

Railfuture in London and the South East

quarterly branch newsletter

Campaigning by the Railway Development Society in London and the Home Counties - Kent, Surrey, Sussex, south Hertfordshire, south Essex, Bedfordshire, Greater London

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

Members annual regional branch meeting – Stratford

Saturday 28th April 2012 is the date for the branch annual meeting, starting from 10.45 hrs. This year we shall be at the centre of the London 2012 Olympic and Paralympic Games, at Stratford and hosted by **Greater Anglia's London Academy at Solar House, 1-9 Romford Road, London, E15 4LJ**. About a 10-minute walk east from the main Stratford station, it's just past the Ibis hotel, which is at the corner of Romford Road with Stratford Broadway.

In the morning we shall hear from speakers about the **rail plans for 'the public transport Games'**, a range of key people responsible for the preparations and then delivery during the two fortnights of the Olympic and Paralympic Games. Remember that of the 32 Olympic venues just 9 are in the Olympic Park at Stratford; 13 are elsewhere across London and 10 are elsewhere around Great Britain.

One of our speakers will be **Network Rail's Olympic Programme Manager (Readiness) Paul Ellis**; another will be **Greater Anglia's Projects Director Thijs Jan Noomen**, in a new post for the Olympics then Crossrail preparations. At press-time a speaker from Southeastern, operator of the Olympic Javelin services to and from Stratford International [with its temporarily-raised international side platforms to supplement its usual pair either side of the central island] had also been invited.

In the afternoon we shall hold our branch Annual General Meeting – see page 5 for the Agenda, and the results of the unopposed elections, which have avoided the need for a ballot.

Members summer regional gathering – Guildford

Saturday 9th June will be the next opportunity for members and fellow campaigners from across our regional branch area to gather, on the theme **'Developing rail services in and around Surrey'**. The venue: the Jubilee Room in the United Reformed Church, 83 Portsmouth Road, Guildford, GU2 4BS. Following the Tunbridge Wells/Spa Valley Railway gathering last July, the St. Albans gathering in October

[with a follow-up meeting in January], and the Paddock Wood event in February, this will be the second of 2012's events in what is becoming an established pattern of about-quarterly, rotating regional gatherings for local members and fellow rail campaigners from the local area, as well as from across our region, to share experiences and ideas for current and future rail development campaigns.

The day is planned to start with a morning session from 10.30 until 13.00. Topics will include the re-franchising of Thameslink/Southern and Great Western, the North Downs line, 'Airtrack-Lite', and local Rail User Group activities.

The venue is a 10-minute, initially somewhat inhospitable, walk from Guildford station. As you emerge from the main station access turn right and on into Walnut Tree Close, continuing into the town centre road traffic gyratory at Bridge Street and bearing right, and then straight on for Park Street the A322 [not right into Farnham Road the A31]. Portsmouth Road is then the A3100 towards Godalming. If you cross the River Wey, go back!

The station is well-served by South West Trains electric services, from London Waterloo, Clapham Junction, Wimbledon, Weybridge, Woking, and not overlooking the legendary Effingham Junction [other routes and services are available, with interchanges] while First Great Western operate diesel services, partly over 3rd rail, between Reading and Gatwick Airport via Redhill. Electrification is needed between Wokingham and Ash and between Guildford and Reigate. For the record Southern operate a limited service to and from Leatherhead, and CrossCountry operate a very limited service to and from Reading.

Our Guildford correspondent reports a local controversy stirred up by the Borough Council's recently-published proposals to replace the existing bus station by a new but smaller yet modern one, nearer the main railway station. For the town centre however it's considered by many to be the wrong side of the main north-south road through the town. The Guildford Environment Forum has attracted well over 2000 names to their petition objecting to the proposals and instead seeking a smartening-up of the existing bus station.

Network RUSs – still no Alternative solutions

Network Rail's final **Network RUS – Alternative solutions to efficiently deliver passenger demand** [their split infinitive] is delayed. A consultation document is due in 'winter 2011/12'. Network Rail's working group 5 remit, dated January 2011, is:

"The objective of the work is to develop a strategy which presents alternative solutions to carrying the future demand for rail passengers more cost effectively. The work will examine a range of alternative solutions and will aim to follow the basic established RUS process of baselining, gaps, options and recommendations.

The work will examine a range of alternative solutions and identify their potential to contribute to the objective of ensuring increased value for money. It starts from an understanding of the issues currently facing the railway and then, using robust analysis will appraise the potential contribution of each technology."

