchanges declined less, from an estimated 4.4 to 3 million.



Liverpool Street side, looking north



Bishopsgate side, looking west

Broadgate side, looking north

We shall follow developments with the project with continued interest, focussing that interest primarily on issues of direct relevance for rail users. Inevitably controversial, the balance to be judged will broadly be between benefits for users of the station and its immediate environs and the scheme's impact on the listed building and the station's surrounding cityscape.

We have continued our **campaigning** through responding to **consultations** and **calls for evidence** and making other **submissions**, for example to local planning authorities and to the Planning Inspectorate.

Railfuture had sent a submission to the Planning Inspectorate last September for an appeal against the refusal by Lewes District Council of an application for outline planning permission for up to 68 homes on a key gap site between Ringmer and Broyle Side, to which Railfuture had objected last March. This is the same site where the intending developer had previously applied for up to 97 new homes, to which Railfuture had objected in July 2021 and the Council's Planning Committee subsequently refused permission.



The appeal gave Railfuture a further opportunity to set out in its submission to the Planning Inspectorate the full background to our interest in Ringmer, reinforced by TfSE's Strategic Investment Plan and its Rail Reinstatements Package. The appeal, conducted through a hearing which was held in Lewes on 22 November, has perhaps unexpectedly been dismissed.

Meanwhile, Railfuture L&SE's objection to another application for outline planning permission on a central Ringmer site potentially affected by a rail alignment, previously refused for 200 new homes but this time reduced to 75 new homes, was again refused by the Planning Applications Committee, in line with the officer recommendation; any appeal is awaited. Another site, out on the north-east edge of Broyle Side and proposed for 70 homes, was also refused by the Planning Applications Committee, but contrary to the officer recommendation and therefore all the more vulnerable on appeal.

Our **responses to consultations and calls for evidence**, and **submissions to planning bodies** are all in the "**Campaigns**" section of the website, within '**Consultation responses**', and linked [here](#).

Since the previous newsletter for December, *railse* no.158, the regional branch committee has overseen four consultation responses, to

- # Network Rail / Sellar / MTR on the Liverpool Street station upgrade
- # East Sussex County on its Local Transport Plan 4
- # Eastbourne Borough Council on a Growth Strategy for the next Local Plan to 2039
- # the All-Party Parliamentary Group for the South East



under the auspices of South East Councils, for its inquiry on transport infrastructure.

Current consultations of specific and general interest to our London and South East regional branch area are shown in the **“What’s on”** section of the website, within ‘Rail dates’, and linked [here](#). *Your opportunity* to influence our responses and policy development is by emailing londonandsoutheast@railfuture.org.uk

Our vision for Railfuture: *An independent organisation whose views are respected by the rail industry, to which decision makers come for advice, and which rail users are proud to join and recommend.*

Forthcoming diary/calendar dates

Wednesday 15 March Herts & Beds Division evening meeting, [online](#). [Invite non-members!](#)

Thursday 16 March ORR publishes passenger rail usage data for Q3 2022/23.

Saturday 18 – Sunday 19 March London & South East regional branch stall during model rail exhibition in London’s Alexandra Palace.

Tuesday 28 March ORR publishes freight rail usage and performance data for Q3 2022/23.

Thursday 30 March “Turning-point for the railways.” Railfuture national conference, Leeds.

Thursday 30 March Sussex & Coastway Division evening meeting, [online](#). [Invite non-members!](#)

Friday 31 March final date for Network Rail’s CP7 Strategic Business Plan to have been published.

Saturday 1 – Sunday 16 April Schools’ Easter holiday: >95% of the rail network remains open for business! Time to enjoy your local heritage railways.

Monday 3 April – Friday 30 June ORR publishes and consults on its draft determination for CP7.

Easter Saturday 8 April Rail User Group Awards



nominations closing date.

Saturday 15 April Herts & Beds Division morning meeting, in St. Albans. [Invite non-members!](#)

Saturday 22 April L&SE regional branch members’ morning open meeting, with guest speakers, and afternoon AGM, London.

Monday 24 April “View fast-charge battery train.” Free afternoon technical visit, West Ealing station, advance booking mandatory.

Friday 28 April Copy date for your campaign news / reports for the London & South East regional branch Local Action column in July’s *railwatch* no.176, and for June’s *raillse* no.160. Send to londonandsoutheast@railfuture.org.uk

Monday 1 May Copy date for your campaign news, letters, articles, photos to appear in July’s *railwatch* no.176. Send to editor@railwatch.org.uk

Thursday 4 May Sussex & Coastway Division evening meeting, [online](#). [Invite non-members!](#)

Tuesday 9 May Herts & Beds Division evening meeting, [online](#). [Invite non-members!](#)

Wednesday 10 May Eastern Division evening meeting, [online](#). [Invite non-members!](#)

Saturday 20 May – Sunday 21 May London & South East regional branch / Kent division stall (pictured below last year) during Faversham Transport Festival.



Saturday 20 May Kent Division afternoon meeting. [Invite non-members!](#)

Sunday 21 May National rail timetables changes.

Monday 22 – Sunday 28 May Community Rail Week.