Initial Industry Plan update

When **Network Rail** published this set of infrastructure investment proposals for Control Period 5 [2014-19] and beyond, Railfuture members set to work drafting our response. It was submitted to the **Office of Rail Regulation** [ORR] in November, and an updated copy went to Network Rail in January.

It can now be viewed at www.railfuture.org.uk/tiki-index.php?page=Submissions

The timescale to the start of CP5 on 1st April 2014 is:

May 2011 – Office of Rail Regulation starts Periodic Review 2013

September 2011 – IIPs published

December 2011/**March 2012** – government policy paper [now a 'Command paper'] on rail

February/March 2012 – ORR advice to Ministers
July 2012 – DfT's High-Level Output Specification [HLOS] and Statement of Funds Available [SoFA]

January 2013 – Network Rail's Strategic Business Plan

June 2013 – ORR draft determination

October 2013 – Network Rail response to draft

October 2013 – ORR final determination of PR13

March 2014 – Network Rail's CP5 Delivery Plan

The 'government policy paper' is now likely in March. It will include government's response to Sir Roy McNulty's Rail Value for Money Study "Realising the potential of GB rail", commissioned by the Secretary of State for Transport and co-sponsored by the DfT and the ORR "to examine the opportunities and barriers to improve the value for money of GB rail for taxpayers, passengers and freight customers".

RDS life after RUSs – OJEUs, Eols and ITTs

Producing responses to Network Rail's programme of draft Route Utilisation Strategies has meant major work for your branch and national officers.

Attention switches now to re-franchising, and a new set of initials. As reported in our two previous issues, the DfT announced last August its programme for re-letting franchises, in what is actually a five-stage process:

- 1 - publication of notices in the Official Journal of the European Union [OJEU notice];
- 2 - submission of Expressions of Interest by potential bidders [EoI];
- 3 - issue of Invitations To Tender [ITT] to short-listed bidders;
- 4 - announcement of franchise award;
- 5 - contract start date.

The updated re-franchising programme since the previous newsletter now looks like this:

2011

December 19th – OJEU notices published for:

- 1 - Great Western [15 years from April 2013], with a public consultation closing 31st March.
- 2 - Essex Thameside [15 years from May 2013], with a public consultation closing 11th May.
- 3 - Thameslink [7 years from September 2013, plus extension up to 2 years, absorbing all Southern services from July 2015, and from December 2018 Southeastern services using Thameslink core route]

2012

January 20th – ITT for InterCity West Coast – short-list of four: Abellio, First Group, Keolis/SNCF, Virgin

February 5th – contract start for Greater Anglia

February 9th – Eols for Great Western, Essex Thameside and Thameslink

May – ITT for Great Western

June – ITT for Essex Thameside

August – OJEU notice for InterCity East Coast

October – ITT for Thameslink

December – contract award for Great Western;

contract start for InterCity West Coast;

OJEU notices for South Eastern and Greater Anglia

2013

January – contract award for Essex Thameside;

ITT for InterCity East Coast

April/May – contract start for Great Western

May – contract start for Essex Thameside; contract

award for Thameslink; ITT for South Eastern

August – ITT for Greater Anglia

Summer – contract award for InterCity East Coast

September – contract start for Thameslink

December – contract start for InterCity East Coast

End 2013 – contract award for South Eastern

2014

April – contract start for South Eastern

Spring – contract award for Greater Anglia

July – contract start for Greater Anglia

Passenger satisfaction scores

Passenger Focus published their latest twice-yearly **National Passenger Survey [NPS]** in January, based on the results of fieldwork conducted in autumn 2011. See www.passengerfocus.org.uk

Amidst the abundance of statistics some key headlines and comparisons [with the autumn 2010 NPS] emerge. Overall satisfaction nationally is on 84% and in the London & South East sector on 83% [both unchanged].

Across our London & South East sector the 12 TOCs' figures, ranked in L&SE/national sequence out of 12/23 TOCs, show some widely differing levels of passenger satisfaction [and changes from a year earlier]:

1st/2nd= Heathrow Express 93% [same]
2nd=/4th= Heathrow Connect 92% [same]
2nd= /4th= London Overground 92% [up from 85%]
4th/6th c2c 91% [same]
5th/9th= Chiltern Railways 88% [down from 90%]
6th/13th London Midland 85% [down from 86%]
7th/14th= South West Trains 84% [down from 87%]
8th=/17th= First Great Western 83% [up from 82%]
8th=/17th= Southeastern 83% [up from 80%]
8th=/17th= Southern 83% [up from 82%]
11th/22nd First Capital Connect 80% [up from 76%]
12th/23rd National Express East Anglia 77% [down from 79%]

There are 31 indicators contributing to the overall passenger satisfaction scores, 13 in 'Station facilities' and 18 in 'Train facilities'; of those there are five headline indicators singled out in the NPS, one 'station' and four 'train':

1 - **Value for money for the price of your ticket** – national 46% [49%], L&SE 42% [44%]
2 - **Punctuality/reliability** [arrive/depart on time] – national 81% [82%], L&SE 80% [81%]
3 - **Sufficient room for all passengers to sit/stand** – national 68% [same], L&SE 67% [same]
4 - **Overall satisfaction with the station** – national 78% [76%], L&SE 77% [75%]
5 - **How well the train company dealt with delays** – national 38% [40%], L&SE 36% [37%]

Why this apparent, almost obsessive, overdose of data here? Unlike the ORR and its station usage data, Passenger Focus has established the NPS as the definitive, industry-recognised benchmark of TOC passenger-defined performance. In many ways it is the ultimate test of TOCs' endeavours, the passengers' verdict on changes they make to their rail service 'offer'. It is entirely appropriate for us to compare/contrast the NPS performance of incumbent TOCs in areas facing re-franchising, focussing on areas where a new TOC would need to take measures which would have the effect of lifting NPS scores as the indicator of improved outcomes for passengers.

The results of the next NPS, for which fieldwork is conducted this spring, will be published in June. With Greater Anglia taking over from National Express East

Anglia on 5th February it will start to define the 'out with the old:in with the new' watershed.

The four L&SE TOCs involved in the current round of re-franchising had the following [and autumn 2010] scores in the five key indicators, enabling comparison with the overall national and L&SE scores above:

1 - **Value for money for the price of your ticket** –
6th/17th Essex Thameside 43% [48%]
3rd/12th Great Western 53% [56%]
8th=/19th= Thameslink 38% [same]
7th/18th South Central 42% [43%]

2 - **Punctuality/reliability** [arrive/depart on time] –
2nd/3rd Essex Thameside 92% [94%]
8th/20th Great Western 79% [same]
11th=/22nd= Thameslink 77% [71%]
9th=/18th= South Central 78% [80%]

3 - **Sufficient room for all passengers to sit/stand** –
10th/19th Essex Thameside 65% [66%]
5th/13th Great Western 68% [same]
12th/23rd Thameslink 60% [same]
8th=/16th South Central 66% [65%]

4 - **Overall satisfaction with the station** –
3rd/3rd Essex Thameside 86% [80%]
8th/15th Great Western 77% [75%]
9th= /16th= Thameslink 76% [70%]
6th=/13th= South Central 78% [74%]

5 - **How well the train company dealt with delays** –
5th/12th Essex Thameside 40% [sample too small]
1st/6th= Great Western 45% [42%]
8th/17th Thameslink 33% [34%]
7th/15th South Central 35% [same]

As the DfT eschews micro-management of new franchises so Railfuture might similarly stand back from specifying some of the more detailed measures it has been used to prescribing for TOCs, and instead draw attention to the NPS indicators most in need of measures to improve passenger satisfaction.

Railfuture's Fighting Fund

Lea Bridge station [closed in July 1985] on the Greater Anglia route between Stratford and Tottenham Hale is the focus of a re-opening campaign. A joint bid to the Fighting Fund by the Railfuture-affiliated Chingford Line Users Association and the branch committee, endorsed by the branch's Eastern division, was first considered by the national Board in November. Following a favourable recommendation by the Network Development Committee in February the bid was due to be considered for a funding decision at the March Board meeting. The bid is to support not only the station re-opening campaign but also lobbying for the infrastructure necessary to double the **Stratford-Lea Valley line service** to four trains per hour with an even-interval and all-stations service, and also develop the case for re-instatement of the **Hall Farm Curve** to link Chingford and Walthamstow directly with Stratford.