Thursday 25 May ORR publishes passenger rail performance data for Q4 2022/23.

Saturday 27 May – Sunday 4 June Schools’ summer half-term holiday: >95% of the rail network remains open for business! Another chance to enjoy some of your local heritage railways.

Thursday 1 June ORR publishes freight rail usage and performance data for Q4 2022/23.

Thursday 1 or 8 June (tbd) Sussex & Coastway Division evening meeting. [Invite non-members!](#)

Sunday 4 June Railfuture’s London & South East regional branch’s “Bridge the gap” campaign stall



Uckfield and District Lions Club

at Uckfield & District Lions Club Family Fun Day, Luxford Field, off High Street, Uckfield.

Thursday 8 June ORR publishes passenger rail usage data for Q4 2022/23.

Saturday 17 June East Anglia branch open afternoon meeting, Ipswich.

Wednesday 12 July Eastern Division evening meeting, [online](#). [Invite non-members!](#)

Thursday 13 or 20 July (tbd) Sussex & Coastway Division evening meeting. [Invite non-members!](#)

Saturday 15 July 18th Annual General Meeting of Railfuture Ltd, followed by presentations of award for Railfuture Member (formerly Campaigner) of the Year and Rail User Group awards and commendations, at a venue being arranged in London.

Details of these and other important dates are in the Railfuture website’s [Events](#) and [Rail dates](#) pages.

Your branch divisions' meetings – all members, and non-members, welcome

Eastern [s. Essex and n. & e. London] – meets alternate months on second Wednesdays, **online** at 19.00 – next due on **10 May**, then 12 July. Division Convener is Howard Thomas (opposite). See [Eastern Division](#).

Herts & Beds – meets monthly – next **online** on **15 March**, then 15 April in-person, 9 May **online**. Division Convener is Neil Middleton (opposite). See [Herts & Beds Division](#).

Kent – meets quarterly on Saturdays, at 14.00 – next due on **20 May**. Division Convener Chris Fribbins at chris.fribbins@railfuture.org.uk See [Kent Division](#).

London Metro – a Division to cover all TfL rail modes: Underground, Overground, London Trams, Docklands Light Railway, and Elizabeth line. Contact Branch Vice-Chair Roger Blake (opposite). See [London Metro Division](#).

Surrey – meetings usually held jointly with Sussex & Coastway Division (below). Surrey Division Convener is Stephen Rolph at stephen.rolph@railfuture.org.uk. See [Surrey Division](#).

Sussex & Coastway – meets monthly 11 times annually on Thursdays, at 18.00. Next on **30 March**, then 4 May, 1/8 June tbd. Division Convener is John Black at jcbblack@yahoo.co.uk, Division Secretary is Robert Cheesman at robertcheesman@btinternet.com See [Sussex & Coastway Division](#).

Your branch committee's meetings

Officers and other committee members continue to meet, **online**, every 4 weeks on Wednesday evenings.

raise online

Available in the 'Branch news' area of our branch's main web page: <https://www.railfuture.org.uk/London-and-South-East-branch-news>. The links in blue are clickable hyperlinks.

This branch newsletter is free, published quarterly and usually distributed with each edition of the national **railwatch**. The copy deadline for **raise** issue no.160, due to be published in June 2023, will be Friday 28 April 2023. Items for this newsletter and our branch Local Action column in **railwatch** to londonandsoutheast@railfuture.org.uk

railfuture

Railfuture's mission: to be the number one advocate for Britain's railway and rail users

Websites: [Welcome to Railfuture](#) [London and South East regional branch](#)
[Railwatch](#) [Rail Action](#) [Rail User Express](#)

Follow us on  [twitter](#) @Railfuture and @RailfutureLSE and @Railwatch

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Railfuture campaigns (noun, and verb!)

Our five national **raise** policy priorities:
Attracting passengers back to rail – improving the travelling environment
Climate change and modal shift – how the railway can help reduce the carbon footprint of transport
Restoring Your Railway – restoring communities' rail connections by reopening lines and stations
Fares and ticketing – making the system easier and fairer
Industry structure and Great British Railways – taking the opportunity to move to devolution and concessions.

Railfuture 'news and views', and Railfuture 'in the news'

~ Stay abreast of Railfuture's and others' reports and thoughts published in our website [articles](#).
~ Stay abreast of Railfuture members making, not just watching, things happen in our website [media extracts](#).
~ Railfuture is also active on [Twitter](#) and [LinkedIn](#).

Neighbouring and other branches

All 14 branch websites, including their **events** and **newsletters**, are **online** in '[Railfuture near you](#)'.

London and SE Branch officers

Branch Chairman, and Secretary: both vacant.

Vice-Chairman: Roger Blake, 70 Dynevor Road, Stoke Newington, London, N16 0DX.
Tel: 020 7254 1580; roger.blake@railfuture.org.uk

Treasurer: Howard Thomas.
Tel: 01245 280503; howard.thomas@railfuture.org.uk

Membership Secretary: Neil Middleton.
neil.middleton@railfuture.org.uk

inter-raise

Our two-page monthly e-newsletter, by email (as a [pdf or link](#)) now being sent to all branch members on email