Heritage line – mainline links

Beyond the confines of our region we are aware of the success of the North Norfolk Railway with Sheringham level crossing re-opening. On the periphery of our region we are familiar with the Mid-Hants Watercress Line interchange at Alton. Within our region we are already conscious of the efforts of the Bluebell Railway to reinstate their link with East Grinstead from Kingscote – see www.bluebell-railway.co.uk

Perhaps less familiar are the efforts of two other preserved railways on our own patch. The **Rother Valley Railway** - www.rvr.org.uk - is re-establishing the link between Robertsbridge on the Tonbridge-Hastings line and the Kent & East Sussex Railway - www.kesr.org.uk - at Bodiam. Further west the **Lavender Line** - www.lavender-line.co.uk - is building Worth Halt near Little Horsted as it seeks to push north across the River Uck towards Uckfield. What else do these two have in common? They're both in East Sussex, and they both need to cross main roads, the A21 and the A26/A22 respectively!

If East Sussex County Council has its way then the southern extension of the Uckfield branch towards Isfield and Lewes, or the northern extension of the Lavender Line into Uckfield depending which way you look at it, may face yet another road obstacle. As this issue was going to press the Council's website www.eastsussex.gov.uk under 'Roads and transport' was updated to refer to a future consultation, from Thursday 15th March until Monday 23rd April, starting with public exhibitions in Uckfield Civic Centre on 15th to 17th March. It is widely believed that "plans to reduce traffic congestion in Uckfield town centre" is code for building an inner bypass, right across the site of the former Uckfield station! **'Improve Uckfield'** is the provocative title of the traffic management proposals, and of the twitter and Facebook pages!

Tunnel vision 1 – Ore-some progress on Marsh Link!

Works to Ore tunnel were due to be completed by 11th March. The 9-week blockade stirred up local concerns about the rail replacement bus services, as well as misplaced pressure for a Rye-Ashford International rail shuttle service, which would have had the effect of preventing much of the other route infrastructure improvement work which only a complete blockade made possible! The AGM of the Railfuture-affiliated **MarshLink Action Group** [MLAG], held in Rye on 14th March shortly after the resumption of rail services, was probably well-attended and lively.

As railway development campaigners we continue to focus on the longer-term opportunities for improvements to the service on the line. Journey time savings might most appropriately be re-invested in an improved station calling pattern, such as running the Saturday level of service at Winchester and Three Oaks on at least summer Sundays, and adding regular stops at Ore to Southern's Marshlink service.

Tunnel vision 2 – plans for trio of high-speed services in 2026

New Secretary of State for Transport Justine Greening has given the go-ahead for HS2 with some much-publicised alterations north-west of Old Oak Common. However the tunnelled connection between that new west London interchange and London Overgrounds' Camden Road station, via Primrose Hill, for the link with HS1 at its eastern portal outside St. Pancras International, seems to remain unaltered – apart from the addition of Frankfurt and Amsterdam to the list of continental destinations shown on the route map!

It's not just Boris Johnson's Transport for London, and Lord Tony Berkeley's Rail Freight Group, who are most concerned about the detrimental impact of up to three international trains per hour each way on their passenger and freight services on the North London line. Local authorities and others, within and beyond London, are no less concerned at the high risk of a lost-forever opportunity to realise the full potential of a proper HS1-HS2 link. As well as international services two other, domestic, service groups must be considered if this nationally-strategic infrastructure, with a design life to the middle of the next century no less, is to fulfil its role of joining up GB's regions.

Inter-regional and intra-regional services could and should also be in the high-speed equation. Kent-West Midlands and Kent-west London [even Heathrow?] is what that means. Both deliver enhanced connectivity by avoiding time-consuming and congestion-feeding central London interchange, and high-speed journeys.

With the link needing to be built as part of the phase 1 HS2 works at Old Oak Common, those interests with a real vision for that tunnel will have to ensure that their view is enshrined in the Hybrid Bill due in 2013.

Tunnel vision 3 – awful Bexhill -Hastings (b)link(ered) road plan

Just before Christmas the DfT again deferred a decision, now expected by the end of March, on this badly injured but not yet fatally wounded scheme.

Local group the **Hastings Alliance** has mounted a vigorous campaign not just against the road scheme but in favour of alternative measures to support the economic regeneration of the two seaside towns. See <http://hastingsalliance.com> for a couple of expert reports from eminent and widely-respected transport planners comprehensively demolishing the County Council's whole approach to the issue, not just their preferred outcome. The reports are more than just a damning indictment of the Link Road; they challenge the entire process leading to the flawed conclusion, not least because it failed to follow the guidance of the same DfT from which funding is sought. This included an abject failure to consider properly the alternatives to achieve the strategic outcome, the towns' regeneration, such as local rail service improvements.

New Greater Anglia franchise

Following the 20th October announcement by Minister of State for Transport Theresa Villiers and Abellio's formal appointment on 1st November, the Greater Anglia 29-month franchise began operation in the midst of the snow on Sunday 5th February. See the new website www.greateranglia.co.uk

What a section of the railway press and the Essex Rail Users Federation had unearthed in the immediate aftermath of the announcement – that Abellio might be handing back nine Class 317/7 units to Angel trains – has turned out to be only part of the story. Unable to speak publicly until they had taken over, Abellio have now confirmed that previous operator National Express East Anglia had five units out of use awaiting repairs and which are now being restored to the operational fleet, and through more efficient diagramming four other units can be released without affecting services.

The new operator has also given categorical and public commitments that no ticket offices will close or have their opening hours reduced, contrary to ill-informed speculation in some quarters.

By contrast, 100 new staff will be deployed across the franchise on revenue protection and passenger safety/security duties. In another revelation only possible after the keys had been handed over, the actual number of additional staff will apparently be nearer 136 as Abellio recruit to fill a reported near-40% vacancy level run by a dis-incentivised revenue-supported NXEA.

Little wonder, really, that NXEA slipped further and were again bottom of the national and London & South East leagues in the recent National Passenger Survey.

What is Railfuture policy on ... ?

The Society has a Policy Folder on 10 subjects, so far:

- 1 – The case for rail
- 2 – Transport finance
- 3 – Easy rail
- 4 – Light rail
- 5 – High-speed rail
- 6 – Electrification
- 7 – Station and line re-openings
- 8 – How can rail freight be increased
- 9 – Increasing the share of the passenger market
- 10 – Future of secondary lines

See www.railfuture.org.uk/tiki-index.php?page=Policy+documents

The Society's national Policy, Lobbying & Campaigns Committee has oversight of the Policy Folder and its updates. Members include four of your branch Committee – Keith Dyal, Norman Bradbury [PLC Secretary], Howard Thomas [PLC budget holder], and David Berman.

Members winter regional gathering – report-back

The Network Rail Training Centre at Paddock Wood played host to a February gathering of 16 members and local activists, followed by the Kent Division's quarterly meeting in the afternoon.

Network Rail's Training Delivery Manager Glenn Scarborough, with a role changing to become Workforce Development Manager, took the group around the Centre both inside and outdoors where a wide array of kit is available for staff to acquire and update their track maintenance and other skills.

Senior Sponsor Murray Motley ["I don't work for Network Rail, I work for the railway industry"] who reports to new Route Director Fiona Taylor gave a comprehensive, inspirational presentation on a range of infrastructure schemes he clearly has a passion for and takes great pride in seeing come to fruition.

Notice of Branch AGM 2012 - 2

The next Annual General Meeting of the London and South East Branch of Railfuture [the Railway Development Society Ltd.] will be held in the Greater Anglia London Academy, Stratford, London, E15 4LJ on **Saturday 28th April 2012**, commencing at 14.00.

It will have the following Agenda:

1. Apologies for absence
2. Election results
- 3a. Minutes of previous AGM, held on 9th April 2011
- 3b. Matters arising
4. Chairman's report for 2011
5. Divisions' reports for 2011:
 - a. Eastern
 - b. Kent
 - c. Sussex [Coastway]
6. Hon. Treasurer's report for 2011

Nominations were invited for branch Chairman, Vice-Chairman, Hon. Secretary and Hon. Treasurer, and up to six other branch committee members. At the close of nominations on 21st January Electoral Returning Officer Paul Krebs had received valid nominations for the four branch officers, one per post, as follows:
Chairman – Keith Dyal [proposed by Norman Bradbury, seconded by Chris Fribbins]
Vice-Chairman – Roger Blake [proposed by Ray King, seconded by Chris Fribbins]
Hon. Secretary – Chris Fribbins [proposed by Norman Bradbury, seconded by David Berman]
Hon. Treasurer – Trevor Jones [proposed by Roger Blake, seconded by Linda Irvine]

He had also received valid nominations for five other members of the branch committee, as follows:
David Berman [proposed by Norman Bradbury, seconded by Keith Dyal]
Norman Bradbury [proposed by David Berman, seconded by Chris Fribbins]
Chris Page [proposed by Roger Goring, seconded by Mike Turner]

Howard Thomas [proposed by Ray King, seconded by John Barfield]

Peter Woodrow [proposed by Roger Gillham, seconded by Roger Blake]

Those four officers and five other committee members are all elected unopposed. The new committee may co-opt, [a fate which may befall serving committee member Graham Morrison, pre-occupied with other duties as Secretary to the national Editorial Board that he reportedly overlooked the nomination deadline] in addition to its two ex officio members Dick Tyler for Sussex [Coastway] division and Ray King as editor of the Society's national magazine Railwatch. Kent and Eastern divisions already have a presence in committee meetings through Chris Fribbins and Howard Thomas respectively.

By the same deadline no Motions on branch organisation, policy or strategy had been received by the branch Chairman.

So that the regional branch membership [about 25% of the Society's national membership] is aware of who governs the branch's affairs in their name, here are the nine candidates' CVs and election statements.

Keith Dyal, Chairman

CV - I joined the Railway Development Association in 1974, one of the two founding societies of RDS. I am currently Branch Chairman and I serve on the Society's national Finance and Internal Affairs committee, and Policy, Lobbying and Campaigns committee. I am also a past member of the Board. Before retirement I was in Construction Management running major civil and building works. I now work in the voluntary sector as a school governor, an almshouse trustee, I chair the management board of a youth outdoor centre and I chair the local town twinning society. I am committee member of the local Branch of the Leukaemia Research Fund.

Election statement - I wish to continue to involve as many Railfuture members as possible in the affairs of the society and to use their experiences to formulate a coherent policy to present to the rail authorities. We should aim to persuade these authorities of our case and work with them as a critical friend without being confrontational and be prepared to congratulate them on the good things that they do. I am also trying to develop a good working relationship with other Railfuture branches to avoid giving mixed messages to the industry.

Roger Blake, Vice-Chairman

CV - Memberships/Qualifications: Railfuture late-80s+; L&SE Branch Committee 2006-12, Vice-Chairman 2007-12; national Director 2009-12.

Railway Study Association, Transport Planning Society, mid-90s+.

Chartered Town Planner/corporate member, Royal Town Planning Institute early-70s+.

Principal Transportation Planner, Hackney Council mid-90s+; Senior/Principal Town Planner mid-80s+.

Co-founder Cambridge Heath & London Fields Rail Users' Group late-90s+; Chingford Line Users Association, MarshLink Action Group, Wealden Line Campaign, Brunel Museum Rotherhithe, Great Central

Railway, North London Railway Historical Society, Barking-Gospel Oak Line User Group, Spa Valley Railway, CfBT, FoE, National Trust.

Trustee, Skillshare International early-80s+; Chair, SOS Sahel UK 2009+ [development charities].

Election statement - Offer work experience - Hackney's Public Transport Liaison officer, promoting Chelsea-Hackney line, developing London Overground, HS2-HS1 Link, West Anglia Routes Group [3/4-tracking Lea Valley line, re-opening Lea Bridge station], Orbital London Group; NGO governance experience - two international development charities.

Key Regional Branch objectives 2012-13: improve communication/involvement with 25% Railfuture's members in Regional Branch/Divisions, Rail User Groups, Community Rail Partnerships, Heritage lines; Branch Committee rejuvenation/accountability; develop regional branch members' magazine and gatherings; develop members' social and campaign events, including evidence-based campaigning supporting planning/transport policy objectives and our profile/credibility eg informed contributions to re-franchising.

Chris Fribbins, Hon. Secretary

CV - Chair of Cliffe and Cliffe Woods Parish Council (Parish Councillor for 28 years), former District and Unitary Councillor (and past Chair of Planning & Transport) for 13 years to 2000. Former member of Rail Passenger Committee (Southern England) until abolition in 2005 where I was responsible for liaison with Railfuture (Kent Division) and other local RUGs and local authority transport forums. I now represent Railfuture on the Medway Valley Line and Kent Community Rail Partnerships. Active rail campaigner for many years. Vice Chair of Dickens Country Protection Society (DCPS) a local amenity society.

Election statement - The Railfuture branch and divisions have got to reach out more to existing members and also find new ones. There is no quick fix and it will take time. We have got to strike a delicate balance between the formal business of the organisation, informing, encouraging debate and action. We need to develop ways to encourage active participation both within the organisation and externally in the name of Railfuture. I took on the secretary role mid-year to fill the vacancy and would wish to continue that role to follow up those objectives.

Trevor Jones, Hon. Treasurer

CV - 1. Membership: 41 years (including predecessor society). 2. Branch: London & SE. 3. Past Committee Service: London & SE Branch committee (was Chairman for 5 years, current Branch Treasurer 6 years); National Executive; Board; International Committee. 4. Qualifications: Mathematics graduate. Former IT professional. Recent past temporary employment with Network Rail followed by 15 months junior manager in a Train Operating Company at their London HQ. Age 64. 5. Membership of other organisations: Bus Users UK (BUUK); Guildford Environmental Forum (GEF); Railway Study Association; Guildford Chess Club (League Secretary, team captain); Guildford United Reformed Church (inter-faith representative); CPRE. 6. Representing

RDS: European Passengers Federation; GEF; BUUK.
7. Rail users group: Past Chairman of Tunbridge Wells Railway Travellers (during Hastings electrification).

Election statement - Active in Railfuture and forerunners most of my working life; helped form our Coastway Division; have meetings with Guildford MP; Board's liaison officer with BUUK e.g. to avoid AGM clash. Shareholder in most TOC-owning companies and several rail suppliers, sometimes making useful contacts at company AGMs. Former RDS Computer Officer for 11 years. Non-driver, so reliant on public transport for all my travels (including buses). Believer in integrated public transport of all modes. From past rail user group work and recent employment, I am often aware of what is and isn't readily achievable.

David Berman

CV - UK Civil Service 16 years in middle and senior management, including Defence, Cabinet Office, HM Treasury, National Audit. Lived in Europe, North America, working in Transportation, Construction and Finance. Undertook further professional and academic training including graduate and post-graduate studies in North America. Specialist in Transport and Construction Project Cost Estimating and Planning; Programme Management; Business Management and Business Continuity. Senior Consultant in specialist International Transportation, Business Management and Construction consultancy firm. Lectures and writes on specialist Transport and Construction issues. Active member of professional transport, planning, management and construction associations. Active member of four London NHS Foundation trusts.

Election statement - Railways have always been a passion whether in UK or abroad. I have devoted most of my personal and professional life to promoting rail transport. I believe that Railfuture is in a perfect position to influence public opinion and political policy in favour of integrated transport programmes including a very strong rail element. It would be a privilege, if re-elected, to be able to continue to bring my professional expertise into the London and South East region committee and assist Railfuture at a time when straightforward logical influence is needed to sway Government opinion.

Norman Bradbury

CV - Born 1937. Joined family business in 1954, MD from 1975-1996. Chair of Ewell & Stoneleigh Chamber of Commerce 1997-2002. Joined Railfuture in 1982. Chair of South West Division of London & South East branch 2000-2001. Committee member of London & South East branch since 2002. Railfuture Board member 2003-2006. Secretary of Policy, Lobbying & Campaigns Committee since 2002 and has represented Railfuture on Transport Activists Round Table (TAR) since 2002.

Election statement - Passion for railways remains undiminished, campaigning for railways continues as principal ambition. For Policy, Lobbying & Campaigns Committee I submitted response to Parliamentary Transport Select Committee enquiry into High Speed rail in 2011. I attended Railfuture meeting with Maria Eagle, Shadow Transport Secretary, in January 2011 and represented Railfuture at subsequent Labour Party Rail Round Table meeting in July, submitted comments to Society's response to Labour Party

Transport review. I continue to participate in lobby meetings with Ministers and MPs and submit responses to DfT and other consultations. I wish to serve again on branch committee to aid these activities on behalf of Railfuture.

Chris Page

CV - Centrica Senior Project Manager 2011+ Introduced internet-based home security service. Dell Corporation IT Programme Manager 1999-2010 Deployed global Online store, managing teams in US, Europe, Asia. Mid Kent Water Head of IT 1994-1999 Responsible to CEO for IT project portfolio and system support. Kvaerner Engineering (UK) Project Manager 1992-93 Customised Asset Management System for Piccadilly Line fleet. Ferranti International Technical Author/Project Manager 1972-1992 Computer systems for defence applications.

Education: BSc(Hons) Physics, Imperial College, London ACCA Certified Diploma in Accounting and Finance

Interests: Railfuture - member of: Corporate Governance Review Group, L&SE Branch Committee; Classic cars, Daily workout, Share trading.

Election statement - I want sustainable growth in market share for rail transport. Therefore I support initiatives which improve the attraction of rail: simplifying fares, improving connectivity, faster schedules, more efficient customer service. I will campaign for changes which enable rail expansion: improving competitiveness, identifying suppressed demand, future-proofing potentially viable new routes, and pricing of each mode of transport to reflect real costs. As a member of the national Policy, Lobbying and Campaigns committee I coordinated our response to the Initial Industry Plan. I am working to set up a new Surrey division within the L&SE branch, to encourage greater participation in Railfuture.

Howard Thomas

CV - Retired lecturer; BA, DipEd, MRSPH, MCMI, MifL, CertTESOL. Member of Railfuture over 20 years; served Railfuture as Board Member; Member and Chair of Passenger Committee (Current); Member of International & European, and Policy, Lobby & Campaigns Committees (Current); London & South East Branch Chair, Vice-chair, Treasurer, & Committee Member (Current); Chair of Eastern Division (Current). Wrote responses on behalf of Railfuture to the House of Commons Transport Committee inquiry into fares (2005), and White Paper: *Delivering a Sustainable Railway* (2007). Served in public life as councillor; community health council chairman; magistrate.

Election statement - More and more people are turning to the railways for their travel solutions because of increasing congestion and concerns for the environment. To cope with this, there must be commitment to increase capacity in terms of train length, station facilities, and track configuration. To keep the railway attractive to its customers, attention will have to be given to details such as: toilets on trains and at stations; better crowd control and management at key stations; and fares that don't frighten people off the railway. If elected, I will work hard to campaign on these issues.

Peter Woodrow

CV - I am a retired Chartered Public Finance Accountant (CPFA). During my professional career, I worked for four local authorities in the London area, Enfield, Lambeth, Newham and Thurrock, where I was Deputy Director of Finance. I am currently Chair of the Chingford Line Users' Association, which is heavily involved in the campaigns for improved local services on the Lea Valley line, the reopening of Lea Bridge station and the reinstatement of the Hall Farm curve to facilitate a Chingford–Walthamstow–Stratford service. I have been a member of Railfuture for several years and of the Branch Committee for the last four years.

Election statement - As well as serving as member of Branch Committee, I also regularly attend Eastern Division meetings and have worked to establish good relationships with our colleagues in the East Anglia Branch. In co-operation with them, I have taken the lead in responding to consultations on the Greater Anglia RUS, timetable changes and representations to prospective franchisees. My agenda for the future is to improve liaison with User Groups, particularly across the Eastern Division, so as to get a fair representation from all parts of the area and to continue working to improve services for the travelling public.

Railfuture conferences 2012

Rail developments in Scotland will feature at the conference in **Stirling on Saturday 16th June**.

Rail users and their issues will take centre-stage in **Birmingham on Saturday 3rd November**.

Railfuture National AGM

A final reminder of date and venue – **Saturday 12th May at Worcester Guildhall, High Street, WR1 2EY**.

Branch divisions meetings – open to all members of our regional branch

This branch newsletter is published quarterly and is usually distributed with each edition of the national **Railwatch**. The copy deadline for **raillse** issue 116, due to be published in June, will be Monday 30th April. Please submit material through Branch Chairman Keith Dyll.

The Railfuture mission: to be the number one advocate for the railway and rail users

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

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Sussex [Coastway] – usually meet monthly on first Thursday [except in mid-July, then in September; and after New Year in mid-January, then in March] at 18.00 – check dates and venue for the next ones on 5th April, 3rd May and 7th June. May be at The Crown Inn, 191 High Street, Lewes, East Sussex, BN7 2NA. Contact Dick Tyler at richard.tyler@railfuture.org.uk or 27 Windsor Road, Bexhill-on-Sea, East Sussex, TN39 3PB or phone 01424 211500.

Eastern [south Essex and north & east London] – usually meet bi-monthly on the second Wednesday of the odd-numbered months at 18.30, in Stratford – the next ones will be on 9th May and 11th July. Contact Howard Thomas at howard.thomas@railfuture.org.uk or 24 South Primrose Hill, Chelmsford, Essex, CM1 2RG or phone 01245 280503 before 21.00 hours.

Kent – usually meet quarterly on the third Saturday afternoon, in a different venue around Kent – the next two will be on 19th May at The Elephant, on The Mall, Faversham, just south of the station; and on 18th August provisionally in the Robertsbridge-Tenterden area. Divisional Organiser is Peter Collingborn at 82 Burnham Walk, Parkwood, Rainham, Kent, ME8 8RX or phone 01634 364744; email contact is Chris Fribbins at chris.fribbins@railfuture.org.uk

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HON. SECRETARY: Chris Fribbins, 5 Englefield Crescent, Cliffe Woods, Rochester, Kent, ME3 8HB; tel: 01634 566256; chris.fribbins@railfuture.org.uk

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